Documentation of Public Meeting

Project Location
Kaufman County

Kaufman County Outer Loop Project Limits
SH 205 in Terrell, Texas, to south of I-20

Meeting Location
First Baptist Church Terrell Recreation Outreach Center
100 W. Brin St., Terrell, TX 75160

Meeting Date and Time
Thursday, November 17, 2022, at 5:30 p.m. CT

Translation Services
Materials were available in both English and Spanish

Elected Officials in Attendance

Rick Carmona, Mayor, City of Terrell
Cody Craig on behalf of Congressman Keith Bell, District 4 Texas House of Representatives
Mayrani Velazquez, District 3 Councilmember and Mayor Pro Tem, City of Terrell

Total Number of Attendees (approx.)
181 attendees

Online:
Interactive website: 777 total users
Online video presentation: 130 views

Total Number of Commenters
144 Comments

KAUFMAN COUNTY OUTER LOOP

Contents

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A. Comment/response matrix

Comment Number	Submission Date	Source (Email, Comment Card, Online Map)	Commenter Name	Comment	Response
1	11/3/2022	Email	Rick McKee	Considering the horrible condition of too many rural roads in Kaufman county any money spent on this project will be funds expended for the benefit of a select few. There is absolutely no way with our rural roads in such disrepair that the county should consider this money well spent. I have lived in this county for over 45 years and each passing year brings worse conditions for our rural roads. Armadillo Dr. In Kemp was asphalt hard road when we bought our property and the home was placed accordingly, now it is gravel and the dust problem creates health hazards as well as a general mess to households.	Thank you for your comments. Should the state, municipalities, and local agencies wish to proceed with the proposed improvements for the Kaufman County Outer Loop, funding would be required. As we identify and narrow down the corridor alternatives, several criteria are evaluated, including impacts to local properties and the projected cost of the project.
2	11/4/2022	Email	Anne Glasscock	May I have the flyer you sent in the mail as a JPG or PNG document so I can share it on the Chamber's Social Media?	The meeting notice and meeting location map were sent to Ms. Glasscock on 11/7/22.
3	11/10/2022	Online	Gloria Stidham	Cannot submit info to join mailing list	The website mailing button was updated.
4	11/16/2022	Online	Autumn Krauska	The loop drawn on the map goes through the middle of our property, this is highly concerning. Would love more answers and explanation on this road please!	Thank you for your comments. The loop on the map on the website is the outline of the study area. If you were not able to attend the public open house on Nov. 17, 2022, the map showing the preliminary alignments is available on the open house web page: https://kaufmanouterloop.com/public-open-house.html
5	11/16/2022	Online	John Mastroleo	this is not going to help with congestion of roads. There is nothing there!!!!	Thank you for your comments. We will take them into consideration as we continue evaluating alternatives. The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to t Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region.
6	11/16/2022	Online		The location of this project seems very odd and unnecessary. The loop is in residential and farming land it does not bring you to a major area in the county.	Thank you for your comments. The loop on the map on the website is the outline of the study area. If you were not able to attend the public open house on Nov. 17, 2022, the map showing the preliminary alignments is available on the open house web page: https://kaufmanouterloop.com/public-open-house.html
7	11/16/2022	Online	Jeremy Prather	I live at [redacted] This project map seems to indicate the loop may run through my home residence. I am unable to make the meeting tonight. How can I get more specific info on which addresses/properties will be directly impacted? Thank you.	Thank you for your comments. The project is still in early stages of the feasibility study. Therefore, needed ROW has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants.
8	11/16/2022	Online Map	Ervin Goss	How do you plan on going over Film Alley and the other businesses in this area?	Thank you for your comments. The proposed reasonable alternatives are to the west of Film Alley and are not proposed to impact it.

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9	11/16/2022	Online Map	Ervin Goss	Isn't there a subdivision being built in this location?	Thank you for your comments. We are working with the city and developers in the area to understand proposed developments.
10	11/17/2022	Comment Card	Donna Bonnin	I am opposed to alternative route 1. I will send additional comments later. This route will take out a good portion of our neighborhood + and reduce our home values considerably.	Thank you for your comments. We will add them to our public meeting summary. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will continue to evaluate all reasonable alternatives as the project development process continues through an iterative process and collaboration with the public. Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated. The project is still in early stages of the feasibility study. Therefore, needed ROW has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants.
11	11/17/2022	Comment Card	Frank Douglas	Clearly, alternatives 2, 3 & 4 are better re economic & environmental impact	Thank you for your comments. We will add them to our public meeting summary. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will continue to evaluate all reasonable alternatives as the project development process continues through an iterative process and collaboration with the public. An environmental study would be conducted for the Kaufman County Outer Loop feasibility study to evaluate a number of different criteria and the project's potential impacts. Evaluation criteria include community elements, parks and schools, hazardous materials, wetlands, floodplains, and residential and commercial areas. Should the state, municipalities, and local agencies wish to proceed with the proposed improvements for the Kaufman County Outer Loop, funding would be required. As we identify and narrow down the corridor alternatives, several criteria are evaluated, including impacts to local properties and the projected cost of the project.
12	11/17/2022	Comment Card	John Godwin	Very important project to this area. Need to set route and acquire ROW as quickly as possible, before there is even more growth. And expedite construction.	Thank you for your comments. We will add them to our public meeting summary.
13	11/17/2022	Comment Card	Robert M Gross and Donna Gross	My home is in the direct path of option 2. I do not want to move from my family's land that has been in our family for over 100 years! Please do not use option 2, 3 or 4!	Thank you for your comments. We will add them to our public meeting summary. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will continue to evaluate all reasonable alternatives as the project development process continues through an iterative process and collaboration with the public.
14	11/17/2022	Comment Card	Pamela S. Robertson	What is financial impact to the county/citizens how many families will loose their land/homes? Where will the funds come from to build this unwanted road – more traffic results in the need for more emergency services – how will you cover those needs.	Thank you for your comments. The project is still in early stages of the feasibility study. Therefore, needed ROW has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal fair market value would be offered to the landowner for any land and

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					improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants. Should the state, municipalities, and local agencies wish to proceed with the proposed improvements for the Kaufman County Outer Loop, funding would be required. As we identify and narrow down the corridor alternatives, several criteria are evaluated, including impacts to local properties and the projected cost of the project. The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to t Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. Joint coordination would occur between the surrounding cities, Kaufman County and TxDOT to ensure emergency services would continue to adequately service their regions. Providing additional connectivity would provide opportunities for improved service to the region.
15	11/17/2022	Comment Card	Vicki Taylor	We have lived at Airpark East for 34 years and greatly concerned about how this will impact the airport. We prefer Reasonable Alternatives 2, 3 or 4.	Thank you for your comments. We will add them to our public meeting summary. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will continue to evaluate all reasonable alternatives as the project development process continues through an iterative process and collaboration with the public. The project team would coordinate with the Federal Aviation Administration to determine impacts to Airpark East Airport and surrounding properties in Terrell. These impacts will be considered when evaluating alternatives.
16	11/17/2022	Comment Card	Antonio Gonzalez	For displaced residents I would like to know how it would work for redistribution of loan APR? With inflation and banks interest rates skyrocketing why should I give up land on a low APR to just have to turn around and get another loan that's APR will be 4 to 5 times higher. For residents struggling to survive how will we be able to when our property tax go up because of this project then we must obtain a loan that will be that much higher in interest.	Thank you for your comments. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated. At this time, no decision has been made on what properties will be impacted. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County or TxDOT ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal fair market value would be offered to the landowner for any land and improvements needed for ROW. You may be reimbursed for increased mortgage interest costs if market interest rates for a new mortgage exceed that of your present mortgage. To be eligible, your acquired dwelling must have been encumbered by a bona fide mortgage, which was a valid lien for at least 180 days immediately preceding the initiation of negotiations. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to eligible owners and tenants. The State of Texas Attorney General's office provides a Landowner Bill of Rights to Texas Landowners, which is available online at: The State of Texas Landowner's Bill of Rights (texasattorneygeneral.gov) (English) or El Estado de Texas Derechos del Propietario (txdot.gov) (Spanish). TxDOT provided information on the TxDOT Purchase of Right of Way: booklet 15.500.pdf (state.tx.us) (English) or booklet 15.500s.pdf (state.tx.us) (Spanish)
17	11/17/2022	Comment Card	Casey Bingham	As the EDC Director in Crandall, Texas, this project needs to explore the feasibility of connecting to US 175. Crandall will develop 30,000 homes in a 5 mile radius from City	Thank you for your comments. We will take them into consideration as we continue evaluating alternatives. At this time, funding has not been identified for expanding the study area.

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				Center as of November 17, 2022. That translates to a population of 90,000+ and an additional 45,000 cars to add to our roads! The need for this to extend south is crucial to traffic alleviation in what will be the fastest growing city in the fastest growing county in the United States as of 11-17-2022. Also, 2045 is way too late to open the road. This is needed as soon as the environmental study is completed to start construction.	The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to t Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The reasonable alternative locations were determined based on the Kaufman County and City of Terrell thoroughfare plans. The proposed reasonable alternatives would intersect with several existing arterial corridors and would have a positive impact on congested areas near Forney and Terrell.
18	11/17/2022	Comment Card	Michelle Calvillo	I do see a dire need for more transit lanes in the area that will provide some relief of congestion in traffic. I do see many concerns with reasonable alternative 1. The first being the airport runway on 205 & 548...is there enough room from the runway to the proposed road? It will greatly impact many peoples residence to include McClendon Chisolm and the new utilities that are being installed from Terrell to the new division in McClendon Chisolm. This route would also take a huge family farm that has been around for generations. Reasonable alternative 2 goes straight down the middle of many residences. Reasonable alternative 3 sounds or appears to be the most pheasible and environmentally friendly. Were I do see a dire need for different traffic routes. I am very disappointed to find that Phase 1 will only be a 2 lane road. We are going to see the same amount of traffic build up that we currently have on 548 & 205. If you are going to take peoples homes and land for the better good of mans sanity make it worth it. Four lane roads are desperately needed!	Thank you for your comments. We will add them to our public meeting summary. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will continue to evaluate all reasonable alternatives as the project development process continues through an iterative process and collaboration with the public. The project is still in early stages of the feasibility study. Therefore, needed ROW has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants. The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to t Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region.
19	11/17/2022	Comment Card	Diego Arroyo	My home is located on [redacted] we are concerned on how close the project is to our house. Some options even come right next to our house and it shows a corner of our property being taken. If we had to choose we don't want any road to be built at all. But if there is no other option we will strongly recommend preliminary alignment 1.	Thank you for your comments. We will add them to our public meeting summary. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will continue to evaluate all reasonable alternatives as the project development process continues. The project is still in early stages of the feasibility study. Therefore, needed ROW has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants.

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20	11/17/2022	Comment Card	Robert M. Gross	You people are smart enough to put this project together and implement it. Therefore you can assign a generic comment to me. 3 of your proposed routes cover the family farm we've had since 1890. One is over our house that we built 12 or so years ago. We feel probably worse that you would if it was your home. (unless it's more of an investment) No. Not happy about being destroyed by progress. Who will benefit? You.	Thank you for your comments. We will add them to our public meeting summary. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will continue to evaluate and refine all reasonable alternatives as the project development process continues. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated. As mentioned at the open house, the project is still in early stages of the feasibility study therefore needed ROW has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants.
21	11/17/2022	Comment Card	Robert J. Watson	My greatest concern is how much my property taxes will increase. While I understand this project could increase the value of my home, right now I have to pay those increased taxes. With the price of everything else skyrocketing, this project could very well tax me out of my home. The final value of my home doesn't help right now when I have bills to pay. We can only hope taxes wont go up so badly that we can no longer afford to live I and now, so close to retirement we could be taxed out of our home because of this project.	Thank you for your comments. Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated.
22	11/17/2022	Comment Card	Stewart McGregor	The proposed alignment will be beneficial to mobility in the northern half of Kaufman County. As the Economic Development Director for the City of Kaufman, I highly recommend TxDOT pursue funding to go ahead and extend this alignment to the US 175 corridor/State Highway 34 Terminus. The 175 corridor in Kaufman County alone in late 2022 has over 30,000 new single family homes either planned or under construction. Within the next 10-15 years, this part of the county could easily grow by 100,000 people or more. In order to keep up with the growth, TxDOT needs to fund and extend this alignment so it meets future population needs with mobility feasibility so there are multiple access points for people and commerce between southern Kaufman, Dallas and Ellis Counties. Also, with potentially over 500,000 people living in Kaufman County by 2045, this outer loop will need to try and be completed sooner than 2045 to meet our rapid growth needs.	Thank you for your comments. We will take them into consideration as we continue evaluating alternatives. At this time, funding has not been identified for expanding the study area.
23	11/17/2022	Comment Card	Byron Cromer	I am against alternative #2, it goes in the middle of my property. I am in progress of building my family/retirement- home. I have worked long and hard to	Thank you for your comments. We will add them to our public meeting summary. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will continue to evaluate all reasonable alternatives as the project development process continues through an iterative process and collaboration with the public.

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				acquire this piece of property not only for myself but for my family. Alternative #1 would be a much better option.	The project is still in early stages of the feasibility study. Therefore, needed ROW has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants.
24	11/17/2022	Comment Card	Jim Davis	We need this project - it would be a big benefit	Thank you for your comments. We will add them to our public meeting summary.
25	11/17/2022	Comment Card	Corey & Kristie Culbertson	We do not want alternative 1. It would affect one of the only large lot subdivisions available in Rockwall. The reason to move to country is quiet and a 4 lane hwy is not quiet. Alternate plan 2 goes through pasture land and would be cheaper to buy the 2 houses affected by road in Chisholm Ranch Estates would be $2 million as of today. Years from now it would be expected to be higher. Two million dollars will pay for a good bit of concrete to move the road further east.	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. • **Property Values:** Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated. • **On and Off Ramps:** The project is still in the early stages of the feasibility study. Ramp locations for safe and efficient access to the main lanes would be determined during the next phase of the project development process. • **Street Traffic Confusion**: Improved accessibility, traffic flow and safety are all goals of the project. Existing roadways would be taken into consideration during the next phase of project development. • **Right of way:** The project is still in early stages of the feasibility study. Therefore, needed right of way (ROW) has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design, and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and

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					Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal, fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants. • **Economic impact:** Should the state, municipalities, and local agencies wish to proceed with the proposed improvements for the Kaufman County Outer Loop, funding will be required. As we identify and narrow down the corridor alternatives, several criteria are evaluated, including impacts to local properties and the projected cost of the project. • **Community:** A Community Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA), which will include an evaluation of potential impacts to residences and broader community cohesion in the study area. The Kaufman County Outer Loop is proposed in response to expected growth and accompanying traffic volume increases that will occur independently of the proposed project. Construction would occur in phases to accommodate the anticipated growth and development as it occurs. Phase 1 construction would consist of a single frontage road with two lanes, one operating in each direction. An Induced Growth Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with NEPA, which will examine the proposed project's potential to induce development.
26	11/17/2022	Online	Beverly Davis	I believe the City of Kaufman needs to be included in the initial phases of this project. This project is certainly one needed to address the present and future needs of Kaufman County mobility. Growth is here and we are already behind. However, it is very short sighted to limit the scope of this project to the northern segment of the county. This partial project will only serve to compound the problems south of Interstate 20. The project scope needs to be expanded to include the entire limits of the County and terminate into Highway 34, south of the City of Kaufman. Limiting the scope of the project now will only serve to delay the southern segment and not represent the best interests of the entire County. Thank you, Beverly Davis, Elsie Halbert Real Estate, LLC [redacted]	Thank you for your comments. We will take them into consideration as we continue evaluating alternatives. The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth.
27	11/17/2022	Online	Mike Holder	This project is certainly one needed to address the present and future needs of Kaufman County mobility. Growth is here and we are already behind. However, it is very short sighted to limit the scope of this project to the northern segment of the county. This partial project will only serve to compound the problems south of Interstate 20. The project scope needs to be expanded to include the entire limits of the County and terminate into Highway 34, south of the City of Kaufman. Limiting the scope of the project now will only serve to delay the southern segment and not represent the best interests of the entire County.	Thank you for your comments. We will take them into consideration as we continue evaluating alternatives. The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth.
28	11/17/2022	Comment Card	Scott Roeske	I'm all for it. We need to plan ahead + take appropriate action to plan for a future of a more densely populated area. Only 1 thing: Connect to I-30 OK 2 things - no tolls	Thank you for your comments. We will take them into consideration as we continue evaluating alternatives. As I-30 is not in Kaufman County, the Rockwall County Outer Loop team is looking at a new alignment and connections in Rockwall County. Please see their website for more information: https://www.rockwallcountytexas.com/1134/Rockwall-County-Outer-Loop-2022 The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring

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29	11/17/2022	Comment Card	Colby McFadden	This project is primarily the coverage area of Terrell Vol. Fire Dept. and some in possible other Dept's response coverage. This is only going to increase the response loads that we have to respond to along to the other developments in the County. The City & vol. fire depts. are already stretched thin and underfunded and this is only going to add significant more stress. How are the persons over this project going to help us who have to respond to all hazards responses that will only increase due to this? This is only going to give reason for "officials" to raise taxes more and making it even more impossible for all first responders to afford to live here while crooked executives and politicians profit. Tx-Dot is already a nightmare for first responders to work with.	Thank you for your comments. Joint coordination would occur between the surrounding cities, Kaufman County and TxDOT to ensure emergency services would continue to adequately service their regions. Providing additional connectivity would provide opportunities for improved service to the region.
30	11/17/2022	Comment Card	Lori Washburn	Depending on the exact placement of the road on 548@205. I would prefer you buy out our property. I would rather you do that instead of having an 8 lane highway in my front yard! We bought a house in an airport community for a reason! Move the road! Otherwise I vote for alternative route 3. It looks like it has the least number of houses/homes affected!	Thank you for your comments. We will add them to our public meeting summary. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will continue to evaluate all reasonable alternatives as the project development process continues through an iterative process and collaboration with the public. The project is still in early stages of the feasibility study. Therefore, needed ROW has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants.
31	11/17/2022	Comment Card	Falycia Hankinson	Alternative route 1 goes directly through my community, forcing many of my neighbors to vacate their homes unwillingly after already being forced to sell portions of their land for a 205 expansion. Soon to be another expansion on 548 for a 2 lane road only to turn around and take the rest. The airport that this route alongside has the potential to force the route in the direction of my own house due to potential issues with FAA. This means it could potentially require the city to purchase an entire street of homes in the Chisholm Ranch Estates Community. I'm requesting that a different route is decided on to avoid impacting our community for the third time since I moved in my house in 2015.	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures

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					for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. • **Property Values:** Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated. • **On and Off Ramps:** The project is still in the early stages of the feasibility study. Ramp locations for safe and efficient access to the main lanes would be determined during the next phase of the project development process. • **Street Traffic Confusion**: Improved accessibility, traffic flow and safety are all goals of the project. Existing roadways would be taken into consideration during the next phase of project development. • **Right of way:** The project is still in early stages of the feasibility study. Therefore, needed right of way (ROW) has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design, and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal, fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants. • **Economic impact:** Should the state, municipalities, and local agencies wish to proceed with the proposed improvements for the Kaufman County Outer Loop, funding will be required. As we identify and narrow down the corridor alternatives, several criteria are evaluated, including impacts to local properties and the projected cost of the project. • **Community:** A Community Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA), which will include an evaluation of potential impacts to residences and broader community cohesion in the study area. The Kaufman County Outer Loop is proposed in response to expected growth and accompanying traffic volume increases that will occur independently of the proposed project. Construction would occur in phases to accommodate the anticipated growth and development as it occurs. Phase 1 construction would consist of a single frontage road with two lanes, one operating in each direction. An Induced Growth Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with NEPA, which will examine the proposed project's potential to induce development.
32	11/17/2022	Comment Card	Maria Ortega	Option #3 seems to be the most reasonable as it appears to impact less homes Please also consider expanding 80 to Mesquite	Thank you for your comments. We will take them into consideration as we continue evaluating alternatives. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will continue to evaluate all reasonable alternatives as the project development process continues through an iterative process and collaboration with the public.
33	11/17/2022	Comment Card	Alejandra Ortega	Me gustaria la opcion 3 porque no afecta tanto a los residentes ay menos. Casas y seria el mas directo al 80 gracias	Thank you for your comments. We will take them into consideration as we continue evaluating alternatives. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will continue to evaluate all reasonable alternatives as the project development process continues through an iterative process and collaboration with the public.

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34	11/17/2022	Comment Card	Heather Heard	I have owned my property for generations. I am being told I cant live there. Can you get me something pertaining to my property specifically?	Thank you for your comments. The project is still in early stages of the feasibility study. Therefore, needed ROW has yet to be identified or finalized. The proposed alignments shown at the open house do not impact your property.
35	11/17/2022	Comment Card	Anne Glasscock	The project is very important to the county but the scope is very short sighted as it doesn't encompass the south end of the county, 175 or 34. There are more than 50,000 homes in the plans and under construction through Crandall, Kaufman and on towards the lake. By the time this is built there will be quite a few more. It is important to build for the growth but not in reaction to it. This project should take into consideration the existing thoroughfare plan & extend down past 175 to 34 even if its on a smaller scale than the rest of this plan. If it is truly the Kaufman County Outer Loop it should serve the entire county.	Thank you for your comments. We will take them into consideration as we continue evaluating alternatives. At this time, funding has not been identified for expanding the study area.
36	11/17/2022	Comment Card	Kim Walker	I was happy to speak with Brian Swindell in Terrell last night about my concerns of public safety in the event of a disaster along Highway 80 anywhere after Collins Road and just to the east of Forney. I told him I would submit comments for consideration. Forney is a "gateway" to points further east such as Terrell, Canton, Tyler and beyond. Even in normal traffic times the growth happening in Forney, and in Terrell (the two closest points to each other) presents horrible traffic situations with halting congestion being the primary result. In that corridor between Collins Road and Terrell, several points could be considered under warranted concern for devastating traffic stoppage in the event of a catastrophe and people trying to escape/seek shelter with their only migration possible to the north. The proposed corridor in your project would alleviate those concerns and could potentially exacerbate the situation. The possible scenarios would be such events as a power plant catastrophe from the power plant located to the west of Forney and paper mill situated just to the east of Forney on the south side of Highway 80; or, maybe the worst, a tornado tracking east-to-west right at or near Highway 80. In any of those scenarios, the number of people, in a panic, trying to get from south to north is huge -- just even if a straight line is drawn from south of Lake Ray Hubbard over to Terrell: that corridor is growing with speed. It may be impossible but, I see better possibilities -- even for normal traffic congestion -- from the Fairveiw, TX area down through the corridor between Parker & Murphy to the west and Lucas, St. Paul, and Wiley to the east connecting to SH 78 and over to whatever connecting point to the current project territory you would deem appropriate. It is always said, "we didn't think anything like this could/would ever happen." That is what disaster	Thank you for your comments. We will take them into consideration as we continue evaluating alternatives. During the next phase of project development, a traffic study will be done. The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to t Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. Joint coordination would occur between the surrounding cities, Kaufman County and TxDOT to ensure emergency services would continue to adequately service their regions. Providing additional connectivity would provide opportunities for improved service to the region.

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				mitigation is all about. I wanted to register my concerns and truly hope that, somehow, budget costs and very thoughtful considerations can be brought together for an even better solution than is being proposed. Thank you for your time and consideration.	
37	11/18/2022	Online	Lori Blaylock	This project is absolutely needed to address the present and future needs of Kaufman County mobility. Growth is here and we are already behind. However, it is very short sighted to limit the scope of this project to the northern segment of the county. This partial project will only serve to compound the problems south of Interstate 20. The project scope needs to be expanded to include the entire limits of the County and terminate into Highway 34, south of the City of Kaufman. Limiting the scope of the project now will only serve to delay the southern segment and not represent the best interests of the entire County.	Thank you for your comments. We will take them into consideration as we continue evaluating alternatives. At this time, funding has not been identified for expanding the study area.
38	11/18/2022	Email	Dennis Hagan	To whom it may concern: Chisholm Ranch is a group of families that have worked hard to establish themselves in a tight nit community. There are several retirement aged individuals who have built what they thought would be their last homes including myself. It came as quite a shock when we learned our beloved community could basically be wiped out in the sake of progress. I did not make the Rockwall meeting but did attend the Kaufman meeting on Thursday night. The information was well laid out and I know have a thorough understanding of the different alternative paths. After reviewing the poster board titled "Preliminary Evaluation" it does not appear alternative path 1 is a viable option but I 65 years old and learned a long time ago to never say never. This is a huge project, and we are one very small pebble in the way of progress, I would hope that preserving a community of highly responsible residents that not only provide a sizable tax base also contribute to the overall good of Rockwall and the surrounding communities.	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. • **Property Values:** Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated. • **On and Off Ramps:** The project is still in the early stages of the feasibility study. Ramp locations for safe and efficient access to the main lanes would be determined during the next phase of the project development process. • **Street Traffic Confusion**: Improved accessibility, traffic flow and safety are all goals of the project. Existing roadways would be taken into consideration during the next phase of project development. • **Right of way:** The project is still in early stages of the feasibility study. Therefore, needed right of way (ROW) has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design, and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with

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39	11/18/2022	Online	Dennis Hagan	To whom it may concern: Chisholm Ranch is a group of families that have worked hard to establish themselves in a tight nit community. There are several retirement aged individuals who have built what they thought would be their last homes including myself. It came as quite a shock when we learned our beloved community could basically be wiped out in the sake of progress. I did not make the Rockwall meeting but did attend the Kaufman meeting on Thursday night. The information was well laid out and I know have a thorough understanding of the different alternative paths. After reviewing the poster board titled "Preliminary Evaluation" it does not appear alternative path 1 is a viable option but I 65 years old and learned a long time ago to never say never. This is a huge project, and we are one very small pebble in the way of progress, I would hope that preserving a community of highly responsible residents that not only provide a sizable tax base also contribute to the overall good of Rockwall and the surrounding communities.	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. • **Property Values:** Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated. • **On and Off Ramps:** The project is still in the early stages of the feasibility study. Ramp locations for safe and efficient access to the main lanes would be determined during the next phase of the project development process. • **Street Traffic Confusion**: Improved accessibility, traffic flow and safety are all goals of the project. Existing roadways would be taken into consideration during the next phase of project development.

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40	11/18/2022	Email	Gloria Stidham	Map label 598 is incorrect. This section of road is Colquitt Rd / CR 233. This section of Colquitt Rd. aka CR 233 runs between FM 1392 and FM 548. FM 598 only runs from Hwy 205 to FM 1392 and is under TXDOT control. This label error makes your map very confusing for many citizens. Especially since this section of the project impacts so many property owners along Colquitt Rd/ CR 233, CR 240, FM1392. CR 250, and Hwy 205. Please correct and send out a corrected Reasonable Alternatives map.	Thank you for your comments. The map online has been updated include a label for CR 233.
41	11/21/2022	Online	Rebecca Booth	As a resident of Chisholm Ranch, I would request that an alternative route be constructed that does not negatively impact the homes of this addition. The reason and appeal of moving to this area would be destroyed with a loop through our neighborhood. Your consideration is greatly appreciated for alternative routes.	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County

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					do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. • **Property Values:** Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated. • **On and Off Ramps:** The project is still in the early stages of the feasibility study. Ramp locations for safe and efficient access to the main lanes would be determined during the next phase of the project development process. • **Street Traffic Confusion**: Improved accessibility, traffic flow and safety are all goals of the project. Existing roadways would be taken into consideration during the next phase of project development. • **Right of way:** The project is still in early stages of the feasibility study. Therefore, needed right of way (ROW) has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design, and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal, fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants. • **Economic impact:** Should the state, municipalities, and local agencies wish to proceed with the proposed improvements for the Kaufman County Outer Loop, funding will be required. As we identify and narrow down the corridor alternatives, several criteria are evaluated, including impacts to local properties and the projected cost of the project. • **Community:** A Community Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA), which will include an evaluation of potential impacts to residences and broader community cohesion in the study area. The Kaufman County Outer Loop is proposed in response to expected growth and accompanying traffic volume increases that will occur independently of the proposed project. Construction would occur in phases to accommodate the anticipated growth and development as it occurs. Phase 1 construction would consist of a single frontage road with two lanes, one operating in each direction. An Induced Growth Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with NEPA, which will examine the proposed project's potential to induce development.
42	11/21/2022	Online	Rebecca Booth	As a resident of Chisholm Ranch, I would request that an alternative route be constructed that does not negatively impact the homes of this addition. The reason and appeal	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood.

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43	11/21/2022	Online	Rebecca Booth	Reviewing the options it is obvious there is much more open land east and south of this point that would make a far less impactful proposition to the rapidly growing area. As a resident of Chisholm Ranch an alternative route is a must in order to preserve the neighborhood which is already being impacted by the widening of SH205 and FM548.	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. 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44	11/21/2022	Online	Rebecca Booth	An already negatively impacted neighborhood of the SH205/FM548 expansion, Chisholm Ranch, does not need additional impacts by an outer loop of additional traffic, home destruction and land impact. Alternative routes are available and certainly need review to impact far less homeowners and families who moved to the area to avoid large city impacts and over flow of traffic and property value destruction. Alternate routes are the best option for this area of the project.	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. 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45	11/21/2022	Online	Rebecca Booth	The route impacting Chisholm Ranch Estates needs to be removed from consideration. With current impacts from SH205/FM548 expansion the next level of road projects will destroy the home values of this neighborhood which provides a LARGE tax base. Alternative routes are a must to the south and east with much more of a minimal homeowner impact.	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. • **Property Values:** Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated. • **On and Off Ramps:** The project is still in the early stages of the feasibility study. Ramp locations for safe and efficient access to the main lanes would be determined during the next phase of the project development process. • **Street Traffic Confusion**: Improved accessibility, traffic flow and safety are all goals of the project. Existing roadways would be taken into consideration during the next phase of project development. • **Right of way:** The project is still in early stages of the feasibility study. Therefore, needed right of way (ROW) has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design, and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal, fair market value would be offered to

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46	11/21/2022	Online	Rebecca Booth	the outer loop alternative to CHISHOLM RANCH ESTATES is highly needed. The addition is already under heavy impact from the expansion of 205/548. Homes and families will be highly impacted should a route be put into this area. Alternative routes are viable and best for residents.	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. • **Property Values:** Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated. • **On and Off Ramps:** The project is still in the early stages of the feasibility study. Ramp locations for safe and efficient access to the main lanes would be determined during the next phase of the project development process. • **Street Traffic Confusion**: Improved accessibility, traffic flow and safety are all goals of the project. Existing roadways would be taken into consideration during the next phase of project development. • **Right of way:** The project is still in early stages of the feasibility study. Therefore, needed right of way (ROW) has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design, and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation

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47	11/21/2022	Email	Rebecca Booth	Attached letter of Comment for RECORD. Dear Representatives: I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Highway 205 and FM548. As such, I am writing this letter to protest the proposed Option 1 routing of the Rockwall County Outer Loop Project that would adversely impact our neighborhood with its proximity. Obviously, infrastructure expansion must take place to handle the increase in growth and traffic, however, this proposed Option 1 routing will severely and adversely impact our neighborhood –a neighborhood that is already being negatively impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land, and are creating noise issues that many who bought and moved here sought to escape! Another major highway in the same vicinity will only make this worse. Furthermore, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods. In particular: - It creates an unneeded expense dealing with sound and sight mitigation when it could easily be routed by one of the other less impactful route options. - It decreases the home values of those living in Chisholm Ranch Estates when the other routes have a less personal impact. - It creates extreme unnecessary street traffic confusion with on and off ramps, which are not yet considered or	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. • **Property Values:** Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated. • **On and Off Ramps:** The project is still in the early stages of the feasibility study. Ramp locations for safe and efficient access to the main lanes would be determined during the next phase of the project development process. • **Street Traffic Confusion**: Improved accessibility, traffic flow and safety are all goals of the project. Existing roadways would be taken into consideration during the next phase of project development.

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48	11/21/2022	Online	Rebecca Booth	Alternative routes further to the south are highly needed to not adversely affect the residents of Chisholm Ranch Estates who are currently being impacted by the 205/548 expansion.	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. • **Property Values:** Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated.

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52	11/21/2022	Online	Ryan Booth	An already negatively impacted neighborhood of the SH205/FM548 expansion, Chisholm Ranch, does not need additional impacts by an outer loop of additional traffic, home destruction and land impact. Alternative routes are available and certainly need review to impact far less	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood.

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The property would be appraised, and a current at time of appraisal, fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants. • **Economic impact:** Should the state, municipalities, and local agencies wish to proceed with the proposed improvements for the Kaufman County Outer Loop, funding will be required. As we identify and narrow down the corridor alternatives, several criteria are evaluated, including impacts to local properties and the projected cost of the project. • **Community:** A Community Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA), which will include an evaluation of potential impacts to residences and broader community cohesion in the study area. The Kaufman County Outer Loop is proposed in response to expected growth and accompanying traffic volume increases that will occur independently of the proposed project. Construction would occur in phases to accommodate the anticipated growth and development as it occurs. Phase 1 construction would consist of a single frontage road with two lanes, one operating in each direction. An Induced Growth Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with NEPA, which will examine the proposed project's potential to induce development.

Comment Number	Submission Date	Source (Email, Comment Card, Online Map)	Commenter Name	Comment	Response
53	11/21/2022	Email	Angela Spallas	Please see the attached to fight the current plan for the Kaufman Outer loop plan. Angie Per the Rockwall County Outer Loop Project We have plenty of farm or ranch land that this project can work with, why would you have a freeway/highway/throughway go over homes. We moved out here to be away from this in the city. Please do the right thing and do not build this over homes where children are growing up. We have already lost some of our land. This community as given to the needs others already for this project. I have sent letters to Matt Craig Brian Swindell Please make the right decision and don't destroy property, children and homeowners.	Thank you for your comments. The project is still in early stages of the feasibility study. Therefore, needed ROW has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants. The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to t Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The reasonable alternative locations were determined based on the Kaufman County and City of Terrell thoroughfare plans. The proposed reasonable alternatives would intersect with several existing arterial corridors and would have a positive impact on congested areas near Forney and Terrell.
54	11/21/2022	Email	Frank Wilkins	Please see attached correspondence. Dear Mr. Swindell: I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Highway 205 and FM548. As such, I am writing this letter to protest, the proposed Alternative 1 routing of the Kaufman County Outer Loop Project that would adversely impact my house, my family, and our neighborhood with its proximity. Obviously, infrastructure expansion must take place to handle the increase in growth and traffic, however, this proposed Option 1 routing will severely and adversely impact our neighborhood – a neighborhood that is already being negatively impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land. Furthermore, they are creating noise issues that many who bought and moved here sought to escape! Another major highway in the same vicinity will only make this worse. Additionally, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods. In particular: ·It creates an unneeded expense dealing with sound and sight mitigation when it could easily be routed by one of	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. • **Property Values:** Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated. • **On and Off Ramps:** The project is still in the early stages of the feasibility study. Ramp locations for safe and efficient access to the main lanes would be determined during the next phase of the project development process.

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				the other less impactful route options. ·It decreases the home values of those living in Chisholm Ranch Estates when the other routes have a less personal impact. ·It creates extreme unnecessary street traffic confusion with on and off ramps, which are not yet considered or shown on any plans available to the public. ·It creates extreme unnecessary street traffic confusion by taking out the street traffic that could be absorbed by leaving 548 intact. ·The other proposed Kaufman routes impact at least 100 fewer families and are all cheaper while running through less populated area. In conclusion, it is obvious there is much more open land east and south of this point that would make a far less impactful proposition to the rapidly growing area. Seems as if it would make MUCH more sense to consider and implement routes that cause the least disruption to as few established homes and neighborhoods as possible. Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes. I would appreciate a response from you regarding this issue. I can be reached at [redacted] or at [redacted] Thank you for your time. Sincerely, Frank B. Wilkins Frank Wilkins [redacted]	• **Street Traffic Confusion**: Improved accessibility, traffic flow and safety are all goals of the project. Existing roadways would be taken into consideration during the next phase of project development. • **Right of way:** The project is still in early stages of the feasibility study. Therefore, needed right of way (ROW) has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design, and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal, fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants. • **Economic impact:** Should the state, municipalities, and local agencies wish to proceed with the proposed improvements for the Kaufman County Outer Loop, funding will be required. As we identify and narrow down the corridor alternatives, several criteria are evaluated, including impacts to local properties and the projected cost of the project. • **Community:** A Community Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA), which will include an evaluation of potential impacts to residences and broader community cohesion in the study area. The Kaufman County Outer Loop is proposed in response to expected growth and accompanying traffic volume increases that will occur independently of the proposed project. Construction would occur in phases to accommodate the anticipated growth and development as it occurs. Phase 1 construction would consist of a single frontage road with two lanes, one operating in each direction. An Induced Growth Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with NEPA, which will examine the proposed project's potential to induce development.
55	11/21/2022	Mail	Dennis Hagan	Dear Mr. Swindell: I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Highway 205 and FM548. As such, I am writing this letter to protest, the proposed Alternative 1 routing of the Kaufman County Outer Loop Project that would adversely impact our neighborhood with its proximity. Obviously, infrastructure expansion must take place to handle the increase in growth and traffic, however, this proposed Option 1 routing will severely and adversely	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel

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				impact our neighborhood - a neighborhood that is already being negatively impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land. Furthermore, they are creating noise issues that many who bought and moved here sought to escape! Another major highway in the same vicinity will only make this worse. Additionally, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods. In particular: •It creates an unneeded expense dealing with sound and sight mitigation when it could easily be routed by one of the other less impactful route options. •It decreases the home values of those living in Chisholm Ranch Estates when the other routes have a less personal impact. •It creates extreme unnecessary street traffic confusion with on and off ramps, which are not yet considered or shown on any plans available to the public. •It creates extreme unnecessary street traffic confusion by taking out the street traffic that could be absorbed by leaving 548 intact. •The other proposed Kaufman routes impact at least 100 less families and are all cheaper while running through less populated area. In conclusion, it is obvious there is much more open land east and south of this point that would make a far less impactful proposition to the rapidly growing area. Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes. I would appreciate a response from you regarding this issue. I can be reached at Phone Number or at Email Address. Thank you for your time. Sincerely, Dennis Hagan [redacted]	demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. 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Construction would occur in phases to accommodate the anticipated growth and development as it occurs. Phase 1 construction would consist of a single frontage road with two lanes, one operating in each direction. An Induced Growth Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with NEPA, which will examine the proposed project's potential to induce development.
56	11/21/2022	Mail	Chad & Lauren Mowery	Please see attached letter in protest to proposed Alternative 1 routing of the Kaufman County Outer Loop Project. Dear Mr. Swindell: I am a resident of Chisholm Ranch Estates neighborhood	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood.

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In particular: •It creates an unneeded expense dealing with sound and sight mitigation when it could easily be routed by one of the other less impactful route options. •It decreases the home values of those living in Chisholm Ranch Estates when the other routes have a less personal impact. •It creates extreme unnecessary street traffic confusion with on and off ramps, which are not yet considered or shown on any plans available to the public. •It creates extreme unnecessary street traffic confusion by taking out the street traffic that could be absorbed by leaving 548 intact. •The other proposed Kaufman routes impact at least 100 less families and are all cheaper while running through less populated area. In conclusion, it is obvious there is much more open land east and south of this point that would make a far less impactful proposition to the rapidly growing area. Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes. I would appreciate a response from you regarding this issue. I can be reached at [redacted] or a[redacted] Thank you for your time. Chad and Lauren Mowery [redacted]	• **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. 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57	11/21/2022	Mail	Nick and Angie Spallas	Dear Mr. Swindell: I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Highway 205 and FM548. As such, I am writing this letter to protest, the proposed Alternative 1 routing of the Kaufman County Outer Loop Project that would adversely impact our neighborhood with its proximity. Obviously, infrastructure expansion must take place to handle the increase in growth and traffic, however, this proposed Option 1 routing will severely and adversely impact our neighborhood - a neighborhood that is already being negatively impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land. Furthermore, they are creating noise issues that many who bought and moved here sought to escape! Another major highway in the same vicinity will only make this worse. 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In conclusion, it is obvious there is much more open land east and south of this point that would make a far less impactful proposition to the rapidly growing area. Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes. I would appreciate a response from you regarding this issue. I can be reached at Phone Number or at Email Address. Thank you for your time. Sincerely, Angie Spallas	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. 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58	11/22/2022	Email	Rebecca Booth	As a resident of Chisholm Ranch, I would request that an alternative route be constructed that does not negatively impact the homes of this addition. The reason and appeal of moving to this area would be destroyed with a loop through our neighborhood.	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. 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Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated. • **On and Off Ramps:** The project is still in the early stages of the feasibility study. Ramp locations for safe and efficient access to the main lanes would be determined during the next phase of the project development process. • **Street Traffic Confusion**: Improved accessibility, traffic flow and safety are all goals of the project. Existing roadways would be taken into consideration during the next phase of project development. • **Right of way:** The project is still in early stages of the feasibility study. Therefore, needed right of way (ROW) has yet to be identified or finalized. 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The property would be appraised, and a current at time of appraisal, fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants. • **Economic impact:** Should the state, municipalities, and local agencies wish to proceed with the proposed improvements for the Kaufman County Outer Loop, funding will be required. As we identify and narrow down the corridor alternatives, several criteria are evaluated, including impacts to local properties and the projected cost of the project.

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59	11/22/2022	Online	Rebecca Booth	Alternatives to the route going through Chisholm Ranch Estates is requested. Our neighborhood is already impacted by the expansion of 205/548, currently. Alternate routes are available and should be used for any outer loop project.	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. • **Property Values:** Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated. • **On and Off Ramps:** The project is still in the early stages of the feasibility study. Ramp locations for safe and efficient access to the main lanes would be determined during the next phase of the project development process. • **Street Traffic Confusion**: Improved accessibility, traffic flow and safety are all goals of the project. Existing roadways would be taken into consideration during the next phase of project development. • **Right of way:** The project is still in early stages of the feasibility study. Therefore, needed right of way (ROW) has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design, and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal, fair market value would be offered to

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60	11/22/2022	Online		Your consideration is greatly appreciated for alternative routes.	Thank you for your comments. We will add them to our public meeting summary.
61	11/22/2022	Online	Cassidy	I live in Chisholm Ranch Estates and do not want to see our home be impacted and possibly destroyed to give drivers less traffic to deal with in the area. We are already being impacted by the widening of 548 and 205. Other routes further south would do the same job and not cause homes and the area to be displaced.	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. • **Property Values:** Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated. • **On and Off Ramps:** The project is still in the early stages of the feasibility study. Ramp locations for safe and efficient access to the main lanes would be determined during the next phase of the project development process. • **Street Traffic Confusion**: Improved accessibility, traffic flow and safety are all goals of the project. Existing roadways would be taken into consideration during the next phase of project development. • **Right of way:** The project is still in early stages of the feasibility study. Therefore, needed right of way (ROW) has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design, and phased construction. The State of Texas provides information

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62	11/22/2022	Email	Rebecca Booth	LETTER ATTACHED FOR RECORD Dear Representatives: I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Highway 205 and FM548. As such, I am writing this letter to protest the proposed Option 1 routing of the Rockwall County Outer Loop Project that would adversely impact our neighborhood with its proximity. Obviously, infrastructure expansion must take place to handle the increase in growth and traffic, however, this proposed Option 1 routing will severely and adversely impact our neighborhood –a neighborhood that is already being negatively impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land, and are creating noise issues that many who bought and moved here sought to escape! Another major highway in the same vicinity will only make	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design.

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				this worse. Furthermore, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods. In particular: - It creates an unneeded expense dealing with sound and sight mitigation when it could easily be routed by one of the other less impactful route options. - It decreases the home values of those living in Chisholm Ranch Estates when the other routes have a less personal impact. - It creates extreme unnecessary street traffic confusion with on and off ramps, which are not yet considered or shown on any plans available to the public. - It creates extreme unnecessary street traffic confusion by taking out the street traffic that could be absorbed by leaving 548 intact. - The other proposed Rockwall routes impact at least 100 less families and are all cheaper while running through less populated areas. In conclusion, it is obvious there is much more open land east and south of this point that would make a far less impactful proposition to the rapidly growing area. Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes. I would appreciate a response from you regarding the necessary changes. I can be reached at [redacted] Thank you for your time. Sincerely, Rebecca Booth	• **Property Values:** Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated. • **On and Off Ramps:** The project is still in the early stages of the feasibility study. Ramp locations for safe and efficient access to the main lanes would be determined during the next phase of the project development process. • **Street Traffic Confusion**: Improved accessibility, traffic flow and safety are all goals of the project. Existing roadways would be taken into consideration during the next phase of project development. • **Right of way:** The project is still in early stages of the feasibility study. Therefore, needed right of way (ROW) has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design, and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal, fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants. • **Economic impact:** Should the state, municipalities, and local agencies wish to proceed with the proposed improvements for the Kaufman County Outer Loop, funding will be required. As we identify and narrow down the corridor alternatives, several criteria are evaluated, including impacts to local properties and the projected cost of the project. • **Community:** A Community Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA), which will include an evaluation of potential impacts to residences and broader community cohesion in the study area. The Kaufman County Outer Loop is proposed in response to expected growth and accompanying traffic volume increases that will occur independently of the proposed project. Construction would occur in phases to accommodate the anticipated growth and development as it occurs. Phase 1 construction would consist of a single frontage road with two lanes, one operating in each direction. An Induced Growth Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with NEPA, which will examine the proposed project's potential to induce development.
63	11/22/2022	Online		The loop expansion would be best suited further south than 205/548. The addition at this intersection (Chisholm Ranch Estates) is already being burdened by the expansion of both 205/548. These homes are a large tax base as well as long term homes for those who did not desire to live in a big city traffic situation. Alternate routes are the best approach to the loop project should it be necessary.	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures

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64	11/22/2022	Email	Frank Wilkins	Dr. Mr. Swindell, Please see attached inquiry re: the above. Dear Mr. Swindell: I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Highway 205 and FM548. As such, I am writing this letter to protest, the proposed Alternative 1 routing of the Kaufman County Outer Loop Project that would adversely impact my house, my family, and our	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the

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In particular: ·It creates an unneeded expense dealing with sound and sight mitigation when it could easily be routed by one of the other less impactful route options. ·It decreases the home values of those living in Chisholm Ranch Estates when the other routes have a less personal impact. ·It creates extreme unnecessary street traffic confusion with on and off ramps, which are not yet considered or shown on any plans available to the public. ·It creates extreme unnecessary street traffic confusion by taking out the street traffic that could be absorbed by leaving 548 intact. ·The other proposed Kaufman routes impact at least 100 fewer families and are all cheaper while running through less populated area. In conclusion, it is obvious there is much more open land east and south of this point that would make a far less impactful proposition to the rapidly growing area. Seems as if it would make MUCH more sense to consider and implement routes that cause the least disruption to as few established homes and neighborhoods as possible. Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes. I would appreciate a response from you regarding this issue. I can be reached at [redacted]	Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. 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				Thank you for your time. Sincerely, Frank B. Wilkins Frank Wilkins [redacted]	
65	11/23/2022	Email	Nathan Mogaru	To Whom it may Concern, Thank you for the opportunity to comment on the Kaufman County Outer Loop project. I am a resident of Kaufman County living in Gray hawk subdivision in Forney, TX. Efficient and reliable connectivity is a big aggregate to development in Kaufman County. There are a lot of benefits to Kaufman County residents, business owners, and lots of investment opportunities that will be derived for implementation of this project. I strongly support moving forward with this project to provide better and efficient connectivity as part of infrastructure improvements in Kaufman County. Thank you.	Thank you for your comments. We will add them to our public meeting summary.
66	11/23/2022	Email	Frank Wilkins	Dear Mr. Brian Swindell, Please see attached inquiry. Dear Mr. Swindell: I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Highway 205 and FM548. As such, I am writing this letter to protest, the proposed Alternative 1 routing of the Kaufman County Outer Loop Project that would adversely impact my house, my family, and our neighborhood with its proximity. Obviously, infrastructure expansion must take place to handle the increase in growth and traffic, however, this proposed Option 1 routing will severely and adversely impact our neighborhood – a neighborhood that is already being negatively impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land. Furthermore, they are creating noise issues that many who bought and moved here sought to escape! Another major highway in the same vicinity will only make	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. • **Property Values:** Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project

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				this worse. Additionally, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods. In particular: ·It creates an unneeded expense dealing with sound and sight mitigation when it could easily be routed by one of the other less impactful route options. ·It decreases the home values of those living in Chisholm Ranch Estates when the other routes have a less personal impact. ·It creates extreme unnecessary street traffic confusion with on and off ramps, which are not yet considered or shown on any plans available to the public. ·It creates extreme unnecessary street traffic confusion by taking out the street traffic that could be absorbed by leaving 548 intact. ·The other proposed Kaufman routes impact at least 100 fewer families and are all cheaper while running through less populated area. In conclusion, it is obvious there is much more open land east and south of this point that would make a far less impactful proposition to the rapidly growing area. Seems as if it would make MUCH more sense to consider and implement routes that cause the least disruption to as few established homes and neighborhoods as possible. Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes. I would appreciate a response from you regarding this issue. I can be reached at [redacted] Thank you for your time. Sincerely, Frank B. Wilkins Frank Wilkins [redacted]	development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated. • **On and Off Ramps:** The project is still in the early stages of the feasibility study. Ramp locations for safe and efficient access to the main lanes would be determined during the next phase of the project development process. • **Street Traffic Confusion**: Improved accessibility, traffic flow and safety are all goals of the project. Existing roadways would be taken into consideration during the next phase of project development. • **Right of way:** The project is still in early stages of the feasibility study. Therefore, needed right of way (ROW) has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design, and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal, fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants. • **Economic impact:** Should the state, municipalities, and local agencies wish to proceed with the proposed improvements for the Kaufman County Outer Loop, funding will be required. As we identify and narrow down the corridor alternatives, several criteria are evaluated, including impacts to local properties and the projected cost of the project. • **Community:** A Community Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA), which will include an evaluation of potential impacts to residences and broader community cohesion in the study area. The Kaufman County Outer Loop is proposed in response to expected growth and accompanying traffic volume increases that will occur independently of the proposed project. Construction would occur in phases to accommodate the anticipated growth and development as it occurs. Phase 1 construction would consist of a single frontage road with two lanes, one operating in each direction. An Induced Growth Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with NEPA, which will examine the proposed project's potential to induce development.

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Ramp locations for safe and efficient access to the main lanes would be determined during the next phase of the project development process. • **Street Traffic Confusion**: Improved accessibility, traffic flow and safety are all goals of the project. Existing roadways would be taken into consideration during the next phase of project development. • **Right of way:** The project is still in early stages of the feasibility study. Therefore, needed right of way (ROW) has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design, and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal, fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. 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68	11/24/2022	Online	Jackson Hurst	I approve and support TxDOT's and Kaufman County, TX Kaufman County Outer Loop Project. The Reasonable Alternative that I support for TxDOT's and Kaufman County, TX is Reasonable Alternative 2 because Reasonable Alternative 2 will avoid impacts to the Hill & Hill Estates.	Thank you for your comments. We will add them to our public meeting summary. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will continue to evaluate all reasonable alternatives as the project development process continues through an iterative process and collaboration with the public.
69	11/25/2022	Email	Frank Wilkins	Dear Mr. Swindell, Please see the attached inquiry re: The Kaufman County Outer Loop Project. Dear Mr. Swindell: I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Highway 205 and FM548. As such, I am writing this letter to protest, the proposed Alternative 1 routing of the Kaufman County Outer Loop Project that would adversely impact my house, my family, and our neighborhood with its proximity. Obviously, infrastructure expansion must take place to handle the increase in growth and traffic, however, this proposed Option 1 routing will severely and adversely impact our neighborhood – a neighborhood that is already being negatively impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land. Furthermore, they are creating noise issues that many who bought and moved here sought to escape! 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The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. 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70	11/28/2022	Email	Rebecca Booth	Alternative routes that do not involve CHISHOLM RANCH ESTATES are requested. A route further south and east would be less impactful to residents that moved to this area for the desired quiet lifestyle and land ownership. Alternate routes of consideration are requested for TXDOT review.	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com.

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71	11/28/2022	Online	James-Kathy Bates	We're certain to have questions, but until you decide your route, it's not logical to even ask.	Thank you for your comments.
72	11/28/2022	Email	Lisa Mee	Dear Mr. Swindell: I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Highway 205 and FM548. As such, I am writing this letter to protest, the proposed Alternative 1 routing of the Kaufman County Outer Loop Project that would adversely impact our neighborhood with its proximity.	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is

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73	11/28/2022	Email	Lloyd Reaves	To whom it may concern, I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Hwy 205 and FM548, and I am writing this letter to protest the proposed Alternative 1 routing of the Kaufman County outer loop project so close to our neighborhood I understand that infrastructure expansion has to take place, however this proposed routing will create too much impact to our neighborhood that is already being negatively impacted by the HWY 205 and FM 548 expansion projects. These projects have already cut into homeowners land and will create additional noise issues. The addition of another major hwy in the same vicinity will only make this worse and it raises the question of not only environmental impacts but the safety of the affected neighborhoods such as: - It creates an unneeded expense dealing with sound and sight mitigation when it could easily be routed by one of the other less impactful route options - it decreases the home values of those living in Chisholm Ranch Estates when the other routes have a less personal impact - It creates extreme unnecessary street traffic confusion with on and off ramps which are not yet considered or shown of any plans available to the public - It creates extreme unnecessary street traffic confusion by taking out the street traffic that could be absorbed by leaving 548 intact - The other propose Kaufman routes impact at least 100 less families and are all cheaper while running through less populated area. In conclusion it is obvious there is a much more open land east and south of this point that would make a much less impactful proposition to the rapidly growing area. Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes. I would appreciate a response from you regarding this issue. I can be reached at Phone Number or at Email Address. Thank you for taking the time to read this letter. Sincerely, Lloyd Reaves	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. • **Property Values:** Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated. • **On and Off Ramps:** The project is still in the early stages of the feasibility study. Ramp locations for safe and efficient access to the main lanes would be determined during the next phase of the project development process. • **Street Traffic Confusion**: Improved accessibility, traffic flow and safety are all goals of the project. Existing roadways would be taken into consideration during the next phase of project development. • **Right of way:** The project is still in early stages of the feasibility study. Therefore, needed right of way (ROW) has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design, and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal, fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants. • **Economic impact:** Should the state, municipalities, and local agencies wish to proceed with the proposed improvements for the Kaufman County Outer Loop, funding will be required. As we identify and narrow down the corridor alternatives, several criteria are evaluated, including impacts to local properties and the projected cost of the project. • **Community:** A Community Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA), which will include an evaluation of potential impacts to residences and broader community cohesion in the study area. The Kaufman County Outer Loop is proposed in response to expected growth and accompanying traffic volume increases that will occur independently of the proposed project. Construction

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					would occur in phases to accommodate the anticipated growth and development as it occurs. Phase 1 construction would consist of a single frontage road with two lanes, one operating in each direction. An Induced Growth Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with NEPA, which will examine the proposed project's potential to induce development.
74	11/28/2022	Email	Robbie Steed	Attached are my comments and concerns regarding the outer loop proposal. Thank you for your time. I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Highway 205 and FM548 located in Rockwall County. As such, I am writing this letter to protest the proposed Option 1 routing of the Rockwall County Outer Loop Project that proximity. Obviously, infrastructure expansion must take place to handle the increase in growth and traffic, however, this proposed Option 1 routing will severely and adversely impact our neighborhood – a neighborhood that is already being negatively impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land and are creating noise issues that many who bought and moved here sought to escape! Another major highway in the same vicinity will only make this worse. Furthermore, it not only raises the question of environmental impacts, but the safety and well-being of the affected neighborhoods. In particular: • It creates an unneeded expense dealing with sound and sight mitigation when it could easily be routed by one of the other less impactful route options. • It decreases the home values of those living in Chisholm Ranch Estates when the other routes have a less personal impact. • It creates extreme unnecessary street traffic confusion with on and off ramps, which are not yet considered or shown on any plans available to the public. • It creates extreme unnecessary street traffic confusion by taking out the street traffic that could be absorbed by leaving 548 intact. • The other proposed Rockwall routes impact at least 100 less families and are all cheaper while running through less populated area. In conclusion, it is obvious there is much more open land east and south of this point that would make a far less impactful proposition to the rapidly growing area. Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes. Thank you for your time.	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. • **Property Values:** Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. 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The property would be appraised, and a current at time of appraisal, fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants. • **Economic impact:** Should the state, municipalities, and local agencies wish to proceed with the proposed improvements for the Kaufman County Outer Loop, funding will be required. As we identify and narrow down the corridor alternatives, several criteria are evaluated, including impacts to local properties and the projected cost of the project.

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					• **Community:** A Community Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA), which will include an evaluation of potential impacts to residences and broader community cohesion in the study area. The Kaufman County Outer Loop is proposed in response to expected growth and accompanying traffic volume increases that will occur independently of the proposed project. Construction would occur in phases to accommodate the anticipated growth and development as it occurs. Phase 1 construction would consist of a single frontage road with two lanes, one operating in each direction. An Induced Growth Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with NEPA, which will examine the proposed project's potential to induce development.
75	11/28/2022	Email	Robert Lundberg	Please review and record the attached comments on the Kaufman County Loop on the form provided. Please let me know if you have any questions or concerns. The proposed loop project when viewed across several counties seems to extend much farther from the City of Dallas center when viewed in Denton and Collin Counties than what is proposed for Kaufman County. It would seem more beneficial for Kaufman County and North Texas residents in general if the loop were located farther east through Kaufman County. As it stands the reasonable alternatives 1, 2, 3, and 4 all appear to be more in the northwest corner of Kaufman County and of limited benefit to residents there. A loop farther out would more appropriately recognize the growth already underway and accommodate for growth still to come in Kaufman County. Squeezing the loop through Rockwall County seems a bit forced versus a wider spread touching Hunt County en route to Kaufman County. The loop running south and east around Terrell would ensure prosperity and growth for Kaufman County for decades to come. Failing that the Reasonable alternative 1 impacts a church and the many businesses and higher end homes already established near 205 and 548. Reasonable alternates 2, 3 and 4 then appear to be better from an economical standpoint. Many homes near 205 and 548 are million dollar homes on 1.5 acre properties. Additionally there are several thriving and new businesses being established near 205 and 548. The effort to resume studying this loop a decade after original concept means this loop should be placed farther out. Texas and North Texas in particular have experience record growth. Please consider accounting for the past 10 years and the next 50 years by placing this loop farther south and east for the benefit of Kaufman County and all of north Texas.	Thank you for your comments. We will add them to our public meeting summary. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will continue to evaluate all reasonable alternatives as the project development process continues through an iterative process and collaboration with the public.
76	11/28/2022	Mail	Brenda Hagan	Dear Mr. Swindell: I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Highway 205 and FM548. As such, I am writing this letter to protest, the proposed Alternative 1 routing of the Kaufman County Outer Loop Project that	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood.

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				would adversely impact our neighborhood with its proximity. Obviously, infrastructure expansion must take place to handle the increase in growth and traffic, however, this proposed Option 1 routing will severely and adversely impact our neighborhood - a neighborhood that is already being negatively impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land. Furthermore, they are creating noise issues that many who bought and moved here sought to escape! Another major highway in the same vicinity will only make this worse. Additionally, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods. In particular: •It creates an unneeded expense dealing with sound and sight mitigation when it could easily be routed by one of the other less impactful route options. •It decreases the home values of those living in Chisholm Ranch Estates when the other routes have a less personal impact. •It creates extreme unnecessary street traffic confusion with on and off ramps, which are not yet considered or shown on any plans available to the public. •It creates extreme unnecessary street traffic confusion by taking out the street traffic that could be absorbed by leaving 548 intact. •The other proposed Kaufman routes impact at least 100 less families and are all cheaper while running through less populated area. In conclusion, it is obvious there is much more open land east and south of this point that would make a far less impactful proposition to the rapidly growing area. Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes. I would appreciate a response from you regarding this issue. I can be reached at Phone Number or at Email Address. Thank you for your time. Sincerely, Brenda Hagan [redacted]	• **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. 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Ramp locations for safe and efficient access to the main lanes would be determined during the next phase of the project development process. • **Street Traffic Confusion**: Improved accessibility, traffic flow and safety are all goals of the project. Existing roadways would be taken into consideration during the next phase of project development. • **Right of way:** The project is still in early stages of the feasibility study. Therefore, needed right of way (ROW) has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design, and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal, fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants. • **Economic impact:** Should the state, municipalities, and local agencies wish to proceed with the proposed improvements for the Kaufman County Outer Loop, funding will be required. As we identify and narrow down the corridor alternatives, several criteria are evaluated, including impacts to local properties and the projected cost of the project. • **Community:** A Community Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA), which will include an evaluation of potential impacts to residences and broader community cohesion in the study area. The Kaufman County Outer Loop is proposed in response to expected growth and accompanying traffic volume increases that will occur independently of the proposed project. 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77	11/28/2022	Online Map	Robert Lundberg	There are thriving neighborhoods at 548 and 205. There are also businesses just starting to grow in this area as well. Reasonable alternative 1 will come entirely too close to the neighborhoods in this area. Reasonable alternatives 2, 3 & 4 are less damaging to this area and are more economical for TXDOT. Pushing the entire loop project farther east may be of more benefit to Kaufman County versus just touching this western portion of the county. The loop running through Hunt County as opposed to Rockwall County may also be more beneficial for the growth anticipated for the entire region.	Thank you for your comments. We will add them to our public meeting summary. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will continue to evaluate all reasonable alternatives as the project development process continues through an iterative process and collaboration with the public. The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to t Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The reasonable alternative locations were determined based on the Kaufman County and City of Terrell thoroughfare plans. The proposed reasonable alternatives would intersect with several existing arterial corridors and would have a positive impact on congested areas near Forney and Terrell. .
78	11/29/2022	Email	Donna Bonnin	Dear Mr. Swindell: I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Highway 205 and FM 548. As such, I am writing this letter to protest the proposed Alternative 1/Option 1, routing of the Kaufman County Outer Loop Project that would adversely impact our neighborhood with its proximity. Obviously, infrastructure expansion must take place to handle the increase in growth and traffic, however, this proposed Alternative 1 routing will severely and adversely impact our neighborhood, a neighborhood that is already being negatively impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land and are creating noise issues that many who bought and moved here sought to escape! Another major highway in the same vicinity will only make this worse. Furthermore, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods. In particular: · It creates an unneeded expense dealing with sound and sight mitigation when it could be routed by one of the other less impactful route options. · It decreases the home values of those living in Chisholm Ranch Estates when the other routes have a less personal impact. · It creates extreme unnecessary street traffic confusion with on and off ramps, which are not yet considered or shown on any plans available to the public.	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. 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79	11/29/2022	Email	Frank Wilkins	Dear Mr. Swindell, Please see the attached inquiry re: The Kaufman County Outer Loop Project. Thanks, Frank Wilkins Dear Mr. Swindell: I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Highway 205 and FM548. As such, I am writing this letter to protest, the proposed Alternative 1 routing of the Kaufman County Outer Loop Project that would adversely impact my house, my family, and our neighborhood with its proximity. Obviously, infrastructure expansion must take place to handle the increase in growth and traffic, however, this proposed Option 1 routing will severely and adversely impact our neighborhood – a neighborhood that is already being negatively impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land. Furthermore, they are creating noise issues that many who bought and moved here sought to escape!	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. • **Property Values:** Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated.

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				Another major highway in the same vicinity will only make this worse. Additionally, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods. In particular: ·It creates an unneeded expense dealing with sound and sight mitigation when it could easily be routed by one of the other less impactful route options. ·It decreases the home values of those living in Chisholm Ranch Estates when the other routes have a less personal impact. ·It creates extreme unnecessary street traffic confusion with on and off ramps, which are not yet considered or shown on any plans available to the public. ·It creates extreme unnecessary street traffic confusion by taking out the street traffic that could be absorbed by leaving 548 intact. ·The other proposed Kaufman routes impact at least 100 fewer families and are all cheaper while running through less populated area. In conclusion, it is obvious there is much more open land east and south of this point that would make a far less impactful proposition to the rapidly growing area. Seems as if it would make MUCH more sense to consider and implement routes that cause the least disruption to as few established homes and neighborhoods as possible. Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes. I would appreciate a response from you regarding this issue. I can be reached at [redacted]r a[redacted] Thank you for your time. Sincerely, Frank B. Wilkins	• **On and Off Ramps:** The project is still in the early stages of the feasibility study. Ramp locations for safe and efficient access to the main lanes would be determined during the next phase of the project development process. • **Street Traffic Confusion**: Improved accessibility, traffic flow and safety are all goals of the project. Existing roadways would be taken into consideration during the next phase of project development. • **Right of way:** The project is still in early stages of the feasibility study. Therefore, needed right of way (ROW) has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design, and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal, fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants. • **Economic impact:** Should the state, municipalities, and local agencies wish to proceed with the proposed improvements for the Kaufman County Outer Loop, funding will be required. As we identify and narrow down the corridor alternatives, several criteria are evaluated, including impacts to local properties and the projected cost of the project. • **Community:** A Community Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA), which will include an evaluation of potential impacts to residences and broader community cohesion in the study area. The Kaufman County Outer Loop is proposed in response to expected growth and accompanying traffic volume increases that will occur independently of the proposed project. Construction would occur in phases to accommodate the anticipated growth and development as it occurs. Phase 1 construction would consist of a single frontage road with two lanes, one operating in each direction. An Induced Growth Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with NEPA, which will examine the proposed project's potential to induce development.

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81	11/29/2022	Email	Frank Wilkins	Please see attached inquiry. Frank Wilkins I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Highway 205 and FM548. As such, I am writing this letter to protest, the proposed Alternative 1 routing of the Kaufman County Outer Loop Project that would adversely impact my house, my family, and our neighborhood with its proximity. Obviously, infrastructure expansion must take place to handle the increase in growth and traffic, however, this proposed Option 1 routing will severely and adversely impact our neighborhood – a neighborhood that is already being negatively impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land. Furthermore, they are creating noise issues that many who bought and moved here sought to escape! Another major highway in the same vicinity will only make this worse. Additionally, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods. In conclusion, it is obvious there is much more open land east and south of this point that would make a far less impactful proposition to the rapidly growing area. Seems as if it would make MUCH more sense to consider and implement routes that cause the least disruption to as few established homes and neighborhoods as possible.	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. • **Property Values:** Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated. • **On and Off Ramps:** The project is still in the early stages of the feasibility study. Ramp locations for safe and efficient access to the main lanes would be determined during the next phase of the project development process.

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82	11/29/2022	Email	Frank Douglas	I live in Chisholm Ranch Estates, at the intersection of 205 & 548. Alternative 1 is both environmentally and financially unsuitable, according to the current assessment. Clearly, Alternatives 2, 3 & 4 would be more environmentally sound and would impact far fewer families and neighborhoods.	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. • **Property Values:** Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project

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In particular: •It creates an unneeded expense dealing with sound and sight mitigation when it could be routed by one of the other less impactful route options. •It decreases the home values of those living in Chisholm Ranch Estates when the other routes have a less personal impact. •It creates extreme unnecessary street traffic confusion with on and off ramps, which are not yet considered or shown on any plans available to the public. •It creates extreme unnecessary street traffic: confusion by taking out the street traffic that could be absorbed by leaving FM 548 intact. •The other proposed Rockwall routes impact at least 100 less families and are all cheaper while running through less populated area. In conclusion, it is obvious there is much more open land east and south of this point that would make a far less impactful proposition to that rapidly growing area. Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes. I would appreciate a response from you regarding this issue. I can be reached at [redacted] or at [redacted] Thank you for your time and consideration. Sincerely, Donna Bonnin	• **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. • **Property Values:** Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated. • **On and Off Ramps:** The project is still in the early stages of the feasibility study. Ramp locations for safe and efficient access to the main lanes would be determined during the next phase of the project development process. • **Street Traffic Confusion**: Improved accessibility, traffic flow and safety are all goals of the project. Existing roadways would be taken into consideration during the next phase of project development. • **Right of way:** The project is still in early stages of the feasibility study. Therefore, needed right of way (ROW) has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design, and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal, fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants. • **Economic impact:** Should the state, municipalities, and local agencies wish to proceed with the proposed improvements for the Kaufman County Outer Loop, funding will be required. As we identify and narrow down the corridor alternatives, several criteria are evaluated, including impacts to local properties and the projected cost of the project. • **Community:** A Community Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA), which will include an evaluation of potential impacts to residences and broader community cohesion in the study area. The Kaufman County Outer Loop is proposed in response to expected growth and accompanying traffic volume increases that will occur independently of the proposed project. Construction would occur in phases to accommodate the anticipated growth and development as it occurs. Phase 1 construction would consist of a single frontage road with two lanes, one operating in each direction. An Induced Growth Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with NEPA, which will examine the proposed project's potential to induce development.

Comment Number	Submission Date	Source (Email, Comment Card, Online Map)	Commenter Name	Comment	Response
85	11/30/2022	Email	Kim Wilkins	Dear Mr. Swindell, Please see the attached inquiry re: The Kaufman County Outer Loop Project. Thanks, Kim Wilkins Dear Mr. Swindell: I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Highway 205 and FM548. As such, I am writing this letter to protest, the proposed Alternative 1 routing of the Kaufman County Outer Loop Project that would adversely impact my house, my family, and our neighborhood with its proximity. Obviously, infrastructure expansion must take place to handle the increase in growth and traffic, however, this proposed Option 1 routing will severely and adversely impact our neighborhood – a neighborhood that is already being negatively impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land. Furthermore, they are creating noise issues that many who bought and moved here sought to escape! Another major highway in the same vicinity will only make this worse. Additionally, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods. In particular: ·It creates an unneeded expense dealing with sound and sight mitigation when it could easily be routed by one of the other less impactful route options. ·It decreases the home values of those living in Chisholm Ranch Estates when the other routes have a less personal impact. ·It creates extreme unnecessary street traffic confusion with on and off ramps, which are not yet considered or shown on any plans available to the public. ·It creates extreme unnecessary street traffic confusion by taking out the street traffic that could be absorbed by leaving 548 intact. ·The other proposed Kaufman routes impact at least 100 fewer families and are all cheaper while running through less populated area.	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. • **Property Values:** Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated. • **On and Off Ramps:** The project is still in the early stages of the feasibility study. Ramp locations for safe and efficient access to the main lanes would be determined during the next phase of the project development process. • **Street Traffic Confusion**: Improved accessibility, traffic flow and safety are all goals of the project. Existing roadways would be taken into consideration during the next phase of project development. • **Right of way:** The project is still in early stages of the feasibility study. Therefore, needed right of way (ROW) has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design, and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. 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Relocation benefits would be offered to all eligible tenants. • **Economic impact:** Should the state, municipalities, and local agencies wish to proceed with the proposed improvements for the Kaufman County Outer Loop, funding will be required. As we identify and narrow down the corridor alternatives, several criteria are evaluated, including impacts to local properties and the projected cost of the project. • **Community:** A Community Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA), which will include an evaluation of potential impacts to residences and broader community cohesion in the study area. The Kaufman County Outer Loop is proposed in response to expected growth and accompanying traffic volume increases that will occur independently of the proposed project. Construction

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				In conclusion, it is obvious there is much more open land east and south of this point that would make a far less impactful proposition to the rapidly growing area. Seems as if it would make MUCH more sense to consider and implement routes that cause the least disruption to as few established homes and neighborhoods as possible. Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes. I would appreciate a response from you regarding this issue. I can be reached at [redacted] or at [redacted] Thank you for your time. Sincerely, Frank B. Wilkins	would occur in phases to accommodate the anticipated growth and development as it occurs. Phase 1 construction would consist of a single frontage road with two lanes, one operating in each direction. An Induced Growth Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with NEPA, which will examine the proposed project's potential to induce development.
86	11/30/2022	Email	Frank Wilkins	Dear Mr. Swindell, Please see the attached inquiry re: The Kaufman County Outer Loop Project. Thanks, Frank Wilkins Dear Mr. Swindell: I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Highway 205 and FM548. As such, I am writing this letter to protest, the proposed Alternative 1 routing of the Kaufman County Outer Loop Project that would adversely impact my house, my family, and our neighborhood with its proximity. Obviously, infrastructure expansion must take place to handle the increase in growth and traffic, however, this proposed Option 1 routing will severely and adversely impact our neighborhood – a neighborhood that is already being negatively impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land. Furthermore, they are creating noise issues that many who bought and moved here sought to escape! Another major highway in the same vicinity will only make this worse. Additionally, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods. In particular:	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. • **Property Values:** Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated. • **On and Off Ramps:** The project is still in the early stages of the feasibility study. Ramp locations for safe and efficient access to the main lanes would be determined during the next phase of the project development process. • **Street Traffic Confusion**: Improved accessibility, traffic flow and safety are all goals of the project. Existing roadways would be taken into consideration during the next phase of project development.

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87	11/30/2022	Online	Vicki Taylor	I am a resident of Airpark East community neighborhood at Hwy 205 and FM 548. As such, I am writing this letter to protest, the proposed Alternative 1 routing of the Kaufman County Outer Loop Project that would adversely impact our neighborhood with its proximity. We have lived at this airpark community for 34 years and concerned what impact this would have not just to the homeowners, but to the airport itself. Obviously, infrastructure expansion must take place to handle the increase in growth and traffic, however, this	Thank you for your comments. We will add them to our public meeting summary. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will continue to evaluate all reasonable alternatives as the project development process continues through an iterative process and collaboration with the public. Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated. The project is still in early stages of the feasibility study. Therefore, needed ROW has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the

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Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to t Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region.
88	11/30/2022	Email	Vicki Taylor	Dr. Mr. Swindell: I am a resident of Airpark East community neighborhood at Hwy 205 and FM 548. As such, I am writing this letter to protest, the proposed Alternative 1 routing of the Kaufman County Outer Loop Project that would adversely impact our neighborhood with its proximity. We have lived at this airpark community for 34 years and concerned what impact this would have not just to the homeowners, but to the airport itself.	Thank you for your comments. We will add them to our public meeting summary. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will continue to evaluate all reasonable alternatives as the project development process continues through an iterative process and collaboration with the public. Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated.

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I would appreciate a response from you regarding this issues. I can be reached at [redacted] Thank you for your time. Sincerely, Vicki Myers Taylor	The project is still in early stages of the feasibility study. Therefore, needed ROW has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. 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As we identify and narrow down the corridor alternatives, several criteria are evaluated, including impacts to local properties and the projected cost of the project. The project team would coordinate with the Federal Aviation Administration to determine impacts to Airpark East Airport and surrounding properties in Terrell. These impacts will be considered when evaluating alternatives. The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to t Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region.

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				[redacted] Thank you for your time. Sincerely, Vicki Myers Taylor	
90	11/30/2022	Mail	Vicki Taylor	Dr. Mr. Swindell: I am a resident of Airpark East community neighborhood at Hwy 205 and FM 548. As such, I am writing this letter to protest, the proposed Alternative 1 routing of the Kaufman County Outer Loop Project that would adversely impact our neighborhood with its proximity. We have lived at this airpark community for 34 years and concerned what impact this would have not just to the homeowners, but to the airport itself. Obviously, infrastructure expansion must take place to handle the increase in growth and traffic, however, this proposed Option 1 routine will severely and adversely impact our neighborhood-a neighborhood that is already being negatively impacted by the Hwy 205 and FM 548 expansion projects. Furthermore, they are creating noise issues that many who bought and moved here to escape! Another major highway in the same vicinity will only make this worse. Additionally, it not only raises the question of environmental impacts, but the safety and well-being of the affected neighborhoods. In particular: *It creates an unneeded expense dealing with sound and sight mitigation when it could easily be routed by one of the other less impactful route options. *It decreases the home values of those living at Airpark East when the other routes have a less personal impact. *It creates extreme unnecessary street traffic confusion with on and off ramps, which are not yet considered or shown on any plans available to the public. *It creates extreme unnecessary street traffic confusion by taking out the street traffic that could be absorbed by leaving 548 intact. *The other proposed Kaufman routes impact at least 100 less families and are all cheaper while running through less populated area. In conclusion, it is obvious there is much more open land east and south of the point that would make a far less impactful proposition to the rapidly growing area. Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes. I would appreciate a response from you regarding this issues. I can be reached at [redacted]	Thank you for your comments. We will add them to our public meeting summary. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will continue to evaluate all reasonable alternatives as the project development process continues through an iterative process and collaboration with the public. Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated. The project is still in early stages of the feasibility study. Therefore, needed ROW has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants. An environmental study would be conducted for the Kaufman County Outer Loop feasibility study to evaluate a number of different criteria and the project's potential impacts. Evaluation criteria include community elements, parks and schools, hazardous materials, wetlands, floodplains, and residential and commercial areas. 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91	11/30/2022	Mail	Ronald Bonnin	I am writing to formally protest the Outer Loop Project options presented by TxDOT. The options presented are quite literally the worst routing that could be imagined with regards to routing a major highway through and immediately adjacent to several existing high-value communities located near the SH 205 and FM 548 intersections. Option 1 shown on the attached Kaufman County map needlessly devastates Chisholm Ranch Estates and forces the continuance of this proposed routing to skirt several other high-end communities as it continues through Rockwall County. Option 1 will also create the most expensive option to the tax payors. It will also potentially force the demolition of new high-end homes and devastate property values of those homes remaining directly next to a 6-lane high speed highway. Furthermore, potential on and off ramps that confuse and generate even more local traffic. Option 1 illustrates merging with FM 548 and thereby dramatically complicates and removes needed street traffic capacity. I view any attempt to insert a freeway merging into FM 548 at SH 205 as extremely irresponsible, bad planning and a slap in the face of area residents and Rockwall County at large. I urge you to immediately abandon Option 1 as an unfeasible, cost prohibitive option that is in the worst interest of the surrounding community and Rockwall County. I am also writing to request that you rework new options that route more easterly around the new and existing subdivisions such as Chisholm Ranch Estates and High Point Ranch and High Point Lake Estates to less populated open agricultural/ ranch land, which is cheaper and more practical for the surrounding communities. Doing such will create less havoc for the area and provide an opportunity for real planned development that will instead benefit the area rather than devastate established areas. This is a reasonable request and should be able to be supported by our local community leaders, political leaders, TxDOT and all others tasked with creating the best plan for the future.	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. 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92	12/1/2022	Online	Robert Stephenson	I am writing to formally protest the Rockwall and Kaufman County Outer Loop Project options as presented by TxDOT. The options presented are quite literally the worst routing that could be imagined. The proposed options consider the routing of a major highway directly through and immediately adjacent to several existing high-value communities located near the SH 205 and FM 548 intersections. Option 1, the worst of those presented as shown on the Kaufman County maps needlessly devastates Chisholm Ranch Estates and forces the continuance of this proposed routing to severely impact several other high-end communities as it continues north-easterly through Rockwall County. Option 1 will also create the most expensive option to the tax payors and will also potentially force the demolition of new high-end homes and destroy property values of those homes remaining directly next to a 6-lane high speed highway. 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93	12/1/2022	Email	Tyler Wauters	I am writing to formally protest the Outer Loop Project options presented by TxDOT. The options presented are quite literally the worst routing that could be imagined with regards to routing a major highway through and immediately adjacent to several existing high-value communities located near the SH 205 and FM 548 intersections. Option 1 shown on the attached Kaufman County map needlessly devastates Chisholm Ranch Estates and forces the continuance of this proposed routing to skirt several other high-end communities as it continues through Rockwall County. Option 1 will also create the most expensive option to the tax payors. It will also potentially force the demolition of new high-end homes and devastate property values of those homes remaining directly next to a 6-lane high speed highway. Furthermore, potential on and off ramps that confuse and generate even more local traffic. 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94	12/1/2022	Email	Robert Stephenson	Brian: I am writing regarding the Rockwall and Kaufman County Outer Loop Project options presented by TxDOT. The options presented are quite literally the worst routing that could be imagined. The proposed options consider the routing of a major highway directly through and immediately adjacent to several existing high-value communities located near the SH 205 and FM 548 intersections. Option 1, the worst of those presented as shown on the Kaufman County maps needlessly devastates Chisholm Ranch Estates and forces the continuance of this proposed routing to severely impact several other high-end communities as it continues north-easterly through Rockwall County. Option 1 will also create the most expensive option to the tax payors and will also potentially force the demolition of new high-end homes and destroy property values of those homes remaining directly next to a 6-lane high speed highway. Additionally, this route sits in landing and take-off flight path of local air traffic crossing over FM548 and SH205. Finally, potential on and off ramps will only further confuse and generate even more local traffic Option 1 illustrates merging with FM 548 thereby intensifying and complicating needed street traffic capacity. Any attempt to insert a freeway merging into FM 548 at SH 205 will be exposed as an extremely irresponsible planning scenario and a slap in the face of area residents and Rockwall County at large.	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. • **Property Values:** Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated. • **On and Off Ramps:** The project is still in the early stages of the feasibility study. Ramp locations for safe and efficient access to the main lanes would be determined during the next phase of the project development process. • **Street Traffic Confusion**: Improved accessibility, traffic flow and safety are all goals of the project. Existing roadways would be taken into consideration during the next phase of project development. • **Right of way:** The project is still in early stages of the feasibility study. Therefore, needed right of way (ROW) has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design, and phased construction. The State of Texas provides information

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				I urge you to immediately abandon Option 1 as an unfeasible, cost prohibitive option that is in the worst interest of the surrounding community and Rockwall County. I am also writing to suggest that you rework new alternative options that route the Outer Loop more easterly away from the new and existing subdivisions such as Chisholm Ranch Estates and High Point Ranch and High Point Lake Estates to less populated open agricultural and ranch land. This alternate routing is cheaper and more practical for the surrounding communities. Doing such will create less havoc for the area and provide an opportunity for real planned development that will instead benefit the area rather than devastate established areas. This is a reasonable request and should be able to be supported by our local community leaders, political leaders, TxDOT and all others tasked with creating the best plan for the future. Sincerely, Robert Stephenson	on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal, fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants. • **Economic impact:** Should the state, municipalities, and local agencies wish to proceed with the proposed improvements for the Kaufman County Outer Loop, funding will be required. As we identify and narrow down the corridor alternatives, several criteria are evaluated, including impacts to local properties and the projected cost of the project. • **Community:** A Community Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA), which will include an evaluation of potential impacts to residences and broader community cohesion in the study area. The Kaufman County Outer Loop is proposed in response to expected growth and accompanying traffic volume increases that will occur independently of the proposed project. Construction would occur in phases to accommodate the anticipated growth and development as it occurs. Phase 1 construction would consist of a single frontage road with two lanes, one operating in each direction. An Induced Growth Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with NEPA, which will examine the proposed project's potential to induce development.
95	12/1/2022	Online	Jiao Deyi	The alternative 1 should be avoid due to its close proximity to Chisholm Ranch Estates community. The noise level will largely affect the people living in area.	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. • **Property Values:** Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated.

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96	12/2/2022	Email	Charles Logdon	Please find attached a letter outlining my concerns with Alternative 1 of the proposed Outer Loop project. Kaufman County Outer Loop/Texas Dept of Transportation: I am writing to formally protest the Outer Loop Project options presented by TxDOT. The options presented are quite literally the worst routing that could be imagined with regards to routing a major highway through and immediately adjacent to several existing high-value communities located near the SH 205 and FM 548 intersections. Option 1 shown on the attached Kaufman County map needlessly devastates Chisolm Ranch Estates and forces the continuance of this proposed routing to skirt several other high-end communities as it continues through Rockwall County. Option 1 will also create the most expensive option to the tax payors. It will also potentially force the demolition of new high-end homes and devastate property values of those homes remaining directly next to a 6-lane high speed highway.	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. • **Property Values:** Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot

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97	12/2/2022	Email	Ben Shaw	Hello, I am a Terrell resident near the affected area of this project and I wanted to provide my input and recommendation. If the routes in gray, which are not labeled on the map are still being considered, then the route shown in gray that is the further route to the east would be the best option shown. If the routes shown in gray are no longer being considered, then Alternative 4 would be the most preferred option, followed by Alternative 3 as the next best option. I believe these options would have the least negative impact on the land as possible among the alternatives. Thank you	Thank you for your comments. We will add them to our public meeting summary. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will continue to evaluate all reasonable alternatives as the project development process continues through an iterative process and collaboration with the public. The project is still in early stages of the feasibility study. Therefore, needed ROW has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants.

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				Ben Shaw Terrell, TX	
98	12/3/2022	Email	Kendra Henderson	Please see the attached letter as a formal protest to the currently proposed routes of this project. Kendra and Jay Henderson To Whom it May Concern: I am writing to formally protest the Outer Loop Project options presented by TxDOT. The options presented are quite literally the worst routing that could be imagined with regards to routing a major highway through and immediately adjacent to several existing high-value communities located near the SH 205 and FM 548 intersections. Option 1, shown on the attached Kaufman County map, needlessly devastates Chisholm Ranch Estates and forces the continuance of this proposed routing to skirt several other high-end communities as it continues through Rockwall County. Option 1 will create the most expensive option to taxpayers. It potentially forces the demolition of new, high-end homes and will devastate property values of the remaining homes which will then be directly adjacent to a 6-lane high speed highway. Furthermore, potential on and off ramps will confuse and generate even more local traffic. As residents of Chisholm Ranch estates, this option directly affects our family. When we purchased our lot and built our forever home nine years ago, we did so specifically due to the rural location, large lot size, and open feel of my neighborhood. We now stand to lose everything for a poorly planned and un-needed highway. This will disrupt the lives of not only my husband and myself, but also our children who will be forced to change schools due to relocation. It is simply unacceptable and we plan to fight it with everything we have. Option 1 illustrates merging with FM 548 and thereby, dramatically complicates and removes needed street traffic capacity. I view any attempt to insert a freeway merging into FM 548 at SH 205 as extremely irresponsible, bad planning and a slap in the face of area residents and Rockwall County at large. I urge you to immediately abandon Option 1 as an	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. 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Ramp locations for safe and efficient access to the main lanes would be determined during the next phase of the project development process. • **Street Traffic Confusion**: Improved accessibility, traffic flow and safety are all goals of the project. Existing roadways would be taken into consideration during the next phase of project development. • **Right of way:** The project is still in early stages of the feasibility study. Therefore, needed right of way (ROW) has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design, and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. 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Relocation benefits would be offered to all eligible tenants. • **Economic impact:** Should the state, municipalities, and local agencies wish to proceed with the proposed improvements for the Kaufman County Outer Loop, funding will be required. As we identify and narrow down the corridor alternatives, several criteria are evaluated, including impacts to local properties and the projected cost of the project.

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				unfeasible, cost prohibitive option that is in the worst interest of the surrounding community and Rockwall County. I am also writing to request that you rework new options that route more easterly around the new and existing subdivisions such as Chisholm Ranch Estates, High Point Ranch, and High Point Lake Estates to less populated, open, and agricultural/ranch land, which is cheaper and more practical for the surrounding communities. Doing so will create less havoc for the area and provide an opportunity for real planned development that may benefit the area rather than devastate established areas. This is a reasonable request and should be supported by our local community leaders, political leaders, TxDOT, and all others tasked with creating the best plan for the future. Kendra and Jay Henderson	• **Community:** A Community Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA), which will include an evaluation of potential impacts to residences and broader community cohesion in the study area. The Kaufman County Outer Loop is proposed in response to expected growth and accompanying traffic volume increases that will occur independently of the proposed project. Construction would occur in phases to accommodate the anticipated growth and development as it occurs. Phase 1 construction would consist of a single frontage road with two lanes, one operating in each direction. An Induced Growth Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with NEPA, which will examine the proposed project's potential to induce development.
99	12/3/2022	Online	Lori Douglas	Alternative 1 of the Outer Loop should be eliminated. Reasonable Alternatives 2, 3, and 4 all have more favorable environmental and financial impact as shown by published planning materials. Alternatives 2, 3, and 4 would also cause less destruction of established neighborhoods. We ask that Alternative 1 be eliminated from consideration.	Thank you for your comments. We will add them to our public meeting summary. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will continue to evaluate all reasonable alternatives as the project development process continues through an iterative process and collaboration with the public. The project is still in early stages of the feasibility study. Therefore, needed ROW has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants. An environmental study would be conducted for the Kaufman County Outer Loop feasibility study to evaluate a number of different criteria and the project's potential impacts. Evaluation criteria include community elements, parks and schools, hazardous materials, wetlands, floodplains, and residential and commercial areas. Should the state, municipalities, and local agencies wish to proceed with the proposed improvements for the Kaufman County Outer Loop, funding would be required. As we identify and narrow down the corridor alternatives, several criteria are evaluated, including impacts to local properties and the projected cost of the project.
100	12/3/2022	Online	Brent Wilcox	Take Alternative 1 off the table. Alternatives 2, 3, and 4 show they are less expensive and have less environmental impact according to your published materials. Alternative 1 also destroys too many homes. It should be eliminated from consideration.	Thank you for your comments. We will add them to our public meeting summary. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will continue to evaluate all reasonable alternatives as the project development process continues through an iterative process and collaboration with the public. The project is still in early stages of the feasibility study. Therefore, needed ROW has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the

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101	12/3/2022	Online	Max Douglas	Please take Alternative 1 out of consideration. It is more expensive and has more environmental impact than Alternatives 2, 3, or 4 according to your published information. Alternative 1 is the worst option and shouldn't even be considered.	Thank you for your comments. We will add them to our public meeting summary. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will continue to evaluate all reasonable alternatives as the project development process continues through an iterative process and collaboration with the public. The project is still in early stages of the feasibility study. Therefore, needed ROW has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants. An environmental study would be conducted for the Kaufman County Outer Loop feasibility study to evaluate a number of different criteria and the project's potential impacts. Evaluation criteria include community elements, parks and schools, hazardous materials, wetlands, floodplains, and residential and commercial areas. Should the state, municipalities, and local agencies wish to proceed with the proposed improvements for the Kaufman County Outer Loop, funding would be required. As we identify and narrow down the corridor alternatives, several criteria are evaluated, including impacts to local properties and the projected cost of the project.
102	12/3/2022	Online	Bruce Wilcox	Alternatives 2, 3, or 4 are all good options. Alternative 1 is NOT a good option. It's more expensive than the other options, destroys many homes, and has a bigger environmental impact than the other options. Please don't choose Alternative 1.	Thank you for your comments. We will add them to our public meeting summary. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will continue to evaluate all reasonable alternatives as the project development process continues through an iterative process and collaboration with the public. The project is still in early stages of the feasibility study. Therefore, needed ROW has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a

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103	12/3/2022	Online	Frank Douglas	Don't choose Alternative 1. It destroys many homes, is more expensive, and has greater impact on the environment. Alternatives 2, 3, or 4 are much better and should be selected. Alternative 1 should be eliminated from consideration.	Thank you for your comments. We will add them to our public meeting summary. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will continue to evaluate all reasonable alternatives as the project development process continues through an iterative process and collaboration with the public. The project is still in early stages of the feasibility study. Therefore, needed ROW has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants. An environmental study would be conducted for the Kaufman County Outer Loop feasibility study to evaluate a number of different criteria and the project's potential impacts. Evaluation criteria include community elements, parks and schools, hazardous materials, wetlands, floodplains, and residential and commercial areas. Should the state, municipalities, and local agencies wish to proceed with the proposed improvements for the Kaufman County Outer Loop, funding would be required. As we identify and narrow down the corridor alternatives, several criteria are evaluated, including impacts to local properties and the projected cost of the project.

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104	12/3/2022	Email	Thomas Kirk Taylor	Dr. Mr. Swindell: I am a resident of Airpark East community neighborhood at Hwy 205 and FM 548. As such, I am writing this letter to protest, the proposed Alternative 1 routing of the Kaufman County Outer Loop Project that would adversely impact our neighborhood with its proximity. I have lived at this airpark community for 6-years and my wife has lived at this address for 34-year. We are concerned what impact this would have not just to the homeowners, but to the airport itself. Obviously, infrastructure expansion must take place to handle the increase in growth and traffic, however, the proposed Option 1 routing will severely and adversely impact our neighborhood, a neighborhood that is already being negatively impacted by the Hwy 205 and FM 548 widening projects. Furthermore, those projects are creating noise issues that many who bought and moved here to escape! Another major highway in the same vicinity will only create added noise POLLUTION. Additionally, it not only raises the question of environmental impacts, but the safety and well-being of the affected neighborhoods. In particular: * It creates an unneeded expense dealing with sound and sight mitigation when it could easily be routed by one of the other less impactful route options. * It decreases the home values of those living at Airpark East when the other routes have a less personal impact. * It creates extremely unnecessary street traffic confusion with on and off ramps, which are not yet considered or shown on any plans available to the public. * It creates extremely unnecessary traffic confusion by taking out the street traffic that could be absorbed by leaving 548 intact. * The other proposed Kaufman routes impact at least 100 less families and are all cheaper, while running through less populated areas. In conclusion, it is obvious there is much more open land east and south of the point that would make a far less impactful proposition to the rapidly growing area.	Thank you for your comments. We will add them to our public meeting summary. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will continue to evaluate all reasonable alternatives as the project development process continues through an iterative process and collaboration with the public. Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated. The project is still in early stages of the feasibility study. Therefore, needed ROW has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. 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A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. Should the state, municipalities, and local agencies wish to proceed with the proposed improvements for the Kaufman County Outer Loop, funding would be required. As we identify and narrow down the corridor alternatives, several criteria are evaluated, including impacts to local properties and the projected cost of the project. The project team would coordinate with the Federal Aviation Administration to determine impacts to Airpark East Airport and surrounding properties in Terrell. These impacts will be considered when evaluating alternatives. The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to t Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region.

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				Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes. I would appreciate a response from you regarding these issues. I can be reached at [redacted] Thank you for your time. Sincerely, Thomas Kirk Taylor	
105	12/4/2022	Email	Whitney Wauters	Please see attached letter Dear Mr. Swindell: I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Highway 205 and FM548. As such, I am writing this letter to protest the proposed Alternative 1 routing of the Kaufman County Outer Loop Project that would adversely impact our neighborhood with its proximity. Obviously, infrastructure expansion must take place to handle the increase in growth and traffic, however, this proposed Option 1 routing will severely and adversely impact our neighborhood – a neighborhood that is already being negatively impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land. Furthermore, they are creating noise issues that many who bought and moved here sought to escape! Another major highway in the same vicinity will only make this worse. Additionally, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods. In particular: • It creates an unneeded expense dealing with sound and sight mitigation when it could easily be routed by one of the other less impactful route options. • It decreases the home values of those living in Chisholm Ranch Estates when the other routes have a less personal impact. • It creates extreme unnecessary street traffic confusion with on and off ramps, which are not yet considered or shown on any plans available to the public.	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. • **Property Values:** Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated. • **On and Off Ramps:** The project is still in the early stages of the feasibility study. Ramp locations for safe and efficient access to the main lanes would be determined during the next phase of the project development process. • **Street Traffic Confusion**: Improved accessibility, traffic flow and safety are all goals of the project. Existing roadways would be taken into consideration during the next phase of project development. • **Right of way:** The project is still in early stages of the feasibility study. Therefore, needed right of way (ROW) has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design, and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. 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106	12/4/2022	Mail	Whitney Wauters	Dear Mr. Swindell, I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Highway 205 and FM548. As such, I am writing this letter to protest the proposed Alternative 1 routing of the Kaufman County Outer Loop Project that would adversely impact our neighborhood with its proximity. Obviously, infrastructure expansion must take place to handle the increase in growth and traffic, however, this proposed Option 1 routing will severely and adversely impact our neighborhood - a neighborhood that is already being negatively impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land. Furthermore, they are creating noise issues that many who bought and moved here sought to escape! Another major highway in the same vicinity will only make this worse. Additionally, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods. In particular: •It creates an unneeded expense dealing with sound and sight mitigation when it could easily be routed by one of the other less impactful route options. •It decreases the home values of those living in Chisholm Ranch Estates when the other routes have a less personal	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. • **Property Values:** Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated.

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107	12/4/2022	Mail	Andrew Wauters	Please see attached letter Dear Mr. Swindell, I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Highway 205 and FM548. As such, I am writing this letter to protest the proposed Alternative 1 routing of the Kaufman County Outer Loop Project that would adversely impact our neighborhood with its proximity. Obviously, infrastructure expansion must take place to handle the increase in growth and traffic, however, this proposed Option 1 routing will severely and adversely impact our neighborhood - a neighborhood that is already being negatively impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land. Furthermore, they are creating noise issues that many who bought and moved here sought to escape! Another major highway in the same vicinity will only make this worse. Additionally, it not only raises the question of environmental impacts, but the safety and wellbeing of	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design.

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				the affected neighborhoods. In particular: •It creates an unneeded expense dealing with sound and sight mitigation when it could easily be routed by one of the other less impactful route options. •It decreases the home values of those living in Chisholm Ranch Estates when the other routes have a less personal impact. •It creates extreme unnecessary street traffic confusion with on and off ramps, which are not yet considered or shown on any plans available to the public. •It creates extreme unnecessary street traffic confusion by taking out the street traffic that could be absorbed by leaving 548 intact. •The other proposed Kaufman routes impact at least 100 less families and are all cheaper while running through less populated area. In conclusion, it is obvious there is much more open land east and south of this point that would make a far less impactful proposition to the rapidly growing area. Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes. I would appreciate a response from you regarding this issue. I can be reached at [redacted] or at [redacted] Thank you for your time. Sincerely, Whitney Wauters [redacted]	• **Property Values:** Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated. • **On and Off Ramps:** The project is still in the early stages of the feasibility study. Ramp locations for safe and efficient access to the main lanes would be determined during the next phase of the project development process. • **Street Traffic Confusion**: Improved accessibility, traffic flow and safety are all goals of the project. Existing roadways would be taken into consideration during the next phase of project development. • **Right of way:** The project is still in early stages of the feasibility study. Therefore, needed right of way (ROW) has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design, and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal, fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants. • **Economic impact:** Should the state, municipalities, and local agencies wish to proceed with the proposed improvements for the Kaufman County Outer Loop, funding will be required. As we identify and narrow down the corridor alternatives, several criteria are evaluated, including impacts to local properties and the projected cost of the project. • **Community:** A Community Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA), which will include an evaluation of potential impacts to residences and broader community cohesion in the study area. The Kaufman County Outer Loop is proposed in response to expected growth and accompanying traffic volume increases that will occur independently of the proposed project. Construction would occur in phases to accommodate the anticipated growth and development as it occurs. Phase 1 construction would consist of a single frontage road with two lanes, one operating in each direction. An Induced Growth Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with NEPA, which will examine the proposed project's potential to induce development.
108	12/5/2022	Email	MaryAnn Warnick	I am writing to formally protest the Outer Loop Project options presented by TxDOT. The options presented are quite literally the worst routing that could be imagined with regards to routing a major highway through and immediately adjacent to several existing high-value communities located near the SH 205 and FM 548 intersections. Option 1 shown on the attached Kaufman County map needlessly devastates Chisholm Ranch Estates and forces the continuance of this proposed routing to skirt several other high-end communities as it continues through Rockwall County. Option 1 will also create the most expensive option to the tax payors. It will also potentially	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com.

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				force the demolition of new high-end homes and devastate property values of those homes remaining directly next to a 6-lane high speed highway. Furthermore, potential on and off ramps that confuse and generate even more local traffic. Option 1 illustrates merging with FM 548 and thereby dramatically complicates and removes needed street traffic capacity. I view any attempt to insert a freeway merging into FM 548 at SH 205 as extremely irresponsible, bad planning and a slap in the face of area residents and Rockwall County at large. I urge you to immediately abandon Option 1 as an unfeasible, cost prohibitive option that is in the worst interest of the surrounding community and Rockwall County. 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Sincerely, MaryAnn Warnick	• **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. • **Property Values:** Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. 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109	12/5/2022	Email	Mark Warnick	Please see letter file above. I am writing to formally protest the Outer Loop Project options presented by TxDOT. The options presented are quite literally the worst routing that could be imagined with regards to routing a major highway through and immediately adjacent to several existing high-value	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at

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I urge you to immediately abandon Option 1 as an unfeasible, cost prohibitive option that is in the worst interest of the surrounding community and Rockwall County. I am also writing to request that you rework new options that route more easterly around the new and existing subdivisions such as Chisholm Ranch Estates and High Point Ranch and High Point Lake Estates to less populated open agricultural / ranch land, which is cheaper and more practical for the surrounding communities. Doing such will create less havoc for the area and provide an opportunity for real planned development that will instead benefit the area rather than devastate established areas. This is a reasonable request and should be able to be supported by our local community leaders, political leaders, TxDOT and all others tasked with creating the best plan for the future. Thank you for your time. Sincerely, Mark Warnick	a rapid pace, which will bring more people and traffic to the region. 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110	12/5/2022	Mail	Charles Logdon	Dear Mr. Swindell: I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Highway 205 and FM548. As such, I	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues.

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				am writing this letter to protest, the proposed Alternative 1 routing of the Kaufman County Outer Loop Project that would adversely impact our neighborhood with its proximity. Obviously, infrastructure expansion must take place to handle the increase in growth and traffic, however, this proposed Option 1 routing will severely and adversely impact our neighborhood - a neighborhood that is already being negatively impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land. Furthermore, they are creating noise issues that many who bought and moved here sought to escape! Another major highway in the same vicinity will only make this worse. Additionally, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods. In particular: •It creates an unneeded expense dealing with sound and sight mitigation when it could easily be routed by one of the other less impactful route options. •It decreases the home values of those living in Chisholm Ranch Estates when the other routes have a less personal impact. •It creates extreme unnecessary street traffic confusion with on and off ramps, which are not yet considered or shown on any plans available to the public. •It creates extreme unnecessary street traffic confusion by taking out the street traffic that could be absorbed by leaving 548 intact. •The other proposed Kaufman routes impact at least 100 less families and are all cheaper while running through less populated area. In conclusion, it is obvious there is much more open land east and south of this point that would make a far less impactful proposition to the rapidly growing area. Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes. I would appreciate a response from you regarding this issue. I can be reached at Phone Number or at Email Address. Thank you for your time. Sincerely, Charles Logdon	As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. 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111	12/6/2022	Mail	Donna Bonnin	I am writing to formally protest the Outer Loop Project options presented by TxDOT. The options presented are quite literally the worst routing that could be imagined with regards to routing a major highway through and immediately adjacent to several existing high-value communities located near the SH 205 and FM 548 intersections. Option 1 shown on the attached Kaufman County map needlessly devastates Chisholm Ranch Estates and forces the continuance of this proposed routing to skirt several other high-end communities as it continues through Rockwall County. Option 1 will also create the most expensive option to the tax payers. It will also potentially force the demolition of new high-end homes and devastate property values of those homes remaining directly next to a 6-lane high speed highway. Furthermore, potential on and ·off ramps that confuse and generate even more local traffic. 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112	12/6/2022	Online	Tomasa Weimer	Please consider an option further east. My husband and I own 2 homes in the Chisholm Ranch Estate subdivision. Our daughter and her two girls live at 447 and we live at [redacted]This is supposed to be my last home. This is supposed to be the home my husband and I die on. We are too old to move again. Please reconsider the current first option and move the project further east.	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. • **Property Values:** Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated. • **On and Off Ramps:** The project is still in the early stages of the feasibility study. Ramp locations for safe and efficient access to the main lanes would be determined during the next phase of the project development process. • **Street Traffic Confusion**: Improved accessibility, traffic flow and safety are all goals of the project. Existing roadways would be taken into consideration during the next phase of project development. • **Right of way:** The project is still in early stages of the feasibility study. Therefore, needed right of way (ROW) has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design, and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal, fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants.

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					• **Economic impact:** Should the state, municipalities, and local agencies wish to proceed with the proposed improvements for the Kaufman County Outer Loop, funding will be required. As we identify and narrow down the corridor alternatives, several criteria are evaluated, including impacts to local properties and the projected cost of the project. • **Community:** A Community Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA), which will include an evaluation of potential impacts to residences and broader community cohesion in the study area. The Kaufman County Outer Loop is proposed in response to expected growth and accompanying traffic volume increases that will occur independently of the proposed project. Construction would occur in phases to accommodate the anticipated growth and development as it occurs. Phase 1 construction would consist of a single frontage road with two lanes, one operating in each direction. An Induced Growth Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with NEPA, which will examine the proposed project's potential to induce development.
113	12/6/2022	Online	April Deats	The outerloop is going to be a nightmare. Kaufman County is already know for its high crime, and you now want to give criminals another highway to utilize. Look at the crime rates in Travis Ranch and Windmill Farms. Why are you utilizing tax dollars to expand 205 and 548, just to come in and use more tax dollars to create a road that is not needed. This will not benefit anyone in the area. You are also decreasing the home values of million dollar properties.	Thank you for your comments. Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would have a positive impact on congested urban areas in Kaufman County and the DFW region.
114	12/6/2022	Online	Hannah Deats	Horrible idea. Will only bring in high crime rates and decreased home values. Huge waste of taxpayer resources. Look at the loop around Austin, I never see much traffic on it. Seems like a huge waste to only help out a select few.	Thank you for your comments. Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would have a positive impact on congested urban areas in Kaufman County and the DFW region.
115	12/7/2022	Email	MaryAnn Warnick	I am writing to formally protest the Outer Loop Project options presented by TxDOT. The options presented are quite literally the worst routing that could be imagined with regards to routing a major highway through and immediately adjacent to several existing high-value communities located near the SH 205 and FM 548 intersections. Option 1 shown on the attached Kaufman County map needlessly devastates Chisholm Ranch Estates and forces the continuance of this proposed routing to skirt several other high-end communities as it continues through Rockwall County. Option 1 will also create the most expensive option to the tax payors. It will also potentially force the demolition of new high-end homes and devastate property values of those homes remaining directly next to a 6-lane high speed highway.	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers

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Doing such will create less havoc for the area and provide an opportunity for real planned development that will instead benefit the area rather than devastate established areas. This is a reasonable request and should be able to be supported by our local community leaders, political leaders, TxDOT and all others tasked with creating the best plan for the future. Thank you for your time. Sincerely, MaryAnn Warnick	would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. • **Property Values:** Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. 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117	12/7/2022	Email	Alton Johnson	Mr. Swindell, Please see my attached letter regarding the proposed Outer Loop Project Would appreciate confirmation that you have received this letter and a reply to comments and concerns Regards Alton Johnson Dear Mr. Swindell: I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Highway 205 and FM548. As such, I am writing this letter to protest, the proposed Alternative 1 routing of the Kaufman County Outer Loop Project that would adversely impact our neighborhood with its proximity. Obviously, infrastructure expansion must take place to handle the increase in growth and traffic, however, this proposed Option 1 routing will severely and adversely impact our neighborhood – a neighborhood that is already being negatively impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land. Furthermore, they are creating noise issues that many who bought and moved here sought to escape! Another major highway in the same vicinity will only make this worse. Additionally, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods. In particular: 1.It creates an unneeded expense dealing with sound and sight mitigation when it could easily be routed by one of the other less impactful route options. 2.It decreases the home values of those living in Chisholm Ranch Estates when the other routes have a less personal impact. 3.It creates extreme unnecessary street traffic confusion with on and off ramps, which are not yet considered or shown on any plans available to the public. 4.It creates extreme unnecessary street traffic confusion by taking out the street traffic that could be absorbed by leaving 548 intact. 5.The other proposed Kaufman routes impact at least 100 less families and are all cheaper while running through less populated area. 6.It would baseline a noise level that is post 548/205 expansion instead of providing noise abatement for	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. 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				directly affect homeowners. (Note the SH114 in Tarrant/Denton County provided this for residents and no homeowners lost any of their property. 7.It would appear that no effort to capture lesson learned in outer loop project such as Houston Austin or even local Metroplex projects is being brought to bear in consider this a or any option. 8.Current proposed route plans are preexisting plans developed over 10 years at best case. The project team has not shown that a new body of work has or plans to undertaken to consider other new alternative routes further east where impacts to existing communities is far less that current options In conclusion, it is obvious there is much more open land east and south of this point that would make a far less impactful proposition to the rapidly growing area. Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes. I would appreciate a response from you regarding this issue. I can be reached at [redacted] Respectfully Alton Johnson	would occur in phases to accommodate the anticipated growth and development as it occurs. Phase 1 construction would consist of a single frontage road with two lanes, one operating in each direction. An Induced Growth Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with NEPA, which will examine the proposed project's potential to induce development.
118	12/8/2022	Email	Steve Rogers	Before today's call I wanted to send Terrell's recommended alternative for the Outer Loop as a comment from the Public Meeting. We have not had an opportunity to discuss this in detail to my knowledge. The other comment to add to this is the City of Terrell would recommend that the consultants take a hard look at Air Park East and determine if the long term path of wisdom could be to purchase a barely used and poorly performing airport to eliminate it from being an obstacle for alignment. See you later today Steve	Thank you for your comments. The project team would coordinate with the Federal Aviation Administration to determine impacts to Airpark East Airport and surrounding properties in Terrell. These impacts will be considered when evaluating alternatives. Additional coordination with the City will be done to make changes to the reasonable alternatives and to determine the feasibility of modifying alignments as well as determining the impacts to the local properties.

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119	12/11/2022	Email	Kristina Drupp	To whom it may concern, I am writing to formally protest the Outer Loop Project options presented by TxDOT. We chose to live outside the city limits for a quieter and more peaceful homestead after working in Healthcare in the big city of Dallas, but this project would dramatically decrease our peace and tranquility at home. The noise and pollution caused from the traffic on the highway would make our dream home not so dreamy anymore. Our neighborhood has already been directly affected by the TxDOT expansion of 205 and 548, by losing our entrances and taking the land of 13 homes in our division. The options presented are quite literally the worst routing that could be imagined with regards to routing a major highway through and immediately adjacent to several existing high-value communities located near the SH 205 and FM 548 intersections. These options would dramatically affect the property tax revenue produced by several high end housing communities as well as several working farms. Option 1 shown on the attached Kaufman County map needlessly devastates Chisholm Ranch Estates and forces the continuance of this proposed routing to skirt several other high-end communities as it continues through Rockwall County. Option 1 will also create the most expensive option to the taxpayers. It will also potentially force the demolition of new high-end homes and devastate property values of those homes remaining directly next to a 6-lane high speed highway. Furthermore, potential on and off ramps that confuse and generate even more local traffic. Option 1 illustrates merging with FM 548 and thereby dramatically complicates and removes needed street traffic capacity. 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120	12/12/2022	Email	Kristina Drupp	To whom it may concern, I am writing to formally protest the Outer Loop Project options presented by TxDOT. Rockwall county is only a total of 149 miles and this project would take almost 10% of the land in Rockwall county and turn it into concrete. This project would directly affect the Rockwall county budget year after year, from the decrease in property value around the project, as well as, the loss of property tax revenue from the homes/land that would be lost during construction. We chose to live outside the city limits for a quieter and more peaceful homestead after working in Healthcare in the big city of Dallas, but this project would dramatically decrease our peace and tranquility at home. The noise and pollution caused from the traffic on the highway would make our dream home not so dreamy anymore. Our neighborhood has already been directly affected by the TxDOT expansion of 205 and 548, by losing our entrances and taking the land of 13 homes in our division. The options presented are quite literally the worst routing	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. • **Property Values:** Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot

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				Option 1 shown on the attached Kaufman County map needlessly devastates Chisholm Ranch Estates and forces the continuance of this proposed routing to skirt several other high-end communities as it continues through Rockwall County. Option 1 will also create the most expensive option to the taxpayers. It will also potentially force the demolition of new high-end homes and devastate property values of those homes remaining directly next to a 6-lane high speed highway. Furthermore, potential on and off ramps that confuse and generate even more local traffic. Option 1 illustrates merging with FM 548 and thereby dramatically complicates and removes needed street traffic capacity. I view any attempt to insert a freeway merging into FM 548 at SH 205 as extremely irresponsible, bad planning and a slap in the face of area residents and Rockwall County at large. I urge you to immediately abandon Option 1 as an unfeasible, cost prohibitive option that is in the worst interest of the surrounding community and Rockwall County. I am also writing to request that you rework new options that route more easterly around the new and existing subdivisions such as Chisholm Ranch Estates and High Point Ranch and High Point Lake Estates to less populated open agricultural / ranch land, which is cheaper and more practical for the surrounding communities. One option could be to push it out to Hunt county, which is a larger county with cheaper land. Doing such will create less havoc for the area and provide an opportunity for real planned development that will instead benefit the area rather than devastate established areas. If the true reasoning behind this project is to connect North Rockwall to South Rockwall, I would say John King Blvd provides this nicely with minimal congestion and traffic. This is a reasonable request and should be able to be supported by our local community leaders, political leaders, TxDOT and all others tasked with creating the best plan for the future. Please protect my dream home and community from this project. Sincerely, Rockwall county tax payer	• **Right of way:** The project is still in early stages of the feasibility study. Therefore, needed right of way (ROW) has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design, and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal, fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants. • **Economic impact:** Should the state, municipalities, and local agencies wish to proceed with the proposed improvements for the Kaufman County Outer Loop, funding will be required. As we identify and narrow down the corridor alternatives, several criteria are evaluated, including impacts to local properties and the projected cost of the project. • **Community:** A Community Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA), which will include an evaluation of potential impacts to residences and broader community cohesion in the study area. The Kaufman County Outer Loop is proposed in response to expected growth and accompanying traffic volume increases that will occur independently of the proposed project. Construction would occur in phases to accommodate the anticipated growth and development as it occurs. Phase 1 construction would consist of a single frontage road with two lanes, one operating in each direction. An Induced Growth Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with NEPA, which will examine the proposed project's potential to induce development.

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124	12/12/2022	Email	Glenn Ray	To whom it may concern, I am writing to formally protest the Outer Loop Project options presented by TxDOT. Rockwall county is only 149 miles and this project would take almost 10% of the land in Rockwall County and turn it into concrete. This project would directly affect the Rockwall County budget year after year, from the decrease in property value around the project and the loss of property tax revenue from the homes/land that would be lost during construction. The noise and pollution caused by the traffic on the highway would make our dream home not so dreamy anymore. Our neighborhood has already been directly affected by the TxDOT expansion of 205 and 548, by losing entrances and taking the land of 13 homes in our division. The options presented are quite the worst routing that could be imagined regarding routing a significant highway through and immediately adjacent to several existing high-value communities near the SH 205 and FM 548 intersections. The options presented are quite the worst routing that could be imagined regarding routing a significant highway through and immediately adjacent to several existing high-value communities near the SH 205 and FM 548 intersections. Option 1 shown on the attached Kaufman County map, needlessly devastates Chisholm Ranch Estates and forces the continuance of this proposed routing to skirt several other high-end communities as it continues through Rockwall County. Option 1 will also create the most expensive option for the tax payors. It will also potentially force the demolition of new high-end homes and devastate the property values of those homes remaining directly next to a 6-lane high-speed highway. Furthermore, the potential on and off ramps confuse and generate even more local traffic. Option 1 illustrates merging with FM 548 and dramatically complicates and removes needed street traffic capacity. I view any attempt to insert a freeway merging into FM 548 at SH 205 as highly irresponsible, bad planning, and a slap in the face of area residents and Rockwall County at large. I urge you to immediately abandon Option 1 as an unfeasible, cost-prohibitive option in the worst interest of the surrounding community and Rockwall County. I am also writing to request that you rework new options	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. • **Property Values:** Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated. • **On and Off Ramps:** The project is still in the early stages of the feasibility study. Ramp locations for safe and efficient access to the main lanes would be determined during the next phase of the project development process. • **Street Traffic Confusion**: Improved accessibility, traffic flow and safety are all goals of the project. Existing roadways would be taken into consideration during the next phase of project development. • **Right of way:** The project is still in early stages of the feasibility study. Therefore, needed right of way (ROW) has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design, and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal, fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants. • **Economic impact:** Should the state, municipalities, and local agencies wish to proceed with the proposed improvements for the Kaufman County Outer Loop, funding will be required. As we identify and narrow down the corridor alternatives, several criteria are evaluated, including impacts to local properties and the projected cost of the project. • **Community:** A Community Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA), which will include an evaluation of potential impacts to residences and broader community cohesion in the study area. The Kaufman County Outer Loop is proposed in response to expected growth and accompanying traffic volume increases that will occur independently of the proposed project. Construction

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				that route more easterly around the new and existing subdivisions, such as Chisholm Ranch Estates and High Point Ranch and High Point Lake Estates to less populated open agricultural / ranch land, which is cheaper and more practical for the surrounding communities. Doing such will create less havoc for the area and provide an opportunity for actual planned development that will benefit the area rather than devastate established areas. I would also request that the impact on existing communities be considered over planned future developments. These are reasonable requests and should be supported by our local community leaders, political leaders, TxDOT, and all others tasked with creating the best plan for the future. Thanks, Glenn Ray map in email	would occur in phases to accommodate the anticipated growth and development as it occurs. Phase 1 construction would consist of a single frontage road with two lanes, one operating in each direction. An Induced Growth Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with NEPA, which will examine the proposed project's potential to induce development.
125	12/13/2022	Email	Gwen Christensen	To whom it may concern, I am writing to formally protest the Outer Loop Project options presented by TxDOT. Rockwall county is only a total of 149 miles and this project would take almost 10% of the land in Rockwall county and turn it into concrete. This project would directly affect the Rockwall county budget year after year, from the decrease in property value around the project, as well as, the loss of property tax revenue from the homes/land that would be lost during construction. I chose to live in Rockwall county to avoid Dallas traffic and have a more country atmosphere to live around. The noise and pollution caused from the traffic on the highway would dramatically change this country feel and increase the crime in our area. My daughter's neighborhood has already been directly affected by the TxDOT expansion of 205 and 548, by loosing their entrances and taking the land of 13 homes in their division. The options presented are quite literally the worst routing that could be imagined with regards to routing a major highway through and immediately adjacent to several existing high-value communities located near the SH 205 and FM 548 intersections. These options would dramatically affect the property tax revenue produced by several high end housing communities as well as several	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. • **Property Values:** Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated. • **On and Off Ramps:** The project is still in the early stages of the feasibility study. Ramp locations for safe and efficient access to the main lanes would be determined during the next phase of the project development process.

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				working farms. Option 1 shown on the attached Kaufman County map needlessly devastates Chisholm Ranch Estates and forces the continuance of this proposed routing to skirt several other high-end communities as it continues through Rockwall County. Option 1 will also create the most expensive option to the taxpayers. It will also potentially force the demolition of new high-end homes and devastate property values of those homes remaining directly next to a 6-lane high speed highway. Furthermore, potential on and off ramps that confuse and generate even more local traffic. Option 1 illustrates merging with FM 548 and thereby dramatically complicates and removes needed street traffic capacity. I view any attempt to insert a freeway merging into FM 548 at SH 205 as extremely irresponsible, bad planning and a slap in the face of area residents and Rockwall County at large. I urge you to immediately abandon Option 1 as an unfeasible, cost prohibitive option that is in the worst interest of the surrounding community and Rockwall County. I am also writing to request that you rework new options that route more easterly around the new and existing subdivisions such as Chisholm Ranch Estates and High Point Ranch and High Point Lake Estates to less populated open agricultural / ranch land, which is cheaper and more practical for the surrounding communities. One option could be to push it out to Hunt county, which is a larger county with cheaper land. Doing such will create less havoc for the area and provide an opportunity for real planned development that will instead benefit the area rather than devastate established areas. If the true reasoning behind this project is to connect North Rockwall to South Rockwall, I would say John King Blvd provides this nicely with minimal congestion and traffic. This is a reasonable request and should be able to be supported by our local community leaders, political leaders, TxDOT and all others tasked with creating the best plan for the future. Please protect my small country county and community from this project.	• **Street Traffic Confusion**: Improved accessibility, traffic flow and safety are all goals of the project. Existing roadways would be taken into consideration during the next phase of project development. • **Right of way:** The project is still in early stages of the feasibility study. Therefore, needed right of way (ROW) has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design, and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal, fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants. • **Economic impact:** Should the state, municipalities, and local agencies wish to proceed with the proposed improvements for the Kaufman County Outer Loop, funding will be required. As we identify and narrow down the corridor alternatives, several criteria are evaluated, including impacts to local properties and the projected cost of the project. • **Community:** A Community Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA), which will include an evaluation of potential impacts to residences and broader community cohesion in the study area. The Kaufman County Outer Loop is proposed in response to expected growth and accompanying traffic volume increases that will occur independently of the proposed project. Construction would occur in phases to accommodate the anticipated growth and development as it occurs. Phase 1 construction would consist of a single frontage road with two lanes, one operating in each direction. An Induced Growth Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with NEPA, which will examine the proposed project's potential to induce development.

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				Sincerely yours, Gwen Christensen, RN Rockwall county tax payer	
126	12/13/2022	Email	Gloria Stidham	Attached are my questions and comments regarding the Kaufman County Outer Loop. **Why did High Point Special Utility District (HPSUD) never receive any notifications regarding the proposed KCOL?? As one of three Directors representing this water service area of HPSUD that will be impacted by the KCOL, we personally received a letter by mail because we live inside the proposed loop. HPSUD did not receive any notifications from KCOL or TXDOT. The official address for High Point Special Utility District is 16983 Valley View, Forney, TX 75126. High Point Special Utility District has had Water Pump Station 2 on Samuels Road (Co Rd 240) since the 1960s. HPSUD Pump Station 2 is located in the 6700 block of Samuels Rd / County Road 240, and is KCAD property ID 7245. Water service is provided from this pump station to hundreds of property owners inside this area of the proposed KCOL. KCOL Reasonable Alternative 2 and 3 would severely impact the HPSUD Pump Station 2 on Samuels Road / CR 240. The expense to move this pump station would be in the millions of dollars!! Alternative Routes 2 and 3 should not be used!! KCOL Reasonable Alternative 1 would have the least impact on the High Point Special Utility District water system infrastructure, as well as area property owner structures (both residential and agricultural).	Thank you for your comments. We will add them to our public meeting summary. A notice was mailed to High Point Utility District at 16983 Valley View Road, Forney, Texas 75126, the addressed listed on the Kaufman Central Appraisal District for Property ID 7245.. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will continue to evaluate all reasonable alternatives as the project development process continues through an iterative process and collaboration with the public. The project is still in early stages of the feasibility study. Therefore, needed ROW has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants.

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127	12/13/2022	Online	Tim Armstrong	I am a resident of the High Point Lake Estates neighborhood in the McClendon-Chisholm area of Rockwall County (just north of the Kaufman County line), and I am writing this letter to protest the proposed routing of the Kaufman County Outer Loop Project that would adversely impact our neighborhood with its proximity. Obviously, infrastructure expansion must take place to handle the increase in growth and traffic; however, this proposed Reasonable Alternative Option 1 routing will severely and adversely impact our neighborhood – a neighborhood that is already being negatively impacted by the Highway 205 and FM 548 expansion projects through congested traffic and potential decreases in home value. Furthermore, these projects disturb the quiet, peaceful environment that was a primary reason why many, including my family, bought and moved here! Another major highway in the same vicinity will only make these problems worse. Three major infrastructure expansions occurring at the same time will disrupt the tranquility that our residents enjoy, one of the key features of the High Point Lake Estates neighborhood and a key reason for the property's value. Additionally, this proposed Option 1 route not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods. In particular: It creates an unneeded expense dealing with sound and sight mitigation when it could easily be routed by one of the other less impactful route options. It decreases the home values of those living in High Point Lake Estates when the other routes have a less personal impact. It creates extreme unnecessary intersection traffic confusion with on and off ramps, which are not yet considered or shown on any plans available to the public. An inevitable cloverleaf intersection between this highway and an expanded Highway 205 would occur in an already particularly congested area, rather than occurring in a comparatively open area to the south. It creates extreme unnecessary street traffic confusion by taking out the street traffic that could be absorbed by leaving 548 intact.	Thank you for your comments. We will add them to our public meeting summary. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will continue to evaluate all reasonable alternatives as the project development process continues through an iterative process and collaboration with the public. Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated. The project is still in early stages of the feasibility study. Therefore, needed ROW has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. 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A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. Should the state, municipalities, and local agencies wish to proceed with the proposed improvements for the Kaufman County Outer Loop, funding would be required. As we identify and narrow down the corridor alternatives, several criteria are evaluated, including impacts to local properties and the projected cost of the project. The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to t Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The reasonable alternative locations were determined based on the Kaufman County and City of Terrell thoroughfare plans. The proposed reasonable alternatives would intersect with several existing arterial corridors and would have a positive impact on congested areas near Forney and Terrell.

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				The other proposed Kaufman and Rockwall routes impact at least 100 less families and are all cheaper, while running through less populated areas and allowing for more design flexibility with the Hwy. 205 intersection. This would unquestionably allow for the safest design possible without having to cram entrance and exit ramps in between densely populated subdivisions. There is much more open land east and south of this point that would make a far less impactful proposition to the rapidly growing area. A route crossing 205 to the south of Airpark East Airport and passing south and east, closer to the Poetry area would take advantage of more current open land, have less negative effect on residential values, impact far fewer current residents and improve access to the under-served Poetry community as well as allowing for a less congested area intersecting Hwy. 205 and FM 548. This would keep our community happy, safe, and secure while still allowing our lovely corner of Texas to expand to meet incoming residents, traffic, and business. Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes. I would appreciate a response from you regarding this issue. I can be reached at [redacted] or at [redacted] Thank you for your time.	
128	12/13/2022	Email	Tim Armstrong	Dear Mr. Swindell: I am a resident of the High Point Lake Estates neighborhood in the McClendon-Chisholm area of Rockwall County (just north of the Kaufman County line), and I am writing this letter to protest the proposed routing of the Kaufman County Outer Loop Project that would adversely impact our neighborhood with its proximity. Obviously, infrastructure expansion must take place to handle the increase in growth and traffic; however, this proposed Reasonable Alternative Option 1 routing will severely and adversely impact our neighborhood – a neighborhood that is already being negatively impacted by the Highway 205 and FM 548 expansion projects through congested traffic and potential decreases in home value. Furthermore, these projects disturb the quiet, peaceful environment that was a primary reason why many, including my family, bought and moved here!	Thank you for your comments. We will add them to our public meeting summary. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will continue to evaluate all reasonable alternatives as the project development process continues through an iterative process and collaboration with the public. Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated. The project is still in early stages of the feasibility study. Therefore, needed ROW has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants.

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				Another major highway in the same vicinity will only make these problems worse. Three major infrastructure expansions occurring at the same time will disrupt the tranquility that our residents enjoy, one of the key features of the High Point Lake Estates neighborhood and a key reason for the property's value. Additionally, this proposed Option 1 route not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods. In particular: It creates an unneeded expense dealing with sound and sight mitigation when it could easily be routed by one of the other less impactful route options. It decreases the home values of those living in High Point Lake Estates when the other routes have a less personal impact. It creates extreme unnecessary intersection traffic confusion with on and off ramps, which are not yet considered or shown on any plans available to the public. An inevitable cloverleaf intersection between this highway and an expanded Highway 205 would occur in an already particularly congested area, rather than occurring in a comparatively open area to the south. It creates extreme unnecessary street traffic confusion by taking out the street traffic that could be absorbed by leaving 548 intact. The other proposed Kaufman and Rockwall routes impact at least 100 less families and are all cheaper, while running through less populated areas and allowing for more design flexibility with the Hwy. 205 intersection. This would unquestionably allow for the safest design possible without having to cram entrance and exit ramps in between densely populated subdivisions. There is much more open land east and south of this point that would make a far less impactful proposition to the rapidly growing area. A route crossing 205 to the south of Airpark East Airport and passing south and east, closer to the Poetry area would take advantage of more current open land, have less negative effect on residential values, impact far fewer current residents and improve access to the under-served Poetry community as well as allowing	An environmental study would be conducted for the Kaufman County Outer Loop feasibility study to evaluate a number of different criteria and the project's potential impacts. Evaluation criteria include community elements, parks and schools, hazardous materials, wetlands, floodplains, and residential and commercial areas. A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. Should the state, municipalities, and local agencies wish to proceed with the proposed improvements for the Kaufman County Outer Loop, funding would be required. As we identify and narrow down the corridor alternatives, several criteria are evaluated, including impacts to local properties and the projected cost of the project. The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to t Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The reasonable alternative locations were determined based on the Kaufman County and City of Terrell thoroughfare plans. The proposed reasonable alternatives would intersect with several existing arterial corridors and would have a positive impact on congested areas near Forney and Terrell.

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				for a less congested area intersecting Hwy. 205 and FM 548. This would keep our community happy, safe, and secure while still allowing our lovely corner of Texas to expand to meet incoming residents, traffic, and business. Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes. I would appreciate a response from you regarding this issue. I can be reached at [redacted] or at [redacted] Thank you for your time. Sincerely, Tim Armstrong	
129	12/13/2022	Email	Jim Spychalski	All, I am writing to formally protest the Outer Loop Project Option 1 presented by TxDOT. Rockwall County is only 149 miles and this project would take almost 10% of the land in Rockwall County. This project would significantly decrease the property value of the entire affected area. We moved to the McLendon Chisholm area about 3 years ago and elected to live in the country for a more peaceful homestead. The noise and pollution of this project impacting our Chisholm Ranch subdivision and potentially destroying our home would be devastating. There is no price tag or buy out that would be acceptable as this would disrupt my family and I and displace us in another area we DO NOT want to move to. PLEASE DO NOT select Option 1 as this will not only impact our Chisholm Ranch sub division but also many other established sub divisions. PLEASE ABANDON Option 1 The other Options should be considered that would be less impact to Established Homeowners and instead impede on farmland, NOT EXISTING RESIDENTS. On a Separate Issue: FM 548 (from 205 to Forney city limits) is a terrible road and is absolutely unsafe to drive on. This road should be IMMEDIATELY reconstructed to be safer to drive. This should be addressed ASAP before more lives are at risk. Please inspect this road ASAP. PLEASE PROTECT our dream home and community from	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. • **Property Values:** Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated. • **On and Off Ramps:** The project is still in the early stages of the feasibility study. Ramp locations for safe and efficient access to the main lanes would be determined during the next phase of the project development process. • **Street Traffic Confusion**: Improved accessibility, traffic flow and safety are all goals of the project. Existing roadways would be taken into consideration during the next phase of project development. • **Right of way:** The project is still in early stages of the feasibility study. Therefore, needed right of way (ROW) has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design, and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with

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				Option 1 of this Outer Loop Project !!!! Sincerely, Jim, Sonya, Nora, Katherine Spychalski	the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal, fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants. • **Economic impact:** Should the state, municipalities, and local agencies wish to proceed with the proposed improvements for the Kaufman County Outer Loop, funding will be required. As we identify and narrow down the corridor alternatives, several criteria are evaluated, including impacts to local properties and the projected cost of the project. • **Community:** A Community Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA), which will include an evaluation of potential impacts to residences and broader community cohesion in the study area. The Kaufman County Outer Loop is proposed in response to expected growth and accompanying traffic volume increases that will occur independently of the proposed project. Construction would occur in phases to accommodate the anticipated growth and development as it occurs. Phase 1 construction would consist of a single frontage road with two lanes, one operating in each direction. An Induced Growth Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with NEPA, which will examine the proposed project's potential to induce development.
130	12/13/2022	Email	Gloria Stidham	Attached are questions and comments on the proposed KCOL routes. Reasonable Alternative 1, 2, 3, and 4 are all within a half mile of my property, and directly impact many of my neighbors! Route 2 and 3 show to run right through High Point Special Utility District, Pump Station #2 as it crosses Samuels Road / CR 240. This would cost million of dollars to move this pump station!! Shift these routes west or east. Route 2 and 3 also shows it runs through the Samuels Family Farm, taking out two houses and farm buildings at [redacted] Why can't these routes be shifted to the west or east to save these structures. Route 2, 3, and 4 continue through to cross Colquitt Rd / CR 233 at the Gross Family Farm at [redacted] These routes devastate the Gross Family Farm property, taking out their house, barn, out-buildings, and ag land use! Why can't routes 2, 3, 4 be shifted to the east onto open farmland that has no houses or farm buildings on them?? Of the four reasonable alternative routes proposed for the KCOL, Reasonable Alternative 1 has the least impact	Thank you for your comments. We will add them to our public meeting summary. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will continue to evaluate all reasonable alternatives as the project development process continues through an iterative process and collaboration with the public. An environmental study would be conducted for the Kaufman County Outer Loop feasibility study to evaluate a number of different criteria and the project's potential impacts. Evaluation criteria include community elements, parks and schools, hazardous materials, wetlands, floodplains, and residential and commercial areas. The project is still in early stages of the feasibility study. Therefore, needed ROW has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants.

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				on residential property owners, family farms, and water system infrastructures along Colquitt and Samuels roads.	
131	12/13/2022	Email	Bret Fuller	To whom it may concern, I am writing to formally protest the Outer Loop Project options presented by TxDOT. Rockwall county is only a total of 149 miles and this project would take almost 10% of the land in Rockwall county and turn it into concrete. This project would directly affect the Rockwall county budget year after year, from the decrease in property value around the project, as well as, the loss of property tax revenue from the homes/land that would be lost during construction. We chose to live outside the city limits for a quieter and more peaceful homestead after living in Dallas, but this project would dramatically decrease our peace and tranquility at home. The noise and pollution caused from the traffic on the highway would make our dream home not so dreamy anymore. Our neighborhood has already been directly affected by the TxDOT expansion of 205 and 548, by losing our entrances and taking the land of 13 homes in our division. The options presented are quite literally the worst routing that could be imagined with regards to routing a major highway through and immediately adjacent to several existing high-value communities located near the SH 205 and FM 548 intersections. These options would dramatically affect the property tax revenue produced by several high end housing communities as well as several working farms. Option 1 shown on the attached Kaufman County map needlessly devastates Chisholm Ranch Estates and forces the continuance of this proposed routing to skirt several other high-end communities as it continues through Rockwall County. Option 1 will also create the most expensive option to the taxpayers. It will also potentially force the demolition of new high-end homes and devastate property values of those homes remaining directly next to a 6-lane high speed highway. Furthermore, potential on and off ramps that confuse and generate even more local traffic. Option 1 illustrates merging with FM 548 and thereby dramatically complicates and removes needed street traffic capacity. I view any attempt to insert a freeway merging into FM 548 at SH 205 as extremely irresponsible, bad planning and a slap in the face of area residents and Rockwall County at large.	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. • **Property Values:** Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated. • **On and Off Ramps:** The project is still in the early stages of the feasibility study. Ramp locations for safe and efficient access to the main lanes would be determined during the next phase of the project development process. • **Street Traffic Confusion**: Improved accessibility, traffic flow and safety are all goals of the project. Existing roadways would be taken into consideration during the next phase of project development. • **Right of way:** The project is still in early stages of the feasibility study. Therefore, needed right of way (ROW) has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design, and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal, fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants. • **Economic impact:** Should the state, municipalities, and local agencies wish to proceed with the proposed improvements for the Kaufman County Outer Loop, funding will be required. As we identify and narrow down the corridor alternatives, several criteria are evaluated, including impacts to local properties and the projected cost of the project. • **Community:** A Community Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA), which will include an evaluation of potential impacts to

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				I urge you to immediately abandon Option 1 as an unfeasible, cost prohibitive option that is in the worst interest of the surrounding community and Rockwall County. I am also writing to request that you rework new options that route more easterly around the new and existing subdivisions such as Chisholm Ranch Estates and High Point Ranch and High Point Lake Estates to less populated open agricultural / ranch land, which is cheaper and more practical for the surrounding communities. One option could be to push it out to Hunt county, which is a larger county with cheaper land. Doing such will create less havoc for the area and provide an opportunity for real planned development that will instead benefit the area rather than devastate established areas. If the true reasoning behind this project is to connect North Rockwall to South Rockwall, I would say John King Blvd provides this nicely with minimal congestion and traffic. This is a reasonable request and should be able to be supported by our local community leaders, political leaders, TxDOT and all others tasked with creating the best plan for the future. Please protect my dream home and community from this project. Sincerely yours, Bret Fuller	residences and broader community cohesion in the study area. The Kaufman County Outer Loop is proposed in response to expected growth and accompanying traffic volume increases that will occur independently of the proposed project. Construction would occur in phases to accommodate the anticipated growth and development as it occurs. Phase 1 construction would consist of a single frontage road with two lanes, one operating in each direction. An Induced Growth Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with NEPA, which will examine the proposed project's potential to induce development.
132	12/13/2022	Mail	Tim Armstrong	Dear Mr. Swindell: I am a resident of the High Point Lake Estates neighborhood in the Mcclendon-Chisholm area of Rockwall County (just north of the Kaufman County line), and I am writing this letter to protest the proposed routing of the Kaufman County Outer Loop Project that would adversely impact our neighborhood with its proximity. Obviously, infrastructure expansion must take place to handle the increase in growth and traffic; however, this proposed Reasonable Alternative Option 1 routing will severely and adversely impact our neighborhood - a neighborhood that is already being negatively impacted by the Highway 205 and FM 548 expansion projects through congested traffic and potential decreases in home value. Furthermore, these projects disturb the quiet, peaceful environment that was a primary reason	Thank you for your comments. We will add them to our public meeting summary. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will continue to evaluate all reasonable alternatives as the project development process continues through an iterative process and collaboration with the public. Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated. The project is still in early stages of the feasibility study. Therefore, needed ROW has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be

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				why many, including my family, bought and moved here! Another major highway in the same vicinity will only make these problems worse. Three major infrastructure expansions occurring at the same time will disrupt the tranquility that our residents enjoy, one of the key features of the High Point Lake Estates neighborhood and a key reason for the property's value. Additionally, this proposed Option 1 route not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods. In particular: It creates an unneeded expense dealing with sound and sight mitigation when it could easily be routed by one of the other less impactful route options. It decreases the home values of those living in High Point Lake Estates when the other routes have a less personal impact. It creates extreme unnecessary intersection traffic confusion with on and off ramps, which are not yet considered or shown on any plans available to the public. An inevitable I am writing to formally protest the Outer Loop Project options presented by TxDOT. The options presented are quite literally the worst routing that could be imagined with regards to routing a major highway through and immediately adjacent to several existing high-value communities located near the SH 205 and FM 548 intersections. Option 1 shown on the attached Kaufman County map needlessly devastates (name of property/community) and forces the continuance of this proposed routing to skirt several other high-end communities as it continues through Rockwall County. Option 1 will also create the most expensive option to the tax payers. It will also potentially force the demolition of new high-end homes and devastate property values of those homes remaining directly next to a 6- lane high speed highway. Furthermore, potential on and off ramps that confuse and generate even more local traffic. Option 1 illustrates merging with FM 548 and thereby dramatically complicates and removes needed street traffic capacity. I view any attempt to insert a freeway merging into FM 548 at SH 205 as extremely irresponsible, bad planning and a slap in the face of area residents and Rockwall County at large. I urge you to immediately abandon Option 1 as an unfeasible, cost prohibitive option that is in the worst interest of the surrounding community and Rockwall County. I am also writing to request that you rework new options that route more easterly around the new and existing	appraised, and a current at time of appraisal fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants. An environmental study would be conducted for the Kaufman County Outer Loop feasibility study to evaluate a number of different criteria and the project's potential impacts. Evaluation criteria include community elements, parks and schools, hazardous materials, wetlands, floodplains, and residential and commercial areas. A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. Should the state, municipalities, and local agencies wish to proceed with the proposed improvements for the Kaufman County Outer Loop, funding would be required. As we identify and narrow down the corridor alternatives, several criteria are evaluated, including impacts to local properties and the projected cost of the project. The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County is currently the 31st-most populated county in Texas, and its population is forecasted to grow by more than 5858% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The reasonable alternative locations were determined based on the Kaufman County and City of Terrell thoroughfare plans. The proposed reasonable alternatives would intersect with several existing arterial corridors and would have a positive impact on congested areas near Forney and Terrell.

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				subdivisions such as Chisholm Ranch Estates and High Point Ranch and High Point Lake Estates to less populated open agricultural / ranch land, which is cheaper and more practical for the surrounding communities. Doing such will create less havoc for the area and provide an opportunity for real planned development that will instead benefit the area rather than devastate established areas. This is a reasonable request and should be able to be supported by our local community leaders, political leaders, TxDOT and all others tasked with creating the best plan for the future.	
133	12/14/2022	Email	Tim Cotton	To whom it may concern, I am writing to formally protest the Outer Loop Project options presented by TxDOT. Rockwall county is only a total of 149 miles and this project would take almost 10% of the land in Rockwall County and turn it into concrete. This project would directly affect the Rockwall County budget year after year, from the decrease in property value around the project, as well as the loss of property tax revenue from the homes/land that would be lost during construction. We chose to live outside the city limits for a quieter and more peaceful homestead after working in healthcare in the big city of Dallas, but this project would dramatically decrease our peace and tranquility at home. The noise and pollution caused from the traffic on the highway would make our dream home not so dreamy anymore. Our neighborhood has already been directly affected by the TxDOT expansion of 205 and 548, by losing our entrances and taking the land of 13 homes in our division. The options presented are quite literally the worst routing that could be imagined with regards to routing a major highway through and immediately adjacent to several existing high-value communities located near the SH 205 and FM 548 intersections. These options would dramatically affect the property tax revenue produced by several high-end housing communities as well as several working farms. Option 1 shown on the attached Kaufman County map needlessly devastates Chisholm Ranch Estates and forces the continuance of this proposed routing to skirt several other high-end communities as it continues through Rockwall County. Option 1 will also create the most expensive option to the taxpayers. 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Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. • **Property Values:** Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. 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The property would be appraised, and a current at time of appraisal, fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants.

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				Option 1 illustrates merging with FM 548 and thereby dramatically complicates and removes needed street traffic capacity. I view any attempt to insert a freeway merging into FM 548 at SH 205 as extremely irresponsible, bad planning and a slap in the face of area residents and Rockwall County at large. I urge you to immediately abandon Option 1 as an unfeasible, cost prohibitive option that is in the worst interest of the surrounding community and Rockwall County. I am also writing to request that you rework new options that route more easterly around the new and existing subdivisions such as Chisholm Ranch Estates and High Point Ranch and High Point Lake Estates to less populated open agricultural / ranch land, which is cheaper and more practical for the surrounding communities. One option could be to push it out to Hunt County, which is a larger county with cheaper land. Doing such will create less havoc for the area and provide an opportunity for real planned development that will instead benefit the area rather than devastate established areas. If the true reasoning behind this project is to connect North Rockwall to South Rockwall, I would say John King Blvd provides this nicely with minimal congestion and traffic. This is a reasonable request and should be able to be supported by our local community leaders, political leaders, TxDOT and all others tasked with creating the best plan for the future. Please protect our homes and community from this project. Sincerely yours, Tim Cotton	• **Economic impact:** Should the state, municipalities, and local agencies wish to proceed with the proposed improvements for the Kaufman County Outer Loop, funding will be required. As we identify and narrow down the corridor alternatives, several criteria are evaluated, including impacts to local properties and the projected cost of the project. • **Community:** A Community Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA), which will include an evaluation of potential impacts to residences and broader community cohesion in the study area. The Kaufman County Outer Loop is proposed in response to expected growth and accompanying traffic volume increases that will occur independently of the proposed project. Construction would occur in phases to accommodate the anticipated growth and development as it occurs. Phase 1 construction would consist of a single frontage road with two lanes, one operating in each direction. An Induced Growth Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with NEPA, which will examine the proposed project's potential to induce development.
134	12/14/2022	Email	Steven and Janet Yarbrough	To Whom It May Concern, I am writing to formally protest the Outer Loop Project options presented by TxDOT. Rockwall county is only a total of 149 miles and this project would take almost 10% of the land in Rockwall county and turn it into concrete. This project would directly affect the Rockwall county budget year after year, from the decrease in property value around the project, as well as, the loss of property tax revenue from the homes/land that would be lost during construction. We chose to live outside the city limits for a quieter and more peaceful environment but this project would dramatically decrease our peace and tranquility at home. We are retired and plan to make to this our last home. The noise and pollution caused from the traffic on the highway would make our dream home not what we would have ever wanted in a home. Our	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The

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				neighborhood has already been directly affected by the TxDOT expansion of 205 and 548, by losing our entrances and taking the land of 13 homes in our subdivision. Now with this outer loop insanity we could be losing our home as we are directly in the study path which would mean our home would be demolished. I have to question why this path from 548 to 205 and 548 is even an option since it was forecasted in 2007. Many things have changed, many homes have been built in the proposed path and this has got to be changed to another route option. The options presented are quite literally the worst routing that could be imagined with regards to routing a major highway through and immediately adjacent to several existing high-value communities located near the SH 205 and FM 548 intersections. These options would dramatically affect the property tax revenue produced by several high end housing communities as well as several working farms and in many cases completely destroy/demolish homes. Option 1 shown on the attached Kaufman County map needlessly devastates Chisholm Ranch Estates and forces the continuance of this proposed routing to skirt several other high-end communities as it continues through Rockwall County. Option 1 will also create the most expensive option to the taxpayers. It will also potentially force the demolition of new high-end homes and devastate property values of those homes remaining directly next to a 6-lane high speed highway. Furthermore, potential on and off ramps that confuse and generate even more local traffic. Option 1 illustrates merging with FM 548 and thereby dramatically complicates and removes needed street traffic capacity. I view any attempt to insert a freeway merging into FM 548 at SH 205 as extremely irresponsible, bad planning and a slap in the face of area residents and Rockwall County at large. I urge you to immediately abandon Option 1 as an unfeasible, cost prohibitive option that is in the worst interest of the surrounding community and Rockwall County. I am also writing to request that you rework new options that route more easterly around the new and existing subdivisions such as Chisholm Ranch Estates and High Point Ranch and High Point Lake Estates to less populated	results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. • **Property Values:** Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated. • **On and Off Ramps:** The project is still in the early stages of the feasibility study. Ramp locations for safe and efficient access to the main lanes would be determined during the next phase of the project development process. • **Street Traffic Confusion**: Improved accessibility, traffic flow and safety are all goals of the project. Existing roadways would be taken into consideration during the next phase of project development. • **Right of way:** The project is still in early stages of the feasibility study. Therefore, needed right of way (ROW) has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design, and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal, fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants. • **Economic impact:** Should the state, municipalities, and local agencies wish to proceed with the proposed improvements for the Kaufman County Outer Loop, funding will be required. As we identify and narrow down the corridor alternatives, several criteria are evaluated, including impacts to local properties and the projected cost of the project. • **Community:** A Community Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA), which will include an evaluation of potential impacts to residences and broader community cohesion in the study area. The Kaufman County Outer Loop is proposed in response to expected growth and accompanying traffic volume increases that will occur independently of the proposed project. Construction would occur in phases to accommodate the anticipated growth and development as it occurs. Phase 1 construction would consist of a single frontage road with two lanes, one operating in each direction. An Induced Growth Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with NEPA, which will examine the proposed project's potential to induce development.

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				open agricultural / ranch land, which is cheaper and more practical for the surrounding communities. One option could be to push it out to Hunt county, which is a larger county with cheaper land. Doing such will create less havoc for the area and provide an opportunity for real planned development that will instead benefit the area rather than devastate established areas. If the true reasoning behind this project is to connect North Rockwall to South Rockwall, I would say John King Blvd provides this nicely with minimal congestion and traffic. There should be complete new planning and routing proposals and options since the 2007 proposal is extremely outdated and an insane option to even consider today. This is a reasonable request and should be able to be supported by our local community leaders, political leaders, TxDOT and all others tasked with creating the best plan for the future. Please consider the families that would be adversely impacted from irresponsible engineering and complete disregard for peoples lives and homes. Every single person that works for or represents our local government, Rockwall County, Kaufman County and Halff engineering firm involved in decision making for the Outer Loop should have to come to Chisholm Ranch Estates and the other homeowners that would be affected and meet the homeowners in person to see the devastation that Option One would create. Our home sits directly in the path of the outdated and insanely proposed Option One. Sincerely yours, Steven and Janet Yarbrough	

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135	12/14/2022	Email	Jeff Deats	Good evening, I am not going to send you 15 emails daily, I only ask you to read and use common sense when you digest this one. The current theory that the outer loop has to come down through Tate Farms and run into Kaufman county along FM 548, has many flaws. 1) The need for this project has been created by a lack of infrastructure in the DFW metroplex. Why is their trash being pushed out here to ruin our way of life? 2) It will open this area up to crime like it has never seen before. Rockwall County is woefully prepared for this. 3) The emergency capabilities do not exist out here to handle the vehicle load at this time. 4) Much of the push for this project seems to be driven in order to benefit a select few developers that have purchased the land in the area. 5) Rather than take further Eastern routes that would avoid homes, all of these routes run right through the center of the major neighborhoods in SE Rockwall County. 6) The economic impact of the existing home and landowners has not been thoroughly examined. We have been told to expect upwards of a 35% discount due to our 1/2 mile proximity to the project. 7) Contrary to what was said at the meeting, there will be no federal funds for noise reduction because the property density is not high enough to focus enough funds to reduce the decibel sufficiently to qualify. We just did this with the HWY 205 expansion. My House is in red. There are currently no "viable" alternatives that will not pass near my neighborhood according to y'all. Jeff Deats	Thank you for your comments. The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access to the congested urban areas near Terrell. A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. Should the state, municipalities, and local agencies wish to proceed with the proposed improvements for the Kaufman County Outer Loop, funding would be required. As we identify and narrow down the corridor alternatives, several criteria are evaluated, including impacts to local properties and the projected cost of the project. Joint coordination would occur between the surrounding cities, Kaufman County and TxDOT to ensure emergency services would continue to adequately service their regions. Providing additional connectivity would provide opportunities for improved service to the region.
136	12/15/2022	Online	Karim Budhwani	I am writing to formally protest the Outer Loop Project options presented by TxDOT. The options presented are quite literally the worst routing that could be imagined with regards to routing a major highway through and immediately adjacent to several existing high-value communities located near the SH 205 and FM 548	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is

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				intersections. Option 1 shown on the attached Kaufman County map needlessly devastates Chisholm Ranch Estates and forces the continuance of this proposed routing to skirt several other high-end communities as it continues through Rockwall County. Option 1 will also create the most expensive option to the tax payors. It will also potentially force the demolition of new high-end homes and devastate property values of those homes remaining directly next to a 6-lane high speed highway. Furthermore, potential on and off ramps that confuse and generate even more local traffic. Option 1 illustrates merging with FM 548 and thereby dramatically complicates and removes needed street traffic capacity. I view any attempt to insert a freeway merging into FM 548 at SH 205 as extremely irresponsible, bad planning and a slap in the face of area residents and Rockwall County at large. I urge you to immediately abandon Option 1 as an unfeasible, cost prohibitive option that is in the worst interest of the surrounding community and Rockwall County. I am also writing to request that you rework new options that route more easterly around the new and existing subdivisions such as Chisholm Ranch Estates and High Point Ranch and High Point Lake Estates to less populated open agricultural / ranch land, which is cheaper and more practical for the surrounding communities. Doing such will create less havoc for the area and provide an opportunity for real planned development that will instead benefit the area rather than devastate established areas. This is a reasonable request and should be able to be supported by our local community leaders, political leaders, TxDOT and all others tasked with creating the best plan for the future.	forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. 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Ramp locations for safe and efficient access to the main lanes would be determined during the next phase of the project development process. • **Street Traffic Confusion**: Improved accessibility, traffic flow and safety are all goals of the project. Existing roadways would be taken into consideration during the next phase of project development. • **Right of way:** The project is still in early stages of the feasibility study. Therefore, needed right of way (ROW) has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design, and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal, fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants. • **Economic impact:** Should the state, municipalities, and local agencies wish to proceed with the proposed improvements for the Kaufman County Outer Loop, funding will be required. As we identify and narrow down the corridor alternatives, several criteria are evaluated, including impacts to local properties and the projected cost of the project. • **Community:** A Community Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA), which will include an evaluation of potential impacts to residences and broader community cohesion in the study area. The Kaufman County Outer Loop is proposed in response to expected growth and accompanying traffic volume increases that will occur independently of the proposed project. Construction would occur in phases to accommodate the anticipated growth and development as it occurs. Phase 1 construction would consist of a single frontage road with two lanes, one operating in each direction. An Induced Growth Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with NEPA, which will examine the proposed project's potential to induce development.

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137	12/15/2022	Email	Jennifer Salazar	Good afternoon- I have attached a letter and picture (for reference) from my family regarding the Outer Loop Project and "Reasonable Alternative 1" and what this will mean to my home and neighborhood. Thank you for helping to protect my home and community. Jennifer Aleman Salazar To whom it may concern, I am writing to formally protest the Outer Loop Project options presented by TxDOT. This is regarding the "Reasonable Alternative 1" route that ends the Rockwall County portion of this outer loop project in Rockwall County but sets up where the Kaufman county portion will continue at (548 & 205). First, I wanted to personally share why this project effects my family. My husband and I saved for quite a while to purchase our dream home in 2021. We purchased a home in Chisholm Ranch without knowing what was looming in Rockwall County. We purchased our home when our first baby girl was 1 year old (she is currently 2). We are hopeful and are praying to have 1 more child. In addition to finding our perfect home, we chose this area based on the schools she would be attending soon. This was a large part of our decision. This home also provided the land needed so that we could build a mother-in-law home for my parents to eventually retire. Everyone knows if you are the kid in your family to take care of your parents and I am that kid. Our plan is for my husband and I to care for them in their elderly years in our quiet community. This is a BIG life plan for us and now we are at a standstill not knowing what is around the corner. Our 2023 plan was to begin construction on my parent's future home, and we are now paralyzed with our plans for our home and our future. Because we purchased right before the biggest appreciation increase to home values, we are aware that if we need to move, we will not be able to afford or find a similar home with the schools we desire for our child/children. With this project, we will be forced out of our dream. To be clear, With the "reasonable alternative 1" layout (where the project will continue to Kaufman county from Rockwall county near 548 & the Rockwall airport) our home is the 3rd house from this proposed freeway that would condemn other homes in our amazing community. We cannot have a freeway 2	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. • **Property Values:** Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated. • **On and Off Ramps:** The project is still in the early stages of the feasibility study. Ramp locations for safe and efficient access to the main lanes would be determined during the next phase of the project development process. • **Street Traffic Confusion**: Improved accessibility, traffic flow and safety are all goals of the project. Existing roadways would be taken into consideration during the next phase of project development. • **Right of way:** The project is still in early stages of the feasibility study. Therefore, needed right of way (ROW) has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design, and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal, fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants. • **Economic impact:** Should the state, municipalities, and local agencies wish to proceed with the proposed improvements for the Kaufman County Outer Loop, funding will be required. As we identify and narrow down the corridor alternatives, several criteria are evaluated, including impacts to local properties and the projected cost of the project. • **Community:** A Community Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA), which will include an evaluation of potential impacts to residences and broader community cohesion in the study area. The Kaufman County Outer Loop is proposed in response to expected growth and accompanying traffic volume increases that will occur independently of the proposed project. Construction would occur in phases to accommodate the anticipated growth and development as it occurs. Phase 1 construction would consist

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				houses away from our family. Our neighborhood is a true community. The activities and the neighborhood truly give an old school feel that most neighborhoods in America no longer have. Women get together for a monthly game night, children get together for monthly fellowship at one of the neighborhood homes. This is rare and frankly endangered. Our kids can even play outside here. Within 1 year of living here, we have developed real friendships with our neighbors. We watch out for one another. We communicate with each other. The bond that our community has and the safety we each feel, is beneficial for each of our mental health. When anyone needs help there is someone available. When there was a freeze/ice storm this year, the neighborhood kept in touch via Facebook and helped anyone who needed it when it came to food, firewood, etc., etc. I feel safe here. Our neighborhood is an example of how neighborhoods should be. To interrupt this rare American Community would not be wise. There are not many of these remaining. If you could see what our community is like at Easter, 4th of July, Christmas, you would walk away with a full heart. In the environmental research, this should be addressed. Rockwall county is only a total of 149 miles and this project would take almost 10% of the land in Rockwall county and turn it into concrete. This project would directly affect the Rockwall county budget year after year, from the decrease in property value around the project, as well as, the loss of property tax revenue from the homes/land that would be lost during construction. We chose to live outside the city limits for a quieter and more peaceful homestead, but this project would dramatically decrease our peace and tranquility at home. The noise and pollution caused from the traffic on the highway would make our dream home not so dreamy anymore. Our neighborhood has already been directly affected by the TxDOT expansion of 205 and 548, by losing our entrances and taking the land of 13 homes in our division. The options presented are quite literally the worst routing that could be imagined with regards to routing a major highway through and immediately adjacent to several existing high-value communities located near the SH 205 and FM 548 intersections. These options would dramatically affect the property tax revenue produced by several high end housing communities as well as several working farms. “Reasonable Alternative 1” shown on the attached Kaufman County map needlessly devastates Chisholm Ranch Estates and forces the continuance of this proposed routing to skirt several other high-end	of a single frontage road with two lanes, one operating in each direction. An Induced Growth Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with NEPA, which will examine the proposed project's potential to induce development.

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				communities as it continues through Rockwall County. "Reasonable Alternative 1" will also create the most expensive option to the taxpayers. It will also potentially force the demolition of new high-end homes and devastate property values of those homes remaining directly next to a 6-lane high speed highway (including my home). Furthermore, potential on and off ramps that confuse and generate even more local traffic. Option 1 illustrates merging with FM 548 and thereby dramatically complicates and removes needed street traffic capacity. I view any attempt to insert a freeway merging into FM 548 at SH 205 as extremely irresponsible, bad planning and a slap in the face of area residents and Rockwall County at large. I urge you to immediately abandon Option 1 as an unfeasible, cost prohibitive option that is in the worst interest of the surrounding community and Rockwall County. I am also writing to request that you rework new options that route more easterly around the new and existing subdivisions such as Chisholm Ranch Estates and High Point Ranch and High Point Lake Estates to less populated open agricultural / ranch land, which is cheaper and more practical for the surrounding communities. One option could be to push it out to Hunt county, which is a larger county with cheaper land. Doing such will create less havoc for the area and provide an opportunity for real planned development that will instead benefit the area rather than devastate established areas. If the true reasoning behind this project is to connect North Rockwall to South Rockwall, I would say John King Blvd provides this nicely with minimal congestion and traffic. This is a reasonable request and should be able to be supported by our local community leaders, political leaders, TxDOT and all others tasked with creating the best plan for the future. Please protect my dream home and community from this project. Thank you for helping our family, Jennifer Aleman Salazar Rockwall county tax payer.	

Comment Number	Submission Date	Source (Email, Comment Card, Online Map)	Commenter Name	Comment	Response
138	12/15/2022	Email	Dora Trejo on behalf of Mike Sims	Brian, Attached are comments from City Manager, Mike Sims. Thanks, Dora Trejo Dear Mr. Swindell, On behalf of the City of Terrell, I write in support of the immediate development of the proposed Outer Loop. The alignment options shown are generally consistent with both the City of Terrell Thoroughfare Plan and the Kaufman County Thoroughfare Plan. Our Engineering Department will provide alignment comments. Overall, please expedite this project to construction. Commercial trucks traveling between Houston and the mid-Atlantic region already bypass Dallas County using rural roads in Rockwall and Kaufman County. Likewise auto traffic seeking a connection between IH30 and IH20 east of IH635 fill rural roads in Rockwall and Kaufman County. Providing a safe eastern bypass to Dallas County traffic congestion is necessary and urgent to improve safety and reduce delays for current rural residents. Long-term, this decision is similar to building the Terrell to Weatherford bypass known as IH20. Without the Terrell to Weatherford bypass, central Dallas and Tarrant County would be impassible today. Building a Kaufman to Royse City bypass through Terrell is no less important. Another 30 years of growth will bring another 3 million residents to DFW. The time to build the bypass is now. Delay will only result in unsafe road conditions and greater land use disruption in the future. The Outer Loop is the right solution and swift action is needed to set a permanent alignment. The City of Terrell stands ready to support this effort as necessary. Respectfully submitted, Mike Sims, City Manager City of Terrell	Thank you for your comments. We will take them into consideration as we continue evaluating alternatives.
139	12/15/2022	Email	Tomasa Weimer	To whom it may concern, I am writing to formally protest the Outer Loop Project options presented by TxDOT. Rockwall county is only a total of 149 miles and this project would take almost 10% of the land in Rockwall county and turn it into concrete. This project would directly affect the Rockwall county budget year after year, from the decrease in property value around the project, as well as, the loss of property tax revenue from the homes/land that would be lost	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel

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				during construction. We chose to live outside the city limits for a quieter and more peaceful homestead after working in Healthcare in the big city of Dallas, but this project would dramatically decrease our peace and tranquility at home. The noise and pollution caused from the traffic on the highway would make our dream home not so dreamy anymore. Our neighborhood has already been directly affected by the TxDOT expansion of 205 and 548, by losing our entrances and taking the land of 13 homes in our division. The options presented are quite literally the worst routing that could be imagined with regards to routing a major highway through and immediately adjacent to several existing high-value communities located near the SH 205 and FM 548 intersections. These options would dramatically affect the property tax revenue produced by several high end housing communities as well as several working farms. Option 1 shown on the attached Kaufman County map needlessly devastates Chisholm Ranch Estates and forces the continuance of this proposed routing to skirt several other high-end communities as it continues through Rockwall County. Option 1 will also create the most expensive option to the taxpayers. It will also potentially force the demolition of new high-end homes and devastate property values of those homes remaining directly next to a 6-lane high speed highway. Furthermore, potential on and off ramps that confuse and generate even more local traffic. Option 1 illustrates merging with FM 548 and thereby dramatically complicates and removes needed street traffic capacity. I view any attempt to insert a freeway merging into FM 548 at SH 205 as extremely irresponsible, bad planning and a slap in the face of area residents and Rockwall County at large. I urge you to immediately abandon Option 1 as an unfeasible, cost prohibitive option that is in the worst interest of the surrounding community and Rockwall County. I am also writing to request that you rework new options that route more easterly around the new and existing subdivisions such as Chisholm Ranch Estates and High Point Ranch and High Point Lake Estates to less populated open agricultural / ranch land, which is cheaper and more	demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. • **Property Values:** Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated. • **On and Off Ramps:** The project is still in the early stages of the feasibility study. Ramp locations for safe and efficient access to the main lanes would be determined during the next phase of the project development process. • **Street Traffic Confusion**: Improved accessibility, traffic flow and safety are all goals of the project. Existing roadways would be taken into consideration during the next phase of project development. • **Right of way:** The project is still in early stages of the feasibility study. Therefore, needed right of way (ROW) has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design, and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal, fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants. • **Economic impact:** Should the state, municipalities, and local agencies wish to proceed with the proposed improvements for the Kaufman County Outer Loop, funding will be required. As we identify and narrow down the corridor alternatives, several criteria are evaluated, including impacts to local properties and the projected cost of the project. • **Community:** A Community Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA), which will include an evaluation of potential impacts to residences and broader community cohesion in the study area. The Kaufman County Outer Loop is proposed in response to expected growth and accompanying traffic volume increases that will occur independently of the proposed project. Construction would occur in phases to accommodate the anticipated growth and development as it occurs. Phase 1 construction would consist of a single frontage road with two lanes, one operating in each direction. An Induced Growth Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with NEPA, which will examine the proposed project's potential to induce development.

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				practical for the surrounding communities. One option could be to push it out to Hunt county, which is a larger county with cheaper land. Doing such will create less havoc for the area and provide an opportunity for real planned development that will instead benefit the area rather than devastate established areas. If the true reasoning behind this project is to connect North Rockwall to South Rockwall, I would say John King Blvd provides this nicely with minimal congestion and traffic. This is a reasonable request and should be able to be supported by our local community leaders, political leaders, TxDOT and all others tasked with creating the best plan for the future. Please protect my dream home and community from this project. This is the last home my husband and I plan to own. He is 70 and I will be 69 on Dec 29,2022. Tomasa D Weimer and Ronald D Weimer Rockwall county tax payers	

Comment Number	Submission Date	Source (Email, Comment Card, Online Map)	Commenter Name	Comment	Response
140	12/16/2022	Email	Steve Rogers	Brian, Please replace the comments sent yesterday with this slightly edited version, Thanks, Steve Rogers Dear Mr. Swindell, The city of Terrell is in full support of the construction of the outer loop connecting IH-30, and IH-20 and beyond. Our comments are intended to improve what the City views as an important and much needed transportation improvement. This letter is to communicate the attached comments on behalf of the City of Terrell in regard to the materials presented at the public meeting on Thursday, November 17, 2022 at First Baptist Church Terrell in Terrell, TX for the subject project. Respectfully submitted, Steve Rogers Senior Director of Capital Improvements City of Terrell Attachments: Kaufman County Outer Loop Comments 1.The Rockwall County eastern most tie in point (blue alternative) could penetrate the runway protection zone of the Airpark East Airport and is likely to necessitate purchasing the airport. It would be preferable to prevent the elimination of nearby homes and discard the blue option. 2.A preferable alignment would be to split between the two proposed alignment tie-ins with Rockwall County to provide another alternative that minimizes impacts to residential properties and the floodplain. See Attachment A below concept. 3.Any option to the east of the purple option would impact many additional / homes and properties in Terrell and Kaufman County and we oppose options east of the purple option as it would be infeasible to route them to the connection point at US 80. 4. The City of Terrell fully supports the proposed tie in points with US 80 and IH-20 shown on all exhibits. 5. The City does not support any alignment that does not fall between the eastern and western limits along Samuels Rd (CR 240) shown in Attachment B below. Variations of the options shown in that zone may need to be considered based on the exact alignment coming out of Rockwall County.	Thank you for your comments. The project is still in early stages of the feasibility study. Therefore, needed ROW has yet to be identified or finalized. An environmental study would be conducted for the Kaufman County Outer Loop feasibility study to evaluate a number of different criteria and the project's potential impacts. Evaluation criteria include community elements, parks and schools, hazardous materials, wetlands, floodplains, and residential and commercial areas. The project team would coordinate with the Federal Aviation Administration to determine impacts to Airpark East Airport and surrounding properties in Terrell. These impacts will be considered when evaluating alternatives.

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141	12/16/2022	Email	Emily Pittman	To whom it may concern, I am writing to formally protest the Outer Loop Project options presented by TxDOT. Rockwall county is only a total of 149 miles and this project would take almost 10% of the land in Rockwall county and turn it into concrete. This project would directly affect the Rockwall county budget year after year, from the decrease in property value around the project, as well as, the loss of property tax revenue from the homes/land that would be lost during construction. We chose to live outside the city limits for a quieter and more peaceful homestead after working in Healthcare in the big city of Dallas, but this project would dramatically decrease our peace and tranquility at home. The noise and pollution caused from the traffic on the highway would make our dream home not so dreamy anymore. Our neighborhood has already been directly affected by the TxDOT expansion of 205 and 548, by losing our entrances and taking the land of 13 homes in our division. The options presented are quite literally the worst routing that could be imagined with regards to routing a major highway through and immediately adjacent to several existing high-value communities located near the SH 205 and FM 548 intersections. These options would dramatically affect the property tax revenue produced by several high end housing communities as well as several working farms. Option 1 shown on the attached Kaufman County map needlessly devastates Chisholm Ranch Estates and forces the continuance of this proposed routing to skirt several other high-end communities as it continues through Rockwall County. Option 1 will also create the most expensive option to the taxpayers. It will also potentially force the demolition of new high-end homes and devastate property values of those homes remaining directly next to a 6-lane high speed highway. Furthermore, potential on and off ramps that confuse and generate even more local traffic. Option 1 illustrates merging with FM 548 and thereby dramatically complicates and removes needed street traffic capacity. I view any attempt to insert a freeway merging into FM 548 at SH 205 as extremely irresponsible, bad planning and a slap in the face of area residents and Rockwall County at large. I urge you to immediately abandon Option 1 as an unfeasible, cost prohibitive option that is in the worst interest of the surrounding community and Rockwall County. I am also writing to request that you rework new options	Thank you for your comments. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will take your concerns into account as we continue to evaluate all reasonable alternatives as the project development process continues. As you are expressing concern about this project and its impact on the Chisholm Ranch Estates neighborhood, please see the below responses to your comments tailored to this neighborhood. • **Project Need:** The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region. For more information, you can visit our project website at kaufmanouterloop.com. • **Noise:** A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. • **Property Values:** Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated. • **On and Off Ramps:** The project is still in the early stages of the feasibility study. Ramp locations for safe and efficient access to the main lanes would be determined during the next phase of the project development process. • **Street Traffic Confusion**: Improved accessibility, traffic flow and safety are all goals of the project. Existing roadways would be taken into consideration during the next phase of project development. • **Right of way:** The project is still in early stages of the feasibility study. Therefore, needed right of way (ROW) has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design, and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal, fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants. • **Economic impact:** Should the state, municipalities, and local agencies wish to proceed with the proposed improvements for the Kaufman County Outer Loop, funding will be required. As we identify and narrow down the corridor alternatives, several criteria are evaluated, including impacts to local properties and the projected cost of the project. • **Community:** A Community Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA), which will include an evaluation of potential impacts to residences and broader community cohesion in the study area. The Kaufman County Outer Loop is proposed in response to expected growth and accompanying traffic volume increases that will occur independently of the proposed project. Construction would occur in phases to accommodate the anticipated growth and development as it occurs. Phase 1 construction would consist

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				that route more easterly around the new and existing subdivisions such as Chisholm Ranch Estates and High Point Ranch and High Point Lake Estates to less populated open agricultural / ranch land, which is cheaper and more practical for the surrounding communities. One option could be to push it out to Hunt county, which is a larger county with cheaper land. Doing such will create less havoc for the area and provide an opportunity for real planned development that will instead benefit the area rather than devastate established areas. If the true reasoning behind this project is to connect North Rockwall to South Rockwall, I would say John King Blvd provides this nicely with minimal congestion and traffic. This is a reasonable request and should be able to be supported by our local community leaders, political leaders, TxDOT and all others tasked with creating the best plan for the future. Please protect my dream home and community from this project. We just bought the last piece of land in this neighborhood and we were hoping to start building soon. We are not postponing this build because of the proposition. We were hoping for our kids to attend RISD and be immersed in the incredible school district that RISD has to offer. Sincerely, Emily, Zack, and Hunter Pittman	of a single frontage road with two lanes, one operating in each direction. An Induced Growth Impacts Analysis will be performed as part of the environmental studies being completed for the project, in accordance with NEPA, which will examine the proposed project's potential to induce development.
142	12/19/2022	Email	Jim Spychalski	All, Please note that FM 548 between 205 & Forney is in TERRIBLE Condition. Several cars, including myself, almost were pulled into the ditch today because of the ruts in this road. PLEASE REPAIR THIS ENTIRE ROAD ASAP. As Taxpayers we deserve better than this. Jim Spychalski	Thank you for your comments. Right now, FM 548 is not included in the project limits for the Kaufman County Outer Loop.
143	12/20/2022	Email	James Boelens	Dear Project Consultants: I purchased raw land in Kaufman County in 2014 to build a small, but sustainable, farm on 10 acres in Texas. My property is located at [redacted] and I was attracted to this new home following the untimely death of my wife for it's proximity to nature, and the quiet country lifestyle it provided after 34 years of military service. I was more than disturbed, therefore, to study the	Thank you for your comments. We will add them to our public meeting summary. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will continue to evaluate all reasonable alternatives as the project development process continues through an iterative process and collaboration with the public. Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated. The project is still in early stages of the feasibility study. Therefore, needed ROW has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the

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				proposed pathways for the Kaufman County Outer Loop (KCOL). Every proposed route recommended will negatively impact the noise and light levels on my property, as well as displacing regional wildlife. Perhaps more importantly, the routes will destroy valuable farm land, and the heritage they represent, to include two separate pieces of property owned by neighboring families for more than one hundred years. While KCOL documents state the project is "a joint coordination between the Texas Department of Transportation (TxDOT) and Kaufman County, I am disappointed that other key players are not recognized in this venture. There is no mention of the developers who will profit wildly from this misappropriation of our tax dollars. Similarly, the local city councils who support these developers by granting building permits in contravention to the wishes of their constituents should also receive "credit" for this project as it ultimately will destroy the rural communities they are elected to represent. Texas needs farmland! The proposed KCOL routes will take thousands of acres of pastureland and crops out of production, and only add to significant regional congestion for decades. Not all growth is positive, and I urge you to seriously re-evaluate the negative impacts this project will have on Kaufman County. James S. Boelens	environmental study, final design and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal fair market value would be offered to the landowner for any land and improvements needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants. An environmental study would be conducted for the Kaufman County Outer Loop feasibility study to evaluate a number of different criteria and the project's potential impacts. Evaluation criteria include community elements, parks and schools, hazardous materials, wetlands, floodplains, and residential and commercial areas. A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to t Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region.
144	12/20/2022	Email	James Boelens	Dear Project Consultants: I purchased raw land in Kaufman County in 2014 to build a small, but sustainable, farm on 10 acres in Texas. My property is located at [redacted] and I was attracted to this new home following the untimely death of my wife for it's proximity to nature, and the quiet country lifestyle it provided after 34 years of military service. I was more than disturbed, therefore, to study the proposed pathways for the Kaufman County Outer Loop (KCOL). Every proposed route recommended will negatively impact the noise and light levels on my property, as well as displacing regional wildlife. Perhaps more importantly, the routes will destroy valuable farm land, and the heritage they represent, to include two separate pieces of property owned by neighboring families for more than one hundred years.	Thank you for your comments. We will add them to our public meeting summary. At this time, a final alignment has not been determined for the Kaufman County Outer Loop. We will continue to evaluate all reasonable alternatives as the project development process continues through an iterative process and collaboration with the public. Anticipating impacts to property values for a roadway improvement is challenging due to variables such as accessibility, safety, noise, visual amenities, community cohesion and business productivity. Kaufman County and TxDOT cannot reasonably foresee which of these variables will impact property values in a negative or positive way. As part of the project development process, impacts to properties in the study area are evaluated and every attempt is made to minimize impacts as alternatives are identified and evaluated. The project is still in early stages of the feasibility study. Therefore, needed ROW has yet to be identified or finalized. Following the feasibility study, corridor preservation through land use planning and ROW purchases would happen concurrently with the environmental study, final design and phased construction. The State of Texas provides information on Landowner rights, which is included on the open house web page. Any ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in the Uniform Relocation Assistance Act of 1987. Once a ROW map is approved and the project is environmentally cleared, Kaufman County ROW acquisition staff and consultants would contact property owners, in accordance with TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. Then, the staff would determine the project ROW needs at the landowner's parcel based on the approved ROW map. The property would be appraised, and a current at time of appraisal fair market value would be offered to the landowner for any land and improvements

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				While KCOL documents state the project is "a joint coordination between the Texas Department of Transportation (TxDOT) and Kaufman County, I am disappointed that other key players are not recognized in this venture. There is no mention of the developers who will profit wildly from this misappropriation of our tax dollars. Similarly, the local city councils who support these developers by granting building permits in contravention to the wishes of their constituents should also receive "credit" for this project as it ultimately will destroy the rural communities they are elected to represent. Texas needs farmland! The proposed KCOL routes will take thousands of acres of pastureland and crops out of production, and only add to significant regional congestion for decades. Not all growth is positive, and I urge you to seriously re-evaluate the negative impacts this project will have on Kaufman County. James S. Boelens	needed for ROW. Additionally, damages to the remaining property (if any) would also be appraised and offered. Relocation benefits would be offered to all eligible tenants. An environmental study would be conducted for the Kaufman County Outer Loop feasibility study to evaluate a number of different criteria and the project's potential impacts. Evaluation criteria include community elements, parks and schools, hazardous materials, wetlands, floodplains, and residential and commercial areas. A traffic noise analysis will be performed as part of the environmental studies being completed for the project, in accordance with the National Environmental Policy Act (NEPA) and the Texas Department of Transportation's (TxDOT's) Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. The project is part of a larger movement toward greater regional connectivity and is being conducted because the project area is experiencing significant growth. Kaufman County grew 8.9% between 2021 and 2022, and its population is forecasted to grow by more than 58% from 2021 to 2045. Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to t Residential and commercial developments are also coming to the area at a rapid pace, which will bring more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region.

B. Notices Provided

Section	Document
B1	Public Meeting Notice Schedule
B2	Notice (English and Spanish) & Meeting Location Map
B3	Mailing Lists
B4	Newspaper Affidavits and Advertisements
B5	Kaufmanouterloop.com Website Notice
B6	TxDOT Website Notice

B1. Public Meeting Notice Schedule

PUBLIC MEETING NOTICE SCHEDULE
Kaufman County Outer Loop
Kaufman County, Texas

This publication schedule is for the Kaufman County Outer Loop Public Meeting to be held in person and online from November 17, 2022 – December 10, 2022

Newspaper Publications
The Public Meeting Notice for the above project has been published in the following newspapers:
- *Al Día (Spanish)*
- *The Kaufman Herald*
- *Terrell Tribune/The Update*
- *Rockwall County Herald Banner*

Publication	Contact	Published	Method and Deadline for Submitting Legal Notice	Publication Date for 15-Day Notice (11/2/2022)
Al Día	Max Tezkol [redacted]	Wednesday	Publisher needs ad by noon Friday for Wednesday Submit 11/4/2022 Cost: $1,295 Dimensions are 5.41" w x 10.5" h	11/9/2022
The Kaufman Herald	Amy Fowler [redacted]	Weekly	Publisher needs ad by 3 p.m. Monday for Thursday Submit 10/31/2022 Cost: $319.73 One color $100, Two colors $200, Four colors $275 (Flat fee added) Dimensions are 5.75" w x 10.50" h	11/3/2022
Terrell Tribune & The Update	Karla Dunson [redacted]	Weekly	Tribune: Publisher needs ad by Tuesday for Saturday Update: Publisher needs ad by Wednesday for following Wednesday Submit 11/1/2022 and 11/1/2022 Cost: $246 (B&W) & $346 (color) – just Tribune $461.25 (B&W) & $611.25 (color) – Tribune and Update Dimensions are 5.0279" w x 10.375" h	Tribune: 11/5/2022 Update: 11/9/2022
Rockwall County Herald Banner & Royce City Herald Banner	Jennifer Gutierrez [redacted]	Weekly	Published needs ad previous Friday Submit 10/28/2022 Cost: $325 (total – Rockwall is not a paid publication) Dimensions are 5" wide x 10.5" tall	Royce City Herald Banner: 11/3/2022 Rockwall County Herald Banner: 11/4/2022

Notices to Elected Officials
- Mail and Email – 10/28/2022

Notices to Landowners, Public, HOAs, Businesses
- Mail – 10/31/2022

B2. Notice (English and Spanish) & Meeting Location Map

NOTICE
PUBLIC OPEN HOUSE
KAUFMAN COUNTY OUTER LOOP
KAUFMAN COUNTY, TEXAS

Kaufman County and the Texas Department of Transportation (TxDOT) are proposing to construct a new alignment in Kaufman County, connecting at State Highway (SH) 205 to south of Interstate 20 (I-20), with an interchange at US Highway (US) 80 and I-20 in Kaufman County, Texas. This notice advises the public that Kaufman County will be conducting a public open house on the proposed project. The open house will be held on Thursday, Nov. 17, 2022 at First Baptist Church Terrell – Recreation Outreach Center, 100 W. Brin St., Terrell, Texas, 75160. The open house will be held from 5:30 – 7:30 p.m. and will follow an "open house" format. The purpose of the open house is to present the proposed project and receive public comment.

The proposed project is needed because the existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth, leading to operational deficiencies and congestion issues. The proposed project would provide improved access across the eastern part of the Dallas - Fort Worth metroplex (DFW) and have a positive impact on congested urban areas in the DFW region and Kaufman County.

The proposed project would, subject to final design considerations, require additional right of way and potentially displace residences and/or non-residential structures. The proposed project may involve construction in wetlands. The proposed project may involve an action in a floodplain.

The open house will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the open house, please contact Brian Swindell at 972.960.4451 no later than 4 p.m. CT, Thursday, Nov. 10, 2022. Please be aware that advance notice is required as some services and accommodations may require time for Kaufman County to arrange.

Written comments from the public regarding the proposed project are requested and may be presented at the open house. Written comments may also be submitted by mail to: Kaufman County Outer Loop, HDR Engineering, 17111 Preston Road, Suite 300, Dallas, Texas 75248. Written comments may also be submitted by email to connect@kaufmanouterloop.com. All comments must be received on or before Monday, Dec. 20, 2022. Responses to comments received will be on file and available on the website kaufmanouterloop.com, once they have been prepared.

If you have any general questions or concerns regarding the proposed project or the open house, please contact Brian Swindell at 972.960.4451.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

AVISO
SESIÓN INFORMATIVA ABIERTA AL PÚBLICO
CIRCUITO EXTERIOR DEL CONDADO KAUFMAN
CONDADO KAUFMAN, TEXAS

El Condado Kaufman y el Departamento de Transporte de Texas (TxDOT, por sus siglas en inglés) proponen construir una nueva alineación en el Condado Kaufman, conectando en la carretera estatal (SH) 205 al sur de la carretera Interestatal 20 (I-20), con un intercambio en la carretera de EE. UU. (EE. UU.) 80 e I-20 en el Condado Kaufman, Texas. Este aviso informa al público que el Condado Kaufman llevará a cabo una sesión informativa abierta al público sobre el proyecto propuesto. La sesión de puertas abiertas se llevará a cabo el jueves 17 de noviembre de 2022 en First Baptist Church Terrell – Recreation Outreach Center, 100 W. Brin St., Terrell, Texas, 75160. Dicho evento, se llevará a cabo de 5:30 p.m. a 7:30 p.m. y seguirá un formato de "puertas abiertas". El propósito de este evento es presentar el proyecto y recibir comentarios del público.

El proyecto propuesto es necesario porque las instalaciones existentes en el oeste del Condado Kaufman y sus alrededores actualmente no brindan movilidad y conectividad regional adecuadas, ni pueden adaptarse a las demandas de viaje actuales y futuras y al crecimiento de la población, lo que genera deficiencias operativas y problemas de congestión. El proyecto propuesto brindaría un mejor acceso en la parte este del área metropolitana de Dallas - Fort Worth (DFW) y tendría un impacto positivo en las áreas urbanas congestionadas en la región de DFW y el Condado Kaufman.

El proyecto propuesto, sujeto a las consideraciones de diseño final, requeriría un derecho de paso adicional y posiblemente desplazaría residencias y/o estructuras no residenciales, como también puede implicar la construcción en humedales. El proyecto propuesto puede implicar una acción en un área de inundación.

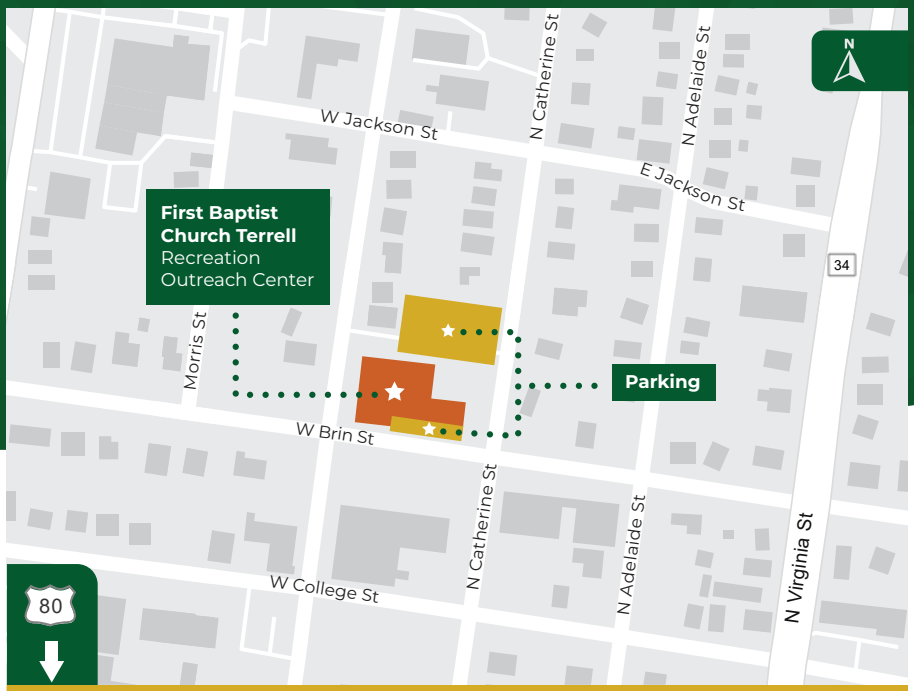
La sesión de puertas abiertas se llevará a cabo en inglés. Si necesita un intérprete o traductor de documentos porque el inglés no es su idioma principal o tiene dificultades para comunicarse de manera efectiva en inglés, se le proporcionará uno. Si tiene una discapacidad y necesita asistencia, se pueden hacer arreglos especiales para satisfacer la mayoría de las necesidades. Si necesita servicios de interpretación o traducción o si es una persona con discapacidad que requiere adaptaciones para asistir y participar en este evento, comuníquese con Brian Swindell al 972.960.4451 a más tardar el jueves 10 de noviembre de 2022 a las 4 p.m. hora del centro (CT por sus siglas en inglés). Tenga en cuenta que se requiere notificación previa ya que algunos servicios y adaptaciones pueden requerir tiempo para que el Condado Kaufman los organice.

Se solicitan comentarios por escrito del público sobre el proyecto y se pueden presentar en la sesión de puertas abiertas. Los comentarios escritos también pueden enviarse por correo a: Kaufman County Outer Loop, HDR Engineering, 17111 Preston Road, Suite 300, Dallas, Texas 75248. Los comentarios escritos también pueden enviarse por correo electrónico a connect@kaufmanouterloop.com. Todos los comentarios deben recibirse en o antes del lunes 20 de diciembre de 2022. Las respuestas a éstos estarán archivadas y disponibles en el sitio web kaufmanouterloop.com, una vez que hayan sido preparadas.

Si tiene alguna pregunta o inquietud general sobre el proyecto propuesto o el evento, comuníquese con Brian Swindell al 972.960.4451.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto, están siendo o han sido realizadas por TxDOT de conformidad con la Reglamentación 23, Sección 327 del Código de Estados Unidos y un Memorando de Entendimiento con fecha del 9 de diciembre de 2019, ejecutado por la FHWA (Administración Federal de Carreteras) y TxDOT.

Kaufman County Outer Loop Public Open House



First Baptist Church Terrell – Recreation Outreach Center
100 W. Brin St.
Terrell, Texas 75160

Thursday, November 17, 2022
5:30 – 7:30 p.m.

Kaufman County and TxDOT are hosting a Public Open House to discuss a new alignment in Kaufman County – the Kaufman County Outer Loop.

For more information about the study, visit kaufmanouterloop.com

No admission or parking fees will be charged. This is a free event.

From US 80

1. Take the exit onto US-80 East **toward Terrell**
2. Turn left onto **N Virginia Street**
3. Turn left onto **E Brin St**
4. Take a **slight right turn**
5. The Recreation Outreach Center will be **on your right**

How to Get Involved?

You can view the Kaufman County Outer Loop meeting materials online at kaufmanouterloop.com to learn more.

If you have questions on the project, you can reach out to our project team by emailing our Project Manager, Brian Swindell, at brian.swindell@hdrinc.com.

If you would like to leave comments on the project, you can do so on the website, via mail or email, and on the interactive comment map. All comments must be received on or before Tuesday, December 20, 2022.

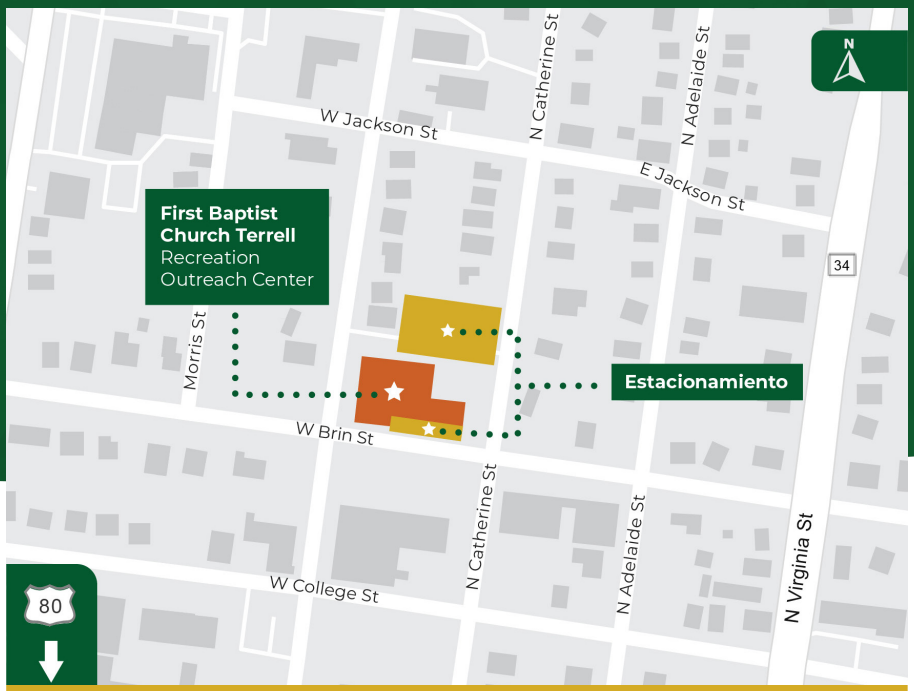
Send comments to:
connect@kaufmanouterloop.com

Kaufman County Outer Loop
17111 Preston Road, Suite 300
Dallas, TX 75248

KAUFMAN COUNTY OUTER LOOP

Carretera de Circunvalación del Condado de Kaufman

Sesión Abierta al Público



First Baptist Church Terrell – Recreation Outreach Center
100 W. Brin St.
Terrell, Texas 75160

Jueves 17 de Noviembre, 2022
5:30 – 7:30 p.m.

El condado de Kaufman y TxDOT están llevando a cabo una Sesión Abierta al Público para discutir el nuevo alineamiento en el Condado de Kaufman - Carretera de Circunvalación del Condado de Kaufman.

Para más información acerca del estudio, visite kaufmanouterloop.com

No habrán costos de admisión o estacionamiento. Este es un evento gratuito.

De la US 80

1. Tome la salida a la US-80 al este **hacia Terrell**
2. Gire a la izquierda **hacia N Virginia Street**
3. Gire a la izquierda **hacia E Brin St**
4. De un **giro ligero a la derecha**
5. El Recreation Outreach Center estará **a su derecha**

¿Cómo Involucrarse?

Puede ver los materiales de la reunión de la Carretera de Circunvalación de Kaufman en línea en kaufmanouterloop.com para aprender más.

Si tiene preguntas sobre el proyecto, puede contactar con nuestro equipo del proyecto enviando un correo a nuestro Gerente del Proyecto, Brian Swindell a brian.swindell@hdrinc.com.

Si le gustaría dejar comentarios sobre el proyecto, puede hacerlo en la página web, por correo o correo electrónico y en el mapa interactivo de comentarios. Todos los comentarios deberán ser recibidos en o antes de martes 20 de diciembre, 2022.

Envie comentarios a:
connect@kaufmanouterloop.com

Kaufman County Outer Loop
17111 Preston Road, Suite 300
Dallas, TX 75248

KAUFMAN COUNTY OUTER LOOP

B3. Mailing List

Elected Officials

Stakeholder Type	Title 1	Salutation	First Name	Last Name	Title 2	Organization	Mail Street	Mail City	Mail State	Mail Zip	Email
Elected Official	The Honorable	Judge	Don	Adams	Judge	City of Cottonwood	8330 FM 2451	Cottonwood	TX	75158	[redacted]
Elected Official	Mr.	Council Member	Tyson	Adams	Council Member	City of Mabank	129 E Market St	Mabank	TX	75147	
Elected Official	Ms.	Council Member	Carole	Aga	Council Member	City of Kaufman	209 S. Washington	Kaufman	TX	75142	
Elected Official	Mr.	Council Member	Caleb	Allen	Council Member	City of Crandall	P.O. Box 277	Crandall	TX	75114	
Elected Official	Mr.	Mayor Pro-Tem	Tim	Atkins	Mayor Pro Tem	City of Crandall	P.O. Box 277	Crandall	TX	75114	
Elected Official	Mr.	Alderman	Rick	Avery	Alderman	Village of Rosser	P.O. Box 31	Rosser	TX	75157	
Elected Official	Mr.	Commissioner	Terry	Barber	County Commissioner - Precinct 3	Kaufman County	100 W. Mulberry	Kaufman	TX	75142	
Elected Official	Ms.	Council Member	Shannon	Barnes	Council Member	City of Crandall	P.O. Box 277	Crandall	TX	75114	
State Government	The Honorable	Representative	Keith	Bell	Representative - District 4	Texas House of Representatives	771 E. Hwy. 80, Ste. 208	Forney	TX	75126	
Elected Official	Mr.	Major	Johnny	Blazek	Mayor	Town of Scurry	PO Box 575	Scurry	TX	75158	
Elected Official	Ms.	Council Member	Leona	Bounds	Council Member	City of Kemp	304 South Main Street, P.O. Box 449	Kemp	TX	75143	
Elected Official	The Honorable	Mayor	Rick	Carmona	Mayor	City of Terrell	201 East Nash St., P.O. Box 310	Terrell	TX	75160	
Elected Official	Mr.	Commissioner	Ken	Cates	County Commissioner - Precinct 4	Kaufman County	100 W. Mulberry	Kaufman	TX	75142	
Elected Official	Mr.	Council Member	Cecil	Chambers	Council Member	City of Forney	101 Main Street East	Forney	TX	75126	
Elected Official	Mr.	Council Member	John	Chappell	Council Member	City of Mabank	129 E Market St	Mabank	TX	75147	
Elected Official	Mr.	Alderman	Fred	Cochran	Alderman	Village of Rosser	P.O. Box 31	Rosser	TX	75157	

Stakeholder Type	Title 1	Salutation	First Name	Last Name	Title 2	Organization	Mail Street	Mail City	Mail State	Mail Zip	Email
Elected Official	Mr.	Council Member	Butch	Conner	Council Member	Town of Scurry	PO Box 575	Scurry	TX	75158	[redacted]
Elected Official	Mr.	Council Member	Brandon	Coogler	Council Member	City of Grays Prairie	P.O. Box 116	Scurry	TX	75158	
Elected Official	The Honorable	Mayor	Shannon	Corder	Mayor	Village of Rosser	P.O. Box 31	Rosser	TX	75157	
Federal Government	The Honorable	Senator	John	Cornyn	Senator	U.S. Senate	5001 Spring Valley Rd., Ste. 1125 E	Dallas	TX	75244	
Elected Official	Mr.	Alderman	Edgar	Cotton	Alderman	City of Oak Grove	7570 FM 1388	Kaufman	TX	75142	
Elected Official		Council Member	Quattro	Borders	Council Member	City of Kaufman	209 S. Washington	Kaufman	TX	75142	
Elected Official	Mr.	Council Member	Chris	Cox	Council Member	City of Post Oak Bend	P.O. Box 746	Kaufman	TX	75142	
Elected Official	Mr.	Council Member	Bobby	Crowley	Council Member	City of Talty	9550 Helms Trail, Suite 500	Forney	TX	75126	
Federal Government	The Honorable	Senator	Ted	Cruz	Senator	U.S. Senate	3626 N. Hall St., Ste. 410	Dallas	TX	75219	
Elected Official	The Honorable	Mayor	Jeff	Davis	Mayor	City of Oak Grove	7570 FM 1388	Kaufman	TX	75142	
Elected Official	Ms.	Council Member	Janelle	Davis	Council Member	City of Oak Ridge	8450 N. State Highway 34	Oak Ridge	TX	75161	
Elected Official	Mr.	Mayor Pro Tem	Brad	Davis	Mayor Pro Tem	City of Talty	9550 Helms Trail, Suite 500	Forney	TX	75126	
Elected Official	Mr.	Council Member	John	Davis	Council Member	City of Talty	9550 Helms Trail, Suite 500	Forney	TX	75126	
Elected Official	Mr.	Alderman	John	Dean	Alderman	City of Oak Grove	7570 FM 1388	Kaufman	TX	75142	
Elected Official	The Honorable	Mayor	Karen	Deloney	Mayor	City of Cottonwood	8330 FM 2451	Cottonwood	TX	75158	
Elected Official	Mr.	Alderman	David	Dunlap	Alderman	City of Oak Grove	7570 FM 1388	Kaufman	TX	75142	

Stakeholder Type	Title 1	Salutation	First Name	Last Name	Title 2	Organization	Mail Street	Mail City	Mail State	Mail Zip	Email
Elected Official	Mr.	Council Member	Rick	Faircloth	Council Member	City of Kemp	304 South Main Street, P.O. Box 449	Kemp	TX	75143	[redacted]
Elected Official	Mr.	Major	Frank	Garrison	Mayor	City of Talty	9550 Helms Trail, Suite 500	Forney	TX	75126	
Elected Official	The Honorable	Mayor	Lorenzo	Garza, Jr.	Mayor	City of Grays Prairie	P.O. Box 116	Scurry	TX	75158	
Elected Official			Wade	Gent	City Attorney	City of Oak Grove	7570 FM 1388	Kaufman	TX	75142	
			Wade	Gent	City Attorney	City of Scurry		Scurry	TX		
Elected Official			Wade	Gent	City Attorney	Village of Rosser	P.O. Box 31	Rosser	TX	75157	
Federal Government	The Honorable	Representative	Lance	Gooden	Representative - 5th Congressional District	U.S. House of Representatives	220 Burnett Trail	Canton	TX	75103	
Elected Official	Ms.	Mayor Pro Tem	Rima	Griffin	Mayor Pro Tem	City of Kemp	304 South Main Street, P.O. Box 449	Kemp	TX	75143	
Elected Official	The Honorable	Judge	Jan	Groom	City Judge	City of Mabank	129 E Market St	Mabank	TX	75147	
Elected Official	Mr.	Council Member	Rolando	Guzman	Council Member	City of Oak Ridge	8450 N. State Highway 34	Oak Ridge	TX	75161	
State Government	The Honorable	Judge	Bob	Hall	Senator - District 2	Texas Senate	17585 State Highway 19, Ste. 200	Canton	TX	75103	
Elected Official	Mr.	Council Member	Chris	Hamilton	Council Member	City of Combine	123 Davis Rd.	Combine	TX	75159	
Elected Official	The Honorable	Judge	Tori	Hitzfeld	City Judge	City of Kemp	304 South Main Street, P.O. Box 449	Kemp	TX	75143	
Elected Official	Mr.	Council Member	Adam	Holden	Council Member	City of Crandall	P.O. Box 277	Crandall	TX	75114	

Stakeholder Type	Title 1	Salutation	First Name	Last Name	Title 2	Organization	Mail Street	Mail City	Mail State	Mail Zip	Email
Elected Official	Ms.	Council Member	Scherri	Holmes	Council Member	City of Oak Ridge	8450 N. State Highway 34	Oak Ridge	TX	75161	[redacted]
Elected Official	Ms.	Deputy Mayor Pro Tem	Stephanie	Holmes	Deputy Mayor Pro Tem	City of Terrell	201 East Nash St., P.O. Box 310	Terrell	TX	75160	
Elected Official	Mr.	Commissioner	Mike	Hunt	County Commissioner - Precinct 1	Kaufman County	100 W. Mulberry	Kaufman	TX	75142	
Elected Official	Mr.	Council Member	Cecil	Hutson	Council Member	City of Combine	123 Davis Rd.	Combine	TX	75159	
Elected Official	Mr.	Council Member	Kevin	Jones	Council Member	Town of Scurry	PO Box 575	Scurry	TX	75158	
Elected Official	The Honorable	Mayor	Jeff	Jordan	Mayor	City of Kaufman	209 S. Washington	Kaufman	TX	75142	
Elected Official	Ms.	Council Member	Lorna	Kipphut	Council Member	City of McLendon-Chisholm	1371 West FM 550	McLendon-Chisholm	TX	75032	
Elected Official	Ms.	Council Member	Nena	Langford	Council Member	City of Oak Ridge	8450 N. State Highway 34	Oak Ridge	TX	75161	
Elected Official	The Honorable	Mayor	Amanda	Lewis	Mayor	City of Forney	101 Main Street East	Forney	TX	75126	
Elected Official	The Honorable	Mayor	David	Lindsey	Mayor	City of Crandall	P.O. Box 277	Crandall	TX	75114	
Elected Official	Ms.	Council Member	Courtney	McGrath	Council Member	City of Talty	9550 Helms Trail, Suite 500	Forney	TX	75126	
Elected Official	The Honorable	Judge	Janice	McKee	Judge	City of Talty	9550 Helms Trail, Suite 500	Forney	TX	75126	
Elected Official	Mr.	Council Member	Billy	McMahan	Council Member	City of Post Oak Bend	P.O. Box 746	Kaufman	TX	75142	
Elected Official	Mr.	Council Member	Bryan	McNeal	Council Member	City of McLendon-Chisholm	1371 West FM 550	McLendon-Chisholm	TX	75032	
Elected Official	Ms.	Council Member	Linda	McWhorter	Council Member	Town of Scurry	PO Box 575	Scurry	TX	75158	

Stakeholder Type	Title 1	Salutation	First Name	Last Name	Title 2	Organization	Mail Street	Mail City	Mail State	Mail Zip	Email
Elected Official	Ms.	Alderman	Frances	Myles	Alderman	Village of Rosser	P.O. Box 31	Rosser	TX	75157	[redacted]
Elected Official	The Honorable	Mayor	Christi	Neal	Mayor	City of Kemp	304 South Main Street, P.O. Box 449	Kemp	TX	75143	
Elected Official	Mr.	Council Member	Keith	Norman	Council Member	City of Grays Prairie	P.O. Box 116	Scurry	TX	75158	
Elected Official	The Honorable	Mayor	Jeff	Norman	Mayor	City of Mabank	129 E Market St	Mabank	TX	75147	
Elected Official	The Honorable	Mayor	Allison	Novak	Mayor	City of Post Oak Bend	P.O. Box 746	Kaufman	TX	75142	
Elected Official	The Honorable	Judge	Hyattye	O. Simmons	Judge	City of Combine	123 Davis Rd.	Combine	TX	75159	
Elected Official	Ms.	Council Member	Lisa	Parke	Council Member	City of Kaufman	209 S. Washington	Kaufman	TX	75142	
Elected Official	Mr.	Council Member	Mike	Parker	Council Member	City of Post Oak Bend	P.O. Box 746	Kaufman	TX	75142	
Elected Official	Ms.	Mayor Pro Tem	Patty	Patterson	Mayor Pro Tem	City of Kaufman	209 S. Washington	Kaufman	TX	75142	
Elected Official	Mr.	Council Member	Matthew	Phillips	Council Member	City of Kaufman	209 S. Washington	Kaufman	TX	75142	
Elected Official	Mr.	Commissioner	Skeet	Phillips	County Commissioner - Precinct 2	Kaufman County	100 W. Mulberry	Kaufman	TX	75142	
Elected Official	Mr.	Council Member	Robbie	Powers	Council Member	City of Forney	101 Main Street East	Forney	TX	75126	
Elected Official	Mr.	Council Member	Dyon	Purdy	Council Member	City of McLendon-Chisholm	1371 West FM 550	McLendon-Chisholm	TX	75032	
Elected Official	Mr.	Mayor Pro Tem	Jimmy	Quick	Mayor Pro Tem	City of Oak Ridge	8450 N. State Highway 34	Oak Ridge	TX	75161	
Elected Official	The Honorable	Mayor	Tim	Ratcliff	Mayor	City of Combine	123 Davis Rd.	Combine	TX	75159	
Elected Official	Mr.	Council Member	Tonya	Ratcliff	Council Member	City of Combine	123 Davis Rd.	Combine	TX	75159	

Stakeholder Type	Title 1	Salutation	First Name	Last Name	Title 2	Organization	Mail Street	Mail City	Mail State	Mail Zip	Email
Elected Official	Mr.	Council Member	Barry	Ratcliffe	Council Member	City of Kaufman	209 S. Washington	Kaufman	TX	75142	[redacted]
Elected Official	The Honorable	Judge	Hal	Richards	County Judge	Kaufman County	100 W. Mulberry	Kaufman	TX	75142	
Elected Official	Mr.	Mayor Pro Tem	Rodney	Richmond	Mayor Pro Tem	Town of Scurry	PO Box 575	Scurry	TX	75158	
Elected Official	Mr.	Council Member	Jason	Roberson	Council Member	City of Forney	101 Main Street East	Forney	TX	75126	
Elected Official	Mr.	Council Member	Tom	Rogers	Council Member	City of Post Oak Bend	P.O. Box 746	Kaufman	TX	75142	
Elected Official	Ms.	Council Member	Lesley	Rose	Council Member	City of Kemp	304 South Main Street, P.O. Box 449	Kemp	TX	75143	
Elected Official	Mr.	Council Member	Tim	Royse	Council Member	City of Terrell	201 East Nash St., P.O. Box 310	Terrell	TX	75160	
Elected Official	The Honorable	Mayor	Al	Rudin	Mayor	City of Oak Ridge	8450 N. State Highway 34	Oak Ridge	TX	75161	
Elected Official	Ms.	Council Member	Sarah	Salgado	Council Member	City of Forney	101 Main Street East	Forney	TX	75126	
Elected Official	Mr.	Council Member	Zahnd	Schlensker	Council Member	City of Forney	101 Main Street East	Forney	TX	75126	
Elected Official	Ms.	Council Member	Jackie	Self	Council Member	City of Kemp	304 South Main Street, P.O. Box 449	Kemp	TX	75143	
Elected Official	Mr.	Council Member	Ronnie	Sherrard	Council Member	City of Post Oak Bend	P.O. Box 746	Kaufman	TX	75142	
Elected Official	The Honorable	Mayor	Keith	Short	Mayor	City of McLendon-Chisholm	1371 West FM 550	McLendon-Chisholm	TX	75032	
Elected Official	Mr.	Council Member	Grady	Simpson	Council Member	City of Terrell	201 East Nash St., P.O. Box 310	Terrell	TX	75160	
Elected Official	Mr.	Council Member	Andy	Sloan	Council Member	Town of Scurry	PO Box 575	Scurry	TX	75158	

Stakeholder Type	Title 1	Salutation	First Name	Last Name	Title 2	Organization	Mail Street	Mail City	Mail State	Mail Zip	Email
Elected Official	Ms.	Council Member	Christi	Smith	Council Member	City of Combine	123 Davis Rd.	Combine	TX	75159	[redacted]
Elected Official	Ms.	Council Member	Peggy	Smith	Council Member	City of Cottonwood	8330 FM 2451	Cottonwood	TX	75158	
Elected Official	Mr.	Mayor Pro Tem	Patrick	Stepp	Mayor Pro Tem	City of Combine	123 Davis Rd.	Combine	TX	75159	
Elected Official	Mr.	Alderman	Don	Stoy	Alderman	City of Oak Grove	7570 FM 1388	Kaufman	TX	75142	
Elected Official	Ms.	Council Member	Martha	Struck	Council Member	City of Cottonwood	8330 FM 2451	Cottonwood	TX	75158	
Elected Official	Mr.	Council Member	Larry	Teague	Council Member	City of Mabank	129 E Market St	Mabank	TX	75147	
Elected Official	Mr.	Council Member	Dennis	Terry	Council Member	City of Mabank	129 E Market St	Mabank	TX	75147	
Elected Official	Mr.	Mayor Pro Tem	James	Traylor	Mayor Pro Tem	City of Forney	101 Main Street East	Forney	TX	75126	
Elected Official	Ms.	Council Member	Judy	Trevino	Council Member	City of Talty	9550 Helms Trail, Suite 500	Forney	TX	75126	
Elected Official	Mr.	Council Member	Dan	Tucker	Council Member	City of McLendon-Chisholm	1371 West FM 550	McLendon-Chisholm	TX	75032	
Elected Official	Ms.	Council Member	Katy	Vaughan	Council Member	City of Crandall	P.O. Box 277	Crandall	TX	75114	
Elected Official	Ms.	Mayor Pro Tem	Mayrani	Velazquez	Mayor Pro Tem	City of Terrell	201 East Nash St., P.O. Box 310	Terrell	TX	75160	
Elected Official	Mr.	Mayor Pro Tem	Jeff	Wells	Mayor Pro Tem	Village of Rosser	P.O. Box 31	Rosser	TX	75157	
Elected Official	Ms.	Mayor Pro Tem	Trudy	Woessner	Mayor Pro Tem	City of McLendon-Chisholm	1371 West FM 550	McLendon-Chisholm	TX	75032	
			David	Sweet	Rockwall County Judge	Rockwall County	101 E. Rusk St. Ste. 202	Rockwall	TX	75087	
			Lee	Gilbert	Rockwall County	Rockwall County	101 E. Rusk St. Ste. 202	Rockwall	TX	75087	

Stakeholder Type	Title 1	Salutation	First Name	Last Name	Title 2	Organization	Mail Street	Mail City	Mail State	Mail Zip	Email
					Commissioner, Precinct 2						
			Janet	Nichol	Rockwall County Commissioner, Precinct 4	Rockwall County	101 E. Rusk St. Ste. 202	Rockwall	TX	75087	[redacted]

Stakeholders

First Name	Last Name	Title 2	Organization	Person-Type	Mail Street	Mail City	Mail State	Mail Zip	Email
Matt	Craig		Halff	Halff & Associates	[redacted]				
Nathan	Drozd		Halff	Halff & Associates					
Mason	Flanagan		Halff	Halff & Associates					
Aimee	Jones		Halff	Halff & Associates					
Cara	Rouvaldt		Halff	Halff & Associates					
Matt	Lucas		Kimley-Horn						
Grace	Lo		TxDOT	TxDOT					
Mohammed	Shaikh		TxDOT	TxDOT					
Brian	VanSmoorenburg		TxDOT	TxDOT					
Tim	Wright		TxDOT	TxDOT					
John	Abernathy	Deputy Police Chief	Forney Police Department	Public Safety					
Ross	Anthony		Anthony Properties						
Paul	Ayres	Fire Marshall	Kaufman County Fire Department	County Government					
Sherry	Bagby	City Secretary	City of Talty						
Berrien	Barks		NCTCOG	Other Government					
Steve	Barley	Director of Public Works	City of Mabank	City Government					
Jenni	Barnes Smith	Asst. City Attorney	City of Forney	City Government					

First Name	Last Name	Title 2	Organization	Person-Type	Mail Street	Mail City	Mail State	Mail Zip	Email
Marlo	Bitter	Director of Marketing & Communications	Trinity Valley Community College	school	[redacted]				
Keith	Bradshaw	Police Chief	Mabank Police Department	Public Safety					
Derek	Briggs	Fire Chief	Forney Fire Department	Public Safety					
Denise	Cantu	Director	Helping Angels of Kaufman County	Civic Organization					
Billy	Carmack	Police Chief	Talty Police Department	Public Safety					
Dustin	Conner	Emergency Management Coordinator	City of Terrell	Public Safety					
Pam	Corder	Project Manager	Kaufman County	County Government					
Allen	Cousins	Fire Chief	Crandall Fire Department	Public Safety					
Charles	Daniels	City Manager	City of Forney	City Government					
Beverly	Davis	Chair Elect	Kaufman Chamber of Commerce	Business					
Ronnie	Davis	Fire Chief	Kaufman Fire Department	Public Safety					
Jerry	Dean	Deputy City Manager	City of Crandall						

First Name	Last Name	Title 2	Organization	Person-Type	Mail Street	Mail City	Mail State	Mail Zip	Email
Todd	Eudy	Deputy Police Chief	Forney Police Department	Public Safety	[redacted]				
Forrest	Frierson	Police Chief	Crandall Police Department	Public Safety					
Hector & Luz	Gamez		Airpark East - Dowco Investments	Property Owner					
Jack	Gilbert	Police Chief	Combine Police Department	Public Safety					
Anne	Glasscock	CEO	Kaufman Chamber of Commerce	Business					
Shelly	Green	City Secretary	City of McLendon-Chisholm	City Government					
Kyle	Groves	Director of Public Works	City of Forney	City Government					
Wade	Haffey		NCTCOG	Other Government					
Steven	Hatley	Director of Public Works	City of Kemp	City Government					
Deb	Helm	Executive Director	Kaufman County United Way	Civic Organization					
Miles	Hicks	Fire Chief	Kemp Fire Department	Public Safety					
Konrad	Hildebrandt	City Administrator	City of McLendon-Chisholm	City Government					

First Name	Last Name	Title 2	Organization	Person-Type	Mail Street	Mail City	Mail State	Mail Zip	Email
John	Holcomb	Fire Marshall/Emergency Management Coordinator	City of Forney	Public Safety	[redacted]				
Shelley	Hood	Captain	Salvation Army of North Texas	Civic Organization					
Tim	Hopwood	Director of Public Works	Kaufman County	County Government					
Steve	Howie	Emergency Management Coordinator	Kaufman County	County Government					
Donna	Huerta Simmons	Kaufman County Communications and Economic Development Coordinator	Kaufman County	government staff - county					
Dan	Lamers		NCTCOG	Other Government					
Ken	McKeown	Police Chief	Terrell Police Department	Public Safety					
Garrett	Moore	County Engineer	Kaufman County	County Government					
Bryant	Morris	City Manager	City of Mabank	City Government					
Molly	Mosby	Events & Public Relations Coordinator	Lone Star CASA	Civic Organization					
Jeffrey	Neal	Senior Program Manager - Streamlined Project Delivery and Data Management	NCTCOG	Other Government					

First Name	Last Name	Title 2	Organization	Person-Type	Mail Street	Mail City	Mail State	Mail Zip	Email
Thomas	Peoples	Police Chief	Oak Ridge Police Department	Public Safety	[redacted]				
Susana	Perdomo	Court Administrator	City of Crandall	City Government					
Brad	Piland	Director of Public Works	City of Crandall	City Government					
Alma	Ramirez	President	Rockwall League of United Latin American Citizens	Civic Organization					
Chris	Reed		NCTCOG	Other Government					
Steve	Rogers	Senior Director of Capital Improvements	City of Terrell	City Government					
Lauren	Rowe	Executive Director	Lone Star CASA	Civic Organization					
Larry	Settles	Fire Chief	Combine Fire Department	Public Safety					
Mike	Sims	City Manager	City of Terrell	City Government					
Jana	Shelton	Former City Manager	City of Crandall	City Government					
Jim	Simmons	Fire Chief	City of McLendon-Chisholm	City Government					
Samuel	Simmons		NCTCOG	Other Government					
Michael	Slye	City Manager	City of Kaufman	City Government					

First Name	Last Name	Title 2	Organization	Person-Type	Mail Street	Mail City	Mail State	Mail Zip	Email
Zach	Smith	Director of Communications and Marketing	City of Forney	City Government	[redacted]				
Chris	Snapp	City Engineer	City of Terrell	government staff - local					
Ryan	Spears		GM Civil Engineering & Surveying						
Sarah	Spooner	Chairman	Kaufman Chamber of Commerce	Business					
James	Stroman	City Manager	City of Talty	City Government					
Dora	Trejo	Administrative Assistant to the City Manager	City of Terrell	government staff - local					
Alison	Walker	Public Information Officer	City of Terrell	City Government					
Dana	Whitaker	Police Chief	Kaufman County Police Department	County Government					
Charlie	Woodard	Fire Marshall	Mabank Fire Department	Public Safety					
Shane	LeCroy	Fire Chief	Terrell Fire Department	Public Safety					
Ernesto	Zepeda	Police Chief	Kaufman Police Department	Public Safety					
Karl	Zook	City Engineer	City of Forney	City Government					
Lori	Blaylock	Superintendent	Kaufman ISD	school					

First Name	Last Name	Title 2	Organization	Person-Type	Mail Street	Mail City	Mail State	Mail Zip	Email
Wendy	Eldredge	Superintendent	Crandall ISD	school	[redacted]				
Brad	Koskelin	Superintendent	Mabank ISD	school					
James	Sanders	Superintendent	Scurry-Rosser ISD	school					
Justin	Terry	Superintendent	Forney ISD	school					
Georgeanne	Warnock	Superintendent	Terrell ISD	school					

KAUFMAN COUNTY OUTER LOOP

Adjacent Property Owners & Businesses

NAME	NAME 2	ADDRESS	CITY	STATE	ZIP
13624 FLOYD CIRCLE LLP		[redacted]			
2006 ROBERTS DAUGHTERS TRUST	c/o ANGELA RILEY				
A1 B & J HOME AWAY FROM HOME LLC					
AAA Sand and Stone					
ABDO JIHAD					
ABDO KHALED					
ABRAHAM CINI					
ABREU KARYN S AND MICHAEL R					
Advanced Leveling & Concrete Solutions					
AGUILAR BIANCA G & CASTILLO					
AGUILAR JUAN VICTOR & MARIA I					
AGUIRRE JOSE H &	SYLVIA E BENAVIDES				
Airpark East Airport-1F7					
ALEXANDER JESSE D JR AND NATALIA D					
ALLEN LESLIE J & CHERYL W					
ALLEN RICHARD & BELINDA					
ALLEN WILL A SR & ROSA L					
ALOUNNHALATH LATHSAMY					
ALVARADO FRANCISCO J & MARIA					
ALVARENGA FAMILY LIVING TRUST	OSCAR O ALVARENGA AND MIRIAM E ALVARENGA- TRUSTEES				
ALVAREZ JUAN & ROSAS HORTENCIA					
AMAYA CARMEN					
ANGLIN TERRY & PAT					
ANSLEY CARL & KIMBERLY KAY					
AP DALLAS LIMITED PARTNERSHIP					
AP DUPONT LIMITED PARTNERSHIP					
AP EASTLAND PARK LLC					
AP SUNDANCE LLC					
APAC					
ARANA RUBEN					
ARANDA VANESSA DENISE					
ARMSTRONG TIMOTHY M AND TAMERA K					

NAME	NAME 2	ADDRESS	CITY	STATE	ZIP
ARNOLD DAVID A & VICKI M		[redacted]			
AROUNYARATH JOE					
AVALOS LUIS ALBERTO CAMARILLO & CASTILLO MARIELA AGUILAR					
AVERY EARL WESLEY JR AND LISA MARIE					
AVILA RAYMOND					
AVILES RIGORBERTO					
B & B Guns and More					
BADYAL & SANDHU LLC					
BAITY RUSSELL & KATHIE					
BAKER ROBERT L & DEBORAH K					
BALDERAS ANA L					
BALDERAS LEANDRO & LAURA A MARTINEZ					
BALTZ JILL R					
BANKS FELECIA M					
BARISOF MICHAEL J & CYNTHIA L					
BARRERRA ARMANDO	& NATHALIE RODRIGUEZ				
BATES JAMES E & KATHY	REVOCABLE LIVING TRUST				
BAUER GREGORY R & ELISSA L					
BAUER ROBERT H JR					
BAUGHMAN DANNY V AND MARY BETH					
BEACH JAMES C AND CHRISTINA					
BEANS CREEK LTD					
BEARB DOROTHY & NICKY					
BECHTOL EDWARD CLAY & TRACEY LYNN					
BEESON JAMES C					
BEESON JAMES K & WANDA L					
BELCHER KENNETH D & HEATHER B					
BENAVIDEZ ANDRES & AGRIPINA					
BENEDICT TROY AND TAMMY R					
BENITEZ ENRIQUE					
BENNETT FRANK					
BEP VENTURES LLC					

NAME	NAME 2	ADDRESS	CITY	STATE	ZIP
BERES DAVID AND LAURA		[redacted]			
BERRY BRIAN & SHARON					
Big Mama's Discount Fireworks					
BLACK RAY P & PATSY					
BLAIR BRUCE & JILL					
BLAKE THOMAS JOSEPH AND HAYLEY					
BLUE STAR LAND LP					
BMF Customs llc					
BOCANEGRA JASON R & ALEXANDRINA I					
BOEKHOUDT ERIKA M & RUBBENTROP JOHANNE					
BOELENS JAMES S					
BOLANOS MARTIN G					
BONEY RANDY J & SHARON A					
BOOTH RYAN C AND REBECCA A					
BOREN RICHARD & MONICA					
BOULTINGHOUSE GREG & DEBRA					
BOWERS DAVID					
BOYD W A					
BOYER TERRY					
BRAGG CLINTON JR AND CARLY					
BRAVO VICTOR M & JOHANNA					
BREAUX JOHNNY					
BREEDEN WYNNE & ELIZABETH	C/O BEANS CREEK LTD				
BRIONES ARMANDO					
BRIONES ESTELLA					
BRISENDINE JAMES L					
BROOKS JENNIFER					
BROWN JASON R & ANN MARIE					
BROWN JOHN HENRY					
BROWN JOHN P					
BROWN PAUL					
BUCHANAN JADARREL & LISA ANN					
BUCK RALPH J JR					
BUDHWANI KARIM AND SAHER					

NAME	NAME 2	ADDRESS	CITY	STATE	ZIP
BULLOCK PROPERTIES LLC SH 205 SERIES		[redacted]			
BURCHETT ANNA E & MARK					
BURCIAGA RUBEN O &	BLANCA M BERUMEN				
BURGER LAWRENCE C AND JENNIFER ANN					
BURKARD BILLIE E & DOROTHY L					
BURKARD JERRY W & CHRISTINE					
BURNS TODD & RENEE					
BURTON NEIL					
BUSBY JEFFREY L & MARCELLA T					
BUSH ANGELA K AND RON					
BUSH CHAD M AND MEGAN BEA					
BUTLER RICHARD W					
BUTSCHEK MARK & BARBE					
CAGLE RONNIE J II ETAL					
CAHILL STEVEN C & SYDNEY R					
CALABRELLA TIMBER COMPANY					
CALDERA CRISTOBAL M					
CALVERLEY BRIAN K & SHERRY J					
CALVERLEY KIRK					
CALVILLO MICHELLE					
CAMPOS BENJAMIN JR AND TRACY A					
CANO MARIA FELIX					
CANO ROBERTO & MARIA F					
CANTRELL JOHNNY					
CANTRELL STEPHEN L & DEBORAH					
CARAWAY JACKIE R & SHARON K					
CARDENA RAYMOND JR & KAREN					
CARDONA ABRAHAM					
CARDONA ESMERALDA					
CAREY ROY D & MARY					
CARILLO ESTHER GARCIA					
CARNES BRADY LYNN					
CARONA WILLIAM J AND LAUREN D					
CARRINGTON GARY					

NAME	NAME 2	ADDRESS	CITY	STATE	ZIP
CARTER BENJAMIN & AIMEE LOUISE		[redacted]			
CARTER JAMES L SR & DENISE					
CARVER THELMA A					
CASSON DIXON & JACQUELINE					
CASTANEDA ANTONIO					
CASTILLO MARIA					
CELESTINO MARGARITA					
CERVINE JAMES & CINDY					
CHANTHASENG KHAMBANG					
CHAPMAN MAX					
CHAPMAN MAX B & BEVERLY					
CHAPPELL JAMES D					
Chase One Agency LLC					
CHEE I-MING ET AL	% I-MING CHEE				
CHEEKS TERRY P SR & EVANGELINE M REVOCABLE LIVING TRUST					
CHEEKS TERRY RASHAUD JR					
CHISHOLM RANCH ESTATES HOMEOWNERS ASSOCIATION INC	C/O GUARDIAN ASSOCIATION MANAGEMENT LLC				
CHUDEJ LARRY WAYNE & BARBARA					
CISNEROS MARISELA L					
CITY OF DALLAS					
CITY OF TERRELL					
CLARK MARY E					
CLIFFORD JASON AND BRITTANY					
COE STEVEN					
COLTHARP L M EST					
COLTHARP LELAN W & LOIS					
COMBS KEN					
CONFIDENTIAL					
CONFIDENTIAL					
CONFIDENTIAL					
CONFIDENTIAL					
CONFIDENTIAL					
CONNOLLY DENNIS & SUSIE					

NAME	NAME 2	ADDRESS	CITY	STATE	ZIP
COOK HARVEY W & JEANETTE B		[redacted]			
COOKSTON JACK W					
COOKSTON T M					
COOPER BARBAR A & CHARLES W					
COPELAND MARIANNE L & WENDELL					
CORLEY RYAN AND CHELSEA					
CORTEZ MARIO ROBERTO A & MAYRA L ARAUJO DE ARGUETA					
COSTA GUIDO R & BETTE S					
COURSEY FRANCES J					
COVACI AUREL & LIDIA					
COX ANNALISE C					
CRABTREE PHIL					
CRAWFORD JAMES E SR					
CROMER BYRON B SR					
CROMER CEDRIC					
CRONIN MICHAEL ESTATE	% CRONIN CHRIS M & BARROW JULIE E CO-INDEPENDENT EXECUTORS				
CROSS ROADS AT TERRELL 2015 LP					
CROSSPOINT COMMUNITY CHURCH					
CRUZ JESSICA & MICHAEL JAMES HELM					
CRUZ RICARDO L					
CTR UNLIMITED LLC					
CULBERTSON COREY AND KRISTIE G					
CUMMINGS BRYAN S					
CUMMINGS LAND & CATTLE LLC					
CUMMINGS RANDALL &	MAHLON VANCE				
CUMMINGS STEVEN E & TAMARA C					
CUMMINIGS LAND & CATTLE LLC					
CUSHINGHAM JACOB R					
DANIEL JOSHUA D & BRANDI M					
DARDEN FLOY C					
DARG AMY					

NAME	NAME 2	ADDRESS	CITY	STATE	ZIP
DAVENPORT TYRONE E & PENNY MARIS		[redacted]			
DAVENPORT TYRONE E ETUX					
DAVIS DON S					
DAVIS JAMES E & WILMA					
DAVIS MATTHEW R					
DE LA GARZA JUAN					
DE LA ROSA FERNANDO GOVEA					
DE LA ROSA MADEL REFUGIO					
DE LEON DAVID D					
DE LIRA JOSE D &	MELVYN D ROQUE				
DEAN CHRISTOPHER A AND CHRISTINE M					
DEAN JAMES R					
DEATS GERALD EDWARD AND IDA BRAY AND	JEFF AND APRIL DEATS				
DEEN KEVIN & CHRISTINE					
DELANA AISLYNN E & STEVEN FLOYD					
DELIRA JOSE JESUS					
DENNEHY JAMES E					
DERIDDER WILHELMINA C J					
DESMOND DAVID					
DETERDING SHAWN					
DIAZ CARLOS & NANCY BAILON					
DIAZ CATALINA & CHRISTOPHER OVIEDO					
Dixon Erosion Control, LLC					
DOAN JOHN THUAN & THUY T					
DODSON JOHN W & MARY VIRGINIA					
DOMINGUEZ HECTOR					
DOMINGUEZ HECTOR D					
DOMINGUEZ ZINTIA A & MARIANO JR					
DOWCO INVESTMENTS INC					
DOWCO INVESTMENTS INC					
DOWER STANDARD MANAGEMENT					
Down Home Grooming					

NAME	NAME 2	ADDRESS	CITY	STATE	ZIP
DOYLE JASON P AND STACY K		[redacted]			
Dreamers					
DRUPP KRISTINA A AND TIMOTHY					
DUFF ROBERT D JR & KELLY J					
DUNCAN SUSAN					
DUTY HAROLD R & PAMELA B					
DUVALL JO ELLEN					
DYER PETER					
E & T EQUITIES LLC					
ECKLUND MICHAEL D & KIM					
EDMONDS FREDRICK G					
EDWARDS DAVID NASH AND	BRIDGET DANIELLE STUART				
EHRENBERGER JOHN & MARY L					
EHRENBERGER WILLIAM A & BRANDY N					
ELLIS DAVID AND PENNY					
EMBREE THOMAS JOHN AND HEATHER RANAE					
Empire Paint And Body LLC					
ENGLISH LARRY					
EOFF AND CLAYTON FINISHES INC					
EOFF TOM DEAN					
EQK BRIDGEVIEW PLAZA INC					
EQK WINDMILL FARMS LLC ETAL					
ESCOBEDO ANA S & IVAN D OROZCO					
ESTRADA JESUS M & PATRICIA					
ESTRADA JUAN					
EVANS REVOCABLE TRUST	MICHAEL LEE EVANS AND SUSAN LYN EVANS- TRUSTEES				
EVASCO GUYDE M & FLORENIE G					
EVERETT JESSE L & EVELYN					
EVERHART KENNETH					
EVES LACY ERIN					
FAITH ASSEMBLY CHRISTIAN CENTER					
Faith Deliverance Christian Center					
FALCON JUAN & MARIA G					

NAME	NAME 2	ADDRESS	CITY	STATE	ZIP
Farmers Lavender Co.		[redacted]			
FERGUSON BURNIE & MARIE					
FILM ALLEY 5S LTD					
FLANAGAN DAVID E II & MELISSA					
FLETCHER PATRICIA BAXTER					
FLOURNOY JAMES & CAROLYN					
FM 148 TERRELL LIMITED PARTNERSHIP					
FONVILLE BRENT &	JOANNE MILLER				
FORMAN MICAH J & SAMARY					
FORNEY INDUSTRIAL PARK LLP					
FORNEY PARTNERSHIP LLC					
FORNEY TEXAS PROPERTIES LLC	C/O SCOTT VAUGHN - WIDESPREAD ELECTRICAL				
FORTNER JOHN DAVID & SHARON KAY					
FOSTER CHAD J AND AMI J					
FOSTER MORRIS & ELIZABETH					
FOWLER DAVID A & ANGELA R					
FRANCIA CARLOS H & LILIAN ARGELIA					
FRIENDSHIP CABLE LTD	C/O BROWN SMITH WALLACE				
FUENTES JUAN CARLOS & LORENA E					
FULLER BRET AND ASHLEY					
FURGERSON SHEILA & CHARLES II					
FURGUSON MICHAEL LEMYEL	LINDA ELAINE WOOD				
FURGUSON MIKE					
FURSTENBERG VICKI					
GALVAN JUAN MANUEL M & DAYANA O RAMIREZ GLORIA					
GAMEZ ALEJANDRO JR					
GAMEZ HECTOR AND LUZ ELENA					
GARCIA ANGEL					
GARCIA CASTELLANOS ERIKA Z					
GARCIA DANIEL & DORIS					
GARCIA JOSE V & ELOISA					
GARCIA MIGUEL ANGEL					

NAME	NAME 2	ADDRESS	CITY	STATE	ZIP
GARCIA NOHEMI					
GARRETT LINDA R					
GARRETT WILLIAM C & JEWEL T					
GARY CLAUDE L JR & AUDREY					
GATELEY JEFFREY T &	KRISTIE M MORTON				
GELLERT THEODORE R & BETTY J					
GEM L DUNN INC					
GENTRY WESLEY H & SAMMYE L					
GEORGE STEVEN AND JASMIN JOHN					
GIBSON TD JR & ETHEL B REVOCABLE LIVING TRUST					
GIFT CHARLES R & CAROLYN J					
GILMORE JAMES A & DANA M					
GLADISH JEFFREY A					
GLOVER ROBERT G & MARTHA KAY					
GOFF JERRY T & LOU ELLA					
GONZALEZ ANTONIO D & KARA					
GONZALEZ ARMANDO & FAY					
GONZALEZ ELEAZAR & TERESA					
GONZALEZ NOEL					
GOREE RACHAEL W & TRENTON N					
GOSPEL CHAPEL					
GRANADOS OSMAN					
GRAND ESTATES AT TERRELL LLC					
GRANT JANA L & CRAIG A					
GRAY KYLE AND JORDAN					
GREEN GARY R & TAMMIE R					
GREEN R B & MILDRED					
GREENHAW SANDY KAY					
GREER ROBERT A & FRANKIE					
GRIFALDO MARIA V & NOE					
GRIFFIN MATTHEW & CHERYL					
GRIMALDI DOMINGO					
GRIMES JAMES E & PATRICIA L					

NAME	NAME 2	ADDRESS	CITY	STATE	ZIP
GRISETA ANTHONY V		[redacted]			
GROSS DOROTHY					
GROSS ROBERT M & DONNA J					
GUERRERO GONZALO					
GUIDRY CHRISTOPHER M					
GULICK TODD KENNEDY					
GUTIERREZ AARON					
GUTIERREZ JAVIER & MARY					
GUTIERREZ JOSE ALFREDO & MARIA					
GUZMAN CARMEN JANETH GALINDO					
GUZMAN SALVADOR & MARIA					
HAAYEN JAMES C & ROXANNE Y					
Habig Industrial Services					
HAEUSSLER MICHAEL W					
HAGAN ROBERT D & BRENDA					
HAINES TRACY L					
HALE BRYON P & PAIGE S					
HALL KELSEY AND HUNTER					
HAMBRICK KATHY L					
HAMBRICK RODERICK					
HAMBY BOBBY J					
HAMILTON MARK DAVID ET AL	% MARK DAVID HAMILTON EXECUTOR				
HANKINSON TYLER JAMES AND FALYCIA CHRISTINE					
Hanson Terrell					
HARADER DANA LYN					
HARRIS CHRISTOPHER					
HARRIS CLIFTON					
HATTON CHRISTOPHER M AND JESSICA C					
HAUSENFLUCK MAY B					
HAVEN ROBERT & JENNIFER					
HAWKINS T C					
HAYES CYNTHIA					

NAME	NAME 2	ADDRESS	CITY	STATE	ZIP
HAYS JAMES & MEGAN		[redacted]			
HEARD HEATHER L					
HEGEFELD RAYMOND					
HELLMAN JENNIFER					
HELMS KENNETH M & CAROL					
HENDERSON BILLY JAMES					
HENDERSON KENDRA IDA AND WILLIAM J					
HENDRIX ENRIQUETA					
HENNIG MIKE & NORMA J WHITE					
HERGENRADER MARK A					
HERNANDEZ ANDRES M & GERARDO M					
HERNANDEZ CINTHYA					
HERNANDEZ ENRIQUE G & SUSANA R GUITIERREZ					
HERNANDEZ JOSE A & ALMA D					
HERNANDEZ RAUL					
HERRERA RICARDO & LEILA T					
HESS JUNE					
HIBBS DOUGLAS B AND KRISTA S					
HIGGINS JACKLYNNE AND KENNETH					
HIGH POINT LAKE EST PROP OWNERS ASSOC INC	C/O NEIGHBORHOOD MANAGEMENT INC				
HIGH POINT RANCH OWNER LP					
HIGH POINT SPECIAL UTILITY DIST					
HILL SEAN CURTIS AND JESSICA A					
HILL STANLEY D & CAROL					
HO JUI LIEN CHOU					
HOLCOMB JERRY WAYNE II					
HOLLON GREG					
HOLMAN SHIRLEY ANN					
HOLMES BILLY					
HOLMES ROCKY					
HONEY RANDOLPH	TRUSTEE OF RANDOLPH HONEY REVOCABLE TRUST				

NAME	NAME 2	ADDRESS	CITY	STATE	ZIP
HOOTEN RACHEL		[redacted]			
HOPKINS RICHARD & PAUL RODGERS					
HORTENCIA ROSA					
HORTON MILLARD MICHAEL & JUDY KAY					
HORTON W L AND	SHARON MCCOMAS				
HOWELL LARRY A					
HOYLE JEREMY W					
HUBER MARY R					
HUDSON JEFFERY					
HUFFMAN JAKE L					
HUFFMAN MARK V					
HUICHAPAN JESUS CASTILLO & CABRERA RIGOBERTO CASTILLO					
HULL JAMES R & CALLIHAN SANDRA L					
HUNT RONALD D					
HUNTER J ROBERT & MARGARET D					
HURTADO J CONSEPCION CASTANEDA					
HURTADO J CONSEPCION CASTANEDA & FLORES MARIA VERONICA					
HWY 205 FARM LTD					
HWY 205 FARM LTD					
HWY 80, Sales, Service, Collision					
HYSENAJ BERAT					
HYSENAJ FAKMI					
IBARRA JOSE L					
IBARRA JUAN & TERESITA					
IBARRA TERESO & SANDRA HERNANDEZ					
IDEAL ENTERPRISES LLC					
IRA HARDWOOD LLC					
IRWIN DOUGLAS AND LING					
JACK EFTON JUNIOR AND CHERYL					
JACKSON ELLIS	% LUTHER JACKSON				
JACKSON STEVEN L & KAREN S					
JAFFREY MICHAEL BYRON AND JUONGIL					

NAME	NAME 2	ADDRESS	CITY	STATE	ZIP
JEFFREY JAMES & NICIA D		[redacted]			
JEFFREY KARIN D					
JIAO DEYI AND					
JIMENEZ ANGELICA M & LEOPOLDO					
JIMENEZ JOSE M AND ROSA MARIA					
JIMENEZ MANUEL &	YOSELIN B RAMIREZ				
JLN HOLDINGS INC					
Johannes Boekhoudt Fine Art					
JOHN SUNIL AND JIBSY R					
JOHNSON TROY & JENNA					
JONES BRYAN AND DIANA					
JOUBERT MARK					
JS THREE STAR INVESTMENT INC					
JUNGJOHANN MILOWE E					
JWJ INVESTMENTS LTD					
KAMP JOHNNY P & SANDRA GALE					
KAMY REAL PROPERTY TRUST					
KAPKEO CHOMMANY					
KAUFMAN COUNTY					
KAUFMAN COUNTY PROPERTIES LLC	C/O BECKY CAMPBELL				
KAUFMAN HOLDINGS LLC	C/O CAMPBELL				
KAUS MARTHA L					
KEAHEY DANIAL					
KELLY JERRY & BARBARA FAYE					
KEMPER ROBERT FRANCIS AND PATRICIA LOUISE					
KENNEDY GLENDA J					
KENNEDY MARGARET					
KEOPASEUT KHAMPHONE ETAL					
KESPOHL MARY KATHLEEN MACKEY					
KEY JASON M & DANIELLE V					
KHALFE WAJIUDDIN					
KHOUNVIXAY SOUVANH & AROUNY					
KILLIAN JOSEPH J & MORGAN S					
KILLIAN WESLEY M & GRACE F					

NAME	NAME 2	ADDRESS	CITY	STATE	ZIP
KING BRUCE D & PATRICIA		[redacted]			
KING GRADY W AND PATRICIA J AND	LENNY C KING AND JULIE J KING				
KING MARY A					
KING RICHARD & PHALA NOP					
KIRKPATRICK WILLIAM JR					
KNIGHT CHRISTOPHER S AND JACQUELINE M					
KNOWLTON STACEY L SR					
KOHLS SHANAN C					
KPJ TERRELL LLC					
KRAUSKA BRANDON A & AUTUMN J					
KRISTOF RAYMOND & CAROLYN					
KWA VENTURES LP					
LACY DIANE LOUISE MACKEY					
LACY KENNITH					
LAGOW BEN					
LAIR ROBERT MARK AND JAMI LEIGH					
LAM HIU & TIENG LAM					
LAMB GREGORY					
LAMONT DAVID EDWARD AND CHAE UN					
LAND ADVISORS LTD					
LANDAVERDE FEDERICO R & ELIZABETH L					
LANG ALBERT W & TINA M					
LANGLEY GARY D AND TAWNYA L					
LANGLEY JERRY W AND MELBA					
LARA IGNACIO J JR & TREVRE WILLIAMS					
LATOSKI BETTY					
LAWLESS MICHAEL & MARCELENE					
LAWRENCE BLDG MATERIALS	% LELAN COLTHARP				
LAWRENCE CEMETARY ASSOC					
LAWS STEVE G & MARY L WELLS					
LAWSON TECHS LLP					
LEMA MATHIAS A &	HANA L KASSA				
LEMMOND BRENTON & KIMBERLY					

NAME	NAME 2	ADDRESS	CITY	STATE	ZIP
LEMMOND BRENTON AND KIMBERLY		[redacted]			
LEOPOLD JERRY & PATRICIA					
LESLIE RANDY					
LEWIS DAVID A SR & DANA R					
LEWIS EDWIN & THEDA					
LIEN ANH KHOI					
LIND WILLIAM & CHRISTI					
LOBATO RAUL SANTO & AGUILAR BRENDA LORENA GUTIERREZ					
LOCKE KELLY M & CHRISTOPHER L					
Lone Star CHL					
LONG NETTIE					
LOPEZ RICHARD L JR & ASHLEY L					
LOREDO VIDAL					
LORENZEN JOHN M & JANE E					
LOS LOMAS MUNICIPAL UTILITY DISTRICT NO. 4B					
LUELLEN MARION ANNIECE					
LUNA CESAR & OLGA					
LUNDBERG ROBERT J & SARAH L					
LYNCH JAMES E					
LYNCH PROPERTIES LLC					
M C I PROPERTIES CORP					
MACIAS GERARDO & ANTONIA					
MACIAS-RAMIREZ JOHANNA V					
MAGANA-ESCOBAR CARLOS					
MAHAFFEY AMY					
MAHDAVI MEHDI & JACKIE					
MALDONADO MAGDA					
MANN JANICE SUE					
MANYLOTT THONGPHANH					
MARAS FRANCO C ET AL					
MARINE JR JOHNNY R & AMANDA N					
MARIOTTI JULIE L & DAVID S					
MARKEY JACK A					

NAME	NAME 2	ADDRESS	CITY	STATE	ZIP
MARTIN BILLY D AND MARCELA C		[redacted]			
MARTIN GEORGE C					
MARTIN L J JR & MYRTLE H					
MARTINEZ GLADIS F					
MARTINEZ LORENZO OROCIO & MARIA ROMERO CORREA					
MARTINEZ NOEL					
MARTINEZ NORMA L					
MARTINEZ SANJUANA					
MARTINI SILVIO JR AND MILISSA					
MASUR PATRICK W JR AND JODALYN B					
MATTISON JAMES BRYAN, TRUSTEE	WOLFORD REVOCABLE TRUST				
MAUK DAVID E & BARBARA E					
MAUK DAVID E ETUX					
MAULDEN BILLY C					
MC BRIDE CLEVERN R JR & KAYCE R					
MC CARTER KAREN J					
MC CORMACK GILBERT N & JODY C					
MC CORMICK COLBY D TRUSTEE					
MC DONALD MATT ETAL					
MC KENZIE COLVILLE M & MELODY F GILL					
MC LENDON CHISOLM RANCH LP					
MC MANUS DARWIN JAY					
MC MANUS JAY & JILL					
MC NAMAR CAROLYN J					
MCCLINTOCK WILLIAM C AND DEBORAH A					
MCI PROPERTIES GROUP CORP					
MCLENDON CHISHOLM RANCH LP AND KWA VENTURES LP AND	CHIEFTON 2X LTD AND HOYL VENTURES LTD AND PROMISELAND VENTURES LP				
MCQUAY KEVIN W					
MEDINA ANGIE L					
MENDEZ DANIEL					

NAME	NAME 2	ADDRESS	CITY	STATE	ZIP
MENDEZ DANIEL R & LIDIA		[redacted]			
MENDEZ RODOLFO V					
MENDEZ SERVANDO					
MENDOZA HECTOR & CAROLINA					
MENDOZA JAIME H					
MENDOZA LUIS					
MENDOZA SAMUEL					
MERLYN LIVING TRUST	LYNDON AND MEREDITH SHUMAKER - TRUSTEES				
MERRITT WAYNE & DEBORAH					
MILES SUPPLY INC					
MILLENDER DON C JR & CHERYL A					
MILLER DANNY RAY					
MILLER JEFFERY C AND DEANNA					
MILLER JOHN JEFFERSON & KATIE					
MILLER JOHN JEFFERSON JR & KATHERINE JILL					
MILLER LARRY C & PEGGY A					
MILLER LAUREN & BARBARA REVOCABLE TRUST	LAUREN P & BARBARA E MILLER CO-TRUSTEES				
MILLER VIRGINIA					
MIRANDA ANDRES					
MISTRY NILESH					
MITCHELL RICHARD & WILMA D					
MJ Pipeline Service					
MM TERRELL 1098 LLC					
MOLINA GILBERT N & SHARON A					
MONCADA CARLOS					
MONICO ROGER BRENT					
MONSIVAIS GONZALO R					
MONSIVAIS GONZALO R & MARISOL M					
MONSIVAIS GONZALO RODRIGUEZ					
MONTANEZ JOEL					
MONTES ARMANDO					

NAME	NAME 2	ADDRESS	CITY	STATE	ZIP
MONTES IGNACIO C & IGNANCIO O		[redacted]			
MONTOYA ANA G & ERICK SANCHEZ DE LA ROSA					
MOORE ALFRED S JR & SHERRIE A					
MOORE FARM CONTROL AND IMPROVEMENT	DISTRICT NO 1 OF KAUFMAN COUNTY				
MOORE RONALD GENE					
Morales Plating					
MORENO ARMANDO					
MORGAN CHARLES M & NANCY C	FAMILY TRUST				
MORRISON PAMELA					
MOSELEY DONALD A & PAM J LANE					
MOTE MICHAEL W & GLENDA K					
MOUNTAIN TOP PROPERTIES LP	& CLOUD TOP ENTERPRISES LLC				
MOWER CHAD E & LAUREN					
MULLINS CHARLES A & LADONNA					
MUNOZ MARIA R					
MURILLO CIPRIANO					
MURPHREE GERALD L & DIANE H					
MURPHY HOLDING GROUP LLC SERIES D6					
MURPHY SHANNON J & DANA L					
MYERS GLENN N & DEBORAH LYNN					
NAKAMURA DEREK					
NARRAMORE RYAN & WENDI					
NEAVILLE STEVEN K AND WENDY D					
NEIL BRADLEY BURTON REVOCABLE LIVING TRUST					
NGUYEN HUY TUAN AND	PHUONG TRUC LAM				
NGUYEN NGA VAN					
NORRIS KELLEE					
NORTH LACEY N					
NOUAN VAN					
NOUANSISOUHAK PETE & KET KAYLA SONEKHIAO					

NAME	NAME 2	ADDRESS	CITY	STATE	ZIP
NT148 LLC ETAL		[redacted]			
NUCOR CORPORATION					
NYE SHARON					
OATS DENNY R					
OBUONG JOBIC O & MERCELINE					
OCHOTORENA RONALD					
OLSCHER MIKE					
OLSEN DAVID P AND ERICA D					
ONCOR ELECTRIC DELIVERY COMPANY	STATE & LOCAL TAX DEPT				
OOSTERLINCK MARC AND MARITZA					
ORIGINS RESTORATION LLMB LLC					
OROZCO IVAN A & ANA ESCOBEDO					
ORTEGA ALEJANDRA & MANUEL MONTENAGRO					
ORTIZ ALEJANDRA					
OVIEDO JOSE M					
OWENS GEORGE LEE					
PADAVONG NONGKHANE	CHANDARA PADAVONG				
PALACIO JULIO C					
PALAFOX IRINEO					
Paradise Video					
PARKER JAMES R					
PATINO ELVIA					
PATTERSON SLING	% S MC SWANE				
Paws Up Grooming Boarding Training					
PEAK KEIFER					
PENA ISAAC J					
PEREZ ENRIQUE & PILAR					
PEREZ JESSICA O					
PEREZ MIGUEL					
PESINA JOSE L					
Pet Country Spa					
PETERS CLARENCE D					
PETTON BRYAN K & HEATHER					

NAME	NAME 2	ADDRESS	CITY	STATE	ZIP
PETTUS KAREN & FREDERICK JR		[redacted]			
PHETSARATH JIMMY					
PHETSARATH KHAMTANK ETUX					
PHILLIPS MANISO K					
PHILLIPS MARK A & DONNA					
PIARCAGE 205 INVESTMENTS LLC					
PIARCAGE 205 INVESTMENTS LLC					
PICKRELL JOHN K & JO C					
PIERROTTI GREG P & KIM D					
PIERROTTI HUNTER BLAINE					
PILGRIM DEBORAH & NIKO					
PILGRIM JUSTIN & ASHLEY					
PILGRIM NIKO R & DEBORAH E					
PINA ALFONSO & CAMILA					
PINA JESUS A & ALFONSO PINA					
PINEDA LIZA					
PINEDA RODOLFO F & LIZA					
PINNELL THOMAS P & JULIA					
PINTO ANTONIO & DEBBIE					
PITTMAN RICHARD C & HILDA G					
PLASENCIO STEPHANIE R &	GERARDO C SANCHEZ				
POLASEK BOBBY R SR & BOBBIE J					
POMROY BRITTANY					
POWELL NATASHA R					
PRANSCHKE HANS TRAVIS & LINDA ANN					
PRATHER JEREMY JASON & PERIHAN NESE					
PRATT MICHAEL					
PRIMERO BLANCA E					
PRIMERO JOCELYN					
PROGELHOF JEFF & ERIN					
PROW ROBERT A JR &	JULIE M CREVELING				
PRUETT ANDREW O & DEBBIE DAILY					
PRYOR LISA					
PUENTES JORGE M					

NAME	NAME 2	ADDRESS	CITY	STATE	ZIP
PURDOM BILLY NORMAN JR & KATHI DARLENE		[redacted]			
PURDY ERICA					
QUICK RICHARD C & JOANN M					
R CORNELIUS EAST LLC					
RACETRAC PETROLEUM INC #6826-0378R					
RAFTER J COWBOY CHURCH INC					
RAINES CASEY G AND TURNER					
RAINES DAVID & MARCIA					
RAMIREZ ARMANDO					
RAMIREZ CESAR & SOCORRO MA DEL					
RAMIREZ ELIZABETH					
RAMIREZ JOSE FRANCISCO					
RAMIREZ MARTIN & ALMA D					
RANEY TERRY G & FRANCES					
RANGEL ZOILA & J CARMEN					
RASY SOM SOMPHAVONG & DEUANE KOTAVETH					
RATLIFF VERONICA					
RAY GLENN ALLEN AND MINDY L					
RAYBURN COUNTRY ELECTRIC	COOP INC				
RAYGOR JEREMY					
REAVES LLOYD AND KIMBERLY					
RECTOR JOHN C & JUANITA R					
RECTOR JUANITA RAE					
RED DOOR SERVICES LLC					
REED HOSEA J					
REED MIKEAL J & ANNA V					
REGIAN JOHN H					
REMES FRANK A & HELEN E					
RESTORATION LIFE CHURCH					
Restoration Life Church					

NAME	NAME 2	ADDRESS	CITY	STATE	ZIP
REYES MARCELINO & MARIA		[redacted]			
REYES PLATON & ARGELIA M MEJIA					
RICE ERNEST A JR & CARLA					
RITTMULLER PAUL & ELSIE					
RIVERA RAFAEL H					
RJ Designs					
ROBERTS DEBRA					
ROBERTS ETHEL LEE & FRANCIS					
ROBERTS KATHERYNE M	TESTAMENTRY TRUSTS				
ROBINSON KENT					
ROBISON NATHAN A					
ROBLEDO DANIEL & OLGA ANDRADE					
ROCKWALL REAL ESTATE INVESTMENTS LLC					
ROCKWELL RICHARD & BETTY					
RODRIGUEZ CONRADO SR					
RODRIGUEZ EVER E					
RODRIGUEZ FAMILY TRUST	CO TRUSTEES JOSE DAVID & CYNTHIA MARIA RODRIGUEZ				
RODRIGUEZ GABRIEL A					
RODRIGUEZ GONZALO					
RODRIGUEZ GONZALO & MONTOYA MARISOL					
RODRIGUEZ J BENTURA					
RODRIGUEZ JESUS & LETICIA					
RODRIGUEZ JOSE LUIS MORALES & MORALES MAYRA AGUILLON					
RODRIGUEZ JUAN A					
RODRIGUEZ MA LETICIA & J JESUS					
ROLAND DAVID L					
ROLAND DAVID R					
ROMERO DIEGO A & ETAL					
RORIE R A					
ROSALES BRAYAN R					

NAME	NAME 2	ADDRESS	CITY	STATE	ZIP
ROSAS CONCEPCION	ROSAS CONCEPCION JR	[redacted]			
ROSAS TERESITA F					
ROSE HILL SPECIAL UTILITY DISTRICT					
ROSTRO TORRES JOSE M &	IMELDA ROSTRO AGUERO				
ROWE GREGORY S &	GREGORIA SALINAS				
RUBIO VICENTE AND DORA I					
RUMBO EDWYNA					
RUMBO ERIC					
RYAN ROBERT & ANGIE					
SAAVEDRA PEDRO & LETICIA					
SACK STUART V ETAL					
SAF PROPERTIES LLC					
SALAS AMANDO J II					
SALAZAR EDUARDO					
SAMS PARTNERSHIP					
SAMUELS DESSIE					
SAMUELS DEWEY JR					
SAMUELS WILLIAM A & MARY P					
SANCHEZ GRIMALDO & ROSA M					
SANDERS ASHLEY E JOBE AND JIMMY D					
SANDERS BILLY V					
SANDERS DOUGLAS BOWMAN					
SANDERSON JESSICA AND EUGENE					
SANDO HOMES LLC					
SANGBOUTSADY CHANSAMONE	& KHOMMANY				
SANGBOUTSADY CHANTHONE	& VISAKONE				
SANTOYO FELIX & MARIA T					
SARAGUSA PHILIP					
SARMIENTO AURA E					
SATTERWHITE CHRISTOPHER & MELISSA HELLMAN					
SAWYER MARY E					
SCHLUESSELHEIM ALINA					
SCHOENFELD MICHAEL E JR &	DEBORAH C ROBERTSON				
SCOTT JEFFREY L AND LISA S					

NAME	NAME 2	ADDRESS	CITY	STATE	ZIP
SCOTT JOSEPH A & TINA R		[redacted]			
SCOTT LARRY A					
SEABOLT DON & LINDA					
SEAGROVES MARK A AND LORI M					
SEBASTIAN F L JR					
SEELAM RAMACHANDRA R &	DEVAKI VEMIREDDY				
SEGURA JORGE					
SEPULVEDA ELESEO M & SIMS WATANA J					
SHAW BENJAMIN & JILL					
SHEPHERD JASON					
SHERMAN JOHN & KATHRYN					
SHIRES BILLY FRANK & DEBORAH					
SIDHU JAGVIR S &	JAGDEEP SINGH				
SIEGWORTH MICHAEL AND MIRIAM					
SIHARATH PATRICK & KHONSAVANH					
SIMLA INVESTMENTS LLC					
SIMS MARJORIE M					
SINACOLA LAND & CATTLE LTD					
Slade's RV Repair					
SLAYTON JILL					
SLAYTON JILL H					
SLOCUM FLOYD JR					
SLR TERRELL PARTNERS LLC					
SMITH ARVIL RAY & GREENHAW SANDY KAY					
SMITH CLARENCE EDDY & TAMMIE					
SMITH DENNIS					
SMITH DILLON AND BRIANNE					
SMITH DONALD & TONYA					
SMITH FRANKIE E & LYNDA A					
SMITH HARMON A & DOROTHY					
SMITH JEFF					
SMITH MICHAEL S AND SHEA N					
SMITH NICHOLAS					

NAME	NAME 2	ADDRESS	CITY	STATE	ZIP
SMITH PHILLIP					
SMITH RITA M					
SMITH ROGER L & JANICE E					
SMITH SHARON KAY TRUSTEE					
SMITH THELMA J					
Smoke Monkey BBQ					
SOLSBERY JAMES & PEGGY					
SOMOGYE CHRISTIE L AND JOHN L					
SOWARDS RICHARD LEE					
SPALLAS ANGELA					
SPAULDING BERNARD & BARBARA					
SPYCHALSKI JAMES & SONYA					
SQUEAKY LOMAS LP					
SRC MAGNOLIA GROVE LLC &	JLC MAGNOLLA GROVE TIC OWNER LLC				
SRRK ENTERPRISES LLC					
STAEGER SHAWN D & DAWN N					
STATE OF TEXAS	%TEXAS DEPT OF TRANSPORTATION				
STEFANINI MONIKA					
STEPHENS LADONNA & JIMMY JR					
STEPHENSON ROBERT & LISA					
STEWARD JEDIDIAH S & ALLISON S					
STIAGER CHERYL					
STICKLES JOSEPH L					
STIDHAM GLORIA D					
STILWELL NATHANIEL					
STINNETT WALTER B & MARILYN					
STRINGER TIMOTHY					
STRONG GUY & APRIL					
STROUD THOMAS & VANESSA					
SUTTON KATHY I					
TADLOCK JAREN DAVID AND LISA MICHELLE					
TATE JOHN MICHAEL					
TAYLOR GARY R & SUSAN K					

NAME	NAME 2	ADDRESS	CITY	STATE	ZIP
TAYLOR KENNETH W		[redacted]			
TAYLOR PATRICK & QUINTERO MARIA					
TAYLOR RODNEY W					
TERRELL 400 CR250 LLP					
TERRELL 80/20 LTD					
TERRELL ECONOMIC DEVELOPMENT					
TERRELL MATERIALS LLC	% 4S DEVELOPMENT INC				
Texas Best Pre Owned					
Texas DPF & Services LLC					
Texas Gun Ranch					
Texas Marble and Granite					
THAMMAVONG NITDA					
THE BONNIN FAMILY TRUST					
The Camper Connection - Terrell, Texas					
The Italian Village					
THE MANN MARITAL TRUST	MANN JANICE SUE TRUSTEE				
THERIOT DON E & ANITA					
THIESSEN THOMAS E & JOANN C					
THOMAS LA TONYA B AND MARTIN F THOMAS					
THOMASON LEO B & ANNALLOYD T					
THOMPSON BOBBY W					
Throttle Therapy					
TOLAND CLAUDE W & SHARON L					
TOLEDO JESUS F					
TOLEDO JESUS F &	ANTONIA F VALERIO				
TOORAK CAPITAL PARTNERS LLC					
TORRES JACOBO & VIVIANA P RANGEL					
TORRES NOE E					
TORRES RICHARD & NORMA					
TRAMMELL GARY P & JERRY G					
Trans Pro Transmissions					
TREVINO JESUS H JR					
Trible Lawnmower Repair					
TROUT CHARLES R & CAROLYN J					

NAME	NAME 2	ADDRESS	CITY	STATE	ZIP
TUCKER VIRGINIA G		[redacted]			
TURNER JAMES S & MARGARET R					
TXU GAS COMPANY					
UNDERWOOD CHARLES					
UNDERWOOD TEENA					
United Elite Gymnastics And Cheer					
USRAZOLA LLC	%ADEEL & UROOJ SHIBLI				
VALDELAMAR EVENCIO					
VALDELAMAR JACINTO					
VALDEZ JESUS AND KRISTINA					
VALDEZ SONIA &	BERTIN G ESTRADA				
VALENZUELA JUAN A					
VALENZUELA RIGOBERTO					
VALVERDE GONZALO					
VANCE MATILDA & BILLY					
VARGAS LAZARO A &	ROSA MARIA BAEZ CARDENAS				
VASQUEZ MARY JIMENEZ					
VAUGHN QUENTIN R & TONIA L					
VAZQUEZ HECTOR					
VEGA RODOLFO T JR					
VICKERS TRACY					
VIERA ENRY & NORMA					
VILAYLACK SINPHAYTHOUNE & MALA					
Villager Inn					
VILLANUEVA ERIC					
VILLANUEVA SILVIA & JAVIR &	CARLOS RUEDA				
VILLARREAL MICHAEL & MELINDA A					
VILLEDA JOSEFINA					
VITANZA TIMOTHY J					
VONGKHAMSENE BILLY ETAL					
VONGKHAMSENE SAVENG & BOUAVONE					
VONGXIENKHAI KEOUDONE ET AL					
WADHAM MELISSA K AND DARIAN D					
WALDROP STACIE M HUNTINGTON					

NAME	NAME 2	ADDRESS	CITY	STATE	ZIP
WALDROUP TERA K & KYLE A GRIFFIN		[redacted]			
WALKER DAVID					
WALLACE CHARLES & TONYA L HALEY					
WALLACE HENRY A & CAROL A					
WAL-MART STORES LP					
WARD ANGELA KAY					
WARNICK MARK AND MARY ANN					
WARREN MAUREEN & JEFFREY					
WASHBURN TOM & LORI					
WATSON JODY L					
WATSON ROBERT D					
WATSON ROBERT J & SHARON L					
WEIMER CHRISTINA AND RONALD WEIMER					
WEISENBURG JACK					
WELCH GREG AND MELANIE					
WERNER CORKY R					
WERNER ROBERT D					
WESTBROOK LARRY					
WHITE NORMA J					
WHITTON WILLIAM K & JACQULIN					
WILKERSON HAROLD DAVID					
WILKINS AMBER LEE					
WILKINS FRANK B AND KIMBERLY A					
WILLIAMS BERTRAND G & REBECCA A					
WILLIAMS BRIAN & TONI					
WILLIAMS DANIEL R & KIMBERLY K					
WILLIAMS DANIEL W & ADELA B					
WILLIAMS FAMILY TRUST	LARRY/TERESA WILLIAMS TRUSTEE				
WILLIAMS INEZ C					
WILLIAMS TY SR & GLORIA					
WILSON JAMIE R & KELLY D					
WILSON MICHAEL L & FRANCES D					
WINDMANN CALVIN &	MIRANDA SPELBRING				
WINGO KEENAN W					

NAME	NAME 2	ADDRESS	CITY	STATE	ZIP
WINSLOW HOWARD R SR		[redacted]			
Wolf Trailers					
WOOLVERTON JEFFREY L					
WORTHAM JOHNNY E & RANELL L					
WORTHINGTON PATRICIA A & WILLIAM C					
WRIGHT ROBERT K AND COLLEEN A					
WYCOUGH RICKY W & PAMELA					
YANEZ MARGARITO & MARIA					
YARBROUGH BRUCE SR & MARY D					
YARBROUGH STEVEN R & JANET L					
YATES JUSTIN					
YATES ROBERT E & KIMBERLY E					
ZAJIC RANDY & SHERRY					
ZAMARRIPA JOSE					
ZEMAG FAMILY LP & GAMEZ ALEJANDRO					
ZENTNER JAMES & REBECCA					
ZEPEDA FELIPE JR					

B4. Newspaper Affidavits and Advertisements

Al Día

AFFIDAVIT OF PUBLICATION

STATE OF TEXAS

COUNTY OF DALLAS

Before me, a Notary Public in and for Dallas County, this day personally appeared Mert Tezkol, advertising Representative for The Dallas Morning News, being duly sworn by oath, states the attached advertisement of

TxDOT AD# ***1836445***
was published in ALDIA

DATE PUBLISHED
November 9, 2022



Mert Tezkol

November 9, 2022

(Notary Public)

INMIGRACIÓN

DACA se oficializa

Por IMELDA GARCÍA
AL DÍA

Este mes entró en vigor la regla final del Departamento de Seguridad Nacional para la Acción Diferida para los Llegados en la Infancia (DACA), con lo que deja de estar basada solo en un memorándum y ahora es una regulación formal.

Sin embargo, el programa no puede aceptar nuevas solicitudes y solo aplica para quienes ya tienen el estatus DACA.

"La implementación de la regla final significa que DACA se basa ahora en una regulación formal, preservando y fortificando así el programa, mientras el programa sigue siendo objeto de litigio en los tribunales", indicó el Servicio de Ciudadanía e Inmigración (USCIS) en un comunicado.

Anteriormente, DACA se basaba en un memorándum que entró en vigor el 15 de agosto de 2012, emitido por la entonces secretaria de Seguridad Nacional, Janet Napolitano. Ahora, ya se trata de una regla formal del gobierno estadounidense.

"Desde su creación en 2012, DACA ha permitido a más de 800,000 jóvenes permanecer con sus familias en el único país que muchos de ellos han conocido y seguir contribuyendo a sus comunidades en los Estados Unidos", indicó USCIS.

El destino del programa aún está en manos de Andrew Hanen, juez federal del Distrito Sur de Texas, el mismo que el año pasado declaró ilegal el programa.

El 14 de octubre, en una audiencia, Hanen pidió a los abogados del gobierno estadounidense que defienden el programa que presenten más información para determinar si DACA puede continuar o no, pero aún no se han establecido fechas para nuevas audiencias ni se sabe cuándo se dará la decisión final del caso.

Mientras tanto, las personas que cuentan con DACA pueden continuar solicitando las prórrogas de dos años como habitualmente lo han hecho.

Qué dice la regla final de DACA

USCIS explicó que la regla final que entró en vigor este lunes 31 de octubre tiene varias consideraciones:

- Se siguen reconociendo como válidos la acción diferida, la autorización de empleo y el permiso de viaje *(advanced parole)* para los beneficiarios actuales de DACA.
- DACA no es una forma de estatus legal, pero se considera que los beneficiarios tienen "presencia legal" para ciertos propósitos.
- La renovación del estatus podrá tramitarse cada dos años y será otorgada a aquellas personas que cumplan con los criterios de elegibilidad, aprueben las verificaciones de antecedentes de seguridad nacional y seguridad pública.

Más información en uscis.gov/es/DACA.



CHRISTINA HOUSE/LOS ANGELES TIMES

De acuerdo con cifras del Pew Research Center, en Estados Unidos hay 193,940 tepesianos de El Salvador; 58,625 de Honduras; y 3,130 de Nicaragua.

Harán huelga de hambre

Beneficiarios de TPS en Texas irán a Washington D.C. para la protesta

Por IMELDA GARCÍA / AL DÍA

Tepesianos del Norte de Texas viajarán esta semana a Washington para participar en una jornada nacional a favor del TPS en la que realizarán una huelga de hambre para pedir al gobierno de Joe Biden que emita la extensión de la protección migratoria.

El TPS, o programa Estatus de Protección Temporal para personas de El Salvador, Honduras, Nicaragua y Nepal, vence el 31 de diciembre.

Delmy Gómez, coordinadora de la Alianza TPS en Dallas, indicó que la jornada se realizará el viernes 11 de noviembre en la capital del país.

"Vamos a ir a Washington y tepesianos de todo el país vamos a estar ahí haciendo una huelga de hambre porque no podemos permitir que nuestras familias se separen", dijo Gómez. "Vamos a luchar hasta el final".

Originaria de Honduras, Gómez llegó al país en 1998. Veinticuatro años después, con 50 años de edad, ya compró una casa en Dallas y tiene tres hijos que nacieron aquí, en Estados Unidos.

"Estamos muy decepcionados con el gobierno de Joe Biden porque nosotros trabajamos mucho para que él fuera electo porque nos prometió que iba a ayudar a los inmigrantes, que nos iba a ayudar con el TPS", comentó Gómez. "Ahora nuestros hijos ya pueden votar y están decepcionados con el Partido Demócrata pero tampoco quieren votar por los republicanos".

Saúl Monge, miembro de la Alianza TPS en Dallas, también se dijo decepcionado por la falta de acción del gobierno federal para dar una solución a los tepesianos en todo el país.

"Si no se renuevan nuestros permisos nos tendríamos que ir, y nuestros hijos y nietos no se van a ir con nosotros, porque este es su país, allá no tienen ninguna posibilidad de desarrollarse y estar bien", dijo Monge.

Monge llamó a la comunidad de tepesianos a participar en las movilizaciones que se organizarán en los próximos días.

Qué pasa con el TPS

Andrea Chavarría, abogada de inmigración de la firma Chavarría Law, explicó que la incertidumbre por la continuidad del programa comenzó durante la administración de Donald Trump.

Un grupo de personas tepesianas y sus hijos ciudadanos estadounidenses presentaron una demanda, Ramos vs. Mayorkas, en 2018 contra la administración federal por el fin de la protección temporal.

Ese año, un juez federal les brindó alivio, argumentando que la terminación tenía motivaciones racistas y era ilegal.

El gobierno de Trump apeló y en septiembre de 2020, el Tribunal de Apelaciones del Noveno Circuito le dio la razón y revocó esa orden.

Ese proceso aún sigue abierto y la decisión no es definitiva. El tribunal tiene hasta el 30 de noviembre para tomar una decisión.

al día
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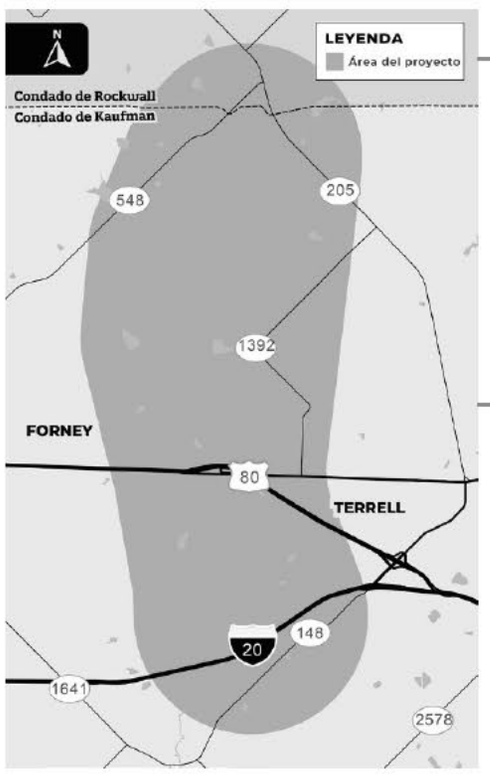
KAUFMAN COUNTY OUTER LOOP

Sesión Abierta al Público

Texas Department of Transportation

El Condado de Kaufman y el Departamento de Transportación de Texas (TxDOT por sus siglas en inglés) proponen construir un nuevo alineamiento en el Condado de Kaufman, conectando en SH 205 al sur de I-20, con un intercambio en US 80 y I-20 en el Condado de Kaufman, Texas. La longitud del proyecto es de 9 millas.

El proyecto de la Carretera de Circunvalación del Condado de Kaufman (KCOL por sus siglas en inglés) es parte de un movimiento más grande hacia una mayor conectividad regional. El KCOL es parte de un circuito regional, conectando los condados de Kaufman, Rockwall, Collin y Denton. Esto es un esfuerzo coordinado entre el Condado de Kaufman y TxDOT.



SESIÓN ABIERTA AL PÚBLICO

CÚANDO Jueves, 17 de noviembre 5:30 – 7:30 p.m.

DÓNDE First Baptist Church Terrell – Recreation Outreach Center 100 W. Brin St. Terrell, Texas 75160

COMO INVOLUCRARSE

- **Ven a nuestra Sesión Abierta al Público** el jueves, 17 de noviembre del 2022
- **¿Tienes preguntas?** Contacta a Brian Swindell al 972.960.4451 o visita nuestra página de internet: kaufmanouterloop.com
- **Ingrese un comentario**

Deja un comentario en persona en nuestra casa abierta

Envia tu comentario a:
Kaufman County Outer Loop
HDR Engineering
17111 Preston Road, Suite 300
Dallas, Texas 75248

Manda tu comentario por correo electrónico al:
connect@kaufmanouterloop.com

Todos los comentarios deben de ser recibidos en o antes del día martes, 20 de diciembre del 2022 o antes para que se incluyan en la documentación de la reunión pública.

ADAPTACIONES

La Sesión Abierta al Público se llevará a cabo en inglés. Si necesitas a un intérprete o un documento traducido por que el inglés no es tu primera lengua o tienes dificultades para comunicarte efectivamente en inglés, uno se le proporcionara a usted. Si tiene una discapacidad o necesita ayuda, adaptaciones especiales pueden ser hechas para satisfacer la mayoría de las necesidades. Si necesita servicios de interpretación o traducción o eres una persona con una discapacidad que requiere una adaptación para ir y participar en la casa abierta al público, por favor contacta a Brian Swindell a al 972.960.4451 antes de las 4 p.m. CST, jueves, 10 de noviembre del 2022. Por favor sea consciente de que previo aviso es requerido ya que algunos servicios y adaptaciones requieren tiempo para que el Condado de Kaufman pueda organizar.

Si tienes alguna pregunta en general o preocupación sobre el proyecto propuesto o la casa abierta, por favor contacta a Brian Swindell al 972.960.4451, o por correo electrónico a connect@kaufmanouterloop.com.

El reporte Ambiental, consultación, y otras acciones requeridas por leyes ambientales federales aplicables para este proyecto son, o han sido, llevadas a cabo por TxDOT conforme a 23 U.S.C. 327 y a Memorando de entendimiento con fecha 9 de diciembre 2019, y ejecutado por FHWA y TxDOT.

DN-1837259-01

AVISO DE AUDIENCIA PÚBLICA

PROYECTO DEL FERROCARRIL REGIONAL SILVER LINE
Instalaciones de escala en Shiloh Road
Modificación del plan de servicios

Dallas Area Rapid Transit (DART) llevará a cabo una audiencia pública para conocer la opinión de los ciudadanos sobre la incorporación de **instalaciones de escala en Shiloh Road**, lo que incluye espacio de almacenamiento nocturno para vehículos de Silver Line y una plataforma de limpieza en Plano, Texas, en Shiloh Road.

Audiencia Pública
Instalaciones de escala en Shiloh Road
Martes, 15 de noviembre de 2022 a las 6:00 p.m.
Sala de Directorio de DART
1401 Pacific Avenue, Dallas TX 75202

Planifique asistir a la audiencia pública para proporcionar comentarios orales. Las personas que deseen hablar en la audiencia deben comunicarse con la División de Relaciones de la Comunidad de DART llamando al **214-749-2721** para registrarse. Se pondrá a disposición una versión en Braille o grabada de la información a pedido.

También se pueden proporcionar comentarios públicos por correo electrónico a SilverLine@DART.org o por escrito al Sr. John Hoppie, DART Capital Planning, PO Box 660163, Dallas, TX 75266-7213.

Para obtener más información visite:
https://www.dart.org/about/expansion/silverline.asp#memo
o comuníquese con la División de Relaciones de la Comunidad de DART llamando al (214) 749-2721.

DART

Terrell Tribune & The Update

PUBLISHER'S AFFIDAVIT

THE STATE OF TEXAS
COUNTY OF KAUFMAN

Before me, the undersigned authority, on this day personally appeared Tiffany Hardy, who being by me duly sworn deposes and says that she is the General Manager of ***The Terrell Tribune*** and the said newspaper meets the requirements of section 2051.044 of the Texas Government Code to wit:

1. It devotes not less than twenty-five percent (25%) of its total column lineage to general interest items; — Clippings (s)

2. It is published at least once each week;

3. It is entered as second-class postal matter in the county where it is published;

4. It has been published regularly and continuously since 1985; and

5. It is generally circulated within Kaufman County.

Advertising Executive further deposes and says that the attached notice was published in said Newspaper on the following date (s) to wit:

11/5, 11/9 A.D. 2022

Tiffany Hardy
General Manager

SUSCRIBED AND SWORN BEFORE ME
By Tiffany Hardy who
__X__ a) is personally known to me, or
____ b) provided the following evidence to establish his/her identity.

on the 14 day of November, A.D. 2022
to certify which witness my hand and seal of office.

Notary Public, State of Texas

MARY DLABAJ
Notary ID #133730220
My Commission Expires
April 27, 2026

Around Town

Happenings in and around Terrell

Nov. 7: The Terrell Garden Club and the Kaufman County Master Gardeners are promoting Texas Arbor Day at the Hulsey Library (301 N. Rockwall Ave.), giving away 25 seedling trees provided by the Texas A&M Forest Service to the first 25 families. The groups will also distribute information handouts about trees, planting and more.

Nov. 11: The Kaufman County Veterans Memorial Park, located at 3800 S. Houston St. in Kaufman, will host a local Veterans Day ceremony beginning at 11 a.m. The event is free, and will recognize all veterans for their service and sacrifice.

Nov. 12: The United Way of Kaufman County will be host their annual Veterans Day 5k run at the Terrell Veteran Memorial Park located at 1314 W. Moore Ave. Interested runners can find out more information about the run by visiting www.kaufmancountyunitedway.org.

Nov. 12: On November 12, 2022, from 11 a.m.-6 p.m., the British are coming. Downtown Terrell will transform into a British Christmas Market. Please plan to attend for amazing music, entertainment, shopping, food, adult beverages and fun!

Nov. 24: The Center will be hosting its second annual Turkey Trot 5k Race and One-Mile Fun Run in Kaufman on the square. Race day registration and packet pick up will take place at 6:30 a.m., followed by the fun run at 7:30 and the 5k at 8 a.m. Additional registration information can be found by visiting https://www.facebook.com/KaufmanChristianHelpCenter/.

Email editor@terrelltribune.com if you have a community event that you would like to be included in our weekly Around Town section.

POLICE BLOTTER

Terrell police made the following arrests and responded to the following incidents from October 26 to November 1:

Arrests:

Rodkeem Leontavius Lafleur, Terrell, 28, possession of drug paraphernalia; no drivers license; failure to maintain financial responsibility; failure to identify a fugitive – intent to give false information

Jason Douglas Driver, Winona, 37, driving while intoxicated

Ray Thomas Barksdale Wilson III, Terrell, 22, possession of a controlled substance PG2 >=400G; failure to maintain financial responsibility

Albertina Loreal Andrews, Terrell, 43, burglary of a building; criminal trespass

Cordarian Trevon Horne, Terrell, 27, failure to maintain financial responsibility; driving while license is suspended/invalid; speeding; possession of drug paraphernalia; improper right turn at intersection; expired operator license; defective headlamps; littering; possession of a controlled substance PG2 >=1G<4G

Tifanie Tamette Moore, Balch Springs, 42, drug test falsification device; theft of property <$2,500 – two or more previous convictions; speeding; violation promise to appear; driving while license is suspended/invalid

Bret Duane Kennedy, Tool, 34, theft of property >=$2,500<$30k

Christina Nunez, Terrell, 17, assault causing bodily injury

Timothy Lyn Phillips, Tool, theft of property >=$2,500<$30k; theft of property >=$750<$2,500

Rachel Renee Salazar, Balch Springs, 50, driving while license is suspended/invalid

Yamileth Vera, Terrell, 17, assault simple – family violence

Nikko Ruben Espinosa, Terrell, 28, expired vehicle registration; failure to maintain financial responsibility; failure to appear – bail jumping

Kelly Houston, Iowa Park, 26, public intoxication

Issa Kabila Kashanda, Terrell, 40, no or defective headlights; speeding

Casey Allen Motley, Fate, 21, public intoxication

Jose Juan Almazan Fuentes, Ben Wheeler, 38, no drivers license

Demarcus McKennon Brooks, Terrell, 34, failure to maintain financial responsibility; expired drivers license

Aillenn Elizabeth Burgos, Houston, 20, fraud – possession of a controlled substance/prescription sch III/IV

Mark Anthony Ruiz, Terrell, 21, no drivers license; speeding; failure to maintain financial responsibility; impeding traffic by stopping in a traffic lane; speeding – 88 mph in a 70 mph zone

Walter Morales Osorio, Terrell, 37, no drivers license

Yomary Perez, Terrell, 35, no drivers license; failure to maintain financial responsibility; failure to stop at a designated stopping point; parking on an unapproved surface

Incidents:

Theft: Oct. 26, 600 block of American Way

Auto Theft: Oct. 28, 200 block of Olivia Drive

Property Lost: Oct. 28, 300 block of East Moore Avenue

Harassment: Oct. 28, 900 block of North Virginia Street

Fraud/Forgery: Oct. 28, 900 block of East High Street

Theft: Oct. 28, 100 block of Sam Walton Way

Suspicious Activity: Oct. 28, 500 block of South Virginia Street

Burglary: Oct. 28, 500 block of South Virginia Street

Transport: Oct. 29, 1100 block of North State Highway 34

Harassment: Oct. 29, 200 block of West Nash Street

Theft: Oct. 29, 100 block of Windsor Avenue

Disturbance: Oct. 29, 300 block of Lee Avenue

Auto Theft: Oct. 29, 300 block of Windsor Avenue

Disturbance: Oct. 30, State Highway 205

Theft: Oct. 30, 500 block of West Interstate 20

Property Damage: Oct. 30, 100 block of Shady Creek Lane

Assault: Oct. 30, 800 block of East Moore Avenue

Suspicious Activity: Oct. 31, 600 block of East College Street

Fraud/Forgery: Oct. 31, 600 block of West Moore Avenue

Theft: Oct. 31, 500 block of American Way

Burglary: Oct. 31, 100 block of Business Circle

Burglary: Oct. 31, 500 block of Mount Olive Street

Burglary: Oct. 31, 100 block of Business Circle

Property Found: Oct. 31, 100 block of Denali Court

Disturbance: Nov. 1, Griffith Avenue/Leighton Drive

Fraud/Forgery: Nov. 1, 300 block of Windsor Avenue

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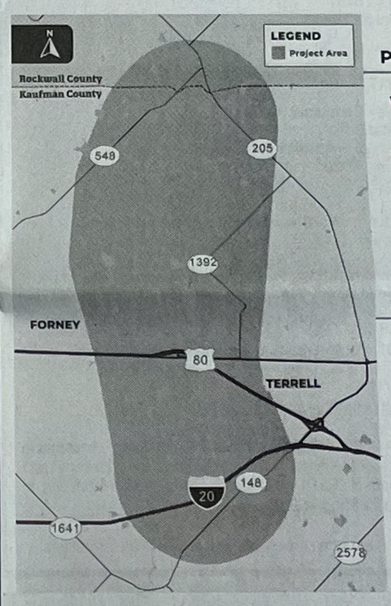
KAUFMAN COUNTY OUTER LOOP **PUBLIC OPEN HOUSE**

Kaufman County and the Texas Department of Transportation (TxDOT) are proposing to construct a new alignment in Kaufman County, connecting at SH 205 to south of I-20, with an interchange at US 80 and I-20 in Kaufman County, Texas. The project length is 9 miles.

The Kaufman County Outer Loop (KCOL) project is part of a larger movement toward greater regional connectivity. The KCOL is part of a regional loop, connecting Kaufman, Rockwall, Collin and Denton counties. This is a joint coordination effort between Kaufman County and TxDOT.



PUBLIC OPEN HOUSE

WHEN Thursday, Nov. 17
5:30 – 7:30 p.m.

WHERE First Baptist Church
Terrell – Recreation
Outreach Center
100 W. Brin St.
Terrell, Texas 75160

HOW TO GET INVOLVED

- **Attend our Open House**
  Thursday, Nov. 17, 2022
- **Have questions?**
  Contact Brian Swindell at 972.960.4451 or visit our website: kaufmanouterloop.com
- **Submit a comment**

Leave a comment in person at our open house

Mail your comment to:
Kaufman County Outer Loop
HDR Engineering
17111 Preston Road, Suite 300
Dallas, Texas 75248

Email your comment to:
connect@kaufmanouterloop.com

All comments must be received on or before Monday, Dec. 20, 2022 to be included in the meeting documentation.

ACCOMMODATIONS

The public open house will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the public open house, please contact Brian Swindell at 972.960.4451 no later than 4 p.m. CST, Thursday, Nov. 10, 2022. Please be aware that advance notice is required as some services and accommodations may require time for Kaufman County to arrange.

If you have any general questions or concerns regarding the proposed project or the open house, please contact Brian Swindell at 972.960.4451, or by email at connect@kaufmanouterloop.com.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

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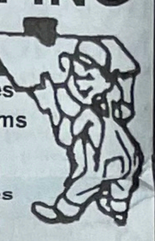

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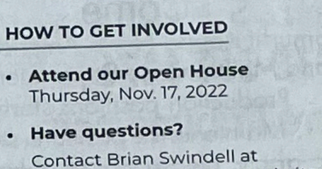

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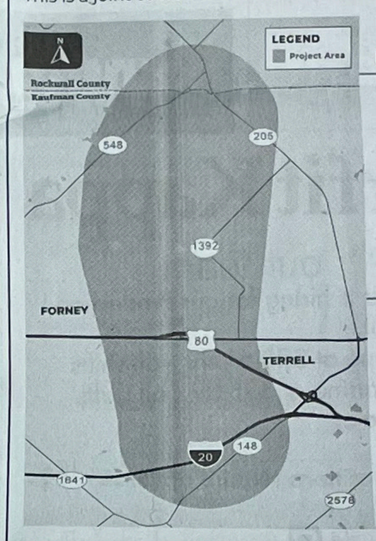

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AUCTION

45th Annual Cattleman Bull & Female Sale 12:00 Noon, Jan. 21, 2023, El Campo Livestock Exchange, El Campo, Texas. 100 bulls, 250 females, cattlemansale.com.

EVENT

Christmas in Comfort – Nov. 26, 10 a.m.–9 p.m. Live music, food, gifts, Santa Land, lighted night parade, fireworks. 830-995-3131, www.comfort-texas.com.

WORLD'S LARGEST GUN SHOW – November 12&13 - Tulsa, OK Fairgrounds. Saturday 8-6, Sunday 8-4. WANENMACHER'S TULSA ARMS SHOW. Free appraisals. Bring your guns! www.TulsaArmsShow.com.

EMPLOYMENT

Like working with kids? HANK Inc. seeks foster parents for Community Foster Homes caring for 6 kids. Home and vehicle provided in Devine and Hondo, Texas. 830-741-1206.

GENERATORS

Prepare for power outages today with a GENERAC home standby generator. $0 Money Down + Low Monthly Payment Options. Request a FREE Quote. Call now before the next power outage: 1-855-704-8579.

MEDICAL

Portable Oxygen Concentrator May Be Covered by Medicare! Reclaim independence and mobility with the compact design and long-lasting battery of Inogen One. Free information kit! Call 866-747-9983.

DENTAL INSURANCE from Physicians Mutual Insurance Company. Coverage for 350 plus procedures. Real dental insurance - NOT just a discount plan. Do not wait! Call now! Get your FREE Dental Information Kit with all the details! 1-855-901-0467 www.dental50plus.com/txpress #6258.

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NOTICE: While most advertisers are reputable, we **cannot guarantee products or services advertised.** We urge readers to use caution and when in doubt, contact the Texas Attorney General at 800-621-0508 or the Federal Trade Commission at 877-FTC-HELP. The FTC web site is www.ftc.gov/bizop.

The Kaufman Herald

PUBLISHER'S AFFIDAVIT

THE STATE OF TEXAS
COUNTY OF KAUFMAN

Before me, the undersigned authority, on this day personally appeared Amy Fowler, who being me duly sworn, deposes and says that she is the Publisher of ***The Kaufman Herald*** and that said newspaper meets the requirements of section 2051.044 of the Texas Government code, to wit:

1. It devotes not less than twenty-five percent (25%) of its total column lineage to general interest items;

2. It is published at least once a week;

3. It is entered as second-class postal matter in the county where it is published;

4. It has been published regularly and continuously since 1886; and

5. It is generally circulated within Kaufman County.

Clipping

Publisher further deposes and says that the attached notice was published in said Newspaper on the following date(s) to wit:

November 3rd A.D. 2022

Amy Fowler, Publisher

SUBSCRIBED AND SWORN BEFORE ME
Amy Fowler, who

__X__ a) is personally known to me, or
_____ b) provided the following evidence to establish his/her identity

on this the 3rd day of November A.D. 2022
to certify which witness my hand and seal of office.

Notary Public, State of Texas

WENDY PERKINS
NOTARY PUBLIC
STATE OF TEXAS
NOTARY ID 132159536
MY COMM. EXP. 08/22/23

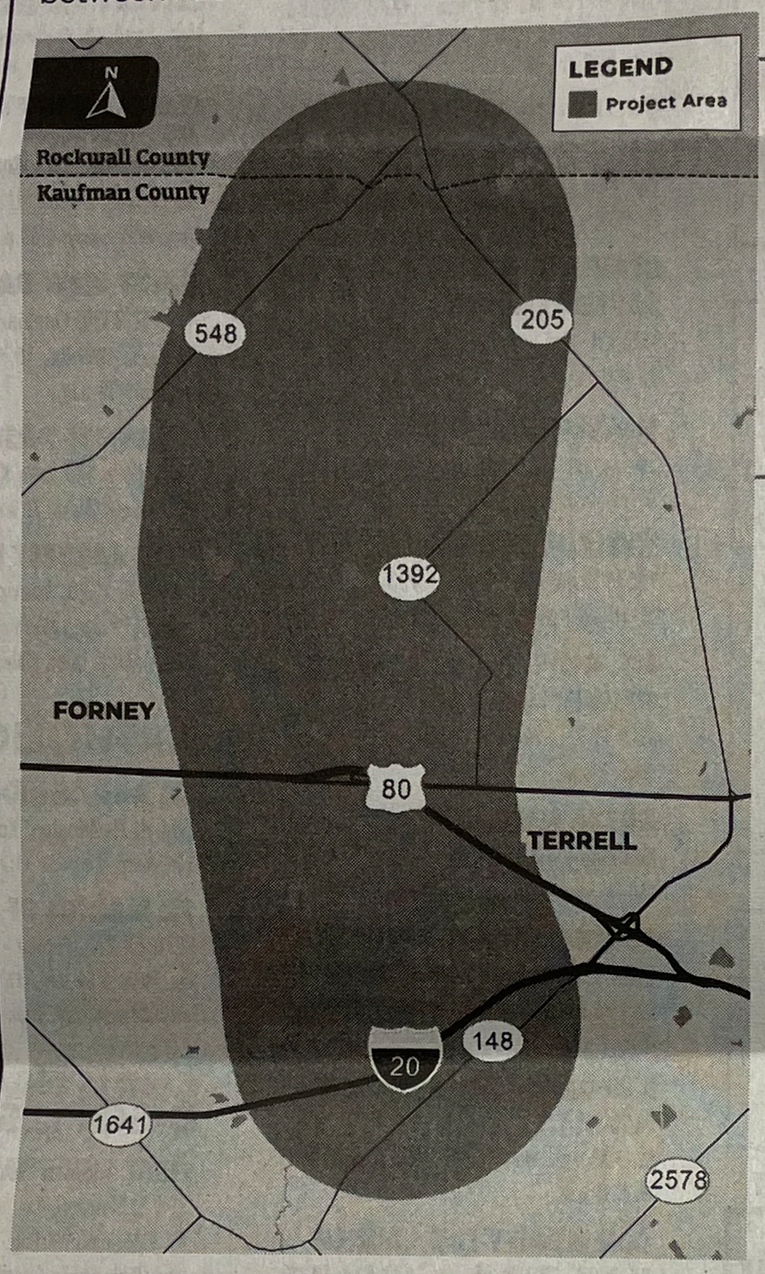
KAUFMAN COUNTY OUTER LOOP

PUBLIC OPEN HOUSE

Texas Department of Transportation

Kaufman County and the Texas Department of Transportation (TxDOT) are proposing to construct a new alignment in Kaufman County, connecting at SH 205 to south of I-20, with an interchange at US 80 and I-20 in Kaufman County, Texas. The project length is 9 miles.

The Kaufman County Outer Loop (KCOL) project is part of a larger movement toward greater regional connectivity. The KCOL is part of a regional loop, connecting Kaufman, Rockwall, Collin and Denton counties. This is a joint coordination effort between Kaufman County and TxDOT.



PUBLIC OPEN HOUSE

WHEN Thursday, Nov. 17
5:30 – 7:30 p.m.

WHERE First Baptist Church
Terrell – Recreation
Outreach Center
100 W. Brin St.
Terrell, Texas 75160

HOW TO GET INVOLVED

- **Attend our Open House**
  Thursday, Nov. 17, 2022
- **Have questions?**
  Contact Brian Swindell at 972.960.4451 or visit our website: kaufmanouterloop.com
- **Submit a comment**

Leave a comment in person at our open house

Mail your comment to:
Kaufman County Outer Loop
HDR Engineering
17111 Preston Road, Suite 300
Dallas, Texas 75248

Email your comment to:
connect@kaufmanouterloop.com

All comments must be received on or before Monday, Dec. 20, 2022 to be included in the meeting documentation.

ACCOMMODATIONS

The public open house will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the public open house, please contact Brian Swindell at 972.960.4451 no later than 4 p.m. CST, Thursday, Nov. 10, 2022. Please be aware that advance notice is required as some services and accommodations may require time for Kaufman County to arrange.

If you have any general questions or concerns regarding the proposed project or the open house, please contact Brian Swindell at 972.960.4451, or by email at connect@kaufmanouterloop.com.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Rockwall County Herald Banner & Royce City Herald Banner

AFFIDAVIT

STATE OF TEXAS
COUNTY OF ROCKWALL

Advertiser: HDR Engineering

Before me, the undersigned authority, in this day personally appeared

Andrew Walker

who duly swears, deposes and says that he/she is the Publisher / Advertising Manager / Editor of the ***Royse City Herald-Banner***; that said newspaper is regularly published in Greenville, Hunt County, Rockwall County, Texas; and that the attached notice was published in said newspaper on the following date(s):

November 3, 2022

Publisher / Advertising Manager / Editor

Subscribed and sworn to, before me, this date _____.

Witness my hand and seal of office.

CHERI WEBB
Notary Public, State of Texas
Comm. Expires 12-03-2022
Notary ID 12441467-8

AFFIDAVIT

STATE OF TEXAS
COUNTY OF ROCKWALL

Advertiser: HDR Engineering

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November 4, 2022

Publisher / Advertising Manager / Editor

Subscribed and sworn to, before me, this date _____.

Witness my hand and seal of office.

CHERI WEBB
Notary Public, State of Texas
Comm. Expires 12-09-2022
Notary ID 12441467-8

SPORTS

Bulldogs beat Heath in OT; to face Horn

BY BOBBY SUMMERS
HERALD-BANNER CORRESPONDENT

It was Senior Parent Night on a stormy, rainy October night at Royse City ISD Stadium.

In the end, plus a little overtime action, it was the Royse City Bulldogs who weathered the storm and claimed a 31-28 victory over Rockwall-Heath which assured the home team of capturing the top seed and home field advantage in the first round of the 2022 Class 6A bi-district championships.

It started with a bang, not the thunder, but a bang-up great run by Bulldog senior tailback Sam Mitchum as the area's top rusher used the sideline as his guideline to the goal line and made the headline as he sprinted past the Hawk defense for a 75-yard touchdown run. It was the Bulldogs' first play from the line of scrimmage and Royse City grabbed a 6-0 lead after the failed extra point attempt.

It was a solid performance in the first half despite the lightning delay that sent players and fans seeking shelter with just over three minutes remaining in the first period.

The teams came back onto the field and even though the bands and drill teams were absent there was still electricity in the air. No, not the lightning, but the atmosphere of the game. There were plenty of offensive fireworks as well as Heath mounted a rushing attack that accumulated 425 yards on the ground, but somehow, someway the Bulldogs were able to stop the Hawks on big downs.

Brittan Snider put the Hawks on the board with a 5-yard touchdown run in the first quarter.

A huge 65-yard punt by Bulldog Kenneth Spring put Heath in a hole and then the Bulldog defense went to work recovering a fumble and Royse City followed up three plays later with a 21-yard touchdown pass from Spring to J'Cori Williams.

Hawk quarterback Caleb Hoover led his team downfield with a methodical 10-play, 77-yard drive capped off by a 10-yard touchdown run by Hoover.

Royse City answered with its own 10-play drive, this one for 54 yards and capped off by the Bulldog quarterback Kenneth Spring from two yards.

Heath continued to ground out the yardage, pounding the Bulldog defense up the middle until the Hawks capped off another extensive 14-play drive that covered 72 yards with a 15-yard touchdown run by Jack Davenport. The two-point conversion failed as Heath trailed 21-20 with 9:07 to be played in the first half.

Rockwall-Heath reclaimed the lead in the third quarter with a seven-play, 52-yard touchdown drive and again it was Hoover that tacked on the touchdown on a 2-yard run.

Royse City responded with a 21-yard pass completion but this one was fumbled away and the Hawks were in control again as they marched down to the Bulldog 21-yard line facing fourth and four when the Bulldog defense again stepped up and stopped Heath for a 2-yard gain and regained control of the ball in the fourth quarter.

Both teams swapped punts before the Bulldogs took over with 4:09 to play in the game. Royse City was on the verge of needing to punt again and in Heath territory, when the Hawks committed a huge game changing roughing-the-punter penalty that gave the Bulldogs a first down at the Heath 17. Two runs by Spring of 10 and 6 yards respectively gave the Bulldogs a first and goal at the 1-yard line. Sam Mitchum had the honors of crossing the goal line and giving Stokes the opportunity to kick the extra point to tie the game at 28-28.

The Bulldogs kicked off to the Hawks and the Royse City defense forced a three and out and a short punt to the Heath 46-yard line. With time ticking all the way down to the six second mark, Royse City attempted what was a 27-yard field goal attempt. The rain and the slippery ball got away from the Bulldogs on the ensuing snap and the attempt failed as the clock ran out. Also, the Hawks hit Royse City kicker Stokes ,forcing him out of the game with an injury.

The tie score sent the game into overtime with the Bulldogs taking the defensive side of the ball first. Royse City shut down the Hawks for three plays, forcing a failed field goal attempt by Heath.

The Bulldogs then had their shot and they had the same results, forcing Royse City to attempt a field goal. Backup kicker and adrenalin-filled junior Cooper Crawford stepped up to the plate and nailed a 37-yard field goal that won the ball game.

Royse City will complete their regular season as the Bulldogs travel to Hanby Stadium to take on Mesquite Horn. Kickoff will be Thursday night at 7 p.m.

Offensive Player of the Game

Could be special teams player of the game, but how do you not give the game ball to Cooper Crawford? Pouring down rain, his mentoring teammate Mitchel Stokes goes down with an injury, game on the line, seeding implications in the playoffs on the line, playing against their cross county district opponent and cool as a cucumber, Crawford steps up to the plate and hits a home run, a game-winning field goal as his No. 37 booted the ball and split the uprights from 37 yards.

Co-Defensive Players of the Game

Caleb Watkins and Harper Branch. Watkins was flying all over the field defensively last Friday night. The junior linebacker registered 13 tackles, including two huge assists to stop Heath on two big fourth-down tries. He also added an 18-yard kickoff return. Branch was busy helping stop the powerful Hawk rushing attack. He also caused a fumble, had 17 tackles and helped shut down the Hawks passing lanes.

Coaching Staff of the Week

The highly respected Padilla Poll that analyzes and makes weekly ratings and picks statewide has named coach David Petroff, his staff and the Royse City Bulldogs as the coaching staff and team of the Week in Class 6A this week.

This Week's Games and Predictions
*Denotes District 10-6A Games
*Royse City at Mesquite Horn – Royse City by 3
*Rockwall at Tyler Legacy – Rockwall by 19
*North Forney at Rockwall-Heath – Rockwall-Heath by 14
Melissa at Lucas Lovejoy – Lovejoy by 3
Crandall at Princeton – Crandall by 21
Mesquite Poteet at Denison – Denison by 10
Frisco at Frisco Wakeland – Frisco by 4
McKinney North at North Mesquite – McKinney North by 7
Arlington Lamar at South Grand Prairie – South Grand Prairie by 8
McKinney at Prosper – Prosper by 9
Arlington Martin at Arlington Bowie – Martin by 5
Duncanville at Mansfield Legacy – Duncanville by 24
Prosper Rock Hill at Denton Guyer – Denton Guyer by 25
Mansfield at DeSoto – DeSoto by 11
Frisco Independence at Frisco Emerson – Emerson by 2
Southlake Carroll at Keller Fossil Ridge – Carroll by 14
Garland at Wylie – Wylie by 6
Garland Naaman Forest at Garland Lakeview Centennial – Naaman Forest by 9
Wylie East at Rowlett – Wylie East by 10
Sachse at North Garland – Sachse by 6
Fort Worth Brewer at Aledo – Aledo by 17
Frisco Heritage at Frisco Lone Star – Lone Star by 4
Sherman at Frisco Liberty – Sherman by 1
Tyler at Forney – Forney by 7
Justin Northwest at Denton Ryan – Denton Ryan by 17
Carrollton Creekview at Argyle – Argyle by 31
Caddo Mills at Wills Point – Caddo Mills by 21
Dallas Lincoln at Sunnyvale – Sunnyvale by 13
Parish Episcopal at Prestonwood Christian – Episcopal by 8
West Mesquite at Longview – Longview by 29
Greenville at Terrell – Terrell by 4
Frisco Panther Creek at Celina – Celina by 18
Kaufman at Community – Kaufman by 12

Lady Bulldogs reach volleyball playoffs; fall to Sachse

The Royse City Lady Bulldogs reached the Class 6A volleyball playoffs for the first time but dropped their bi-district match to Sachse on Monday night.

Sachse, now 34-10 for the season, beat the Lady Bulldogs, 25-23, 25-17, 25-19, to advance to the area round.

Royse City finished the season at 23-15. The Lady Bulldogs earned the playoff spot by finishing fourth in District 10-6A at 6-6.

Sophomore Kyle McCoy led Royse City against Sachse with 19 kills, while junior Dani Senak recorded 12 and junior Kaitlin Carr added eight.

Sophomore setter Alayna Howard set for 33 assists and Ava Cole set for four.

Cole led the Royse City defense with 15 digs. McCoy recorded 12, Howard had 11 and Senak had eight.

You're Invited!

Future Mobility
Keeping Collin County Connected

Future Mobility Study Public Meetings

Collin County is hosting virtual and in-person public meetings to gather input on **proposed future county roadways and other transportation improvements.**

NOW IN PHASE 2 OF THE STUDY, the County will present a proposed plan for future county roadways and other transportation improvements, which have been developed based on ongoing data analysis, traffic modeling, and public input collected during Phase 1.

Virtual Meeting Nov. 16, 2022 - Dec. 15, 2022
Materials will be posted on Wednesday, November 16, 2022 at 8 a.m. and will remain available until Thursday, December 15, 2022 at ccfuturemobility.com

In-Person Meeting Nov. 16, 2022 | 4-7 p.m.
Collin College – Farmersville Campus
501 S. Collin Parkway
Farmersville, TX 75442

In-Person Meeting Nov. 17, 2022 | 4-7 p.m.
Collin College – Wylie Campus
Conference Center (Parking Lot D)
391 Country Club Rd.
Wylie, TX 75098

Information presented will be the same at each public meeting opportunity.

The meetings will be conducted in English. If you have a special communication or accommodation need, such as the need for an interpreter, please contact info@ccfuturemobility.com or call 469-294-4502 no later than Wednesday, November 9, 2022.

Questions?
info@ccfuturemobility.com

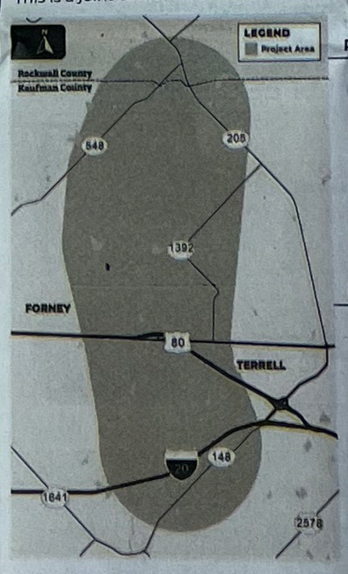
Learn more:
ccfuturemobility.com

KAUFMAN COUNTY OUTER LOOP

PUBLIC OPEN HOUSE

Kaufman County and the Texas Department of Transportation (TxDOT) are proposing to construct a new alignment in Kaufman County, connecting at SH 205 to south of I-20, with an interchange at US 80 and I-20 in Kaufman County, Texas. The project length is 9 miles.

The Kaufman County Outer Loop (KCOL) project is part of a larger movement toward greater regional connectivity. The KCOL is part of a regional loop, connecting Kaufman, Rockwall, Collin and Denton counties. This is a joint coordination effort between Kaufman County and TxDOT.



PUBLIC OPEN HOUSE

WHEN Thursday, Nov. 17
5:30 – 7:30 p.m.

WHERE First Baptist Church
Terrell – Recreation
Outreach Center
100 W. Brin St.
Terrell, Texas 75160

HOW TO GET INVOLVED

- **Attend our Open House**
  Thursday, Nov. 17, 2022
- **Have questions?**
  Contact Brian Swindell at 972.960.4451 or visit our website: kaufmanouterloop.com
- **Submit a comment**

Leave a comment in person at our open house

Mail your comment to:
Kaufman County Outer Loop
HDR Engineering
17111 Preston Road, Suite 300
Dallas, Texas 75248

Email your comment to:
connect@kaufmanouterloop.com

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If you have any general questions or concerns regarding the proposed project or the open house, please contact Brian Swindell at 972.960.4451, or by email at connect@kaufmanouterloop.com.

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LOOP

From Page A1

The online virtual public meeting on the proposed project will be available starting at 5:30 p.m. Nov. 15 and will remain online through 11:59 a.m. Dec. 15 at www.rockwallcountytexas.com/loop.

TxDOT staff will be on hand for the in-person public meeting to answer questions and take comments.

The virtual public meeting materials will consist of a prerecorded video presentation that includes both audio and video components, along with other exhibits.

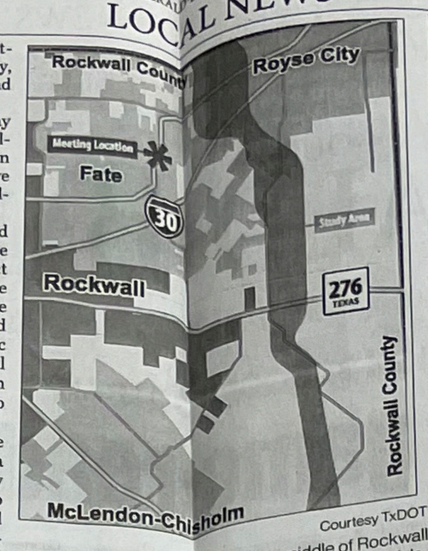
TxDOT has announced that a feasibility study is being conducted for a 12-mile, new location roadway from FM 1138 to SH 205 in Rockwall County.

The study includes evaluating alternatives within or near the cities of Fate, Royse City, McLendon-Chisholm, and Rockwall.

The proposed roadway would connect with Collin County and Kaufman County on their respective Outer Loops, where studies are in progress.

The feasibility study and alternatives analysis are being conducted to select a preferred alternative and corridor for the entire Rockwall Outer Loop and to complete the schematic design and environmental studies for the northern segment from FM 1138 to SH 276.

The purpose of these studies is to provide a north-south roadway in Rockwall County to meet local and regional mobility needs for current and future projected traffic, reduce congestion on major roadways such as SH 205 and FM 548, improve the safety of the roadway system in Rockwall County, and to foster economic development and growth.



Courtesy TxDOT

A possible new highway through the middle of Rockwall County is being discussed by state transportation officials.

ELECTION

From Page A1

well as a slate of legislative and statewide races. In addition, three municipal utility districts are seeking hundreds of millions in bonds for infrastructure funding.

With two days remaining in the early vote period, the total was already 25.86% of the county's 78,000 registered voters.

Sample ballots and additional information for the elections in Rockwall County are available at www.rockwallvotes.com or by calling the Rockwall County Voter Administration Office at 972-204-6200.

STAR Transit is offering free, round-trip rides to local polling places on Election Day. All STAR Transit services are available, including Demand Response, Fixed Routes and STARNow.

To ride free on STARNow, use the code Vote2022. Rides must be in the STAR Transit service area or STARNow zone and are based on availability.

Voters must tell bus operators and reservationists they are riding to and from the polls.

To schedule a free ride to vote, call STAR Transit no less than 30 minutes in advance of the desired trip. Scheduling agents are available during normal business hours, 8 a.m.–4 p.m., Monday-Friday at 877-631-5278.

To book a STARNow ride, use the STARNow app, which can be downloaded free from the Apple App Store or Google Play Store. Se habla Español.

BURN BAN

From Page A1

The Keetch-Byram Drought Index monitors soil moisture levels and is an indicator of the potential for grass fires.

A reading of "zero" under the index means the soil is saturated, while 800 is the highest reading on the index, meaning that it would take eight or more inches of rainfall to bring the soil to saturation.

As of Tuesday, readings under the index for Rockwall County ranged from 186 to 365, with a county-wide average of 250.

And there is more rain on the way. The National Weather Service forecast as of Wednesday was calling for good chances of showers and/or thunderstorms between Friday afternoon and evening, with the potential of damaging winds, large hail and a few tornadoes.

TOYS FOR TOTS

Preparations begin for county drive

HERALD-BANNER STAFF REPORT

The 2022 Rockwall County Toys For Tots campaign, part of the 75th anniversary of Toys for Tots, is awaiting the arrival of collection boxes, which will be distributed to local businesses and organizations.

Rockwall County Toys For Tots has again partnered with Rockwall Helping Hands for registration and distribution.

Registration begins Monday, Nov. 7 and continues through Dec. 6.

Collection boxes were still being shipped as of Tuesday.

However, the organization is asking anyone interested in having a box at your location, or who wants to host an event or volunteer, to contact Dennis Chip London at www.facebook.com/dennislondonjr or send an email to rockwall.tx@toysfortots.org.

Registration for toys is available by calling Rockwall Helping Hands at 972-771-4357 or via email at help@rockwallhelpinghands.com, Monday through Friday 9 a.m.-noon and 1-4 p.m.

Toy collection will wrap up on Dec. 5 and sorting will take place Dec. 6–8.

AROUND THE AREA

Rockwall native offering dance, music, theater to victims in crisis

HERALD-BANNER STAFF REPORT

Katie Burks , a Rockwall native who has been dancing throughout the world, recently started a nonprofit called Artists Sans Frontieres, which is designed to teach dance, music, and theatre in areas experiencing war, conflict, and humanitarian crisis.

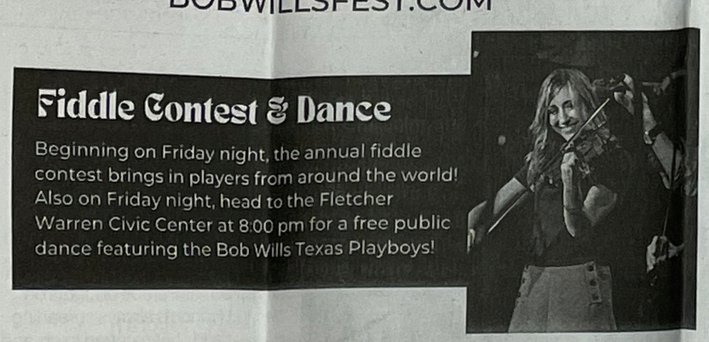
Burks recently provided outreach in Ukrainian and Polish refugee centers and schools. Burks has returned to Texas and has concluded a welcome celebration to announce future plans for the organization.

The event is scheduled at 6 p.m. Nov. 18 at the Plano Elks Lodge, 1111 Jupiter Rd., No. 105b, in Plano.

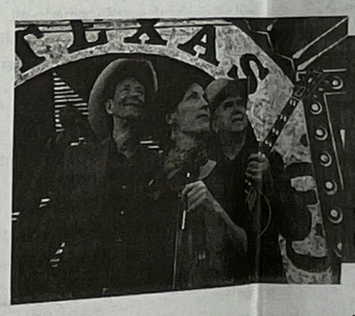
Additional information on Artists Sans Frontières, or ASF-NGO, is available at the organization's web site at https://www.artistssansfrontieres.org/

HB news

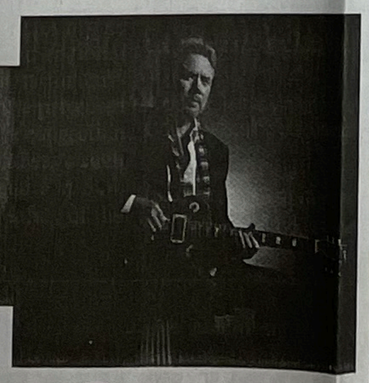
8th Annual
Bob Wills
FIDDLE FESTIVAL & CONTEST
NOVEMBER 4 & 5, 2022
DOWNTOWN GREENVILLE, TEXAS
BOBWILLSFEST.COM



Fiddle Contest & Dance
Beginning on Friday night, the annual fiddle contest brings in players from around the world! Also on Friday night, head to the Fletcher Warren Civic Center at 8:00 pm for a free public dance featuring the Bob Wills Texas Playboys!



Live Music
Downtown at the Market Square enjoy FREE live music from 11-5 on Saturday. Featuring The Western Flyers, Floyd Domino and his All Stars, Hot Club of Cowtown, and Jody Nix & the Texas Cowboys



Saturday Night
This year's closing concert at the GMA features Lee Roy Parnell, the Bob Wills Texas Playboys under the direction of Jason Roberts, and Brennen Leigh.
Get your tickets at showtimeatthegma.com!

GMA
GREENVILLE MUNICIPAL AUDITORIUM
SHOWTIMEATTHEGMA.COM

Greenville
Economic Development

KAUFMAN COUNTY OUTER LOOP
PUBLIC OPEN HOUSE

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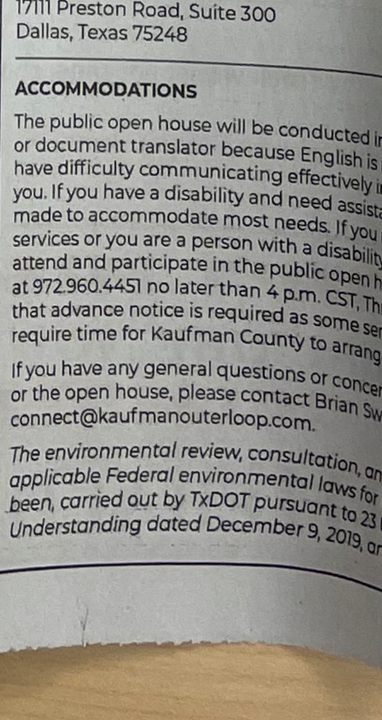

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All comments must be received on or before Monday, Dec. 20, 2022 to be included in the meeting documentation.

ACCOMMODATIONS

The public open house will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the public open house, please contact Brian Swindell at 972.960.4451 no later than 4 p.m. CST, Thursday, Nov. 10, 2022. Please be aware that advance notice is required as some services and accommodations may require time for Kaufman County to arrange.

If you have any general questions or concerns regarding the proposed project or the open house, please contact Brian Swindell at 972.960.4451, or by email at connect@kaufmanouterloop.com.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

B5. Kaufmanouterloop.com Website Notice



PUBLIC OPEN HOUSE

MEETING MATERIALS

All materials from our November 17, 2022 Open House Meeting are posted below.

Presentation



- Video Script - English
- Video Script - Spanish
- Presentation Boards - English
- Presentation Boards - Spanish
- Fact Sheet - English
- Reasonable Alternatives - English
- Comment Card
- Landowner's Bill of Rights – English
- Landowner's Bill of Rights – Spanish

- Meeting Notice
- Meeting Location Map
- Newspaper Ad - English
- Newspaper Ad - Spanish

2023 ©
Back to Top

B6. TxDOT Website Notice

Kaufman County Outer Loop

Open house

In-person: Thursday, Nov. 17, 2022 from 5:30 - 7:30 p.m.

Public comment deadline	Comments must be received on or before Tuesday, Dec. 20, 2022, to be part of the public meeting record.
In-person details	Thursday, Nov. 17, 2022 5:30 - 7:30 p.m. First Baptist Church Terrell – Recreation Outreach Center 100 W. Brin St. Terrell, Texas, 75160
Purpose	Kaufman County and TxDOT are proposing to construct a new alignment in Kaufman County, connecting at SH 205 to south of I-20, with an interchange at US 80 and I-20 in Kaufman County, Texas.
Description	The proposed project is needed because the existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth, leading to operational deficiencies and congestion issues. The proposed project would provide improved access across the eastern part of the Dallas - Fort Worth metroplex (DFW) and have a positive impact on congested urban areas in the DFW region and Kaufman County. The proposed project would, subject to final design considerations, require additional right of way and potentially displace residences and/or non-residential structures. The proposed project may involve construction in wetlands. The proposed project may involve an action in a floodplain.
Accessibility	The open house will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the open house, please contact Brian Swindell at (972) 960-4451 no later than 4 p.m. CT, Thursday, Nov. 10, 2022. Please be aware that advance notice is required as some services and accommodations may require time for Kaufman County to arrange.
Meeting materials	• Notice • Notice (Spanish) • Venue Map • Venue Map (Spanish)
How to make a comment	Comments must be postmarked or otherwise received by Tuesday, Dec. 20, 2022 to: Kaufman County Outer Loop, HDR Engineering, 17111 Preston Road, Suite 300, Dallas, Texas 75248; or by email.
Memorandum of Understanding	The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated Dec. 9, 2019, and executed by the Federal Highway Administration and TxDOT.

Contact us

Email TxDOT Dallas District

214-320-4480

4777 E. Highway 80
Mesquite, TX 75150

Posted: Nov. 2, 2022

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C. Sign-in sheets

Section	Document
C1	Public Open House General Public, Elected Officials, and Staff and Consultants
C2	Online Attendance and Analytics

C1. Public Open House

KAUFMAN COUNTY OUTER LOOP

Kaufman County Outer Loop Open House
Thursday, November 17, 2022
First Baptist Church Terrell – Recreation Outreach Center, 100 W. Brin St., Terrell, Texas, 75160
PUBLIC SIGN-IN SHEET

Texas Department of Transportation

Name	Address	Phone Number	Email Address	Add me to your mailing list	How did you hear about this meeting?
Steve Griffin	[redacted]			☑ Yes ☐ No	☐ Newspaper ☐ Mail ☑ Friend ☐ Other (please specify) _____
Stewart McGregor				☑ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☑ Other (please specify) Work
Casey Bingham				☑ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☑ Other (please specify) Work
Santiago Sienz				☐ Yes ☑ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
Sarah Whitaker				☒ Yes ☐ No	☐ Newspaper ☐ Mail ☑ Friend ☑ Other (please specify) _____
Gentry Ewing				☑ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
Mike Sims				☑ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☑ Other (please specify) City
Stephen Johnson				☑ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☑ Other (please specify) Work
Robert Ryan				☑ Yes ☐ No	☐ Newspaper ☑ Mail ☐ Friend ☐ Other (please specify) _____

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KAUFMAN COUNTY OUTER LOOP

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First Baptist Church Terrell – Recreation Outreach Center, 100 W. Brin St., Terrell, Texas, 75160
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Name	Address	Phone Number	Email Address	Add me to your mailing list	How did you hear about this meeting?
FRANK DOUGLAS	[redacted]			☑ Yes ☐ No	☑ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
Virginia Johnson				☒ Yes ☐ No	☒ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
WILLIAM MAGNOT				☑ Yes ☐ No	☐ Newspaper ☐ Mail ☑ Friend ☐ Other (please specify) _____
Amy Rose				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
Kim Walker				☑ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☑ Other (please specify) Neighbor
Cliff Walker				☑ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☑ Other (please specify) _____
Mike Ferguson Linda Ferguson				☑ Yes ☐ No	☐ Newspaper ☑ Mail ☐ Friend ☐ Other (please specify) _____
Nancy Bailon				☒ Yes ☐ No	☐ Newspaper ☒ Mail ☐ Friend ☐ Other (please specify) _____
Juac Diaz				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____

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KAUFMAN COUNTY OUTER LOOP

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First Baptist Church Terrell – Recreation Outreach Center, 100 W. Brin St., Terrell, Texas, 75160
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Name	Address	Phone Number	Email Address	Add me to your mailing list	How did you hear about this meeting?
Preston Friend	[redacted]			☐ Yes ☒ No	☐ Newspaper ☐ Mail ☐ Friend ☒ Other (please specify) _____
Kyle Mitchell				☐ Yes ☒ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
John Godwin				☐ Yes ☒ No	☐ Newspaper ☐ Mail ☐ Friend ☒ Other (please specify) Ryder
CORDER STEVEN + BARBARA				☐ Yes ☒ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
Kristina Drupp				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
CHRIS SWAFF				☒ Yes ☐ No	☐ Newspaper ☒ Mail ☐ Friend ☐ Other (please specify) _____
Scott Carter				☐ Yes ☒ No	☐ Newspaper ☐ Mail ☒ Friend ☐ Other (please specify) _____
RYAN WAIS				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
Dell Whitton				☒ Yes ☐ No	☐ Newspaper ☒ Mail ☐ Friend ☒ Other (please specify) FB

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Name	Address	Phone Number	Email Address	Add me to your mailing list	How did you hear about this meeting?
Ron + Donna Bonnin	[redacted]			☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
Cody Craig				☐ Yes ☑ No	☐ Newspaper ☐ Mail ☐ Friend ☑ Other (please specify) dented officials office
JAN JUNGJOHANN				☒ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
Amy Holcomb				☑ Yes ☐ No	☐ Newspaper ☐ Mail ☑ Friend ☐ Other (please specify) _____
Wesley Gentry				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
Jacinto Valdelamar				☑ Yes ☐ No	☐ Newspaper ☐ Mail ☑ Friend ☐ Other (please specify) _____
Carolyn Gift				☒ Yes ☐ No	☐ Newspaper ☒ Mail ☐ Friend ☐ Other (please specify) _____
BRIAN & KIM HONE				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
TA RUTLEDGE				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☑ Friend ☐ Other (please specify) _____

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Name	Address	Phone Number	Email Address	Add me to your mailing list	How did you hear about this meeting?
DAVID LINDSEY	[redacted]			☐ Yes ☒ No	☐ Newspaper ☐ Mail ☐ Friend ☒ Other (please specify) SOCIAL
DAN NELSON				☐ Yes ☒ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify)
Nathan Drozd				☐ Yes ☒ No	☐ Newspaper ☐ Mail ☐ Friend ☒ Other (please specify) Adjacent Project
Debbie Cantrell				☒ Yes ☐ No	☐ Newspaper ☒ Mail ☐ Friend ☐ Other (please specify)
Tyler Cummings				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify)
Will Corona				☒ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☒ Other (please specify)
VANESSA STROUD				☒ Yes ☐ No	☐ Newspaper ☒ Mail ☐ Friend ☐ Other (please specify)
Dave Mauk				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify)
Deji Jiao				☒ Yes ☐ No	☐ Newspaper ☒ Mail ☐ Friend ☐ Other (please specify)

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Name	Address	Phone Number	Email Address	Add me to your mailing list	How did you hear about this meeting?
Kyle Gray	[redacted]			☐ Yes ☒ No	☐ Newspaper ☐ Mail ☒ Friend ☐ Other (please specify) _____
Vicki + Kirk Taylor				☐ Yes ☒ No	☐ Newspaper ☐ Mail ☐ Friend ☒ Other (please specify) _____
Dawn Striplin				☐ Yes ☐ No	☒ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
Steve Rogers				☐ Yes ☒ No	☐ Newspaper ☐ Mail ☐ Friend ☒ Other (please specify) _____
Matt Lucas				☐ Yes ☒ No	☐ Newspaper ☐ Mail ☐ Friend ☒ Other (please specify) _____
Dennis Elliott				☒ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☒ Other (please specify) Facebook
Stephanie Halliday				☒ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☒ Other (please specify) Website
Shawn & Patricia Deterding				☒ Yes ☐ No	☐ Newspaper ☒ Mail ☐ Friend ☐ Other (please specify) _____
David Lewis				☒ Yes ☐ No	☐ Newspaper ☒ Mail ☐ Friend ☐ Other (please specify) _____

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Name	Address	Phone Number	Email Address	Add me to your mailing list	How did you hear about this meeting?
Casey McElroy ~~Dennis Connolly~~	[redacted]			☑ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☑ Other (please specify) _____
Dennis Connolly				☐ Yes ☐ No	☐ Newspaper ☒ Mail ☐ Friend ☐ Other (please specify) _____
Matt Griffin				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
Nancy Burns				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
BILL SAMUELS				☐ Yes ☑ No	☐ Newspaper ☐ Mail ☐ Friend ☑ Other (please specify) _____
Jazmyne Silva				☑ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☑ Other (please specify) _____
Robert Watson Alica Ducklow				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
JanaMorgan				☑ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
Andrea Hanie				☑ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____

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Raymond G. Hicks	[redacted]			☑ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☑ Other (please specify) _____
Carl Awley				☑ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☑ Other (please specify) _____
Jim Boelens Roberta Schroeder				☒ Yes ☐ No	☐ Newspaper ☒ Mail ☒ Friend ☐ Other (please specify) _____
James + Kathy Bates				☐ Yes ☐ No	☐ Newspaper ☑ Mail ☐ Friend ☐ Other (please specify) _____
Robert Stephenson				☒ Yes ☐ No	☐ Newspaper ☐ Mail ☑ Friend ☐ Other (please specify) _____
Robert Messon				☒ Yes ☐ No	☐ Newspaper ☐ Mail ☒ Friend ☐ Other (please specify) _____
Mark Hardwick				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
Leslie Mitchell				☒ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
Gloria Stidham				☑ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____

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Name	Address	Phone Number	Email Address	Add me to your mailing list	How did you hear about this meeting?
Dan Tucker	[redacted]			☐ Yes ☒ No	☐ Newspaper ☒ Mail ☐ Friend ☐ Other (please specify) _____
Tyler Wauters				☐ Yes ☒ No	☐ Newspaper ☐ Mail ☐ Friend ☒ Other (please specify) Social
Jill Clayton				☑ Yes ☐ No	☐ Newspaper ☑ Mail ☐ Friend ☐ Other (please specify) _____
John & Sharon Fortner				☑ Yes ☐ No	☐ Newspaper ☒ Mail ☐ Friend ☐ Other (please specify) _____
David McManus				☒ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
Hal Richards				☐ Yes ☒ No	☐ Newspaper ☐ Mail ☒ Friend ☐ Other (please specify) _____
Mike Hunt				☒ Yes ☐ No	☐ Newspaper ☒ Mail ☐ Friend ☐ Other (please specify) _____
Jennifer Salazar				☒ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☒ Other (please specify) _____
~~Kyle~~ Travis Phemister				☒ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☒ Other (please specify) TxDOT

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Name	Address	Phone Number	Email Address	Add me to your mailing list	How did you hear about this meeting?
Gerald Murphree Diane	[redacted]			☑ Yes ☐ No	☐ Newspaper ☑ Mail ☐ Friend ☐ Other (please specify) _____
Byron Cromer				☑ Yes ☐ No	☐ Newspaper ☑ Mail ☐ Friend ☐ Other (please specify) _____
Susie Taylor				☑ Yes ☐ No	☐ Newspaper ☑ Mail ☐ Friend ☐ Other (please specify) _____
Jim Roenell Davis				☑ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☑ Other (please specify) Facebook
Shanan C Kohls				☑ Yes ☐ No	☐ Newspaper ☑ Mail ☐ Friend ☐ Other (please specify) _____
Donna Gross				☑ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
Stella Briones				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
Keith Cobern				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
FRANK WILKINS				☑ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☒ Other (please specify) HOA

KAUFMAN COUNTY OUTER LOOP

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Name	Address	Phone Number	Email Address	Add me to your mailing list	How did you hear about this meeting?
RANDY ZAJICEK	[redacted]			☑ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
Chad McFarlane				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☑ Other (please specify) Facebook
KethShaver				☑ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☑ Other (please specify) FACEBOOK
Danny Stephens				☑ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☑ Other (please specify) Chamber of Commerce
Brad Jones				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
Heather Heard				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
Pamela Robertson				☑ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☑ Other (please specify) TxDOT website
James Weaver				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
Thomas Stroud				☑ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) mailing

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Name	Address	Phone Number	Email Address	Add me to your mailing list	How did you hear about this meeting?
James Stroman	[redacted]			☑ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☑ Other (please specify) City of Talty, TX
Clay McClintock				☑ Yes ☐ No	☐ Newspaper ☑ Mail ☐ Friend ☐ Other (please specify)
Diego Arroyo				☒ Yes ☐ No	☐ Newspaper ☒ Mail ☐ Friend ☐ Other (please specify)
Isabel Acuña				☒ Yes ☐ No	☐ Newspaper ☒ Mail ☐ Friend ☐ Other (please specify)
DAVID GALLICHIO				☑ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify)
Rudy Pineda				☑ Yes ☐ No	☐ Newspaper ☑ Mail ☐ Friend ☐ Other (please specify)
JOE SCOTT				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify)
Antonio Gonzalez				☑ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☑ Other (please specify) internet
Shiv Desai				☑ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify)

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Name	Address	Phone Number	Email Address	Add me to your mailing list	How did you hear about this meeting?
Steve Coursey	[redacted]			☑ Yes ☐ No	☐ Newspaper ☑ Mail ☐ Friend ☐ Other (please specify) _____
PAUL RITTMULLER				☒ Yes ☐ No	☐ Newspaper ☒ Mail ☐ Friend ☐ Other (please specify) _____
Lori Washburn				☒ Yes ☐ No	☐ Newspaper ☒ Mail ☐ Friend ☐ Other (please specify) _____
DAVID Lindsey				☑ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☑ Other (please specify) meeting
Bent Tray Campos				☑ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☑ Other (please specify) _____
Michelle Calvillo				☑ Yes ☐ No	☐ Newspaper ☑ Mail ☐ Friend ☐ Other (please specify) _____
Anne Glasscock				☑ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☑ Other (please specify) e-mail
Ever Rodriguez				☐ Yes ☒ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
Alejandra Ortega				☑ Yes ☐ No	☐ Newspaper ☑ Mail ☐ Friend ☐ Other (please specify) _____

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Name	Address	Phone Number	Email Address	Add me to your mailing list	How did you hear about this meeting?
Steven + Janet Yarbrough	[redacted]			☑ Yes ☐ No	☐ Newspaper ☐ Mail ☑ Friend ☐ Other (please specify) _____
Robert M. Gross				☑ Yes ☐ No	☐ Newspaper ☑ Mail ☐ Friend ☐ Other (please specify) _____
Drew W Pridemore				☑ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
Kelley Jones				☑ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☑ Other (please specify) _____
Colby McFadden				☐ Yes ☑ No	☐ Newspaper ☐ Mail ☑ Friend ☐ Other (please specify) _____
Scott Rocke				☐ Yes ☑ No	☐ Newspaper ☐ Mail ☐ Friend ☑ Other (please specify) website + Sign
Marta Cox				☑ Yes ☐ No	☐ Newspaper ☐ Mail ☑ Friend ☐ Other (please specify) _____
Jeremy Pratner				☑ Yes ☐ No	☐ Newspaper ☐ Mail ☑ Friend ☐ Other (please specify) _____
Gene Sanderson				☑ Yes ☐ No	☐ Newspaper ☐ Mail ☑ Friend ☐ Other (please specify) _____

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Name	Address	Phone Number	Email Address	Add me to your mailing list	How did you hear about this meeting?
Tara Senkevech	[redacted]			☑ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) Door
Dennis & Brenda Hagar				☐ Yes ☐ No	☐ Newspaper ☑ Mail ☐ Friend ☐ Other (please specify)
Shirley + David Landi				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify)
Ronald Gill II				☒ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☒ Other (please specify) My Kid
Johannes Boekhoudt				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☒ Friend ☐ Other (please specify)
Derek NAKAMURA				☒ Yes ☐ No	☐ Newspaper ☒ Mail ☒ Friend ☐ Other (please specify)
MIKE MIKESKA + SUSAN				☐ Yes ☒ No	☐ Newspaper ☐ Mail ☐ Friend ☒ Other (please specify) City Project
Justin Orrick				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify)
Cameron Orrick				☐ Yes ☐ No	☐ Newspaper ☑ Mail ☐ Friend ☐ Other (please specify)

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Name	Address	Phone Number	Email Address	Add me to your mailing list	How did you hear about this meeting?
Carol Hill	[redacted]			☑ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
David Breeden				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
Wynne Breeden				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
Dessie Samuels				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
Falycia Hankinson				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
Maria Ortega				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
Genesaret Brown				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
Mike Cagle				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
Zintia Dominguez				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____

KAUFMAN COUNTY OUTER LOOP

Kaufman County Outer Loop Open House
Thursday, November 17, 2022
First Baptist Church Terrell – Recreation Outreach Center, 100 W. Brin St., Terrell, Texas, 75160
PUBLIC SIGN-IN SHEET

Texas Department of Transportation

Name	Address	Phone Number	Email Address	Add me to your mailing list	How did you hear about this meeting?
* Diana Roman	[redacted]			☑ Yes ☐ No	☐ Newspaper ☑ Mail ☐ Friend ☐ Other (please specify) _____
Kevin Skinner				☑ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____

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Liddy Breeden	[redacted]			☐ Yes ☑ No	☐ Newspaper ☐ Mail ☑ Friend ☐ Other (please specify) _____
Breanne Alsobrook				☐ Yes ☑ No	☐ Newspaper ☐ Mail ☑ Friend ☐ Other (please specify) _____
Megan Gilliland				☑ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☑ Other (please specify) email
				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____

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Name	Address	Phone Number	Email Address	Add me to your mailing list	How did you hear about this meeting?
Steve Cummings	[redacted]			☑ Yes ☐ No	☐ Newspaper ☑ Mail ☐ Friend ☐ Other (please specify) _____
Corey + Kristie Culbertson				☑ Yes ☐ No	☐ Newspaper ☐ Mail ☑ Friend ☐ Other (please specify) _____
Bobby + Kay Glover				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
Frank & Lynn Garrison				☑ Yes ☐ No	☐ Newspaper ☐ Mail ☑ Friend ☐ Other (please specify) _____
Betsy McMahon				☑ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☑ Other (please specify) FB
DEAB				☑ Yes ☐ No	☐ Newspaper ☑ Mail ☐ Friend ☐ Other (please specify) _____
Rachelle Wittmayer				☑ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☑ Other (please specify) HOA
				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____

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Name	Address	Phone Number	Email Address	Add me to your mailing list	How did you hear about this meeting?
Danielle Key	[redacted]			☑ Yes ☐ No	☐ Newspaper ☑ Mail ☐ Friend ☐ Other (please specify) _____
Richard James				☒ Yes ☐ No	☐ Newspaper ☐ Mail ☑ Friend ☐ Other (please specify) _____
				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____
				☐ Yes ☐ No	☐ Newspaper ☐ Mail ☐ Friend ☐ Other (please specify) _____

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Thursday, November 17, 2022
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ELECTED OFFICIALS SIGN-IN SHEET

NAME	ORGANIZATION AND TITLE	SIGNATURE
Rick Carmona	City of Terrell Mayor	
~~Matt Lucas~~		

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ELECTED OFFICIALS SIGN-IN SHEET

NAME	ORGANIZATION AND TITLE	SIGNATURE
Cody Crais	District Director State Rep Keith Bell	Cody Crais
~~David Lindsey~~		
Ricky Null	TCFM	Ricky Null
Mayrani Velazquez	City of Terrell Council member	Mayrani Velazquez

Kaufman County Outer Loop Open House
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STAFF SIGN-IN SHEET

NAME	ORGANIZATION
BARRY HEARD	ITS - COUNTY

KAUFMAN COUNTY OUTER LOOP

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STAFF SIGN-IN SHEET

Texas Department of Transportation

NAME	ORGANIZATION
Stacy Davis	HDR
Margot Greer	HDR
Gabriel Ortiz	HDR
Gwen Junsich	HDR
Kristine Lloyd	HDR
Andrew Clark	HDR
BRIAN SWINDELL	HDR
Mitch Keller	HDR
Courtney Kintner	HDR
DAVID SUTTON	HDR

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Texas Department of Transportation

NAME	ORGANIZATION
Josh Shen	HDR
Caroline Trigger	HDR
Esther Chitsinde	HDR
Daniel DiJoseph	HDR
Nelson L. Underwood	TxDot
Mohammed Shaikh	TxDOT

C2. Online Attendance and Analytics

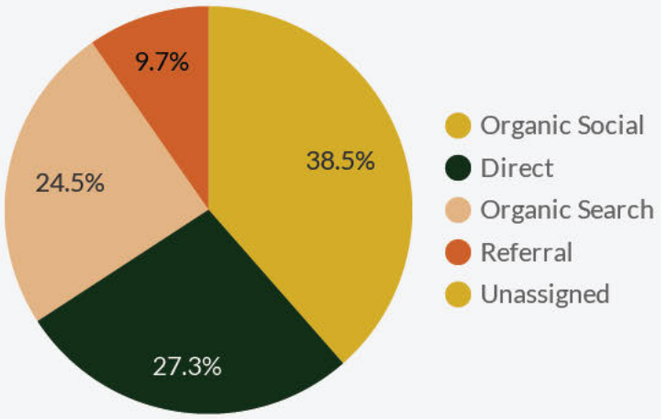
Nov 17, 2022 - Dec 20, 2022

Kaufman County Outer Loop Website Traffic Summary

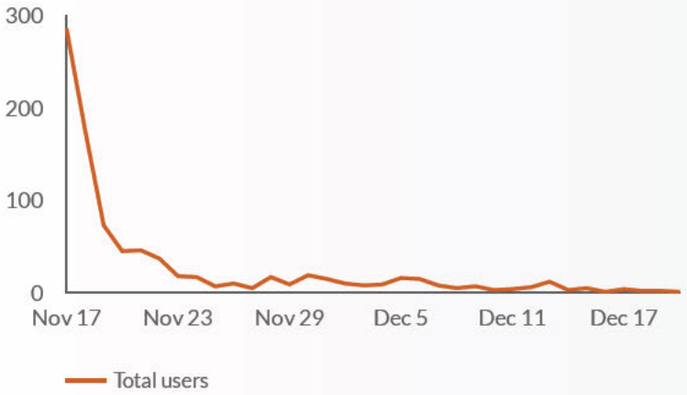
*Website launched on Nov 17, 2022

Total users	New users	Engaged sessions	Views	Average Session Duration
777	702	621	1,638	00:00:56

Sessions by Acquisition Type



Users per Day



Referrals & Social Media Sources

	Session source	Engaged sessions ▾
1.	m.facebook.com	147
2.	lm.facebook.com	49
3.	keepitmovingdallas.com	44
4.	l.facebook.com	38
5.	crm.zoho.com	13
6.	facebook.com	4
7.	statics.teams.cdn.office.net	2

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Sessions by Regional Cities (TX)

	City	Engaged sessions ▾	Total users
1.	Dallas	169	248
2.	Forney	62	86
3.	Terrell	60	66
4.	(not set)	50	63
5.	Kaufman	17	19

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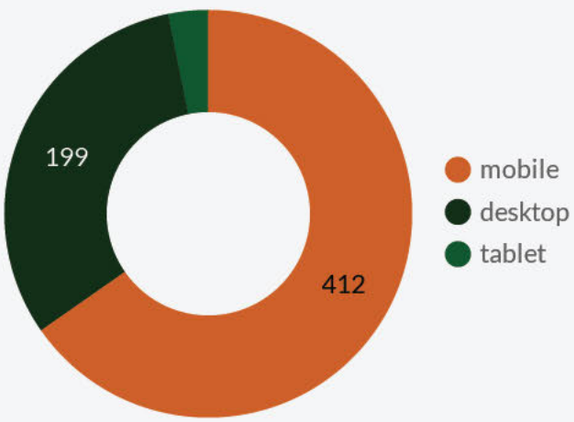
Sessions by Device Type



Top Pages/Page Views

	Full page URL	Views ▾
1.	kaufmanouterloop.com/	828
2.	kaufmanouterloop.com/public-open-hou...	380
3.	kaufmanouterloop.com/thankyou/	45
4.	www.kaufmanouterloop.com/	35
5.	www.kaufmanouterloop.com/public-ope...	24
6.	kaufmanouterloop.com/?fbclid=IwAR1fC...	5
7.	kaufmanouterloop.com/?fbclid=IwAR1n...	5
8.	kaufmanouterloop.com/?fbclid=IwAR02...	4
9.	kaufmanouterloop.com/?fbclid=IwAR11...	4
...	kaufmanouterloop.com/?fbclid=IwAR2gq...	4

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D. Comments received

Section	Document
D1	Online interactive map comments
D2	Written Comments In-person, mailed, emailed, online

D1. Online interactive map comments

Timestamp	First Name	Last Name	Email Address	Zip Code	Comment Topic	Comment	Lat	Long
11/16/2022 7:39	Ervin	Goss	[redacted]	[redacted]	General	How do you plan on going over Film Alley and the other businesses in this area?	32.73064851	-96.33309548
11/16/2022 7:41	Ervin	Goss	[redacted]	[redacted]	General	Isn't there a subdivision being built in this location?	32.70118497	-96.33858865
11/28/2022 17 04	Robert	Lundberg	[redacted]	[redacted]	Property/Land Use	There are thriving neighborhoods at 548 and 205. There are also businesses just starting to grow in this area as well. Reasonable alternative 1 will come entirely too close to the neighborhoods in this area. Reasonable alternatives 2, 3 & 4 are less damaging to this area and are more economical for TXDOT. Pushing the entire loop project farther east may be of more benefit to Kaufman County versus just touching this western portion of the county. The loop running through Hunt County as opposed to Rockwall County may also be more beneficial for the growth anticipated for the entire region.	32.81765242	-96.35543769

D2. Written Comments (In-person, mailed, emailed, online comment form)

From: Anne Glasscock
To: connect@kaufmanouterloop.com
Subject: Flyer
Date: Friday, November 4, 2022 4:23:13 PM

May I have the flyer you sent in the mail as a JPG or PNG document so I can share it on the Chamber's Social Media?

Anne Glasscock A.C.E.
CEO
Kaufman Chamber of Commerce
[redacted]

KAUFMAN CHAMBER
Progress & Tradition

From: notifications@zohocrm.com
To: kaufmancountyouterloop@gmail.com
Subject: A new comment has been submitted
Date: Thursday, November 10, 2022 12:15:59 PM

New Comment

A new comment has been submitted via webform

Comment Subject:

Join Mailing List

Submitter Name:

Gloria Stidham

Submitter Email:

[redacted]

Submitter Phone:

Comment:

Cannot submit info to join mailing list

From: notifications@zohocrm.com
To: kaufmancountyouterloop@gmail.com
Subject: A new comment has been submitted
Date: Wednesday, November 16, 2022 10:44:08 AM

New Comment

A new comment has been submitted via webform

Comment Subject:

Concerned

Submitter Name:

Autumn Krauska

Submitter Email:

[redacted]

Submitter Phone:

Comment:

The loop drawn on the map goes through the middle of our property, this is highly concerning. Would love more answers and explanation on this road please!

From: notifications@zohocrm.com
To: kaufmancountyouterloop@gmail.com
Subject: A new comment has been submitted
Date: Wednesday, November 16, 2022 6:19:27 PM

New Comment

A new comment has been submitted via webform

Comment Subject:

suggested loop makes NO SENSE

Submitter Name:

John Mastroleo

Submitter Email:

[redacted]

Submitter Phone:

Comment:

this is not going to help with congestion of roads. There is nothing there!!!!

From: notifications@zohocrm.com
To: kaufmancountyouterloop@gmail.com
Subject: A new comment has been submitted
Date: Wednesday, November 16, 2022 11:55:55 AM

New Comment

A new comment has been submitted via webform

Comment Subject:

Don't do this

Submitter Name:

Submitter Email:

Submitter Phone:

Comment:

The location of this project seems very odd and unnecessary. The loop is in residential and farming land it does not bring you to a major area in the county.

From: notifications@zohocrm.com
To: kaufmancountyouterloop@gmail.com
Subject: A new comment has been submitted
Date: Wednesday, November 16, 2022 10:56:54 AM

New Comment

A new comment has been submitted via webform

Comment Subject:

Requesting specific property info

Submitter Name:

Jeremy Prather

Submitter Email:

[redacted]

Submitter Phone:

Comment:

I live at [redacted]. This project map seems to indicate the loop may run through my home residence. I am unable to make the meeting tonight. How can I get more specific info on which addresses/properties will be directly impacted? Thank you.

KAUFMAN COUNTY OUTER LOOP

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Kaufman County
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Forma Para Comentarios
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Name/Nombre: Diego Arroyo

Address/Dirección: [redacted]

Email/Correo Electrónico: [redacted]

Do you want to sign up for the project's email mailing list?
¿Desea registrarse a la lista de correo electrónico del proyecto?

☒ Yes/Sí ☐ No

Per Texas Transportation Code, §201.811(a) (5): check each of the following boxes that apply to you: Conforme al Código de Transporte de Texas §201.811(a) (5): marque cada una de las casillas siguientes que aplica para usted:

- ☐ I am employed by TxDOT (Soy empleado de TxDOT)
- ☐ I do business with TxDOT (Hago negocios con TxDOT)
- ☐ I could benefit monetarily from the project or other item about which I am commenting (Podría beneficiarme monetariamente del proyecto u otro objeto del cual yo esté comentando)

Comments/Comentarios (Please print/Por favor use letra de molde)

My Home is located on [redacted] we are concerned on how close the project is to our house. Some options even come right next to our house and it shows a corner of our property being taken. If we had to choose we dont want any road to be built at All. But if there is no other option we will strongly recomend Preliminary alignment #1.

Lastly your decision will strongly affect my Home, Family and Business. Thank You

Please submit this form by mail, or by email to:
connect@kaufmanouterloop.com

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Favor de presentar esta forma por correo por correo electrónico a:
connect@kaufmanouterloop.com

La revisión ambiental, consulta y otras acciones requeridas por leyes ambientales federales para este proyecto están siendo, o han sido llevadas a cabo por TxDOT de conformidad con 23 U.S.C. 327 y un Memorándum de Entendimiento con fecha 9 de Diciembre del 2019, y ejecutado por la Administración Federal de Carreteras y TxDOT.

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Name/Nombre: Casey Bingham

Address/Dirección: [redacted]

Email/Correo Electrónico: [redacted]

Do you want to sign up for the project's email mailing list?
¿Desea registrarse a la lista de correo electrónico del proyecto?

☒ Yes/Sí ☐ No

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- ☐ I could benefit monetarily from the project or other item about which I am commenting (Podría beneficiarme monetariamente del proyecto u otro objeto del cual yo esté comentando)

Comments/Comentarios (Please print/Por favor use letra de molde)

As the EDC Director in Crandall, Texas, this project needs to explore the feasibility of connecting to US 175. Crandall will develop 30,000 homes in a 5 mile radius from City Center as of November 17, 2022. That translates to a population of 90,000+ and an additional 45,000 cars to add to our roads! The need for this to extend south is crucial to traffic alleviation in what will be the fastest growing city in the fastest growing county in the United States as of 11-17-2022.

Also, 2045 is Way too late to open the road. This is needed as soon as the environmental study is completed to start construction.

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connect@kaufmanouterloop.com

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Name/Nombre: Donna Bonin

Address/Dirección: [redacted]

Email/Correo Electrónico: [redacted]

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☑ Yes/Sí ☐ No

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Comments/Comentarios (Please print/Por favor use letra de molde)

I am opposed to alternative route 1. I will send additional comments later. This route will take out a good portion of our neighborhood + reduce our home values considerably.

Please submit this form by mail, or by email to:
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Favor de presentar esta forma por correo por correo electrónico a:
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Name/Nombre: Michelle Cabrillo

Address/Dirección: [redacted]

Email/Correo Electrónico: [redacted]

Per Texas Transportation Code, §201.811(a) (5): check each of the following boxes that apply to you: Conforme al Código de Transporte de Texas §201.811(a) (5): marque cada una de las casillas siguientes que aplica para usted:

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Do you want to sign up for the project's email mailing list?
¿Desea registrarse a la lista de correo electrónico del proyecto?

☒ Yes/Sí ☐ No

Comments/Comentarios (Please print/Por favor use letra de molde)

I do see a dire need for more transit lanes in the area that will provide some relief of congestion in traffic. I do see many concerns with reasonable alternative 1. The first being the airport runway on 205 & 548... Is there enough room from the runway to the proposed road? It will greatly impact many peoples residence to include Mclendon Chisolm and the new utilities that are being installed from Terrell to the new division in Mclendon Chisolm. This route would also take a huge family farm that has been around for generations. Reasonable alternative 2 goes straight down the middle of many residences. Reasonable alternative 3 sounds or appears to be the most pheasible and environmentaly friendly.
Were I do see a dire need for different traffic routes. I am very disappointed to find that Phase I will only be a 2 lane road. We are going to see the same amount of traffic build up that we ~~recently~~ currently have on FM548 & 205. If you are going to take peoples homes and land for the better good of many sandy make it worth it. Four lane roads are desperately needed!

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connect@kaufmanouterloop.com

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Name/Nombre: BYRON CROMER

Address/Dirección: [redacted]

Email/Correo Electrónico: [redacted]

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☑ Yes/Sí ☐ No

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I AM AGAINST ALTERNATIVE #2, IT GOES IN THE MIDDLE OF MY PROPERTY.
I AM IN THE PROGESS OF BUILDING MY FAMILY/RETIREMENT HOME.
I HAVE WORKED LONG AND HARD TO ACQUIRE THIS PIECE OF PROPERTY
NOT ONLY FOR MYSELF BUT FOR MY FAMILY.
ALTERNATIVE #1 WOULD BE A MUCH BETTER OPTION.

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Name/Nombre: Corey & Kristie Culbertson

Address/Dirección: [redacted]

Email/Correo Electrónico: [redacted]

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We DO NOT want alterative 1.

IT WOULD AFFECT ONE OF THE ONLY LARGE LOT SUBDIVISIONS AVAILABLE IN ROCKWALL. THE REASON TO MOVE TO COUNTRY IS QUIET AND A 4 LANE HWY IS NOT QUIET. ALTERNATE PLAN 2 GOES THROUGH PASTURE LAND AND WOULD BE CHEAPER. TO BUY THE 2 HOUSES AFFECTED BY ROAD IN CHISHOLM RANCH ESTATES WOULD BE $2 MILLION AS OF TODAY. YEARS FROM NOW IT WOULD BE EXPECTED TO BE HIGHER. TWO MILLION DOLLARS WILL PAY FOR A GOOD BIT OF CONCRETE TO MOVE THE ROAD FURTHER EAST.

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From: notifications@zohocrm.com
To: kaufmancountyouterloop@gmail.com
Subject: A new comment has been submitted
Date: Thursday, November 17, 2022 8:05:20 PM

New Comment

A new comment has been submitted via webform

Comment Subject:

Outer Loop Project

Submitter Name:

Beverly Davis

Submitter Email:

[redacted]

Submitter Phone:

Comment:

I believe the City of Kaufman needs to be included in the initial phases of this project. This project is certainly one needed to address the present and future needs of Kaufman County mobility. Growth is here and we are already behind. However, it is very short sighted to limit the scope of this project to the northern segment of the county. This partial project will only serve to compound the problems south of Interstate 20. The project scope needs to be expanded to include the entire limits of the County and terminate into Highway 34, south of the City of Kaufman. Limiting the scope of the project now will only serve to delay the southern segment and not represent the best interests of the entire County. Thank you. Beverly Davis, Elsie Halbert Real Estate, LLC

[redacted]

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Name/Nombre: Jim Davis

Address/Dirección: _____

Email/Correo Electrónico: [redacted]

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We Need this Project - It would be a big benefit.

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Name/Nombre: FRANK DOUGLAS

Address/Dirección [redacted]

Email/Correo Electrónico: [redacted]

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Clearly, alternatives 2, 3 & 4 are better re ECONOMIC & ENVIRONMENTAL IMPACT.

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Name/Nombre: Anne Glasscox

Address/Dirección: [redacted]

Email/Correo Electrónico: [redacted]

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The project is very important to the county, but the scope is very short sighted as it doesn't encompass the South end of the county, 175 or 34. There are more than 50,000 homes in the plans and under construction through Crandall, Kaufman and on towards the lake. By the time this is built there will be quite a few more. It is important to build for the growth not in reaction to it. This project should take into consideration the existing thouroughfare plan & extend down past 175 to 34 even if its on a smaller scale than the rest of this plan. If it is truely the Kaufman County Outer Loop it should serve the entire County.

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Name/Nombre: John Godwin

Address/Dirección: _____

Email/Correo Electrónico: [redacted]

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Very important project to this area. Need to set route and acquire ROW as quickly as possible, before there is even more growth.

And expedite construction.

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Name/Nombre: Antonio Gonzalez

Address/Dirección: [redacted]

Email/Correo Electrónico: [redacted]

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For displaced residents I would like to know how it would work for redistribution of loan APR? With inflation and banks interest rates skyrocketing why should I give up land on a low APR to just have to turn around and get another loan thats APR will be will be 4 to 5 times higher. For ~~resident~~ residents struggling to survive how will We be able to when our prolery tax go up because of this project then we must obtain a loan that will be that Much higher in interest.

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Name/Nombre: Robert M. GROSS

Address/Dirección: [redacted]

Email/Correo Electrónico: _____

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Comments/Comentarios (Please print/Por favor use letra de molde)

You People are smart enough to put this project together and implement it. Therefore you can assign a generic comment to me. 3 of your proposed routes cover the family farm we've had since 1896. One is over our house that we built 12 or 50 years ago. We feel probably worse than you would if it was your home. (unless it's more of an investment)

No. Not happy about being destroyed by progress. Who will benefit? You.

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connect@kaufmanouterloop.com

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KAUFMAN COUNTY OUTER LOOP

KAUFMAN COUNTY OUTER LOOP

From SH 205 to south of I-20
Kaufman County
Comment Form
Public Open House

Desde la SH 205 hasta el sur de la I-20
Condado de Kaufman
Forma Para Comentarios
Reunión Pública

Texas Department of Transportation

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Name/Nombre: Robert M Gross & Donna Gross

Address/Dirección: [redacted]

Email/Correo Electrónico: [redacted]

Do you want to sign up for the project's email mailing list?
¿Desea registrarse a la lista de correo electrónico del proyecto?

☐ Yes/Sí ☑ No

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Comments/Comentarios (Please print/Por favor use letra de molde)

My home is on the direct path of option 2.
I do not want to move from my family's land that has been in our family for over 100 years!
Please Do Not use option 2, 3, or 4!

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Name/Nombre: Felycia Hankinson

Address/Dirección: [redacted]

Email/Correo Electrónico: [redacted]

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Alternative Route 1 goes directly through my community, forcing many of my neighbors to vacate their homes unwillingly after already being forced to sell portions of their land for a 205 expansion. Soon to be another expansion on 548 for a 2 lane road only to turn around and take the rest. The airport that this route comes alongside has the potential to force the route in the direction of my own house due to potential issues with FAA. This means it could potentially require the city to purchase an entire street of homes in the Chisholm Ranch Estates community. I'm requesting that a different route is decided on to avoid impacting our community for the third time since I moved in my house in 2015.

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Name/Nombre: Heather Heard

Address/Dirección [redacted]

Email/Correo Electrónico: [redacted]

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Comments/Comentarios (Please print/Por favor use letra de molde)

I have owned my property for generations. I am being told I can't live there. Can you get me something pertaining to my property specifically? [redacted]

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From: notifications@zohocrm.com
To: kaufmancountyouterloop@gmail.com
Subject: A new comment has been submitted
Date: Thursday, November 17, 2022 2:29:35 PM

New Comment

A new comment has been submitted via webform

Comment Subject:

Project Scope

Submitter Name:

Mike Holder

Submitter Email:

[redacted]

Submitter Phone:

Comment:

; "This project is certainly one needed to address the present and future needs of Kaufman County mobility. Growth is here and we are already behind. However, it is very short sighted to limit the scope of this project to the northern segment of the county. This partial project will only serve to compound the problems south of Interstate 20. The project scope needs to be expanded to include the entire limits of the County and terminate into Highway 34, south of the City of Kaufman. Limiting the scope of the project now will only serve to delay the southern segment and not represent the best interests of the entire County."

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Name/Nombre: Colby McFadden

Address/Dirección: _____

_____

Email/Correo Electrónico: _____

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☐ Yes/Sí ☐ No

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This project is primarily the coverage area of Terrell Vol. Fire Dept and some impossible other Dept's response Coverage. This is only going to increase the response loads that we have to respond to along to the other developments in the County. The City & Vol. Fire Dept's are already stretched thin and under funded and this is only going to add significant more stress. How are the persons over this project going to help us who have to respond to all hazards. Responses that will only increase due to this? This is only going to give reason for "off cals" to raise taxes more and making it even more impossible for all first responders to afford to live here while crooked executives and politicians profit. Tx-Dot is already a nightmare for first responders to work with.

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Name/Nombre: Stewart McGregor

Address/Dirección: [redacted]

Email/Correo Electrónico [redacted]

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☑ Yes/Sí ☐ No

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Comments/Comentarios (Please print/Por favor use letra de molde)

The proposed alignment will be beneficial to mobility in the northern half of Kaufman County. As the Economic Development Director for the City of Kaufman, I highly recommend TXDOT pursue funding to go ahead and extend this alignment to the US 175 Corridor / State Highway 34 terminus. The 175 corridor in Kaufman County alone in late 2022 has over 30,000 new single family homes either planned or under construction. Within the next 10-15 years, this part of the county could easily grow by 100,000 people or more. In order to keep up with the growth, TXDOT needs to fund and extend this alignment so it meets future population needs with mobility feasibility so there are multiple access points for people and commerce between southern Kaufman, Dallas and Ellis Counties.

Also, with potentially over 300,000 people living in Kaufman County by 2045, this outer loop will need to try and be completed sooner than 2045 to meet our rapid growth needs.

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From: Rick McKee
To: connect@kaufmanouterloop.com
Subject: Limited benefits for the money
Date: Thursday, November 3, 2022 1:58:12 PM

Considering the horrible condition of too many rural roads in Kaufman county any money spent on this project will be funds expended for the benefit of a select few. There is absolutely no way with our rural roads in such disrepair that the county should consider this money well spent. I have lived in this county for over 45 years and each passing year brings worse conditions for our rural roads. Armadillo Dr. In Kemp was asphalt hard road when we bought our property and the home was placed accordingly, now it is gravel and the dust problem creates health hazards as well as a general mess to households.

Harold Rick McKee
[redacted]

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Name/Nombre: AleJandra Ortega

Address/Dirección [redacted]

Email/Correo Electrónico: [redacted]

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me gustaria la opcion 3 porque no afecta tanto a los ~~ciudadan~~ residentes ay menos. Casas y seria el mas directo al 80 gracias

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Name/Nombre: María Ortega

Address/Dirección: [redacted]

Email/Correo Electrónico: [redacted]

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option # 3 seems to be the most reasonable as it appears to impact less homes

Please also consider expanding SO to mesquite

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Name/Nombre: Pamela S Robertson

Address/Dirección: [redacted]

Email/Correo Electrónico: [redacted]

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Comments/Comentarios (Please print/Por favor use letra de molde)

What is financial impact to the County/citizens
Downtown families will loose their land/homes?
Where will the funds come from to build this unwanted road -
More traffic results in the need for more emergency services - how
will you cover those needs.

Please submit this form by mail, or by email to:
connect@kaufmanouterloop.com

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KAUFMAN COUNTY OUTER LOOP

KAUFMAN COUNTY OUTER LOOP

From SH 205 to south of I-20
Kaufman County
Comment Form
Public Open House

Desde la SH 205 hasta el sur de la I-20
Condado de Kaufman
Forma Para Comentarios
Reunión Pública

Texas Department of Transportation

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Name/Nombre: Scott Roake

Address/Dirección: [redacted]

Email/Correo Electrónico: [redacted]

Do you want to sign up for the project's email mailing list?
¿Desea registrarse a la lista de correo electrónico del proyecto?

☑ Yes/Sí ☐ No

Per Texas Transportation Code, §201.811(a) (5): check each of the following boxes that apply to you: Conforme al Código de Transporte de Texas §201.811(a) (5): marque cada una de las casillas siguientes que aplica para usted:

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Comments/Comentarios (Please print/Por favor use letra de molde)

I'm all for it. We need to plan ahead + take appropriate action to plan for a future of a more densly populated area.

Only 1 thing: Connect to I-30

OK - 2 things - No Tolls

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Name/Nombre: Vicki Taylor

Address/Dirección: [redacted]

Email/Correo Electrónic [redacted]

Do you want to sign up for the project's email mailing list?
¿Desea registrarse a la lista de correo electrónico del proyecto?

☑ Yes/Sí ☐ No

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Comments/Comentarios (Please print/Por favor use letra de molde)

We have lived at Airpark East for 34 years and greatly concerned about how this will impact the airport.

We prefer Reasonable Alternatives 2, 3, or 4.

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Name/Nombre: Kim Walker

Address/Dirección: [redacted]

Email/Correo Electrónico: [redacted]

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☑ Yes/Sí ☐ No

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Comments/Comentarios (Please print/Por favor use letra de molde)

I was happy to speak with Brian Swindell in Terrell last night about my concerns of public safety in the event of a disaster along Highway 80 anywhere after Collns Road and just to the east of Forney. I told him I would submit comments for consideration. Forney is a "gateway" to points further east such as Terrell, Canton, Tyler and beyond. Even in normal traffic times the growth happening in Forney, and in Terrell (the two closest points to each other) presents horrible traffic situations with halting congestion being the primary result.

In that corridor between Collins Road and Terrell, several points could be considered under warranted concern for devastating traffic stoppage in the event of a catastrophe and people trying to escape/seek shelter with their only migration possible to the north. The proposed corridor in your project would alleviate those concerns and could potentially exacerbate the situation. The possible scenarios would be such events as a power plant catastrophe from the power plant located to the west of Forney and south of Highway 80; the bridge spanning over FM 548 at Forney (along with railroad tracks within 3/4 mi. to that bridge); and the paper mill situated just to the east of Forney on the south side of Highway 80; or, maybe the worst, a tornado tracking east-to-west right at or near Highway 80. In any of those scenarios, the number of people, in a panic, trying to get from south to north is huge--just even if a straight line is drawn from south of Lake Ray Hubbard over to Terrell: that corridor is growing with speed.

It may be impossible but, I see better possibilities--even for normal traffic congestion--from the Fairveiw, TX area down through the corridor between Parker & Murphy to the wast and Lucas, St. Paul, and Wiley to the east connecting to SH 78 and over to whatever connecting point to the current project territory you would deem appropriate.

It is always said, "we didn't think anything like this could/would ever happen." That is what disaster mitigation is all about. I wanted to register my concerns and truly hope that, somehow, budget costs and very thoughtful considerations can be brought together for an even better solution than is being proposed.

Thank you for your time and consideration.

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connect@kaufmanouterloop.com

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75248-129275

Fold Here

Fold Here

Walkers

[redacted]

Place



NORTH TEXAS TX P&DC
DALLAS TX 750
18 NOV 2022 PM 2 L

Kaufman County Outer Loop
HDR
17111 Preston Road, Ste. 300
Dallas, TX 75248

KAUFMAN COUNTY OUTER LOOP

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Name/Nombre: Lori Washburn

Addres[redacted]

Email/Correo Electrónico: [redacted]

Do you want to sign up for the project's email mailing list?
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☒ Yes/Sí ☐ No

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Depending on the exact placement of the road on 548 & 205. I would prefer you buy out our property. I would rather you do that instead of having an 8 lane highway in my front yard! We bought a house in an airport community for a reason.

Otherwise I vote for alternative route #3. It looks like it has the least number of houses/homes affected!

Move the road.

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Name/Nombre: Robert J. Watson

Address/Dirección: [redacted]

Email/Correo Electrónico: _____

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☑ Yes/Sí ☐ No

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Comments/Comentarios (Please print/Por favor use letra de molde)

My greatest concern is how much my property taxes will increase. While I understand this project could increase the value of my home, right now I have to pay those increased taxes. With the price of everything else skyrocketing, this project could very well tax me OUT of my home. The final value of my home doesn't help right now when I have bills to pay. We can only hope taxes won't go up so badly that we can no longer afford to live there and now, so close to retirement we could be taxed out of our home because of this project.

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From: notifications@zohocrm.com
To: kaufmancountyouterloop@gmail.com
Subject: A new comment has been submitted
Date: Friday, November 18, 2022 9:10:00 AM

New Comment

A new comment has been submitted via webform

Comment Subject:

Outer Loop

Submitter Name:

Lori Blaylock

Submitter Email:

[redacted]

Submitter Phone:

Comment:

This project is absolutely needed to address the present and future needs of Kaufman County mobility. Growth is here and we are already behind. However, it is very short sighted to limit the scope of this project to the northern segment of the county. This partial project will only serve to compound the problems south of Interstate 20. The project scope needs to be expanded to include the entire limits of the County and terminate into Highway 34, south of the City of Kaufman. Limiting the scope of the project now will only serve to delay the southern segment and not represent the best interests of the entire County."

From: Dennis Hagan
To: connect@kaufmanouterloop.com
Subject: Chisholm Ranch
Date: Friday, November 18, 2022 1:17:32 PM

To whom it may concern:

Chisholm Ranch is a group of families that have worked hard to establish themselves in a tight nit community. There are several retirement aged individuals who have built what they thought would be their last homes including myself. It came as quite a shock when we learned our beloved community could basically be wiped out in the sake of progress.

I did not make the Rockwall meeting but did attend the Kaufman meeting on Thursday night. The information was well laid out and I know have a thorough understanding of the different alternative paths. After reviewing the poster board titled "Preliminary Evaluation" it does not appear alternative path 1 is a viable option but I 65 years old and learned a long time ago to never say never.

This is a huge project, and we are one very small pebble in the way of progress, I would hope that preserving a community of highly responsible residents that not only provide a sizable tax base also contribute to the overall good of Rockwall and the surrounding communities.

Kind regards,

Dennis Hagan
[redacted]

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From: notifications@zohocrm.com
To: kaufmancountyouterloop@gmail.com
Subject: A new comment has been submitted
Date: Friday, November 18, 2022 3:24:53 PM

New Comment

A new comment has been submitted via webform

Comment Subject:

Outer Loop Project

Submitter Name:

Dennis Hagan

Submitter Email:

[redacted]

Submitter Phone:

Comment:

To whom it may concern:

Chisholm Ranch is a group of families that have worked hard to establish themselves in a tight nit community. There are several retirement aged individuals who have built what they thought would be their last homes including myself. It came as quite a shock when we learned our beloved community could basically be wiped out in the sake of progress.

I did not make the Rockwall meeting but did attend the Kaufman meeting on Thursday night. The information was well laid out and I know have a thorough understanding of the different alternative paths. After reviewing the poster board titled “Preliminary Evaluation” it does not appear alternative path 1 is a viable option but I 65 years old and learned a long time ago to never say never.

This is a huge project, and we are one very small pebble in the way of progress, I would hope that preserving a community of highly responsible residents that not only provide a sizable tax base also contribute to the overall good of Rockwall and the surrounding communities.

From: Gloria Stidham
To: connect@kaufmanouterloop.com
Subject: Error on Reasonable Alternatives Map - Colquitt Rd/CR233 labeled as 598
Date: Friday, November 18, 2022 11:30:07 AM
Attachments: image.png

Map label 598 is incorrect. This section of road is Colquitt Rd / CR 233.
This section of Colquitt Rd. aka CR 233 runs between FM 1392 and FM 548.

FM 598 only runs from Hwy 205 to FM 1392 and is under TXDOT control.

This label error makes your map very confusing for many citizens.
Especially since this section of the project impacts so many property owners along Colquitt Rd/ CR 233, CR 240, FM1392. CR 250, and Hwy 205.

Please correct and send out a corrected Reasonable Alternatives map.

Gloria Stidham
[redacted]



From: notifications@zohocrm.com
To: kaufmancountyouterloop@gmail.com
Subject: A new comment has been submitted
Date: Monday, November 21, 2022 12:49:48 PM

New Comment

A new comment has been submitted via webform

Comment Subject:

Outer Loop Project

Submitter Name:

Rebecca Booth

Submitter Email:

[redacted]

Submitter Phone:

Comment:

As a resident of Chisholm Ranch, I would request that an alternative route be constructed that does not negatively impact the homes of this addition. The reason and appeal of moving to this area would be destroyed with a loop through our neighborhood.
Your consideration is greatly appreciated for alternative routes.

From: notifications@zohocrm.com
To: kaufmancountyouterloop@gmail.com
Subject: A new comment has been submitted
Date: Monday, November 21, 2022 12:49:59 PM

New Comment

A new comment has been submitted via webform

Comment Subject:

Outer Loop Project

Submitter Name:

Rebecca Booth

Submitter Email:

[redacted]

Submitter Phone:

Comment:

As a resident of Chisholm Ranch, I would request that an alternative route be constructed that does not negatively impact the homes of this addition. The reason and appeal of moving to this area would be destroyed with a loop through our neighborhood.
Your consideration is greatly appreciated for alternative routes.

From: notifications@zohocrm.com
To: kaufmancountyouterloop@gmail.com
Subject: A new comment has been submitted
Date: Monday, November 21, 2022 12:51:21 PM

New Comment

A new comment has been submitted via webform

Comment Subject:

Outer Loop

Submitter Name:

Rebecca Booth

Submitter Email:

[redacted]

Submitter Phone:

Comment:

Reviewing the options it is obvious there is much more open land east and south of this point that would make a far less impactful proposition to the rapidly growing area.
As a resident of Chisholm Ranch an alternative route is a must in order to preserve the neighborhood which is already being impacted by the widening of SH205 and FM548.

From: notifications@zohocrm.com
To: kaufmancountyouterloop@gmail.com
Subject: A new comment has been submitted
Date: Monday, November 21, 2022 1:21:42 PM

New Comment

A new comment has been submitted via webform

Comment Subject:

Outer loop

Submitter Name:

Rebecc Booth

Submitter Email:

Submitter Phone:

Comment:

An already negatively impacted neighborhood of the SH205/FM548 expansion, Chisholm Ranch, does not need additional impacts by an outer loop of additional traffic, home destruction and land impact. Alternative routes are available and certainly need review to impact far less homeowners and families who moved to the area to avoid large city impacts and over flow of traffic and property value destruction.

Alternate routes are the best option for this area of the project.

From: notifications@zohocrm.com
To: kaufmancountyouterloop@gmail.com
Subject: A new comment has been submitted
Date: Monday, November 21, 2022 1:23:48 PM

New Comment

A new comment has been submitted via webform

Comment Subject:

OUTER Loop

Submitter Name:

Rebecca Booth

Submitter Email:

Submitter Phone:

Comment:

The route impacting Chisholm Ranch Estates needs to be removed from consideration.
With current impacts from SH205/FM548 expansion the next level of road projects will destroy the home values of this neighborhood which provides a LARGE tax base.
Alternative routes are a must to the south and east with much more of a minimal homeowner impact.

From: notifications@zohocrm.com
To: kaufmancountyouterloop@gmail.com
Subject: A new comment has been submitted
Date: Monday, November 21, 2022 2:20:52 PM

New Comment

A new comment has been submitted via webform

Comment Subject:

OUTER LOOP

Submitter Name:

Rebecca Booth

Submitter Email:

Submitter Phone:

Comment:

the outer loop alternative to CHISHOLM RANCH ESTATES is highly needed. The addition is already under heavy impact from the expansion of 205/548. Homes and families will be highly impacted should a route be put into this area.

Alternative routes are viable and best for residents.

From: b booth
To: connect@kaufmanouterloop.com
Subject: OUTER Loop Project Comment Letter
Date: Monday, November 21, 2022 2:22:10 PM
Attachments: Outer Loop Letter Kaufman.pdf

Attached letter of Comment for RECORD.

Ryan & Rebecca Booth
[redacted]

November 21, 2022

Kaufman County Representative
Texas Department of Transportation

RE: Kaufman County Outer Loop Project.

Dear Representatives:

I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Highway 205 and FM548. As such, I am writing this letter to protest the proposed Option 1 routing of the Rockwall County Outer Loop Project that would adversely impact our neighborhood with its proximity.

Obviously, infrastructure expansion must take place to handle the increase in growth and traffic, however, this proposed Option 1 routing will severely and adversely impact our neighborhood – a neighborhood that is already being negatively impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land, and are creating noise issues that many who bought and moved here sought to escape!

Another major highway in the same vicinity will only make this worse. Furthermore, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods. In particular:

- It creates an unneeded expense dealing with sound and sight mitigation when it could easily be routed by one of the other less impactful route options.
- It decreases the home values of those living in Chisholm Ranch Estates when the other routes have a less personal impact.
- It creates extreme unnecessary street traffic confusion with on and off ramps, which are not yet considered or shown on any plans available to the public.
- It creates extreme unnecessary street traffic confusion by taking out the street traffic that could be absorbed by leaving 548 intact.
- The other proposed Rockwall routes impact at least 100 less families and are all cheaper while running through less populated areas.

In conclusion, it is obvious there is much more open land east and south of this point that would make a far less impactful proposition to the rapidly growing area.

Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes. I would appreciate a response from you regarding the necessary changes. I can be reached at [redacted] or email at [redacted].

Thank you for your time.
Sincerely,

Rebecca Booth

From: notifications@zohocrm.com
To: kaufmancountyouterloop@gmail.com
Subject: A new comment has been submitted
Date: Monday, November 21, 2022 2:22:33 PM

New Comment

A new comment has been submitted via webform

Comment Subject:

OUTER LOOP

Submitter Name:

Rebecca Booth

Submitter Email:

Submitter Phone:

Comment:

Alternative routes further to the south are highly needed to not adversely affect the residents of Chisholm Ranch Estates who are currently being impacted by the 205/548 expansion.

From: b booth
To: connect@kaufmanouterloop.com
Subject: Kaufman Outer Loop
Date: Monday, November 21, 2022 4:23:56 PM
Attachments: Outer Loop Letter Kaufman.pdf

Ryan & Rebecca Booth
[redacted]

November 21, 2022

Kaufman County Representative
Texas Department of Transportation

RE: Kaufman County Outer Loop Project.

Dear Representatives:

I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Highway 205 and FM548. As such, I am writing this letter to protest the proposed Option 1 routing of the Rockwall County Outer Loop Project that would adversely impact our neighborhood with its proximity.

Obviously, infrastructure expansion must take place to handle the increase in growth and traffic, however, this proposed Option 1 routing will severely and adversely impact our neighborhood – a neighborhood that is already being negatively impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land, and are creating noise issues that many who bought and moved here sought to escape!

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In conclusion, it is obvious there is much more open land east and south of this point that would make a far less impactful proposition to the rapidly growing area.

Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes. I would appreciate a response from you regarding the necessary changes. I can be reached at [redacted] or email at [redacted].

Thank you for your time.
Sincerely,

Rebecca Booth

From: b booth
To: connect@kaufmanouterloop.com
Subject: OUTER LOOP PROJECT
Date: Monday, November 21, 2022 4:23:57 PM
Attachments: Outer Loop Letter Kaufman.pdf

Comment of record in letter attached.

Ryan & Rebecca Booth
[redacted]

November 21, 2022

Kaufman County Representative
Texas Department of Transportation

RE: Kaufman County Outer Loop Project.

Dear Representatives:

I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Highway 205 and FM548. As such, I am writing this letter to protest the proposed Option 1 routing of the Rockwall County Outer Loop Project that would adversely impact our neighborhood with its proximity.

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Thank you for your time.
Sincerely,

Rebecca Booth

From: notifications@zohocrm.com
To: kaufmancountyouterloop@gmail.com
Subject: A new comment has been submitted
Date: Monday, November 21, 2022 1:17:17 PM

New Comment

A new comment has been submitted via webform

Comment Subject:

OUTER LOOP Project

Submitter Name:

Ryan Booth

Submitter Email:

Submitter Phone:

Comment:

Obviously, infrastructure expansion must take place to handle the increase in growth and traffic, however, this proposed Option 1 routing will severely and adversely impact our neighborhood – a neighborhood that is already being negatively impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land, and are creating noise issues that many who bought and moved here sought to escape!

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It creates extreme unnecessary street traffic confusion by taking out the street traffic that could be absorbed by leaving 548 intact.
The other proposed Rockwall routes impact at least 100 less families and

are all cheaper while running through less populated areas.

From: notifications@zohocrm.com
To: kaufmancountyouterloop@gmail.com
Subject: A new comment has been submitted
Date: Monday, November 21, 2022 1:20:25 PM

New Comment

A new comment has been submitted via webform

Comment Subject:

outer loop

Submitter Name:

Ryan Booth

Submitter Email:

Submitter Phone:

Comment:

An already negatively impacted neighborhood of the SH205/FM548 expansion, Chisholm Ranch, does not need additional impacts by an outer loop of additional traffic, home destruction and land impact. Alternative routes are available and certainly need review to impact far less homeowners and families who moved to the area to avoid such flood of traffic.

Dennis Hagan
[redacted]

November 21, 2022

connect@kaufmanouterloop.com
Brian Swindell, P.E.
Managed Lanes Practice Lead
Kaufman County Outer Loop
[redacted]

RE: Rockwall County Outer Loop Project.

Dear Mr. Swindell:

I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Highway 205 and FM548. As such, I am writing this letter to protest, the proposed **Alternative 1** routing of the Kaufman County Outer Loop Project that would adversely impact our neighborhood with its proximity.

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Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes. I would appreciate a response from you regarding this issue. I can be reached at **Phone Number** or at **Email Address**.

Thank you for your time.

Sincerely,

Dennis Hagan
[redacted]

KAUFMAN COUNTY OUTER LOOP

KAUFMAN COUNTY OUTER LOOP

From SH 205 to south of I-20
Kaufman County
Comment Form
Public Open House

Desde la SH 205 hasta el sur de la I-20
Condado de Kaufman
Forma Para Comentarios
Reunión Pública

Kaufman County and The Texas Department of Transportation are seeking your comments on the Kaufman County Outer Loop. Comments are always welcome and will be considered during project development. Written comments may be submitted to HDR, the project consultant, using this form or by email to connect@kaufmanouterloop.com. Written comments must be submitted or postmarked by Monday, Dec. 20, 2022 to be a part of the official meeting record. Thank you for your comments.

El condado Kaufman y El Departamento de Transporte de Texas están solicitando sus comentatrios acerca del proyecto Kaufman County Outer Loop. Los comentarios son siempre bienvenidos y serán tomados en consideración durante el desarrollo del proyecto. Los comentarios por escrito pueden presentarse a HDR, el consultor del proyecto, usando esta forma o por correo electrónico a connect@kaufmanouterloop.com. Los comentarios por escrito deben ser presentados o deben tener sello postal al dia lunes 20 de Diciembre del 2022 para que formen parte del registro oficial de la reunión. Gracias por sus comentarios.

Name/Nombre: Chad & Lauran Mowery

Address/Dirección: [redacted]

Email/Correo Electrónico: [redacted]

Do you want to sign up for the project's email mailing list?
¿Desea registrarse a la lista de correo electrónico del proyecto?

☑ Yes/Sí ☐ No

Per Texas Transportation Code, §201.811(a) (5): check each of the following boxes that apply to you: Conforme al Código de Transporte de Texas §201.811(a) (5): marque cada una de las casillas siguientes que aplica para usted:

- ☐ I am employed by TxDOT (Soy empleado de TxDOT)
- ☐ I do business with TxDOT (Hago negocios con TxDOT)
- ☐ I could benefit monetarily from the project or other item about which I am commenting (Podria beneficiarme monetariamente del proyecto u otro objeto del cual yo esté comentando)

Comments: Comentarios (Please print/Por favor use letra de molde)

Please see attached letter in protest to proposed Alternative 1 routing of the Kaufman County Outer Loop Project.

Please submit this form by mail, or by email to:
connect@kaufmanouterloop.com

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Favor de presentar esta forma por correo por correo electrónico a:
connect@kaufmanouterloop.com

La revisión ambiental, consulta y otras acciones requeridas por leyes ambientales federales para este proyecto están siendo, o han sido llevadas a cabo por TxDOT de conformidad con 23 U.S.C. 327 y un Memorándum de Entendimiento con fecha 9 de Diciembre del 2019, y ejecutado por la Administración Federal de Carreteras y TxDOT.

Chad and Lauren Mowery
[redacted]

November 21, 2022

connect@kaufmanouterloop.com
Brian Swindell, P.E.
Managed Lanes Practice Lead
Kaufman County Outer Loop
[redacted]

RE: Kaufman County Outer Loop Project.

Dear Mr. Swindell:

I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Highway 205 and FM548. As such, I am writing this letter to protest, the proposed **Alternative** 1 routing of the Kaufman County Outer Loop Project that would adversely impact our neighborhood with its proximity.

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Another major highway in the same vicinity will only make this worse. Additionally, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods. In particular:

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In conclusion, it is obvious there is much more open land east and south of this point that would make a far less impactful proposition to the rapidly growing area.

Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes. I would appreciate a response from you regarding this issue. I can be reached at [redacted] or at [redacted]

Thank you for your time.

Sincerely,

Chad and Lauren Mowery

Chad and Lauren Mowery
[redacted]

From:	Spallas, Angela
To:	connect@kaufmanouterloop.com
Cc:	Spallas, Angela
Subject:	Please change the plan to put over Chisholm Ranch Estates
Date:	Monday, November 21, 2022 7:44:03 PM
Attachments:	2022-11-21 18-43.pdf

Please see the attached to fight the current plan for the Kaufman Outer loop plan.
Angie

Angie Spallas
AVP, Sales Operations and Enablement

Kemper Auto
[redacted]

[redacted]

kemper.com

CONFIDENTIALITY NOTICE: This communication may contain confidential information intended only for the addressee(s). If you received this communication in error, please notify the sender and delete it from your system.

KAUFMAN COUNTY OUTER LOOP

KAUFMAN COUNTY OUTER LOOP

From SH 205 to south of I-20
Kaufman County
Comment Form
Public Open House

Desde la SH 205 hasta el sur de la I-20
Condado de Kaufman
Forma Para Comentarios
Reunión Pública

Kaufman County and The Texas Department of Transportation are seeking your comments on the Kaufman County Outer Loop. Comments are always welcome and will be considered during project development. Written comments may be submitted to HDR, the project consultant, using this form or by email to connect@kaufmanouterloop.com. Written comments must be submitted or postmarked by Monday, Dec. 20, 2022 to be a part of the official meeting record. Thank you for your comments.

El condado Kaufman y El Departamento de Transporte de Texas están solicitando sus comentarios acerca del proyecto Kaufman County Outer Loop. Los comentarios son siempre bienvenidos y serán tomados en consideración durante el desarrollo del proyecto. Los comentarios por escrito pueden presentarse a HDR, el consultor del proyecto, usando esta forma o por correo electrónico a connect@kaufmanouterloop.com. Los comentarios por escrito deben ser presentados o deben tener sello postal al día lunes 20 de Diciembre del 2022 para que formen parte del registro oficial de la reunión. Gracias por sus comentarios.

Name/Nombre: Nick & Angie Smallas

Address/Dirección: [redacted]

Email/Correo Electrónico: [redacted]

Do you want to sign up for the project's email mailing list?
¿Desea registrarse a la lista de correo electrónico del proyecto?

☒ Yes/Sí ☐ No

Per Texas Transportation Code, §201.811(a)(5), check each of the following boxes that apply to you: Conforme al Código de Transporte de Texas §201.811(a)(5), marque cada una de las casillas siguientes que aplica para usted:

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☐ I do business with TxDOT (Hago negocios con TxDOT)

☐ I could benefit monetarily from the project or other item about which I am commenting (Podría beneficiarme monetariamente del proyecto u otro objeto del cual yo esté comentando)

Comments/Comentarios (Please print/Por favor use letra de molde):

Per the Rockwall County Outer Loop Project.

We have plenty of farm or ranch land that this project can work with, why would you have a freeway/highway/throughway go over homes. We moved out here to be away from this in the city. Please do the right thing and do not build this over homes where children are growing up. We have already lost some of our land. This community has given to the needs others already for this project.

I have sent letters to
Matt Crais
Brian Swindell

Please make the right decision and don't destroy property, children and homeowners

Please submit this form by mail, or by email to:
connect@kaufmanouterloop.com

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a

Favor de presentar esta forma por correo por correo electrónico a:
connect@kaufmanouterloop.com

La revisión ambiental, consulta y otras acciones requeridas por leyes ambientales federales para este proyecto están siendo, o han sido llevadas a cabo por TxDOT de conformidad con 23 U.S.C. 327 y

Nick and Angie Spallas
[redacted]

November, 21, 2022

connect@kaufmanouterloop.com
Brian Swindell, P.E.
Managed Lanes Practice Lead
Kaufman County Outer Loop
[redacted]

RE: Rockwall County Outer Loop Project.

Dear Mr. Swindell:

I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Highway 205 and FM548. As such, I am writing this letter to protest, the proposed **Alternative** 1 routing of the Kaufman County Outer Loop Project that would adversely impact our neighborhood with its proximity.

Obviously, infrastructure expansion must take place to handle the increase in growth and traffic, however, this proposed Option 1 routing will severely and adversely impact our neighborhood – a neighborhood that is already being negatively impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land. Furthermore, they are creating noise issues that many who bought and moved here sought to escape!

Another major highway in the same vicinity will only make this worse. Additionally, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods. In particular:

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- The other proposed Kaufman routes impact at least 100 less families and are all cheaper while running through less populated area.

In conclusion, it is obvious there is much more open land east and south of this point that would make a far less impactful proposition to the rapidly growing area.

Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes. I would appreciate a response from you regarding this issue. I can be reached at **Phone Number** or at **Email Address**.

Thank you for your time.

Sincerely,

Angie Spallas
[redacted]

From: Frank Wilkins
To: connect@kaufmanouterloop.com
Subject: Rockwall County Outer Loop Project.
Date: Monday, November 21, 2022 7:44:04 PM
Attachments: 2022 Kaufman OLP template 11-19-2022.docx

Please see attached correspondence.

Frank Wilkins

Frank Wilkins
[redacted]

November, 21, 2022

connect@kaufmanouterloop.com
Brian Swindell, P.E.
Managed Lanes Practice Lead
Kaufman County Outer Loop
[redacted]

RE: Rockwall County Outer Loop Project.

Dear Mr. Swindell:

I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Highway 205 and FM548. As such, I am writing this letter to protest, the proposed **Alternative 1** routing of the Kaufman County Outer Loop Project that would adversely impact my house, my family, and our neighborhood with its proximity.

Obviously, infrastructure expansion must take place to handle the increase in growth and traffic, however, this proposed Option 1 routing will severely and adversely impact our neighborhood – a neighborhood that is already being negatively impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land. Furthermore, they are creating noise issues that many who bought and moved here sought to escape!

Another major highway in the same vicinity will only make this worse. Additionally, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods. In particular:

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- It creates extreme unnecessary street traffic confusion by taking out the street traffic that could be absorbed by leaving 548 intact.

- The other proposed Kaufman routes impact at least 100 fewer families and are all cheaper while running through less populated area.

In conclusion, it is obvious there is much more open land east and south of this point that would make a far less impactful proposition to the rapidly growing area. Seems as if it would make MUCH more sense to consider and implement routes that cause the least disruption to as few established homes and neighborhoods as possible.

Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes. I would appreciate a response from you regarding this issue. I can be reached at [redacted] or at [redacted]

Thank you for your time.

Sincerely,

Frank B. Wilkins

Frank Wilkins
[redacted]

From: b booth
To: connect@kaufmanouterloop.com
Subject: OUTER LOOP
Date: Tuesday, November 22, 2022 8:53:35 AM
Attachments: Outer Loop Letter Kaufman (1).pdf

LETTER OF COMMENT FOR RECORD ATTACHED

Ryan & Rebecca Booth
[redacted]

November 22, 2022

Kaufman County Representative
Texas Department of Transportation

RE: Kaufman County Outer Loop Project.

Dear Representatives:

I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Highway 205 and FM548. As such, I am writing this letter to protest the proposed Option 1 routing of the Rockwall County Outer Loop Project that would adversely impact our neighborhood with its proximity.

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Thank you for your time.
Sincerely,

Rebecca Booth

From: notifications@zohocrm.com
To: kaufmancountyouterloop@gmail.com
Subject: A new comment has been submitted
Date: Tuesday, November 22, 2022 9:58:26 AM

New Comment

A new comment has been submitted via webform

Comment Subject:

Outer Loop

Submitter Name:

Rebecca Booth

Submitter Email:

Submitter Phone:

Comment:

Alternatives to the route going through Chisholm Ranch Estates is requested. Our neighborhood is already impacted by the expansion of 205/548, currently.

Alternate routes are available and should be used for any outer loop project.

From: b booth
To: connect@kaufmanouterloop.com
Subject: letter of record - OUTER LOOP
Date: Tuesday, November 22, 2022 1:12:23 PM
Attachments: Outer Loop Letter Kaufman (1).pdf

LETTER ATTACHED FOR RECORD

Ryan & Rebecca Booth
[redacted]

November 22, 2022

Kaufman County Representative
Texas Department of Transportation

RE: Kaufman County Outer Loop Project.

Dear Representatives:

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Thank you for your time.
Sincerely,

Rebecca Booth

From: notifications@zohocrm.com
To: kaufmancountyouterloop@gmail.com
Subject: A new comment has been submitted
Date: Monday, November 21, 2022 12:49:59 PM

New Comment

A new comment has been submitted via webform

Comment Subject:

Outer Loop Project

Submitter Name:

Rebecca Booth

Submitter Email:

[redacted]

Submitter Phone:

Comment:

As a resident of Chisholm Ranch, I would request that an alternative route be constructed that does not negatively impact the homes of this addition. The reason and appeal of moving to this area would be destroyed with a loop through our neighborhood.
Your consideration is greatly appreciated for alternative routes.

From: notifications@zohocrm.com
To: kaufmancountyouterloop@gmail.com
Subject: A new comment has been submitted
Date: Tuesday, November 22, 2022 10:03:07 AM

New Comment

A new comment has been submitted via webform

Comment Subject:

loop construction

Submitter Name:

cassidy

Submitter Email:

Submitter Phone:

Comment:

I live in Chisholm Ranch Estates and do not want to see our home be impacted and possibly destroyed to give drivers less traffic to deal with in the area. We are already being impacted by the widening of 548 and 205. Other routes further south would do the same job and not cause homes and the area to be displaced.

From: notifications@zohocrm.com
To: kaufmancountyouterloop@gmail.com
Subject: A new comment has been submitted
Date: Tuesday, November 22, 2022 10:01:03 AM

New Comment

A new comment has been submitted via webform

Comment Subject:

Outer Loop movement

Submitter Name:

Submitter Email:

Submitter Phone:

Comment:

The outer loop project needs to be much further south than 205 and 548. The area is already in the construction route of the widening of both roads. Large family homes are located there and an alternative with less impact to families and tax dollars/real estate should be on the top priority.

From: notifications@zohocrm.com
To: kaufmancountyouterloop@gmail.com
Subject: A new comment has been submitted
Date: Tuesday, November 22, 2022 3:35:47 PM

New Comment

A new comment has been submitted via webform

Comment Subject:

Loop Project

Submitter Name:

Submitter Email:

Submitter Phone:

Comment:

The loop expansion would be best suited further south than 205/548. The addition at this intersection (Chisholm Ranch Estates) is already being burdened by the expansion of both 205/548.

These homes are a large tax base as well as long term homes for those who did not desire to live in a big city traffic situation.

Alternate routes are the best approach to the loop project should it be necessary.

From: Frank Wilkins
To: connect@kaufmanouterloop.com
Subject: Kaufman County Outer Loop Project
Date: Tuesday, November 22, 2022 5:37:01 PM
Attachments: 2022 Kaufman OLP.docx

Dr. Mr. Swindell,

Please see attached inquiry re: the above.

Sincerely,
Frank Wilkins
[redacted]

Frank Wilkins
[redacted]

November 22, 2022

connect@kaufmanouterloop.com
Brian Swindell, P.E.
Managed Lanes Practice Lead
Kaufman County Outer Loop
[redacted]

RE: Kaufman County Outer Loop Project.

Dear Mr. Swindell:

I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Highway 205 and FM548. As such, I am writing this letter to protest, the proposed **Alternative 1** routing of the Kaufman County Outer Loop Project that would adversely impact my house, my family, and our neighborhood with its proximity.

Obviously, infrastructure expansion must take place to handle the increase in growth and traffic, however, this proposed Option 1 routing will severely and adversely impact our neighborhood – a neighborhood that is already being negatively impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land. Furthermore, they are creating noise issues that many who bought and moved here sought to escape!

Another major highway in the same vicinity will only make this worse. Additionally, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods. In particular:

- It creates an unneeded expense dealing with sound and sight mitigation when it could easily be routed by one of the other less impactful route options.

- It decreases the home values of those living in Chisholm Ranch Estates when the other routes have a less personal impact.

- It creates extreme unnecessary street traffic confusion with on and off ramps, which are not yet considered or shown on any plans available to the public.

- It creates extreme unnecessary street traffic confusion by taking out the street traffic that could be absorbed by leaving 548 intact.

- The other proposed Kaufman routes impact at least 100 fewer families and are all cheaper while running through less populated area.

In conclusion, it is obvious there is much more open land east and south of this point that would make a far less impactful proposition to the rapidly growing area. Seems as if it would make MUCH more sense to consider and implement routes that cause the least disruption to as few established homes and neighborhoods as possible.

Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes. I would appreciate a response from you regarding this issue. I can be reached at [redacted] or at [redacted].

Thank you for your time.

Sincerely,

Frank B. Wilkins

Frank Wilkins
[redacted]

From:	Nathan Mogaru
To:	connect@kaufmanouterloop.com
Subject:	Kaufman County Outer Loop, HDR Engineering
Date:	Wednesday, November 23, 2022 6:10:37 AM

To Whom it may Concern,

Thank you for the opportunity to comment on the Kaufman County Outer Loop project. I am a resident of Kaufman County living in Gray hawk subdivision in Forney, TX. Efficient and reliable connectivity is a big aggregate to development in Kaufman County. There are a lot of benefits to Kaufman County residents, business owners, and lots of investment opportunities that will be derived for implementation of this project.

I strongly support moving forward with this project to provide better and efficient connectivity as part of infrastructure improvements in Kaufman County.

Thank you.
Nathan Mogaru.

From: Billy Purdom
To: connect@kaufmanouterloop.com
Subject: Rockwall Kaufman County Outer Loop
Date: Wednesday, November 23, 2022 7:59:38 PM
Attachments: 2022 Kaufman OLP Letter 11-23-2022.docx

Sent from Mail for Windows

Billy Purdom
[redacted]

November 23, 2022

connect@kaufmanouterloop.com
Brian Swindell, P.E.
Managed Lanes Practice Lead
Kaufman County Outer Loop
[redacted]

RE: Rockwall County Outer Loop Project.

Dear Mr. Swindell:

I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Highway 205 and FM548. As such, I am writing this letter to protest, the proposed **Alternative 1** routing of the Kaufman County Outer Loop Project that would adversely impact our neighborhood with its proximity.

Obviously, infrastructure expansion must take place to handle the increase in growth and traffic, however, this proposed Option 1 routing will severely and adversely impact our neighborhood – a neighborhood that is already being negatively impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land. Furthermore, they are creating noise issues that many who bought and moved here sought to escape!

Another major highway in the same vicinity will only make this worse. Additionally, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods. In particular:

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- It decreases the home values of those living in Chisholm Ranch Estates when the other routes have a less personal impact.
- It creates extreme unnecessary street traffic confusion with on and off ramps, which are not yet considered or shown on any plans available to the public.
- It creates extreme unnecessary street traffic confusion by taking out the street traffic that could be absorbed by leaving 548 intact.

- The other proposed Kaufman routes impact at least 100 less families and are all cheaper while running through less populated area.

In conclusion, it is obvious there is much more open land east and south of this point that would make a far less impactful proposition to the rapidly growing area.

Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes. I would appreciate a response from you regarding this issue. I can be reached at [redacted] or at [redacted].

Thank you for your time.

Sincerely,

Billy Purdom
[redacted]

From: Frank Wilkins
To: connect@kaufmanouterloop.com
Subject: Kaufman County Outer Loop Project
Date: Wednesday, November 23, 2022 3:54:42 PM
Attachments: 2022 Kaufman OLP.docx

Dear Mr. Brian Swindell,

Please see attached inquiry.

Thanks,
Frank Wilkins
[redacted]

Frank Wilkins
[redacted]

November 23, 2022

connect@kaufmanouterloop.com
Brian Swindell, P.E.
Managed Lanes Practice Lead
Kaufman County Outer Loop
[redacted]

RE: Kaufman County Outer Loop Project.

Dear Mr. Swindell:

I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Highway 205 and FM548. As such, I am writing this letter to protest, the proposed **Alternative 1** routing of the Kaufman County Outer Loop Project that would adversely impact my house, my family, and our neighborhood with its proximity.

Obviously, infrastructure expansion must take place to handle the increase in growth and traffic, however, this proposed Option 1 routing will severely and adversely impact our neighborhood – a neighborhood that is already being negatively impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land. Furthermore, they are creating noise issues that many who bought and moved here sought to escape!

Another major highway in the same vicinity will only make this worse. Additionally, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods. In particular:

- It creates an unneeded expense dealing with sound and sight mitigation when it could easily be routed by one of the other less impactful route options.

- It decreases the home values of those living in Chisholm Ranch Estates when the other routes have a less personal impact.

- It creates extreme unnecessary street traffic confusion with on and off ramps, which are not yet considered or shown on any plans available to the public.

- It creates extreme unnecessary street traffic confusion by taking out the street traffic that could be absorbed by leaving 548 intact.

- The other proposed Kaufman routes impact at least 100 fewer families and are all cheaper while running through less populated area.

In conclusion, it is obvious there is much more open land east and south of this point that would make a far less impactful proposition to the rapidly growing area. Seems as if it would make MUCH more sense to consider and implement routes that cause the least disruption to as few established homes and neighborhoods as possible.

Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes. I would appreciate a response from you regarding this issue. I can be reached at [redacted] or at [redacted].

Thank you for your time.

Sincerely,

Frank B. Wilkins

Frank Wilkins
[redacted]

From: notifications@zohocrm.com
To: kaufmancountyouterloop@gmail.com
Subject: A new comment has been submitted
Date: Thursday, November 24, 2022 2:25:01 PM

New Comment

A new comment has been submitted via webform

Comment Subject:

Kaufman County Outer Loop Public Open House (11/17/22) Public Comment

Submitter Name:

Jackson Hurst

Submitter Email:

[redacted]

Submitter Phone:

Comment:

I approve and support TxDOT's and Kaufman County, TX Kaufman County Outer Loop Project. The Reasonable Alternative that I support for TxDOT's and Kaufman County, TX is Reasonable Alternative 2 because Reasonable Alternative 2 will avoid impacts to the Hill & Hill Estates.

From: Frank Wilkins
To: connect@kaufmanouterloop.com
Subject: Kaufman County Outer Loop Project.
Date: Friday, November 25, 2022 10:41:28 AM
Attachments: 2022 Kaufman OLP.docx

Dear Mr. Swindell,

Please see the attached inquiry re: The Kaufman County Outer Loop Project.

Thanks,
Frank Wilkins
[redacted]

Frank Wilkins
[redacted]

November 25, 2022

connect@kaufmanouterloop.com
Brian Swindell, P.E.
Managed Lanes Practice Lead
Kaufman County Outer Loop
[redacted]

RE: Kaufman County Outer Loop Project.

Dear Mr. Swindell:

I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Highway 205 and FM548. As such, I am writing this letter to protest, the proposed **Alternative 1** routing of the Kaufman County Outer Loop Project that would adversely impact my house, my family, and our neighborhood with its proximity.

Obviously, infrastructure expansion must take place to handle the increase in growth and traffic, however, this proposed Option 1 routing will severely and adversely impact our neighborhood – a neighborhood that is already being negatively impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land. Furthermore, they are creating noise issues that many who bought and moved here sought to escape!

Another major highway in the same vicinity will only make this worse. Additionally, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods. In particular:

- It creates an unneeded expense dealing with sound and sight mitigation when it could easily be routed by one of the other less impactful route options.

- It decreases the home values of those living in Chisholm Ranch Estates when the other routes have a less personal impact.

- It creates extreme unnecessary street traffic confusion with on and off ramps, which are not yet considered or shown on any plans available to the public.

- It creates extreme unnecessary street traffic confusion by taking out the street traffic that could be absorbed by leaving 548 intact.

- The other proposed Kaufman routes impact at least 100 fewer families and are all cheaper while running through less populated area.

In conclusion, it is obvious there is much more open land east and south of this point that would make a far less impactful proposition to the rapidly growing area. Seems as if it would make MUCH more sense to consider and implement routes that cause the least disruption to as few established homes and neighborhoods as possible.

Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes. I would appreciate a response from you regarding this issue. I can be reached at [redacted] or at [redacted].

Thank you for your time.

Sincerely,

Frank B. Wilkins

Frank Wilkins
[redacted]

From: notifications@zohocrm.com
To: kaufmancountyouterloop@gmail.com
Subject: A new comment has been submitted
Date: Monday, November 28, 2022 9:30:46 AM

New Comment

A new comment has been submitted via webform

Comment Subject:

Kaufman Outer Loop

Submitter Name:

James-Kathy Bates

Submitter Email:

[redacted]

Submitter Phone:

Comment:

We're certain to have questions, but until you decide your route, it's not logical to even ask.

From: b booth
To: connect@kaufmanouterloop.com
Subject: OUTER LOOP COMMENT
Date: Monday, November 28, 2022 8:18:44 AM

Alternative routes that do not involve CHISHOLM RANCH ESTATES are requested.

A route further south and east would be less impactful to residents that moved to this area for the desired quiet lifestyle and land ownership.

Alternate routes of consideration are requested for TXDOT review.

Ryan and Rebecca Booth

Brenda Hagan
[redacted]

November, 28, 2022

connect@kaufmanouterloop.com
Brian Swindell, P.E.
Managed Lanes Practice Lead
Kaufman County Outer Loop
[redacted]

RE: Rockwall County Outer Loop Project.

Dear Mr. Swindell:

I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Highway 205 and FM548. As such, I am writing this letter to protest, the proposed **Alternative 1** routing of the Kaufman County Outer Loop Project that would adversely impact our neighborhood with its proximity.

Obviously, infrastructure expansion must take place to handle the increase in growth and traffic, however, this proposed Option 1 routing will severely and adversely impact our neighborhood – a neighborhood that is already being negatively impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land. Furthermore, they are creating noise issues that many who bought and moved here sought to escape!

Another major highway in the same vicinity will only make this worse. Additionally, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods. In particular:

- It creates an unneeded expense dealing with sound and sight mitigation when it could easily be routed by one of the other less impactful route options.
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- The other proposed Kaufman routes impact at least 100 less families and are all cheaper while running through less populated area.

In conclusion, it is obvious there is much more open land east and south of this point that would make a far less impactful proposition to the rapidly growing area.

Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes. I would appreciate a response from you regarding this issue. I can be reached at **Phone Number** or at **Email Address**.

Thank you for your time.

Sincerely,

Brenda Hagan
[redacted]

From: Robert Lundberg
To: RCOL@halff.com; connect@kaufmanouterloop.com
Subject: Outer Loop Project Comments
Date: Monday, November 28, 2022 9:03:01 PM
Attachments: Kaufman letter.pdf

Please review and record the attached comments on the Kaufman County Loop on the form provided. Please let me know if you have any questions or concerns.

KAUFMAN COUNTY OUTER LOOP

From SH 205 to south of I-20
Kaufman County
Comment Form
Public Open House

Desde la SH 205 hasta el sur de la I-20
Condado de Kaufman
Forma Para Comentarios
Reunión Pública

Kaufman County and The Texas Department of Transportation are seeking your comments on the Kaufman County Outer Loop. Comments are always welcome and will be considered during project development. Written comments may be submitted to HDR, the project consultant, using this form or by email to connect@kaufmanouterloop.com. Written comments must be submitted or postmarked by Tuesday Dec. 20, 2022 to be a part of the official meeting record. Thank you for your comments.

El condado Kaufman y El Departamento de Transporte de Texas están solicitando sus comentatrios acerca del proyecto Kaufman County Outer Loop. Los comentarios son siempre bienvenidos y serán tomados en consideración durante el desarrollo del proyecto. Los comentarios por escrito pueden presentarse a HDR, el consultor del proyecto, usando esta forma o por correo electrónico a connect@kaufmanouterloop.com. Los comentarios por escrito deben ser presentados o deben tener sello postal al dia lunes 20 de Diciembre del 2022 para que formen parte del registro oficial de la reunión. Gracias por sus comentarios.

Name/Nombre: Robert Lundberg

Address/Dirección: [redacted]

Email/Correo Electrónico: [redacted]

Do you want to sign up for the project's email mailing list?
¿Desea registrarse a la lista de correo electrónico del proyecto?

❑ Yes/Sí ❑ No

Per Texas Transportation Code, §201.811(a) (5): check each of the following boxes that apply to you: Conforme al Código de Transporte de Texas §201.811(a) (5): marque cada una de las casillas siguientes que aplica para usted:

- ❑ I am employed by TxDOT (Soy empleado de TxDOT)
- ❑ I do business with TxDOT (Hago negocios con TxDOT)
- ❑ I could benefit monetarily from the project or other item about which I am commenting (Podría beneficiarme monetariamente del proyecto u otro objeto del cual yo esté comentando)

Comments/Comentarios (Please print/Por favor use letra de molde)

The proposed loop project when viewed across several counties seems to extend much farther from the City of Dallas center when viewed in Denton and Collin Counties than what is proposed for Kaufman County. It would seem more beneficial for Kaufman County and North Texas residents in general if the loop were located farther east through Kaufman County. As it stands the reasonable alternatives 1, 2, 3, and 4 all appear to be more in the northwest corner of Kaufman County and of limited benefit to residents there. A loop farther out would more appropriately recognize the growth already underway and accommodate for growth still to come in Kaufman County. Squeezing the loop through Rockwall County seems a bit forced versus a wider spread touching Hunt County en route to Kaufman County. The loop running south and east around Terrell would ensure prosperity and growth for Kaufman County for decades to come. Failing that the Reasonable alternative 1 impacts a church and the many businesses and higher end homes already established near 205 and 548. Reasonable alternates 2, 3 and 4 then appear to be better from an economical standpoint. Many homes near 205 and 548 are million dollar homes on 1.5 acre properties. Additionally there are several thriving and new businesses being established near 205 and 548. The effort to resume studying this loop a decade after original concept means this loop should be placed farther out. Texas and North Texas in particular have experience record growth. Please consider accounting for the past 10 years and the next 50 years by placing this loop farther south and east for the benefit of Kaufman County and all of north Texas.

Please submit this form by mail, or by email to:
connect@kaufmanouterloop.com

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Favor de presentar esta forma por correo por correo electrónico a:
connect@kaufmanouterloop.com

La revisión ambiental, consulta y otras acciones requeridas por leyes ambientales federales para este proyecto están siendo, o han sido llevadas a cabo por TxDOT de conformidad con 23 U.S.C. 327 y un Memorándum de Entendimiento con fecha 9 de Diciembre del 2019, y ejecutado por la Administración Federal de Carreteras y TxDOT.

From: lisa mee
To: connect@kaufmanouterloop.com
Subject: TXDOT Outer Loop Project
Date: Monday, November 28, 2022 12:40:01 PM

Dear Mr. Swindell:

I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Highway 205 and FM548. As such, I am writing this letter to protest, the proposed **Alternative 1** routing of the Kaufman County Outer Loop Project that would adversely impact our neighborhood with its proximity.

Obviously, infrastructure expansion must take place to handle the increase in growth and traffic, however, this proposed Option 1 routing will severely and adversely impact our neighborhood – a neighborhood that is already being negatively impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land. Furthermore, they are creating noise issues that many who bought and moved here sought to escape!

Another major highway in the same vicinity will only make this worse. Additionally, it not only raises the question of environmental impacts, but the safety and well-being of the affected neighborhoods. In particular:

- It creates an unneeded expense dealing with sound and sight mitigation when it could easily be routed by one of the other less impactful route options.

- It decreases the home values of those living in Chisholm Ranch Estates when the other routes have a less personal impact.

- It creates extreme unnecessary street traffic confusion with on and off ramps, which are not yet considered or shown on any plans available to the public.

- It creates extreme unnecessary street traffic confusion by taking out the street traffic that could be absorbed by leaving 548 intact.

- The other proposed Kaufman routes impact at least 100 less families and are all cheaper while running through less populated area.

In conclusion, it is obvious there is much more open land east and south of this point that would make a far less impactful proposition to the rapidly growing area.

Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes. I would appreciate a response from you regarding this issue. I can be reached at [redacted] or at [redacted].

Thank you for your time.

Sincerely,

Lisa Mee-Stephenson

From:	Lloyd Reaves
To:	connect@kaufmanouterloop.com
Subject:	Kaufman outer loop proposals
Date:	Monday, November 28, 2022 12:40:02 PM

Lloyd Reaves
[redacted]

11/28/22

connect@kaufmanouterloop.com
[redacted]

Dallas, TX 75248

RE: Regarding Kaufman County Outer Loop Project.

To whom it may concern,

I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Hwy 205 and FM548, and I am writing this letter to protest the proposed **Alternative 1** routing of the Kaufman County outer loop project so close to our neighborhood

I understand that infrastructure expansion has to take place, however this proposed routing will create too much impact to our neighborhood that is already being negatively impacted by the HWY 205 and FM 548 expansion projects. These projects have already cut into homeowners land and will create additional noise issues.

The addition of another major hwy in the same vicinity will only make this worse and it raises the question of not only environmental impacts but the safety of the affected neighborhoods such as:

- It creates an unneeded expense dealing with sound and sight mitigation when it could easily be routed by one of the other less impactful route options
- it decreases the home values of those living in Chisholm Ranch Estates when the other routes have a less personal impact
- It creates extreme unnecessary street traffic confusion with on and off ramps which are not yet considered or shown of any plans available to the public
- It creates extreme unnecessary street traffic confusion by taking out the street traffic that could be absorbed by leaving 548 intact
- The other propose Kaufman routes impact at least 100 less families and are all cheaper while running through less populated area.

In conclusion it is obvious there is a much more open land east and south of this point that would make a much less impactful proposition to the rapidly growing area.

Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes. I would appreciate a response from you regarding this issue. I can be reached at Phone Number or at Email Address.

Thank you for taking the time to read this letter.

Sincerely,
Lloyd Reaves

From: Robbie Steed
To: connect@kaufmanouterloop.com
Subject: Outer Loop Concerns
Date: Monday, November 28, 2022 1:42:48 PM
Attachments: KCOL_OpenHouse_CommentCard_Final.pdf

Attached are my comments and concerns regarding the outer loop proposal. Thank you for your time.

Robert Steed
[redacted]

KAUFMAN COUNTY OUTER LOOP

KAUFMAN COUNTY OUTER LOOP

From SH 205 to south of I-20
Kaufman County
Comment Form
Public Open House

Desde la SH 205 hasta el sur de la I-20
Condado de Kaufman
Forma Para Comentarios
Reunión Pública

Texas Department of Transportation

Kaufman County and The Texas Department of Transportation are seeking your comments on the Kaufman County Outer Loop. Comments are always welcome and will be considered during project development. Written comments may be submitted to HDR, the project consultant, using this form or by email to connect@kaufmanouterloop.com. Written comments must be submitted or postmarked by Tuesday Dec. 20, 2022 to be a part of the official meeting record. Thank you for your comments.

El condado Kaufman y El Departamento de Transporte de Texas están solicitando sus comentatrios acerca del proyecto Kaufman County Outer Loop. Los comentarios son siempre bienvenidos y serán tomados en consideración durante el desarrollo del proyecto. Los comentarios por escrito pueden presentarse a HDR, el consultor del proyecto, usando esta forma o por correo electrónico a connect@kaufmanouterloop.com. Los comentarios por escrito deben ser presentados o deben tener sello postal al dia lunes 20 de Diciembre del 2022 para que formen parte del registro oficial de la reunión. Gracias por sus comentarios.

Name/Nombre: Robert Steed

Address/Dirección: [redacted]

Email/Correo Electrónico: [redacted]

Do you want to sign up for the project's email mailing list?
¿Desea registrarse a la lista de correo electrónico del proyecto?

☒ Yes/Sí ☐ No

Per Texas Transportation Code, §201.811(a) (5): check each of the following boxes that apply to you: Conforme al Código de Transporte de Texas §201.811(a) (5): marque cada una de las casillas siguientes que aplica para usted:

- ☐ I am employed by TxDOT (Soy empleado de TxDOT)
- ☐ I do business with TxDOT (Hago negocios con TxDOT)
- ☐ I could benefit monetarily from the project or other item about which I am commenting (Podría beneficiarme monetariamente del proyecto u otro objeto del cual yo esté comentando)

Comments/Comentarios (Please print/Por favor use letra de molde)

I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Highway 205 and FM548 located in Rockwall County. As such, I am writing this letter to protest the proposed Option 1 routing of the Rockwall County Outer Loop Project that would adversely impact our neighborhood with its proximity.Obviously, infrastructure expansion must take place to handle the increase in growth and traffic, however, this proposed Option 1 routing will severely and adversely impact our neighborhood – a neighborhood that is already being negatively impacted by the Highway 205 and FM 548 expansion projects.These projects have already resulted in the loss of homeowner and community land and are creating noise issues that many who bought and moved here sought to escape! Another major highway in the same vicinity will only make this worse. Furthermore, it not only raises the question of environmental impacts, but the safety and well-being of the affected neighborhoods. In particular:

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• It creates extreme unnecessary street traffic confusion by taking out the street traffic that could be absorbed by leaving 548 intact.

• The other proposed Rockwall routes impact at least 100 less families and are all cheaper while running through less populated area.

In conclusion, it is obvious there is much more open land east and south of this point that would make a far less impactful proposition to the rapidly growing area.

Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes.

Thank you for your time.

Please submit this form by mail, or by email to:
connect@kaufmanouterloop.com

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Favor de presentar esta forma por correo por correo electrónico a:
connect@kaufmanouterloop.com

La revisión ambiental, consulta y otras acciones requeridas por leyes ambientales federales para este proyecto están siendo, o han sido llevadas a cabo por TxDOT de conformidad con 23 U.S.C. 327 y un Memorándum de Entendimiento con fecha 9 de Diciembre del 2019, y ejecutado por la Administración Federal de Carreteras y TxDOT.

From:	Donna Bonnin
To:	connect@kaufmanouterloop.com
Subject:	Rockwall/Kaufman County Outer Loop Project
Date:	Tuesday, November 29, 2022 2:47:51 PM

Dear Mr. Swindell:

I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Highway 205 and FM 548. As such, I am writing this letter to protest the proposed Alternative 1/Option 1, routing of the Kaufman County Outer Loop Project that would adversely impact our neighborhood with its proximity.

Obviously, infrastructure expansion must take place to handle the increase in growth and traffic, however, this proposed Alternative 1 routing will severely and adversely impact our neighborhood, a neighborhood that is already being negatively impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land and are creating noise issues that many who bought and moved here sought to escape!

Another major highway in the same vicinity will only make this worse. Furthermore, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods. In particular:

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- It creates extreme unnecessary street traffic confusion by taking out the street traffic that could be absorbed by leaving FM 548 intact.
- The other proposed Rockwall routes impact at least 100 less families and are all cheaper while running through less populated area.

In conclusion, it is obvious there is much more open land east and south of this point that would make a far less impactful proposition to that rapidly growing area.

Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes. I would appreciate a response from you regarding this issue. I can be reached at [redacted] or a [redacted].

Thank you for your time and consideration.

Sincerely,

Donna Bonnin

[redacted]

[redacted]

Brian Swindell, P.E.
Managed Lanes Practice Lead
Kaufman County Outer Loop
[redacted]

November 29, 2022

RE: Rockwall/Kaufman County Outer Loop Project

Dear Mr. Swindell:

I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Highway 205 and FM 548. As such, I am writing this letter to protest the proposed Alternative 1 routing of the Kaufman County Outer Loop Project that would adversely impact our neighborhood with its proximity.

Obviously, infrastructure expansion must take place to handle the increase in growth and traffic, however, this proposed Alternative 1 routing will severely and adversely impact our neighborhood, a neighborhood that is already being negatively impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land, and are creating noise issues that many who bought and moved here sought to escape!

Another major highway in the same vicinity will only make this worse. Furthermore, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods. In particular:

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Donna Bonnin
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[redacted]

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Kaufman County Outer Loop
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Thank you for your time and consideration.

Sincerely,

Ronald Bonnin

Ronald Bonnin
[redacted]

From:	Frank Douglas
To:	connect@kaufmanouterloop.com
Subject:	No to Alternative 1
Date:	Tuesday, November 29, 2022 7:38:09 PM
Attachments:	2022 TXDOT Kaufman Contact Form.pdf Untitled attachment 00012.txt

KAUFMAN COUNTY OUTER LOOP

KAUFMAN COUNTY OUTER LOOP

From SH 205 to south of I-20
Kaufman County
Comment Form
Public Open House

Desde la SH 205 hasta el sur de la I-20
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Texas Department of Transportation

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Name/Nombre: [redacted]

Address/Dirección: [redacted]

Email/Correo Electrónico: [redacted]

Do you want to sign up for the project's email mailing list?
¿Desea registrarse a la lista de correo electrónico del proyecto?

☐ Yes/Sí ☐ No

Per Texas Transportation Code, §201.811(a) (5): check each of the following boxes that apply to you: Conforme al Código de Transporte de Texas §201.811(a) (5): marque cada una de las casillas siguientes que aplica para usted:

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- ☐ I do business with TxDOT (Hago negocios con TxDOT)
- ☐ I could benefit monetarily from the project or other item about which I am commenting (Podría beneficiarme monetariamente del proyecto u otro objeto del cual yo esté comentando)

Comments/Comentarios (Please print/Por favor use letra de molde)

[redacted]

Please submit this form by mail, or by email to:
connect@kaufmanouterloop.com

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Favor de presentar esta forma por correo por correo electrónico a:
connect@kaufmanouterloop.com

La revisión ambiental, consulta y otras acciones requeridas por leyes ambientales federales para este proyecto están siendo, o han sido llevadas a cabo por TxDOT de conformidad con 23 U.S.C. 327 y un Memorándum de Entendimiento con fecha 9 de Diciembre del 2019, y ejecutado por la Administración Federal de Carreteras y TxDOT.

From: Frank Wilkins
To: connect@kaufmanouterloop.com
Subject: Kaufman County Outer Loop Project.
Date: Tuesday, November 29, 2022 3:31:26 PM
Attachments: 2022 Kaufman OLP.docx

Dear Mr. Swindell,

Please see the attached inquiry re: The Kaufman County Outer Loop Project.

Thanks,
Frank Wilkins
[redacted]

Frank Wilkins
[redacted]

November 29, 2022

connect@kaufmanouterloop.com
Brian Swindell, P.E.
Managed Lanes Practice Lead
Kaufman County Outer Loop
[redacted]

RE: Kaufman County Outer Loop Project.

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Thank you for your time.

Sincerely,

Frank B. Wilkins

Frank Wilkins
[redacted]

From: Frank Wilkins
To: connect@kaufmanouterloop.com
Subject: Kaufman County Outer Loop Project
Date: Tuesday, November 29, 2022 4:07:58 PM
Attachments: 2022 TXDOT Kaufman Contact Form.pdf

Please see attached inquiry.

Frank Wilkins

KAUFMAN COUNTY OUTER LOOP

KAUFMAN COUNTY OUTER LOOP

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Name/Nombre: Frank Wilkins

Address/Dirección: [redacted]

Email/Correo Electrónico: [redacted]

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☒ Yes/Sí ☐ No

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Comments/Comentarios (Please print/Por favor use letra de molde)

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From: Kim Downes
To: connect@kaufmanouterloop.com
Subject: Kaufman County Outer Loop Project.
Date: Tuesday, November 29, 2022 4:07:57 PM
Attachments: Kim 2022 Kaufman OLP.docx

Dear Mr. Swindell,

Please see the attached inquiry re: The Kaufman County Outer Loop Project.

Thanks,
Kim Wilkins
[redacted]

Kim Wilkins
[redacted]

November 29, 2022

connect@kaufmanouterloop.com
Brian Swindell, P.E.
Managed Lanes Practice Lead
Kaufman County Outer Loop
[redacted]

RE: Kaufman County Outer Loop Project.

Dear Mr. Swindell:

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Thank you for your time.

Sincerely,

Kim A. Wilkins

Kim Wilkins
[redacted]

KAUFMAN COUNTY OUTER LOOP

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Name/Nombre: Ronald Bonnin

Address/Dirección: [redacted]

Email/Correo Electrónico: [redacted]

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☑ Yes/Sí ☐ No

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I am writing to formally protest the Outer Loop Project options presented by TxDOT. The options presented are quite literally the worst routing that could be imagined with regards to routing a major highway through and immediately adjacent to several existing high-value communities located near the SH 205 and FM 548 intersections.

Option 1 shown on the attached Kaufman County map needlessly devastates Chisholm Ranch Estates and forces the continuance of this proposed routing to skirt several other high-end communities as it continues through Rockwall County. Option 1 will also create the most expensive option to the tax payors. It will also potentially force the demolition of new high-end homes and devastate property values of those homes remaining directly next to a 6-lane high speed highway. Furthermore, potential on and off ramps that confuse and generate even more local traffic.

Option 1 illustrates merging with FM 548 and thereby dramatically complicates and removes needed street traffic capacity. I view any attempt to insert a freeway merging into FM 548 at SH 205 as extremely irresponsible, bad planning and a slap in the face of area residents and Rockwall County at large.

I urge you to immediately abandon Option 1 as an unfeasible, cost prohibitive option that is in the worst interest of the surrounding community and Rockwall County.

I am also writing to request that you rework new options that route more easterly around the new and existing subdivisions such as Chisholm Ranch Estates and High Point Ranch and High Point Lake Estates to less populated open agricultural / ranch land, which is cheaper and more practical for the surrounding communities. Doing such will create less havoc for the area and provide an opportunity for real planned development that will instead benefit the area rather than devastate established areas.

This is a reasonable request and should be able to be supported by our local community leaders, political leaders, TxDOT and all others tasked with creating the best plan for the future.

Option 1

Worst possible routing
Most expensive option
Most intrusive option
Destroys property values
Destroys community quality of life
Routing forces most undesirable routing of all options



Better area to plan Outer Loop bypassing communities and allowing better future planning options and growth

From: notifications@zohocrm.com
To: kaufmancountyouterloop@gmail.com
Subject: A new comment has been submitted
Date: Wednesday, November 30, 2022 2:54:44 PM

New Comment

A new comment has been submitted via webform

Comment Subject:

Kaufman County Outer Loop

Submitter Name:

Vicki Taylor

Submitter Email:

[redacted]

Submitter Phone:

Comment:

I am a resident of Airpark East community neighborhood at Hwy 205 and FM 548. As such, I am writing this letter to protest, the proposed Alternative 1 routing of the Kaufman County Outer Loop Project that would adversely impact our neighborhood with its proximity. We have lived at this airpark community for 34 years and concerned what impact this would have not just to the homeowners, but to the airport itself.

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Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes. I would appreciate a response from you regarding this issues. I can be reached at [redacted].

From: Vicki Taylor
To: connect@kaufmanouterloop.com
Subject: Rockwall County Outer Loop Project
Date: Wednesday, November 30, 2022 3:21:17 PM

Brian Swindell, P.E.
Managed Lanes Practice Lead
Kaufman County Outer Loop
[redacted]

RE: Rockwall County Outer Loop Project

Dr. Mr Swindell:

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Thank you for your time.

Sincerely,

Vicki Myers Taylor
[redacted]

From: Vicki Taylor
To: connect@kaufmanouterloop.com
Subject: Kaufman County Outer loop
Date: Wednesday, November 30, 2022 3:21:18 PM

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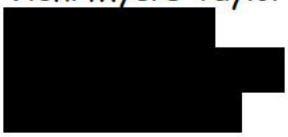
Thank you for your time.

Sincerely,

Vicki Myers Taylor



From: Vicki Taylor [redacted]
Subject: Rockwall County Outer Loop Project
Date: November 30, 2022 at 2:29 PM
To: connect@kaufmanouterloop.com

Brian Swindell, P.E.
Managed Lanes Practice Lead
Kaufman County Outer Loop
[redacted]

RE: Rockwall County Outer Loop Project

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* It creates extreme unnecessary street traffic confusion by taking out the street traffic that could be absorbed by leaving 548 intact.

* The other proposed Kaufman routes impact at least 100 less families and are all cheaper while running through less populated area.

In conclusion, it is obvious there is much more open land east and south of the point that would make a far less impactful proposition to the rapidly growing area.

Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes. I would appreciate a response from you regarding this issues. I can be reached at [redacted]

Thank you for your time.

Sincerely,

Vicki Myers Taylor
[redacted]

From: Frank Wilkins
To: connect@kaufmanouterloop.com
Subject: Kaufman County Outer Loop Project.
Date: Wednesday, November 30, 2022 9:52:44 AM
Attachments: 2022 Kaufman OLP.docx

Dear Mr. Swindell,

Please see the attached inquiry re: The Kaufman County Outer Loop Project.

Thanks,
Frank Wilkins
[redacted]

Frank Wilkins
[redacted]

November 30, 2022

connect@kaufmanouterloop.com
Brian Swindell, P.E.
Managed Lanes Practice Lead
Kaufman County Outer Loop
[redacted]

RE: Kaufman County Outer Loop Project.

Dear Mr. Swindell:

I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Highway 205 and FM548. As such, I am writing this letter to protest, the proposed **Alternative 1** routing of the Kaufman County Outer Loop Project that would adversely impact my house, my family, and our neighborhood with its proximity.

Obviously, infrastructure expansion must take place to handle the increase in growth and traffic, however, this proposed Option 1 routing will severely and adversely impact our neighborhood – a neighborhood that is already being negatively impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land. Furthermore, they are creating noise issues that many who bought and moved here sought to escape!

Another major highway in the same vicinity will only make this worse. Additionally, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods. In particular:

- It creates an unneeded expense dealing with sound and sight mitigation when it could easily be routed by one of the other less impactful route options.

- It decreases the home values of those living in Chisholm Ranch Estates when the other routes have a less personal impact.

- It creates extreme unnecessary street traffic confusion with on and off ramps, which are not yet considered or shown on any plans available to the public.

- It creates extreme unnecessary street traffic confusion by taking out the street traffic that could be absorbed by leaving 548 intact.

- The other proposed Kaufman routes impact at least 100 fewer families and are all cheaper while running through less populated area.

In conclusion, it is obvious there is much more open land east and south of this point that would make a far less impactful proposition to the rapidly growing area. Seems as if it would make MUCH more sense to consider and implement routes that cause the least disruption to as few established homes and neighborhoods as possible.

Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes. I would appreciate a response from you regarding this issue. I can be reached at [redacted] or at [redacted].

Thank you for your time.

Sincerely,

Frank B. Wilkins

Frank Wilkins
[redacted]

From: Kim Downes
To: connect@kaufmanouterloop.com
Subject: Kaufman County Outer Loop Project.
Date: Wednesday, November 30, 2022 9:52:43 AM
Attachments: 2022 Kaufman OLP.docx

Dear Mr. Swindell,

Please see the attached inquiry re: The Kaufman County Outer Loop Project.

Thanks,
Kim Wilkins
[redacted]

Frank Wilkins
[redacted]

November 29, 2022

connect@kaufmanouterloop.com
Brian Swindell, P.E.
Managed Lanes Practice Lead
Kaufman County Outer Loop
[redacted]

RE: Kaufman County Outer Loop Project.

Dear Mr. Swindell:

I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Highway 205 and FM548. As such, I am writing this letter to protest, the proposed **Alternative 1** routing of the Kaufman County Outer Loop Project that would adversely impact my house, my family, and our neighborhood with its proximity.

Obviously, infrastructure expansion must take place to handle the increase in growth and traffic, however, this proposed Option 1 routing will severely and adversely impact our neighborhood – a neighborhood that is already being negatively impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land. Furthermore, they are creating noise issues that many who bought and moved here sought to escape!

Another major highway in the same vicinity will only make this worse. Additionally, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods. In particular:

- It creates an unneeded expense dealing with sound and sight mitigation when it could easily be routed by one of the other less impactful route options.

- It decreases the home values of those living in Chisholm Ranch Estates when the other routes have a less personal impact.

- It creates extreme unnecessary street traffic confusion with on and off ramps, which are not yet considered or shown on any plans available to the public.

- It creates extreme unnecessary street traffic confusion by taking out the street traffic that could be absorbed by leaving 548 intact.

- The other proposed Kaufman routes impact at least 100 fewer families and are all cheaper while running through less populated area.

In conclusion, it is obvious there is much more open land east and south of this point that would make a far less impactful proposition to the rapidly growing area. Seems as if it would make MUCH more sense to consider and implement routes that cause the least disruption to as few established homes and neighborhoods as possible.

Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes. I would appreciate a response from you regarding this issue. I can be reached at [redacted] or at [redacted].

Thank you for your time.

Sincerely,

Frank B. Wilkins

Frank Wilkins
[redacted]

From: notifications@zohocrm.com
To: kaufmancountyouterloop@gmail.com
Subject: A new comment has been submitted
Date: Thursday, December 1, 2022 10:35:52 PM

New Comment

A new comment has been submitted via webform

Comment Subject:

Outerloop

Submitter Name:

Deyi Jiao

Submitter Email:

[redacted]

Submitter Phone:

Comment:

The alternative 1 should be avoid due to its close proximity to Chisholm Ranch Estates community. The noise level will largely affect the people living in area.

From: notifications@zohocrm.com
To: kaufmancountyouterloop@gmail.com
Subject: A new comment has been submitted
Date: Thursday, December 1, 2022 10:34:36 AM

New Comment

A new comment has been submitted via webform

Comment Subject:

Kaufman County Outer Loop TxDOT Presentation

Submitter Name:

Robert Stephenson

Submitter Email:

[redacted]

Submitter Phone:

Comment:

I am writing to formally protest the Rockwall and Kaufman County Outer Loop Project options as presented by TxDOT. The options presented are quite literally the worst routing that could be imagined. The proposed options consider the routing of a major highway directly through and immediately adjacent to several existing high-value communities located near the SH 205 and FM 548 intersections.
Option 1, the worst of those presented as shown on the Kaufman County maps needlessly devastates Chisholm Ranch Estates and forces the continuance of this proposed routing to severely impact several other high-end communities as it continues north-easterly through Rockwall County. Option 1 will also create the most expensive option to the tax payors and will also potentially force the demolition of new high-end homes and destroy property values of those homes remaining directly next to a 6-lane high speed highway. Additionally, this route sits in landing and take-off flight path of local air traffic crossing over FM548 and SH205. Finally, potential on and off ramps will only further confuse and generate even more local traffic
Option 1 illustrates merging with FM 548 thereby intensifying and complicating needed street traffic capacity. Any attempt to insert a freeway merging into FM 548 at SH 205 will be exposed as an extremely irresponsible planning scenario and a slap in the face of area residents and Rockwall County at large.
I urge you to immediately abandon Option 1 as an unfeasible, cost

prohibitive option that is in the worst interest of the surrounding community and Rockwall County.
I am also writing to suggest that you rework new alternative options that route the Outer Loop more easterly away from the new and existing subdivisions such as Chisholm Ranch Estates and High Point Ranch and High Point Lake Estates to less populated open agricultural and ranch land. This alternate routing is cheaper and more practical for the surrounding communities. Doing such will create less havoc for the area and provide an opportunity for real planned development that will instead benefit the area rather than devastate established areas.
This is a reasonable request and should be able to be supported by our local community leaders, political leaders, TxDOT and all others tasked with creating the best plan for the future.
Sincerely,

Robert Stephenson

From: Jurisich, Gwen
To: connect@kaufmanouterloop.com
Subject: FW: Rockwall and Kaufman County Outer loop Comments
Date: Thursday, December 1, 2022 1:22:08 PM

From: Swindell, Brian [redacted]
Sent: Thursday, December 1, 2022 12:47 PM
To: Kintner, Courtney [redacted]; Jurisich, Gwen [redacted]
Subject: FW: Rockwall and Kaufman County Outer loop Comments

From: Robert Stephenson [redacted]
Sent: Thursday, December 1, 2022 11:59 AM
To: Swindell, Brian [redacted]
Subject: Rockwall and Kaufman County Outer loop Comments

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Brian:

I am writing regarding the Rockwall and Kaufman County Outer Loop Project options presented by TxDOT. The options presented are quite literally the worst routing that could be imagined. The proposed options consider the routing of a major highway directly through and immediately adjacent to several existing high-value communities located near the SH 205 and FM 548 intersections.

Option 1, the worst of those presented as shown on the Kaufman County maps needlessly devastates Chisholm Ranch Estates and forces the continuance of this proposed routing to severely impact several other high-end communities as it continues north-easterly through Rockwall County. Option 1 will also create the most expensive option to the tax payors and will also potentially force the demolition of new high-end homes and destroy property values of those homes remaining directly next to a 6-lane high speed highway. Additionally, this route sits in landing and take-off flight path of local air traffic crossing over FM548 and SH205. Finally, potential on and off ramps will only further confuse and generate even more local traffic

Option 1 illustrates merging with FM 548 thereby intensifying and complicating needed street traffic capacity. Any attempt to insert a freeway merging into FM 548 at SH 205 will be exposed as an extremely irresponsible planning scenario and a slap in the face of area residents and Rockwall County at large.

I urge you to immediately abandon Option 1 as an unfeasible, cost prohibitive option that is in the worst interest of the surrounding community and Rockwall County.

I am also writing to suggest that you rework new alternative options that route the Outer Loop more easterly away from the new and existing subdivisions such as Chisholm Ranch Estates and High Point

Ranch and High Point Lake Estates to less populated open agricultural and ranch land. This alternate routing is cheaper and more practical for the surrounding communities. Doing such will create less havoc for the area and provide an opportunity for real planned development that will instead benefit the area rather than devastate established areas.
This is a reasonable request and should be able to be supported by our local community leaders, political leaders, TxDOT and all others tasked with creating the best plan for the future.

Sincerely,

Robert Stephenson
[redacted]

Gmail

Kaufman County <kaufmancountyouterloop@gmail.com>

Outer loop project

Tyler Wauters [redacted] Thu, Dec 1, 2022 at 12:10 PM
To: connect@kaufmanouterloop.com

Be t Regard ,

Tyler W

Sent from my iPhone

Outer Loop Letter 2.docx
21288K

I am writing to formally protest the Outer Loop Project options presented by TxDOT. The options presented are quite literally the worst routing that could be imagined with regards to routing a major highway through and immediately adjacent to several existing high-value communities located near the SH 205 and FM 548 intersections.

Option 1 shown on the attached Kaufman County map needlessly devastates Chisholm Ranch Estates and forces the continuance of this proposed routing to skirt several other high-end communities as it continues through Rockwall County. Option 1 will also create the most expensive option to the tax payors. It will also potentially force the demolition of new high-end homes and devastate property values of those homes remaining directly next to a 6-lane high speed highway. Furthermore, potential on and off ramps that confuse and generate even more local traffic.

Option 1 illustrates merging with FM 548 and thereby dramatically complicates and removes needed street traffic capacity. I view any attempt to insert a freeway merging into FM 548 at SH 205 as extremely irresponsible, bad planning and a slap in the face of area residents and Rockwall County at large.

I urge you to immediately abandon Option 1 as an unfeasible, cost prohibitive option that is in the worst interest of the surrounding community and Rockwall County.

I am also writing to request that you rework new options that route more easterly around the new and existing subdivisions such as Chisholm Ranch Estates and High Point Ranch and High Point Lake Estates to less populated open agricultural / ranch land, which is cheaper and more practical for the surrounding communities. Doing such will create less havoc for the area and provide an opportunity for real planned development that will instead benefit the area rather than devastate established areas.

This is a reasonable request and should be able to be supported by our local community leaders, political leaders, TxDOT and all others tasked with creating the best plan for the future.


Option 1
Worst possible routing
Most expensive option
Most intrusive option
Destroys property values
Destroys community quality of life
Routing forces most undesirable routing of all options
Smoke Money BBQ
Calvary Chapel
Oakhill General Contractors
Electrical.com
Better area to plan Outer Loop bypassing communities and allowing better future planning options and growth

From: Stu Logdon
To: connect@kaufmanouterloop.com
Subject: Letter of Concerns with Alternative 1 of Outer Loop Project
Date: Friday, December 2, 2022 10:06:49 AM
Attachments: Letter-Kaufmann Outer Loop Concerns.pdf

Please find attached a letter outlining my concerns with Alternative 1 of the proposed Outer Loop project.

Kaufman County Outer Loop/Texas Dept of Transportation:

I am writing to formally protest the Outer Loop Project options presented by TxDOT. The options presented are quite literally the worst routing that could be imagined with regards to routing a major highway through and immediately adjacent to several existing high-value communities located near the SH 205 and FM 548 intersections.

Option 1 shown on the attached Kaufman County map needlessly devastates Chisolm Ranch Estates and forces the continuance of this proposed routing to skirt several other high-end communities as it continues through Rockwall County. Option 1 will also create the most expensive option to the tax payors. It will also potentially force the demolition of new high-end homes and devastate property values of those homes remaining directly next to a 6-lane high speed highway. Furthermore, potential on and off ramps that confuse and generate even more local traffic.

Option 1 illustrates merging with FM 548 and thereby dramatically complicates and removes needed street traffic capacity. I view any attempt to insert a freeway merging into FM 548 at SH 205 as extremely irresponsible, bad planning and a slap in the face of area residents and Rockwall County at large.

I urge you to immediately abandon Option 1 as an unfeasible, cost prohibitive option that is in the worst interest of the surrounding community and Rockwall County.

I am also writing to request that you rework new options that route more easterly around the new and existing subdivisions such as Chisholm Ranch Estates and High Point Ranch and High Point Lake Estates to less populated open agricultural / ranch land, which is cheaper and more practical for the surrounding communities. Doing such will create less havoc for the area and provide an opportunity for real planned development that will instead benefit the area rather than devastate established areas.

This is a reasonable request and should be able to be supported by our local community leaders, political leaders, TxDOT and all others tasked with creating the best plan for the future.



Charles Logdon

[redacted]


sive option
ve option
operty values
mmunity quality of life
es most undesirable routing of all options
Better area to plan Outer Loop bypassing communities and allowing better future planning options and growth

From: Ben Shaw
To: connect@kaufmanouterloop.com
Subject: Comments for Kaufman Outer Loop Project
Date: Friday, December 2, 2022 4:18:25 PM

Hello, I am a Terrell resident near the affected area of this project and I wanted to provide my input and recommendation.

If the routes in gray, which are not labeled on the map are still being considered, then the route shown in gray that is the further route to the east would be the best option shown.

If the routes shown in gray are no longer being considered, then Alternative 4 would be the most preferred option, followed by Alternative 3 as the next best option. I believe these options would have the least negative impact on the land as possible among the alternatives.

Thank you
Ben Shaw
Terrell, TX

From: notifications@zohocrm.com
To: kaufmancountyouterloop@gmail.com
Subject: A new comment has been submitted
Date: Saturday, December 3, 2022 1:54:54 PM

New Comment

A new comment has been submitted via webform

Comment Subject:

Outer Loop

Submitter Name:

Frank Douglas

Submitter Email:

[redacted]

Submitter Phone:

Comment:

Don't choose Alternative 1. It destroys many homes, is more expensive, and has greater impact on the environment. Alternatives 2, 3, or 4 are much better and should be selected. Alternative 1 should be eliminated from consideration.

From: notifications@zohocrm.com
To: kaufmancountyouterloop@gmail.com
Subject: A new comment has been submitted
Date: Saturday, December 3, 2022 1:16:29 PM

New Comment

A new comment has been submitted via webform

Comment Subject:

Outer Loop

Submitter Name:

Lori Douglas

Submitter Email:

[redacted]

Submitter Phone:

Comment:

Alternative 1 of the Outer Loop should be eliminated. Reasonable Alternatives 2, 3, and 4 all have more favorable environmental and financial impact as shown by published planning materials. Alternatives 2, 3, and 4 would also cause less destruction of established neighborhoods. We ask that Alternative 1 be eliminated from consideration.

From: notifications@zohocrm.com
To: kaufmancountyouterloop@gmail.com
Subject: A new comment has been submitted
Date: Saturday, December 3, 2022 1:48:28 PM

New Comment

A new comment has been submitted via webform

Comment Subject:

Outer Loop

Submitter Name:

Max Douglas

Submitter Email:

[redacted]

Submitter Phone:

Comment:

Please take Alternative 1 out of consideration. It is more expensive and has more environmental impact than Alternatives 2, 3, or 4 according to your published information. Alternative 1 is the worst option and shouldn't even be considered.

From: Henderson, Kendra
To: connect@kaufmanouterloop.com
Cc: jayhenderson29@yahoo.com
Subject: Formal protest against outer loop proposed routes
Date: Saturday, December 3, 2022 12:49:44 PM
Attachments: Outer Loop Letter 2.docx

Please see the attached letter as a formal protest to the currently proposed routes of this project.

Kendra and Jay Henderson
[redacted]

The information contained in this message and any attachments is intended only for the use of the individual or entity to which it is addressed, and may contain information that is PRIVILEGED, CONFIDENTIAL, and exempt from disclosure under applicable law. If you are not the intended recipient, you are prohibited from copying, distributing, or using the information. Please contact the sender immediately by return e-mail and delete the original message from your system.

To Whom it May Concern:

I am writing to formally protest the Outer Loop Project options presented by TxDOT. The options presented are quite literally the worst routing that could be imagined with regards to routing a major highway through and immediately adjacent to several existing high-value communities located near the SH 205 and FM 548 intersections.

Option 1, shown on the attached Kaufman County map, needlessly devastates Chisholm Ranch Estates and forces the continuance of this proposed routing to skirt several other high-end communities as it continues through Rockwall County. Option 1 will create the most expensive option to taxpayers. It potentially forces the demolition of new, high-end homes and will devastate property values of the remaining homes which will then be directly adjacent to a 6-lane high speed highway. Furthermore, potential on and off ramps will confuse and generate even more local traffic. As residents of Chisholm Ranch estates, this option directly affects our family. When we purchased our lot and built our forever home nine years ago, we did so specifically due to the rural location, large lot size, and open feel of my neighborhood. We now stand to lose everything for a poorly planned and un-needed highway. This will disrupt the lives of not only my husband and myself, but also our children who will be forced to change schools due to relocation. It is simply unacceptable and we plan to fight it with everything we have.

Option 1 illustrates merging with FM 548 and thereby, dramatically complicates and removes needed street traffic capacity. I view any attempt to insert a freeway merging into FM 548 at SH 205 as extremely irresponsible, bad planning and a slap in the face of area residents and Rockwall County at large.

I urge you to immediately abandon Option 1 as an unfeasible, cost prohibitive option that is in the worst interest of the surrounding community and Rockwall County.

I am also writing to request that you rework new options that route more easterly around the new and existing subdivisions such as Chisholm Ranch Estates, High Point Ranch, and High Point Lake Estates to less populated, open, and agricultural/ranch land, which is cheaper and more practical for the surrounding communities. Doing so will create less havoc for the area and provide an opportunity for real planned development that may benefit the area rather than devastate established areas.

This is a reasonable request and should be supported by our local community leaders, political leaders, TxDOT, and all others tasked with creating the best plan for the future.

Kendra and Jay Henderson


Option 1
Worst possible routing
Most expensive option
Most intrusive option
Destroys property values
Destroys community quality of life
Routing forces most undesirable routing of all options
Smoke Money BBQ
Calvary Chapel
Oakhill General Contractors
Electrical.com
Better area to plan Outer Loop bypassing communities and allowing better future planning options and growth

From: tkirk52@aol.com
To: connect@kaufmanouterloop.com
Subject: Kaufman/Rockwall County Outer Loop Project
Date: Saturday, December 3, 2022 2:52:16 PM

Brian Swindell, P.E.
Managed Lanes Practice Lead
Kaufman County Outer Loop
[redacted]

RE: Kaufman/Rockwall County Outer Loop Project

Dr. Mr Swindell:

I am a resident of Airpark East community neighborhood at Hwy 205 and FM 548. As such, I am writing this letter to protest, the proposed Alternative 1 routing of the Kaufman County Outer Loop Project that would adversely impact our neighborhood with its proximity. I have lived at this airpark community for 6-years and and my wife has lived at this address for 34-year. We are concerned what impact this would have not just to the homeowners, but to the airport itself.

Obviously, infrastructure expansion must take place to handle the increase in growth and traffic, however, the proposed Option 1 routing will severely and adversely impact our neighborhood, a neighborhood that is already being negatively impacted by the Hwy 205 and FM 548 widening projects. Furthermore, those projects are creating noise issues that many who bought and moved here to escape!

Another major highway in the same vicinity will only create added noise **POLLUTION.** Additionally, it not only raises the question of environmental impacts, but the safety and well-being of the affected neighborhoods. In particular:

* It creates an unneeded expense dealing with sound and sight mitigation when it could easily be routed by one of the other less impactful route options.

* It **decreases** the home values of those living at Airpark East when the other routes have a less personal impact.

* It creates extremely unnecessary street traffic confusion with on and off ramps, which are not yet considered or shown on any plans available to the public.

* It creates extremely unnecessary traffic confusion by taking out the street traffic that could be absorbed by leaving 548 intact.

* The other proposed Kaufman routes impact at least 100 less families and are all cheaper, while running through less populated areas.

In conclusion, it is obvious there is much more open land east and south of the point that would make a far less impactful proposition to the rapidly growing area.

Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes. I would appreciate a response from you regarding these issues. I can be reached at [redacted]

Thank you for your time.

Sincerely,

Thomas Kirk Taylor



From: notifications@zohocrm.com
To: kaufmancountyouterloop@gmail.com
Subject: A new comment has been submitted
Date: Saturday, December 3, 2022 1:43:23 PM

New Comment

A new comment has been submitted via webform

Comment Subject:

Outer Loop

Submitter Name:

Brent Wilcox

Submitter Email:

[redacted]

Submitter Phone:

Comment:

Take Alternative 1 off the table. Alternatives 2, 3, and 4 show they are less expensive and have less environmental impact according to your published materials. Alternative 1also destroys too many homes. It should be eliminated from consideration.

From: notifications@zohocrm.com
To: kaufmancountyouterloop@gmail.com
Subject: A new comment has been submitted
Date: Saturday, December 3, 2022 1:51:37 PM

New Comment

A new comment has been submitted via webform

Comment Subject:

Outer Loop

Submitter Name:

Bruce Wilcox

Submitter Email:

[redacted]

Submitter Phone:

Comment:

Alternatives 2, 3, or 4 are all good options. Alternative 1 is NOT a good option. It's more expensive than the other options, destroys many homes, and has a bigger environmental impact than the other options. Please don't choose Alternative 1.

KAUFMAN COUNTY OUTER LOOP

KAUFMAN COUNTY OUTER LOOP

From SH 205 to south of I-20
Kaufman County
Comment Form
Public Open House

Desde la SH 205 hasta el sur de la I-20
Condado de Kaufman
Forma Para Comentarios
Reunión Pública

Texas Department of Transportation

Kaufman County and The Texas Department of Transportation are seeking your comments on the Kaufman County Outer Loop. Comments are always welcome and will be considered during project development. Written comments may be submitted to HDR, the project consultant, using this form or by email to connect@kaufmanouterloop.com. Written comments must be submitted or postmarked by Monday, Dec. 20, 2022 to be a part of the official meeting record. Thank you for your comments.

El condado Kaufman y El Departamento de Transporte de Texas están solicitando sus comentatrios acerca del proyecto Kaufman County Outer Loop. Los comentarios son siempre bienvenidos y serán tomados en consideración durante el desarrollo del proyecto. Los comentarios por escrito pueden presentarse a HDR, el consultor del proyecto, usando esta forma o por correo electrónico a connect@kaufmanouterloop.com. Los comentarios por escrito deben ser presentados o deben tener sello postal al dia lunes 20 de Diciembre del 2022 para que formen parte del registro oficial de la reunión. Gracias por sus comentarios.

Name/Nombre: Andrew Wauters

Address/Dirección [redacted]

Email/Correo Electrónico: [redacted]

Do you want to sign up for the project's email mailing list?
¿Desea registrarse a la lista de correo electrónico del proyecto?

☑ Yes/Sí ☐ No

Per Texas Transportation Code, §201.811(a) (5): check each of the following boxes that apply to you: Conforme al Código de Transporte de Texas §201.811(a) (5): marque cada una de las casillas siguientes que aplica para usted:

- ☐ I am employed by TxDOT (Soy empleado de TxDOT)
- ☐ I do business with TxDOT (Hago negocios con TxDOT)
- ☐ I could benefit monetarily from the project or other item about which I am commenting (Podría beneficiarme monetariamente del proyecto u otro objeto del cual yo esté comentando)

Comments/Comentarios (Please print/Por favor use letra de molde)

Please see attached letter.

Please submit this form by mail, or by email to:
connect@kaufmanouterloop.com

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Favor de presentar esta forma por correo por correo electrónico a:
connect@kaufmanouterloop.com

La revisión ambiental, consulta y otras acciones requeridas por leyes ambientales federales para este proyecto están siendo, o han sido llevadas a cabo por TxDOT de conformidad con 23 U.S.C. 327 y un Memorándum de Entendimiento con fecha 9 de Diciembre del 2019, y ejecutado por la Administración Federal de Carreteras y TxDOT.

Andrew Wauters
[redacted]

December 04, 2022

connect@kaufmanouterloop.com
Brian Swindell, P.E.
Managed Lanes Practice Lead
Kaufman County Outer Loop
[redacted]

RE: Kaufman County Outer Loop Project.

Dear Mr. Swindell:

I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Highway 205 and FM548. As such, I am writing this letter to protest, the proposed **Alternative 1** routing of the Kaufman County Outer Loop Project that would adversely impact our neighborhood with its proximity.

Obviously, infrastructure expansion must take place to handle the increase in growth and traffic, however, this proposed Option 1 routing will severely and adversely impact our neighborhood – a neighborhood that is already being negatively impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land. Furthermore, they are creating noise issues that many who bought and moved here sought to escape!

Another major highway in the same vicinity will only make this worse. Additionally, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods. In particular:

- It creates an unneeded expense dealing with sound and sight mitigation when it could easily be routed by one of the other less impactful route options.
- It decreases the home values of those living in Chisholm Ranch Estates when the other routes have a less personal impact.
- It creates extreme unnecessary street traffic confusion with on and off ramps, which are not yet considered or shown on any plans available to the public.
- It creates extreme unnecessary street traffic confusion by taking out the street traffic that could be absorbed by leaving 548 intact.

- The other proposed Kaufman routes impact at least 100 less families and are all cheaper while running through less populated area.

In conclusion, it is obvious there is much more open land east and south of this point that would make a far less impactful proposition to the rapidly growing area.

Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes. I would appreciate a response from you regarding this issue. I can be reached at [redacted] or at [redacted]

Thank you for your time.

Sincerely,



Andrew Wauters
[redacted]

KAUFMAN COUNTY OUTER LOOP

KAUFMAN COUNTY OUTER LOOP

From SH 205 to south of I-20
Kaufman County
Comment Form
Public Open House

Desde la SH 205 hasta el sur de la I-20
Condado de Kaufman
Forma Para Comentarios
Reunión Pública

Texas Department of Transportation

Kaufman County and The Texas Department of Transportation are seeking your comments on the Kaufman County Outer Loop. Comments are always welcome and will be considered during project development. Written comments may be submitted to HDR, the project consultant, using this form or by email to connect@kaufmanouterloop.com. Written comments must be submitted or postmarked by Monday, Dec. 20, 2022 to be a part of the official meeting record. Thank you for your comments.

El condado Kaufman y El Departamento de Transporte de Texas están solicitando sus comentatrios acerca del proyecto Kaufman County Outer Loop. Los comentarios son siempre bienvenidos y serán tomados en consideración durante el desarrollo del proyecto. Los comentarios por escrito pueden presentarse a HDR, el consultor del proyecto, usando esta forma o por correo electrónico a connect@kaufmanouterloop.com. Los comentarios por escrito deben ser presentados o deben tener sello postal al dia lunes 20 de Diciembre del 2022 para que formen parte del registro oficial de la reunión. Gracias por sus comentarios.

Name/Nombre: Whitney Wauters

Address/Dirección: [redacted]

Email/Correo Electrónico: [redacted]

Do you want to sign up for the project's email mailing list?
¿Desea registrarse a la lista de correo electrónico del proyecto?

☑ Yes/Sí ☐ No

Per Texas Transportation Code, §201.811(a) (5): check each of the following boxes that apply to you: Conforme al Código de Transporte de Texas §201.811(a) (5): marque cada una de las casillas siguientes que aplica para usted:

- ☐ I am employed by TxDOT (Soy empleado de TxDOT)
- ☐ I do business with TxDOT (Hago negocios con TxDOT)
- ☐ I could benefit monetarily from the project or other item about which I am commenting (Podría beneficiarme monetariamente del proyecto u otro objeto del cual yo esté comentando)

Comments/Comentarios (Please print/Por favor use letra de molde)

please see attached letter

Please submit this form by mail, or by email to:
connect@kaufmanouterloop.com

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Favor de presentar esta forma por correo por correo electrónico a:
connect@kaufmanouterloop.com

La revisión ambiental, consulta y otras acciones requeridas por leyes ambientales federales para este proyecto están siendo, o han sido llevadas a cabo por TxDOT de conformidad con 23 U.S.C. 327 y un Memorándum de Entendimiento con fecha 9 de Diciembre del 2019, y ejecutado por la Administración Federal de Carreteras y TxDOT.

Whitney Wauters
[redacted]

December 04, 2022

connect@kaufmanouterloop.com
Brian Swindell, P.E.
Managed Lanes Practice Lead
Kaufman County Outer Loop
[redacted]

RE: Kaufman County Outer Loop Project.

Dear Mr. Swindell:

I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Highway 205 and FM548. As such, I am writing this letter to protest, the proposed **Alternative** 1 routing of the Kaufman County Outer Loop Project that would adversely impact our neighborhood with its proximity.

Obviously, infrastructure expansion must take place to handle the increase in growth and traffic, however, this proposed Option 1 routing will severely and adversely impact our neighborhood – a neighborhood that is already being negatively impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land. Furthermore, they are creating noise issues that many who bought and moved here sought to escape!

Another major highway in the same vicinity will only make this worse. Additionally, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods. In particular:

- It creates an unneeded expense dealing with sound and sight mitigation when it could easily be routed by one of the other less impactful route options.
- It decreases the home values of those living in Chisholm Ranch Estates when the other routes have a less personal impact.
- It creates extreme unnecessary street traffic confusion with on and off ramps, which are not yet considered or shown on any plans available to the public.
- It creates extreme unnecessary street traffic confusion by taking out the street traffic that could be absorbed by leaving 548 intact.

- The other proposed Kaufman routes impact at least 100 less families and are all cheaper while running through less populated area.

In conclusion, it is obvious there is much more open land east and south of this point that would make a far less impactful proposition to the rapidly growing area.

Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes. I would appreciate a response from you regarding this issue. I can be reached at [redacted] or at [redacted]

Thank you for your time.

Sincerely,

Whitney Wauters

Whitney Wauters
[redacted]

From:	Whitney Wauters
To:	connect@kaufmanouterloop.com
Subject:	RE: Kaufman County Outer Loop Project
Date:	Sunday, December 4, 2022 12:30:24 PM
Attachments:	Re Kaufman Outer Loop Project Letter Whitney Wauters.pdf

Dear Mr. Swindell:

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Thank you for your time.

Sincerely,

Whitney Wauters
[redacted]
[redacted]

--
[redacted]

Charles Logdon
[redacted]

December 05, 2022

connect@kaufmanouterloop.com
Brian Swindell, P.E.
Managed Lanes Practice Lead
Kaufman County Outer Loop
[redacted]

RE: Rockwall County Outer Loop Project.

Dear Mr. Swindell:

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Thank you for your time.

Sincerely,



Charles Logdon
[redacted]

From: MARK WARNICK
To: RCOL@Halff.com
Cc: connect@kaufmanouterloop.com
Subject: Kaufman County Outer Loop Project
Date: Monday, December 5, 2022 8:53:27 PM
Attachments: Rockwall Kaufman Outer Loop Project.docx

Please see letter file above.

Sent from Mail for Windows

Mark Warnick
[redacted]

I am writing to formally protest the Outer Loop Project options presented by TxDOT. The options presented are quite literally the worst routing that could be imagined with regards to routing a major highway through and immediately adjacent to several existing high-value communities located near the SH 205 and FM 548 intersections.

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This is a reasonable request and should be able to be supported by our local community leaders, political leaders, TxDOT and all others tasked with creating the best plan for the future.

Thank you for your time.

Sincerely,

Mark Warnick
[redacted]


Option 1
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Most intrusive option
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Routing forces most undesirable routing of all options
Smoke Money BBQ
Calvary Chapel
Oakhill General Contractors
Electrical.com
Better area to plan Outer Loop bypassing communities and allowing better future planning options and growth

From: MaryAnn Warnick
To: connect@kaufmanouterloop.com
Cc: rcol@halff.com
Subject: Fwd: Rockwall County Outer Loop Project
Date: Monday, December 5, 2022 8:53:25 PM
Attachments: Outer Loop Letter 2.docx

Get Outlook for Android

From: MaryAnn Warnick [redacted]
Sent: Monday, December 5, 2022 8:00:36 PM
To: MaryAnn Warnick [redacted]
Subject: Rockwall County Outer Loop Project

Get Outlook for Android

MaryAnn Warnick
[redacted]
(Chisholm Ranch Estates)

I am writing to formally protest the Outer Loop Project options presented by TxDOT. The options presented are quite literally the worst routing that could be imagined with regards to routing a major highway through and immediately adjacent to several existing high-value communities located near the SH 205 and FM 548 intersections.

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Sincerely,

MaryAnn Warnick
[redacted]


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KAUFMAN COUNTY OUTER LOOP

KAUFMAN COUNTY OUTER LOOP

From SH 205 to south of I-20
Kaufman County
Comment Form
Public Open House

Desde la SH 205 hasta el sur de la I-20
Condado de Kaufman
Forma Para Comentarios
Reunión Pública

Texas Department of Transportation

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e/Nombre: Donna Bonnin

ess/Dirección: [redacted]

l/Correo Electrónico: [redacted]

ou want to sign up for the project's email mailing list?
ea registrarse a la lista de correo electrónico del proyecto?

Yes/Sí ☐ No

Per Texas Transportation Code, §201.811(a) (5): check each of the following boxes that apply to you: Conforme al Código de Transporte de Texas §201.811(a) (5): marque cada una de las casillas siguientes que aplica para usted:

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see attached

e submit this form by mail, or by email to:
ect@kaufmanouterloop.com

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connect@kaufmanouterloop.com

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Option 1 illustrates merging with FM 548 and thereby dramatically complicates and removes needed street traffic capacity. I view any attempt to insert a freeway merging into FM 548 at SH 205 as extremely irresponsible, bad planning and a slap in the face of area residents and Rockwall County at large.

I urge you to immediately abandon Option 1 as an unfeasible, cost prohibitive option that is in the worst interest of the surrounding community and Rockwall County.

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This is a reasonable request and should be able to be supported by our local community leaders, political leaders, TxDOT and all others tasked with creating the best plan for the future.

Option 1
Worst possible routing
Most expensive option
Most intrusive option
Destroys property values
Destroys community quality of life
Routing forces most undesirable routing of all options



Better area to plan Outer Loop bypassing communities and allowing better future planning options and growth

From: notifications@zohocrm.com
To: kaufmancountyouterloop@gmail.com
Subject: A new comment has been submitted
Date: Tuesday, December 6, 2022 8:23:59 PM

New Comment

A new comment has been submitted via webform

Comment Subject:

Outer loop

Submitter Name:

April Deats

Submitter Email:

[redacted]

Submitter Phone:

Comment:

The outerloop is going to be a nightmare. Kaufman County is already know for its high crime, and you now want to give criminals another highway to utilize. Look at the crime rates in Travis Ranch and Windmill Farms.

Why are you utilizing tax dollars to expand 205 and 548, just to come in and use more tax dollars to create a road that is not needed. This will not benefit anyone in the area. You are also decreasing the home values of million dollar properties.

From: notifications@zohocrm.com
To: kaufmancountyouterloop@gmail.com
Subject: A new comment has been submitted
Date: Tuesday, December 6, 2022 8:26:26 PM

New Comment

A new comment has been submitted via webform

Comment Subject:

Outer loop

Submitter Name:

Hannah Deats

Submitter Email:

[redacted]

Submitter Phone:

Comment:

Horrible idea. Will only bring in high crime rates and decreased home values.

Huge waste of taxpayer resources. Look at the loop around Austin, I never see much traffic on it. Seems like a huge waste to only help out a select few.

From: notifications@zohocrm.com
To: kaufmancountyouterloop@gmail.com
Subject: A new comment has been submitted
Date: Tuesday, December 6, 2022 8:10:04 PM

New Comment

A new comment has been submitted via webform

Comment Subject:

Outer Loop Project

Submitter Name:

Tomasa Weimer

Submitter Email:

[redacted]

Submitter Phone:

Comment:

Please consider an option further east. My husband and I own 2 homes in the Chisholm Ranch Estate subdivision. Our daughter and her two girls live at [redacted] This is supposed to be my last home. This is supposed to be the home my husband and I die on. We are too old to move again. Please reconsider the current first option and move the project further east.

From: Orig SBC
To: connect@kaufmanouterloop.com
Subject: Outer Loop Comment Letter
Date: Wednesday, December 7, 2022 11:15:19 AM
Attachments: Outer Loop Letter to HDR Engineering.pdf

Mr Swindell,

Please see my attached letter regarding the proposed Outer Loop Project

Would appreciate confirmation that you have received this letter and a reply to comments and concerns

Regards

Alton Johnson

[redacted]

December 7, 2022

Brian Swindell, P.E.
connect@kaufmanouterloop.com
Managed Lanes Practice Lead
Outer Loop
[redacted]

RE: Rockwall County Outer Loop Project.

Dear Mr. Swindell:

I am a resident of Chisholm Ranch Estates neighborhood at the intersection of Highway 205 and FM548. As such, I am writing this letter to protest, the proposed Alternative 1 routing of the Kaufman County Outer Loop Project that would adversely impact our neighborhood with its proximity.

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1. It creates an unneeded expense dealing with sound and sight mitigation when it could easily be routed by one of the other less impactful route options.

2. It decreases the home values of those living in Chisholm Ranch Estates when the other routes have a less personal impact.

3. It creates extreme unnecessary street traffic confusion with on and off ramps, which are not yet considered or shown on any plans available to the public.

4. It creates extreme unnecessary street traffic confusion by taking out the street traffic that could be absorbed by leaving 548 intact.

5. The other proposed Kaufman routes impact at least 100 less families and are all cheaper while running through less populated area.

6. It would baseline a noise level that is post 548/205 expansion instead of providing noise abatement for directly affect homeowners. (Note the SH114 in Tarrant/Denton County provided this for residents and no homeowners lost any of their property.

7. It would appear that no effort to capture lesson learned in outer loop project such as Houston Austin or even local Metroplex projects is being brought to bear in consider this a or any option.

8. Current proposed route plans are preexisting plans developed over 10 years at best case. The project team has not shown that a new body of work has or plans to undertaken to consider other new alternative routes further east where impacts to existing communities is far less less that current options

In conclusion, it is obvious there is much more open land east and south of this point that would make a far less impactful proposition to the rapidly growing area. Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes.

I would appreciate a response from you regarding this issue. I can be reached at

[redacted]

Respectfully,

Alton Johnson

From: MARK WARNICK
To: connect@kaufmanouterloop.com; rcol@halff.com
Subject: Rockwall Kaufman Outer Loop Project
Date: Wednesday, December 7, 2022 9:47:40 AM
Attachments: Rockwall Kaufman Outer Loop Project.pdf

Get Outlook for Android

Mark Warnick
[redacted]
[redacted]

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Thank you for your time.

Sincerely,

Mark Warnick
[redacted]
[redacted]


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From: MaryAnn Warnick
To: connect@kaufmanouterloop.com
Cc: rcol@halff.com
Subject: Rockwall County Outer loop Project
Date: Wednesday, December 7, 2022 8:57:39 AM
Attachments: Outer Loop Letter 2.pdf

One app for all your Word, Excel, PowerPoint and PDF needs. Get the Office app: https://aka.ms/officeandroidshareinstall

Get Outlook for Android

MaryAnn Warnick
[redacted]
[redacted]
(Chisholm Ranch Estates)

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Sincerely,

[redacted]
[redacted]
[redacted]


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From: Jurisich, Gwen
To: connect@kaufmanouterloop.com
Subject: FW: Kaufman Outer Loop One-on-One with Quiddity Engineering
Date: Thursday, December 8, 2022 10:20:36 AM
Attachments: Outer Loop Terrell Alternative.pdf

From: Steve Rogers [redacted]
Sent: Monday, December 5, 2022 10:36 AM
To: Jurisich, Gwen [redacted]
Cc: Alex S. Pfefferkorn PE [redacted]; David E. Unger PE [redacted]; Swindell, Brian [redacted]; Kintner, Courtney [redacted]; Barry Heard [redacted]; Claud Elsom [redacted]; [redacted]; Mike Sims [redacted]
Subject: Re: Kaufman Outer Loop One-on-One with Quiddity Engineering

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Before today's call I wanted to send Terrell's recommended alternative for the Outer Loop as a comment from the Public Meeting.

We have not had an opportunity to discuss this in detail to my knowledge.

The other comment to add to this is the City of Terrell would recommend that the consultants take a hard look at Air Park East and determine if the long term path of wisdom could be to purchase a barely used and poorly performing airport to eliminate it from being an obstacle for alignment.

See you later today.

Steve

On Thu, Nov 17, 2022 at 8:45 AM Jurisich, Gwen [redacted] wrote:

> This one-on-one meeting is to discuss the Kaufman County Outer Loop project.
>
> Please use the link below to join the meeting.
>
> ---
>
> _
>
> # Microsoft Teams meeting
>
> **Join on your computer, mobile app or room device**

Click here to join the meeting

Meeting ID: [redacted]
Passcode: [redacted]
Download Join on the web

Or call in (audio only)
[redacted] United States, Dallas
[redacted] United States (Toll-free)
Phone Conference ID: [redacted]
Find a local number | Reset PIN

Learn More | Meeting options

–

Thank you,

Gwen

--
Steve Rogers, P.E.
City Engineer
[redacted]



ug u

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Regional Outer Loop

Freeway

Frontage Road

Type AA Principal Arterial (6 Lanes, 140' ROW)

Type A Major Arterial (4 Lanes, 120' ROW)

Type B Minor Arterial (4 Lanes, 100' ROW)

Type C Principal Collector (2 Lanes, 100' ROW)

Type D Major Collector (2 Lanes, 80' ROW)

Type E Minor Collector (3 Lanes, 60' ROW)

Type F Residential (2 Lanes, 60' ROW)

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Terrell AMERICA

City of Terrell

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Kimley»Horn

Gmail Kaufman County <kaufmancountyouterloop@gmail.com>

Kaufman County Outer loop- 111 Livestock Dr Rockwall, Tx 75032

1 me age

Kristina Drupp [redacted] Sun, Dec 11, 2022 at 8:45 PM
To: connect@kaufmanouterloop.com

Download full resolution images
Available until Jan 10, 2023

Kristina Drupp, APRN,CNM
[redacted]

To whom it may concern,

I am writing to formally protest the Outer Loop Project options presented by TxDOT We chose to live outside the city limits for a quieter and more peaceful homestead after working in Healthcare in the big city of Dallas, but this project would dramatically decrease our peace and tranquility at home. The noise and pollution caused from the traffic on the highway would make our dream home not so dreamy anymore. Our neighborhood has already been directly affected by the TxDOT expansion of 205 and 548, by losing our entrances and taking the land of 13 homes in our division.

The options presented are quite literally the worst routing that could be imagined with regards to routing a major highway through and immediately adjacent to several existing high value communities located near the SH 205 and FM 548 intersections. These options would dramatically affect the property tax revenue produced by several high end housing communities as well as several working farms.

Option 1 shown on the attached Kaufman County map needlessly devastates Chisholm Ranch Estates and forces the continuance of this proposed routing to skirt several other high-end communities as it continues through Rockwall County. Option 1 will also create the most expensive option to the taxpayors. It will also potentially force the demolition of new high-end homes and devastate property values of those homes remaining directly next to a 6-lane high speed highway. Furthermore, potential on and off ramps that confuse and generate even more local traffic

Option 1 illustrates merging with FM 548 and thereby dramatically complicates and removes needed street traffic capacity. I view any attempt to insert a freeway merging into FM 548 at SH 205 as extremely irresponsible, bad planning and a slap in the face of area residents and Rockwall County at large

I urge you to immediately abandon Option 1 as an unfeasible, cost prohibitive option that is in the worst interest of the surrounding community and Rockwall County.

I am also writing to request that you rework new options that route more easterly around the new and existing subdivisions such as Chisholm Ranch Estates and High Point Ranch and High Point Lake Estates to less populated open agricultural / ranch land, which is cheaper and more practical for the surrounding communities. One option could be to push it out to Hunt county, which is a larger county with cheaper land. Doing such will create less havoc for the area and provide an opportunity for real planned development that will instead benefit the area rather than devastate established areas. If the true reasoning behind this project is to connect North Rockwall to South Rockwall, I would say John King Blvd provides this nicely with minimal congestion and traffic.

This is a reasonable request and should be able to be supported by our local community leaders, political leaders, TxDOT and all others tasked with creating the best plan for the future

Please protect my dream home and community from this project.

Sincerely yours,

Kristina Drupp, APRN, CNM
Rockwall county tax payer that would be affected by the Kaufman County portion of the outer loop

Sent from my iPhone



6418ACFB D648 448E 9383 157EF4366F40 tiff
21274K

Option 1

Worst possible routing
Most expensive option
Most intrusive option
Destroys property values
Destroys community quality of life
Routing forces most undesirable routing of all options



Better area to plan Outer Loop bypassing communities and allowing better future planning options and growth

From: Becky Booth
To: connect@kaufmanouterloop.com
Subject: Outer loop protest input
Date: Monday, December 12, 2022 8:31:47 PM

To whom it may concern,

I am writing to formally protest the Outer Loop Project options presented by TxDOT. Rockwall county is only a total of 149 miles and this project would take almost 10% of the land in Rockwall county and turn it into concrete. This project would directly affect the Rockwall county budget year after year, from the decrease in property value around the project, as well as, the loss of property tax revenue from the homes/land that would be lost during construction. We chose to live outside the city limits for a quieter and more peaceful homestead after working in Healthcare in the big city of Dallas, but this project would dramatically decrease our peace and tranquility at home. The noise and pollution caused from the traffic on the highway would make our dream home not so dreamy anymore. Our neighborhood has already been directly affected by the TxDOT expansion of 205 and 548, by losing our entrances and taking the land of 13 homes in our division.

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Option 1 illustrates merging with FM 548 and thereby dramatically complicates and removes needed street traffic capacity. I view any attempt to insert a freeway merging into FM 548 at SH 205 as extremely irresponsible, bad planning and a slap in the face of area residents and Rockwall County at large.

I urge you to immediately abandon Option 1 as an unfeasible, cost prohibitive option that is in the worst interest of the surrounding

community and Rockwall County.

I am also writing to request that you rework new options that route more easterly around the new and existing subdivisions such as Chisholm Ranch Estates and High Point Ranch and High Point Lake Estates to less populated open agricultural / ranch land, which is cheaper and more practical for the surrounding communities. One option could be to push it out to Hunt county, which is a larger county with cheaper land. Doing such will create less havoc for the area and provide an opportunity for real planned development that will instead benefit the area rather than devastate established areas. If the true reasoning behind this project is to connect North Rockwall to South Rockwall, I would say John King Blvd provides this nicely with minimal congestion and traffic.

This is a reasonable request and should be able to be supported by our local community leaders, political leaders, TxDOT and all others tasked with creating the best plan for the future.

Please protect my dream home and community from this project.

Sincerely,

Rockwall county tax payer

From: Becky
To: connect@kaufmanouterloop.com
Subject: Outer loop protest input
Date: Monday, December 12, 2022 8:31:46 PM

To whom it may concern,

I am writing to formally protest the Outer Loop Project options presented by TxDOT. Rockwall county is only a total of 149 miles and this project would take almost 10% of the land in Rockwall county and turn it into concrete. This project would directly affect the Rockwall county budget year after year, from the decrease in property value around the project, as well as, the loss of property tax revenue from the homes/land that would be lost during construction. We chose to live outside the city limits for a quieter and more peaceful homestead after working in Healthcare in the big city of Dallas, but this project would dramatically decrease our peace and tranquility at home. The noise and pollution caused from the traffic on the highway would make our dream home not so dreamy anymore. Our neighborhood has already been directly affected by the TxDOT expansion of 205 and 548, by losing our entrances and taking the land of 13 homes in our division.

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Option 1 illustrates merging with FM 548 and thereby dramatically complicates and removes needed street traffic capacity. I view any attempt to insert a freeway merging into FM 548 at SH 205 as extremely irresponsible, bad planning and a slap in the face of area residents and Rockwall County at large.

I urge you to immediately abandon Option 1 as an unfeasible, cost prohibitive option that is in the worst interest of the surrounding community and Rockwall County.

I am also writing to request that you rework new options that route more easterly around the new and existing subdivisions such as Chisholm Ranch Estates and High Point Ranch and High Point Lake Estates to less populated open agricultural / ranch land, which is cheaper and more practical for the surrounding communities. One option could be to push it out to Hunt county, which is a larger county with cheaper land. Doing such will create less havoc for the area and provide an opportunity for real planned development that will instead benefit the area rather than devastate established areas. If the true reasoning behind this project is to connect North Rockwall to South Rockwall, I would say John King Blvd provides this nicely with minimal congestion and traffic.

This is a reasonable request and should be able to be supported by our local community leaders, political leaders, TxDOT and all others tasked with creating the best plan for the future.

Please protect my dream home and community from this project.

Sincerely,

Rebecca Booth
Rockwall county tax payer

From: Juris ch, Gwen
To: connect@kaufmanouterloop.com
Subject: FW: Rockwall and Kaufman county outer loop project
Date: Monday, December 12, 2022 11:44:53 AM

From: Liang Ding [redacted]
Sent: Monday, December 12, 2022 10:38 AM
To: Swindell, Brian [redacted]; Craig, Matt [redacted]; Kintner, Courtney [redacted] Jones, Aimee [redacted]; Jurisich, Gwen [redacted]
Cc: Barry Heard [redacted]; Claud Elsom [redacted]; Mohammed Shaikh [redacted]
Subject: FW: Rockwall and Kaufman county outer loop project

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please see below comment addressed to me I forwarded to both teams as it pertains to the transition area at Chisholm Ranch Thanks

---

From: KRISTINA DRUPP [redacted]
Sent: Monday, December 12, 2022 10:23 AM
To: Liang Ding [redacted]
Subject: Rockwall and Kaufman county outer loop project

This email originated from outside of the organization Do not click links or open attachments unless you recognize the sender and know the content is safe

Kristina Drupp, APRN,CNM
[redacted]

To whom it may concern,

I am writing to formally protest the Outer Loop Project options presented by TxDOT Rockwall county is only a total of 149 miles and this project would take almost 10% of the land in Rockwall county and turn it into concrete This project would directly affect the Rockwall county budget year after year, from the decrease in property value around the project, as well as, the loss of property tax revenue from the homes/land that would be lost during construction We chose to live outside the city limits for a quieter and more peaceful homestead after working in Healthcare in the big city of Dallas, but this project would dramatically decrease our peace and tranquility at home The noise and pollution caused from the traffic on the highway would make our dream home not so dreamy anymore Our neighborhood has already been directly affected by the TxDOT expansion of 205 and 548, by losing our entrances and taking the land of 13 homes in our division

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This is a reasonable request and should be able to be supported by our local community leaders, political leaders, TxDOT and all others tasked with creating the best plan for the future

Please protect my dream home and community from this project

Sincerely yours,

Kristina Drupp, APRN, CNM
Rockwall county tax payer


Option 1
Worst possible routing
Most expensive option
Most intrusive option
Destroys property values
Destroys community quality of life
Routing forces most undesirable routing of all options
Better area to plan Outer Loop bypassing communities and allowing better future planning options and growth

From: notifications@zohocrm.com
To: kaufmancountyouterloop@gmail.com
Subject: A new comment has been submitted
Date: Monday, December 12, 2022 6:34:01 PM

New Comment

A new comment has been submitted via webform

Comment Subject:

Opposed to the outer loop project

Submitter Name:

Kristina Drupp

Submitter Email:

[redacted]

Submitter Phone:

Comment:

Kristina Drupp, APRN, CNM
[redacted]

To whom it may concern,

I am writing to formally protest the Outer Loop Project options presented by TxDOT. We chose to live outside the city limits for a quieter and more peaceful homestead after working in Healthcare in the big city of Dallas, but this project would dramatically decrease our peace and tranquility at home. The noise and pollution caused from the traffic on the highway would make our dream home not so dreamy anymore. Our neighborhood has already been directly affected by the TxDOT expansion of 205 and 548, by losing our entrances and taking the land of 13 homes in our division.

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This is a reasonable request and should be able to be supported by our local community leaders, political leaders, TxDOT and all others tasked with creating the best plan for the future.

Please protect my dream home and community from this project.

Sincerely yours,

Kristina Drupp, APRN, CNM
Rockwall county tax payer that would be affected by the Kaufman County portion of the outer loop

From: Glenn Ray
To: connect@kaufmanouterloop.com; RCOL@halff.com; [redacted]
Subject: Outer Loop Project - Rockwall County
Date: Monday, December 12, 2022 9:17:09 PM
Attachments: image.png

To whom it may concern,

I am writing to formally protest the Outer Loop Project options presented by TxDOT. Rockwall county is only 149 miles and this project would take almost 10% of the land in Rockwall County and turn it into concrete. This project would directly affect the Rockwall County budget year after year, from the decrease in property value around the project and the loss of property tax revenue from the homes/land that would be lost during construction. The noise and pollution caused by the traffic on the highway would make our dream home not so dreamy anymore.

Our neighborhood has already been directly affected by the TxDOT expansion of 205 and 548, by losing entrances and taking the land of 13 homes in our division. The options presented are quite the worst routing that could be imagined regarding routing a significant highway through and immediately adjacent to several existing high-value communities near the SH 205 and FM 548 intersections. The options presented are quite the worst routing that could be imagined regarding routing a significant highway through and immediately adjacent to several existing high-value communities near the SH 205 and FM 548 intersections.

Option 1 shown on the attached Kaufman County map, needlessly devastates Chisholm Ranch Estates and forces the continuance of this proposed routing to skirt several other high-end communities as it continues through Rockwall County. Option 1 will also create the most expensive option for the tax payors. It will also potentially force the demolition of new high-end homes and devastate the property values of those homes remaining directly next to a 6-lane high-speed highway. Furthermore, the potential on and off ramps confuse and generate even more local traffic.

Option 1 illustrates merging with FM 548 and dramatically complicates and removes needed street traffic capacity. I view any attempt to insert a freeway merging into FM 548 at SH 205 as highly irresponsible, bad planning, and a slap in the face of area residents and Rockwall County at large.

I urge you to immediately abandon Option 1 as an unfeasible, cost-prohibitive option in the worst interest of the surrounding community and Rockwall County.

I am also writing to request that you rework new options that route more easterly around the new and existing subdivisions, such as Chisholm Ranch Estates and High Point Ranch and High Point Lake Estates to less populated open agricultural / ranch land, which is cheaper and more practical for the surrounding communities. Doing such will create less havoc for the area and provide an opportunity for actual planned development that will benefit the area rather than devastate established areas.

I would also request that the impact on existing communities be considered over planned future developments.

These are reasonable requests and should be supported by our local community leaders, political leaders, TxDOT, and all others tasked with creating the best plan for the future.



Thanks,

Glenn Ray

[redacted]

[redacted]

[redacted]

Chisholm Ranch Estates

From: notifications@zohocrm.com
To: kaufmancountyouterloop@gmail.com
Subject: A new comment has been submitted
Date: Tuesday, December 13, 2022 1:34:27 PM

New Comment

A new comment has been submitted via webform

Comment Subject:

Kaufman Co. Outer Loop

Submitter Name:

Tim Armstrong

Submitter Email:

[redacted]

Submitter Phone:

Comment:

I am a resident of the High Point Lake Estates neighborhood in the McClendon-Chisholm area of Rockwall County (just north of the Kaufman County line), and I am writing this letter to protest the proposed routing of the Kaufman County Outer Loop Project that would adversely impact our neighborhood with its proximity.
Obviously, infrastructure expansion must take place to handle the increase in growth and traffic; however, this proposed Reasonable Alternative Option 1 routing will severely and adversely impact our neighborhood – a neighborhood that is already being negatively impacted by the Highway 205 and FM 548 expansion projects through congested traffic and potential decreases in home value. Furthermore, these projects disturb the quiet, peaceful environment that was a primary reason why many, including my family, bought and moved here!

Another major highway in the same vicinity will only make these problems worse. Three major infrastructure expansions occurring at the same time will disrupt the tranquility that our residents enjoy, one of the key features of the High Point Lake Estates neighborhood and a key reason for the property's value. Additionally, this proposed Option 1 route not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods. In particular:

It creates an unneeded expense dealing with sound and sight mitigation when it could easily be routed by one of the other less impactful route options.

It decreases the home values of those living in High Point Lake Estates when the other routes have a less personal impact.

It creates extreme unnecessary intersection traffic confusion with on and off ramps, which are not yet considered or shown on any plans available to the public. An inevitable cloverleaf intersection between this highway and an expanded Highway 205 would occur in an already particularly congested area, rather than occurring in a comparatively open area to the south.

It creates extreme unnecessary street traffic confusion by taking out the street traffic that could be absorbed by leaving 548 intact.

The other proposed Kaufman and Rockwall routes impact at least 100 less families and are all cheaper, while running through less populated areas and allowing for more design flexibility with the Hwy. 205 intersection. This would unquestionably allow for the safest design possible without having to cram entrance and exit ramps in between densely populated subdivisions.

There is much more open land east and south of this point that would make a far less impactful proposition to the rapidly growing area. A route crossing 205 to the south of Airpark East Airport and passing south and east, closer to the Poetry area would take advantage of more current open land, have less negative effect on residential values, impact far fewer current residents and improve access to the under-served Poetry community as well as allowing for a less congested area intersecting Hwy. 205 and FM 548. This would keep our community happy, safe, and secure while still allowing our lovely corner of Texas to expand to meet incoming residents, traffic, and business. Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes. I would appreciate a response from you regarding this issue. I can be reached at [redacted] or at [redacted] Thank you for your time.

From:	Tim Armstrong
To:	connect@kaufmanouterloop.com
Subject:	Kaufman County Outer Loop Project
Date:	Tuesday, December 13, 2022 2:28:15 PM

Tim M. Armstrong
[redacted]

December 13, 2022

connect@kaufmanouterloop.com
Brian Swindell, P.E.
Managed Lanes Practice Lead
Kaufman County Outer Loop
[redacted]

RE: Kaufman County Outer Loop Project.

Dear Mr. Swindell:

I am a resident of the High Point Lake Estates neighborhood in the McClendon-Chisholm area of Rockwall County (just north of the Kaufman County line), and I am writing this letter to protest the proposed routing of the Kaufman County Outer Loop Project that would adversely impact our neighborhood with its proximity.

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- It decreases the home values of those living in High Point Lake Estates when the other routes have a less personal impact.

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There is much more open land east and south of this point that would make a far less impactful proposition to the rapidly growing area. A route crossing 205 to the south of Airpark East Airport and passing south and east, closer to the Poetry area would take advantage of more current open land, have less negative effect on residential values, impact far fewer current residents and improve access to the under-served Poetry community as well as allowing for a less congested area intersecting Hwy. 205 and FM 548. This would keep our community happy, safe, and secure while still allowing our lovely corner of Texas to expand to meet incoming residents, traffic, and business.

Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes. I would appreciate a response from you regarding this issue. I can be reached at [redacted] or at [redacted].

Thank you for your time.

Sincerely,

Tim Armstrong
[redacted]

Tim M. Armstrong
[redacted]

December 13, 2022

connect@kaufmanouterloop.com
Brian Swindell, P.E.
Managed Lanes Practice Lead
Kaufman County Outer Loop
[redacted]

RE: Kaufman County Outer Loop Project.

Dear Mr. Swindell:

I am a resident of the High Point Lake Estates neighborhood in the McClendon-Chisholm area of Rockwall County (just north of the Kaufman County line), and I am writing this letter to protest the proposed routing of the Kaufman County Outer Loop Project that would adversely impact our neighborhood with its proximity.

Obviously, infrastructure expansion must take place to handle the increase in growth and traffic; however, this proposed Reasonable Alternative Option 1 routing will severely and adversely impact our neighborhood – a neighborhood that is already being negatively impacted by the Highway 205 and FM 548 expansion projects through congested traffic and potential decreases in home value. Furthermore, these projects disturb the quiet, peaceful environment that was a primary reason why many, including my family, bought and moved here!

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- It creates extreme unnecessary intersection traffic confusion with on and off ramps, which are not yet considered or shown on any plans available to the public. An inevitable

cloverleaf intersection between this highway and an expanded Highway 205 would occur in an already particularly congested area, rather than occurring in a comparatively open area to the south.

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Kindly reconsider your decision concerning the location of the new outer loop routing and make the necessary changes. I would appreciate a response from you regarding this issue. I can be reached at [redacted] or at [redacted]

Thank you for your time.

Sincerely,



Tim Armstrong
[redacted]

I am writing to formally protest the Outer Loop Project options presented by TxDOT. The options presented are quite literally the worst routing that could be imagined with regards to routing a major highway through and immediately adjacent to several existing high-value communities located near the SH 205 and FM 548 intersections.

Option 1 shown on the attached Kaufman County map needlessly devastates (name of property/community) and forces the continuance of this proposed routing to skirt several other high-end communities as it continues through Rockwall County. Option 1 will also create the most expensive option to the tax payers. It will also potentially force the demolition of new high-end homes and devastate property values of those homes remaining directly next to a 6-lane high speed highway. Furthermore, potential on and off ramps that confuse and generate even more local traffic.

Option 1 illustrates merging with FM 548 and thereby dramatically complicates and removes needed street traffic capacity. I view any attempt to insert a freeway merging into FM 548 at SH 205 as extremely irresponsible, bad planning and a slap in the face of area residents and Rockwall County at large.

I urge you to immediately abandon Option 1 as an unfeasible, cost prohibitive option that is in the worst interest of the surrounding community and Rockwall County.

I am also writing to request that you rework new options that route more easterly around the new and existing subdivisions such as Chisholm Ranch Estates and High Point Ranch and High Point Lake Estates to less populated open agricultural / ranch land, which is cheaper and more practical for the surrounding communities. Doing such will create less havoc for the area and provide an opportunity for real planned development that will instead benefit the area rather than devastate established areas.

This is a reasonable request and should be able to be supported by our local community leaders, political leaders, TxDOT and all others tasked with creating the best plan for the future.

Option 1
Worst possible routing
Most expensive option
Most intrusive option
Destroys property values
Destroys community quality of life
Routing forces most undesirable routing of all options



Better area to plan Outer Loop bypassing communities and allowing better future planning options and growth

From: Gwen Christensen
To: connect@kaufmanouterloop.com
Subject: Outer loop project presented by TxDOT
Date: Tuesday, December 13, 2022 9:37:00 AM
Attachments: IMG_3261.heic
Untitled attachment 00014.txt

Gwen Christensen, RN
[redacted]

To whom it may concern,

I am writing to formally protest the Outer Loop Project options presented by TxDOT. Rockwall county is only a total of 149 miles and this project would take almost 10% of the land in Rockwall county and turn it into concrete. This project would directly affect the Rockwall county budget year after year, from the decrease in property value around the project, as well as, the loss of property tax revenue from the homes/land that would be lost during construction. I chose to live in Rockwall county to avoid Dallas traffic and have a more country atmosphere to live around. The noise and pollution caused from the traffic on the highway would dramatically change this country feel and increase the crime in our area. My daughter's neighborhood has already been directly affected by the TxDOT expansion of 205 and 548, by loosing their entrances and taking the land of 13 homes in their division.

The options presented are quite literally the worst routing that could be imagined with regards to routing a major highway through and immediately adjacent to several existing high-value communities located near the SH 205 and FM 548 intersections. These options would dramatically affect the property tax revenue produced by several high end housing communities as well as several working farms.

Option 1 shown on the attached Kaufman County map needlessly devastates Chisholm Ranch Estates and forces the continuance of this proposed routing to skirt several other high-end communities as it continues through Rockwall County. Option 1 will also create the most expensive option to the taxpayors. It will also potentially force the demolition of new high-end homes and devastate property values of those homes remaining directly next to a 6-lane high speed highway. Furthermore, potential on and off ramps that confuse and generate even more local traffic.

Option 1 illustrates merging with FM 548 and thereby dramatically complicates and removes needed street traffic capacity. I view any attempt to insert a freeway merging into FM 548 at SH 205 as extremely irresponsible, bad planning and a slap in the face of area residents and Rockwall County at large.

I urge you to immediately abandon Option 1 as an unfeasible, cost prohibitive option that is in the worst interest of the surrounding community and Rockwall County.

I am also writing to request that you rework new options that route more easterly around the new and existing subdivisions such as Chisholm Ranch Estates and High Point Ranch and High Point Lake Estates to less populated open agricultural / ranch land, which is cheaper and more practical for the surrounding communities. One option could be to push it out to Hunt county, which is a larger county with cheaper land. Doing such will create less havoc for the area and provide an opportunity for real planned development that will instead benefit the area rather than devastate established areas. If the true reasoning behind this project is to connect North Rockwall to South Rockwall, I would say John King Blvd provides this nicely with minimal congestion and traffic.

This is a reasonable request and should be able to be supported by our local community leaders, political leaders, TxDOT and all others tasked with creating the best plan for the future.

Please protect my small country county and community from this project.

Sincerely yours,

Gwen Christensen, RN
Rockwall county tax payer

Option 1

Worst possible routing
Most expensive option
Most intrusive option
Destroys property values
Destroys community quality of life
Routing forces most undesirable routing of all options



From: Bret Fuller
To: Bret Fuller
Bcc: connect@kaufmanouterloop.com
Subject: Outer Loop Project
Date: Tuesday, December 13, 2022 3:52:05 PM

To whom it may concern,

I am writing to formally protest the Outer Loop Project options presented by TxDOT. Rockwall county is only a total of 149 miles and this project would take almost 10% of the land in Rockwall county and turn it into concrete. This project would directly affect the Rockwall county budget year after year, from the decrease in property value around the project, as well as, the loss of property tax revenue from the homes/land that would be lost during construction. We chose to live outside the city limits for a quieter and more peaceful homestead after living in Dallas, but this project would dramatically decrease our peace and tranquility at home. The noise and pollution caused from the traffic on the highway would make our dream home not so dreamy anymore. Our neighborhood has already been directly affected by the TxDOT expansion of 205 and 548, by losing our entrances and taking the land of 13 homes in our division.

The options presented are quite literally the worst routing that could be imagined with regards to routing a major highway through and immediately adjacent to several existing high-value communities located near the SH 205 and FM 548 intersections. These options would dramatically affect the property tax revenue produced by several high end housing communities as well as several working farms.

Option 1 shown on the attached Kaufman County map needlessly devastates Chisholm Ranch Estates and forces the continuance of this proposed routing to skirt several other high-end communities as it continues through Rockwall County. Option 1 will also create the most expensive option to the taxpayors. It will also potentially force the demolition of new high-end homes and devastate property values of those homes remaining directly next to a 6-lane high speed highway. Furthermore, potential on and off ramps that confuse and generate even more local traffic.

Option 1 illustrates merging with FM 548 and thereby dramatically complicates and removes needed street traffic capacity. I view any attempt to insert a freeway merging into FM 548 at SH 205 as extremely irresponsible, bad planning and a slap in the face of area residents and Rockwall County at large.

I urge you to immediately abandon Option 1 as an unfeasible, cost prohibitive option that is in the worst interest of the surrounding community and Rockwall County.

I am also writing to request that you rework new options that route more easterly around the new and existing subdivisions such as Chisholm Ranch Estates and High Point Ranch and High Point Lake Estates to less populated open agricultural / ranch land, which is cheaper and more practical for the surrounding communities. One option could be to push it out to Hunt county, which is a larger county with cheaper land. Doing such will create less havoc for the area and provide an opportunity for real planned development that will instead benefit the area rather than devastate established areas. If the true reasoning behind this project is to connect North Rockwall to South Rockwall, I would say John King Blvd provides this nicely with minimal congestion and traffic.

This is a reasonable request and should be able to be supported by our local community leaders, political leaders, TxDOT and all others tasked with creating the best plan for the future.

Please protect my dream home and community from this project.

Sincerely yours,

Bret Fuller
Rockwall county tax payer
--
Bret Fuller Mercy Wells, [redacted] Sent via mobile

From: James P Spychalski
To: Connect@kaufmanouterloop.com; RCOL@halff.com; [redacted]
Subject: Outer Loop Project - Option 1
Date: Tuesday, December 13, 2022 2:28:16 PM

All,
I am writing to formally protest the Outer Lopp Project Option 1 presented by TxDOT. Rockwall County is only 149 miles and this project would take almost 10% of the land in Rockwall County. This project would significantly decrease the property value of the entire affected area.
We moved to the McLendon Chisholm area about 3 years ago and elected to live in the country for a more peaceful homestead. The noise and pollution of this project impacting our Chisholm Ranch subdivision and potentially destroying our home would be devastating. There is no price tag or buy out that would be acceptable as this would disrupt my family and I and displace us in another area we DO NOT want to move to.
PLEASE DO NOT select Option 1 as this will not only impact our Chisholm Ranch sub division but also many other established sub divisions.

PLEASE ABANDON Option 1

The other Options should be considered that would be less impact to Established Homeowners and instead impede on farmland, NOT EXISTING RESIDENTS.

On a Separate Issue:
FM 548 (from 205 to Forney city limits) is a terrible road and is absolutely unsafe to drive on. This road should be IMMEDIATELY reconstructed to be safer to drive.
This should be addressed ASAP before more lives are at risk.
Please inspect this road ASAP.

PLEASE PROTECT our dream home and community from Option 1 of this Outer Loop Project !!!!

Sincerely,
Jim, Sonya, Nora, Katherine Spychalski
Rockwall County Tax Payers

From: Gloria Stidham
To: connect@kaufmanouterloop.com
Subject: KCOL Comments - High Point Special Utility District, Director District 6
Date: Tuesday, December 13, 2022 1:34:25 PM
Attachments: _KCOL_Comments_G Stidham_HPSUD Director District 6.pdf

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Attached are my questions and comments regarding the Kaufman County Outer Loop.

Gloria Stidham
Director, District 6
High Point SUD



KAUFMAN COUNTY OUTER LOOP

From SH 205 to south of I-20
Kaufman County
Comment Form
Public Open House

Desde la SH 205 hasta el sur de la I-20
Condado de Kaufman
Forma Para Comentarios
Reunión Pública

Kaufman County and The Texas Department of Transportation are seeking your comments on the Kaufman County Outer Loop. Comments are always welcome and will be considered during project development. Written comments may be submitted to HDR, the project consultant, using this form or by email to connect@kaufmanouterloop.com. Written comments must be submitted or postmarked by Tuesday Dec. 20, 2022 to be a part of the official meeting record. Thank you for your comments.

El condado Kaufman y El Departamento de Transporte de Texas están solicitando sus comentatrios acerca del proyecto Kaufman County Outer Loop. Los comentarios son siempre bienvenidos y serán tomados en consideración durante el desarrollo del proyecto. Los comentarios por escrito pueden presentarse a HDR, el consultor del proyecto, usando esta forma o por correo electrónico a connect@kaufmanouterloop.com. Los comentarios por escrito deben ser presentados o deben tener sello postal al dia lunes 20 de Diciembre del 2022 para que formen parte del registro oficial de la reunión. Gracias por sus comentarios.

Name/Nombre: Gloria Stidham, HPSUD District 6 Director

Address/Dirección: [redacted]

Email/Correo Electrónico: [redacted]

Do you want to sign up for the project's email mailing list?
¿Desea registrarse a la lista de correo electrónico del proyecto?

☑ Yes/Sí ☐ No

Per Texas Transportation Code, §201.811(a) (5): check each of the following boxes that apply to you: Conforme al Código de Transporte de Texas §201.811(a) (5): marque cada una de las casillas siguientes que aplica para usted:

- ☐ I am employed by TxDOT (Soy empleado de TxDOT)
- ☐ I do business with TxDOT (Hago negocios con TxDOT)
- ☐ I could benefit monetarily from the project or other item about which I am commenting (Podría beneficiarme monetariamente del proyecto u otro objeto del cual yo esté comentando)

Comments/Comentarios (Please print/Por favor use letra de molde)

**Why did High Point Special Utility District (HPSUD) never receive any notifications regarding the proposed KCOL??

As one of three Directors representing this water service area of HPSUD that will be impacted by the KCOL, we personally received a letter by mail because we live inside the proposed loop. HPSUD did not receive any notifications from KCOL or TXDOT. The official address for High Point Special Utility District is 16983 Valley View, Forney, TX 75126.

High Point Special Utility District has had Water Pump Station 2 on Samuels Road (Co Rd 240) since the 1960s. HPSUD Pump Station 2 is located in the 6700 block of Samuels Rd / County Road 240, and is KCAD property ID 7245. Water service is provided from this pump station to hundreds of property owners inside this area of the proposed KCOL.

KCOL Reasonable Alternative 2 and 3 would severely impact the HPSUD Pump Station 2 on Samuels Road / CR 240. The expense to move this pump station would be in the millions of dollars!! Alternative Routes 2 and 3 should not be used!!

KCOL Reasonable Alternative 1 would have the least impact on the High Point Special Utility District water system infrastructure, as well as area property owner structures (both residential and agricultural).

Please submit this form by mail, or by email to:
connect@kaufmanouterloop.com

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Favor de presentar esta forma por correo por correo electrónico a:
connect@kaufmanouterloop.com

La revisión ambiental, consulta y otras acciones requeridas por leyes ambientales federales para este proyecto están siendo, o han sido llevadas a cabo por TxDOT de conformidad con 23 U.S.C. 327 y un Memorándum de Entendimiento con fecha 9 de Diciembre del 2019, y ejecutado por la Administración Federal de Carreteras y TxDOT.

From: Gloria Stidham
To: connect@kaufmanouterloop.com
Subject: Comments - Kaufman County Outer Loop
Date: Tuesday, December 13, 2022 3:52:05 PM
Attachments: G Stidham_KCOL_Comments submitted 12 13 2022.pdf

---

Attached are questions and comments on the proposed KCOL routes.

Gloria Stidham
[redacted]

[redacted]

KAUFMAN COUNTY OUTER LOOP

KAUFMAN COUNTY OUTER LOOP

From SH 205 to south of I-20
Kaufman County
Comment Form
Public Open House

Desde la SH 205 hasta el sur de la I-20
Condado de Kaufman
Forma Para Comentarios
Reunión Pública

Texas Department of Transportation

Kaufman County and The Texas Department of Transportation are seeking your comments on the Kaufman County Outer Loop. Comments are always welcome and will be considered during project development. Written comments may be submitted to HDR, the project consultant, using this form or by email to connect@kaufmanouterloop.com. Written comments must be submitted or postmarked by Tuesday Dec. 20, 2022 to be a part of the official meeting record. Thank you for your comments.

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Name/Nombre: Gloria Stidham

Address/Dirección: [redacted]

Email/Correo Electrónico: [redacted]

Do you want to sign up for the project's email mailing list?
¿Desea registrarse a la lista de correo electrónico del proyecto?

☒ Yes/Sí ☐ No

Per Texas Transportation Code, §201.811(a) (5): check each of the following boxes that apply to you: Conforme al Código de Transporte de Texas §201.811(a) (5): marque cada una de las casillas siguientes que aplica para usted:

- ☐ I am employed by TxDOT (Soy empleado de TxDOT)
- ☐ I do business with TxDOT (Hago negocios con TxDOT)
- ☐ I could benefit monetarily from the project or other item about which I am commenting (Podría beneficiarme monetariamente del proyecto u otro objeto del cual yo esté comentando)

Comments/Comentarios (Please print/Por favor use letra de molde)

Reasonable Alternative 1, 2, 3, and 4 are all within a half mile of my property, and directly impact many of my neighbors!

Route 2 and 3 show to run right through High Point Special Utility District, Pump Station #2 as it crosses Samuels Road / CR 240. This would cost million of dollars to move this pump station!! Shift these routes west or east.

Route 2 and 3 also shows it runs through the Samuels Family Farm, taking out two houses and farm buildings at 6701 Samuels Rd / CR 240. Why can't these routes be shifted to the west or east to save these structures.

Route 2, 3, and 4 continue through to cross Colquitt Rd / CR 233 at the Gross Family Farm at 9176 Colquitt Rd. These routes devastate the Gross Family Farm property, taking out their house, barn, out-buildings, and ag land use! Why can't routes 2, 3, 4 be shifted to the east onto open farmland that has no houses or farm buildings on them??

Of the four reasonable alternative routes proposed for the KCOL, Reasonable Alternative 1 has the least impact on residential property owners, family farms, and water system infrastructures along Colquitt and Samuels roads.

Please submit this form by mail, or by email to:
connect@kaufmanouterloop.com

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Favor de presentar esta forma por correo por correo electrónico a:
connect@kaufmanouterloop.com

La revisión ambiental, consulta y otras acciones requeridas por leyes ambientales federales para este proyecto están siendo, o han sido llevadas a cabo por TxDOT de conformidad con 23 U.S.C. 327 y un Memorándum de Entendimiento con fecha 9 de Diciembre del 2019, y ejecutado por la Administración Federal de Carreteras y TxDOT.

From: T C
To: Tim Cotton
Subject: Proposed Outer Loop Project Protest
Date: Wednesday, December 14, 2022 5:39:53 PM

To whom it may concern,

I am writing to formally protest the Outer Loop Project options presented by TxDOT. Rockwall county is only a total of 149 miles and this project would take almost 10% of the land in Rockwall County and turn it into concrete. This project would directly affect the Rockwall County budget year after year, from the decrease in property value around the project, as well as the loss of property tax revenue from the homes/land that would be lost during construction. We chose to live outside the city limits for a quieter and more peaceful homestead after working in healthcare in the big city of Dallas, but this project would dramatically decrease our peace and tranquility at home. The noise and pollution caused from the traffic on the highway would make our dream home not so dreamy anymore. Our neighborhood has already been directly affected by the TxDOT expansion of 205 and 548, by losing our entrances and taking the land of 13 homes in our division.

The options presented are quite literally the worst routing that could be imagined with regards to routing a major highway through and immediately adjacent to several existing high-value communities located near the SH 205 and FM 548 intersections. These options would dramatically affect the property tax revenue produced by several high-end housing communities as well as several working farms.

Option 1 shown on the attached Kaufman County map needlessly devastates Chisholm Ranch Estates and forces the continuance of this proposed routing to skirt several other high-end communities as it continues through Rockwall County. Option 1 will also create the most expensive option to the taxpayers. It will also potentially force the demolition of new high-end homes and devastate property values of those homes remaining directly next to a 6-lane high speed highway. Furthermore, potential on and off ramps that confuse and generate even more local traffic.

Option 1 illustrates merging with FM 548 and thereby dramatically complicates and removes needed street traffic capacity. I view any attempt to insert a freeway merging into FM 548 at SH 205 as extremely irresponsible, bad planning and a slap in the face of area residents and Rockwall County at large.

I urge you to immediately abandon Option 1 as an unfeasible, cost prohibitive option that is in the worst interest of the surrounding community and Rockwall County.

I am also writing to request that you rework new options that route more easterly around the new and existing subdivisions such as Chisholm Ranch Estates and High Point Ranch and High Point Lake Estates to less populated open agricultural / ranch land, which is cheaper and more practical for the surrounding communities. One option could be to push it out to Hunt County, which is a larger county with cheaper land. Doing such will create less havoc for the area and provide an opportunity for real planned development that will instead benefit the area rather than devastate established areas. If the true reasoning behind this project is to connect North Rockwall to South Rockwall, I would say John King Blvd provides this nicely with minimal congestion and traffic.

This is a reasonable request and should be able to be supported by our local community leaders, political leaders, TxDOT and all others tasked with creating the best plan for the future.

Please protect our homes and community from this project.

Sincerely yours,

Tim Cotton

[redacted]er

From: Jeff Deats
To: connect@kaufmanouterloop.com; RCOL@halff.com; [redacted]
Subject: Outer loop
Date: Wednesday, December 14, 2022 10:05:21 PM
Attachments: image.png

Good evening,

I am not going to send you 15 emails daily, I only ask you to read and use common sense when you digest this one.

The current theory that the outer loop has to come down through Tate Farms and run into Kaufman county along FM 548, has many flaws.

1) The need for this project has been created by a lack of infrastructure in the DFW metroplex. Why is their trash being pushed out here to ruin our way of life?

2) It will open this area up to crime like it has never seen before. Rockwall County is woefully prepared for this.

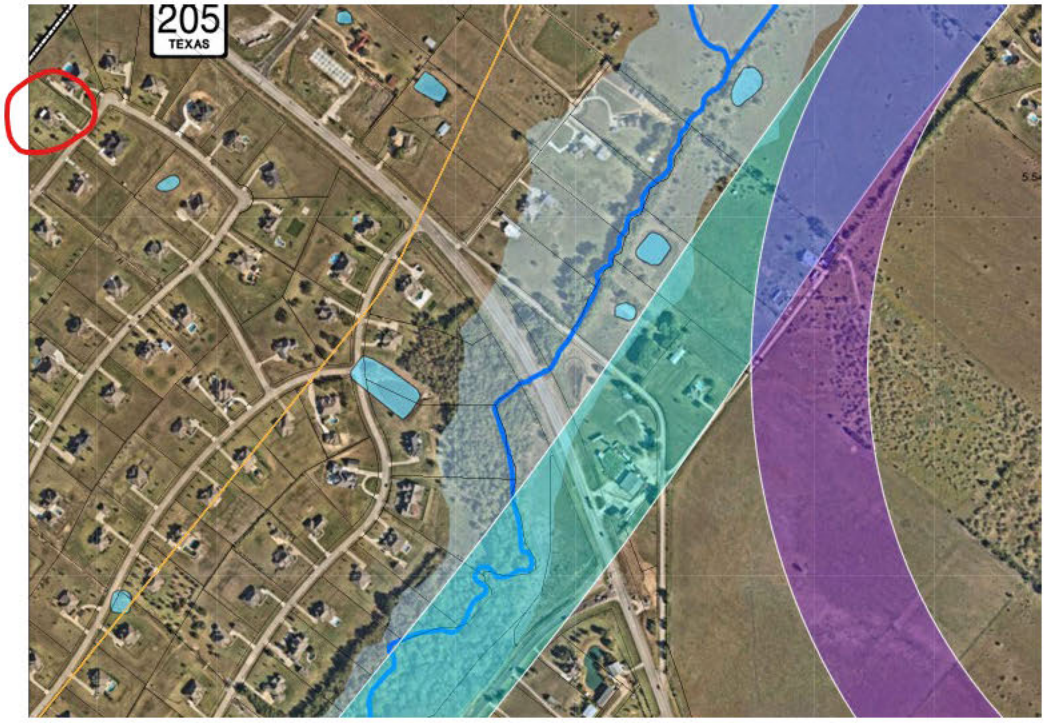
3) The emergency capabilities do not exist out here to handle the vehicle load at this time.

4) Much of the push for this project seems to be driven in order to benefit a select few developers that have purchased the land in the area.

5) Rather than take further Eastern routes that would avoid homes, all of these routes run right through the center of the major neighborhoods in SE Rockwall County.

6) The economic impact of the existing home and landowners has not been thoroughly examined. We have been told to expect upwards of a 35% discount due to our 1/2 mile proximity to the project.

7) Contrary to what was said at the meeting, there will be no federal funds for noise reduction because the property density is not high enough to focus enough funds to reduce the decibel sufficiently to qualify. We just did this with the HWY 205 expansion.



My House is in red. There are currently no "viable" alternatives that will not pass near my neighborhood according to y'all.

Jeff Deats
[redacted]

From: The Yarbrough's
To: connect@kaufmanouterloop.com; RCOL@halff.com; [redacted]
Subject: Outer Loop Project
Date: Wednesday, December 14, 2022 9:00:53 PM

To Whom It May Concern,

I am writing to formally protest the Outer Loop Project options presented by TxDOT. Rockwall county is only a total of 149 miles and this project would take almost 10% of the land in Rockwall county and turn it into concrete. This project would directly affect the Rockwall county budget year after year, from the decrease in property value around the project, as well as, the loss of property tax revenue from the homes/land that would be lost during construction. We chose to live outside the city limits for a quieter and more peaceful environment but this project would dramatically decrease our peace and tranquility at home. We are retired and plan to make to this our last home. The noise and pollution caused from the traffic on the highway would make our dream home not what we would have ever wanted in a home. Our neighborhood has already been directly affected by the TxDOT expansion of 205 and 548, by losing our entrances and taking the land of 13 homes in our subdivision. Now with this outer loop insanity we could be losing our home as we are directly in the study path which would mean our home would be demolished. I have to question why this path from 548 to 205 and 548 is even an option since it was forecasted in 2007. Many things have changed, many homes have been built in the proposed path and this has got to be changed to another route option.

The options presented are quite literally the worst routing that could be imagined with regards to routing a major highway through and immediately adjacent to several existing high-value communities located near the SH 205 and FM 548 intersections. These options would dramatically affect the property tax revenue produced by several high end housing communities as well as several working farms and in many cases completely destroy/demolish homes.

Option 1 shown on the attached Kaufman County map needlessly devastates Chisholm Ranch Estates and forces the continuance of this proposed routing to skirt several other high-end communities as it continues through Rockwall County. Option 1 will also create the most expensive option to the taxpayors. It will also potentially force the demolition of new high-end homes and devastate property values of those homes remaining directly next to a 6-lane high speed highway. Furthermore, potential on and off ramps that confuse and generate even more local traffic.

Option 1 illustrates merging with FM 548 and thereby dramatically complicates and removes needed street traffic capacity. I view any attempt to insert a freeway merging into FM 548 at SH 205 as extremely irresponsible, bad planning and a slap in the face of area residents and Rockwall County at large.

I urge you to immediately abandon Option 1 as an unfeasible, cost prohibitive option that is in the worst interest of the surrounding community and Rockwall County.

I am also writing to request that you rework new options that route more easterly around the new and existing subdivisions such as Chisholm Ranch Estates and High Point Ranch and

High Point Lake Estates to less populated open agricultural / ranch land, which is cheaper and more practical for the surrounding communities. One option could be to push it out to Hunt county, which is a larger county with cheaper land. Doing such will create less havoc for the area and provide an opportunity for real planned development that will instead benefit the area rather than devastate established areas. If the true reasoning behind this project is to connect North Rockwall to South Rockwall, I would say John King Blvd provides this nicely with minimal congestion and traffic.
There should be complete new planning and routing proposals and options since the 2007 proposal is extremely outdated and an insane option to even consider today.

This is a reasonable request and should be able to be supported by our local community leaders, political leaders, TxDOT and all others tasked with creating the best plan for the future.

Please consider the families that would be adversely impacted from irresponsible engineering and complete disregard for peoples lives and homes.

Every single person that works for or represents our local government, Rockwall County, Kaufman County and Halff engineering firm involved in decision making for the Outer Loop should have to come to Chisholm Ranch Estates and the other homeowners that would be affected and meet the homeowners in person to see the devastation that Option One would create. Our home sits directly in the path of the outdated and insanely proposed Option One.

Sincerely yours,

Steven and Janet Yarbrough
[redacted]
Chisholm Ranch Estates
Rockwall County Tax Payer and Registered Voter

Sent from my iPad

From: notifications@zohocrm.com
To: kaufmancountyouterloop@gmail.com
Subject: A new comment has been submitted
Date: Thursday, December 15, 2022 9:56:10 AM

New Comment

A new comment has been submitted via webform

Comment Subject:

Rockwall/Kaufman Outer Loop Project

Submitter Name:

Karim Budhwani

Submitter Email:

[redacted]

Submitter Phone:

Comment:

I am writing to formally protest the Outer Loop Project options presented by TxDOT. The options presented are quite literally the worst routing that could be imagined with regards to routing a major highway through and immediately adjacent to several existing high-value communities located near the SH 205 and FM 548 intersections.

Option 1 shown on the attached Kaufman County map needlessly devastates Chisholm Ranch Estates and forces the continuance of this proposed routing to skirt several other high-end communities as it continues through Rockwall County. Option 1 will also create the most expensive option to the tax payors. It will also potentially force the demolition of new high-end homes and devastate property values of those homes remaining directly next to a 6-lane high speed highway. Furthermore, potential on and off ramps that confuse and generate even more local traffic.

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This is a reasonable request and should be able to be supported by our local community leaders, political leaders, TxDOT and all others tasked with creating the best plan for the future.

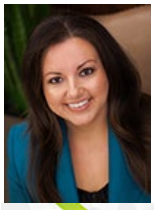
From: Jennifer Salazar
To: connect@kaufmanouterloop.com
Subject: Protest Letter--the Outer Loop Project- Rockwall/Kaufman County
Date: Thursday, December 15, 2022 3:13:01 PM
Attachments: image001.png
image003.png
image007.png
image008.png
image009.png
image012.png
image013.png
Protest Letter for Outer Loop Route at 548 & 205.docx
Reasonable Alternative 1.jpg

Good afternoon-
I have attached a letter and picture (for reference) from my family regarding the Outer Loop Project and "Reasonable Aleternative 1" and what this will mean to my home and neighborhood.
Thank you for helping to protect my home and community.

Jennifer Aleman Salazar
[redacted]

FAIRWAY INDEPENDENT MORTGAGE CORP. | Team Aleman Salazar

[redacted] [redacted] *Se Habla Español*



Jennifer Aleman Salazar
Senior Loan Officer
NMLS# 210144
D: [redacted]



Siobhan Singleton
Licensed Production Partner
NMLS# 582424
D: [redacted]



Christi McCord
Client Experience Coordinator
D: 2[redacted]



Lubia Moreno
Loan Officer Assistant
NMLS# 1788106
D: [redacted]

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Confidentiality Notice: The information contained in and transmitted with this communication is strictly confidential, is intended only for the use of the intended recipient, and is the property of Fairway Independent Mortgage Corporation NMLS #2289 or its affiliates and subsidiaries. If you are not the intended recipient, you are hereby notified that any use of the information contained in or transmitted with the communication or dissemination, distribution, or copying of this communication is strictly prohibited by law. If you have received this communication in error, please immediately return this communication to the sender and delete the original message and any copy of it in your possession.













From Jennifer Aleman Salazar
[redacted]

To whom it may concern,

I am writing to formally protest the Outer Loop Project options presented by TxDOT.
This is regarding the "Reasonable Alternative 1" route that ends the Rockwall County portion of this outer loop project in Rockwall County but sets up where the Kaufman county portion will continue at (548 & 205).

First, I wanted to personally share why this project effects my family.
My husband and I saved for quite a while to purchase our dream home in 2021. We purchased a home in Chisholm Ranch without knowing what was looming in Rockwall County. We purchased our home when our first baby girl was 1 year old (she is currently 2). We are hopeful and are praying to have 1 more child.
In addition to finding our perfect home, we chose this area based on the schools she would be attending soon. This was a large part of our decision. This home also provided the land needed so that we could build a mother-in-law home for my parents to eventually retire.
Everyone knows if you are the kid in your family to take care of your parents and I am that kid. Our plan is for my husband and I to care for them in their elderly years in our quiet community. This is a BIG life plan for us and now we are at a standstill not knowing what is around the corner. Our 2023 plan was to begin construction on my parent's future home, and we are now paralyzed with our plans for our home and our future. Because we purchased right before the biggest appreciation increase to home values, we are aware that if we need to move, we will not be able to afford or find a similar home with the schools we desire for our child/children. With this project, we will be forced out of our dream.

To be clear, With the "reasonable alternative 1" layout (where the project will continue to Kaufman county from Rockwall county near 548 & the Rockwall airport) our home is the 3rd house from this proposed freeway that would condemn other homes in our amazing community. We cannot have a freeway 2 houses away from our family.

Our neighborhood is a true community. The activities and the neighborhood truly give an old school feel that most neighborhoods in America no longer have. Women get together for a monthly game night, children get together for monthly fellowship at one of the neighborhood homes. This is rare and frankly endangered. Our kids can even play outside here. Within 1 year of living here, we have developed real friendships with our neighbors. We watch out for one another. We communicate with each other. The bond that our community has and the safety we each feel, is beneficial for each of our mental health. When anyone needs help there is someone available. When there was a freeze/ice storm this year, the neighborhood kept in touch via Facebook and helped anyone who needed it when it came to food, firewood, etc, etc. I feel safe here. Our neighborhood is an example of how neighborhoods should be. To interrupt this rare American Community would not be wise. There are not many of these remaining. If you could see what our community is like at Easter, 4th of July, Christmas, you would walk away with a full heart. In the environmental research, this should be addressed.

Rockwall county is only a total of 149 miles and this project would take almost 10% of the land in Rockwall county and turn it into concrete. This project would directly affect the Rockwall county budget year after year, from the decrease in property value around the project, as well as, the loss of property tax revenue from the homes/land that would be lost during construction. We chose to live outside the city limits for a quieter and more peaceful homestead, but this project would dramatically decrease our peace and tranquility at home. The noise and pollution caused from the traffic on the highway would make our dream home not so dreamy anymore. Our neighborhood has already been directly affected by the TxDOT expansion of 205 and 548, by losing our entrances and taking the land of 13 homes in our division.

The options presented are quite literally the worst routing that could be imagined with regards to routing a major highway through and immediately adjacent to several existing high-value communities located near the SH 205 and FM 548 intersections. These options would dramatically affect the property tax revenue produced by several high end housing communities as well as several working farms.

“Reasonable Alternative 1” shown on the attached Kaufman County map needlessly devastates Chisholm Ranch Estates and forces the continuance of this proposed routing to skirt several other high-end communities as it continues through Rockwall County. “Reasonable Alternative 1” will also create the most expensive option to the taxpayers. It will also potentially force the demolition of new high-end homes and devastate property values of those homes remaining directly next to a 6-lane high speed highway **(including my home).** Furthermore, potential on and off ramps that confuse and generate even more local traffic.

Option 1 illustrates merging with FM 548 and thereby dramatically complicates and removes needed street traffic capacity. I view any attempt to insert a freeway merging into FM 548 at SH 205 as extremely irresponsible, bad planning and a slap in the face of area residents and Rockwall County at large.

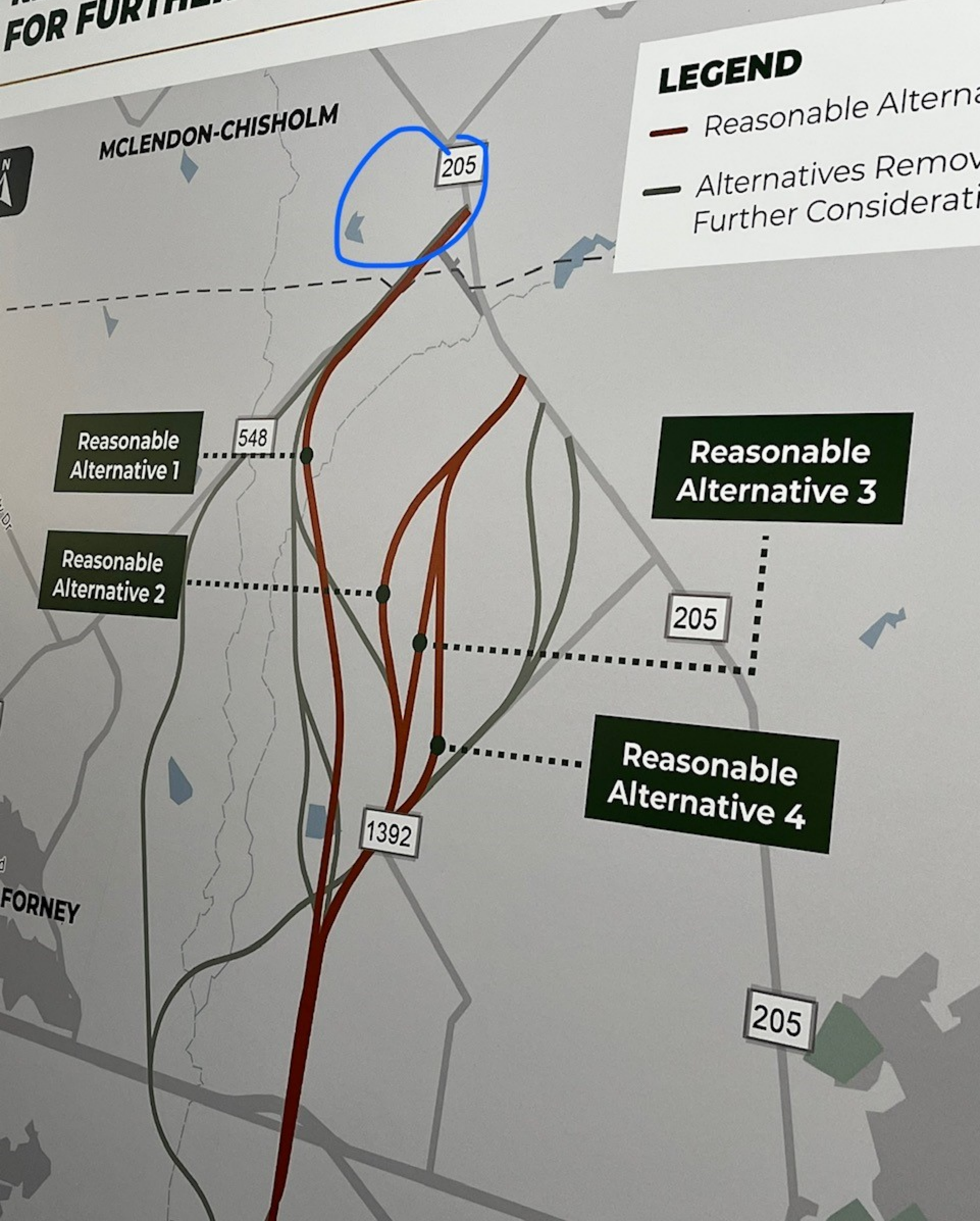
I urge you to immediately abandon Option 1 as an unfeasible, cost prohibitive option that is in the worst interest of the surrounding community and Rockwall County.

I am also writing to request that you rework new options that route more easterly around the new and existing subdivisions such as Chisholm Ranch Estates and High Point Ranch and High Point Lake Estates to less populated open agricultural / ranch land, which is cheaper and more practical for the surrounding communities. One option could be to push it out to Hunt county, which is a larger county with cheaper land. Doing such will create less havoc for the area and provide an opportunity for real planned development that will instead benefit the area rather than devastate established areas. If the true reasoning behind this project is to connect North Rockwall to South Rockwall, I would say John King Blvd provides this nicely with minimal congestion and traffic.

This is a reasonable request and should be able to be supported by our local community leaders, political leaders, TxDOT and all others tasked with creating the best plan for the future.
Please protect my dream home and community from this project.

Thank you for helping our family,
Jennifer Aleman Salazar
Rockwall county tax payer.

REASONABLE ALTER
FOR FURTHER CONSIDERATIO



From: Dora Trejo
To: connect@kaufmanouterloop.com; Brian.Swindell@hdrinc.com
Cc: Mike Sims; Chris Snapp; Mike Mikeska; Steve Rogers
Subject: Kaufman County Outer Loop Comments from the City of Terrell
Date: Thursday, December 15, 2022 4:48:31 PM
Attachments: Kaufman Outer Loop Letter 12.15.22.pdf

Brian,

Attached are comments from City Manager, Mike Sims.

Thanks,
Dora Trejo
Executive Assistant
City Manager's Office
[redacted]

Rick Carmona
Mayor

Mayrani Velazquez
Mayor Pro Tem
District 3

Stephanie Thomas
Deputy Mayor Pro Tem
District 4

Grady Simpson
Council Member
District 2

Andreia Reese
Council Member
District 5

Mike Sims
City Manager

December 13, 2022

Mr. Brian Swindell, PE
HDR, Inc.
connect@kaufmanouterloop.com

Dear Mr. Swindell,

On behalf of the City of Terrell, I write in support of the immediate development of the proposed Outer Loop. The alignment options shown are generally consistent with both the City of Terrell Thoroughfare Plan and the Kaufman County Thoroughfare Plan. Our Engineering Department will provide alignment comments.

Overall, please expedite this project to construction. Commercial trucks traveling between Houston and the mid-Atlantic region already bypass Dallas County using rural roads in Rockwall and Kaufman County. Likewise auto traffic seeking a connection between IH30 and IH20 east of IH635 fill rural roads in Rockwall and Kaufman County. Providing a safe eastern bypass to Dallas County traffic congestion is necessary and urgent to improve safety and reduce delays for current rural residents.

Long-term, this decision is similar to building the Terrell to Weatherford bypass known as IH20. Without the Terrell to Weatherford bypass, central Dallas and Tarrant County would be impassible today. Building a Kaufman to Royse City bypass through Terrell is no less important.

Another 30 years of growth will bring another 3 million residents to DFW. The time to build the bypass is now. Delay will only result in unsafe road conditions and greater land use disruption in the future. The Outer Loop is the right solution and swift action is needed to set a permanent alignment. The City of Terrell stands ready to support this effort as necessary.

Respectfully submitted,

Mike Sims,
City Manager
City of Terrell
[redacted]

[redacted]

From: Tomasa Weimer
To: [redacted]; connect@kaufmanouterloop.com; RCOL@halff.com;
Subject: Outer Loop effects on Chisholm Ranch
Date: Thursday, December 15, 2022 11:13:53 PM

Sent via the Samsung Galaxy S22 Ultra 5G, an AT&T 5G smartphone

To whom it may concern,

I am writing to formally protest the Outer Loop Project options presented by TxDOT. Rockwall county is only a total of 149 miles and this project would take almost 10% of the land in Rockwall county and turn it into concrete. This project would directly affect the Rockwall county budget year after year, from the decrease in property value around the project, as well as, the loss of property tax revenue from the homes/land that would be lost during construction. We chose to live outside the city limits for a quieter and more peaceful homestead after working in Healthcare in the big city of Dallas, but this project would dramatically decrease our peace and tranquility at home. The noise and pollution caused from the traffic on the highway would make our dream home not so dreamy anymore. Our neighborhood has already been directly affected by the TxDOT expansion of 205 and 548, by losing our entrances and taking the land of 13 homes in our division.

The options presented are quite literally the worst routing that could be imagined with regards to routing a major highway through and immediately adjacent to several existing high-value communities located near the SH 205 and FM 548 intersections. These options would dramatically affect the property tax revenue produced by several high end housing communities as well as several working farms.

Option 1 shown on the attached Kaufman County map needlessly devastates Chisholm Ranch Estates and forces the continuance of this proposed routing to skirt several other high-end communities as it continues through Rockwall County. Option 1 will also create the most expensive option to the taxpayors. It will also potentially force the demolition of new high-end homes and devastate property values of those homes remaining directly next to a 6-lane high speed highway. Furthermore, potential on and off ramps that confuse and generate even more local traffic.

Option 1 illustrates merging with FM 548 and thereby dramatically complicates and removes needed street traffic capacity. I view any attempt to insert a freeway merging into FM 548 at SH 205 as extremely irresponsible, bad planning and a slap in the face of area residents and Rockwall County at large.

I urge you to immediately abandon Option 1 as an unfeasible, cost prohibitive option that is in the worst interest of the surrounding community and Rockwall County.

I am also writing to request that you rework new options that route more easterly around the new and existing subdivisions such as Chisholm Ranch Estates and High Point Ranch and High Point Lake Estates to less populated open agricultural / ranch land, which is cheaper and

more practical for the surrounding communities. One option could be to push it out to Hunt county, which is a larger county with cheaper land. Doing such will create less havoc for the area and provide an opportunity for real planned development that will instead benefit the area rather than devastate established areas. If the true reasoning behind this project is to connect North Rockwall to South Rockwall, I would say John King Blvd provides this nicely with minimal congestion and traffic.

This is a reasonable request and should be able to be supported by our local community leaders, political leaders, TxDOT and all others tasked with creating the best plan for the future.

Please protect my dream home and community from this project. This is the last home my husband and I plan to own. He is 70 and I will be 69 on Dec 29,2022.

Tomasa D Weimer and Ronald D Weimer
Rockwall county tax payers

From: Emily Pittman
To: connect@kaufmanouterloop.com
Cc: Zack Pittman
Subject: TXDOT Route Concern
Date: Friday, December 16, 2022 11:37:10 AM

To whom it may concern,

I am writing to formally protest the Outer Loop Project options presented by TxDOT. Rockwall county is only a total of 149 miles and this project would take almost 10% of the land in Rockwall county and turn it into concrete. This project would directly affect the Rockwall county budget year after year, from the decrease in property value around the project, as well as, the loss of property tax revenue from the homes/land that would be lost during construction. We chose to live outside the city limits for a quieter and more peaceful homestead after working in Healthcare in the big city of Dallas, but this project would dramatically decrease our peace and tranquility at home. The noise and pollution caused from the traffic on the highway would make our dream home not so dreamy anymore. Our neighborhood has already been directly affected by the TxDOT expansion of 205 and 548, by losing our entrances and taking the land of 13 homes in our division.

The options presented are quite literally the worst routing that could be imagined with regards to routing a major highway through and immediately adjacent to several existing high-value communities located near the SH 205 and FM 548 intersections. These options would dramatically affect the property tax revenue produced by several high end housing communities as well as several working farms.

Option 1 shown on the attached Kaufman County map needlessly devastates Chisholm Ranch Estates and forces the continuance of this proposed routing to skirt several other high-end communities as it continues through Rockwall County. Option 1 will also create the most expensive option to the taxpayors. It will also potentially force the demolition of new high-end homes and devastate property values of those homes remaining directly next to a 6-lane high speed highway. Furthermore, potential on and off ramps that confuse and generate even more local traffic.

Option 1 illustrates merging with FM 548 and thereby dramatically complicates and removes needed street traffic capacity. I view any attempt to insert a freeway merging into FM 548 at SH 205 as extremely irresponsible, bad planning and a slap in the face of area residents and Rockwall County at large.

I urge you to immediately abandon Option 1 as an unfeasible, cost prohibitive option that is in the worst interest of the surrounding community and Rockwall County.

I am also writing to request that you rework new options that route more easterly around the new and existing subdivisions such as Chisholm Ranch Estates and High Point Ranch and High Point Lake Estates to less populated open agricultural / ranch land, which is cheaper and more practical for the surrounding communities. One option could be to push it out to Hunt county, which is a larger county with cheaper land. Doing such will create less havoc for the area and provide an opportunity for real planned development that will instead benefit the area rather than devastate established areas. If the true reasoning behind this project is to connect North Rockwall to South Rockwall, I would say John King Blvd provides this nicely with minimal congestion and traffic.

This is a reasonable request and should be able to be supported by our local community leaders, political leaders, TxDOT and all others tasked with creating the best plan for the

future.

Please protect my dream home and community from this project.

We just bought the last piece of land in this neighborhood and we were hoping to start building soon. We are not postponing this build because of the proposition. We were hoping for our kids to attend RISD and be immersed in the incredible school district that RISD has to offer.

Sincerely,
Emily, Zack, and Hunter Pittman

From: Steve Rogers
To: Swindell, Brian; connect@kaufmanouterloop.com
Subject: Kaufman County Outer Loop Public Comments City of terrell
Date: Friday, December 16, 2022 10:07:00 AM
Attachments: KCOL Public Comments City of Terrell.pdf

Brian,

Please replace the comments sent yesterday with this slightly edited version,

Thanks,

--
Steve Rogers, P.E.
City Engineer
[redacted]



December 13, 2022

Mr. Brian Swindell, PE
HDR, Inc.
connect@kaufmanouterloop.com

RE: Kaufman County Outer Loop Open House Comments

Dear Mr. Swindell,

The city of Terrell is in full support of the construction of the outer loop connecting IH-30, and IH-20 and beyond. Our comments are intended to improve what the City views as an important and much needed transportation improvement.

This letter is to communicate the attached comments on behalf of the City of Terrell in regard to the materials presented at the public meeting on Thursday, November 17, 2022 at First Baptist Church Terrell in Terrell, TX for the subject project.

Respectfully submitted,

Steve Rogers

Mr. Steve Rogers, PE
Senior Director of Capital Improvements
City of Terrell
[redacted]

Rick Carmona
Mayor

Mayrani Velazquez
Mayor Pro Tem
District 3

Stephanie Thomas
Deputy Mayor Pro Tem
District 4

Grady Simpson
Council Member
District 2

Andreia Reese
Council Member
District 5

Mike Sims
City Manager

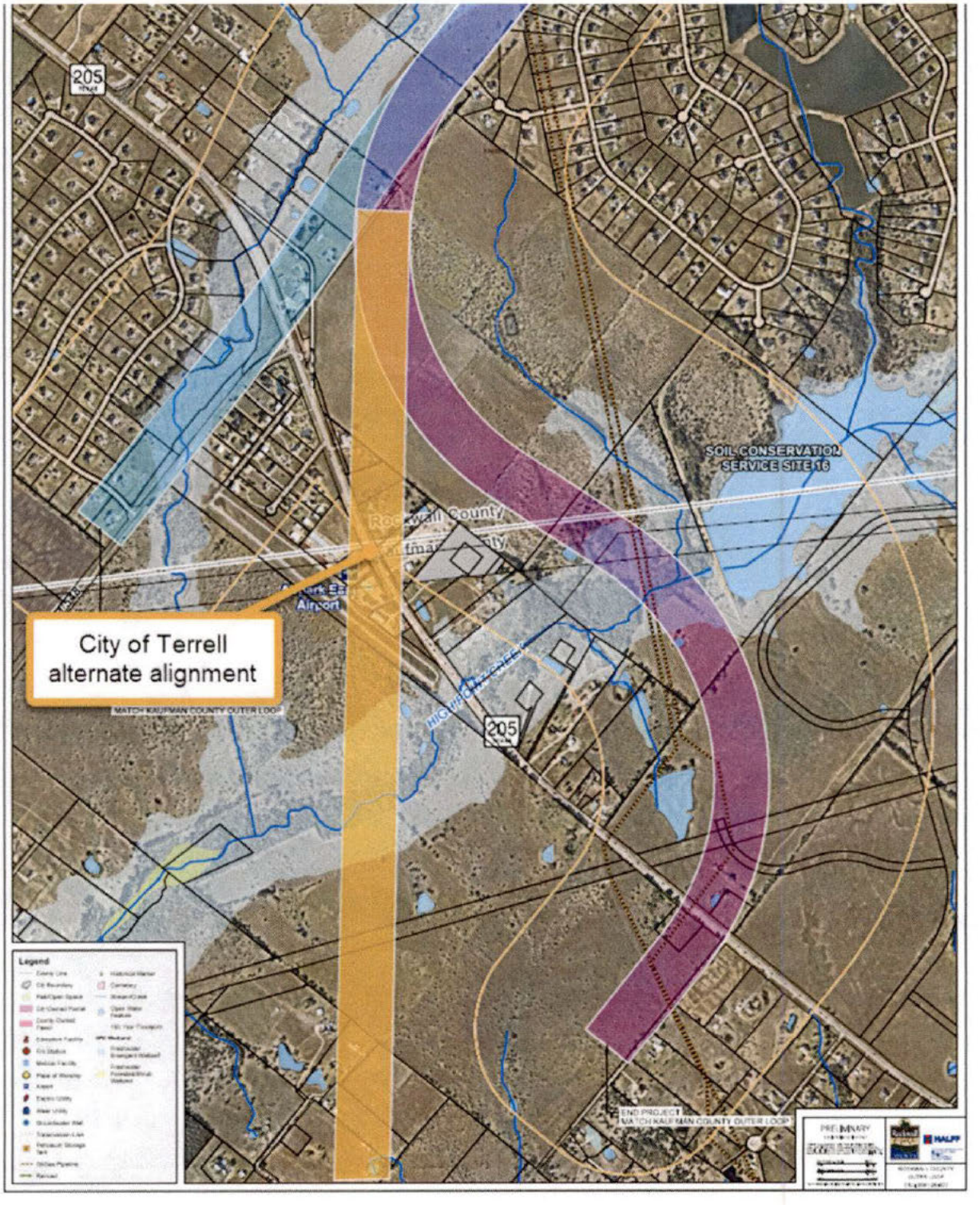
[redacted]

Attachments: Kaufman County Outer Loop Comments

1. The Rockwall County eastern most tie in point (blue alternative) could penetrate the runway protection zone of the Airpark East Airport and is likely to necessitate purchasing the airport. It would be preferable to prevent the elimination of nearby homes and discard the blue option.
2. A preferable alignment would be to split between the two proposed alignment tie-ins with Rockwall County to provide another alternative that minimizes impacts to residential properties and the floodplain. See Attachment A below concept.
3. Any option to the east of the purple option would impact many additional homes and properties in Terrell and Kaufman County and we oppose options east of the purple option as it would be infeasible to route them to the connection point at US80.
4. The City of Terrell fully supports the proposed tie in points with US 80 and IH-20 shown on all exhibits.
5. The City does not support any alignment that does not fall between the eastern and western limits along Samuels Rd (CR 240) shown in Attachment B below. Variations of the options shown in that zone may need to be considered based on the exact alignment coming out of Rockwall County.

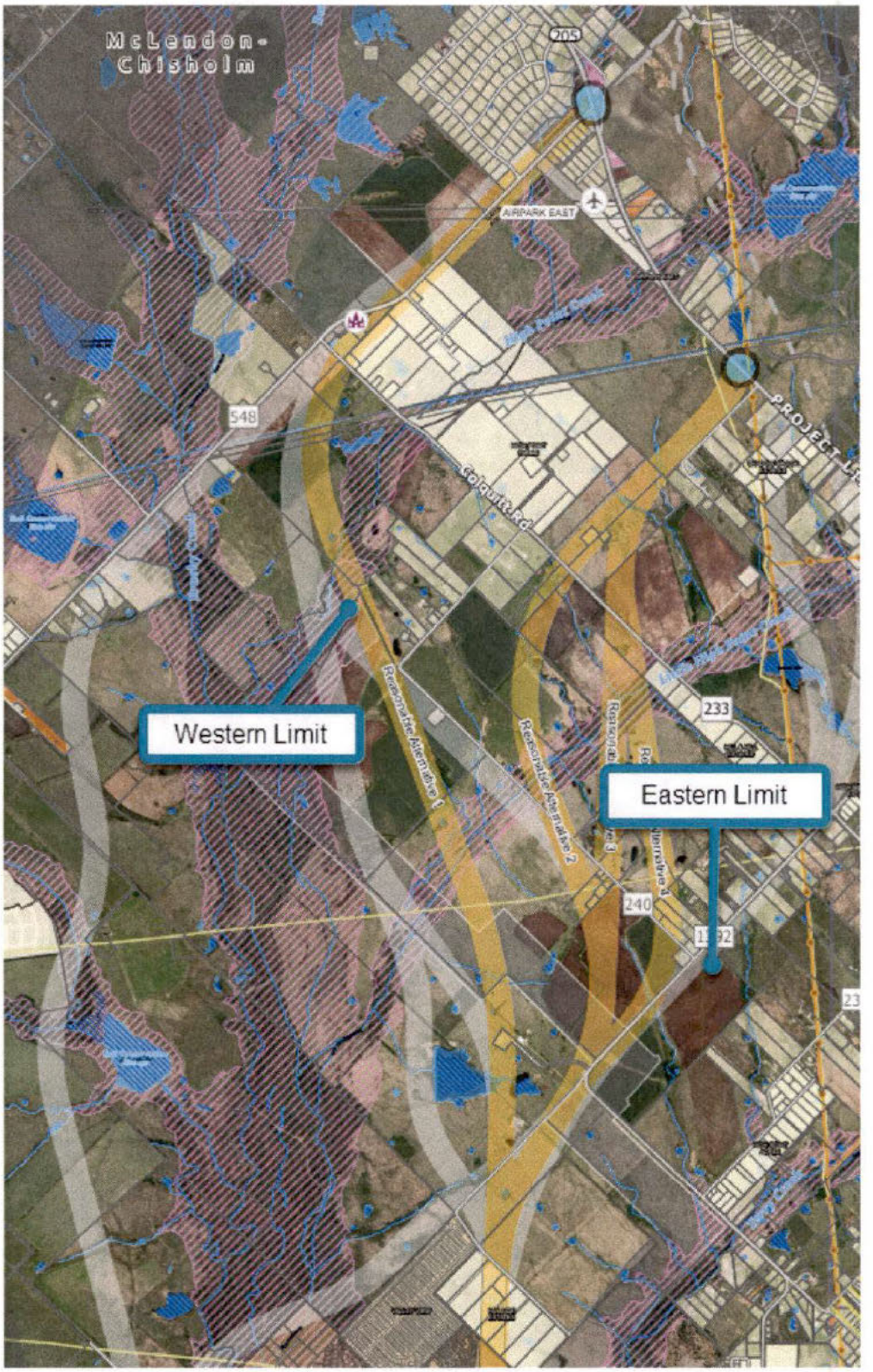
[redacted]

Attachment A



Attachment B

[redacted]


McLendon-
Chisholm
205
AIRPARK EAST
548
Colquitt Rd
PROJECT
233
Western Limit
Eastern Limit
240
1392
23

[redacted]

From: James P Spychalski
To: Connect@kaufmanouterloop.com; RCOL@halff.com; [redacted]
Subject: RE: Outer Loop Project - Option 1
Date: Monday, December 19, 2022 4:59:56 PM

All,
Please note that FM 548 between 205 & Forney is in TERRIBLE Condition. Several cars, including myself, almost were pulled into the ditch today because of the ruts in this road.
PLEASE REPAIR THIS ENTIRE ROAD ASAP. As Taxpayers we deserve better than this.

Jim Spychalski
Rockwall County Resident & Taxpayer

From: James P Spychalski
Sent: Tuesday, December 13, 2022 2:16 PM
To: Connect@kaufmanouterloop.com; RCOL@halff.com; [redacted]
Subject: Outer Loop Project - Option 1

All,
I am writing to formally protest the Outer Lopp Project Option 1 presented by TxDOT. Rockwall County is only 149 miles and this project would take almost 10% of the land in Rockwall County. This project would significantly decrease the property value of the entire affected area.
We moved to the McLendon Chisholm area about 3 years ago and elected to live in the country for a more peaceful homestead. The noise and pollution of this project impacting our Chisholm Ranch subdivision and potentially destroying our home would be devastating. There is no price tag or buy out that would be acceptable as this would disrupt my family and I and displace us in another area we DO NOT want to move to.
PLEASE DO NOT select Option 1 as this will not only impact our Chisholm Ranch sub division but also many other established sub divisions.

PLEASE ABANDON Option 1

The other Options should be considered that would be less impact to Established Homeowners and instead impede on farmland, NOT EXISTING RESIDENTS.

On a Separate Issue:
FM 548 (from 205 to Forney city limits) is a terrible road and is absolutely unsafe to drive on. This road should be IMMEDIATELY reconstructed to be safer to drive.
This should be addressed ASAP before more lives are at risk.

Please inspect this road ASAP.

PLEASE PROTECT our dream home and community from Option 1 of this Outer Loop Project !!!!

Sincerely,
Jim, Sonya, Nora, Katherine Spychalski
Rockwall County Tax Payers

From: James Boelens
To: connect@kaufmanouterloop.com
Subject: KCOL Comments
Date: Tuesday, December 20, 2022 7:06:01 PM

Dear Project Consultants:

I purchased raw land in Kaufman County in 2014 to build a small, but sustainable, farm on 10 acres in Texas. My property is located at [redacted], and I was attracted to this new home following the untimely death of my wife for it's proximity to nature, and the quiet country lifestyle it provided after 34 years of military service.

I was more than disturbed, therefore, to study the proposed pathways for the Kaufman County Outer Loop (KCOL). Every proposed route recommended will negatively impact the noise and light levels on my property, as well as displacing regional wildlife. Perhaps more importantly, the routes will destroy valuable farm land, and the heritage they represent, to include two separate pieces of property owned by neighboring families for more than one hundred years.

While KCOL documents state the project is "a joint coordination between the Texas Department of Transportation (TxDOT) and Kaufman County, I am disappointed that other key players are not recognized in this venture. There is no mention of the developers who will profit wildly from this misappropriation of our tax dollars. Similarly, the local city councils who support these developers by granting building permits in contravention to the wishes of their constituents should also receive "credit" for this project as it ultimately will destroy the rural communities they are elected to represent.

Texas needs farmland! The proposed KCOL routes will take thousands of acres of pastureland and crops out of production, and only add to significant regional congestion for decades. Not all growth is positive, and I urge you to seriously re-evaluate the negative impacts this project will have on Kaufman County.

James S. Boelens
Chaplain (COL-Retired), U.S. Army

From: James Boelens
To: connect@kaufmanouterloop.com
Subject: KCOL Comments
Date: Tuesday, December 20, 2022 7:06:01 PM

Dear Project Consultants:

I purchased raw land in Kaufman County in 2014 to build a small, but sustainable, farm on 10 acres in Texas. My property is located at [redacted], and I was attracted to this new home following the untimely death of my wife for it's proximity to nature, and the quiet country lifestyle it provided after 34 years of military service.

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James S. Boelens
Chaplain (COL-Retired), U.S. Army

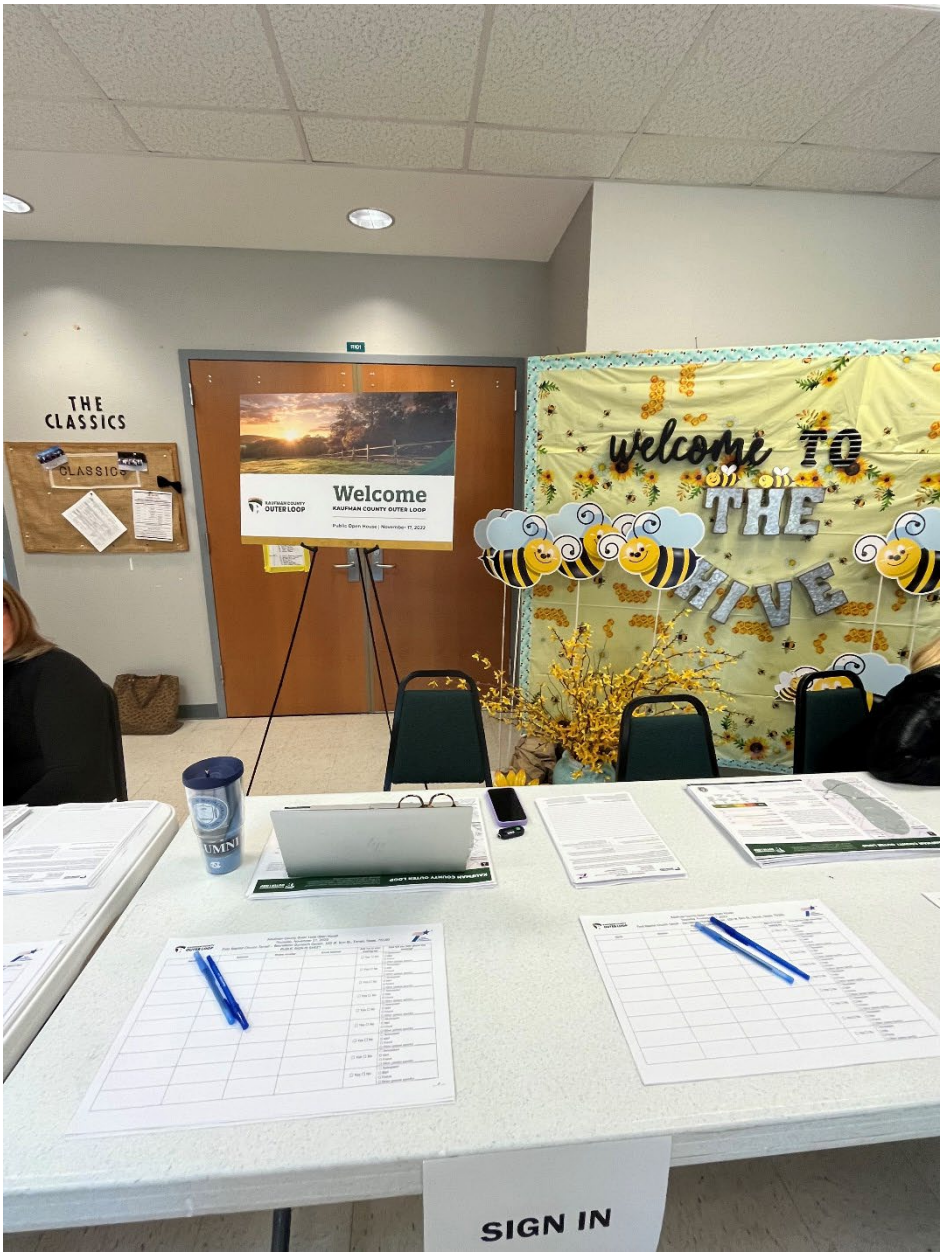
E. Figures

Section	Document
E1	Meeting Photos
E2	Public Meeting Presentation and Script
E3	Public Meeting Website
E4	Public Meeting Boards
E5	Rollplots

E1. Meeting Photos

KAUFMAN COUNTY OUTER LOOP

E1. Meeting Photos



Registration Table

KAUFMAN COUNTY
OUTER LOOP



Registration Table

KAUFMAN COUNTY
OUTER LOOP

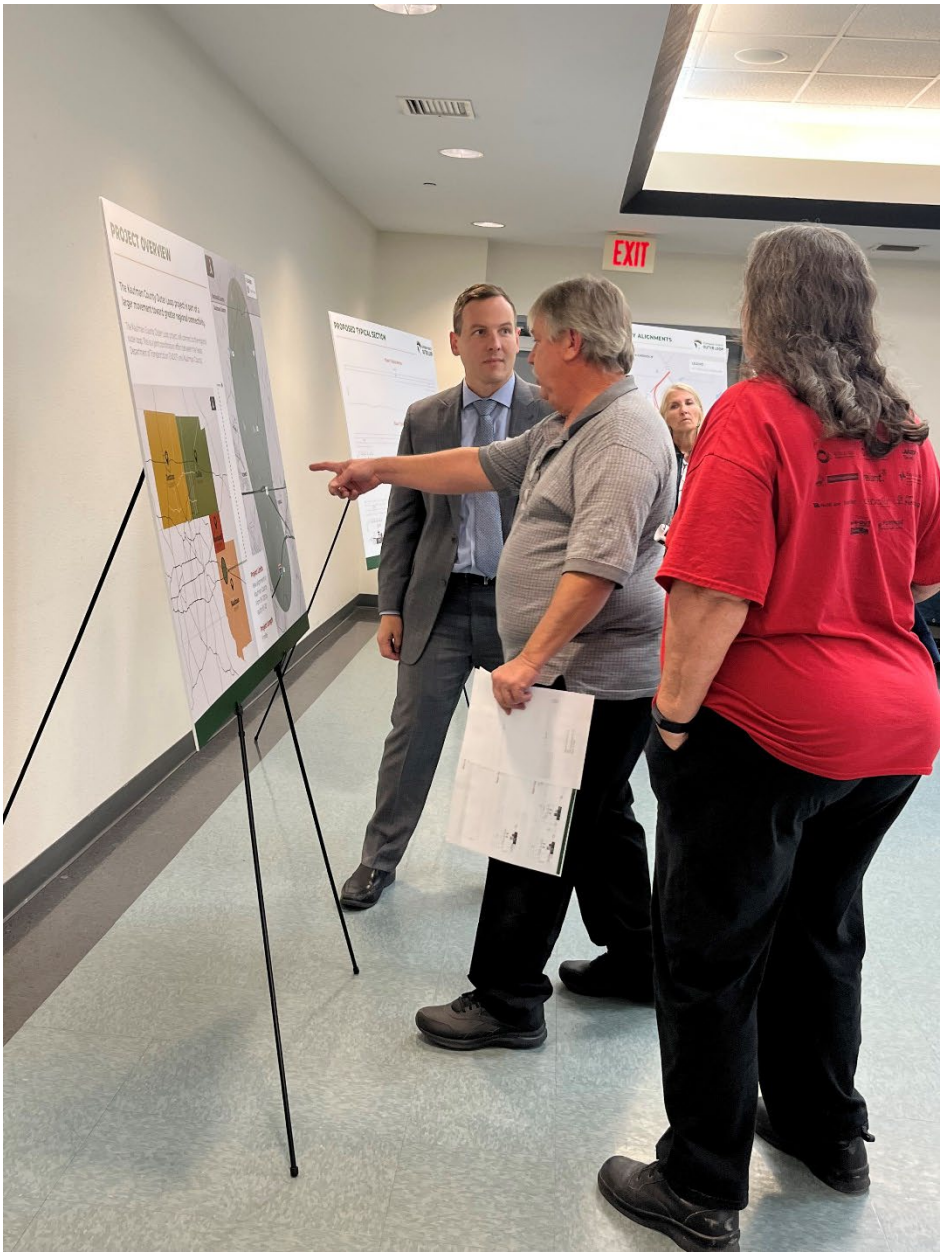


Exhibit Boards

KAUFMAN COUNTY
OUTER LOOP

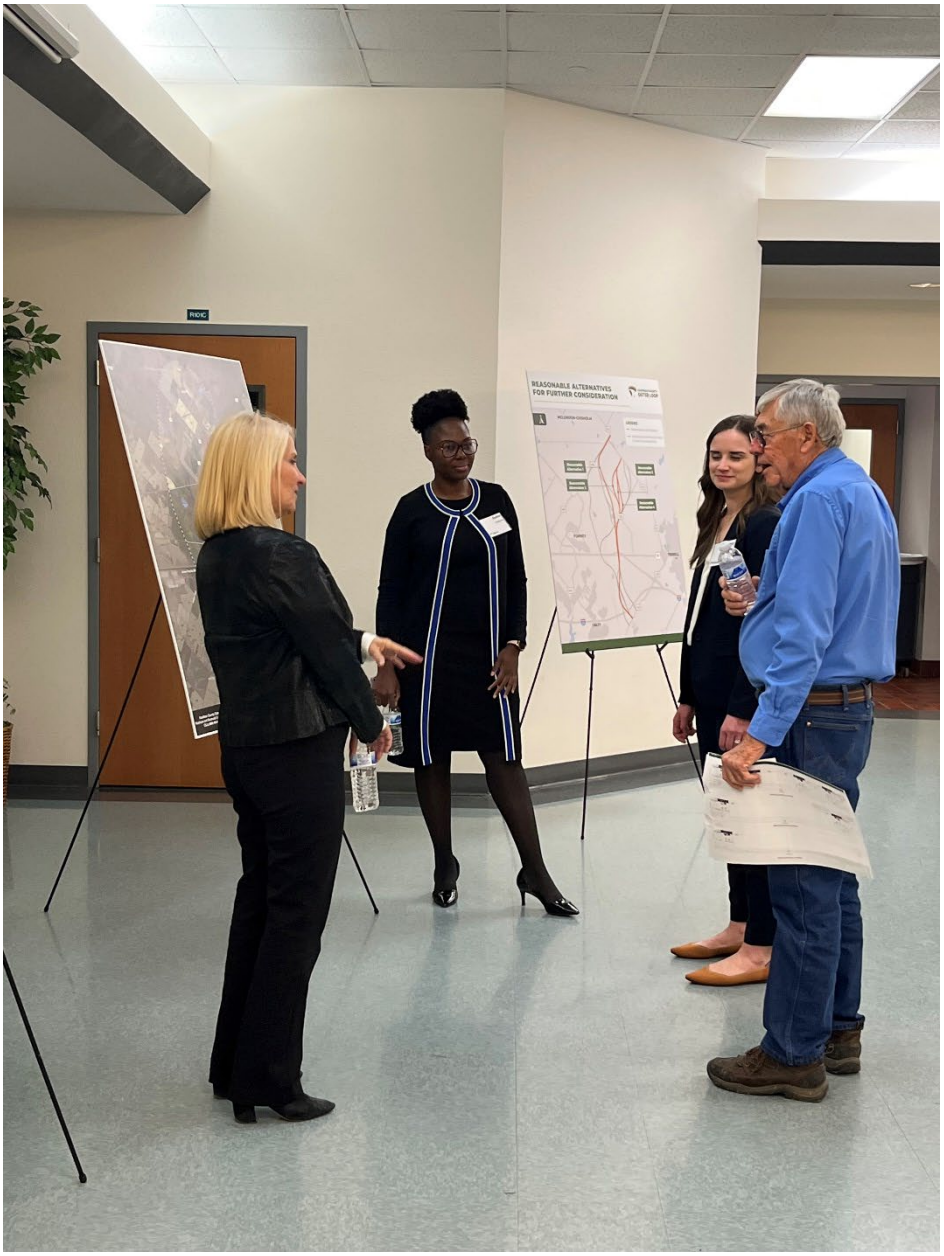


Exhibit Boards

KAUFMAN COUNTY
OUTER LOOP



Rollplots

KAUFMAN COUNTY
OUTER LOOP



Rollplots

KAUFMAN COUNTY
OUTER LOOP



KMZ Station

KAUFMAN COUNTY
OUTER LOOP



Comment Station

KAUFMAN COUNTY
OUTER LOOP



Video Presentation

KAUFMAN COUNTY
OUTER LOOP



Video Presentation

KAUFMAN COUNTY
OUTER LOOP



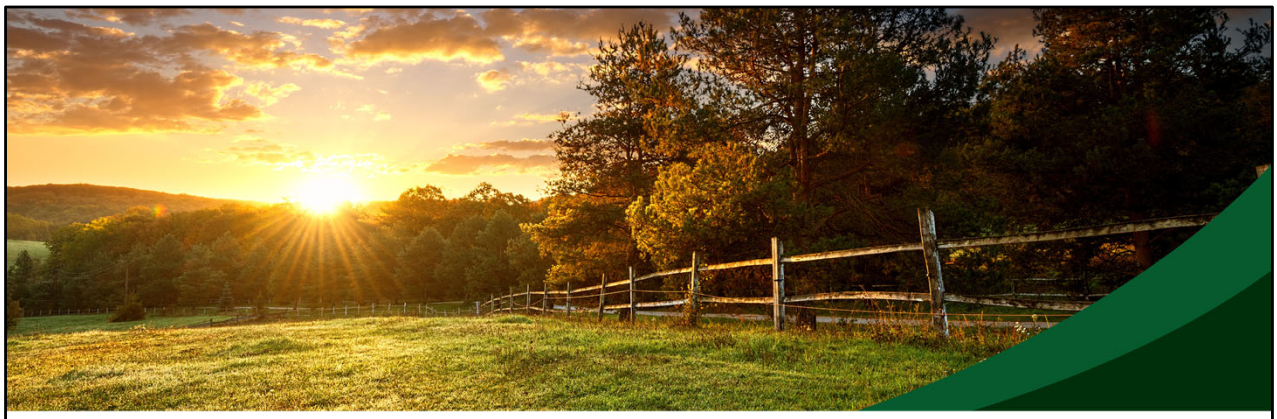
Outdoor Directional Signage

KAUFMAN COUNTY
OUTER LOOP



Outdoor Directional Signage

E2. Public Meeting Presentation and Script



KAUFMAN COUNTY OUTER LOOP

Welcome

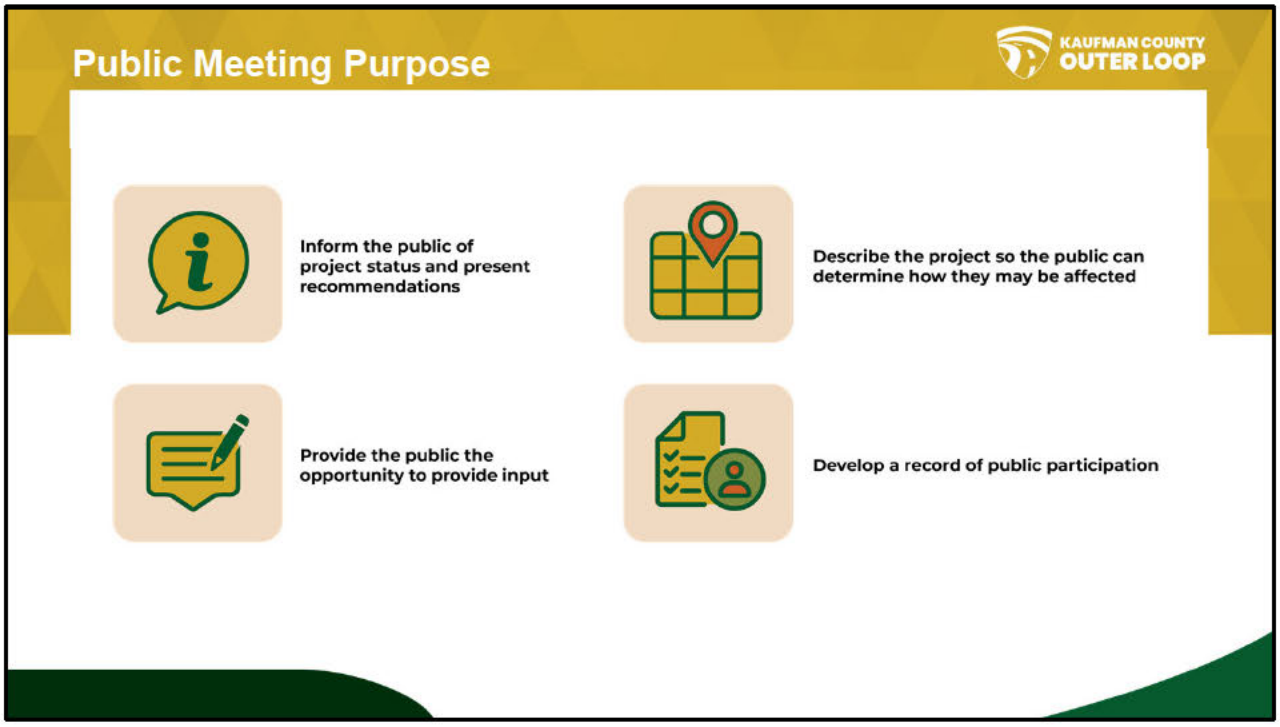
Kaufman County Outer Loop

Public Open House

November 17, 2022

Hello and welcome to the Kaufman County Outer Loop public meeting. We appreciate your interest in this project and thank you for your participation.

Please note, you can pause this presentation at any point to allow more time to view the slides.

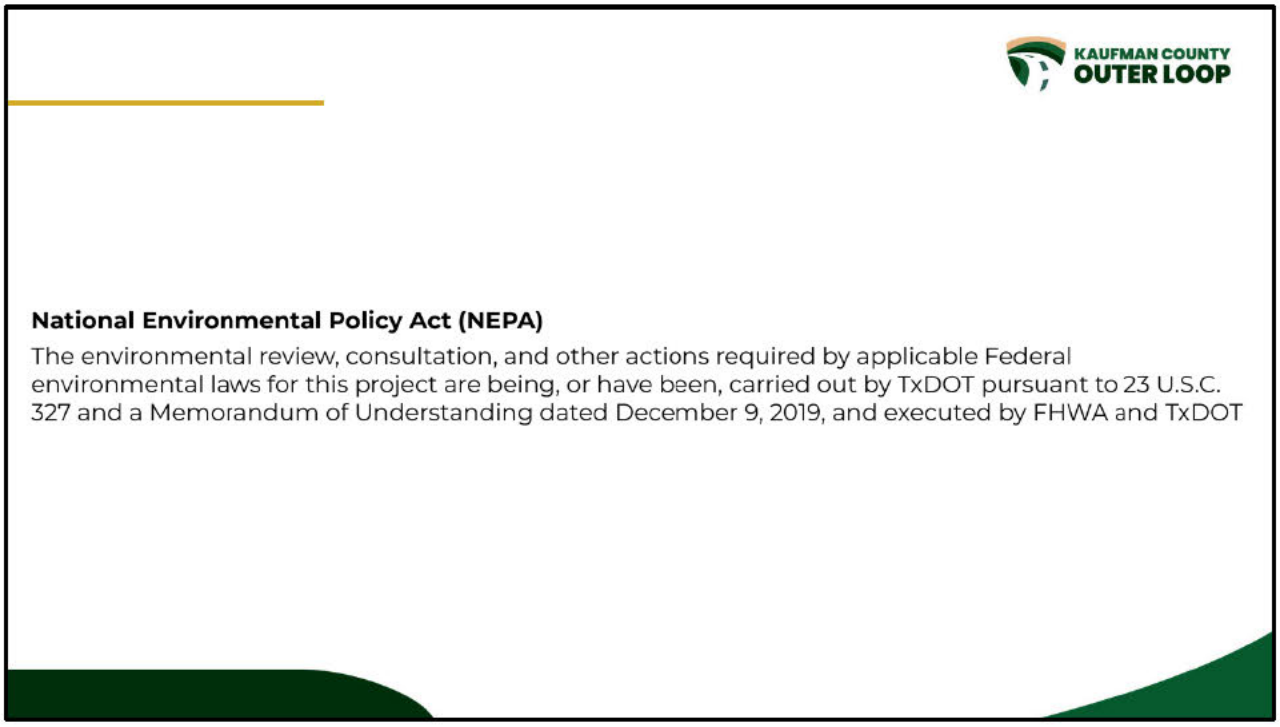


This public meeting has been convened by TxDOT and Kaufman County and is being held to receive and consider comments regarding the Kaufman County Outer Loop.

A public meeting has four essential purposes:

1. To inform the public of the project status and to present recommendations.
2. To describe the project so the public can determine how they may be affected.
3. To provide the public an opportunity to provide input.
4. And finally, to develop a record of public views and participation.

This public meeting is being held in compliance with both federal and state laws. Documentation of this meeting will be made available for the official record.



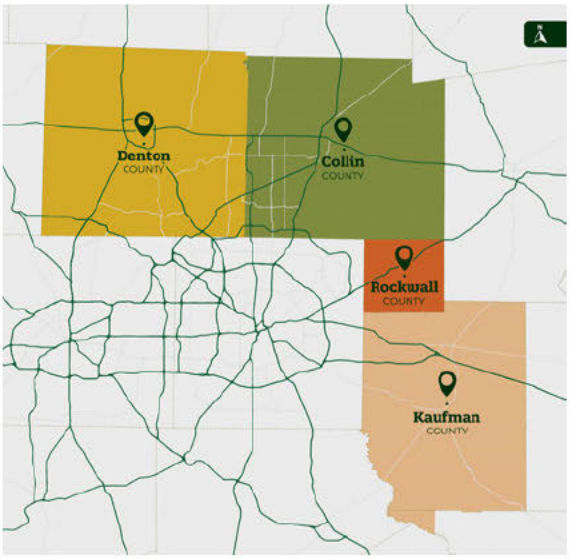
This project is subject to the National Environmental Policy Act also known as NEPA. NEPA requires federal agencies to evaluate the environmental and related social and economic effects of their proposed actions prior to making decisions and to provide opportunities for the public to review and comment on those evaluations.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated Dec. 9, 2019, and executed by the Federal Highway Administration and TxDOT.

Project Overview

KAUFMAN COUNTY OUTER LOOP

- The Kaufman County Outer Loop project is part of a larger movement toward greater regional connectivity. The Kaufman County Outer Loop project will connect to the regional outer loop.
- This is a joint coordination effort between the Texas Department of Transportation (TxDOT) and Kaufman County.



The Kaufman County Outer Loop project is part of a larger movement toward greater regional connectivity. The Kaufman County Outer Loop project will connect to the regional outer loop, which will extend through the four counties shown on this slide. This project is a joint coordination effort between TxDOT and Kaufman County. Other segments of the regional outer loop will be studied separately from this project.

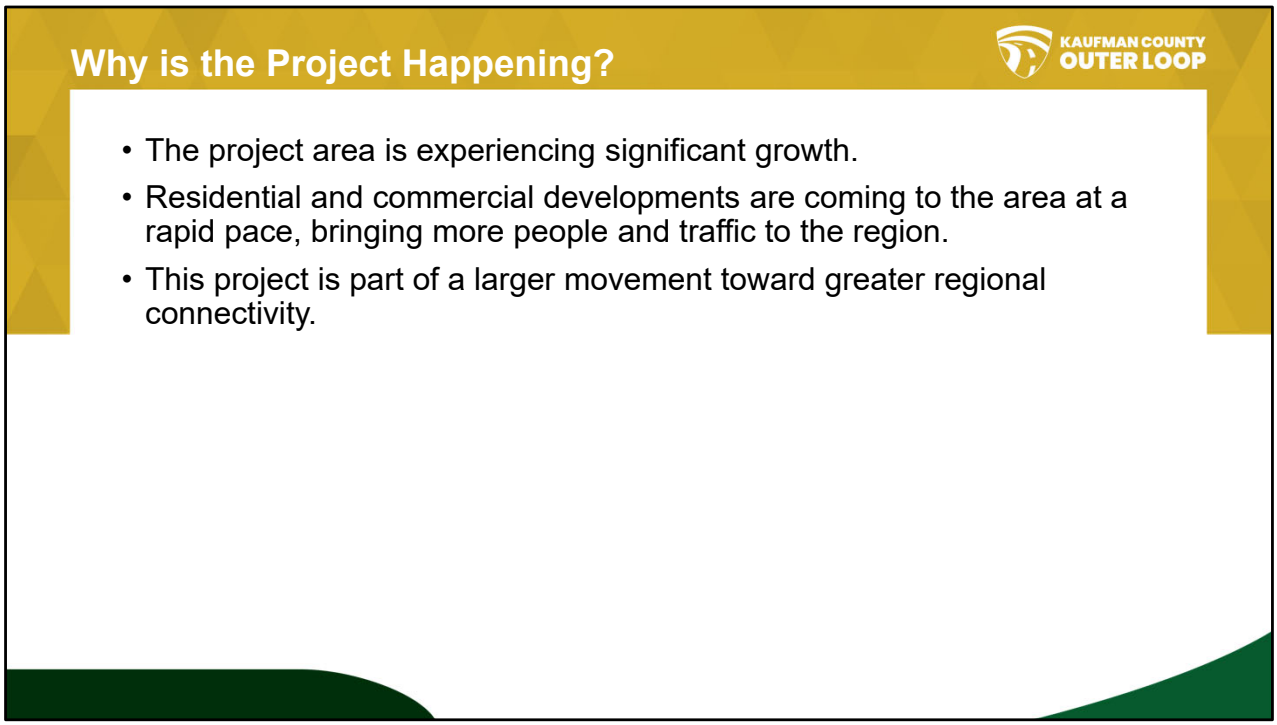
Project Overview

- Project Limits
  - New alignment in Kaufman County
    - From SH 205 to south of I-20
- Project Length
  - 9 miles

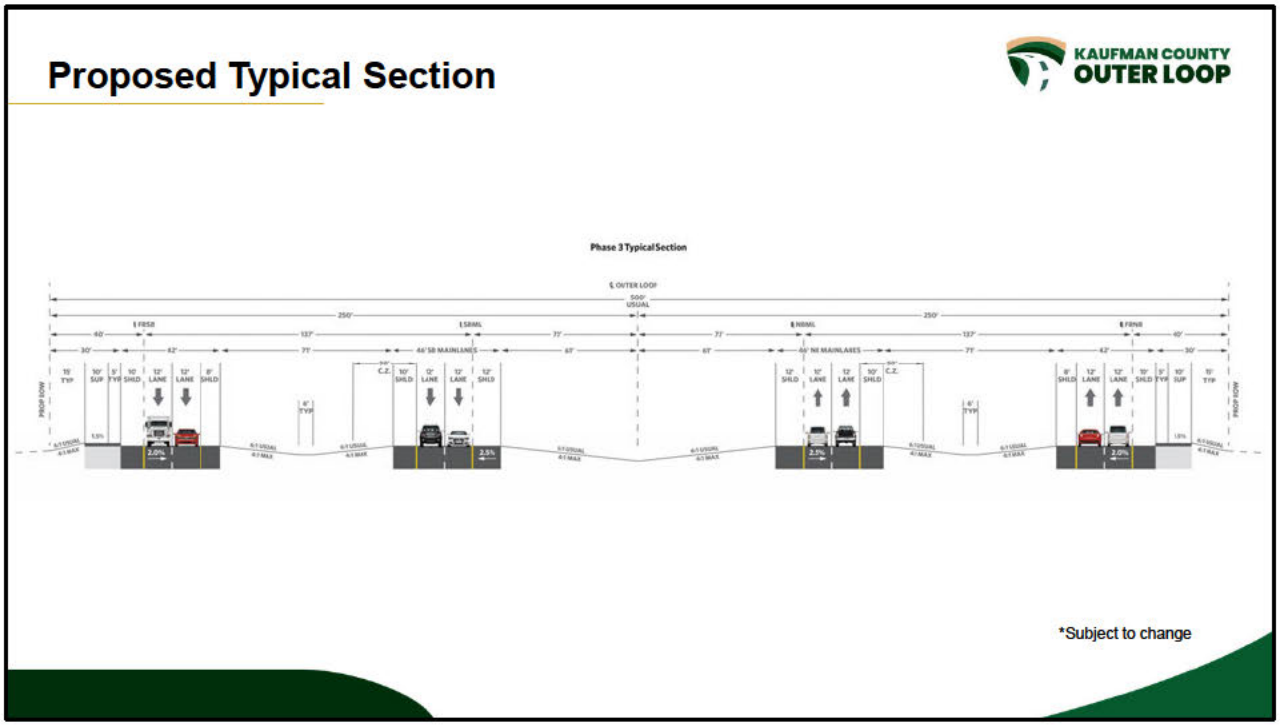


KAUFMAN COUNTY OUTER LOOP

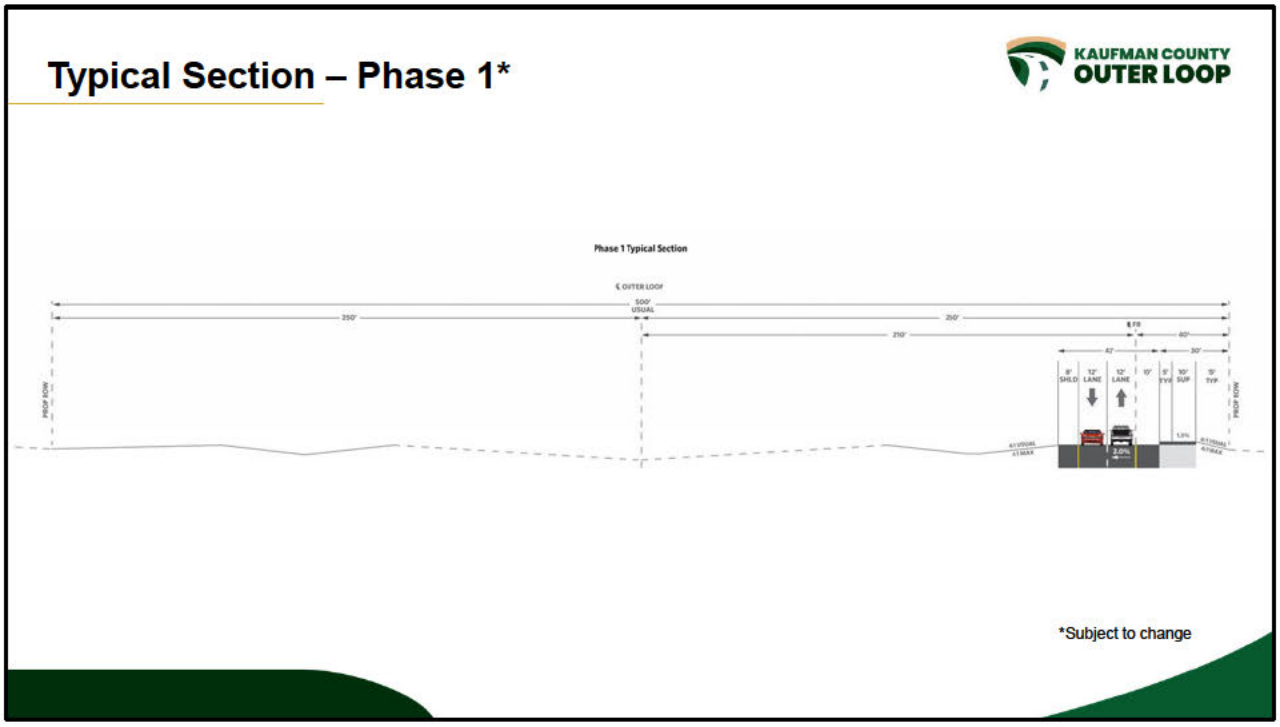
The Kaufman County Outer Loop project will study a proposed 9-mile new location north-south alignment through Kaufman County, connecting at SH 205 to south of I-20, with interchanges at SH 205, US 80 and I-20. The project will evaluate multiple alternatives to identify the preferred alignment for the new location roadway.



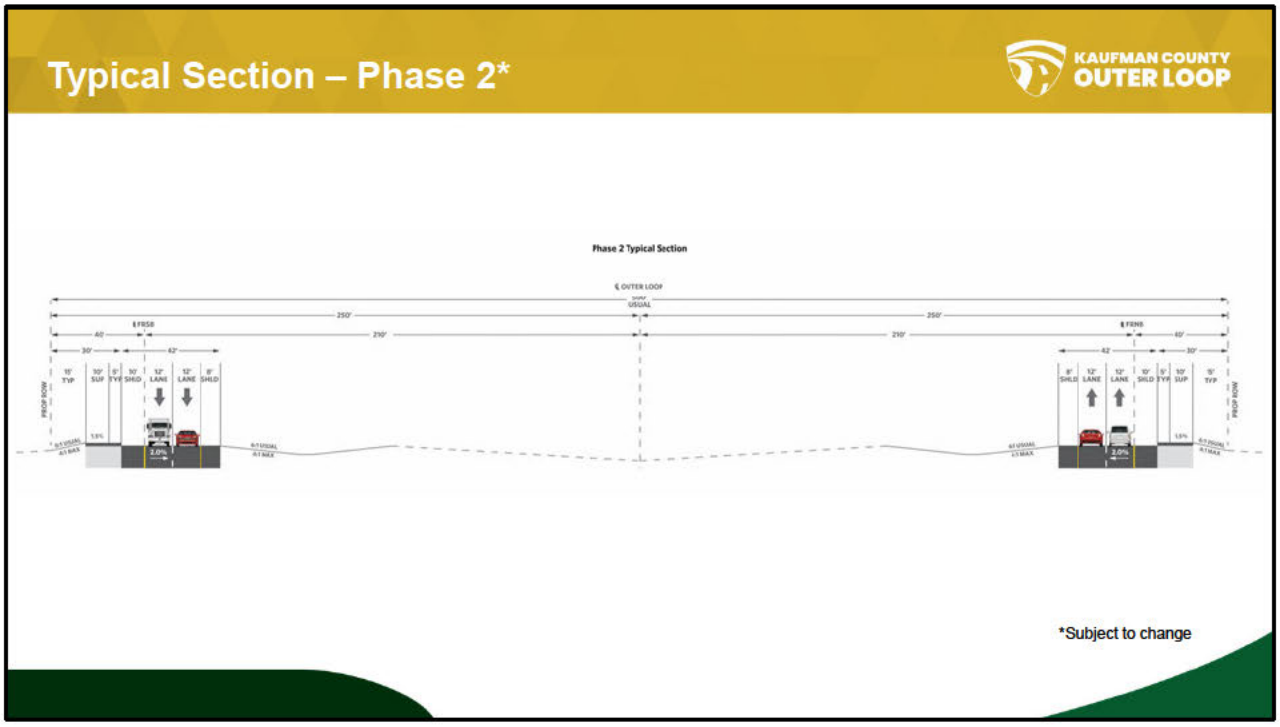
The project is being conducted because the project area is experiencing significant growth and is part of a larger movement toward greater regional connectivity. Residential and commercial developments are coming to the area at a rapid pace, bringing more people and traffic to the region. The existing facilities in and around western Kaufman County do not currently provide adequate mobility and regional connectivity, nor are they able to accommodate current and future travel demands and projected population growth, leading to operational deficiencies and congestion issues. The proposed project would provide improved access across the eastern part of the Dallas-Fort Worth metroplex and have a positive impact on congested urban areas in Kaufman County and the DFW region.



The ultimate typical section for the Kaufman County Outer Loop is a four-lane rural freeway with a wide median and 10-foot shared use paths, and it is anticipated to open in 2045, though no funding has been committed to date.
The proposed project right-of-way for the length of the project is usually 500 feet.
Construction of the proposed project would occur in phases.



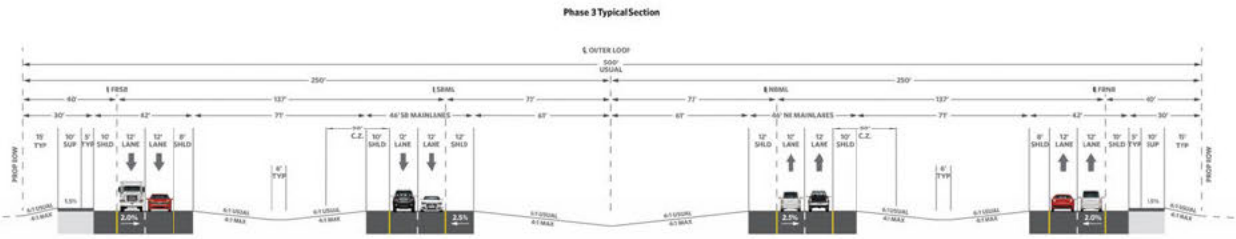
The phase 1 typical section for the Kaufman County Outer Loop is a one two-way frontage road with a 10-foot shared used path, and it's anticipated to open in 2028.



The phase 2 typical section for the Kaufman County Outer Loop includes two one-way frontage roads with 10-foot shared use paths, and it is anticipated to open in 2036.

Typical Section – Phase 3*

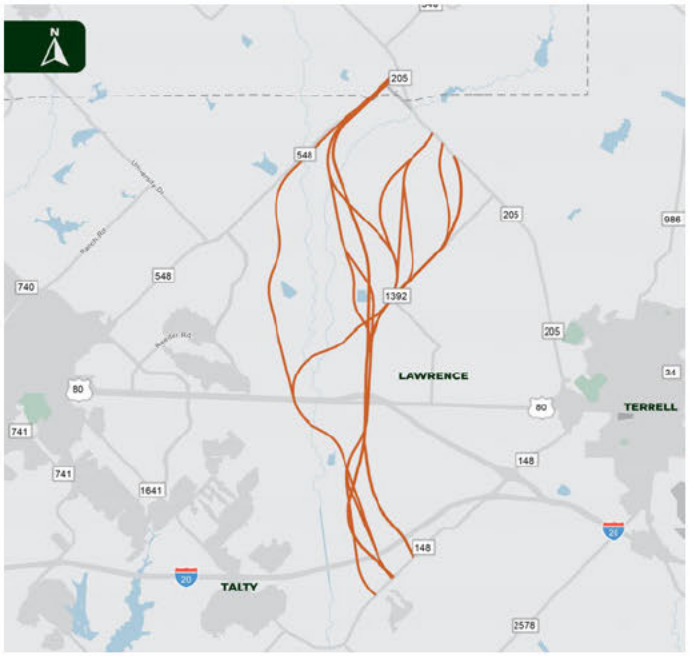
KAUFMAN COUNTY OUTER LOOP



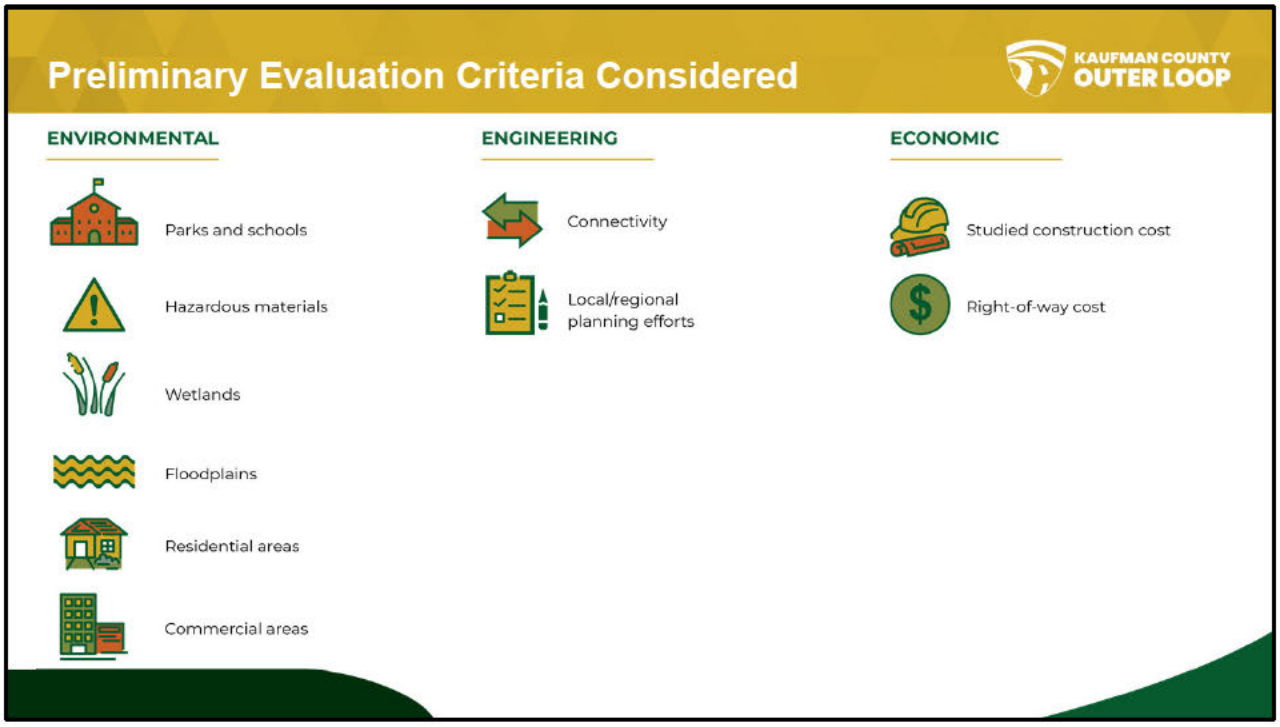
*Subject to change

The phase 3 typical section for the Kaufman County Outer Loop is a four-lane rural freeway with a wide median and 10-foot shared use paths, and it is anticipated to open in 2045.

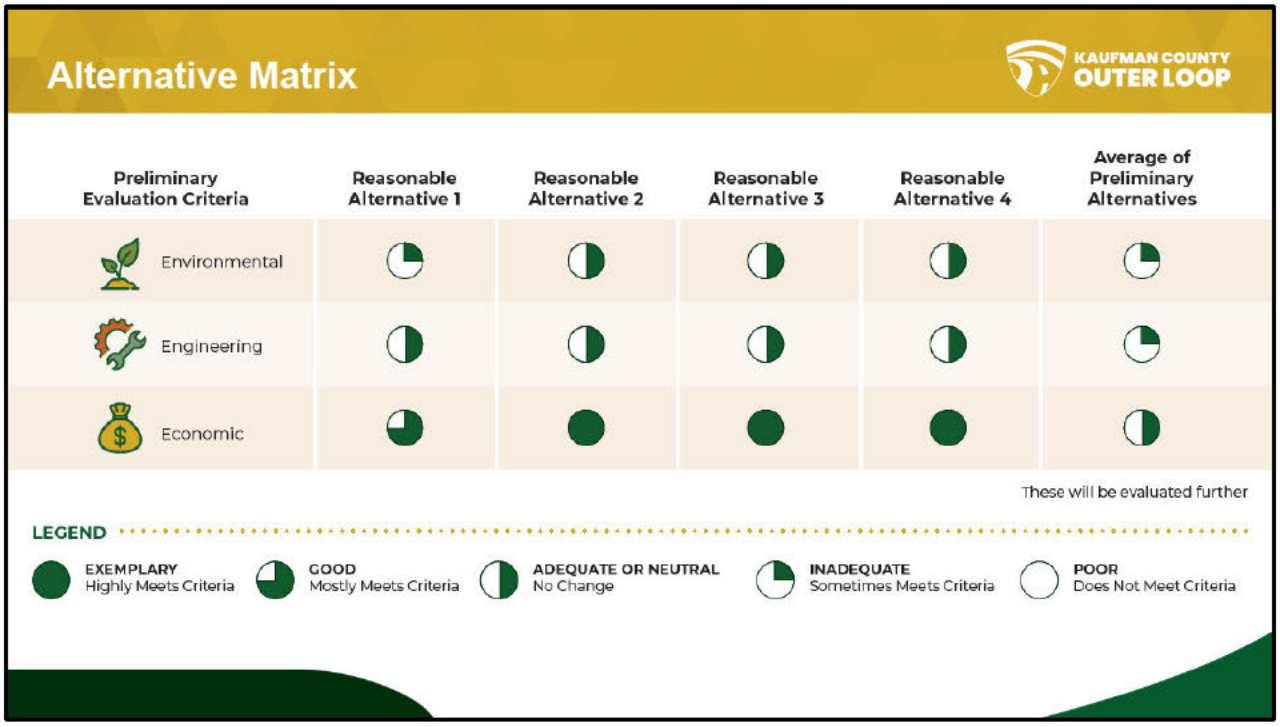
Preliminary Alignments



The project team developed 62 possible alignments for the Kaufman County Outer Loop considering the existing approved thoroughfare plans. The project team is working to avoid both community and environmental impacts, as well as improve connectivity within the region. The team is evaluating interchange alternatives at I-20, US 80 and SH 205.

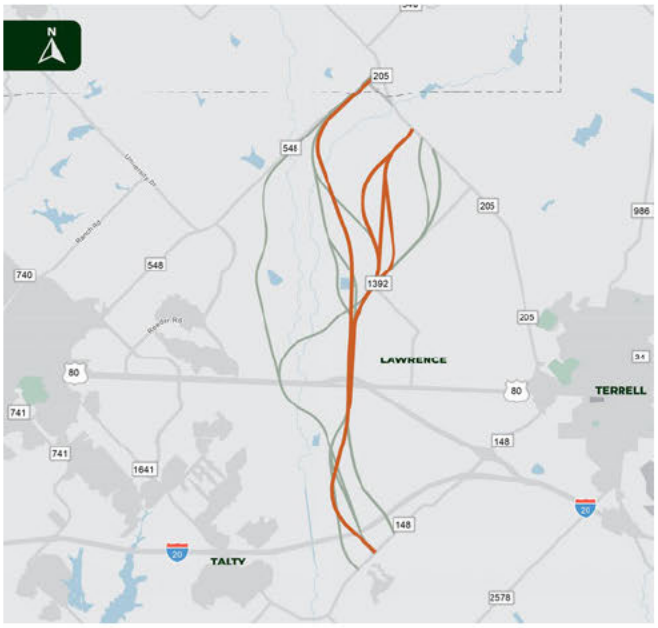


The project team evaluated the preliminary alignments using several different criteria. The criteria fell into the following categories: Environmental, Engineering and Economic. For environmental, they studied community elements, like parks and schools, hazardous materials, wetlands, floodplains, and residential and commercial areas. For engineering, they studied connectivity and local/regional planning efforts. And lastly, for economic, they studied construction cost and right-of-way cost.



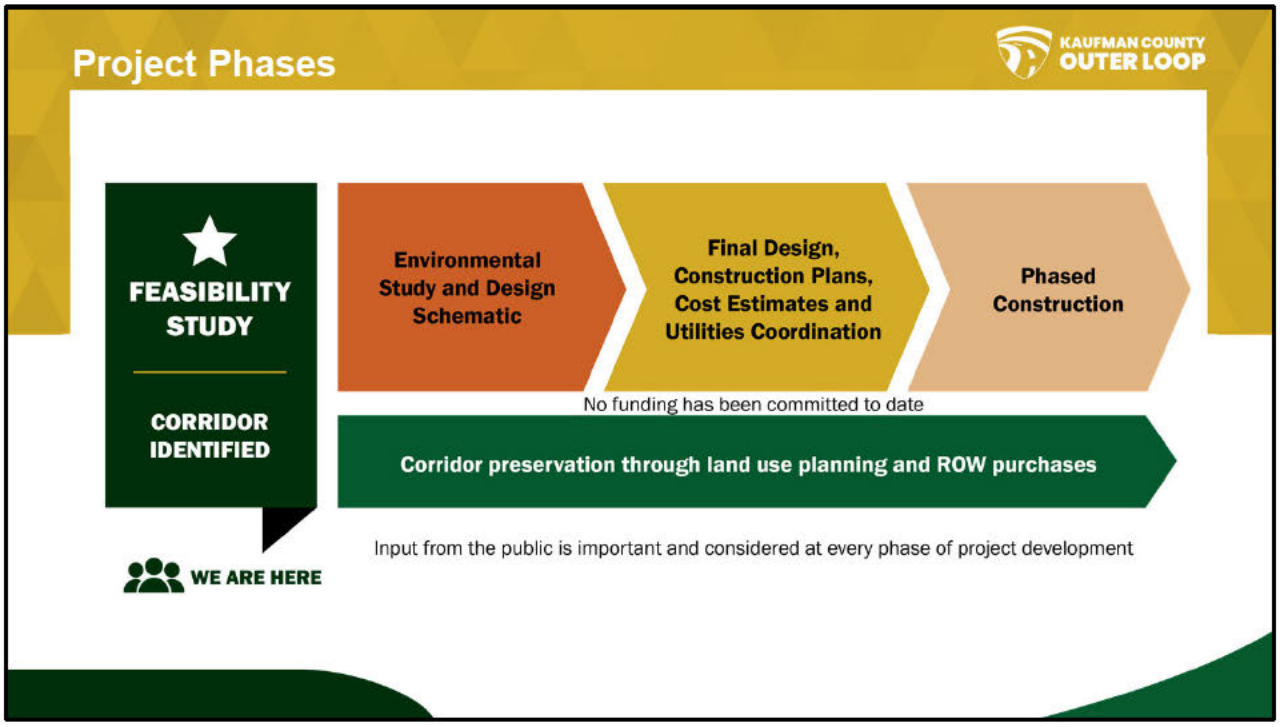
The table on this slide shows the four alignments that received the highest score based on the preliminary evaluation criteria. As previously stated, each of the top four alignments were evaluated based on Environmental, Engineering, and Economic criteria. The Reasonable alternatives will be further evaluated with additional studies and analysis.

Reasonable Alternatives for Further Consideration



The screen shows the 4 reasonable alternatives for further consideration.

The draft alignments shown on the screen are preliminary, subject to change, and intended to solicit input. It is possible that, based on public comments received, alignments could be revised, removed and or added, which is why public input and feedback is critical to this project development process.

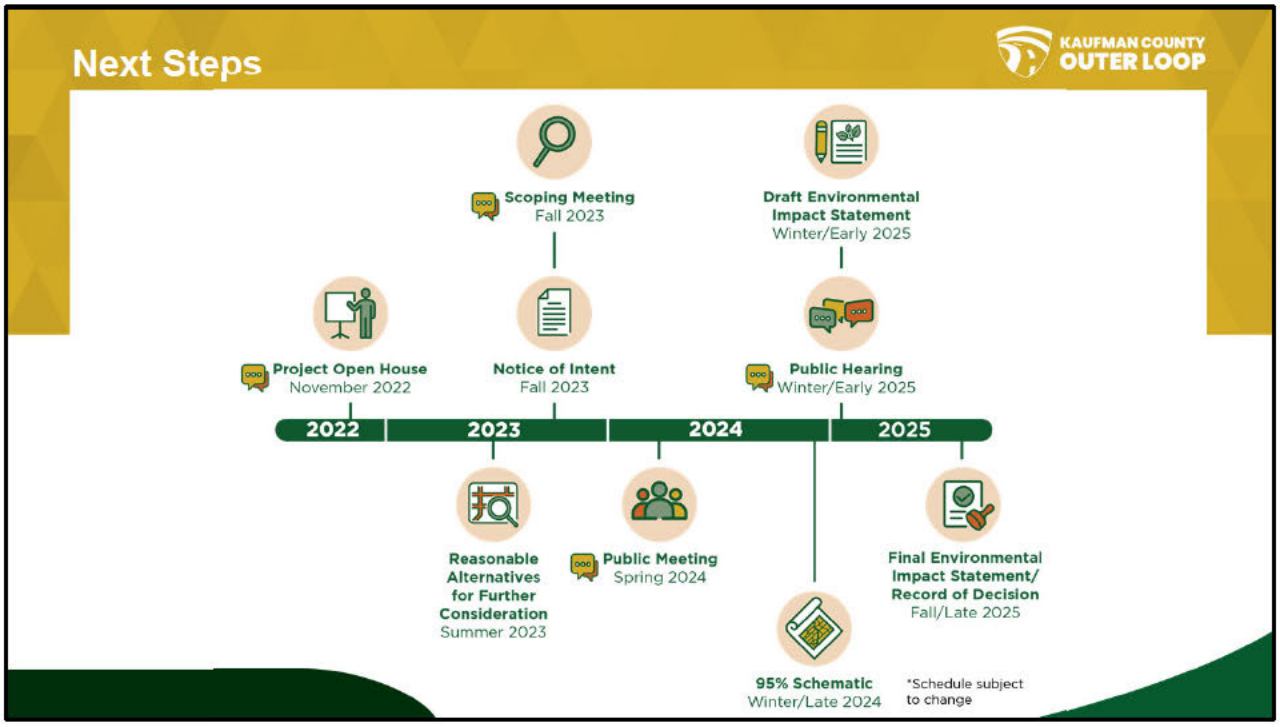


Planning the next steps for the Kaufman County Outer Loop will take time. That is why it is so important work begins now to plan for the future.

The feasibility study is the first step for any major corridor improvement. Should the state, municipalities, and local agencies wish to proceed with the proposed improvements, funding will be required. It should be noted that no funding has been committed at this time.

Following the feasibility study, corridor preservation through land use planning and right of way purchases will happen concurrently with the environmental study, final design and phased construction. Right of way for this project would be acquired in accordance with the Uniform Relocation Assistance and Real Properties Acquisitions Policies Act of 1970, as amended.

The State of Texas provides information on Landowner rights, which is included on the open house web page.

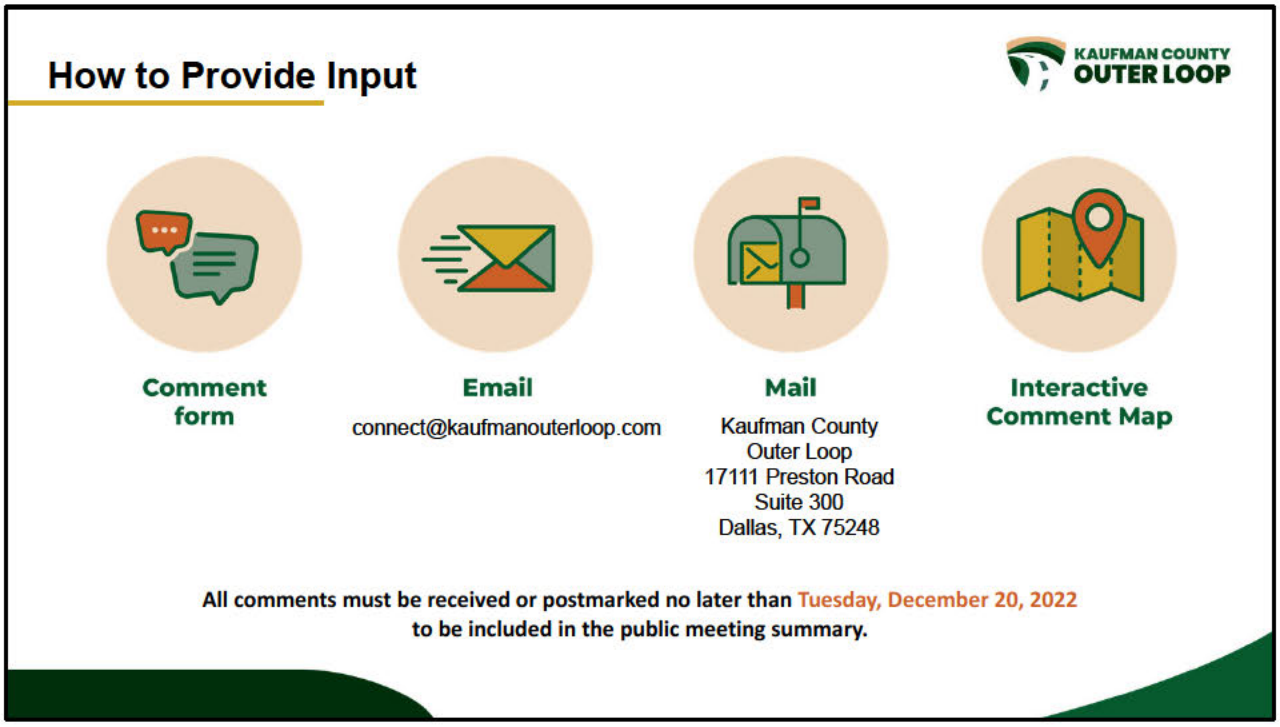


Next steps for the feasibility and environmental studies are shown on the screen, beginning with the public open house in November 2022. The reasonable alternatives for further consideration will be developed in summer 2023, followed by a scoping meeting and notice of intent being developed in fall 2023. A public meeting will be held in spring 2024, and the project team anticipates reaching 95% schematic in winter/late 2024. In winter/early 2025, there will be a public hearing and the draft environmental impact statement will be prepared. Lastly, the final environmental impact statement and record of decision will be developed in fall/late 2025. Please note the schedule is subject to change.



There are many ways to get involved with the project:

- You can attend a public meeting, such as this open house, an agency or scoping meeting in fall 2023, another public meeting in spring 2024, and our public hearing in fall 2024.
- You can sign up to receive our project updates.
- You can check out our project website at kaufmanouterloop.com
- You can reach out to our project team if you have questions on the proposed project. The contact information is shown on the screen.



We appreciate your feedback! Kaufman County and TxDOT are available to answer questions anytime during the project development process. Comments are welcome on this project. You can submit comments using the online comment form, you can send comments via email to connect@kaufmanouterloop.com, you can mail in your comments to Kaufman County Outer Loop, 17111 Preston Road, Suite 300, Dallas, TX 75248, and you can use our interactive comment map. All comments must be submitted on or before Tuesday, Dec. 20, 2022.



Thank you for your interest in this public open house. We thank you for your participation.

E3. Public Meeting Website



KAUFMAN COUNTY OUTER LOOP

The existing roadways in and around Kaufman County do not provide adequate mobility or regional connectivity. Residential and commercial developments are coming to the area at a rapid pace, bringing more people and traffic to the region. Our current transportation system will not be able to accommodate forecasted travel demands and projected population growth.

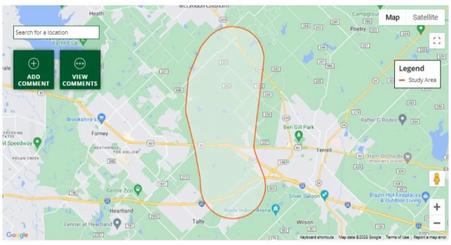
The 9-mile Kaufman County Outer Loop (KCOL) is a joint effort between Kaufman County and the Texas Department of Transportation that is part of a larger movement to achieve greater regional connectivity.

PROJECT BENEFITS

- Improved access across the eastern part of the Dallas - Fort Worth Metroplex
- Positive impact on congested urban areas in the region

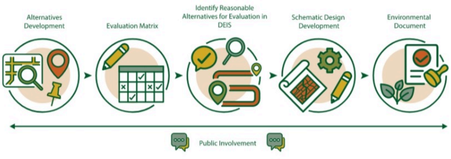
PROJECT MAP

Zoom in and pan around to view the Study Area.



PROJECT DEVELOPMENT PROCESS

We're in the early phases of developing the KCOL. First we'll evaluate the preliminary project alignments, then we will narrow those down to the conceptual options, and lastly we will narrow down to the reasonable alternative. We will then prepare an environmental document to outline our findings, the preferred alternative, and how it will further connect the region.



Click on image to enlarge.

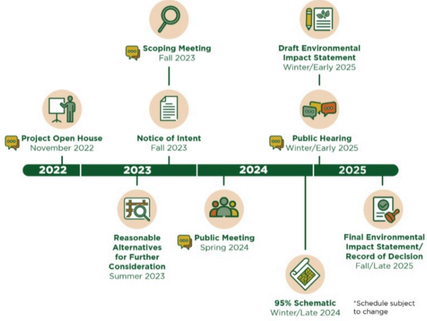
DOCUMENTS & RESOURCES

Over time, this is where we'll publish important project documents, public meeting materials, and more!

- **Project Fact Sheet – Fall 2022**
- **Public Open House Meeting Materials**

PROJECT SCHEDULE*

The KCOL project began in fall 2022 and the Environmental Impact Statement is expected to be finalized in fall 2025. The first stakeholder and public engagement events will occur in fall 2022 and continue throughout project development.



Click on image to enlarge.

GET INVOLVED

Upcoming Events

There are no upcoming events but check back often for the latest information.

Join the Mailing List

Leave a Comment

E4. Public Meeting Boards



KAUFMAN COUNTY
OUTER LOOP

Welcome

KAUFMAN COUNTY OUTER LOOP

Public Open House | November 17, 2022

PUBLIC MEETING PURPOSE

KAUFMAN COUNTY OUTER LOOP



Inform the public of project status and present recommendations



Describe the project so the public can determine how they may be affected



Provide the public the opportunity to provide input



Develop a record of public participation

NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

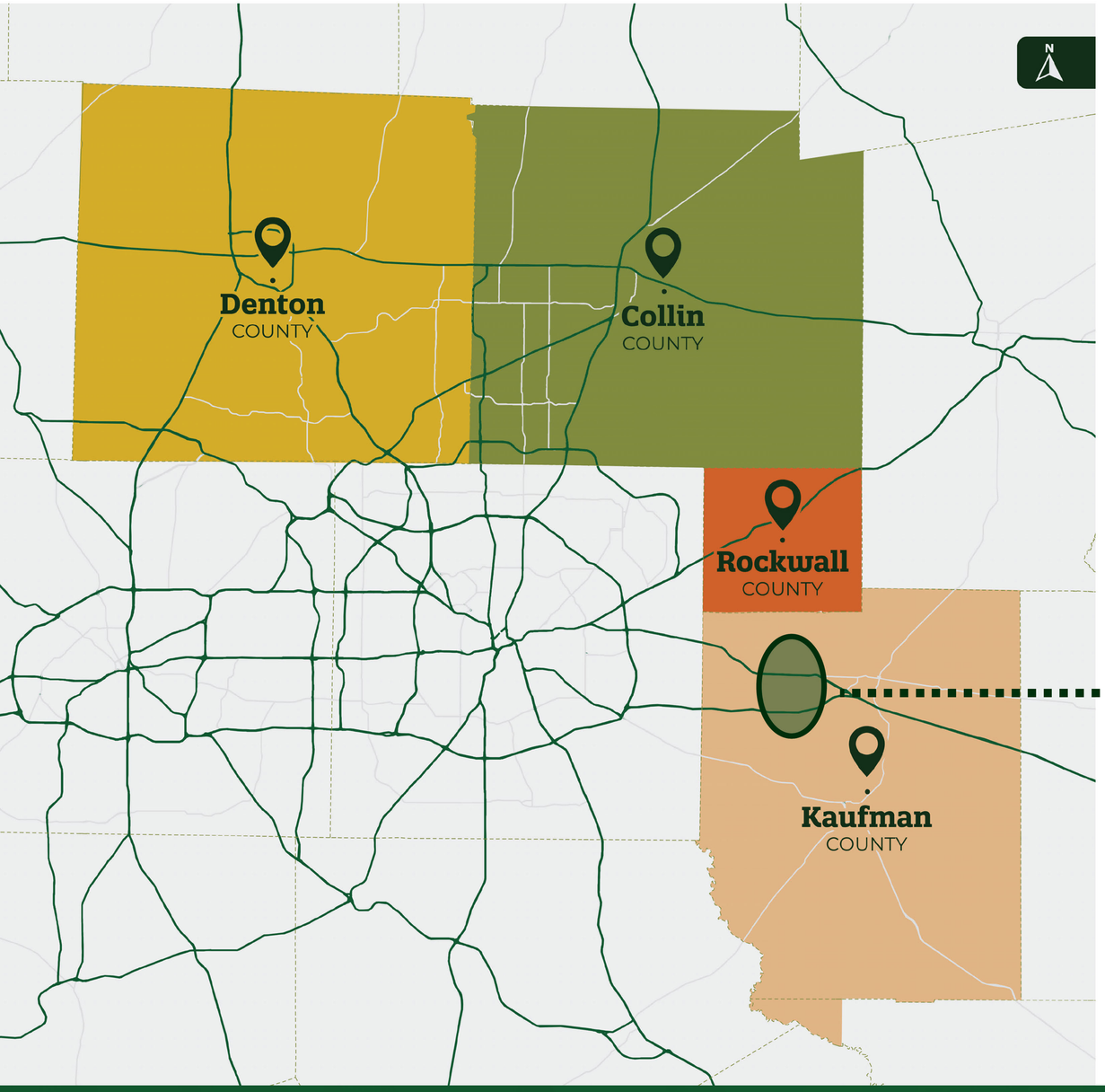
KAUFMAN COUNTY OUTER LOOP

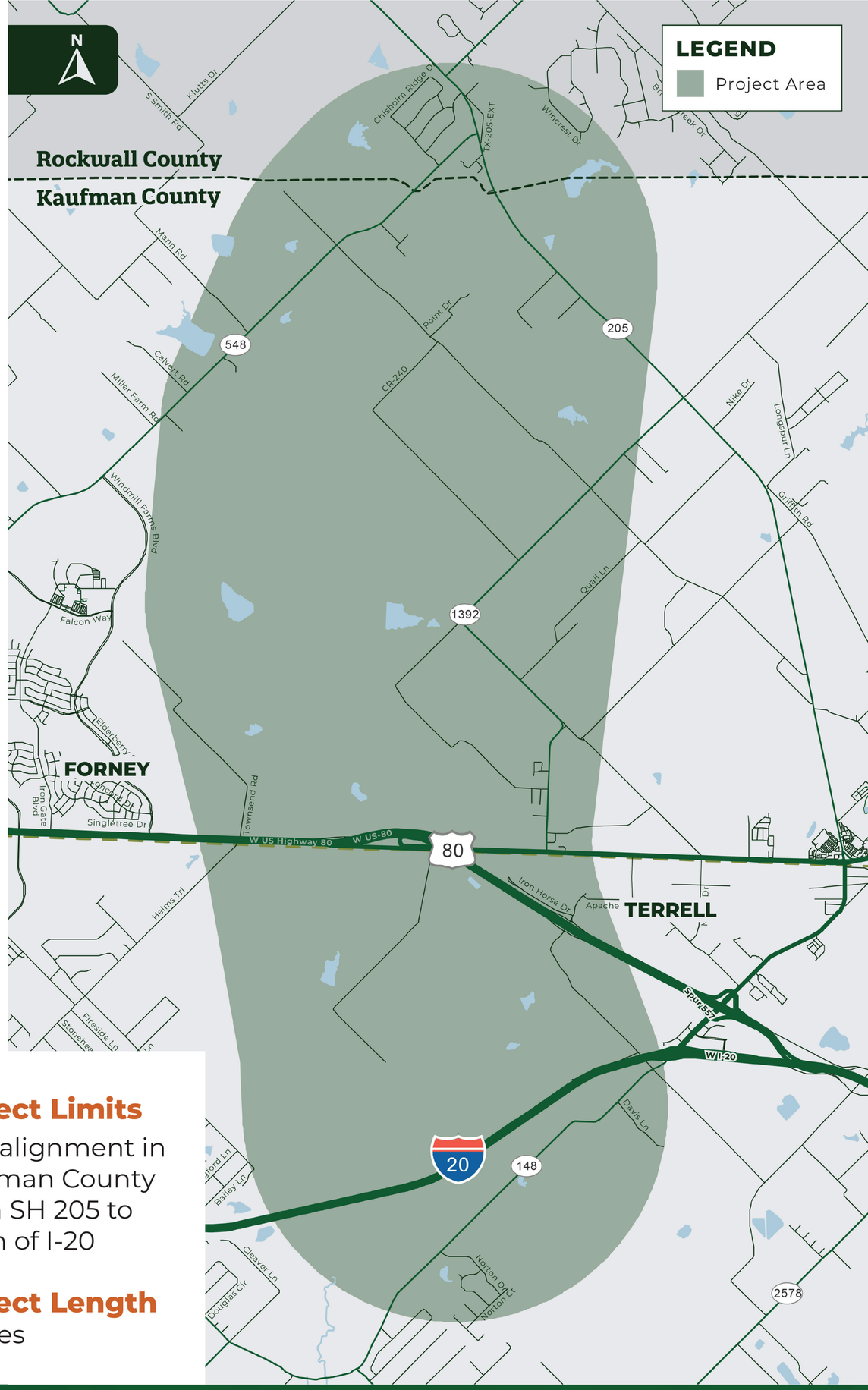
The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019 and executed by FHWA and TxDOT.

PROJECT OVERVIEW

The Kaufman County Outer Loop project is part of a larger movement toward greater regional connectivity.

The Kaufman County Outer Loop project will connect to the regional outer loop. This is a joint coordination effort between the Texas Department of Transportation (TxDOT) and Kaufman County.





Project Limits

New alignment in Kaufman County From SH 205 to south of I-20

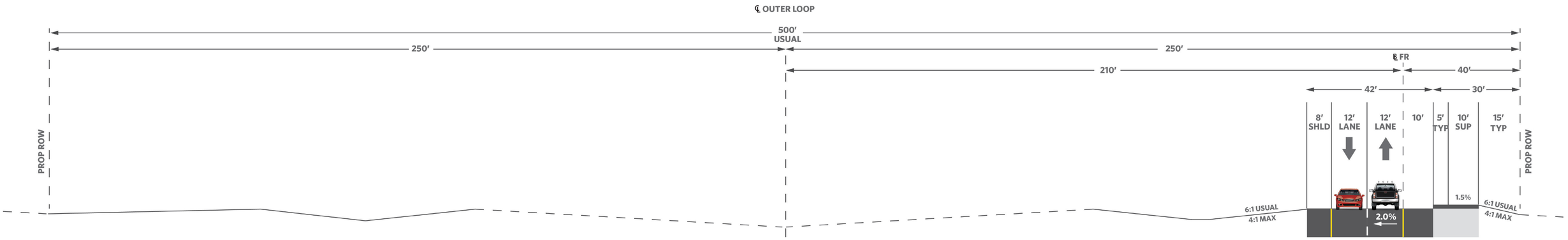
Project Length

9 miles

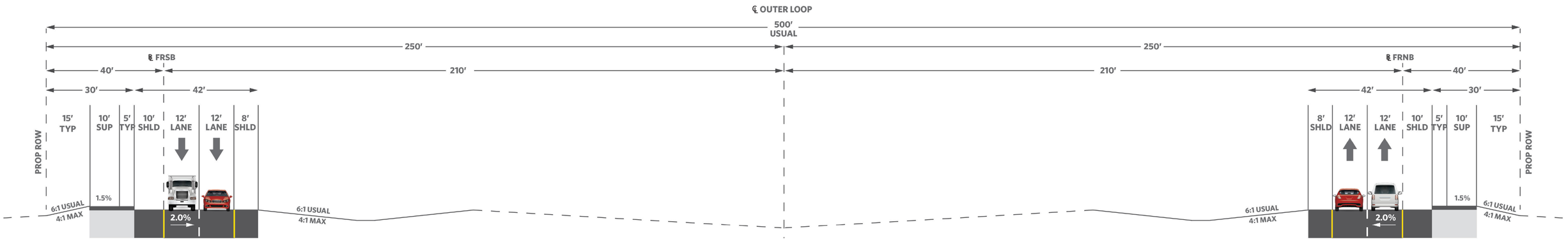
PROPOSED TYPICAL SECTION

KAUFMAN COUNTY OUTER LOOP

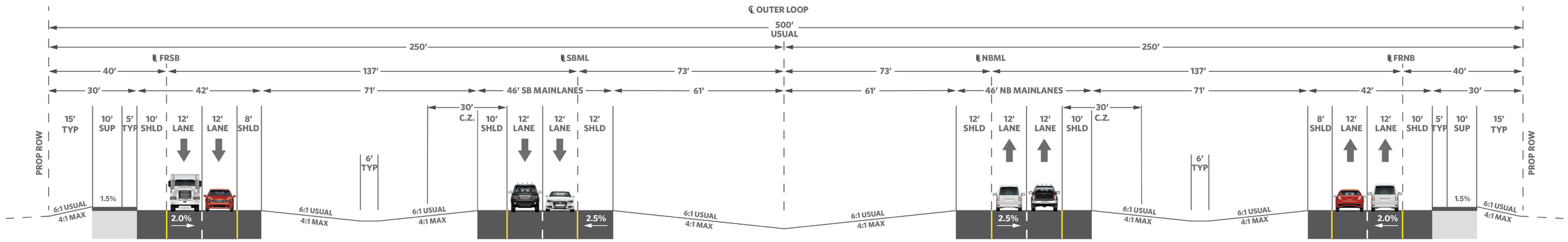
Phase 1 Typical Section



Phase 2 Typical Section

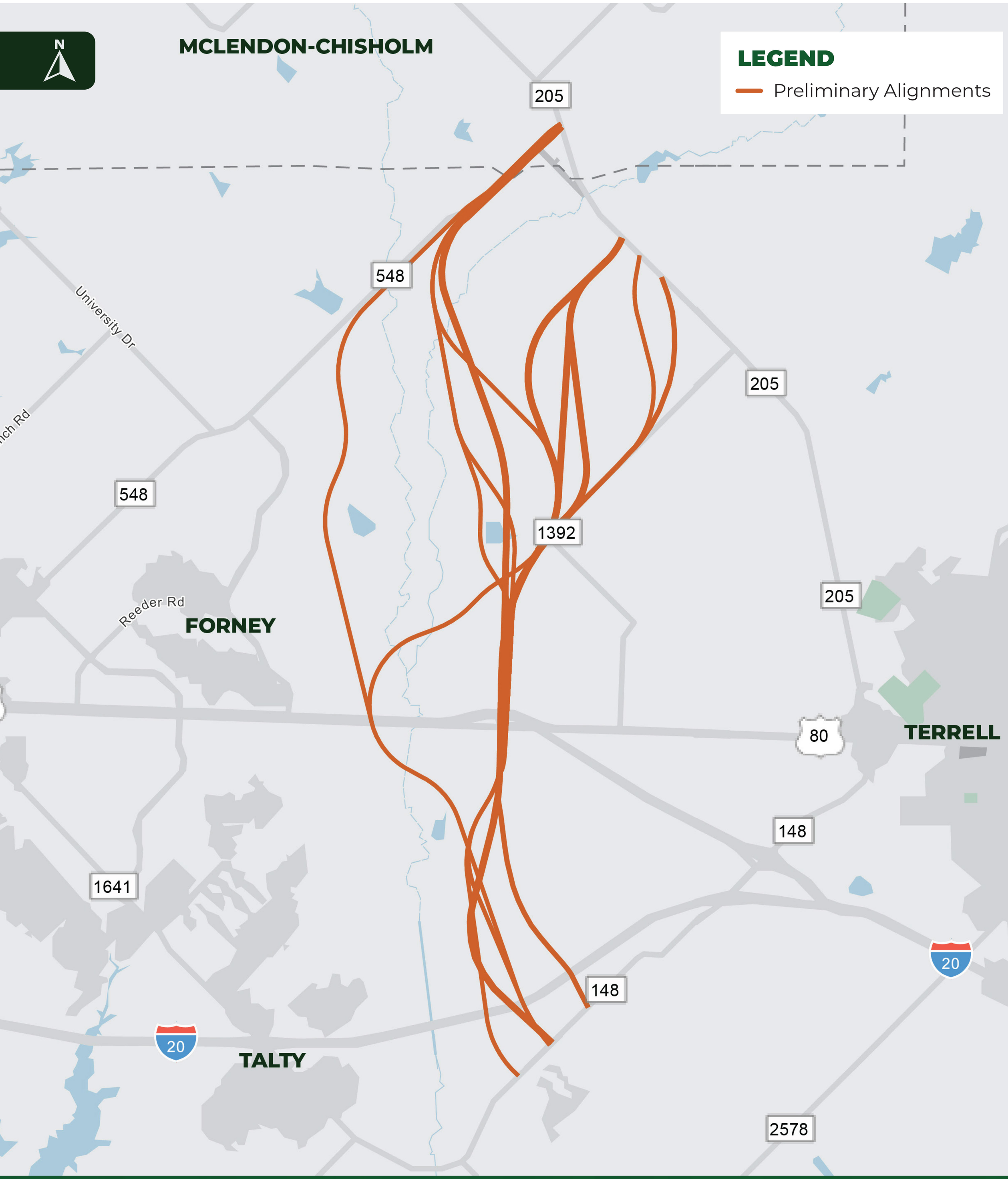


Phase 3 Typical Section



PRELIMINARY ALIGNMENTS

KAUFMAN COUNTY OUTER LOOP



PRELIMINARY EVALUATION

KAUFMAN COUNTY OUTER LOOP

ENVIRONMENTAL

- Parks and schools
- Floodplains
- Hazardous materials
- Residential areas
- Wetlands
- Commercial areas

ENGINEERING

- Connectivity
- Local/regional planning efforts

ECONOMIC

- Studied construction cost
- Right-of-way cost

Preliminary Evaluation Criteria	Reasonable Alternative 1	Reasonable Alternative 2	Reasonable Alternative 3	Reasonable Alternative 4	Average of Preliminary Alternatives
Environmental	◔	◑	◑	◑	◔
Engineering	◑	◑	◑	◑	◔
Economic	◕	●	●	●	◑

These will be evaluated further

LEGEND

- ● **EXEMPLARY** — Highly Meets Criteria
- ◕ **GOOD** — Mostly Meets Criteria
- ◑ **ADEQUATE OR NEUTRAL** — No Change
- ◔ **INADEQUATE** — Sometimes Meets Criteria
- ○ **POOR** — Does Not Meet Criteria

Kaufman County Outer Loop
Kaufman and Rockwall Counties, Texas
CSJs:####-##-###,

PROJECT LIMIT

Study Area
Potential Interchange Locations
Police Stations
Fire Stations
Schools
Religious Facility
Airport
HazMat-LPST
HazMat-Hazardous Waste
HazMat-Superfund
HazMat-Toxic Releases
Wetlands - NWI
Waterbody - NHD
Creek/Stream - NHD
NG Pipelines
Power Transmission Lines
Railroad
Parks
Cemetery
Neighborhood Boundary
Future Planned Developments
100-Year Floodplain
Environmental Justice Community
Single family
Multi-family
Commercial
Industrial
Agricultural
Timberland
Utilities
Parcels
Counties

0 0.23 0.45 0.68 0.9
Miles

N

Data Sources: Kaufman County, City of Terrell, EPA, FEMA, NCTCOG, TxDoT, USCB, USGS

REASONABLE ALTERNATIVES FOR FURTHER CONSIDERATION

KAUFMAN COUNTY OUTER LOOP



PROJECT PHASES

KAUFMAN COUNTY OUTER LOOP

FEASIBILITY STUDY

CORRIDOR IDENTIFIED

WE ARE HERE

Environmental Study and Design Schematic

Final Design, Construction Plans, Cost Estimates and Utilities Coordination

Phased Construction

No funding has been committed to date as of October 2022

Corridor preservation through land use planning and ROW purchases

Input from the public is important and considered at every phase of project development

NEXT STEPS

KAUFMAN COUNTY OUTER LOOP

Project Open House
November 2022

Scoping Meeting
Fall 2023

Notice of Intent
Fall 2023

Reasonable Alternatives for Further Consideration
Summer 2023

Public Meeting
Spring 2024

Draft Environmental Impact Statement
Winter/Early 2025

Public Hearing
Winter/Early 2025

95% Schematic
Winter/Late 2024

Final Environmental Impact Statement/ Record of Decision
Fall/Late 2025

2022 | 2023 | 2024 | 2025

*Schedule subject to change

HOW TO GET INVOLVED

KAUFMAN COUNTY OUTER LOOP

Attend a Public Meeting!

Project Open House
November 2022

Agency and Public Scoping Meetings
Fall 2023

Public Meeting
Spring 2024

Public Hearing
Fall 2024

Sign up to receive project updates

Check out the project website

kaufmanouterloop.com

Contact our project team with questions

connect@kaufmanouterloop.com

HOW TO PROVIDE INPUT

KAUFMAN COUNTY
OUTER LOOP



Comment Form

In-person or online



Email

connect@
kaufmanouterloop.com



Mail

Kaufman County
Outer Loop
17111 Preston Road
Suite 300
Dallas, TX 75248

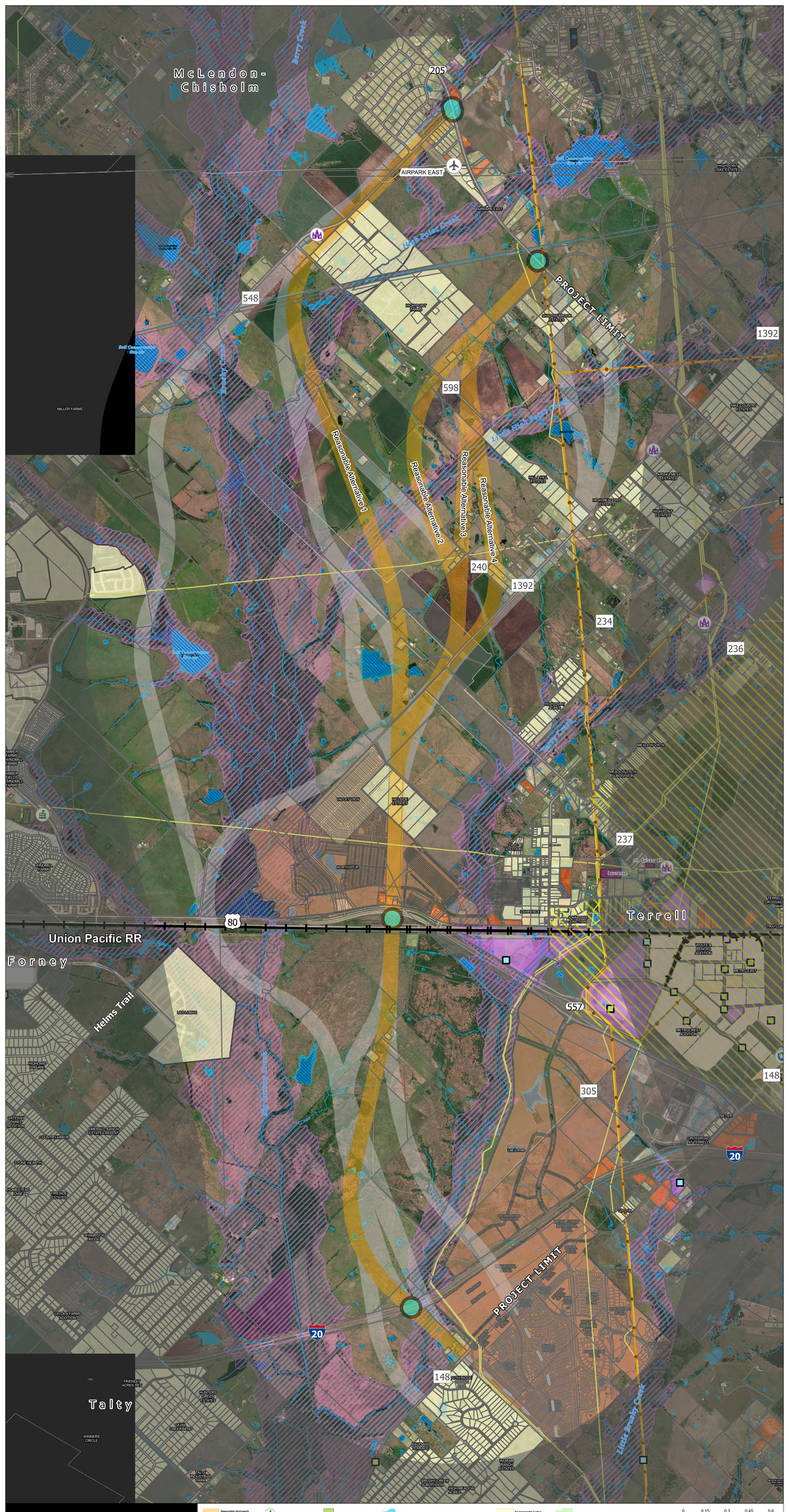


Interactive Comment Map

Thank You

KAUFMAN COUNTY
OUTER LOOP

E5. Rollplots


McLendon-Chisholm
205
AIRPARK EAST
PROJECT LIMIT
548
598
1392
240
234
236
237
Reasonable Alternative 1
Reasonable Alternative 2
Reasonable Alternative 3
Reasonable Alternative 4
Terrell
80
Union Pacific RR
Forney
Helms Trail
557
305
148
20
Talty
Little Brushy Creek
Berry Creek
High Point Creek
Little High Point Creek
Brushy Creek
MILLER FARMS
Lawrence
Las Lomas
Kaufman County Outer Loop
Kaufman and Rockwall Counties, Texas
CSJs:#### ## ###, ###
Reasonable Alignments
Preliminary Alignments
Potential Interchange Locations
Police Stations
Fire Stations
Schools
Religious Facility
Airport
HazMat-LPST
HazMat-Hazardous Waste
HazMat-Superfund
HazMat-Toxic Releases
Wetlands - NWI
Waterbody - NHD
Creek/Stream - NHD
100-Year Floodplain
NG Pipelines
Power Transmission Lines
Railroad
Parks
Cemetery
Neighborhood Boundary
Future Planned Developments
Environmental Justice Community
Single family
Multi-family
Commercial
Industrial
Agricultural
Timberland
Utilities
Parcels
Counties
0 0.15 0.3 0.45 0.6
Miles
N
KAUFMAN COUNTY OUTER LOOP
Data Sources: Kaufman County, City of Terrell, EPA, FEMA, NCTCOG, TxDoT, USCB, USGS