



Documentation of Public Meetings

Project Location

Collin County
US 380

0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

Project Limits

Denton County Line to Hunt County Line

Meeting Locations

Meeting #1 – Independence High School, 10555 Independence Parkway, Frisco TX
75035

Meeting #2 – Collin College Central Park Campus Conference Center, 2400 Community
Avenue, McKinney, Texas 75071

Meeting #3 – Princeton High School, 100 E. Princeton Drive, Princeton, TX 75407

Meeting Dates and Times

Meeting #1 – Thursday, October 4, 2018, 6:00 p.m. to 8:00 p.m.

Meeting #2 – Tuesday, October 9, 2018, 6:00 p.m. to 8:00 p.m.

Meeting #3 – Thursday, October 11, 2018, 6:00 p.m. to 8:00 p.m.

Translation Services

Meeting #1, #2, and #3 - Spanish (required at Meeting #3)

Meeting #2 - Sign language

Presenter

Ceason Clemens, TxDOT Dallas District Deputy District Engineer



Elected Officials in Attendance

Meeting #1	Meeting #2	Meeting #3
Hon. Randy Rice Mayor City of Farmersville	Hon. Tracy Rath Mayor Pro Tem City of McKinney	Hon. Cynthia Sandlin Councilwoman City of Lowry Crossing
Hon. Craig Andres Council Member Place 2 Town of Prosper	Hon. George Fuller Mayor City of McKinney	Hon. Andy Reitingner Council Member Town of New Hope
		Hon. Rich Hooper Mayor Pro Tempore Place 2 City of Princeton
		Hon. Mike Guillen Council Member Place 3 City of Princeton
		Hon. John-Mark Caldwell Mayor City of Princeton

Total Number of Attendees (approx.)

Meeting #1 – 295

Meeting #2 – 412

Meeting #3 – 242

Total Number of Commenters

TOTAL – 10,750

Contents

- A. Comment Response Matrix
- B. Notices
- C. Sign-in sheets
- D. Comments Received
- E. Figures



Section A. Comment Response Matrix

Section	Document
A1	Comment Response Matrix
A2	Petition Response Matrix

Total Number of Commenters

Meeting #1– 67

Meeting #2 – 105

Meeting #3– 46

Comment forms/emails not received at a meeting - 108

Surveys (hardcopy and electronic) – 10,424

TOTAL – 10,750

The total number of comment forms/emails/surveys received was 10,750. The study team identified that there were instances of duplicate surveys being submitted. That included surveys being submitted with a combination of two or more of the following:
identical name, address, IP address.

Once those duplicate surveys were identified, duplicates were discarded except for the last survey submitted. The total number of unique surveys/comment forms/emails totaled 9,611.

Duplicate survey results are not included in the totals listed in rows 2 to 31 of the Comment Response Matrix.



A1 Comment Response Matrix

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1	multiple	10/4- 10/26	Survey	3,179 respondents noted their interest in the study was as a commuter	Comment noted.
2	multiple	10/4- 10/26	Survey	458 respondents noted their interest in the study was as a business owner	Comment noted.
3	multiple	10/4- 10/26	Survey	5,743 respondents noted their interest in the study was as a property owner	Comment noted.
4	multiple	10/4- 10/26	Survey	5,685 respondents noted their interest in the study was as a nearby resident	Comment noted.
5	multiple	10/4- 10/26	Survey	608 respondents noted their interest in the study was other	Comment noted.
6	multiple	10/4- 10/26	Survey Question 1	6,266 respondents noted their alignment preference in the segment from the Denton County Line to Coit Road was the green alignment	Comment noted.
7	multiple	10/4- 10/26	Survey Question 1	1,970 respondents noted they had no preference for an alignment in the segment from the Denton County Line to Coit Road	Comment noted.
8	multiple	10/4- 10/26	Survey Question 1	594 respondents noted they preferred a no-build alternative in the segment from the Denton County Line to Coit Road	Comment noted.
9	multiple	10/4- 10/26	Survey Question 1	212 respondents noted their alignment preference as other in the segment from the Denton County Line to Coit Road	Comment noted.
10	multiple	10/4- 10/26	Survey Question 2	6,082 respondents noted their alignment preference in the segment from Coit Road to FM 1827 was the green alignment.	Comment noted.
11	multiple	10/4- 10/26	Survey Question 2	2,127 respondents noted their alignment preference in the segment from Coit Road to FM 1827 was the red alignment - option B	Comment noted.
12	multiple	10/4- 10/26	Survey Question 2	477 respondents noted their alignment preference in the segment from Coit Road to FM 1827 was the red alignment - option A	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
13	multiple	10/4-10/26	Survey Question 2	265 respondents noted they preferred a no-build alternative in the segment from Coit Road to FM 1827	Comment noted.
14	multiple	10/4-10/26	Survey Question 2	167 respondents noted they had no preference for an alignment in the segment from Coit Road to FM 1827	Comment noted.
15	multiple	10/4-10/26	Survey Question 2	91 respondents noted their alignment preference as other in the segment from Coit Road to FM 1827	Comment noted.
16	multiple	10/4-10/26	Survey Question 3	3,757 respondents noted they had no preference for an alignment in the Spur 399 extension segment	Comment noted.
17	multiple	10/4-10/26	Survey Question 3	2,527 respondents noted their alignment preference in the Spur 399 extension segment was the green alignment - option B	Comment noted.
18	multiple	10/4-10/26	Survey Question 3	1,841 respondents noted their alignment preference in the Spur 399 extension segment was the green alignment - option A	Comment noted.
19	multiple	10/4-10/26	Survey Question 3	647 respondents noted they preferred a no-build alternative in the Spur 399 extension segment	Comment noted.
20	multiple	10/4-10/26	Survey Question 3	84 respondents noted their alignment preference as other in the Spur 399 extension segment	Comment noted.
21	multiple	10/4-10/26	Survey Question 4	4,609 respondents noted their alignment preference in the segment from FM 1827 to CR 559 was the green alignment	Comment noted.
22	multiple	10/4-10/26	Survey Question 4	2,774 respondents noted they had no preference for an alignment in the segment from FM 1827 to CR 559	Comment noted.
23	multiple	10/4-10/26	Survey Question 4	1,098 respondents noted their alignment preference in the segment from FM 1827 to CR 559 was the red alignment	Comment noted.
24	multiple	10/4-10/26	Survey Question 4	308 respondents noted they preferred a no-build alternative in the segment from FM 1827 to CR 559	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
25	multiple	10/4- 10/26	Survey Question 4	70 respondents noted their alignment preference as other in the segment from FM 1827 to CR 559	Comment noted.
26	multiple	10/4- 10/26	Survey Question 5	4,173 respondents noted their alignment preference in the segment from CR 559 to Hunt County Line was the green alignment	Comment noted.
27	multiple	10/4- 10/26	Survey Question 5	3,225 respondents noted they had no preference for an alignment in the segment from CR 559 to Hunt County Line	Comment noted.
28	multiple	10/4- 10/26	Survey Question 5	1,090 respondents noted their alignment preference in the segment from CR 559 to Hunt County Line was the red alignment	Comment noted.
29	multiple	10/4- 10/26	Survey Question 5	272 respondents noted they preferred a no-build alternative in the segment from CR 559 to Hunt County Line	Comment noted.
30	multiple	10/4- 10/26	Survey Question 5	56 respondents noted their alignment preference as other in the segment from CR 559 to Hunt County Line	Comment noted.
31	Aaran Legner	10/6/201 8	Survey Question 6 - Other response	Doing anything other than addressing the issue of congestion on 380 ON 380 will not alleviate the long term challenges of the growth in North Texas. Most traffic on 380 west of 75 comes off of northbound 75. Commuters will not drive out of their way to take a bypass. Use the road there and make it as it was intended to be...a highway. Otherwise we'll be back here in 5-10 years.	Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic analysis was conducted, and it did show that the red alignment freeway option would attract traffic from the existing US 380.
32	Aaron Brooks	10/5/201 8	Survey Question 6 - Other response	It seems that Prosper planned their construction with more foresight than McKinney as far as building along the Highway. I'd prefer to improve 380, though I realize McKinney was short sighted on their construction along the highway and fixing 380 is inconvenient for them. I do not want to see a bypass in Prosper. If fixing 380 is not feasible, I think any bypass should be in McKinney.	Comment noted.
33	Aaron Buttery	10/12/20 18	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	
34	Aaron Cardwell	10/6/2018	Survey Question 6 - Other response	In regards to the stretch of 380 in Collin County, it is completely irresponsible and unacceptable to even consider putting a bypass through the town of Prosper to appease the residents of Tucker Hill. They chose to purchase a home on 380. The city of McKinney allowed the developer to build this neighborhood on 380. This is the result of the city of McKinney's poor planning and should not be pushed off on the Town of Prosper. Moreover, the residents of Whitley Place chose this location because it was far away from the busy highway 380. TXDOT, you have allowed political pressure from certain residents of Tucker Hill to cloud your judgement from doing what is so obviously right, and it's disgusting. The developer of Tucker Hill did not plan well. This is NOT Prosper's problem and a bypass through Prosper SHOULD NEVER have even been considered. Expand 380 on the existing highway, and leave Prosper out of the poor planning of Tucker Hill and the city of McKinney.	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
35	Aaron Legner	10/6/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
36	Aaron orme	10/9/2018	Survey Question 6 - Other response	I prefer to keep 380 on 380 through mckinney and princeton. I drive from mckinney to farmersville 2 to 3 times a week. I want the existing roadway upgraded to handle the traffic it is currently seeing and for future traffic.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
37	Aaron Spilker	10/10/2018	Survey Question 6 - Other response	I chose the red alignment to start west of Custer. However, I think to plan for the future, the bypass should start further west (of 289) and north of Prosper (south of Celina) at least 2 miles north of where the current red line is. This would be between 289 and 75.	Comment noted.
38	Aaron Tombrella	10/12/2018	Survey Question 6 - Other response	Don't mess with Mane Gate!!	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGate property.
39	Aaron Cottle	10/23/2018	Survey Question 6 - Other response	Keep the what we have and modify what is already in place	Comment noted.
40	Abbey Lazaroff	10/20/2018	Survey Question 6 - Other response	Option A or green alignment through McKinney	Comment noted.
41	Abbey Lazaroff	10/20/2018	Survey Question 6 - Other response	I want 380 safer. I do not want option B through Prosper and I live off Stonebridge and 380.	Comment noted. Alignment options are still being evaluated and any future improvements will be designed to current design standards to enhance safety.
42	Abbie Clay	10/10/2018	Survey Question 6 - Other response	To those it concerns, ABSOLUTELY NO TO ANY BYPASS ON 380!!! Keep 380 on 380. Coit to 1827 (Red option B) absolutely MUST not be considered! Expansion of HWY 380 must stay on the current HWY 380 and be built in the existing easements that were planned for by the state years ago! In fact, the entire widening of HWY 380 should ALL stay on the existing HWY 380. It's incredibly irresponsible by the state to create a separate "Bypass" that only diverges the traffic a few miles and then merges them again. This does not solve anything and will only create additional traffic issues and bottlenecks at all newly created merging points and intersections. The amount of vehicles traveling HWY 380 is the same either way. It makes absolutely zero sense to encroach on Prosper or McKinney home owners, land owners and business owners when the state already has an existing ROW along the existing HWY 380 route.	<p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared, the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>Our analysis shows that one freeway option (either the red or the green) should be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic analysis was conducted. According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. The green alignment would need an additional 130'-180' of right of way.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>I ask you to NOT punish the many because of a few! The Red options A and B were only offered up as sacrificial options because of the poor planning of the developers of Tucker Hill, who built homes to close to the existing HWY 380 easements. These people are only a .03 mile piece of the entire HWY 380 expansion and they should not be allowed to forcibly push their issues/problems on all those surrounding them. Hijacking land west of Custer that is already planned for Prosper's development is wrong! It's also wrong to do the same to McKinney residents. Therefore, I ask you to please keep HWY 380 on the existing HWY 380 and exercise your use of the existing ROW. Respectfully,</p> <p>Abbie Clay Prosper homeowner, McKinney Business Owner and daily commuter</p>	<p>Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
43	Abby Bodily	10/22/2018	Survey Question 6 - Other response	<p>I am only 9 years old so my dad is helping me fill this out. I am a citizen of McKinney and this project will impact my future. [REDACTED]</p> <p>[REDACTED] The Red A and B bypass options would be close enough we'd be able to see and hear the traffic from our yard. Noise and air pollution caused by such a bypass would impact my health as I grow to an adult. The planned bypass is too close to my current elementary school and will be adjacent to the location where Prosper ISD will be building the high school that I will attend. Having to cross the freeway to get to the high school in frontage roads will be dangerous for me and my fellow students.</p>	<p>Comment noted. A traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic 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 would be shared with the community before preparing the final design.</p> <p>The proposed red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.</p> <p>The proposed freeway (red or green) would generally consist of 8 freeway lanes (4 in each direction), and 2 lane continuous frontage roads running parallel to each side of the freeway. With traffic only traveling in one direction, there are fewer potential points of conflict. Drivers will only be able to make left turns or U-turns where there are signalized intersections on access roads, greatly reducing the risk of collision.</p>
44	Abby Gurksnis	10/12/2018	Survey Question 6 - Other response	<p>I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. We bought our home because there was no bypass through RED Option B. Others in McKinney knew of the Green on Green. We should not be punished now..</p>	<p>Comment noted.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
45	Abigail Draper	10/12/2018	Survey Question 6 - Other response	Please do not put a bypass that cut through Prosper! We love our home in [REDACTED] and this would greatly damage our neighborhood. We also truly value ManeGait and would be devastated to see it destroyed by a bypass!	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
46	Abigail Lee	10/22/2018	Survey Question 6 - Other response	Please do not build near my neighborhood in Prosper. I am PISD student and do not think it is fair that a road would be put through the horse farm to help other young kids.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
47	Ada Carnes	10/10/2018	Survey Question 6 - Other response	Just makes sense to avoid developed areas and not destroy what is already established.	Comment noted.
48	Adam	10/12/2018	Survey Question 1 - Other response	Stick to existing 380 and expand on that line	Comment noted.
49	Adam	10/12/2018	Survey Question 6 - Other response	Please don't destroy the homes and property of rural residents. Would much rather see businesses along 380 be compensated for their inconvenience during a n existing 380 overhaul.	Comment noted.
50	Adam Bamford	10/18/2018	Survey Question 6 - Other response	No in prosper - we don't want it	Comment noted.
51	Adam Everett	10/14/2018	Survey Question 6 - Other response	I prefer to keep 380 on 380 as it stands today. All of the other options do not make sense.	Comment noted.
52	Adam Linscomb	10/12/2018	Survey Question 6 - Other response	ManeGait should not be negatively impacted! It helps many children and adults who need this important therapy. They are a unique facility that our family loves.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
53	Adam Milburn	10/9/2018	Survey Question 6 - Other response	NO BYPASS IN PROSPER - MCKINNEY CANT PUSH THIS OFF TO PROPSEER BECAUSE THEY DONT WANT IT TO IMPACT THEM. I AM	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				ON THE BORDER OF MCKINNEY AND PROSPER. NO BYPASS IN PROSPER!!!!	
54	Adam Traw	10/25/2018	Survey Question 6 - Other response	I support Red-Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the city of McKinney. Widening US 380 would displace many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also displaces more homes than any other option. A regional bypass (Red option B) will also encourage economic growth in our northern corridor.	Comment noted.
55	Addison Youtsey	10/26/2018	Survey Question 6 - Other response	It is best to keep 380 on 380 for the least disruption to communities, cost considerations and fair partnership	Comment noted.
56	Adeleine Hurlbut	10/24/2018	Survey Question 6 - Other response	380 is dangerous. I cross 380 everyday to get to school (McClure) from my neighborhood. A bypass won't fix that. There's a wreck nearly every day. High speed, cars crossing the median. Please fix 380 on 380.	<p>Comment noted. Any future improvements will be designed to current design standards to enhance safety.</p> <p>In most segments, the proposed freeway (red or green) would generally consist of 8 freeway lanes (4 in each direction), and 2 lane continuous frontage roads running parallel to each side of the freeway. With traffic only traveling in one direction, there are fewer potential points of conflict. Drivers will only be able to make left turns or U-turns where there are signalized intersections on access roads, greatly reducing the risk of collision.</p> <p>Based on the current proposal, it is likely that Ridge Road would be one of the access road intersections.</p>
57	Adella Williams	10/18/2018	Survey Question 6 - Other response	Please leave 380 where it is currently located. We do not want it going through our towns. Thank you	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
58	Adina Chirodea	10/04/18	Email	Good afternoon Stephen, I hope my note finds you well and you find it in your heart to vote no on the 380 bypass.it will disturb the bee habitat and leave many families without much needed local honey.	Comment noted. Any future improvement projects would include assessment of the potential impact on the human and natural environments.
59	Adina Rich	10/6/2018	Survey Question 6 - Other response	I think there needs to be a balance so 380 does not become so over congested. Traffic problems and accidents have become almost a daily occurrence	Comment noted. Any future improvements will be designed to current design standards to enhance safety.
60	Adrian Olivares	10/26/2018	Survey Question 6 - Other response	The bypass option Red B or A will be detrimental to the community life of the areas it goes through with a major highway. It makes the most sense to keep the 380 on the 380 which is a direct route and most convenient for residents and travelers.	Comment noted.
61	Adriane steel	10/8/2018	Survey Question 6 - Other response	Fix 380 on 380.	Comment noted.
62	Adriane Steel	10/09/18	Comment Form	<p>I support the improvements to US 380 and oppose the bypass proposals, for these reasons:</p> <ul style="list-style-type: none"> • Businesses and residents along US Highway 380 should reasonably expect future widening to accommodate growth. Homeowners in existing suburban neighborhoods should not reasonably expect construction of a major highway adjacent to their neighborhood. • The bypass through Prosper was not one of the original TxDOT proposals. It is clear that it was created only due to political influence of some influential county residents. • The Perryman study has shown that the expansion of U.S. Highway 380 into a limited-access highway would provide a huge boost to the economy. • The bypass routes will only dump more traffic onto an already congested parts of US Highway 380. Widening 380 will still be required for the section from Custer Road to the Collin County line. • Slide 7 of TxDOT's own Power Point presentation shows that the majority of 	<p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>Any future improvement projects would include assessment of the potential impact on the human and natural environments.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these factors will impact the value of the subject property in a negative or positive way.</p> <p>Public input is one of the many factors that goes</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>respondents to a TxDOT survey from Prosper, McKinney and Frisco do not want a by-pass but rather, prefer to improve US Highway 380 by making it a limited access freeway.</p> <ul style="list-style-type: none"> • We just recently moved to Prosper and are dismayed that TxDOT and elected Collin County officials are considering bypass proposals that will negatively impact the quality of life and reduce property values of existing Prosper residents. 	into TxDOT's decision-making process in regards to this study.
63	Adriane Steel	10/17/2018	Survey Question 6 - Other response	<p>I support improvements to U.S. Highway 380 (Green alignment) and oppose both 380 Coit Road to FM 1827 bypass options (Red alignment) for these reasons:</p> <ul style="list-style-type: none"> • Businesses and residents along U.S. Highway 380 should have reasonably anticipated widening to accommodate growth. Homeowners in remote existing suburban neighborhoods should not reasonably expect construction of a major highway through or adjacent to their neighborhoods. • It is evident from Dallas Morning News and other published reports that the Prosper Bypass (Red alignment B) was created only due to political influence by elected officials who are residents of affected communities. In particular, Collin County Judge Keith Self should step aside and recuse himself from any vote on 380 Coit Road to FM 1827 bypass options. • The Perryman study has shown that the expansion of U.S. Highway 380 into a limited-access highway would provide a huge boost to the economy, far outweighing the TxDOT cost estimates for a 380 expansion: <ul style="list-style-type: none"> > The area studied by The Perryman Group extends along U.S. Highway 380 from the Collin-Denton county line east to U.S. Highway 75 and includes property within a half-mile on the north and south sides of the road. Among the benefits of a limited-access highway: "a notable increase in economic indicators including estimated gains as of 2040 of some \$14.8 billion in real gross 	<p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>Any future improvement projects would include assessment of the potential impact on the human and natural environments. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>Public input is one of the many factors that goes into TxDOT's decision-making process in regards to this study.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>product and almost 75,900 jobs in the study area as well as 160,600 jobs and \$19.4 billion in real gross product in Collin County as a whole."</p> <ul style="list-style-type: none"> • In addition to improvements to U.S. Highway 380, Collin County officials and TxDOT should focus on accelerating development of the long-planned Collin County Outer Loop. • TxDOT's own findings of public comments show that the majority of respondents from Prosper, McKinney and Frisco do not want a bypass but instead prefer improvements to U.S. Highway 380 by making it a limited access freeway. • In summary, I believe the 380 Coit Road to FM 1827 bypass options will negatively impact the quality of life and reduce property values of existing Collin County residents, and therefore support the Green alignment to improve U.S. Highway 380 and accelerated development of the Collin County Outer Loop to alleviate current and future traffic. 	
64	Ahna Lewis	10/10/2018	Survey Question 6 - Other response	Utilizing the existing path of 380 makes the most sense. It would follow the same format as Dallas Pkwy/DNT, 121/SRT, 190/PGBT, 635/LBJ & others like them.	Comment noted.
65	Ahna Lewis	10/10/2018	Survey Question 5 - Other response	I have no preference; however, it makes more sense to utilize the existing Highway 380. I'm not 100% sure about this because the red alternative looks like it would affect the least # of homes, but it would probably plow through the middle of farmland which isn't fair, either. People living along 380 already know that there's a potential for expansion & should have already considered that when buying property along that route.	Comment noted. Evaluation matrices for the full alignments and sections of the alignments are available in the presentation boards posted at Drive380.com. Those matrices show residential impacts and displacements.
66	Aidan Brooks	10/19/2018	Survey Question 6 - Other response	There's already an outer loop planned. It makes more sense to improve the existing highway than to add another loop in addition to the planned outer loop.	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
67	Aidan Carr	10/14/2018	Survey Question 6 - Other response	We have decided to do overpasses in Prosper we don't want bypass.	Comment noted.
68	Aimee Wilson	10/7/2018	Survey Question 6 - Other response	Please DON'T destroy our neighborhood (Whitley Place) with Red Route option B. Please DON'T take away the future development of the town of Prosper (as well as the tax revenue generated by it) with Red Route option B. Please DON'T let the political power(s) that resides in Tucker Hill rule your decision, as Red Route option B seems to be a result of the "powers that be" that pushed alignments outside their own neighborhood. A west of Custer by-pass was never in the cards until the powerful few took action for selfish purposes. We residents of Whitley Place planned for our homes as far as location and tranquil surroundings. I feel that Red Route option B is an unfair option that negatively impacts our Prosper community in order to cover for the lack of planning on the part of the developers of Tucker Hill/Stonebridge. Although it is the least expensive option, it is NOT the best one and would not fix the traffic issues long term. The best solution continues to be to fix 380 on 380. Thank you for your time and consideration.	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
69	Aimee Memory	10/9/2018	Survey Question 6 - Other response	As a resident of Whitley Place in Prosper, I vote AGAINST the 380 bypass that would go in the back of my neighborhood. This will greatly affect the property values in a very nice neighborhood.	Comment noted.
70	Aimee Wilson	10/09/18	Comment Form	I am part of Whitley Place neighborhood in Prosper, west of Custer. I oppose a 380 by-pass west of Custer Road and want 380 expanded along the current alignment. Red Option B bypass was only recently proposed/adopted and it is highly suspicious as to how the powers that be in the Tucker Hill community were able to make that happen. In effect, the solution to fix 380 is the put off on the residents of Prosper instead. Please don't allow this to happen as our	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				quality of life and tax-base for future developement of the land in Prosper would be adversely affected.	
71	AJD	10/24/2018	Survey Question 6 - Other response	Please save erwin park and north mckinney	The location of Erwin Park was taken into consideration when draft alignments were developed. None of the proposed alignments directly impact Erwin Park. The proposed red alignment is adjacent to the southern property line but does not cross into the park. Any future improvement projects would include assessment of the potential impact on the human and natural environments. TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable.
72	Al Hewitt	10/19/2018	Survey Question 6 - Other response	Please DO NOT have any cut thru that affects Prosper. there is no need to do this and it will dramatically affect future property values adversely. KEEP 380 on 380!	Comment noted.
73	Al Mauceri	10/16/2018	Survey Question 6 - Other response	Red Alignment B is the clear option	Comment noted.
74	Alan decker	10/12/2018	Survey Question 6 - Other response	The fact that you would even consider the red by pass after coit is ridiculous. The shortest path between two points is a straight line. This is something that a Democrat would do. Making things more complicated than they should be.	Comment noted.
75	Alan Hashem	10/8/2018	Survey Question 1 - Other response	Prefer Red Alignment Option B	Comment noted.
76	Alan Hashem	10/8/2018	Survey Question 3 - Other response	Prefer Red Alignment Option B	Comment noted.
77	Alan Hashem	10/8/2018	Survey Question 4 - Other response	Prefer Red Alignment Option B	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
78	Alan Hashem	10/8/2018	Survey Question 5 - Other response	Prefer Red Alignment Option B	Comment noted.
79	Alan Hashem	10/8/2018	Survey Question 6 - Other response	Prefer Red Alignment Option B	Comment noted.
80	ALAN OSAKO	10/13/2018	Survey Question 6 - Other response	KEEP 380 ON 380	Comment noted.
81	Alan Urbina Rojas	10/10/2018	Survey Question 6 - Other response	Fix 380 on 380	Comment noted.
82	Alana M. Cohen	10/19/2018	Survey Question 6 - Other response	I support ONLY the red alignments bypassing the currently 380 along highway 75. Redoing the current 380 alignment costs significantly more and impacts hundreds of businesses and homes. My neighborhood is directly effected by making 380 a wider road. My neighborhood (College) is one of the few affordable first time home buyer neighborhoods in McKinney. My street (Oak St) in particular has been massively changing by young people like my family moving in and redoing older single family homes. Don't ruin our progress by wiping out entire blocks of our neighborhood.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
83	Albert Ciauri	10/11/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
84	Alden Ventura	10/9/2018	Survey Question 6 - Other response	It sickens our family to think that our home could be destroyed by an overhanging bypass. Everything we looked for, planned for, saved for,	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				will be lost. Please keep 380 on 380, and spare the thousands that stand to lose everything.	
85	Alejandra Quiroga	10/11/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
86	Alex Dostal	10/13/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
87	Alex Grant	10/8/2018	Survey Question 6 - Other response	Keep bypass west of Custer in undeveloped land. Put more roads north.	Comment noted. Although the land is currently not developed, the proposed red alignment option B does impact future planned developments. Please see the evaluation matrices included in the public meeting materials posted on Drive380.com. Initial traffic analysis shows that the further north of existing US 380 the alignment is located, the less attractive it will be to drivers.
88	Alex Rudnick	10/13/2018	Survey Question 6 - Other response	I work at [REDACTED] 380 and 75 and want to make sure that business is not affected. Traffic on 380 would also be much worse with the construction if a widen 380 option is chosen.	Comment noted. Should TxDOT choose to move forward with constructing the proposed green alignment, that property would likely be displaced. Maps showing alignment options are available at Drive380.com.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
89	Alexander Contreras	10/14/2018	Survey Question 6 - Other response	Protecting the wildlife in the area should be a priority. Currently Wilson Creek is habitat to many animals and birds, including bobcats, raccoons, coyotes, opossums, squirrels, rabbits, and other small mammals and mammals. Copperhead, rat, yellow belly, garter, and possibly cotton mouth snakes also make this creek their home. For 70 years 380 has been located in its current position. After accommodating for population growth and building, these animals have become dependent on Wilson Creek for livelihood. As growth continues, even more animals will migrate to this habitat for survival. Option B would offer devastating environmental concerns for the plants, trees, and animals which call that creek home. Please keep 380 on 380 and allow wildlife to continue to survive and flourish in this land, a precious resource.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
90	Alexandra M Law	10/16/2018	Survey Question 6 - Other response	Please do not put in a 380 bypass. This affects businesses and residents around us. Traffic will increase significantly and I feel strongly that it is NOT necessary.	Comment noted.
91	Alexandria Nugent	10/5/2018	Survey Question 1 - Other response	need other east west traffic option	Comment noted. Alignment options and roadway configurations are still being evaluated.
92	Alexia Garcia	10/12/2018	Survey Question 6 - Other response	Keep 380 on 380. Please	Comment noted.
93	Alexis Birdsong	10/21/2018	Survey Question 6 - Other response	The anticipated Collin County outer loop and a widened 380 will work together to aid commuters. Businesses along 380 will feel a slight impact with the initial construction, but long-term the growth will benefit them. Displacing homeowners, businesses or injuring property values to add a bypass that will be situated in between the outer loop and 380 does not seem well-thought out. Option A & B both displace homeowners, most of whom did not buy near a highway. Option B limits land	<p>Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p> <p>TxDOT considers all comments received.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				opportunities in Prosper and could place an unnecessary tax burden on its residents when land is already scarce. The people of Prosper have spoken - NO to the Bypass. We hope the Texas Department of Transportation will hear us loud and clear.	
94	Alfred Rodriguez	10/9/2018	Survey Question 6 - Other response	Widen the existing roads and leave homeowners alone. The reason we moved here - to get away from toll roads and heavy traffic. Shouldn't have to pay to drive everywhere we go in DFW.	<p>Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p> <p>Tolling is not being considered as a funding option for this project.</p>
95	Ali Schmid	10/13/2018	Survey Question 6 - Other response	God has bestowed ManeGait with this beautiful land, caring community, and enduring mission. We have faith that He will continue to guide and provide for our riders and our community now and in the future.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
96	alice justice	10/17/2018	Survey Question 6 - Other response	The idea of a multi-loop bypass of the cities is crazy. Drivers wanting to use 380 as a highway want to go straight through, not loopy-loopy. What we need is to finish the outer loop NOW!	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
97	Alice McQuitty	10/12/2018	Survey Question 6 - Other response	I support the green alignment for 380 because I don't see the necessity of a bypass and also it would preserve ManeGait Therapeutic Horsemanship that has been a source of hope and healing for so many people for the past 11 years.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
98	Alice Modesto	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
99	Alicia Jones Telford	10/6/2018	Survey Question 6 - Other response	Please do not put a highway through a nonprofit that helps disabled children, that's what you now have on the table next to whitley Place in Prosper. Awful!!!	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
100	Alicia Kilkenny	10/14/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
101	Alisa Bennett	10/22/2018	Survey Question 6 - Other response	Keep 380 on 380!!!! Businesses would benefit with the continued traffic and get more business. Also, those that purchased homes on or nearby 380 chose to live there knowing the traffic was only going to increase and changes would be made. We moved to Prosper for the small town feel and community, not to move the city into our backyard. Also, with an outer loop being built above 380 it seems no reason to have a bypass between the two. People will continue to use 380 as that is where all the retail shops and restaurants will be. People will continue to use 380 even more when more retail is brought in. Fix the problem by expanding 380 on 380!!!! Green option is the only option that makes sense. Thank you!	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
102	Alisa Benson	10/26/2018	Survey Question 6 - Other response	Putting a bypass through my backyard, putting my children at risk, jeopardizing the safety of high school students traveling to new schools, was NEVER part of city planning for Prosper. Our town will loose substantial tax base by destroying land slated for development by our city's planning. I did not purchase land on hwy 380 or in McKinney because of the lack of planning for future expansion. My property value will suffer tremendously if a bypass is put literally within feet of my backyard. Please look at Hwy 75 through University Park in Dallas and see that there is a way to expand 380 where current residents and businesses will not be displaced.	<p>Comment noted. Any future improvements will be designed to current design standards to enhance safety.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these factors will impact the value of the subject property in a negative or positive way.</p> <p>The proposed red alignment option B is over 0.4 miles from the residential address provided.</p>
103	Alisa M	10/5/2018	Survey Question 1 - Other response	I am unsure that road this is and also what it would meet up to. So I have no opinion about this.	Comment noted. See Drive380.com for detailed information about this project.
104	Alisha Harris	10/25/2018	Survey Question 1 - Other response	Needs to go north	Comment noted.
105	Alisha Harris	10/25/2018	Survey Question 6 - Other response	I just want our tax dillars to be used properly. There were almost no businesses along 380 just a couple year ago, now they are everywhere. Why should we pay to have them torn down and rebuilt. Its so frustrating to see ut as even an option. The growth is north, so send the traffic north.	Comment noted.
106	Alison Moore	10/11/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.

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107	Alissa	10/7/2018	Survey Question 6 - Other response	I would like to see as much of our natural habitat and open space preserved. I realize that development will happen, but I think it should be done carefully and deliberately while preserving what makes this area special.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
108	Alissa askins	10/5/2018	Survey Question 6 - Other response	No 380 Bypass!! Fix 380 on 380!	Comment noted.
109	Allegra Curac	10/13/2018	Survey Question 6 - Other response	Please keep residents and drivers safe. Keep 380 where it is!	Comment noted.
110	Allen Gipson	10/23/2018	Survey Question 6 - Other response	To the east of 75 does not effect me, so I have no opinion.	Comment noted.
111	Allen Paul	10/13/2018	Survey Question 6 - Other response	380 highway traffic needs to stay on the highway. Diverting through towns causes problems for citizens young and old. Pollution, increased traffic to towns with young/older drivers (stressful and frustrating) and congestion (more accidents) are only a few reasons to keep highway traffic on the highway. Our family moved to Prosper for the small town appeal. Traffic is what we wanted to avoid by living in this town. Diverting highway traffic into a small town is not the answer. Fix the highway not destroy the towns.	Comment noted.
112	Allison	10/26/2018	Survey Question 6 - Other response	Keep 380 on 380. NO BYPASS	Comment noted.
113	Allison	10/8/2018	Survey Question 6 - Other response	380 needs to be fixed ON it's own path, not go through and divide already establish neighborhoods with in place schools. That is just ridiculous logic.	Comment noted.
114	Allison Cullinane	10/24/2018	Survey Question 6 - Other response	If the green alignment is done it would cause problems for the Lifepath Crisis center that was just built and provides services for indigent clients in crisis.	Comment noted. If the green alignment is selected and the crisis center displaced, TxDOT's right of way agents would work with the owners of the center regarding relocating the

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
					center so that the community resource is not lost.
115	Allison Deaton	10/25/2018	Survey Question 6 - Other response	There are over 5000 households along the bypass route in McKinney who purposefully built away from a major highway. It would be a huge tragedy to build a LAR that close to homes that were not built along 380. Fix 380 on 380!	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments
116	Allison Dejoux	10/21/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
117	Allison Dorman	10/8/2018	Survey Question 6 - Other response	Expand 380 as is	Comment noted.
118	Allison Pitts	10/21/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
119	Allison Scarbo	10/8/2018	Survey Question 6 - Other response	Fix 380 on 380.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
120	Allison Stewart	10/12/2018	Survey Question 6 - Other response	Makes more sense to protect people's homes, especially when it can easily be avoided.	Comment noted.
121	Allison Wardojo	10/23/2018	Survey Question 6 - Other response	Keep 380 on the current 380	Comment noted.
122	Alma Cohen	10/14/2018	Survey Question 1 - Other response	Keep 380 on 380 just expand. NO BYPASS	Comment noted.
123	Alma Cohen	10/14/2018	Survey Question 4 - Other response	Widen 380	Comment noted.
124	Alma Cohen	10/14/2018	Survey Question 5 - Other response	Widen 380	Comment noted.
125	Alma Cohen	10/14/2018	Survey Question 6 - Other response	People and business are struggling enough without having to lose their properties or business..380 can be WIDENED	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
126	Alyssa Hancock	10/14/2018	Survey Question 6 - Other response	Please do not damage our existing communities with a bypass. We depend on the organizations that would be displaced. I stronger disagree with the bypasses.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
127	Amalie Ramirez	10/13/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
128	Amanda	10/12/2018	Survey Question 3 - Other response	380	Comment noted.
129	Amanda	10/12/2018	Survey Question 6 - Other response	Keep 380 on 380!!	Comment noted.
130	Amanda	10/8/2018	Survey Question 6 - Other response	Fix 380 on 380 please!	Comment noted.
131	Amanda Adamson	10/8/2018	Survey Question 6 - Other response	Against Prosper bypass	Comment noted.
132	Amanda alonso	10/8/2018	Survey Question 6 - Other response	An expansion of 380 is clearly needed. We request that you DO NOT go through Prosper land!	Comment noted.
133	Amanda Batson	10/11/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it will cause the least disruption to existing residential and commercial developments in the City of McKinney. Widening US380 would destroy many new businesses that have been established recently. In addition, widening US380 would increase traffic on residential	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				streets that are not designed for heavy traffic flow.	
134	Amanda Bergh	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
135	Amanda Daniel	10/04/18	Comment Form	I support the GREEN alignment for Hwy 380. This is the optimal and most efficient path for east-west traffic through McKinney and Prosper. A bypass is unnecessary.	Comment noted.
136	Amanda Daniel	10/5/2018	Survey Question 6 - Other response	Homeowners in much of Prosper bought here because of the small town feel. Putting a bypass through our neighborhoods not only brings down the value of our homes and makes our neighborhoods unsafe for children to play, it ruins the atmosphere and draw of Prosper. 380 needs to be fixed ON 380. Putting a bypass in will not make 380 any less dangerous.	Comment noted. No proposed alignments run through existing Prosper neighborhoods. Any future improvements will be designed to current design standards to enhance safety.
137	Amanda Ellis	10/8/2018	Survey Question 6 - Other response	Fix 380 on 380. Build the outer loop that has been planned for decades.	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
138	Amanda Epperhart	10/13/2018	Survey Question 6 - Other response	Please expand 380 in it's current location so that we can keep McKinney, prosper and the other communities that would be affected safe and beautiful.	Comment noted.
139	Amanda Farmer	10/5/2018	Survey Question	J	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			3 - Other response		
140	Amanda Fernandez	10/22/18	Commen t Form	<p>I am opposed to the excessive time, costs, and plain inconvenience a bypass would cause as proposed by TXDOT. US-380 has been an issue for years, evidenced by the current number of projects that have been completed and scheduled to be completed. Constructing a bypass north of current US-380 does not address the issue at hand: US-380 cannot accommodate current traffic levels, and will only get worse as Collin County grows in population. Regardless of a bypass, US-380 will need improvements. That means not only will hundreds of millions of taxpayer dollars be spent on a bypass, but more money will be spent on improving current US-380. The Right-of-Way is for the most part owned by the State, which means less property will need to be purchased. The presentation on October 4 even stated improving US-380 on the current footprint will allow for more traffic capacity versus a bypass. There are also substantial concerns with having multiple Limited Access Roadways located so close in proximity through McKinney. It affects those who chose to live north of US-380, and the suburban way of life, to a more high density, or even commercial community. The home values will officially be halted at an arbitrary value, and home owners will be forced to disclose this planned highway, even though it could possible be 20 years away from certainty. As a resident who would have this freeway within 100 yards of my front door, I adamantly oppose this bypass. US-380 must be fixed on US-380. You do not see new, single-family homes being built next to existing 70 mph freeways. Why should a new freeway be located next to existing single-family homes.</p>	<p>Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted. According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p> <p>Any future improvement projects would include assessment of the potential impact on the human and natural environments.</p> <p>The proposed green alignment would require less right of way acreage to be acquired since the existing US 380 (130-180' of right of way) is already owned by the city or state. However, the number of properties needing to be acquired is larger for the green alignment because the parcel size of the properties tend to be smaller than the parcel size of the properties along the proposed red alignment.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
141	Amanda Fernandez	10/8/2018	Survey Question 6 - Other response	Please Fix 380 on 380! We bought our home away from a highway. If the bypass is built we will have a front row view of it being placed within 250 ft from our home. We do not want to raise our kids near a highway. Nor do we want our elementary school and future high school so close to a highway. Our family financial outcome of a highway so close could be detrimental to our home value and personal finances. Use your awesome engineers to compress the ROW where possible and fix 380 on 380's current footprint. Also, expedite building out the arterial roads north of 380. (Bloomdale, Wilmeth, 943, 1461) These roads are in desperate need, crumbling and extremely dangerous. If the NW Sector residents had E/W roads to travel it would help with 380's traffic volume. The majority of 'local' traffic is not going to utilize a bypass. A Bypass is not going to solve the traffic needs along 380 in McKinney where it's residents shop and dine at all the new retail and restaurant growth. Please GO GREEN! Thank you for your time!	<p>Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay. Arterial roadways you reference are not under TxDOT jurisdiction.</p> <p>Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380.</p>
142	Amanda Fox	10/8/2018	Survey Question 6 - Other response	Don't make Prosper residents suffer based on the poor planning and lack of development by the City of McKinney.	Comment noted.
143	Amanda Gale Ballew	10/10/2018	Survey Question 6 - Other response	My name is Amanda Ballew and I live at [REDACTED]. It has come to my attention the TXDOT is considering a 380 Bypass cutting thru Prosper near First Street and Custer Road. This will be located dangerously close to our neighborhood. My family and I chose to live in Whitley Place, in part, due to its location AWAY from U.S. highways. I am very concerned this proposal will negatively impact our neighborhood in the future. Thank you, Amanda Ballew	Comment noted. The proposed red alignment option B is located over 0.25 miles (~1500 ft) from the closest home. The home at the address provided is approximately 0.75 miles (3850 ft) from the red alignment option B.
144	Amanda Goddard	10/8/2018	Survey Question 6 - Other response	I have lived in Prosper almost ten years and use 380 to go home to East Texas when visiting my family back home. Homes and neighborhoods were built according to posted traffic plans.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
145	Amanda Green	10/4/2018	Survey Question 6 - Other response	Keep 380 on 380. Don't punish the many for the poor decision and planning of the few to build/buy on Hwy 380. Look at your own survey data, 3:1 prefer the solution of fixing 380 on 380. Do the right thing and fix 380 on 380. Amanda Green	Comment noted. Public input is one of the many factors that TxDOT will consider when making a decision on an alignment. Input TxDOT received in the Spring of 2018 stated that there was 3:1 support for building a freeway than doing nothing, otherwise called a no build alternative. This statement was not specific to either the green or the red alignment.
146	Amanda Hurlbut	10/10/2018	Survey Question 6 - Other response	Stonebridge property owner - prefer 380 green alignment. Fix the existing issues with 380. A bypass won't completely fix issues with 380.	Comment noted.
147	Amanda Hurlbut	10/8/2018	Survey Question 6 - Other response	I prefer the green alignment. The shortest distance between two points is a straight line. Commercial development along 380 will continue to fuel traffic despite the possibility of a bypass. 380 needs to be fixed rather than bypassed!	Comment noted.
148	Amanda Hurlbut	10/09/18	Commen t Form	I am concerned that a bypass will wreak havoc on existing homes and ETJ land while not actually fixing the 380 problem. That is why I am in support of fixing 380 on 380. I know that it will be difficult, especially for businesses, but those businesses are the source of much traffic. That will continue even with a bypass. I am also attaching updated Sept. 2018 of how a bypass would affect my neighborhood. If TXDOT is to make the best decision, then TXDOT needs all the facts. Phase 3 of Erwin Farms was granted approval Sept. 2018 bringing the count of impacted homes higher than reported.	Comment noted. Any future improvement projects would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted. We have received and will consider the information about the Erwin Farms Phase 3 development. A property in the platting stage would be considered a future development. Maps/exhibits and evaluation matrices, including the categories for future developments, impacts, and displacements, will be updated as the project moves forward.
149	Amanda Manchack	10/25/2018	Survey Question 6 - Other response	If the green alignment goes into affect then LifePath Systems crisis center will be eliminated and this facility offers a much needed community service to Collin County residents. The LifePath crisis center provides a safe environment for Collin County residents who are experiencing a mental health emergency and is the only current crisis center in Collin county. Please don't take away a much needed community resource.	Comment noted. If the green alignment is selected and the crisis center displaced, TxDOT's right of way agents would work with the owners of the center regarding relocating the center so that the community resource is not lost.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
150	Amanda Nall	10/13/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
151	Amanda Ogilvie	10/8/2018	Survey Question 6 - Other response	Directing people off the 380 in additional routes will do nothing but decrease home values and add to travel time. A bypass over the 75 and 380 would help alleviate a lot of the build up that causes traffic problems through McKinney to neighboring cities.	Comment noted.
152	Amanda Ogilvie	10/8/2018	Survey Question 2 - Other response	Build an overpass over the 75 in order to ease traffic build up like what was done in Prosper off the 380	Comment noted. Traffic analysis indicates that providing only overpasses, also known as grade separated intersections, along the existing US 380 would still experience a failing level of service for congestion and delay.
153	Amanda Taylor	10/16/2018	Survey Question 6 - Other response	I live close to Myrick and would prefer it not be part of any bypass. 2500 homes, being built as we speak, is quite enough for us to deal with.	Comment noted.
154	Amber	10/13/2018	Survey Question 6 - Other response	Please keep 380 on 380. I don't think putting in a loop or bypass north of it would help. People use side streets already and will continue to use them regardless of whether the new route is developed or not.	Comment noted.
155	Amber Ayres	10/17/2018	Survey Question 6 - Other response	PLEASE DO NOT USE BLOOMDALE AS AN OPTION FOR THE BIPASS IN MCKINNEY!!!!	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
156	Amber Block	10/09/18	Commen t Form	Please choose the Green Option of keeping 380 on 380. We own a farm on [REDACTED]. The proposed red option would effectively take the front half of our pasture. The area on FM 2933 is on of the few green areas left in McKinney. We feel very vulnerable in our specific location because we have no local representation as we live outside city limits. Already a sewage treatment plant is being built with no consultation with local property owners. Our "greenbelt" area is home to organic farms, my own honey production business, chickens, horses, cows and natural wild life refuge. Urban sprawl has taken over the DFW area with more concrete being poured daily. I plead with you to keep the concrete where it is. Expand and improve 380 but leave our previous green acres alone. There are so few natural habitats that remain. Let ours be one of them.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
157	Amber Block	10/11/20 18	Survey Question 6 - Other response	I am most concerned with the red alignment plan. Urban sprawl is everywhere in the DFW area. Improvements to 380 (green route) is our chance as a community to keep the concrete where it is, improve the existing road, and leave pristine farmland and wildlife corridors intact. I have looked at your projected traffic patterns, and there is no significant upside to tearing up acres upon acre of natural green habitat. The residents who live in the red zones go above and beyond raising organic meat, vegetables, bees, natural range rand etc. If you put a major six lane freeway through this natural area, you not only tear up the land needed for the road, you disturb the wildlife patterns of every animal that makes it home here, wild and domesticated. Personally, I have a honey bee business, and an equine business. Your proposed plan takes out the pasture where our community riding arena is, and also where I keep the majority of my honey bees and chickens. Please leave 380 on 380. Don't put a major freeway through my property.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
158	Amber Gurney	10/14/2018	Survey Question 6 - Other response	You cant get more land. Once it is gone there is no more....we are ruining our environment for something that might happen 27 years from now.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
159	Amber Simmons	10/13/2018	Survey Question 6 - Other response	Quit building off of 380. We do not need anything else, the traffic wouldn't be bad if building would stop. Keep towns small.	Comment noted. Building and planning for residential and commercial development is not under TxDOT jurisdiction.
160	Amber Stogsdill	10/17/18	Comment Form	Please keep 380 on 380. I do not support any of the bypass options. My family chose this home because it was not near 380 highway and paid more money for our home because of this. Manegait a great non-profit organization that has helped so many people would be destroyed. I would like them to be able to stay where they are and continue to help more people.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
161	Amber Thurow	10/10/2018	Survey Question 1 - Other response	I would prefer you head N. of 380 here all the way to 75. We travel with kids all the time on 380.	Comment noted.
162	Amber Thurow	10/10/2018	Survey Question 6 - Other response	We just don't want 380 widened past Custer. We want the route above 380 at Custer. Thousands of kids drive 380 from Custer heading East to McKinney North High School and to Cockrill Middle School, Wilmeth, and McClure. It is a dangerous road already, but this would make it more so for kids. Also, this would put 380 in our backyard and decrease our property values.	<p>Comment noted. If US 380 is reconstructed as a freeway, then the roadway will be built to current design standards for a high speed roadway enhancing safety.</p> <p>Elevated freeway sections were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
163	Amber Tripp	10/13/2018	Survey Question 6 - Other response	I support the Green alignment for HWY 380 as the optimal route for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. The green route also preserves McKinney's amazing non-profit organization, ManeGait Therapeutic Horsemanship. ManeGait provides life changing therapy for hundreds of children and adults with disabilities and provides enriching volunteer opportunities for over 2,000 North Texans each year. ManeGait has improved the lives of so many people and would break the hearts of many if it were to be shut down for the rerouting of HWY 380.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
164	Amie	10/10/2018	Survey Question 6 - Other response	Please do not expand on 380. That road is already a death trap, too much traffic and it will ruin the community that I live in not to mention destroy already existing businesses. Making a bypass would save millions of dollars and be way less disruptive.	Comment noted.
165	Amie Voigt	10/12/2018	Survey Question 6 - Other response	I feel this project should be tabled until we see the effects of the outer loop and completed construction at 380 /Preston Rd and 380// NDT	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
166	Amol Wadpalle	10/11/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow	Comment noted.
167	Amy Arnold	10/21/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	
168	Amy Clendening-Wheeler	10/18/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
169	Amy Crabtree	10/13/2018	Survey Question 6 - Other response	I oppose any change in Hwy 380 that impacts green space in Prosper and McKinney, especially impact to Mane Gait Equestrian Center.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
170	Amy Crawford	10/10/2018	Survey Question 6 - Other response	Fix 380 ON 380!	Comment noted.
171	Amy Davis	10/4/2018	Survey Question 6 - Other response	Building a bypass will negatively impact so many families and businesses that intentionally purchased homes, land, and businesses that are not along 380. There are countless safety concerns as well which I'm sure you're well aware of. Please take the time to consider how your decision will impact lives for years to come and keep 380 ON 380. Thank you!	<p>Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p> <p>Alignment options are still being evaluated and any future improvements will be designed to current design standards to enhance safety.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
172	Amy Diamond	10/13/2018	Survey Question 6 - Other response	McKinney, Prosper "I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year."	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
173	Amy Dovel	10/24/2018	Survey Question 6 - Other response	I'm honestly more interested in making sure there is a turning lane into every single road or business off of 380. There are too many people being rearended at very high speeds. And I don't think any bypass will fix much at all. There is so much construction from prosper to Mckinney. Those trucks are going to stay right there on 380 continuing to make it dangerous. Please provide turning lanes. Also the entire 380 needs shoulders on both sides. There are sidewalks in places no one uses yet people have car trouble with nowhere to safely go. Safety should be top priority above all else. Perfect what you have and then move on to the other projects.	Comment noted. Any future improvements will be designed to current design standards to enhance safety. The proposed freeway (red or green) would generally consist of 8 freeway lanes (4 in each direction), and 2 lane continuous frontage roads running parallel to each side of the freeway. With traffic only traveling in one direction, there are fewer potential points of conflict. Drivers will only be able to make left turns or U-turns where there are signalized intersections on access roads, greatly reducing the risk of collision.
174	Amy Gayhart	10/8/2018	Survey Question 1 - Other response	Keep on 380....no bypass through proper	Comment noted.
175	Amy Gooding	10/12/2018	Survey Question 6 - Other response	I support Red Option B as it provides the least disruption to already existing homes and businesses. We oppose widening 380- Red Option A as it would destroy too many homes and businesses which negatively impacts McKinney all together. Let's move this north of Mckinney to promote growth there.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
176	Amy Green	10/22/18	Commen t Form	Please keep 380 on 380. Moving 380 into Residential areas will have a devastating impact on the community, families, schools, children and homes. While we all anticipated growth in the area a major thru way going through our community is unacceptable. We chose a location that was away from major thru-ways and heavy traffic and should not be subjected to that post-home purchase.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
177	Amy Green	10/8/2018	Survey Question 6 - Other response	Please keep 380 ON 380. Moving 380 off it's current path will impact too many homes, schools and communities. My understanding is that to run 380 north of 380 it will impact over 5000 homes. That's unacceptable. 380 already runs through an area that understood that they were up against a major through-way.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. No alignment directly impacts or displaces 5,000 homes. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
178	Amy Hamilton	10/9/2018	Survey Question 6 - Other response	I vote to keep 380 on 380 and run it through McKinney.	Comment noted.
179	Amy Hicks	10/21/2018	Survey Question 6 - Other response	Please consolidate or minimize construction! For those of us who live here, we are tired of having a constant construction zone.	Comment noted. TxDOT makes every effort to minimize impacts during construction of its projects.
180	Amy I Watkins	10/15/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
181	Amy Lancaster	10/12/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
182	Amy Landreth	10/8/2018	Survey Question 6 - Other response	The development to take care of traffic on highway 380 should be made on highway 380. Since it is an existing highway, those who built on/near or developed on/near were well aware of that fact. The homes and farmland in McKinney and Prosper should not be destroyed for a bypass.	Comment noted.
183	Amy Limas	10/10/2018	Survey Question 1 - Other response	If feasible, wouldn't mind seeing a western bypass start in this area if less destructive and aligned with future economic growth	Comment noted. An alignment north of the existing US 380 would have impacts to business, residences, many planned developments and major utilities.
184	Amy Limas	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would be the most negatively impactful and destructive option."	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
185	Amy Lu	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
186	Amy Norred	10/17/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year! Thank you	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
187	Amy owen	10/14/2018	Survey Question 1 - Other response	Do not expand 380	Comment noted.
188	Amy owen	10/14/2018	Survey Question 6 - Other response	Please consider the impacts to the Stonebridge community and do not do anything that will change or impact this community in a NEGATIVE way. Thank you!	Comment noted. The current proposal under consideration for the green alignment between the Tucker Hill and Stonebridge neighborhoods is for a depressed/compressed segment with an average right of way that is 240 feet wide. At this right of way width, the segment would not have access ramps. Between the two neighborhoods, there are two impacts to business properties, zero impacts to residential properties, and zero residential or business displacements.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
189	Amy Pariseau	10/6/2018	Survey Question 6 - Other response	It is so important to fix 380 on 380! This road will continue to be used as is even with the proposed bypass in play. It will have to be fixed down the line no matter what happens so let's just do something about it now. A double deck where appropriate could offset the impact on homes and businesses too close to the freeway and widening existing path is the best option. We could also add dedicated right turn lanes which could help move residential traffic along as well. Do not build a bypass.	Comment noted. According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.
190	Amy Pariseau	10/6/2018	Survey Question 2 - Other response	Fix 380 on 380. Look into double decking where appropriate and widening the existing highway. No one will use the bypass enough to make it worth the high price of ruining our neighborhoods and open lands.	Comment noted. Elevated freeway sections (or double decking) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com. Both the red and the green alignments presented were viable when traffic analysis was conducted.
191	Amy Penland	10/19/2018	Survey Question 1 - Other response	Red line Option B	Comment noted.
192	Amy Penland	10/19/2018	Survey Question 3 - Other response	Red line option B	Comment noted.
193	Amy Penland	10/19/2018	Survey Question 6 - Other response	I vote to NOT widen 380 due to loss of businesses, jobs and tax base. The red line option B will use undeveloped land and provide highway for the anticipated growth and expansion to the north of Collin County. In addition, it will take the large truck traffic off of 380 and divert it to the red line option B highway. Please, please, please DO NOT WIDEN 380! PLEASE HAVE THE COURAGE TO FIGHT FOR BUSINESS OWNERS, JOBS AND PROPERTY OWNERS.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
194	Amy Preston	10/28/2018	Survey Question 6 - Other response	Please keep in mind that building a highway along the proposed route will take away safe bicycle routes for thousands of people who enjoy riding in the country and off our city streets that are not set up for cycling. Taking the highway and going through Erwin Park and CR 201 as well as 546/Lowery Crossing up to the airport is like taking a piece of Heaven from many cyclist who use these beautiful peaceful roads. We are outnumbered by cars as it is. Thank you, Amy	Comment noted. The location of Erwin Park was taken into consideration when draft alignments were developed. None of the proposed alignments directly impact Erwin Park. Any future improvement projects would include assessment of the potential impact on the human and natural environments. TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable.
195	Amy Robison	10/12/2018	Survey Question 6 - Other response	Please consider that the green alignment will destroy an amazing part of our community, Manegait.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
196	Amy Roller	10/20/2018	Survey Question 6 - Other response	As a former McKinney resident and present Prosper resident, I choose the green route for our section of this road improvement. We moved to Prosper from McKinney to be in a quieter, country setting. We specifically bought a home to be away from 380, speculating that it would need to be expanded in some form in future years. Now we are having a bypass option pushed on us because of poor planning and foresight on the part of certain McKinney land developers. We risk the loss of property value, a more dangerous driving situation for our children, the rezoning of land that was supposed to be for more homes and the loss of Main Gait - an organization that my daughter and I have come to love through our volunteer work there. Please keep 380 on 380.	Comment noted. Alignment options are still being evaluated and any future improvements will be designed to current design standards to enhance safety. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
197	Amy Shannon	10/8/2018	Survey Question 6 - Other response	Expand 380 on 380 do not put a major road so close to children's schools! This is completely unaccountable	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
198	AMY SPIKES	10/18/2018	Survey Question 6 - Other response	Please stop making sacrifices for Tucker Hill. Please keep 380 on 380. it will effect our values and Prosper planned when McKinney chose to think about it later.	Comment noted.
199	Amy Thompson	10/26/2018	Survey Question 6 - Other response	It absolutely makes the most sense to simply expand 380, rather than impacting the personal farms, homes and small country roads that would be HEAVILY impacted by the other options. Expanding the already existing (and already commercial) 380 is 100% the best option.	Comment noted.
200	Amy Vega	10/12/2018	Survey Question 6 - Other response	Please help 380 be better and safer. It's sad when I have to travel 1 hr when I work only 17 miles away.	Comment noted. Any future improvements will be designed to current design standards to enhance safety.
201	Amy Vega	10/12/2018	Survey Question 4 - Other response	Something that breaks up the princeton traffic. Neither are solutions.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
202	Amy Wheeler	10/8/2018	Survey Question 6 - Other response	Are you actually listening??? You are going to HAVE to expand 380. No matter what. There is PLENTY of room to expand 380 without transformative changes to the surrounding communities. This is because 380 is ALREADY THERE. Any alternative is an obvious response to political pressure and in my opinion.under the table money changing hands. No reasonable person would be considering these other options. So this leads me to believe reasonable people are not in charge. I hope I'm wrong.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
203	Amy Woods	10/5/2018	Survey Question 6 - Other response	My preference is to expand 380 as necessary in its current location with no bypass.	Comment noted.
204	Ana Claudia Ortega	10/22/2018	Survey Question 6 - Other response	Keep 380 on 380 !!	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
205	Ana Kountz	10/16/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
206	Ana Mia Contreras	10/14/2018	Survey Question 6 - Other response	Please keep 380 on 380. This will keep our schools away from traffic and noise, which would cause safety and concentration issues for students. Prosper is a quiet town the residents are committed to keeping a small town feel in. Keeping 380 on the current 380 will keep retail, traffic, and noise out of residential areas, and help keep us all safe.	Comment noted. Any future improvements will be designed to current design standards to enhance safety.
207	Ana Nimon	10/17/2018	Survey Question 6 - Other response	I support the Green alignment for HWY 380 as the most optimal and efficient path of traffic going east-west through the cities of McKinney and Prosper.	Comment noted.
208	Anabel Meaney	10/11/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole."	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
209	AnaLiza Allinson	10/8/2018	Survey Question 6 - Other response	NO through Prosper. Prosper residents have a voice just as McKinney does.	Comment noted.
210	AnaLiza Allinson	10/8/2018	Survey Question 1 - Other response	Double-decker on 380 like I35 in Austin	Comment noted. Elevated freeway sections (or double decking) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
211	Anastacia Durone	10/24/2018	Survey Question 6 - Other response	Prosper growing to fast.. Don't need this change.	Comment noted.
212	Andi Phillips	10/26/2018	Survey Question 6 - Other response	Green will be least evasive and most likely less expensive and less destructive to primary residences.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. The green alignment is estimated to cost more to construct than the red alignment. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
213	Andrea	10/21/2018	Survey Question 6 - Other response	Fix 380 on 380 and keep McKINNEY Unique by Nature	Comment noted.
214	Andrea Deitz	10/14/2018	Survey Question 6 - Other response	I support expanding 380 on 380 from McKinney to Prosper and do not support any bypass that cuts through Prosper.	Comment noted.
215	Andrea Graham	10/13/2018	Survey Question 6 - Other response	The original infrastructure plan was always to widen 380 not a bypass. Developers knowingly took risk when building neighborhoods so close to this main highway. As a daily commuter on 380 driving from Prosper to Greenville, widening 380 on 380 will create more visibility for all of the businesses being built.	Comment noted.
216	Andrea Horvath	10/26/2018	Survey Question	Keep Highway 380 on 380. No need to build out a new highway when one already exists. The neighborhoods on 380 knew they bought on a	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response	highway. I purposely purchased my home miles north of 380 so I wouldn't be close to it.	
217	Andrea Klepach	10/9/2018	Survey Question 6 - Other response	380 expansion makes best economic sense and least disturbance to planned development	Comment noted.
218	Andrea Opfar	10/7/2018	Survey Question 6 - Other response	Fix 380 ON 380!!! The people along that road bought home KNOWING they were next to a highway. Those of us who bought farther North did so to NOT be on a highway!!!	Comment noted.
219	Andrea Parton	10/24/2018	Survey Question 6 - Other response	ManeGait Therapeutic Horsemanship is a prominent non-profit organization in McKinney, serving hundreds of disabled individuals every year, including many disabled veterans. Red alignment B would result in a freeway running right through ManeGait's property, and would hence be extremely detrimental to this wonderful organization. I strongly support the green alignment for the section of US 380 from Coit Rd. to FM 1827, because this alignment will preserve not only ManeGait, but the beauty and economic viability of McKinney and Prosper, and I am under the impression that this is what the majority of McKinney and Prosper residents support. As such, I passionately believe that the green alignment is the only alignment that should be considered for the section of US 380 from Coit Rd. to FM 1827 going forward.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
220	Andrea S Martin	10/9/2018	Survey Question 6 - Other response	I have many, but doing a bypass at any of these points won't fix the problems of congestion and accidents on 380.	Comment noted.
221	Andrea Soltysik	10/10/2018	Survey Question 6 - Other response	Overpasses and underpasses are our best bet at intersections!	Comment noted. Traffic analysis indicates that providing overpasses, also known as grade separated intersections, along the existing US 380 would still experience a failing level of service for congestion and delay.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
222	Andrea Thaxton	10/21/2018	Survey Question 6 - Other response	Just keep extending 380 - don't disrupt small backroads when there is already major road few blocks away!	Comment noted.
223	Andrea Vogelsang	10/25/2018	Survey Question 6 - Other response	No bypass through Prosper, please.	Comment noted.
224	Andrei Perumal	10/11/2018	Survey Question 6 - Other response	For the section from Coit Road to FM1827, I prefer the GREEN alignment as my first choice. My second choice would be the RED alignment, Option A. I really don't want the RED alignment Option B. I don't recall that even being one of the options until just recently, which is very frustrating that the option set seems to have changed last minute.	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
225	Andrew Berg	10/23/2018	Survey Question 3 - Other response	N	Comment noted.
226	Andrew Berg	10/23/2018	Survey Question 6 - Other response	Fix 380 on 380	Comment noted.
227	Andrew Busbee	10/5/2018	Survey Question 6 - Other response	Please do not take land and homes from people who actively chose to live away from 380. Research was done in choosing where to live, and knowing 380 would be a highway was a part of this decision. Now we are in the path of a possible bypass when 380 should be expanded in place.	Comment noted.
228	Andrew Byrne	10/12/2018	Survey Question 6 - Other response	I support the green alignment for 380 as the most efficient path for east west traffics. This would allow northwest Collin county to continue to grow and develop. This will also allow a very important organization, Manegait, to remain and help over 2,000 north Texas residents.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
229	Andrew Cartwright	10/4/2018	Survey Question 6 - Other response	Either red alignment is preferable to any other option. Increasing traffic and speed down the existing path of 380 will only lead to more fatalities, which should be one of the primary goals of building the bypass.	The proposed freeway (red or green) would generally consist of 8 freeway lanes (4 in each direction), and 2 lane continuous frontage roads running parallel to each side of the freeway. If US 380 is reconstructed as a freeway, then the roadway will be built to current design standards for a high speed roadway enhancing safety.
230	Andrew Delapp	10/13/2018	Survey Question 6 - Other response	Keep 380 on its current alignment!	Comment noted.
231	Andrew G Bethke	10/14/2018	Survey Question 3 - Other response	Continue bypass to east side of 2nd street of princeton	Comment noted.
232	Andrew G Bethke	10/14/2018	Survey Question 6 - Other response	Instead of dumping millions into moving 380, why not spend those millions wisely a d fix the 380 that already exists? 6 lane, limited access from Denton to Greenville.	Comment noted.
233	Andrew Hay	10/15/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
234	Andrew Kennedy	10/9/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
235	ANDREW MCCAFFREY	10/25/20 18	Survey Question 6 - Other response	380 is no different than 121 years ago. The right of way is already established and the build out should continue along that path as opposed to creating new spurs that infringe on residential areas or planned municipal developments. Everyone expects 380 to eventually look like 121 and common sense dictates that the development continue along the existing path.	Comment noted. The green alignment would need an additional 130'-180' of right of way. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
236	Andrew Michelson	10/12/20 18	Survey Question 6 - Other response	Bypass must enter 380 west of Custer	Comment noted.
237	Andrew Mollenhoff	10/24/20 18	Survey Question 6 - Other response	380 should be improved to accommodate the additional traffic.	Comment noted.
238	Andrew Sisson	10/13/20 18	Survey Question 6 - Other response	Keep the green alignment so 380 businesses can stay in business. Red alignment destroys my home (goes right through my house, guest house, warehouse, and horse barn) and my property value.	Comment noted.
239	Andrew Sisson	10/13/20 18	Survey Question 6 - Other response	Red alignment destroys my home, my business, my barns, and my property. Please keep the green alignment.	Comment noted.
240	Andrew Stephan	10/15/20 18	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole."	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
241	Andy	10/10/20 18	Survey Question 1 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
242	Andy	10/10/20 18	Survey Question 2 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
243	Andy	10/10/20 18	Survey Question 3 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
244	Andy	10/10/20 18	Survey Question 4 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
245	Andy	10/10/20 18	Survey Question 5 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.”	
246	Andy	10/10/2018	Survey Question 6 - Other response	“I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.”	Comment noted.
247	Andy	10/22/2018	Survey Question 6 - Other response	Keep 380 on 380, don't ruin ErWin Park or the roads around it. You would be doing a Huge disservice to the area	Comment noted. The location of Erwin Park was taken into consideration when draft alignments were developed. None of the proposed alignments directly impact Erwin Park. The proposed red alignment option is adjacent to the southern property line but does not cross into the park. Any future improvement projects would include assessment of the potential impact on the human and natural environments. TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable.
248	Andy Bayre	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
249	Andy Martin	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow. In addition, you have multiple well established residential communities that will be impacted by heavier traffic flow resulting in greater risks to pedestrians in those areas.	Comment noted. Any future improvements will be designed to current design standards to enhance safety and would consider the inclusion of pedestrian accommodations
250	Andy Mondy	10/8/2018	Survey Question 6 - Other response	My hope would be to minimize the impact to people who live away from 380 who chose to live. / work not along a major highway.	Comment noted.
251	Andy Solomon	10/15/2018	Survey Question 6 - Other response	I support Red Alignment - Option B.	Comment noted.
252	Andy Solomon	10/15/2018	Survey Question 1 - Other response	I support Red Alignment - Option B	Comment noted.
253	Andy Solomon	10/15/2018	Survey Question 3 - Other response	I support Red Alignment - Option B	Comment noted.
254	Andy Solomon	10/15/2018	Survey Question 4 - Other response	I support Red Alignment - Option B	Comment noted.
255	Andy Solomon	10/15/2018	Survey Question 5 - Other response	I support Red Alignment - Option B	Comment noted.
256	Andy Solomon	10/15/2018	Survey Question 6 - Other response	I support Red Alignment - Option B	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
257	Andy Spackman	10/11/2018	Survey Question 6 - Other response	Extremely concerned about the impact to existing homes and businesses. It seems far too late to seriously consider widening 380 at the stage of development that has been reached.	Comment noted.
258	Andy Spackman	10/13/2018	Survey Question 6 - Other response	If possible, please try to preserve Manegait, as the current Red B alignment cuts right through it.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
259	Andy Stephenson	10/8/2018	Survey Question 6 - Other response	Fix 380 ON 380! We chose to live away from a major highway. Punishing the residents of Prosper for the poor decisions of other neighbors isn't right.	Comment noted.
260	Andy Wilshin	10/13/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year."	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
261	Ane casady	10/5/2018	Survey Question 6 - Other response	Prosper needs commercial on 380 Keep 380 on 380	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
262	Angee webb	10/11/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole."	Comment noted.
263	Angela	10/8/2018	Survey Question 6 - Other response	Please do not expand in Prosper.	Comment noted.
264	Angela Bullock	10/22/2018	Survey Question 1 - Other response	Hi	Comment noted.
265	Angela Epps	10/15/2018	Survey Question 6 - Other response	ManeGait is an invaluable therapeutic program that serves children and adults with a variety of disabilities that needs to be preserved for future individuals to receive these wonderful and unique physical, emotional, cognitive, sendort, and behavioral therapies with horses.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
266	Angela L Shaw	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
267	Angela McKenzie	10/13/2018	Survey Question 6 - Other response	Please do not create additional traffic through our neighborhoods where children play or through critical businesses that contribute so much to the local community such as Manegait. Any other routes other than staying on the existing 380 would negatively impact our neighborhoods.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property. Any future improvements would be designed to current design standards to enhance safety.
268	Angela Moore	10/8/2018	Survey Question 6 - Other response	No 380 bypass on first street through Prosper! Whitley Place doesn't want this!	Comment noted.
269	Angela Nyberg	10/7/2018	Survey Question 6 - Other response	Prefer businesses along the current 380 corridor be inconvenienced rather than personal home owners that represent individuals with personal private property rights -- people who have either made great sacrifices to purchase and develop their land, or property that has been the home of families for years.	Comment noted. Existing residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
270	Angela Parker	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
271	Angela Pennington	10/5/2018	Survey Question 6 - Other response	Do Not want it affecting our neighbor hood, in which all of this will.	Comment noted.
272	Angela Pennington	10/13/2018	Survey Question 6 - Other response	I think it would be ridiculous to take away maingait and all they do for our special needs residents. It's an amazing organization that's highly need within our community. Also, Custer road is behind my back yard. Is prefer the bypass not to be in my back yard. Thanks.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
273	Angela Pipkin	10/8/2018	Survey Question 6 - Other response	<p>Everyone that lives off of 380 and has a business on 380, knew that the potential to turn Highway 380 into a superhighway existed. My family has lived in Prosper since 2008, and the prediction for 380 to be expanded was always there. My vote is to keep 380 on 380. Make this the only main highway through the area. Even though it is more expensive to build the roadway, the keep 380 on 380 option has less impact on nature and conservation areas, and residences. Businesses will be most impacted, but also have been profitable along 380. I believe they are the most adaptable in this equation. During construction of the superhighway, everyone will be stressed, but once it's done, I believe the 380 community will continue to thrive and adapt. The current iteration of Highway 380 as it looks the fall of 2018 will not be the last form this roadway takes. It will keep growing and changing. Let's face it, the 2050 population statistics of Collin County will eventually be here. Wasting time and resources on an alternative highway, will not change what is going to eventually happen to 380. We do however have the chance to finally grow ahead of the curve. Another reason to keep 380 the main thoroughway is that there isn't any indication or data that the alternative highway options will actually benefit the congestion, or that people will actually be willing to drive longer or more miles to just avoid the heavy traffic on 380. All the traffic activity will continue to congregate along the Highway 380 corridor. People that want to avoid the 380 congestion already do take alternative routes. Also, the non-380 alternatives don't actually relieve traffic on 380. It's just potentially shifting the traffic problem to another area that isn't designed to withstand the onslaught of 18 wheelers, heavy duty machinery, and people just cutting through. These areas of impact are areas with homes, schools, pedestrians, bicyclists,</p>	<p>Comment noted. According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway. The proposed freeway (red or green) would generally consist of 8 freeway lanes (4 in each direction), and 2 lane continuous frontage roads running parallel to each side of the freeway. If US 380 is reconstructed as a freeway, then the roadway will be built to current design standards for a high speed roadway enhancing safety.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>green spaces, parks, etc. The alternative highway will also be a high-speed roadway, designed to move traffic quickly, and eventually emptying out into residential areas, smaller highways and ultimately another section of 380 with its own traffic patterns and disrupting the natural flow of things. The speed from people exiting the alternative highway creates the potential for more traffic fatalities. Everyone and everything will have to adapt for the alternative highway's impact. Highway 380 has always been a major roadway and will continue to be the main road from point A to point B. It's best to be prepared for the future than to waste resources. Collin County's population is exploding and Highway 380 will be the main option for commuters because it is the most direct route. People will be talking that option, just like the other highways and tollways in this area. I'm choosing the option that puts the superhighway a mile from my house because it's the option that also makes the most sense for everyone involved. Keep 380 on 380. Thank you for your time. Angela Pipkin</p>	
274	Angela Roberts	10/20/2018	Survey Question 6 - Other response	<p>As a Robinson Ridge resident, formerly living in Anna close to the Collin County outer loop this would be a nightmare to have behind our subdivision. There have been so many wrecks and deaths on the outer loop and having that so close to our quiet neighborhood and elementary school would be detrimental.</p>	<p>Comment noted. Alignment options are still being evaluated and any future improvements will be designed to current design standards to enhance safety.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
275	Angela Sherer	10/5/2018	Survey Question 6 - Other response	I support the continued development and expansion of Highway 380 on 380, without bypasses. Enlarging the existing highway makes the most sense to me as it would allow a higher volume of traffic to pass through more quickly, and it shouldn't surprise anyone since the highway is already there. As a property owner whose home is very close to the NEW proposed bypass through Prosper, I can say I'm very surprised that Red Alignment B is one of the finalist options since that was not part of any previous feasibility study or published plan. My husband and I chose our neighborhood (Whitley Place) and home site specifically because it was nowhere near a major highway and it is surrounded by land that's zoned RESIDENTIAL. We purposefully decided against purchasing a home in Tucker Hill or even Willow Ridge due to their close proximity to Highway 380 and commercially zoned plats.	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
276	Angela tomooka	10/11/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
277	Angela Wallis	10/8/2018	Survey Question 6 - Other response	I'm at a loss to understand how residents who are more concerned with property value have influenced TxDOT to the degree that they've altered plans to fix 380 ON 380. Doesn't TxDOT pay engineers to design for them? How are residents somehow better at determining proper traffic routes than the men and women with years of education and highway and bridge building experience? Fix 380 on 380, and stop trying to appease the noisy minority with unfeasible alternatives.	<p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>Public input is one of the many factors that goes into TxDOT's decision-making process in regards to this study; however it is not the only factor determining which routes are considered.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
					Engineering factors must be strongly considered.
278	Angela Wishon	10/9/2018	Survey Question 6 - Other response	The path through Prosper should stay with Hwy 380. The citizens, businesses and residents along there have planned with existing plans and planned growth. To switch now would not be shared governance and planning in a fair manner. McKinney citizens, businesses and residents who have not planned accordingly should now not be able to shift responsibility. Neither Prosper or Frisco parties needing the same growth are requesting revisions.	Comment noted.
279	Angela Wolfe	10/8/2018	Survey Question 6 - Other response	I own two businesses and [REDACTED] [REDACTED] There is nothing wrong with green alignment and improving 380. But not by going through a small Town.	Comment noted.
280	Angie Daniels	10/5/2018	Survey Question 6 - Other response	We are currently building a home in Mustang Lakes.	Comment noted.
281	Angie Forsett	10/5/2018	Survey Question 6 - Other response	We moved to this area because of the small country feel. We have lived in congested areas with high traffic and that is not where I want to raise my kids. I don't believe that Whitley Place should have to suffer for the poor planning of other developers.	Comment noted.
282	Angie Forsett	10/9/2018	Survey Question 6 - Other response	We moved to Prosper for the small town feel, don't make us suffer the congestion of the bypass due to poor planning by the Tucker Hill development.	Comment noted.
283	Angie Forsett	10/09/18	Comment Form	We moved to Prosper for the small town feel, if the bypass comes through downtown things will change for the worse. 1. increase taxes 2. increase congestion 3. The loss of the Mane Gait facility. My kids are not special needs but we enjoy the events they have every summer. It would be a shame to lose such a pillar in our community. I strongly disagree with extending the bypass into Prosper!	Comment noted. No proposed alignments impact downtown Prosper. All alignment options would be expected to reduce regional traffic delay. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
284	Angie klovstad	10/12/2018	Survey Question 6 - Other response	Leave 380 on 380	Comment noted.
285	Angie Lochman	10/12/2018	Survey Question 6 - Other response	I suppprt the green alignment for the expansion of hwy 380 and the perservation of Maingait as it has been a beautiful necessity and benefit to so many people in this community	Comment noted. All alignment options would be expected to reduce regional traffic delay. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
286	Anita Gruber	10/12/2018	Survey Question 6 - Other response	I support the Green alignment as the most efficient east-west path traffic through McKinney/Prosper.	Comment noted.
287	Ann	10/5/2018	Survey Question 2 - Other response	This is taking peoples homes because of McKinney's poor planning.	Comment noted.
288	Ann	10/5/2018	Survey Question 6 - Other response	The Red alignment off of 380 destroys private property and families lives. McKinney is taking all of this away and ruining their reputation of Back to Nature. This is a horrible alternative and should NOT be on the table.	Comment noted.
289	Ann Allen	10/4/2018	Survey Question 6 - Other response	It is upsetting that alignment Bis now an option on 2 since it has not been before for years. Many Prosper residents did not comment before since it did not directly effect us, but now are having to state our objections. I would think the outer loop proposed would benefit 380 and needs to be accelerated.	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
290	Ann Busbee	10/8/2018	Survey Question 6 - Other response	Any type of bypass for 380 that will be added and taking away peoples homes is wrong. An outer loop is planned less than 5 miles from this so called bypass. McKinney's poor planning is ruining people's lives and homes. Any 380 bypass will only cause existing business to lose revenue and is a bad idea. This was not in the 40 year advanced plan for McKinney and why many residents chose to live here. No bypass should be built.	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
291	Ann Campbell	10/8/2018	Survey Question 6 - Other response	When providing figures of cost for outer loop it should also include the improvements that will inevitably need to happen on 380 too! Don't waste money on an outer loop. I will NOT drive north to go south.	Comment noted. According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.
292	Ann Collins	10/14/2018	Survey Question 6 - Other response	The red option B will protect our Students who are at walking schools right off 380 like McClure elementary, Cockrill and Dowell MS. If there is not a bypass, the volume of traffic which has already drastically increased will become even worse on the arteries to 380. In addition bc of zoning many new drivers aged 16 will have to drive the expanded dangerous 380 to reach McKinney north high school. So many more properties, business and homes will be deeply affected if the bypass red route B is not chosen. While no one in Prosper wants the bypass, the truth is a red alignment B will impact far fewer people and businesses in the county. There are no perfect solutions, so we have to try and inflict the least amount of long term damage to homeowners and businesses, which is route B bypass. Thank you for your time.	Comment noted. Any future improvements will be designed to current design standards to enhance safety.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
293	Ann Hise	10/13/2018	Survey Question 6 - Other response	I support the green alignment for Hwy 380 as the most efficient path for east and west traffic through the cities of Prosper and McKinney. It would also preserve Manegait , a non profit organization that provides life changing therapy to hundreds of children and adults w disabilities and offers volunteer opportunities for over 2,000 .	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
294	Ann Marie McCarthy	10/25/2018	Survey Question 6 - Other response	In considering the options presented in this feasibility study, I support the options with the least negative impact to homes and businesses and the tax base (from both a revenue generated and taxpayer based cost). This is a regional issue and I feel a TXDOT analysis and selection should reflect the best and most optimal interests of the taxpaying citizens. I remain concerned with the current analysis & what presents as a lack of thorough study when considering traffic in the entire region. For example, if TXDOT is basing the need for these realignments on future population growth, yet directing and feeding the flow of traffic to 75 & 121 - both roadways that in today's population are stressed in capacity. How will these roads possibly handle what is being projected for future demands? It's like pushing the flow into a parking lot; dies not seem to adequately address the larger picture. Additionally, there have been no considerations presented to address current traffic flow: deceleration lanes on 380, reducing speed limits on 380 or if not then at the least make speed limits on other E-W roadways (Frontier, Bloomdale, Virginia, Eldorado) the same, widen and extend N-S roadways (Coit, Custer, Stonebridge, Ridge, Lake Forest, Hardin) as well as E-W roadways mentioned, implement trucking restrictions - speed, load, and lane. Major highways (inter & intra states) all over this country have truck lane, speed, and load restrictions. 380 runs throughput residential areas where the speed limits combined with no restrictions, no deceleration lanes is extremely	<p>Comment noted. TxDOT analyzed roadway options presented using a 2045 travel demand model. This model accounts for projected traffic expected in the DFW region in 2045. It also considers population growth estimates. TxDOT also continues to work with local governments to consider planned developments including planned residential developments. TxDOT will consider various interchange designs in the schematic phase of project development. TxDOT will be evaluating using different typical sections along US 380 corridor.</p> <p>Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p> <p>Traffic analysis indicated that an extension of Spur 399 would help relieve traffic congestion on US 75 and SH 5. However, if TxDOT opts to not move forward with constructing a freeway, we will continue to find ways to enhance safety and improve traffic flow.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				dangerous and has become a constant hazard. I also have concern for the options that show such large numbers of displacements - particularly when there is a viable option including variables in the millions of dollars in cost - these options should be paramount. I understand further refinements will be forthcoming from further study. I hope even greater considerations could be found to spare residences and businesses from any impact or loss. McKinney relies on businesses along 380 for significant tax revenues, employment opportunities and quality of life for this region. Bypasses present as the optimal resolution through out this corridor. Thank you for your time and thoughtful consideration.	
295	Ann Newman	10/11/2018	Survey Question 6 - Other response	380 should not be turned into a six lane highway. Plan for future and put in a bypass highway north of 380.	Comment noted.
296	Ann Radcliffe	10/26/2018	Survey Question 6 - Other response	As a fairly new Texas resident (3 years) who lived in Southern California 48 years, I've experienced my share of poorly designed roads which yield nightmare traffic and unsafe conditions. Many of the current roads/highways/tollways in Texas are ill-equipped to handle the current residents not to mention the influx of new residents! Many of these roads should have been addressed 10-15 years ago!! So now we are in a bind with 380 because many of the larger cities (Denton and McKinney) were allowed to recklessly build business centers next to the 380/75 or 380/35 interchanges. Tex-DOT should have never allowed that to happen without Tex-DOT oversight—be proactive not reactive. Business centers should have had a minimum clearance to allow for road expansion. Denton solved their “mistake” by adding a by-pass (288) prior to other major development in its path. Denton kept their mistake in their backyard. McKinney has also caused a “mistake” and keeps adding more	<p>Comment noted. Development of residential and commercial properties is not under TxDOT jurisdiction. We continue to work with local governments to consider planned developments in the development and evaluation of route alternatives.</p> <p>The proposed red alignment option A does not impact Prosper outside of the limits of US 380 expansion. There are no impacts or displacements to Tucker Hill residences for any of the proposed alignments.</p> <p>The red alignment option B does deviate from US 380 within Prosper's city limits and displace the ManeGait property as currently proposed. However, TxDOT will further analyze possible options for minimizing impacts to that property.</p> <p>Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				business centers on 380 (380/Hardin and 380/Lake Forest). McKinney has also allowed large housing communities to be built next to 380. The proposed by-pass suggested, Red Option A or Option B, will cause harm to many people—both businesses and residents. Red Option A affects Prosper. Prosper also has large business centers built (380/Preston Rd) and proposed (380/DNT) but Prosper was proactive planned ahead for growth. Red Option A will take land from Prosper who didn't cause McKinney's mistake. In addition, Red Option A will wipe out a very wonderful charity, ManeGait. Red Option B is in McKinney's backyard, but it will cut through homes in Tucker Hill and potentially cause west-bound traffic to continue onto Prosper's roads (Prosper Trail and Frontier Parkway)—Prosper suffers again from McKinney's mistake. With the Collin County Outer Loop slated to be built only a few miles north of the Red Option A or Option B, the by-pass would be a waste of money. Keep 380 on 380, start building the CC Outerloop to help relieve traffic, and be proactive instead of reactive to all this incoming growth. As far as 380 east of 75, I don't really drive in those communities so I don't have much of an opinion on those options.	and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay. Both the red and the green alignments presented were viable when traffic analysis was conducted.
297	Ann Roberts	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
298	Ann Sherwood	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	
299	Ann Skaehill	10/17/2018	Survey Question 6 - Other response	Like 121 and 190, if we can just build the proper infrastructure then we can continue to have booming businesses right on the main thoroughfare. It seems crazy to bring the hustle and bustle right through/past neighborhoods because then you're impacting the "unique by nature" feel of neighborhoods and there will STILL be an issue with crowding on 380. I can't understand why 380 wasn't built out to support the traffic while McKinney was being built out and up.	Comment noted.
300	Anna Brown	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
301	Anna Gray	10/18/2018	Survey Question 2 - Other response	1827 is already busy with garbage trucks and not a good alternative	Comment noted. TxDOT is not proposing any alignment that would align with FM 1827.
302	Anna Gray	10/18/2018	Survey Question 6 - Other response	Please avoid 1827, the road is not a good alternative, very winding and already too crowded with garbage trucks and rock trucks	Comment noted. TxDOT is not proposing any alignment that would align with FM 1827.
303	Anna Heflin	10/8/2018	Survey Question 6 - Other response	Please keep 380 on 380	Comment noted.
304	Anna Kennedy	10/9/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
305	Annabel Dilley	10/9/2018	Survey Question 6 - Other response	Green Alignment with Spur B handles the most cars in daily traffic. If you think traffic is bad now, image what it will be in 2040. We owe it to our future generation to have a freeway that can get the most amount of traffic from East to West and West to East and not subject them to the increased congestion, traffic slowdowns and traffic stoppages.	Comment noted.
306	Annalise Hurlbut	10/24/2018	Survey Question 6 - Other response	380 is dangerous. I cross 380 everyday to get to school (McClure) from my neighborhood. A bypass won't fix that. There's a wreck nearly every day. High speed, cars crossing the median. Please fix 380 on 380.	<p>Comment noted. The proposed freeway (red or green) would generally consist of 8 freeway lanes (4 in each direction), and 2 lane continuous frontage roads running parallel to each side of the freeway. If US 380 is reconstructed as a freeway, then the roadway will be built to current design standards for a high speed roadway enhancing safety.</p> <p>As an arterial street, Ridge Road would likely be a signalized interchange.</p>
307	Anne Bramlett	10/26/2018	Survey Question 6 - Other response	I do not support any plan that would displace or negatively impact the Lifepath Crisis Center located in McKinney. This is an important county service for our citizens and it would be very difficult to find another space for these state funded programs	Comment noted. If the green alignment is selected and the crisis center displaced, TxDOT's right of way agents would work with the owners of the center regarding relocating the center so that the community resource is not lost.
308	Annie J Osborne	10/14/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
309	Annissia Stirgus	10/23/2018	Survey Question 1 - Other response	O	Comment noted.
310	Annmarie Olind	10/9/2018	Survey Question 6 - Other response	BYPASS OVER FLOODPLAINS LIKELY VERY EXPENSIVE - TAX DOLLARS WASTED	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
311	Anthony Aguilar	10/13/20 18	Survey Question 6 - Other response	Building a bypass to the North will do little to reduce commuter traffic during rush hour because drivers will not take a long route to work - they will cut through neighborhoods or remain on business 380. The bypass option B also destroys ManeGait, a non-profit therapy facility serving hundreds of families in Collin County. Some businesses on 380 between Custer & 75 may be displaced; however, please consider the long term implications of "bypassing" these businesses... redirecting traffic away from them may ultimately lead to their doors closing regardless. If the overall goal is to encourage commerce, relieve traffic and reduce the amount of residents/future residents displaced, then expanding the existing 380 (green route) is the only reasonable option. Thank you!	Comment noted. According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
312	Anthony Contreras	10/18/2018	Survey Question 6 - Other response	<p>There are many reasons to adopt the green alignment for US 380, especially through the Prosper-McKinney area. The reason that is most relevant is that the road already exists along that path. Communities have or should have planned around this knowing that as the area experienced growth, expansion of the highway would be required. Most people who bought homes in the area were aware of 380's current alignment and purchased the home partially based on its location relative to this major road. Families like mine researched future development plans for our town and surrounding municipalities so that we could make an informed decision and know how those changes would affect many aspects of our life including property value, road noise, light pollution, crime, commute times, amenities and open spaces nearby. To present and treat any other option as "feasible" would demonstrate that TxDOT has no regard for the Master Plans created for the communities they are meant to serve. I moved to Texas from California and from my first visit to the great state of Texas have noted and expressed admiration for the work and planning that the Department of Transportation does in this state which can be seen by the efficient roadways and interchanges. An alignment for US 380 other than the green option seems to go against all of that. Those options would add miles and minutes to each traveler's commute time and result in building more miles of roadways which are not necessary. There are other concerns such as the effect those options will have on current land owners like Main Gait, who provides a valuable service to the Special Needs community. Even if the option does not directly cut through their property, there will be a lot of road noise and commotion, which will severely reduce, if not completely prevent the patrons of this establishment from realizing any benefit from the therapeutic activities that Main</p>	<p>Comment noted. According to our analysis, the red alignment freeway option would attract traffic from the existing US 380.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p> <p>A traffic noise analysis would be conducted for the selected alignment during the schematic development and environmental assessment phase of the project; the analysis would include consideration of noise abatement barriers for impacted receivers.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				Gait provides. Likewise our son, who has autism and is triggered into violent tantrums when exposed to overwhelming stimuli, will not be able to play in our backyard. We live very close to First Street and Custer Road in Prosper and the distance from any of the red options resented would result in road and/or construction noise that would make the outside of our house unbearable for him and cause undue hardship on our family, since he is often soothed by playing outside. Another reason why we bought the home that we did. I understand that there are many factors to be considered when planning the much needed expansion for US 380. Leaving out the fact that the green alignment is the popular choice and the option that a majority of the nearby residents have chosen, it should stay on its existing alignment for the reasons stated above. I know there are other reasons for the green alignment that other respondents have presented, so I will not repeat them. However there are many regulations, guidelines and laws pertaining to this and from what I understand, the green alignment is the one that best meets them and that is why I ask that this is the one that TXDOT adopts.	
313	Anthony ivory	10/8/2018	Survey Question 6 - Other response	Make 380 wider.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
314	Anthony Jimerson	10/13/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year."	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
315	Anthony Lackman	10/9/2018	Survey Question 6 - Other response	Red Option b west of Custer has the least impact and cost of all options available. Just look at the cost and number of residents affected.	Comment noted.
316	Anthony Levine	10/24/2018	Survey Question 6 - Other response	Keep 380 on 380! Prosper residents was not given a timely notices about potential changes.	Comment noted. Notices of the public meetings which presented the new route in the Prosper area were sent out and published 30 days prior to the date of the first meeting.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
317	Anthony Musick	10/23/2018	Survey Question 6 - Other response	My house is within 50 yards of where the red alignment is proposed to be. This would be devastating for myself and my family. We have enjoyed living in our Heatherwood community for the last 5 years and being part of the Mckinney Community. I have seen the proposed changes to accomodate other communities that the alignment directly impacted but I have not seen anything done to protect myself as well as hundreds of other families in our wonderful community. We moved to this community because it was not directly next to 380 and wanted to be away from highway road noise. The red alignment would be crushing for our home value throughout the community. If we knew this was even an option 5 years ago we would have chose to move somewhere else. If the red alignment is the one chosen I would like to see something adjusted so that it pushes the alignment up 300 -400 yards around the Heatherwood community (Lake Forest & Bloomfield Road) as you have adjusted the alignments for every other surround communities. I'm inviting you to come out to my home and see how this current alignment would effect my value and my family. If you would like to speak with me directly my phone number is [REDACTED].	Comment noted.
318	Antonio Urbina Romero	10/10/2018	Survey Question 6 - Other response	Fix 380 on 380	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
319	April Aguilar	10/09/18	Commen t Form	While the 380 Bypass options A & B may appear to have a lesser impact on residential displacement and businesses; please consider who will utilize 380 and for what purpose. People move north for more space, quiet & better schools, but they <u>commute</u> to work going South. Do you believe that a bypass which takes a commuter 6 miles out of his way will be his first choice? Or will commuters continue on "business 380" to save time getting to Hwy 75? Please spend the money to expand the existing 380 (green) so that the long term solution is to have an outer loop for northern businesses/communities and 380 (green) for existing.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. The red alignment would be approximately 2 miles north of the existing US 380 if measured at Custer Road. It would be approximately 2.5 miles north of the existing US 380 if measured at US 75. From the point that the red alignment options leaves US 380 in Prosper/McKinney to the point where the alignments tie back into US 380 near FM 1827, the red alignments are longer than the green alignment by approximately 4 miles and 3.28 miles, respectively. Even with the additional length, our analysis showed that red alignment options would attract traffic from the existing US 380.
320	April Kosakoff	10/12/20 18	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
321	April Loken	10/24/20 18	Survey Question 1 - Other response	Need a different route	Comment noted.
322	April Loken	10/24/20 18	Survey Question 6 - Other response	Avoid 380 so we can save jobs	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
323	April Miller	10/13/2018	Survey Question 6 - Other response	I vehemently oppose the "Red Option B" alignment that takes the bypass through Prosper. I believe this option is a result of a "not in my backyard" opinion in McKinney that pushes their poor planning onto Prosper residents. I also believe that if the issue can be resolved via construction on 380 (the green alignment), then we should do so rather than disrupting the homes and businesses that were intentionally developed away from busy roadways (not to mention the environmental impact). I also object to the alignment of Option B because it goes through the ManeGait Therapeutic Horsemanship facility. Sacrificing a nonprofit that provides therapy to people with disabilities is a cruel and heartless thing to do.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
324	Arlene Blevins	10/10/2018	Survey Question 6 - Other response	Don't want coming thru n Stonebridge dr affecting our community	Comment noted. No proposed alignment goes through the Stonebridge neighborhood. The current proposed green alignment under consideration between the Tucker Hill and Stonebridge neighborhoods is for a depressed/compressed segment with an average right of way of 240 feet wide. At this right of way width, the segment would not have access ramps. Between the two neighborhoods in this segment, there are two property impacts to business properties, zero property impacts to residential properties, and zero residential or business displacements.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
325	Armagan Cakir	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
326	arnold mochabo	10/22/2018	Survey Question 6 - Other response	Feasibility and cost will probably lower if expansion done closer to existing road.	Comment noted.
327	Asher Nordman	10/9/2018	Survey Question 6 - Other response	Need to Fix 380 on 380 as the quickest way to get somewhere is a strait line.	Comment noted.
328	Ashleigh McGonagill	10/8/2018	Survey Question 6 - Other response	I absolutely do not want a highway built right next to my neighborhood, Heatherwood. We have a elementary school in our neighborhood and I can just imagine people cutting through during traffic and endangering our community. I would have NEVER bought a home where there was a possibility of the city building a superhighway basically in our backyard. I understand the need but what other new(ish) nice neighborhood in McKinney is near a highway? Zero.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included and maps to reference other neighborhoods posted on Drive380.com.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
329	Ashleigh Payne	10/10/2018	Survey Question 6 - Other response	Please consider bypassing Stonebridge Ranch and Tucker Hill with the 380 expansion. There are new homes and businesses there, FINALLY, and we want them to succeed, not be bulldozed or go out of business due to construction. The area past Custer is not developed and would be great place to intersect with 380.	The current proposal under consideration for the green alignment between the Tucker Hill and Stonebridge neighborhoods is for a depressed/compressed segment with an average right of way of 240 feet wide. At this right of way width, the segment would not have access ramps. Between the two neighborhoods in this segment, there are two property impacts to business properties, zero property impacts to residential properties, and zero residential or business displacements. We continue to consider options for the red alignment as well.
330	Ashleigh Trout	10/13/2018	Survey Question 6 - Other response	Don't build a high way through a non profit therapy center for the disabled. That's just seriously messed up.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
331	Ashley	10/12/2018	Survey Question 6 - Other response	A bypass is unnecessary and would scar the beauty of our community and would ruin a very beautiful and worthy non-profit organization that is in the direct path of the bypass.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
332	Ashley	10/8/2018	Survey Question 6 - Other response	Thank you for taking my vote into consideration. We vote to expand and improve 380 with no bypass cutting through Prosper, TX	Comment noted.
333	Ashley Bechtold	10/21/2018	Survey Question 6 - Other response	Keeping 380 on 380 is the best choice for all. People who live on 380 chose to, people who live else did not and chose that for a reason. You can make people live next to freeway or in a freeway when they did not buy their property on a highway.	Comment noted.
334	Ashley Bechtold	10/6/2018	Survey Question 6 - Other response	Families who do not live on 380 did not choose to live on 380 so do not make them.	Comment noted.
335	Ashley Billiot	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	
336	Ashley Dailey	10/5/2018	Survey Question 6 - Other response	Strongly oppose red alignment options especially the bypass through Prosper. I respectfully ask you to keep 380 on 380.	Comment noted.
337	ASHLEY DANTONIO	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
338	Ashley Hamilton	10/10/2018	Survey Question 6 - Other response	Please check deeds before you dig around trade days. Helen Hall mentioned before she died, that graves likely went all the way to the road. (380). Please, if the green alignment passes, have someone on hand there in case artifacts are uncovered!!!	Comment noted.
339	Ashley Hamilton	10/10/2018	Survey Question 2 - Other response	Anything but green. Could destroy Buckner cemetery, and historical site of Buckner the first county seat!!!	Comment noted. No alignments as currently proposed destroy, displace, or impact the Buckner cemetery.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
340	Ashley Hartgroves	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
341	Ashley Key	10/9/2018	Survey Question 6 - Other response	Improving 380 directly on 380 is the best long term solution to traffic problems in the area.	Comment noted.
342	Ashley L Shaw	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
343	Ashley Larsen	10/7/2018	Survey Question 6 - Other response	KEEP 380 ON 380	Comment noted.
344	Ashley Limas	10/14/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	
345	Ashley Paul	10/8/2018	Survey Question 6 - Other response	Building a bypass will be a huge negative to the city of McKinney and it's residents. I built away from 380 for a reason. Never did I imagine I could have a bypass literally in my backyard. Fix 380 on 380. If you build a bypass, that will only be a short term solution for a long term problem. You will still have to fix 380. Please consider not destroying property and current property owners values over this. There are options to fix 380 on 380.	Comment noted.
346	Ashley Pepkin	10/5/2018	Survey Question 6 - Other response	Please dont build a bypass through property, homes, land that people choose to purchase AWAY from a highway. Please hold Mckinney accountable and those residents who CHOSE to live right off of an interstate and not the residents in prosper who elected homes away from it.	Comment noted.
347	Ashley Scarbo	10/8/2018	Survey Question 6 - Other response	Fix 380 on 380	Comment noted.
348	Ashley Stogsdill	10/13/2018	Survey Question 6 - Other response	I'm a younger resident, but the answer seems pretty simple to me. The shortest, most efficient route between 2 locations (barring mountains, etc.) is a straight line. I understand it may take a little more money up front, but over time wouldn't it be the least complex and then least expensive? Just some thoughts.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
349	Ashley Stogsdill	10/17/18	Comment Form	<p>Please keep 380 on 380. Do not put a bypass in through Prosper or McKinney. The costs of putting a bypass through Prosper would be higher than what I think may be in the estimates. TXDOT should take into consideration the need to pay for a new comprehensive study for Prosper as the bypass was never an option previously. Also the cost of Red B should be updated to include the depressed and cantilevered roadway as the other options are. When taking these, among other considerations, it is more costly to go through Prosper then other options. Keeping 380 on 380 also does not punish those who chose to live further away from the highway intentionally. Those who built along 380 should have had every opportunity to do their research as much as those who chose to live further away. It is only reasonable & prudent that the expectation of highway widening along its current path be taken into consideration when selecting a home or business. Thank you for your consideration.</p>	<p>Comment noted. TxDOT is in the early planning stages for US 380 in Collin County and must consider all viable options. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>As the study progresses, roadway configurations/typical sections and cost estimates will be refined.</p> <p>Public input and cost are two of the many factors that TxDOT will consider when making a decision on an alignment.</p>
350	Ashley Zamecnik	10/17/2018	Survey Question 6 - Other response	<p>I drive south everyday, and going north on a bypass to then turn south is a waste. I will not use the bypass even if it is built. I will continue to use 380 east of Custer. Highway 380 will need to be improved anyway. Why not leverage the land already in use for 380 as part of the solution?</p>	<p>Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted. According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
351	Ashlie R	10/5/2018	Survey Question 6 - Other response	Please do not build any highways just feet away or anywhere near our backyard. We moved north of 380 to be away from the highway, noise, lights, business district and traffic. Property values will decrease. Such a highway will be dangerous near current and future school zones. It will also drive more traffic into our town's smaller roads and pass throughs. Prosper residents utilize 380 to shop, eat, and travel and would not use a bypass, yet they would be the ones with a disruptive, interfering highway, traffic, and business nuisances, taking up their backyard and dividing their city. There is only a .3 mile stretch of Tucker Hill that would be affected keeping 380 on 380, yet countless homes, families, and lives would be disrupted, destroyed, or, create the very opposite reasons why residents chose to live in Prosper, especially Whitley Place, should a bypass cut through our city. Please keep 380 on 380. Thank you!	Comment noted.
352	ashton ewing	10/22/2018	Survey Question 6 - Other response	KEEP 380 ON 380	Comment noted.
353	Aston smith	10/8/2018	Survey Question 6 - Other response	Strongly oppose Custer bypass thru Prosper!!	Comment noted.
354	ATHARVA MUDUNURI	10/5/2018	Survey Question 6 - Other response	RED	Comment noted.
355	Athenee Lucas	10/8/2018	Survey Question 6 - Other response	Widening 380 or other options to keep may 380 work is the best solution. Bypassing 380 will not only harm business owners on 380, but will cause unnecessary harm to communities impacted by a bypass.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
356	Aubrey Daniel	10/04/18	Commen t Form	I support the GREEN alignment for Hwy 380. This is the optimal and most efficient path for east-west traffic through McKinney and Prosper. A bypass is unnecessary.	Comment noted.
357	Aubrey Daniel	10/7/2018	Survey Question 1 - Other response	Fix 380 on 380	Comment noted.
358	Aubrey Daniel	10/7/2018	Survey Question 2 - Other response	Fix 380 on 380	Comment noted.
359	Aubrey Daniel	10/7/2018	Survey Question 3 - Other response	Fix 380 on 380	Comment noted.
360	Aubrey Daniel	10/7/2018	Survey Question 4 - Other response	Fix 380 on 380	Comment noted.
361	Aubrey Daniel	10/7/2018	Survey Question 5 - Other response	Fix 380 on 380	Comment noted.
362	Aubrey Daniel	10/7/2018	Survey Question 6 - Other response	Tucker Hill chose to live on 380. The rest of us chose to live away from it. It's not right to punish us for their choices.	Comment noted.
363	Aubrey Daniel	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWy 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney & Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. Green alignment also preserves one of McKinney's most prominent non-profit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
364	Aubrey Kennedy	10/9/2018	Survey Question 6 - Other response	I purposefully did not buy on the highway. Don't build a bypass due to others poor planning. Keep 380 on 380 as it will have to be fixed anyway.	Comment noted.
365	Audra Canas	10/28/2018	Survey Question 6 - Other response	Keep 380 on 380 Keep My Mckinney beautiful	Comment noted.
366	Audrey Anderson	10/17/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
367	Audrey Everett	10/14/2018	Survey Question 6 - Other response	I prefer to keep 380 on 380 as it stands today. All of the other options do not make sense.	Comment noted.
368	Audrey Grace Dugas	10/17/18	Comment Form	Please keep 380 on 380the Bypass through "Prosper is more costly than expanding existing Hwy 380. Keeping 380 on 380 only effects Homeowners who bought their homes KNOWING there was a freeway nearby.Keep 380 on 380	Comment noted.
369	Audry Laughter	10/17/2018	Survey Question 6 - Other response	Keep 380 on 380. No Whitley Place bypass	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
370	Austen Holmes	10/22/2018	Survey Question 6 - Other response	Keep the highways where they are. There are lots of things north of the current 380 that are important to the community like Erwin Park, the natural beauty of northern McKinney, the ManeGait therapeutic horse facility, etc.	<p>Comment noted. The location of Erwin Park was taken into consideration when draft alignments were developed. None of the proposed alignments directly impact Erwin Park. The proposed red alignment option is adjacent to the southern property line but does not cross into the park. Any future improvement projects would include assessment of the potential impact on the human and natural environments. TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
371	Austin Dare	10/12/2018	Survey Question 6 - Other response	It doesn't make sense to push the 380 bypass into Prosper when McKinney can use its land for improvements. The bypass will negatively impact the areas surrounding the proposed location. We would also like to see Main Gate Therapy continue to operate.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
372	Austin Wade	10/12/2018	Survey Question 6 - Other response	Do you have any idea the media crapstorm that will be created if you plow through a therapy horse center for special needs kids and disabled vets....OMG! Keep 380 on 380! The "important" people who live in Tucker Hill should know better than to mess with Prosper. Save ManeGait!	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
373	Austyn Roney	10/9/2018	Survey Question 6 - Other response	Prefer bypass move further north of Bloomdale	Comment noted. Initial traffic analysis shows that the further north of existing US 380 the alignment is located, the less attractive it will be.
374	Avalyn Balliet	10/13/2018	Survey Question 6 - Other response	Our family doesn't want families' generational land or businesses to be taken away if possible.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
375	Averie Benson	10/26/2018	Survey Question 6 - Other response	I am so upset to learn that if a bypass is put in, my friends will at Mane Gait therapeutic horsemanship will be displaced. Mane Gait has helped multitudes of special needs children as well as veterans. Family's such as mine chose to live in Prosper, where zoning and city planning allowed for the growth in northern Collin county. My family did not move off of hwy 380 because they knew it would have to be expanded. Hwy 380 is extremely dangerous as it is now. My favorite teacher had TWO serious car accidents in 2017 and 2018 on that highway. It needs to be a freeway with exits, like in university park. I am scared for my friends who will have to cross the bypass to get to the new Prosper high school if a bypass option is chosen.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property. The proposed freeway (red or green) would generally consist of 8 freeway lanes (4 in each direction), and 2 lane continuous frontage roads running parallel to each side of the freeway. With traffic only traveling in one direction, there are fewer potential points of conflict. Drivers will only be able to make left turns or U-turns where there are signalized intersections on access roads, greatly reducing the risk of collision.
376	Avery Nolden	10/14/2018	Survey Question 6 - Other response	Keep 380 on 380 !!	Comment noted.
377	B Calhoun	10/11/2018	Survey Question 1 - Other response	No preference	Comment noted.
378	b h	10/7/2018	Survey Question 6 - Other response	keep 380 where it is or build a new toll road farther to north	Comment noted. Tolling is not being considered as an option for funding.
379	B. Matthew Stone	10/12/2018	Survey Question 1 - Other response	Red alignment (B) preferred	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
380	Barbara & Mike Steele	10/11/18	Commen t Form	We live @ [REDACTED]. We moved here 18 years ago to a peaceful country home, our retirement home. I have lived in Texas all my life. The City of Princeton has sold too many building permits and caused this "MASS INSANITY." We understand there are 2 possible routes left (Red route & green route) If you build the Red route you will be right on top of us. Since that is the less expensive route, we know that's what you're going to do... Too many homes, Too many people, water restrictions cause our lakes can't take this. I am very sad to say that Texas is our home. If you know what the "Trail of Tears" is that's what we feel like.	Comment noted. Any future improvement projects would include assessment of the potential impact on the human and natural environments. Alignment options and roadway configurations are still being evaluated. Cost is one of many factors that TxDOT will consider when making a decision on an alignment.
381	Barbara Anderson	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
382	Barbara Anderson	10/22/2018	Survey Question 6 - Other response	I live in Woodcreek. Whichever way you go please consider the safety and convenience of the citizens. There can't continue to be one way in and out at 60 mph. Way too many idiot drivers for that.	Comment noted.
383	Barbara Burke	10/09/18	Commen t Form	TxDOT CITIZEN SURVEY - Slide 7 of TxDOT's own Power Point presentation published this month clearly shows that the majority of respondents to a TxDOT survey from Prosper, McKinney and Frisco do not want a by-pass but rather, prefer to improve US Highway 380 by making it a limited access freeway. It is only the relatively small number of Tucker Hill residents who are clamoring to build a by-pass. They are certainly not representative of the entire city of McKinney. FINANCIAL IMPACT AND INCONVENIENCE - Slide 15 of the same	<p>Comment noted. Public input and cost are two of the many factors that TxDOT will consider when making a decision on an alignment.</p> <p>Elevated freeway sections were evaluated but will not be further considered for the segment between the Tucker Hill and Stonebridge neighborhoods. The reason for that is that an elevated freeway does not significantly reduce the amount of right of way needed to construct it. The current proposal under consideration for the green alignment between the Tucker Hill and</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>presentation shows projected comparative costs of the Green Route (improving the existing highway) , Red Route Option A (by-pass through McKinney), and Red Route Option B (by-pass through Prosper). Cost are estimated at \$916M, \$748M, and \$645M, respectively. I would emphatically suggest that the cheap or "low bid" approach is not the optimum solution. Even if a by-pass were to be built (Red Route A or Red Route B), which would destroy homes and privately-owned ranches, and impact the quality of life in many subdivisions, the reality is that US Highway 380 would still have to be improved at the further expense of taxpayers. Many travelers along the highway corridor from US Highway 75 (Central Expressway) in McKinney to Denton, Texas, will simply not opt to drive on a by-pass that adds miles to their commute by taking them northward and out of their way. US Highway 380 would still see increased traffic as Collin County grows in population. The shortest distance between two points is a straight line and that's why it is imperative to improve the existing US Highway 380. THE PRACTICAL SOLUTION - A proposal has been provided to TxDOT. It offers the solution of double-decking US Highway 380 as it passes by Tucker Hill on the north side of the highway and Stonebridge Ranch on the south side. The lower portion of the highway would provide access to homes and businesses while the upper deck would provide unimpeded traffic flow between McKinney and Denton. This concept avoids destruction of homes and also minimizes the exercise of eminent domain for land necessary for right-of-way along the Tucker Hill and Stonebridge Ranch communities. In my opinion this is the only viable solution.</p>	<p>Stonebridge neighborhoods is for a depressed/compressed segment with an average right of way of 240 feet wide. At this right of way width, the segment would not have access ramps. Between the two neighborhoods in this segment, there are two property impacts to business properties, zero property impacts to residential properties, and zero residential or business displacements.</p>
384	Barbara Burke	10/8/2018	Survey Question 1 - Other response	Fix 380 on 380	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
385	Barbara Burke	10/8/2018	Survey Question 6 - Other response	Double decking of 380 would be my suggestion	Comment noted. Elevated freeway sections (or double decking) were evaluated but will not be further considered for the segment between the Tucker Hill and Stonebridge neighborhoods. The reason for that is that an elevated freeway does not significantly reduce the amount of right of way needed to construct it.
386	Barbara Copeland	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
387	Barbara Crouch	10/8/2018	Survey Question 6 - Other response	We should not solve a traffic problem in one city (McKinney) by completely disrupting and creating new problems for another city (Prosper). I feel bad for the residents in Tucker hill however the city planners did not plan appropriately when building out that neighborhood. Should the residents of Prosper bear the burden of the McKinney city planners' lack of foresight? If the answer is yes then TXDot will need to explain why and who will be financially benefiting from the decision. Keep 380 on 380.	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
388	barbara docekal	10/10/2018	Survey Question 6 - Other response	I have always felt that putting in Ridge Road (N of 380) and putting Wilmuth and Bloomdale road all the way from Custer to 75 would take a lot of traffic off of 380- it may not have to be widened at all. We need to make roads N of McKinney to take pressure off of 380.	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
389	BARBARA J PERUMAL	10/11/2018	Survey Question 6 - Other response	We specifically bought here not to be on 380! If we wanted to be on 380 we would have bought in Tucker Hill as it is on 380!!!	Comment noted.
390	Barbara Mateer	10/9/2018	Survey Question	Widening 380 would destroy commercial business along 380 and be detrimental to city of McKinney and our local community	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response		
391	Barbara Miuccio	10/9/2018	Survey Question 6 - Other response	Prosper is a small town, we do not need or want this in our community.	Comment noted.
392	Barbara Piatti	10/23/2018	Survey Question 6 - Other response	Something has to be done; I'm not really sure what, but US 380 is overcrowded and dangerous to drive on at the current time.	Comment noted.
393	Barbara Rosenblatt	10/09/18	Commen t Form	Our family farm is directly impacted by the red alignment which cuts through the property and would destroy this ongoing organic farm business (the first certified organic farm in Collin County). *We would enthusiastically advocate for the Green alignment which would not bisect our farm or the other rural properties in our community.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
394	Barbara Sano	10/4/2018	Survey Question 6 - Other response	Don't want to see businesses along 380 destroyed. Also, don't want to see 380 through McKinney a major highway, which will divide our city	Comment noted.
395	Barbara Stevens	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
396	Barrett Johnson	10/21/2018	Survey Question 6 - Other response	Keep McKinney unique by nature	Comment noted.
397	Barry Farris	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption and already-existing residential and commercial developments in the City of McKinney. If you widened 380 it would destroy many business and could effect the	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				commercial tax base for years to come. Widening 380 would also destroy more homes and effect the value of communities like Tucker Hill. I strongly oppose Red Option A which I feel would have the most negative impact on McKinney as a whole."	
398	Barry KOFFROTH	10/12/2018	Survey Question 6 - Other response	Don't shift McKinneys problem to other neighboring towns (Prosper). The best route through Prosper is along the existing route 380. Any other option causes additional un wanted traffic through Prosper and/or Celina. We all purchases property in Prosper and Celina because of the existing town plans and existing roadways. Solving McKinneys problems should not be forced upon adjoining towns.	Comment noted.
399	Barry Rhoads	10/10/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow. Bypass is a better option for growth both commercial and residential with far less impact to existing businesses and homes. Lastly, the bypass west option is the best option offered.	Comment noted.
400	Barry Rhoads	10/4/2018	Survey Question 6 - Other response	We back up to Stonebridge Drive. There is too much traffic noise now. If it was widened for 380 xpansion traffic flow & noise increases we need the bypass/no widening on 380.	Comment noted.
401	Barry Sangani	10/04/18	Commen t Form	I have property on Hwy 380 between Preston Road and Coit. I thing the best thing is you buy the easment as soon as possible before any new building or any new buissnes come other waise you have to pay more and will be more expensive. From Legacy till Custer Road since there is no alternative.	Comment noted. TxDOT will work municipal representatives and County leaders to preserve right of way should the decision be made to move forward with the project.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
402	Bartan C Allen	10/4/2018	Survey Question 2 - Other response	if not green then Red A. Could improve 380 traffic by restricting 3 or more axil vehicles to outside lanes.	Comment noted.
403	Beau Larsen	10/8/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
404	Beau Morgan	10/12/2018	Survey Question 6 - Other response	By Red B only option that does not destroy property and homes along 380 Corridor inMcKinney	Comment noted.
405	Becki Giroward	10/11/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
406	Becky Duckels	10/13/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year."	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
407	Becky Ellis	10/16/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
408	Becky Minyard	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
409	Becky Riddell	10/7/2018	Survey Question 6 - Other response	No Bypass through Prosper, it will be too much noise and traffic. It will hinder the future of our planned schools, destroy a therapy center for those with disabilities, rezoning land for high density living. We took the time to consider where we would build our house and what was planned nearby.	<p>Comment noted. As currently proposed, the red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
410	Bekah Boone	10/13/2018	Survey Question 6 - Other response	Stop destroying our beautiful green areas	Comment noted.
411	Belinda younglove	10/8/2018	Survey Question 6 - Other response	Please don't run a bypass through prosper. We have plans for that land. Keep the expansion on 380.	Comment noted.
412	Bellina Curac	10/13/2018	Survey Question 6 - Other response	Please keep drivers and residents safe. Keep 380 on its current alignment!	Comment noted. Any future improvements will be designed to current design standards to enhance safety.
413	Ben	10/29/2018	Survey Question 6 - Other response	I prefer Green alignment. Don't screw over other areas, for poor planning ahead.	Comment noted.
414	Ben Johnson	10/21/2018	Survey Question 6 - Other response	I believe displacing businesses is less destructive to your voting base then displacing and or seizing your voters property via eminent domain.	Comment noted.
415	Ben Laughter	10/17/2018	Survey Question 6 - Other response	Keep 380 on 380. No Whitley Place bypass	Comment noted.
416	Ben McKee	10/24/2018	Survey Question 6 - Other response	Widen and extend the arterioles of bloomdale, Wilmeth, laudhowel and build outer loop from 75 to 35e, keep 380 on 380	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
417	Ben Penticoff	10/8/2018	Survey Question 6 - Other response	Please don't build in Prosper to raise our taxes.	Comment noted.
418	Ben Pruett	10/04/18	Comment Form	I am opposed to the bypass proposals. I will submit more detail online	Comment noted.
419	Ben Pruett	10/5/2018	Survey Question	The maps do not provide the detailed information to determine the impacts analyzed in the feasibility study.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response		
420	Ben Pruett	10/05/18	Email	Stephen... I'm interested in the data supporting the tables. What calculations, objective data and information, etc. Is that information available? Ben	Comment noted. TxDOT confirmed with Mr. Pruett on January 31, 2019 that all requested data had been provided.
421	Ben Pruett	10/04/18	Email	Hey Stephen... You mention tonight that I could receive a copy of the spread sheet evaluating the Red "A" and "B" alignments, the Green "A" and "B" alignments. Would you please forward me a copy at your earliest convenience	Comment noted. The tables comparing the alignments are in the presentation and boards at Drive380.com
422	Ben Pruett	10/5/2018	Survey Question 4 - Other response	Go south and connect with Green option "A"	Comment noted. TxDOT studied a new location freeway south of US 380. The traffic volumes were too low to justify construction of a freeway. However, there is still an alignment for an arterial in the Collin County Thoroughfare Plane south of US 380 east of US 75. An arterial is still needed but not a freeway. Connecting the Spur 399 extension to US 380 north of airport would provide a roadway with higher volumes, possible alternative route for SH 121 traffic, lower cost to construct, and still serve traffic trying go south on US 75 and SRT from US 380 east of McKinney.
423	Ben Pruett	10/5/2018	Survey Question 3 - Other response	Why is option "A" not extended eastward and connect with US 380 east of Princeton? It would reduce traffic on US 380 for travelers wanting to get to US 75 south of 121 to DFW.	Comment noted. TxDOT studied a new location freeway south of US 380. The traffic volumes were too low to justify construction of a freeway. However, there is still an alignment for an arterial in the Collin County Thoroughfare Plane south of US 380 east of US 75. An arterial is still needed but not a freeway. Connecting the Spur 399 extension to US 380 north of airport would provide a roadway with higher volumes, possible alternative route for SH 121 traffic, lower cost to construct, and still serve

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
					traffic trying go south on US 75 and SRT from US 380 east of McKinney.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
424	Ben Pruett	10/25/18	Email	<p>RIGHT-OF-WAY (ROW) ISSUE The incremental increase in the ROW's footprint is overstated by opponents to improving US HIGHWAY 380 within its current alignment.</p> <p>GREEN OPTION The additional ROW requirement for the proposed Green alignment is 3 to 4 times less than required for the Red option. • There may be opportunities to further reduce the additional ROW requirement with engineering designs that compress the freeway's footprint, including depressing the roadbed and cantilevering the service roads over the freeway. • The freeway may also be designed to meander along its current centerline to minimize displacements along the corridor. • Commercial displacements that can't be avoided tend to adjust quickly to the new competitive environment brought on by improving US Highway 380 to a limited access highway.</p> <p>RED OPTION The full-width ROW required for the proposed Red alignment option is transformative. McKinney's Comprehensive Plan was adopted on October 2, 2018. The Land Use and Development component utilizes information from the Plan's market analysis to create a unique environment that captures the purpose and intent of its district strategies for a One McKinney 2040. • The Red option will required a full width ROW, not an incremental increase ROW. As result, the Red option has almost twice the number of residential property impacts and displacements when compared to the Green Option. • The residential impacts will defined by how they divide and transform neighborhoods. The Red option will divide the Plan's Northridge, Honey Creek, and East Fork Districts. It will also traverse the Scenic District just north of it southern boundary. • The ROW will also divide Prosper Independent School District's (PISD) attendance area north and south of Bloomdale</p>	<p>The red alignment is requires about 2.3 times the total right of way needed to supplement the existing US 380, compared to the green alignment. Depressing the freeway is not a viable in all locations, for instance in locations that fall within the floodplain. Cantilevering the frontage roads will not significantly reduce the overall right of way width. The green alignment presented at the October public meetings shifts north or south from the existing centerline alignment in several locations in order to minimize property impacts and displacements. TxDOT has evaluated many constraints during the alignment development and evaluation process. The location of parkland, cemeteries, schools, and landfills, to name a few, all factored into determining where the proposed alignments have been placed. We determined that right of way could be compressed to 240 feet and the roadway depressed between Stonebridge Drive and Ridge Road. The red alignment would require the acquisition of more right of way acreage than the green alignment. Looking at the entire length of the red and green alignment, regardless of whether option A or B is selected, the green alignment displaces over 2 times more residences than the red alignment. The red alignment does impact a larger number of residential properties, but those homes would not be completely displaced (property impact only). Comparing total residential property impacts and displacements, the green alignment would have more impacts and displacements than the red alignment. Frontage roads, ramps, and grade separated interchanges would be provided along the red alignment option B, making it completely accessible. Should the red alignment option B be selected, residents and students will still be able to travel east to west of the proposed alignment. After the public meetings held in the Spring of 2018, TxDOT received comments and requests to study an</p>

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				<p>Road, with the proposed high school site located the north side of Bloomdale Road. The attendance area from Custer Road to Ridge Road will be separated from the student populations west of Custer Road that may also attend the proposed new high school.</p> <p>RED OPTION "B" The Red option "B" conflicts with the City of Prosper's Comprehensive Plan. It would require changes to its Land Use and Development Plan and Master Thoroughfare Plan elements of the Plan.</p> <ul style="list-style-type: none"> • The Town of Prosper adopted a resolution on October 15 reaffirming the Town's opposition to Red Option "B". This option was proposed to TxDOT by County Judge Kieth Self at a meeting of the Commissioners Court in May 2018 (conflict of interest?), the residents of his community (Tucker Hill), and the developer of Tucker Hill. <p>US HIGHWAY 380 COMMERCIAL CORRIDOR</p> <p>There is a misconception regarding the impacts imposed on the commercial corridor along US Highway 380's current alignment. The number of business displacements, future development, and utility relocation presented in TxDOT's evaluation does not consider development and redevelopment along the corridor over the next 10 to 15 years.</p> <p>GREEN OPTION The evaluation should consider how these cost impacts will evolve over time. Let's assume the project is 10 to 15 years away.</p> <ul style="list-style-type: none"> • The corridor will experience development and redevelopment during this period. Commercial properties continue to invest in their properties to remain competitive in US Highway 380 Comments - October 25, 2018 the regional marketplace. The Green option provides the opportunity to anticipate the future opportunities for investment in redeveloping and developing the corridor. • With the ROW defined, development and redevelopment will occur outside the proposed ROW. The City of McKinney will be able to negotiate to have the ROW dedicated or exchanged for development 	<p>alignment west of Custer. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed. If TxDOT can identify a preferred alignment, the county and cities can identify areas that would likely be impacted and adjust plans accordingly. There is a possibility that right of way could be preserved so that the land is not newly developed before construction begins. If the green alignment is not selected, the City of McKinney would be able to develop or redevelop properties adjacent to US 380 unimpeded. As a part of this study, TxDOT plans to continue to study economic impact to the county and cities. Utility expansions could require additional easements for construction. High capacity utilities must be located outside of TxDOT right of way, which would require large diameter pipes that run longitudinally along the proposed alignment to be relocated. Relocation of overhead power lines to underground is infrequent because it costs 5-10 times more than an overhead line, and it doesn't improve service reliability. Because the lines are underground, if there is a problem or failure in the line, it is increasingly more difficult and time consuming to identify and resolve the problem. Both the red and the green alignments presented were viable when traffic analysis was conducted. Both the green and the red alignments offer an extension of Spur 399 to connect the SRT to US 380. Part of TxDOT's feasibility study included creating a traffic model to predict traffic flow patterns and volumes in 2045. The model incorporated the Collin County thoroughfare plan for 2045, which includes full build out of Wilmeth Rd., Bloomdale Rd., Laud Howell Pkwy, and the unnamed future arterial, so that at a minimum they run east to west between Preston Rd. to US 75. Both Virginia Pkwy and Eldorado Pkwy are planned to</p>

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				<p>fees or special conditions the development or redevelopment might require. • In time, the number of business replacements and ROW acquisition costs will begin to evaporate. • As development and redevelopment occurs the City of McKinney will continue to benefit from the commercial and economic growth along the corridor. • The same can be said about the utility relocation costs. Demand for services may require systems upgrades. These customer driven upgrades can be competed within the designated utility locations for the limited access highway. • The aesthetics of under-grounding utility poles will also project a competitive presentday commercial corridor.</p> <p>RED OPTION</p> <p>Commercial development along the Red option will not occur until the freeway nears completion. Thus, any economic benefit the City of McKinney may receive is deferred. There is also the question whether any economic development will occur given the Red option's close proximity to US Highway 380's commercial corridor and the Collin County Northern Loop. TRAFFIC ISSUES Of the proposed three alignment options, the Green alignment best satisfies the region's future travel demand. GREEN OPTION McKinney's Comprehensive Plan, One McKinney 2040, was adopted on October 2, 2018. The Master Thoroughfare Plan (MTP) is an integral part of the Comprehensive Plan. It is the foundation of McKinney's transportation policy direction and long-term vision to meet the City's future travel needs. Upgrading US Highway 380 to a limited access highway in its current alignment conforms with the MTP as a major regional highway. The limited access highway, TxDOT's proposed "Green" option, would join 121 Sam Rayburn Tollway to the south, US Highway 75 to the east, and the Collin County Outer Loop as Major Regional Highways well</p>	<p>be 6-lane arterials between Custer Rd and US 75 to accommodate future traffic. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way. Highland Park next to the DNT and Coppell, TX next to the SRT experienced increased property values adjacent to the freeways upon completing construction. The feasibility study currently being conducted is just the first step. After completing this study and designation of a selected alternative, an environmental study, schematic design, final design, construction plans, and utility coordination must take place before construction can begin.</p>

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				<p>positioned to meet McKinney's and the region's future travel needs. • The One McKinney 2040 Master Thoroughfare Plan includes four (4) arterial eastwest roads, twenty-two (22) traffic lanes, between US Highway 380's current alignment and the Collin County Outer Loop to the north from Custer Road to US Highway 75. [X] Wilmeth Road - 4-lane Greenway Arterial (1 mile north of US Highway 380) [X] Bloomdale Road - 6-lane Principal Arterial (2 Miles north of US Highway 380) [X] Laud Howell Parkway 6-lane Greenway Arterial (3 miles north of US Highway 380) [X] Unnamed 6-lane Major Arterial 4 miles north of US Highway 380, and 1+ miles south of the Collin County Outer Loop) • South of US Highway 380's current alignment and north of 121 tollway the One McKinney Master Thoroughfare Plan includes just two east-west roads, twelve (12) traffic lanes. [X] Virginia Parkway - 6 Lane Major Arterial (1 mile south of US Highway 380) [X] Eldorado Parkway - 6 Lane Greenway Arterial (3 miles south of US Highway 380, and 5 1/2 miles north of 121 Sam Rayburn Tollway). Between Hardin and US Highway 75 (1 1/2 miles) the arterial road is reduced to 4 lanes. Currently, there is no east-west arterial road north of US Highway 380 between Custer Road and US Highway 75. ALL of the developments north of US Highway 380 traveling east or west must use US Highway 380, which contributes to its congestion. Building out (constructing) the 4 arterials north of US Highway 380 would relieve much of the current and future congestion on US Highway 380. These roads would also provide a temporary detour to relieve traffic congestion on US Highway 380 during construction of the limited access highway. RED OPTION TxDOT's proposed "Red" option would move the limited access highway two miles north of the highway's current alignment. This option does not conform</p>	

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				<p>to McKinney's Comprehensive Plan's, One McKinney 2040, Master Thoroughfare Plan will required a complete evaluation to address the local and regional mobility issues caused by adopting the proposed Red alignment option. • The US highway 380/US Highway 75 interchange would be 2 3/4 mile north and 1 mile east of the current interchange. • Virginia Parkway may experience an increase in east-west traffic as commuters from Frisco travel through Stonebridge Ranch on the 6-lane arterial avoiding University Drive (US Highway 380) and the Red option bypass/loop to reach US Highway 75. • Eldorado Parkway will also experience increase in east-west traffic from Frisco to US Highway 75. Stonebridge Ranch homeowners will likely push to have Eldorado Parkway between Harden Blvd. and US Highway 75 changed from a 4-lane Greenway to a 6-lane Greenway to accommodate the additional traffic, and relieve congestion on Virginia Parkway. • The additional automobile emissions must be taken into consideration. ✖</p> <p>The bypass loop would add 5 to 6 miles (10 to 12 miles a day roundtrip) to a commute connecting to US Highway 75 southbound. ✖</p> <p>Residents along the proposed Red option alignment will be exposed to new and increased levels of emissions from vehicles and trucks. • TxDOT's proposed Red option will increase east-west traffic on 1st Street, Prosper Trail, and Frontier Parkway as commuters seek alternatives to travel north on Preston Road, avoiding the US Highway 380 service road/Preston Road intersection. ✖ The Town of Prosper need to revise its Master Thoroughfare Plan to address the increase in traffic caused by the Red alignment option. RED OPTION "B" TxDOT's evaluation of the Red Option "B" alignment found it to have a lower safety rating than the Green and the Red Option "A" alignments. • The lower safety rating may</p>	

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				<p>translate into increased demand for public safety services from the Town of Prosper, and the costs of these services borne by its residents. Attachment: US Highway 380 Route Comparison Matrix6. An examination of home sale prices along US 75 in Dallas from 1979 to 1997 “[r]evealed significant price effects of the corridor improvement phases. During the pre-planning phase, housing prices in the immediate vicinity of the freeway were negatively affected, while those further away were positively affected. During the planning phase, houses in the corridor appreciated at twice the rate of other Dallas properties. Prices declined more rapidly than those elsewhere in Dallas during the early construction phases (from 1987-1994). However, prices again improved during the final construction phase, as sections of the freeway began to reopen, and access improved.” 4B. US 380 Proposed By-pass 1. The utility relocation, design, construction and ROW acquisition for a 12.2 mile by-pass is estimated to cost \$600 to \$800 million for a 8-lane freeway. The estimate is based on previous studies and construction progress reports. 1.1. The AECOM study estimates US 380 freeway construction cost to be \$76 million per mile in 2018 dollars. Using the \$76 million per mile cost estimate, the 12.25 mile by-pass is estimated to cost \$927 million dollars. Construction requirements (overpasses, underpasses, etc.) are very similar to US Highway 380. However, the 8-lane freeway bypass will require an estimated 740 acres, which is close to three time the additional acreage requirement for upgrading US Highway 380 to a limited access freeway. 1.2. State Highway 130’s 28 mile 4-lane northern segment was estimated in 2002 to cost \$1.5 billion, or \$54 million per mile - \$76 million per mile in 2018 dollars. The State Highway 130 project’s costs would have been much greater if a 6-lane or 8-lane limited access highway had been</p>	

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				<p>constructed, and the service roads completed for the 28-mile segment. The proposed by-pass cost estimate at \$546 million per mile is \$659 million. 1.3. President George Bush Turnpike (State Highway 161) - Western Extension from State Highway 183 to I-20; 11.5 miles. The estimated cost at completion was \$547 million, or \$46 million per mile - \$51 million per mile in 2018 dollars. The 7 proposed by-pass cost estimate at \$51 million per mile is \$622 million. at completion was \$860 million plus \$537 million for work by others. Total estimated cost is \$1.4 billion, or \$51 million per mile - \$57 million per mile in 2018 dollars⁷. The proposed by-pass cost estimate at \$57 million per mile is \$695 Million. 2. The Acquisition of required ROW for the proposed by-pass may delay the much-needed project for several years. Administrators (both urban and rural) report that the time interval to acquire the needed ROW is typically three years, but it may stretch to seven years in some cases (Kockelman, et al., 2003). 8C. Collin County 1. Collin County's economic success is well documented. The foundation of this success is the cooperation and partnerships which are necessary as Collin County continues to grow and prosper. Upgrading US Highway 380 is just one of many issues the county will confront in the future. The results will be judged on how well the communities work together to resolve their issues without imposing unreasonable demands on its neighbors. 2. The proposal to extend the proposed bypass alignment west of Custer Road adjacent to 1st Street in the Town of Prosper has pitted the residents of one community against another. While one can appreciate the City of McKinney's interest in minimizing any impacts on its residents, transferring the impacts to a adjoining community which pits one community against another erodes the regional successes for which Collin County is known. SUMMARY US</p>	

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				<p>Highway 380 has been in its current alignment for over forty years. The communities adjacent to US Highway 380 realized that at some point the highway would need to be expanded based on studies for future growth of the region. Some cities allow residential properties to be built along an existing highway – and some do not. Some people choose to buy homes along existing highways – and some do not. Collin County is known for its partnerships. In fact, the well-documented success of the region rests on this foundation of cooperation. A regional plan for moving future traffic is well documented. Communities in the region and their citizens have made choices based on those regional plans. To change regional transportation plans in a way that pits adjacent communities against one another breaks trust and erodes the regional success for which Collin County is known. The preceding analysis shows how the existing alignment of US Highway 380 can be maintained while protecting residential communities that have located along its existing pathway. Building a by-pass that deviates from the existing alignment of US Highway 380 delays much needed improvements, increases costs and creates division between communities in the region. We, the citizens of Prosper, support the residents of Tucker Hill and Stonebridge by insisting that solutions such as those proposed in this paper be instituted to protect the quality of life for these citizens in McKinney. We strongly oppose any solution that moves the current alignment of US Highway 380 by building a by-pass to the West of the City of McKinney's current boundaries.</p>	
425	Ben Silver	10/8/2018	Survey Question 6 - Other response	<p>Building 380 needs to stay on 380, retailers building business on 380 will want the traffic to stay on 380 and not be bypassed. Homeowners north of 380 do not want the bypass near there homes and the resulting traffic, noise and pollution. Keep 380 on 380 and the May study</p>	<p>Comment noted. While an important consideration in this study, public opinion is just one of the factors considered in the development and selection of alternatives. After the public meetings held in the Spring of 2018, TxDOT received comments and requests to study an</p>

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				proved that to be the case in Frisco, Prosper and McKinney that residents don't want the bypass north of 380!! Tx Dot needs to listen to the residents of the entire County and not just one subdivision where a certain Collin County Judge resides!!!	alignment west of Custer. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
426	Ben Watson	10/18/2018	Survey Question 6 - Other response	We are building a house in Willow Wood. Please do not clip the edge of our neighborhood with a highway. Our young kids will be impacted. Keep McKinney and 380 accountable. Thanks.	Comment noted.
427	Ben Wright	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
428	Benjamin Hanssen	10/24/2018	Survey Question 6 - Other response	I feel that it is very important to look at how many CURRENT residents and businesses will be affected. I don't even live all that close the current options, but it only makes sense to choose the least impactful choice. Using the current route is not feasible, there just isn't enough room. Further, a bypass would greatly help residents and would probably increase safety by getting large trucks out of the center of the city.	Comment noted. Evaluation matrices including business and residential impacts and displacements for proposed alignments were presented at the public meetings and posted on Drive380.com.

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429	Benjamin Kihm	10/12/20 18	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship, where I ride horses every weeeek. ManeGait has been providing life-changing therapy for hundreds of children like myself for over 11 years. Not to mention the honey bees and other wildlife that a change in traffic would affect. Fix 380 on 380.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property. Any future improvements would include assessment of the potential impact on the human and natural environments.
430	Benjamin Najar	10/10/20 18	Survey Question 6 - Other response	Building the Red Option B would be a horrible disaster for FarmHouse Fresh & Maine Gait. I work for FarmHouse Fresh, a company that uses the pastures for rescuing animals, while Maine Gait across from us, has therapeutic horses for riding, tours, and carnivals.	Comment noted. TxDOT will further analyze possible options for the minimizing impacts in this area.
431	Benjamin Perumal	10/11/20 18	Survey Question 6 - Other response	We bought this house not to be on 380. If we wanted to be on 380 we would have bought in Tucker Hill.	Comment noted.
432	Benjamin Shaw	10/12/20 18	Survey Question 6 - Other response	Please keep the land as is.	Comment noted.
433	Benjamin Thomas Larson	10/14/20 18	Survey Question 6 - Other response	I am a 7th grade student at Rogers. I am very worried that a proposed highway through our community will make things very dangerous for my family and friends. We often ride our bikes, enjoy the trails and this is no place for a freeway.	Comment noted. Any future improvements will be designed to current design standards to enhance safety. TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable

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434	Benjy Green	10/4/2018	Survey Question 6 - Other response	US 380 has and will always be a major highway in the area. Why change the intent now? If you look at the traffic patterns on 380, when you get to Hwy 75 the majority of the traffic goes south toward Dallas or straight (east). If you build a bypass north of 380, few if any of the motorist will take the bypass, the majority will continue on 380 and not take the bypass. Look no farther than Denton with their loop for a perfect example, no one uses it. When we purchased our home in Whitley Place, we intentionally selected it over Tucker Hill (option 2 at the time) due to the proximity of Hwy 380. Don't punish folks who made the right decision years ago for the mistake of many who did purchase on a major artery (hwy 380). Please do the responsible thing and fix 380 on 380. Benjy Green	Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. According to our analysis, the red alignment freeway option would attract traffic from the existing US 380.
435	Beren Bragg	10/25/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
436	BERLE BARNETT	10/26/2018	Survey Question 6 - Other response	Thanks for the simple survey. Very easy to understand.	Comment noted.
437	Bernard Brown	10/28/2018	Survey Question 6 - Other response	I support Red Alignment option B because it offers the least disruption to already existing residential & commercial developments in McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow. As a result the increase traffic flow that would result from other designs would increase the	Comment noted. Any future improvements will be designed to current design standards to enhance safety.

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				danger This would bring added danger to school zones and pedestrian traffic.	
438	Bernd Fitzau	10/26/18	Commen t Form	<p>Dear Mr. Endres,I would like to express my concern about the selection process for the US 380 expansion/alignment. I have a hard time understanding why it is necessary to spend all this money for a study, etc. when the only logical choice would be the current, existing US 380 alignment. There is plenty of room for the addition of access roads. Just because some cities in the US380 corridor have ignored the growing traffic problem for the last 25 years and now favor the interests of businesses along US 380 over the interests of people in the county and even their own residents doesn't mean TXDOT should bow to those special interests. King Regards.</p>	<p>Comment noted. Any future improvement projects would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>Any local public agency (LPA), such as a City, that chooses to execute advance acquisition of right of way is done at thier financial risk, including the risk of jeopardizing prospective federal funding if the acquisition prejudices the environmental review process. Advance acquisition also may cause considerable problems when displacements are involved since relocation funding cannot be set up prior to completion of public involvement and final environmental clearance. The LPA would be responsible for relocation costs. Cities cannot require property owners to preserve right of way because it is considered reverse condemnation.</p>
439	Bernd Fitzau	10/23/20 18	Survey Question 6 - Other response	<p>The current US380 alignment if fully capable of accomodating an expansion to a six lane highway with access roads. Just because some cities in the study area prefer not to inconvenience a few dozen businesses during construction and rather impact hundreds and hundreds of property and residential owners doesn't mean TXDOT should acommodate this. The current alignment is the most logical route for a highway, all other routings are just a jumble of back and forth turns that will be a nightmare to drive.</p>	<p>Comment noted. The green alignment as currently proposed would displace approximately 50 more homes and 275 more businesses than the currently proposed red alignment. Evaluation matrices are posted on Drive380.com and list business and residential property impacts and displacements.</p>
440	Bernie Brown	10/14/20 18	Survey Question 1 - Other response	prefer red alignment	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
441	Beth Burks	10/9/2018	Survey Question 6 - Other response	It's insane to even consider displacing homes over BUSINESSES!!!! Expand 380!	Comment noted. The green alignment as currently proposed would displace approximately 50 more homes and 275 more businesses than the currently proposed red alignment. Evaluation matrices are posted on Drive380.com and list business and residential property impacts and displacements.
442	Beth Cromwell	10/10/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring far too much traffic to arterial residential streets that are not designed for heavy traffic flow and would cause dangerous children /pedestrian car accident	Comment noted. Any future improvements will be designed to current design standards to enhance safety.
443	Beth Douglas	10/9/2018	Survey Question 6 - Other response	Keep 380 on 380. No need to disrupt families in homes or animals on horse properties	Comment noted. The green alignment as currently proposed would displace approximately 50 more homes and 275 more businesses than the currently proposed red alignment. Evaluation matrices are posted on Drive380.com and list business and residential property impacts and d
444	Beth Martin	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
445	Beth McCurry	10/13/2018	Survey Question	I Understand the growth of our community, however, we need to protect our green spaces as much as we can.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response		
446	Beth Owens	10/22/20 18	Survey Question 6 - Other response	The potential for a by pass North of 380 in McKinney has a huge negative impact for my family. We just bought our house a year ago under the assumption that McKinney had dropped any possibility of a bypass near our neighborhood. Now, not only does txdot want to build one, but at less than 1/4 of a mile from my beautiful home and lot! Road noise, pollution, I don't want to live with that! A by pass will not releave traffic on 380 because people will have no reason to drive on it. Business is on 380. Fix 380.	Comment noted. Alignment options and roadway configurations are still being evaluated.
447	Betsabe Coston	10/9/201 8	Survey Question 6 - Other response	We don't need a huge highway close to an elementary school . Please be mindful	Comment noted.
448	Bettie Williams	10/26/20 18	Survey Question 6 - Other response	I oppose to all bypasses	Comment noted.
449	Betty Buckland	10/10/20 18	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
450	Betty Prindle	10/10/20 18	Survey Question 6 - Other response	I do not want more traffic going down our residential streets.	Comment noted.
451	Betty Stewart	10/26/20 18	Survey Question 3 - Other response	380 on 380	Comment noted.

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452	Betty Stewart	10/26/2018	Survey Question 6 - Other response	Keep 380 or 380	Comment noted.
453	Betty Stewart	10/23/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
454	Betty Stewart	10/12/2018	Survey Question 6 - Other response	Prefer Green Alignment - Keep 380 on 380	Comment noted.
455	Betty Yanof	10/15/2018	Survey Question 6 - Other response	380 green route needs to be turned into a freeway just like hwy 121. No reason to bypass Tucker Hill just because they were too short sighted to consider future planning.	Comment noted.
456	Beverly	10/18/2018	Survey Question 6 - Other response	I support the GREEN alignment for Hwy 380 for east west traffic through McKinney & Prosper. A bypass is unnecessary & preserving the land for ManeGait is a must for this community! They have been a beacon of hope serving the North Texas area for 11 years providing Therapeutic Horsemanship, as well as volunteer opportunities for over 2000 North Texans each year. Again, I support the Green alignment!	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
457	Beverly Babis	10/4/2018	Survey Question 1 - Other response	keep 380 on 380	Comment noted.
458	Beverly Babis	10/4/2018	Survey Question 4 - Other response	keep 380 on 380	Comment noted.
459	Beverly Babis	10/4/2018	Survey Question 5 - Other response	keep 380 on 380	Comment noted.
460	Beverly Babis	10/4/2018	Survey Question 6 - Other response	Please do not make these roads be crazy complicated. If 380 has to be widened so be it. Do not take roads through neighborhoods	Comment noted.

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461	Bhargav Patel	10/10/20 18	Survey Question 6 - Other response	USE Existing 380 HWY Expansion - even if cost more people who established knew one day it will be needed	Comment noted.
462	Bill	10/12/20 18	Survey Question 6 - Other response	380 is a dangerous road to drive twice a day. Whatever the final decision, something drastic needs to happen to make 380 a safer commute for so many!	Comment noted. Any future improvements will be designed to current design standards to enhance safety.
463	Bill Blankenship	10/15/20 18	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year." The natural path for expansion of 380 would to expand the current footprint along the same route as the highway exists today.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
464	Bill Campbell	10/12/20 18	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
465	Bill Darling	10/11/20 18	Survey Question 6 - Other response	At Custer Rd B route destroys the organization 's facilities	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
466	Bill Evelyn	10/16/2018	Survey Question 6 - Other response	Economic growth will be greater, if green alignment is chosen.	Comment noted.
467	Bill fontenot	10/22/2018	Survey Question 6 - Other response	Don't get rid of Erwin Park. The park is an attraction for local area.	Comment noted. The location of Erwin Park was taken into consideration when draft alignments were developed. None of the proposed alignments directly impact Erwin Park. The proposed red alignment option is adjacent to the southern property line but does not cross into the park. Any future improvement projects would include assessment of the potential impact on the human and natural environments. TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable.
468	Bill Guernsey	10/4/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
469	Bill Jones	10/17/2018	Survey Question 6 - Other response	While improving US 380 is great, and very much needed, what is also needed is an Interstate bypass/spur/connector from Denton to Greenville. There is a dearth of east-west-running roads in the north DFW area and this is where the highest growth in the country is occurring. No matter what we do to improve US 380, it will immediately be inadequate to handle the volume of traffic.	Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic analysis was conducted.
470	Bill Martin	10/16/2018	Survey Question 6 - Other response	We are very concerned for the businesses at the 380/75 intersection and in Princeton -- we have locations (convenience stores) in both locations.	Comment noted.
471	Bill Martin	10/8/2018	Survey Question 6 - Other response	Question#2 is BAD. Misleading. Needs to be re-done for clarity.	Comment noted.
472	Bill Martin	10/8/2018	Survey Question 1 - Other response	Dark green? Light green? ON 380? OFF 380? BAD BAD Question	Comment noted. See Drive380.com for more information about the proposed alignments.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
473	Bill Phelps	10/20/2018	Survey Question 2 - Other response	I	Comment noted.
474	Bill Shallenberger	10/15/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole."	Comment noted.
475	Bill Shallenberger	10/12/2018	Survey Question 6 - Other response	None, thanks	Comment noted.
476	Bill Smith	10/24/2018	Survey Question 1 - Other response	Not down 380	Comment noted.
477	Bill Smith	10/24/2018	Survey Question 6 - Other response	Leave 380 alone! My cafe is a Collin county historical marker site. This would put people out of work and destroy businesses.	Comment noted. If the green alignment is selected, any impacts to the historical site would be evaluated in according to state and federal regulations during the environmental assessment phase of the project.
478	Bill Snyder	10/15/2018	Survey Question 6 - Other response	Why is there no option for North Texas Tollway (extended) to proposed Collin County Loop, returning to 380 where CCL is intended to intersect?	Comment noted. That option was evaluated and determined not feasible because it did not attract as much traffic and reduce congestion as well as the proposed alignments currently being considered.
479	Bill Terrell	10/22/2018	Survey Question 6 - Other response	FIX 380 ON 380!!! NO BYPASS!!! ABSOLUTELY NO RED OPTION "B" !!! ABSOLUTELY NO DEPRESSIONS OR CANTILEVERED ACCESS ROADS FOR DEVELOPMENTS THAT BUILT TOO CLOSE TO EXISTING US 380!!!	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
480	Bill Terrell	10/11/2018	Survey Question 6 - Other response	NO 380 Bypasses!!! - Bypasses ALMOST DOUBLE the total cost of US380 enhancements and will have a very low usage, like 288 North in Denton!	Comment noted.
481	Bill Terrell	10/5/2018	Survey Question 6 - Other response	NO 380 BYPASS AT ALL!! Improve and enhance US 380 from Denton through Princeton (through Frisco, Prosper, McKinney, Farmersville and Princeton, as chosen by TXDOT and approved by Frisco and Prosper and by the Perryman Group. Do not spend extra tax-payer money for special considerations for housing additions or businesses who did not have the foresight to build back away from 380 which was obviously going to be expanded and improved in the future!!!	Comment noted. Alignment options and roadway configurations are still being evaluated.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
482	Bill Terrell	NA	Commen t Form	<p>NO 380 BYPASS! I feel that the only viable option for enhancing traffic flow on US 380 is FIXING 380 on 380, and for McKinney to create ARTERIALS for Wilmeth and Bloomdale, and FM 1461!Construction of a 380 BYPASS between the Outer Loop and existing US 380 will create isolated residential islands in the Northwest sector of McKinney, which TXDOT has stated that you are trying hard to avoid.It is really sad that a BYPASS would even be considered that literally runs within a few feet of SO MANY neighborhoods. I realize that Tucker Hill and a small part of northern Stonebridge are concerned about the proximity of an expanded 380. However, I feel much of their concerns have been addressed with the special attention given in the form of depressing and suppressing the lanes through that section of 380. None of us want change, but in actuality, the extra engineering, landscaping and noise abatement structures in the Tucker Hill area can make this section more attractive and more acceptable than it is now.Many of us purchased our property and built our houses 40 or more years ago. I, personally, have lived here since 1978. We always knew 380 would be expanded, but never expected an 8-10 lane Limited Access Roadway to be created outside of the current footprint of 380 as are both Red options! The proposed RED B BYPASS option, as it crosses Custer Road into Prosper (where it is UNWELCOME!), destroys not only my neighbor, ManeGait, a therapeutic horsemanship center for children and needy adults, but also cuts through the northern portion of the Walnut Grove neighborhood. The Red B Option violates and destroys everything we have worked for - our rural, peaceful homes and comfortable quality-of-life. Not only the imposing view of an 8-10 lane highway, but also the associated HIGHWAY NOISE, DIESEL FUMES and additional traffic generated by the influx of</p>	<p>Comment noted. Wilmeth Road, Bloomdale Road, and FM 1461 are present day arterials. The traffic demand model used in our study modeled them as 4-6 lane arterial roadways based on the 2045 Metropolitan Transportation Plan. If a freeway is not constructed, the result is expected to be a failing level of service for congestion and delay. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.Any future improvement projects would include assessment of the potential impact on the human and natural environments. Public input and cost are two of the many factors that TxDOT will consider when making a decision on an alignment.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>commercial and retail properties along the BYPASS would totally change the character of our unique Walnut Grove neighborhood. If you've never visited Walnut Grove, we invite TxDOT officials to drive through our neighborhood and enjoy the rolling hills, massive trees and winding lanes that follow the lay of the land. As you drive through, notice the uniqueness of every plot of land, every home. Few neighborhoods can compare to the serenity and closeness to nature that we have discovered here. Please allow us to continue to maintain our lifestyle by fixing 380 on 380. You say that 380 would become an arterial if a BYPASS were built. However, I don't think 380 would ever compare to true arterials like Virginia Pkwy or Eldorado Pkwy. Drivers will continue to use 380 as a highway because it is and it will continue to be a straight shot in both directions to and from Denton/I-35, from Frisco/Dallas North Tollway/TX 289 and from TX 75. Also, the huge increase in commercial and retail construction that will and is taking place along the current 380 corridor invites traffic to remain on 380 into McKinney and to Downtown. Much of this commercial and retail construction is already completed (Costco, etc.) and many other are coming to 380. Please listen to the strong wishes of the people, the stakeholders, who would be directly affected by construction of either of the proposed 380 BYPASSES. I believe your surveys will continue to show, as they have already demonstrated, that the LARGE MAJORITY of respondents want 380 to remain on its current footprint! NO BYPASS FOR US 380!!! Thank you for giving us an opportunity to give stakeholder-input for such a monumental and life-changing decision! [REDACTED]</p>	

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
483	Bill Trotter	10/18/18	Commen t Form	<p>1) Please make a decision quick so planning, property value, residential spreading, and home sale can be evaluated. Extending the timeline isn't helpful to anyone.</p> <p>2) In future meetings please graphically show the projected timeline for all phase prior to construction.</p>	Comment noted. As the study moves forward, more information will be made available on the project timeline. It will most likely take 10 to 20 years before most of the projects are constructed. It is possible that the highest priority areas could start construction in 6 to 9 years.
484	Billie Jo Shelton Gonzalez	10/10/20 18	Survey Question 1 - Other response	Build it like how it is being done at Preston and 380	Comment noted. Traffic analysis indicates that providing overpasses, also known as grade separated intersections, along the existing US 380 would still experience a failing level of service for congestion and delay.
485	Billie Jo Shelton Gonzalez	10/10/20 18	Survey Question 6 - Other response	I am just curious if the alternative has been considered to build it like what is occurring at Preston and 380	Comment noted. Traffic analysis indicates that providing overpasses, also known as grade separated intersections, along the existing US 380 would still experience a failing level of service for congestion and delay.
486	Billie Michelsen	10/15/20 18	Survey Question 6 - Other response	380 is a death trap and just needs to be expanded rather than cutting through people's property, businesses and neighborhoods. Also, PLEASE make a turn lane off 380 west onto Teel and add a stoplight there. We currently have to get over onto the shoulder to turn into our neighborhood and trying to get onto 380 east from Teel is a horrible accident waiting to happen. This affects thousands of residents!!	Comment noted.
487	Billingsley Company	10/09/18	Commen t Form	We prefer the green alignment.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
488	Billy Clinton	10/09/18	Commen t Form	The best alignment option for the future is the green alignment because it makes an existing roadway a freeway. We already have an outer loop being constructed and I fear McKinney will become a city of loops upon loops. Northern Collin County would become that for sure. Also, people prefer to drive the shortest distance and it is better, ultimately, for businesses along 380. Cutting neighborhoods in 1/2 or dividing them for a loop makes McKinney suffer indefinitely from a lack of planning 30 years ago. A large, improved 380 as a freeway would make 380 corridor vibrant, still while maintaining the pristine neighborhood feel that is unique for a city this size.	Comment noted.
489	Billy Kelley	10/26/20 18	Survey Question 6 - Other response	Unique by nature.	Comment noted.
490	Billy Mattix	10/26/20 18	Survey Question 1 - Other response	Prefer you expand to freeway on the current road	Comment noted.
491	Billy Mattix	10/26/20 18	Survey Question 6 - Other response	Would prefer you expand the entirety of 380 into a freeway from denton all the way through as the short term pain would be worth the decades of growth from its expansion.	Comment noted.
492	Birgit Mendoza	10/22/20 18	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would displace many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also displaces more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor."	Comment noted.
493	Birgit Mendoza	10/9/201 8	Survey Question 6 - Other response	As a homeowner in McKinney....the option I have chosen I feel is most cost effective and has the least amount of impact on homes & businesses which are my (3) top concerns. Thank you!	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
494	Blair brown	10/5/2018	Survey Question 6 - Other response	I think we should just widen 380 where we can. Once all the rest of the roads are build out it will help with traffic.	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
495	Blair Foster	10/24/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
496	Blair Peters	10/25/2018	Survey Question 6 - Other response	I drive 380 frequently between Custer and Highway 75. It seems to me the biggest issue is poor traffic light management. It's almost a guarantee to hit multiple red lights on this stretch, often times seeing 40-50 cars stopped on 380 for only a handful of cars from Hardin, Community Ave, and Towne Crossing (which by far has the least amount of cars entering 380). These lights remain red for far too long after the cross traffic has completed crossing 380. The cumulative effect of these extended red lights is the traffic backs up more and more during the heavy commute times. The stretch between Community Ave and Redbud Blvd is so bad to travel with these poorly timed lights that I avoid it in the late afternoon and weekends. The light at Towne Crossing, in my opinion, should be one of the first lights to be removed. People leaving the RaceTrac should only be allowed to turn westbound on 380 and U-Turn at Community in order to eliminate this unnecessary light. I believe the cumulative effect of the unnecessary waiting and better light management would significantly reduce the congestion in this stretch at a massively lower cost and impact to property owners.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
497	Blake Goodwin	10/16/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
498	Bo Pharr (JBS Express)	10/30/18	Comment Form	<p>I am the business owner and President [REDACTED] [REDACTED] in McKinney. [REDACTED] is a family owned and run business that has resided at this location since 2001. Although we understand the progress of growth. We are saddened that the widening of 380 would destroy our family business. The widening of 380 would also strip our 2 families of college funds for 4 children and any thoughts of retiring. We all know that 'location, location, location' is key to having a successful retail business. Our business is based on serving McKinney Residents and Businesses. This location is virtually irreplaceable as far as convenience, access, and visibility. I pray that TxDOT will take into consideration the death of a long standing family business and the financial impact that it will have on our 2 families.</p> <p>Respectfully, Bo Pharr</p>	Comment noted.
499	Bob Brady	10/8/2018	Survey Question	380 on 380 makes the most sense, people intentionally bought homes away from 380 to avoid the traffic. Those who bought homes near	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response	380 knew it was near 380. There's no logical debate here.	
500	Bob James	11/01/18	Commen t Form	Red alignment in CR 559 to Hunt County line is a horrible idea for Farmersville.	Comment noted.
501	Bob McWard	10/26/2018	Survey Question 6 - Other response	Keep 380 on 380. No bypass. Make 380 double decker if you have to.	Comment noted. Elevated freeway sections (or double decking) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
502	Bob Sherer	10/5/2018	Survey Question 6 - Other response	Please keep 380 ON 380.	Comment noted.
503	Bob Voigt	10/9/2018	Survey Question 6 - Other response	We live in Stonebridge and can accept the potential of temporary traffic during the construction and update of US380. For forty years 380 has been a highway and we see no reason to transform everything up north when TxDOT can (and should) update their facility in its current location. Thank you. Bob Voigt	Comment noted.
504	Bob Waterman	10/12/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year."	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
505	Bobbie Allen	10/5/2018	Survey Question 6 - Other response	The 380 bypass could have a negative effect on my home value and could have an impact on my desire to reside in Prosper.	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
506	Bobbie Kerr	10/13/2018	Survey Question 6 - Other response	McKinney has a dedicated commitment to maintaining natural beauty as an integral part of life. Their dedicated growth reflects the need and community support for this position.	Comment noted.
507	Bobby Clark	10/12/2018	Survey Question 6 - Other response	This is contingent whether we build in willow wood.	Comment noted.
508	Bobette Mauck	10/4/2018	Survey Question 6 - Other response	By using the green option, you would reduce the number of residents that are displaced	Comment noted. Evaluation matrices for the full alignments and sections of the alignments are available in the presentation boards posted at Drive380.com. Those matrices show that residential displacements are greater for the green alignment.
509	Bodhi Deitz	10/14/2018	Survey Question 6 - Other response	I prefer to widen 380 on 380 from McKinney to Prosper with no bypass. I understand that there is impact in any case, but do not think that McKinney's issue should be passed on to Prosper to resolve.	Comment noted.
510	Bodie Clay	10/10/2018	Survey Question 6 - Other response	Dear TXDOT, KEEP 380 on 380!!!! Coit to 1827 (Red option B) absolutely MUST not be considered! Expansion of HWY 380 must stay on the current HWY 380 and be built in the existing easements that were planned for by the state years ago! In fact, the entire widening of HWY 380 should ALL stay on the existing HWY 380. It's incredibly irresponsible by the state to create a separate "Bypass" that only diverges the traffic a few miles and then merges them again. This does not solve anything and will only create additional traffic issues and bottlenecks at all newly created merging points and intersections. The amount of vehicles traveling HWY 380 is the same either way. It makes	<p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic analysis was conducted and According to our</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				absolutely zero sense to encroach on Prosper or McKinney home owners, land owners and business owners when the state already has an existing ROW along the existing HWY 380 route. I ask you to NOT punish the many because of a few! The Red options A and B were only offered up as sacrificial options because of the poor planning of the developers of Tucker Hill, who built homes to close to the existing HWY 380 easements. These people are only a .03 mile piece of the entire HWY 380 expansion and they should not be allowed to forcibly push their issues/problems on all those surrounding them. Hijacking land west of Custer that is already planned for Prosper's development is wrong! It's also wrong to do the same to McKinney residents. Therefore, I ask you to please keep HWY 380 on the existing HWY 380 and exercise your use of the existing ROW. Respectfully, Bodie Clay Prosper homeowner, McKinney Business Owner and daily commuter	analysis, the red alignment freeway option would attract traffic from the existing US 380. The green alignment would need an additional 130'-180' of right of way. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
511	Bogdan Djurdjulov	10/12/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole."	Comment noted.
512	Bonner Brian J.	10/12/2018	Survey Question 6 - Other response	Thanks for asking for input!	Comment noted.
513	Bonni Capobianco	10/10/2018	Survey Question 1 - Other response	Red Option B	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
514	Bonni Capobianco	10/10/2018	Survey Question 6 - Other response	All proposals seem to have an impact, however the Red Option B, impacts less residential and businesses, and cost less overall.	Comment noted.
515	Bonnie Lee	10/13/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow. I live in Wren Creek and Red-B would not a negative impact my home value compared to the other options.	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
516	Bonnie Wolf	10/10/2018	Survey Question 1 - Other response	I support Red Alignment-Option B	Comment noted.
517	Bonnie Wolf	10/10/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
518	Brad	10/16/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				and offering enriching volunteer opportunities for over 2,000 North Texans each year	
519	Brad Benyak	10/10/2018	Survey Question 6 - Other response	It is absurd and borderline criminal if TXDOT remotely cuts this bypass into Prosper. Build it along 380 and double deck if needed.	Comment noted.
520	Brad Chaney	10/21/2018	Survey Question 6 - Other response	If other than Green route is selected, all efforts to minimize impact to Erwin Park should be taken.	Comment noted. The location of Erwin Park was taken into consideration when draft alignments were developed. None of the proposed alignments directly impact Erwin Park. The proposed red alignment option is adjacent to the southern property line but does not cross into the park. Any future improvement projects would include assessment of the potential impact on the human and natural environments. TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable.
521	BRAD HEAGY	10/18/2018	Survey Question 6 - Other response	HWY 380 LAR is the only viable way to address this issue. Collin County is a destination for quality and orderly family life. DO NOT jeopardize our lives in the premium living area in all of North Dallas.	Comment noted.
522	Brad Johnston	10/4/2018	Survey Question 6 - Other response	The previous survey results show the majority of people and the cities of McKinney, Prosper, and Frisco want the green option. Please follow their wishes!	Comment noted.
523	Brad Johnston	10/22/18	Comment Form	U.S. Highway 380 needs to remain on its present path (Green alignment). Businesses can move easily absorb the costs of relocation than residences, plus the land along 380 will be redeveloped and improved once the green alignment takes place. The costs of the two red alignments are vastly understated because they do not include the additional monies that will have to be used to improve 380 even if the red alignment is chosen (traffic on 380 to business will not be impacted by the red alignment). Finally, the survey results show that a majority of people in McKinney, Frisco, and Prosper support the green alignment. Easy and popular fix!	<p>Comment noted. As the study progresses, cost estimates will be refined.</p> <p>Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. It is possible if TxDOT decided to construct an alignment similar to the proposed red alignment that minor improvements might be necessary along the existing US 380.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. While the existing US 380 might need minor improvements, Any future</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
					<p>improvement projects would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>Public input and cost are two of the many factors that TxDOT will consider when making a decision on an alignment.</p>
524	Brad Phillips	10/15/2018	Survey Question 6 - Other response	As a homeowner - we support green alignment. Any other option would lower our property values and disrupt land around us. Green is the ONLY option.	Comment noted.
525	Brad smith	10/8/2018	Survey Question 6 - Other response	Strongly opposed to Custer bypass thru prosper!!	Comment noted.
526	Brad Szymanski	10/15/2018	Survey Question 6 - Other response	Everyone has built homes and businesses based on 380 being a highway right where it is. Why swing up and around in all of these various options to negativity impact the folks that live here? Keep it right where it is in whatever form it has to be, but don't wind around wasting land and tax dollars.	Comment noted.
527	Brad Thompson	10/11/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it is the least expensive and the least invasive to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole	Comment noted.
528	Brad Williams	10/13/2018	Survey Question 6 - Other response	Use existing 380 build overpasses and underpasses	Comment noted. Traffic analysis indicates that providing overpasses, also known as grade separated intersections, along the existing US 380 would still experience a failing level of service for congestion and delay.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
529	Brady Briscoe	10/12/2018	Survey Question 6 - Other response	I believe there is a solution to the traffic issue on US 380 similar to the solution implemented to alleviate traffic congestion on US 75.	Comment noted.
530	Braiden Chalemin	10/13/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year."	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
531	Brandi C Carter	10/12/2018	Survey Question 6 - Other response	I would love to see 380 become as wonderful as 121 has in Frisco.	Comment noted.
532	Brandi Hudspeth	10/26/2018	Survey Question 6 - Other response	Keep 380 on 380. I purposefully chose a neighborhood away from 380 as my residence and investment and do not want a 380 bypass to ruin nature, homes or charitable organizations.	Comment noted.
533	Brandi Tayler	10/15/2018	Survey Question 6 - Other response	Keep McKinney small!! Please consider widening/adding more east/west streets rather than adding more giant highways.	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
534	Brandon	10/9/2018	Survey Question 6 - Other response	I see no options north of McKinney & Prosper to connect I-75 to the toll road.	Comment noted. Initial traffic analysis shows that the further north of existing US 380 the alignment is located, the less attractive it will be.
535	Brandon Cane	10/8/2018	Survey Question 6 - Other response	I prefer for 380 to be expanded on its current location versus making alternative routes that impact landowners who purchased land that was not next to an existing highway.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
536	Brandon Daniel	10/6/2018	Survey Question 6 - Other response	Prefer keeping 380 on 380. No bypass. Thank you!	Comment noted.
537	Brandon Holt	10/9/2018	Survey Question 6 - Other response	Highway 380 has already been established. Why take away more land when you can just expanded 380?	Comment noted.
538	Brandon Rice	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
539	Brandon Tomooka	10/11/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
540	Brandon Walls	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
541	Brandy Garza	10/9/2018	Survey Question 6 - Other response	No Bypass in Prosper!	Comment noted.
542	Brandy Loesel	10/9/2018	Survey Question 6 - Other response	380 in Collin county can be quite a pain when I travel to farmersville and Greenville weekly. A bypass will make a huge difference. Thank you	Comment noted.
543	Brandy Young	10/8/2018	Survey Question 6 - Other response	Widening 380 on 380 seems to make the most sense in every way. It will be the least disruptive, most affordable, and meet the needs of homeowners and businesses in every town that is affected.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. The green alignment is estimated to cost more to construct than the red alignment. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com..
544	Brayden Bocachica	10/14/2018	Survey Question 6 - Other response	Keep 380 on 380, NO bypass	Comment noted.
545	Bree Kihm	10/6/2018	Survey Question 6 - Other response	Fix 380 on 380	Comment noted.
546	Bree Womack	10/17/2018	Survey Question 6 - Other response	Moving 380 to the north side of Monte Carlo and, the road my family and I live on, [REDACTED] would disrupt the safety of our children in the surrounding neighborhoods. It would also disrupt and pollute the peaceful neighborhoods with constant road traffic so nearby.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments and will be designed to enhance safety.
547	Brenda	10/16/2018	Survey Question 6 - Other response	Keep 380 on 380!	Comment noted.
548	Brenda Istre	10/6/2018	Survey Question 1 - Other response	Coit Rd to Custer Rd	Comment noted.
549	Brenda Istre	10/6/2018	Survey Question 6 - Other response	Crossing over Custer Rd will also be close to the cemetery on 1st Street and to the residents in Whitley Place. Not Prosper's problem. The residents and developer of Tucker Hill decided	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				to get too close to 380 and now want a small development to decide the fate of thousands of other residents not to disturb there "backyard."	
550	Brenda Istre	10/23/18	Commen t Form	<p>I am for keeping 380 on 380 for a multitude of reasons. 1) I moved to Prosper and wanted to be away from the highway 2) It's going to interfere with the town of Prosper's Comprehensive Plan which YOU will have to pay to have redone if the route through Prosper happens. 3) Majority of people polled from Princeton to Prosper prefer the Green option (listen to the people's wants) 4) It will have a detrimental effect on homeowner's Business owners will not have as heartwrenching a move to make as will all the home owners involved. 5) Prosper has only a small amount of land to use along 380 for tax revenue. This bypass will eliminate a large portion of our future tax revenue by cutting through a now planned development off Custer *</p> <p>We were not given due process in this matter as were other residents affected.</p>	<p>Comment noted. TxDOT is in the early planning stages for US 380 in Collin County and must consider all viable options. After the public meetings held in the Spring of 2018, TxDOT received comments and requests to study an alignment west of Custer. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed. Public input is one of the many factors that goes into TxDOT's decision-making process in regards to this study. As currently proposed, the green alignment is estimated to displace around 50 more homes and 275 more businesses than the red alignment.</p>
551	BRENDA ISTRE	10/17/18	Email	<p>Mr Endres</p> <p>I am a resident of Whitley Place in Prosper and am in favor of keeping 380 on 380. Whitley is a lovely community that has been thrust into this controversy because the residents of Tucker Hill don't want the bypass by them. Prosper's Tax base will be hurt by this option (A) because we only have a small amount of frontage on 380 compared to McKinney. A major upscale development is planned for that section of land and Prosper will be denied the taxes generated from the sale of homes and businesses. Also the Mane Gait Therapeutic Ranch for disabled kids and adults will be destroyed. It is centrally located to those disabled and in need of its facilities. It will also cross dangerously close to Walnut Cemetery and go over historic Hunt Cemetery. From what I have read about this option it is also not the safest option for motorist. That is a big factor to consider. The shortest distance between two points is a straight line</p>	<p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p> <p>The red alignment option B is approximately 0.25 miles away from the Walnut Grove Cemetery and approximately 100 ft away from the Hunt Cemetery.</p> <p>If US 380 is reconstructed as a freeway, then the roadway will be built to current design standards for a high speed roadway enhancing safety.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				and that is what drivers feel about 380. Keeping 380 on 380 would also alleviate traffic on Virginia and Eldorado and give residents a shorter and faster route to 75. The majority of the residents are in favor of keeping 380 on 380. Please listen to the residents who will be using 380 and not the government officials who may be gone in the next election and are easily swayed by a powerful few! [REDACTED] [REDACTED] [REDACTED]	
552	Brenda O'Neill	10/22/2018	Survey Question 1 - Other response	Widen 380	Comment noted.
553	Brenda O'Neill	10/22/2018	Survey Question 6 - Other response	Widen 380 or leave it alone. People can deal if they're driving in traffic but not when it's in your backyard.	Comment noted.
554	Brenda Peschel	10/15/2018	Survey Question 6 - Other response	Please ensure you consider any displacement/ environmental noise of special needs organizations/locations.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
555	Brenda Pikkarainen	10/17/2018	Survey Question 2 - Other response	widen 380 utilize elevated road	Comment noted. Elevated freeway sections were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
556	Brenda Schlafke	10/17/2018	Survey Question 6 - Other response	Do not cut through farms and ranches, leave these alone. This is what makes tourism and Texas great. Build a 2nd layer over 380, but leave 380 as is. Something should have been done long before now. May I suggest that when a bid from a contractor is taken, they have to stick to the budget with a committed time of completion and if they don't, they have to 'pay' the State back an agreed amount \$\$\$\$.	Comment and suggestion for contract stipulations for contractors noted. At this time, stacking the main lanes and frontage roads is not being considered because it does not significantly reduce the amount of right of way needed to construct it.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				have completed projects like Rockwall. STICK TO The BUDGET!	
557	Brendan Smith	10/18/2018	Survey Question 6 - Other response	The overpasses you are putting in on 380 to go over Preston Rd and the DNT are also desperately needed in Denton County. The intersections of 380 & 423, and 380 & Navo/Union Park are terrible. During rush hour those lights back up 380 for miles. It's a total of 3 miles, but it'll take over a half hour to get through it driving east to west at rush hour. Please, Please, put the same improvements in there. Thank you!	Comment noted. The scope of this study is through Collin County. TxDOT is currently conducting a similar feasibility study in Denton County. A project to widen and add grade-separated intersections to US 380 in Denton County is currently in detailed design, and is anticipated to begin construction in 2021.
558	Brennan Cave	10/12/2018	Survey Question 6 - Other response	380 should be widened on 380... Bypass is a terrible option coming through Prosper. When have future plans for area where the bypass would go. Quality of life and property values would go down.	Comment noted.
559	Brennan Lewis	10/13/2018	Survey Question 6 - Other response	Please do not build a highway taking out MainGait! They offer therapeutic services to so many children and adults. This would be an inhumane decision.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
560	Brent	10/18/2018	Survey Question 6 - Other response	I live in Whitley Place in Prosper. There are several reasons why I think the green option from i75 to Coit is the only logical option: 1. I purposely built in a development away from 380 because I didn't want to live next to a highway. Everyone that lives along 380 knew this was a highway when they chose to live there and should have expected that traffic would increase and improvements would have to be made to handle those traffic increases. 2. I think it's ridiculous to foist the poor planning problems of McKinney on Prosper which is what would happen with both of the red bypass options. The problem that McKinney created should be addressed with a solution that only impacts McKinney. Both of the red bypass options will have negative consequences for Prosper with increased traffic on roads like Prosper Trail and eventually First Street. 3. 380 will need to be improved even if one of the red bypass options	<p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>Our analysis shows that one freeway option (either the red or the green) should be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380 even with the construction of the Collin County Outer Loop. Should TxDOT decide</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				are selected. Few people are going to go out of their way to take the bypass when they could travel in a straight line from Coit to 75. 4. Both of the bypass options are way too close to the planned Outer Loop. I don't understand how it makes any sense to have a bypass and the Outer Loop so close together. It's just throwing money away. 5. There are some businesses along 380 that would be negatively impacted if 380 is fixed along 380 but ultimately those businesses would benefit when 380 is improved with the green option and there is more traffic. Brent	to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.
561	Brent Waechter	10/14/2018	Survey Question 6 - Other response	Should form independent committee made up of cities affected and community representatives to determine best options.	Comment noted. Public input is one of the many factors that goes into TxDOT's decision-making process in regards to this study. TxDOT has convened a technical work group and multiple small group meetings with City, County and regional representatives. TxDOT has also convened stakeholder work group meetings with business owners, impacted stakeholders, and neighborhood and community leaders.
562	Bret	10/10/2018	Survey Question 6 - Other response	Bypass west of Custer (option B) is significantly less costly and effect very few businesses. This makes the most sense.	Comment noted.
563	Bret Allinson	10/9/2018	Survey Question 6 - Other response	We want nothing in Prosper, period!	Comment noted.
564	Bret Waltz	10/26/2018	Survey Question 6 - Other response	Just expand 380 to appropriately handle the influx of traffic in the area and stop affecting neighborhoods outside of 380.	Comment noted.
565	Brett Burris	10/10/2018	Survey Question 6 - Other response	Don't take any additional space to build an unnecessary alternative to a road that already exists and has its own corridor. Widen the road, create safer intersections and keep the road where it is, if anything. This bypass isn't necessary, and appears to be a solution looking for a problem, and not a solution to a problem that really exists.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
566	Brett Butler	10/15/2018	Survey Question 6 - Other response	Please keep 380 on 380 through McKinney. Don't cut into Prosper!	Comment noted.
567	Brett Goodwin	10/16/2018	Survey Question 6 - Other response	Do not destroy Mane Gate.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
568	Brett Justice	10/25/2018	Survey Question 6 - Other response	380 needs to be fixed without any bypasses	Comment noted.
569	Brett Justice	10/30/18	Comment Form	Fix 380 and do not add any bypasses. Ultimately 380 need to be fixed.	Comment noted.
570	Brett Webb	10/10/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
571	Bri Westbury	10/8/2018	Survey Question 6 - Other response	Please spend time, money and resources on fixing 380 on 380. A bypass is not the best option, it's too far north and out of the way. Surrounding towns will have built out 380 and McKinney needs to do the same now. I am strongly opposed to the bypass- as are 2 out of every 3 citizens. Please please fix 380 on 380.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
572	Brian Dearing	10/22/2018	Survey Question 6 - Other response	Regarding loop VS keeping 380 on 380. Let's improve 380 into what it should be and do it right. 380 has been here and it has been known for years that this road would be improved and evolve with the population. A loop disrupts too many people and too much nature, none of which ever bought or planned for this happening.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
573	Brian Gallimore	10/11/2018	Survey Question 4 - Other response	Build Red Alignment + create limited access freeway along green alignment in existing ROW. (smaller, less lanes, but replace stop lights w/ overpasses.	<p>Comment noted. According to our analysis, only one freeway option would need to be constructed to accommodate future projected growth by 2045.</p> <p>The existing US 380 right of way would not accommodate a freeway configuration. Even with less lanes, there would not be sufficient room for frontage roads to provide access to the freeway.</p>
574	Brian Gallimore	10/11/18	Comment Form	<p>I'd like to see improvements made very soon to the existing HW 380 through Princeton. I'd like to see serious thought given to answering the question: "How good of a road can we make within the existing ROW through Princeton and West to Airport Rd" Move to make those changes now, while also planning out the red alignment bypass around Princeton.</p> <p>-Replace all stop lights along 380 in and around Princeton with overpasses, even if there isn't enough room for the large freeway.</p>	<p>Comment noted. TxDOT is currently constructing a safety improvement project to add a raised median on US 380 from FM 1827 to CR 985. Construction is anticipated to be complete during the fall of 2019. In addition, TxDOT is currently developing a project to widen US 380 from Airport Road in McKinney to 4th Street in Princeton from 4 lanes to 6 lanes.</p> <p>Traffic analysis indicates that providing overpasses, also known as grade separated intersections, along the existing US 380 would still experience a failing level of service for congestion and delay. Construction of the overpasses would still require additional right of way to be acquired and would still result in property impacts/displacements.</p>
575	Brian Giles	10/14/2018	Survey Question 6 - Other response	Leave 380 alone	Comment noted.
576	Brian Gray	10/25/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	
577	Brian J Donovan	10/8/2018	Survey Question 6 - Other response	The western alignment for the 380 bypass cutting through Prosper is a plan wholly conceived and supported by the resident of Tucker Hill, whose only interest in protecting their own small neighborhood. Tucker Hill is willing to endanger quality of life and future development prospects for the entire town of Prosper because their developer selected a poorly-placed patch of real estate that is already directly on 380. Prosper has not asked for the western alignment, does not support it and does not need it. Expansion of the existing 380 corridor is the only viable option, even with the right of way constraints.	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
578	Brian McClung	10/9/2018	Survey Question 6 - Other response	Adding a bypass to 380 is silly. There is plenty of land around 380 to expand to more lanes if necessary.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
579	Brian Ogilvie	10/10/2018	Survey Question 6 - Other response	Maybe look into better timing of all of the traffic lights in various area instead of building alternative routes.	Comment noted. Initial traffic analysis does show that travel times would likely be reduced should a freeway be constructed and traffic signals eliminated.
580	Brian Palmer	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
581	Brian Ricci	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
582	Brian Roberson	10/11/2018	Survey Question 6 - Other response	Our residential streets are already too busy and any additional traffic will cause increased danger for pedestrians in these areas.	Comment noted. Any future improvements will be designed to current design standards to enhance safety.
583	Brian Shaunessy	10/6/2018	Survey Question 6 - Other response	Prosper should not have to pay for McKinney's poor decisions to allow housing so close to 380. Any realignment that redirects through Prosper would be a disservice to a small town that has done a wonderful job of planning and forethought. A realignment through Prosper is a poor poor decision driven by a small minority of people that own property in a McKinney neighborhood they knew was at risk being so close to 380... pushing the consequences of McKinney's decision on a neighboring town. Keep 380 where 380 is.	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
584	Brian Sweet	10/16/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Not only affecting the tax base but those individual business owners/employees would loose jobs and income. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole. I would also like to see adjustment on Red B so that Mane Gate has the least affect on them.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
585	Brian Woods	10/18/2018	Survey Question 6 - Other response	I'm concerned that there will be people filling out the survey in other people's names to influence the survey results.	Comment noted. Public input is only one of the many factors that goes into TxDOT's decision-making process in regards to this study. As a part of our analysis of input, we reviewed names, email address, addresses, IP addresses that were associated with surveys submitted.
586	Bridget Harper	10/14/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
587	Bridgette Wallis	10/21/2018	Survey Question 6 - Other response	The 380 is a us highway. It needs to be built up as such. The mistakes McKinney made 10-20 years ago need to be fixed. If they are not fixed now, they will have to be fixed eventually anyway. Do it now!	Comment noted.
588	Brie	10/8/2018	Survey Question 6 - Other response	We DO NOT want the bypass in Prosper. It would negatively affect traffic and is too close to an elementary school.	Comment noted.
589	Brinley Luna	10/13/2018	Survey Question 6 - Other response	Don't build in Prosper	Comment noted.
590	Britney	10/8/2018	Survey Question 6 - Other response	It's unfortunate that an alignment all of a sudden goes through Prosper during the final stages of approval without the town of Prosper residents, being notified. This alignment will affect schools and neighborhoods that purchased away from 380 to avoid such expansion on the highway. Those who purchased their homes along 380 knew to the possibility of an expansion of the	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				road. (I.e. Tucker Hill). It is not right for a neighborhood developer to have so much pull in this type of decision. I should note, I do not live on this side of Prosper, and that I am highly concerned for the safety of my neighbors and students of this town, if a detour were to go through the town of Prosper.	Notification of the public meetings were distributed to property owners and physical addresses within at least a 1/4 mile of any of the proposed alignments. The notice was also mailed and emailed to local officials, including the Town of Prosper, and was published in local newspapers. Any future improvements will be designed to current design standards to enhance safety.
591	Brittany Bodily	10/22/2018	Survey Question 6 - Other response	Unfortunately, 380 was poorly planned. It's infrastructure is several years behind the growth this area has experienced. To reduce the impact on local home owners, I recommend and prefer that TxDOT fix 380 on 380, and seek to do better planning in the future!	Comment noted. While there are fewer residential impacts for the green alignment than the red alignment, there are more than double the amount of residential displacements for the green alignment than the red alignment.
592	Brittany King	10/14/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
593	Brittany pedigo	10/12/2018	Survey Question 2 - Other response	Keep 380 ON 380	Comment noted.
594	Brittany pedigo	10/12/2018	Survey Question 6 - Other response	Please keep 380 on 380...	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
595	Brittany Stroud	10/12/20 18	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
596	brittany ware	10/26/20 18	Survey Question 6 - Other response	Thank you for making this a priority. In the past 12 months, we have been hit twice near 1827/380 and had both our cars totaled. While both instances were due to distracted drivers I think a safer intersection would go a long way to help keep residents safer. Thank you!	Comment noted. Any future improvements will be designed to current design standards to enhance safety.
597	Brittany Yurkovitch	10/25/20 18	Survey Question 2 - Other response	Stack another highway on top of 380. Tampa did this when they needed to expand the crosstown. Seems weird for commuters to travel north to get to 75 when they are probably trying to get to 75 south.	Comment noted. Elevated (or stacked) freeway sections were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
598	Brittany Yurkovitch	10/25/20 18	Survey Question 6 - Other response	The 380 expansion in Frisco/McKinney are stressing people out considerably. I truly think the best compromise for businesses and residents is to stack a highway on top of 380 going from Preston Rd to I75. The current proposals have commuters looking to head south on 75 going north before arriving at 75. This seems counterproductive for many drivers. Plus, stacking another road on top of the existing 380 means saving money on eminent domain for businesses and farms/residential property. No one is talking about this possibility and I think it should be considered.	Comment noted. Elevated (or stacked) freeway sections were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
599	Britteny Liverance	10/13/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole.	Comment noted.
600	Bronwyn Underwood	10/25/2018	Survey Question 6 - Other response	I am in favor of expanding US 380 to a freeway from Hiway 75 westward	Comment noted.
601	Brook Harrison Warren	10/26/2018	Survey Question 6 - Other response	Limit access and re-design traffic light patterns to better control traffic and congestion on existing roads.	Comment noted. A freeway would limit access to the general purpose lanes to only on and off ramps. A freeway also does not have signalized intersections. It is difficult for TxDOT to limit access to the existing US 380. Traffic signal timing is updated frequently to reduce delay.
602	Brooke Baker	10/26/2018	Survey Question 6 - Other response	My family moved to Whitley Place in Prosper for the location. Nestled safely away from a major highway for family friendly safe living with a nature like feel. We do not want a bypass, highway or the like built just south of our neighborhood. This could reduce home values and reduce the safety and security of living that we sought out. It will also cut through Maingait, a very special therapeutic horse farm. No 380 Bypass!!	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
603	Brooke Granger	10/8/2018	Survey Question 6 - Other response	We chose to move to Prosper to get away from highways and busy city living, as I believe the majority of Prosper residents did.....if I wanted to raise my kids near a highway, I would have moved somewhere else.	Comment noted.
604	Brooke Meier	10/12/2018	Survey Question 2 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
605	Brooke Mudd	10/12/2018	Survey Question 2 - Other response	Prefer to expand N & S roads widened and not build bypass	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.
606	Brooke Mudd	10/12/2018	Survey Question 6 - Other response	We would like the least amount of business and homes to be removed. And to avoid bypass being in Prosper. Or right next to neighborhoods. Could it be possible just to increase width of roads (add more lanes) that run N & S. More like Plano. And not to expand 380 as it would take out business and homes in McKinney.	Comment noted. Evaluation matrices including business and residential impacts and displacements for proposed alignments were presented at the public meetings and posted on Drive380.com. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.
607	Brooke Smith	10/12/2018	Survey Question 6 - Other response	Green on Green 380. Is the most common sense route	Comment noted.
608	Brooklyn Monnat	10/22/2018	Survey Question 6 - Other response	I bought my house next to a nature preserve thinking it would be just that - preserved. I do not want a highway built just out my backdoor.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
609	Brooks Hudson	10/12/2018	Survey Question 6 - Other response	Not through Prosper or ManeGait!!!	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
610	Bruce Carr	10/20/2018	Survey Question 6 - Other response	Imminent domain is fraudulent and theft by nature. The taking of property at a reduced purchase for 'the greater good' is communistic and disturbingly wicked. IF you must increase roadways you should pay premium price to those landowners who have held the property and contributed their property tax (theft) through coercion and intimidation of the state. An elevated roadway to minimize confiscation of property would be the most reasonable option.	<p>Comment noted. All right of way acquisitions would be performed according to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. When acquiring right of way, TxDOT compensation is determined based on an independent appraiser and fair market value.</p> <p>Elevated freeway sections were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.</p>
611	Bruce Goss	10/9/2018	Survey Question 6 - Other response	In McKinney the bypass will destroy the peaceful reason I moved as far north. The traffic is less of an issue than the bypass	Comment noted.
612	Bruce McDowell	10/24/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
613	Bruce oliver	10/24/2018	Survey Question 6 - Other response	I believe this expansion is to provide better access to the development plans off of the Dallas north tollway and not for the residences in this area	Comment noted.
614	Bruce stroud	10/9/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
615	Bruno Lopes	10/9/2018	Survey Question 6 - Other response	The Green Alignment options will impact the Downtown McKinney community in a negative way, please preserve our history, choose Red	Comment noted. No alignment presented directly impacts or displaces properties in Downtown McKinney.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
616	Bryan Kaiser	10/11/2018	Survey Question 6 - Other response	McKinney area is already saturated. Re routing 380 serves a very small audience. All new growth will be near Anna/Howe. Community is best served by providing east/west Highway further north where all new development is occurring.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
617	Bryan Mckenney	10/24/2018	Survey Question 6 - Other response	We should be widening existing roads, to lessen the impact on green space whenever possible.	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
618	Bryant Oatis	10/7/2018	Survey Question 3 - Other response	Which ever is the least impactful to the existing property owners	Comment noted. Evaluation matrices including business and residential impacts and displacements for proposed alignments were presented at the public meetings and posted on Drive380.com.
619	Bryant Oatis	10/7/2018	Survey Question 6 - Other response	I think the issues with 380 need to be resolved by fixing 380 on 380.	Comment noted.
620	Bryce BEWLEY	10/10/2018	Survey Question 6 - Other response	I support RED ALIGNMENT - OPTION B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow. It eliminates the dangerous conditions commuter traffic would create through existing neighborhoods where elementary and middle schools are located. The safety hazard for children who ride their bikes or walk would be greatly increased.	Comment noted. Any future improvements will be designed to current design standards to enhance safety.
621	Bryn Potter	10/8/2018	Survey Question 6 - Other response	This will prove that all builders in Prosper aren't telling the truth. Hope you guys make the right decision. We didn't ask for this- McKinney is pushing it on us. Not fair.	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
					through Prosper is a viable option that should be further analyzed.
622	Brynne white	10/13/2018	Survey Question 6 - Other response	380 stays on 380, we don't want a new highway cutting up country side causing unexpected zoning changes and land use changes	Comment noted.
623	Brynnleigh Thomas	10/24/2018	Survey Question 6 - Other response	We don't want a bypass. We don't want kids to get run over. Please keep 380 on 380.	Comment noted. Any future improvements will be designed to current design standards to enhance safety.
624	Buddy Harvey	10/15/2018	Survey Question 6 - Other response	Let McKinney bear the full impact of its own poor development decisions. Do not destroy our property values in Prosper to accommodate The city of Mckinney's Ineptitude. If they want a bypass keep it in McKinney or keep it on 380. Green route is least disruption for everyone	<p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p>
625	burnie.chambers@sbcglobal.net	10/12/2018	Survey Question 6 - Other response	If this goes straight down through McKinney using existed 380 there will be blood on the hands of the designer and backers of that plan. It will be the wreck capitol of north Texas.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
626	ByAnn Forte	10/26/20 18	Survey Question 6 - Other response	No by pass in Small TownUSA	Comment noted.
627	C Getchell	10/11/20 18	Survey Question 6 - Other response	I chose to purchase property in this part of Collin Cty because it seemed to be oriented toward being "a nice place to live" with lovely neighborhoods and a healthy commercial presence. Widening 380 between Coit and FM 1827 would negatively affect thousands of homeowners and hundreds of businesses that have recently invested in this area. Property values will plummet, traffic on residential streets will increase, and noise and air pollution will chase us from our homes. Please consider the residents of this area when weighing the costs and benefits of directing more commercial truck traffic through our backyards.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
628	C Gillis	10/16/20 18	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year."	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
629	C Wyatt	10/14/20 18	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
630	C. David Canble	10/4/2018	Survey Question 2 - Other response	Green or Red A	Comment noted.
631	Caden Butler	10/15/2018	Survey Question 6 - Other response	Please keep 380 on 380 through McKinney. Don't cut into Prosper!	Comment noted.
632	Caelan Reis	10/10/2018	Survey Question 6 - Other response	Utilizing the existing path of 380 makes the most sense. It would follow the same format as Dallas Pkwy/DNT, 121/SRT, 190/PGBT, 635/LBJ & others like them.	Comment noted.
633	Cailin Blake	10/24/2018	Survey Question 6 - Other response	Please fix 380 on 380.	Comment noted.
634	Caitlin Patterson	10/12/2018	Survey Question 6 - Other response	Preserving ManeGait would be beneficial to the community at large. The road would be more direct, and while I realize the meandering of the red routes are to promote building and urbanization, I'd prefer to maintain the more suburban/rural feel that is more important to a lot of the local residents than city planners seem to realize.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
635	Caitlin Skidmore	10/18/18	Comment Form	From Coit Road to FM 1827, prefer red alignment option B. We also own [REDACTED] & I own a business. This option would be best for all. Thank you.	Comment noted.
636	Caleb Johnson	10/12/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.

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				enriching volunteer opportunities for over 2,000 North Texans each year.	
637	Caleb Montgomery	10/13/2018	Survey Question 6 - Other response	If the government would quit giving our country away we wouldn't have to worry about all the extra roads and all the growth. We're all trying to make a living and the government keeps pushing us out. Thanks.	Comment noted.
638	Caleb Silkey	10/9/2018	Survey Question 6 - Other response	I think it would be best to expand 380 directly on 380 so that it will remain the most convenient and accessible option for commuters in Frisco, Prosper and McKinney	Comment noted.
639	Caleb Wardojo	10/23/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
640	Callan McFarland	10/13/2018	Survey Question 6 - Other response	I proudly support keeping 380 on 380. Please do not push a huge bypass onto Prosper. We, as property and home owners, did not build on 380 specifically for a reason. Keep our land the way it is and do not build a major bypass highway that would take away from our town by losing schools, homes, and businesses. Please do the right thing and keep 380 where it is. Put the money into improving this highway and making it better for all of the surrounding towns and cities!	Comment noted.
641	Calvenia	10/25/2018	Survey Question 6 - Other response	Thanks for the new expansions	Comment noted.
642	Cameron	10/8/2018	Survey Question 6 - Other response	No bypass along Bloomdale by Heatherwood subdivision	Comment noted.
643	Cameron Steed	10/14/2018	Survey Question 6 - Other response	Please keep 380 on 380.	Comment noted.
644	Cameron Youtsey	10/26/2018	Survey Question 6 - Other response	It is best to keep 380 on 380 for the least disruption to communities, cost considerations and fair partnership	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
					matrices included in the public meeting boards and presentation posted on Drive380.com.
645	Cami Weber	10/26/2018	Survey Question 6 - Other response	<p>1) The outer loop should be finished before considering another bypass. The outer loop should relieve the longer distance drivers (like 18 wheelers)...no need to add another bypass!!!</p> <p>2) A bypass will NOT relieve that much traffic because all the new home construction is adding to 'local' traffic. People are going to stores, schools, etc., not long distances where they'd even use a bypass.</p>	<p>Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p> <p>Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
646	Campbell McFarland	10/13/2018	Survey Question 6 - Other response	I support keeping 380 on 380 and especially not running a bypass into Prosper to ruin many important pieces of land including ManeGait Therapeutic Horse Farm along with land meant for the development of more Prosper schools. I chose to live away from a major highway and it would be very detrimental to my home value as well as my way of life to have a highway in my backyard. Please do the right thing and use the money to focus on 380 as it is and improve it where it is. Thank you.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
647	Candace kelley	10/22/2018	Survey Question 6 - Other response	Emmient domain has no place in society today. Growth and lack of planning does not constitute a right to destroy the property of others who have made a conscious decision to be in a rural area. Roads need to be widen on their path.	Comment noted. All right of way acquisitions would be performed according to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. When acquiring right of way, TxDOT compensation is determined based on an independent appraiser and fair market value.
648	Candace Snyder	10/13/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	
649	Candy Brand	10/12/2018	Survey Question 6 - Other response	Green on GReen 380. This is the most efficient plan.	Comment noted.
650	Cannon Ellis	10/16/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
651	Cara Fraser	10/23/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year."	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

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652	Carey Jamison	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
653	Carin Carey	10/7/2018	Survey Question 6 - Other response	NO TO A PROSPER/CUSTER ROAD BYPASS	Comment noted.
654	Carin Carey	10/04/18	Comment Form	I support the green alignment for Hwy 380. A bypass through Prosper is unnecessary and would scar the beauty of our community. The green alignment preserves Manegate theraputic Horsemanship which provides life changing therapy to hundreds of children and adults with disabilities. Keep 380 on 380!	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
655	Carl Brower	10/8/2018	Survey Question 6 - Other response	Please fix 380 on 380! Many residents built their homes intentionally AWAY from the highway, and we'd like to keep it that way. Those property owners and businesses that have intentionally built ON A US HIGHWAY, and so expansion of that highway should come as no surprise. Fix 380 on 380!	Comment noted.
656	Carl Finch	10/13/18	Email	Mr. Endres, I would like to submit this email as my meeting comment form. We support the GREEN plan for 380! We live in [REDACTED]. This addition is located just North of 380 on one side and South of Bloomdale/CR123 on the other side; my home is probably no more than 1 - 1.5 miles to either of	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>these roadways. If the solution to the 380 problem is to create a bypass at our backdoor, you have essentially created a very narrow 380 sandwich with my neighborhood smack dab in the middle!</p> <p>PLEASE don't sandwich us in!!!</p> <p>██████████</p> <p>██████████████████</p> <p>████████████████████</p>	
657	Carl Finch	10/10/2018	Survey Question 6 - Other response	<p>I have lived in Robinson Ridge since 2005. I always knew that HWY 380 would need to be improved or raised or made wider. I felt comfortable that my home was for enough away from HWY 380 regardless of changes. I had no idea that those in charge would move 380 closer to my house because a small group of people that chose to live close to 380 find themselves in an uncomfortable situation. My neighborhood is just as important to me as Tucker Hill feels their neighborhood is to them. They have no right to make me suffer for their bad decision. Please do not build a by-pass.</p>	Comment noted.
658	Carl Huddleston	10/22/2018	Survey Question 6 - Other response	<p>I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.</p>	Comment noted.
659	Carl Scandura	10/23/2018	Survey Question 6 - Other response	<p>I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.</p>	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
660	Carla Barfield	10/9/2018	Survey Question 6 - Other response	I am a resident of Prosper living near Custer and Prosper trail. Please keep 380 and all future expansion on 380. We have schools and young drivers in addition to elderly citizens all through these areas. Custer is dangerous enough without adding 380 into the mix. I've seen too many accidents on Custer as it is and watched life flight land multiple times. It is already out of control. These Bypass routes affect pollution, noise and traffic levels in areas not intended for this like 380 already is. Prosper is not a large city like McKinney and we need all the 380 frontage for business and tax purposes. There are also schools to be built in these proposed bypass areas. Please fix 380 by expanding it or even elevating it like has been done at 380 and Preston. Please don't add to the constant noise from commercial traffic and pollution we already have to deal with by moving 380 closer to us. We moved here to get away from it.	Comment noted. Any future improvements will be designed to current design standards to enhance safety. The proposed freeway (red or green) would generally consist of 8 freeway lanes (4 in each direction), and 2 lane continuous frontage roads running parallel to each side of the freeway. If US 380 is reconstructed as a freeway, then the roadway will be built to current design standards for a high speed roadway enhancing safety.
661	Carla Everett	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
662	CARLA GERKEN	10/25/2018	Survey Question 6 - Other response	Why are not all colors' alignments represented in the options? What's the point of the survey if it's already skewed toward the green and red alignment proposals? I don't think you really want opinions, just doing the survey to say citizens had input.	Comment noted. The red and green alignments are the only colored alignment options now under consideration by TxDOT. The blue, pink, and yellow alignments TxDOT proposed in Spring 2018 have been combined or eliminated. See Drive380.com for more information.
663	CARLA GERKEN	10/25/2018	Survey Question 1 - Other response	yellow alignment	Comment noted. The yellow alignment located to the north of New Hope has been eliminated due to impacts to the planned North Texas Municipal Water District's Sister Grove Regional Water Recovery Facility. Additionally, this alignment did not work well with the Spur 399 traffic movements.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
664	CARLA GERKEN	10/25/2018	Survey Question 2 - Other response	yellow alignment	Comment noted. The yellow alignment located to the north of New Hope has been eliminated due to impacts to the planned North Texas Municipal Water District's Sister Grove Regional Water Recovery Facility. Additionally, this alignment did not work well with the Spur 399 traffic movements.
665	CARLA GERKEN	10/25/2018	Survey Question 3 - Other response	yellow alignment	Comment noted. The yellow alignment located to the north of New Hope has been eliminated due to impacts to the planned North Texas Municipal Water District's Sister Grove Regional Water Recovery Facility. Additionally, this alignment did not work well with the Spur 399 traffic movements.
666	CARLA GERKEN	10/25/2018	Survey Question 4 - Other response	yellow alignment	Comment noted. The yellow alignment located to the north of New Hope has been eliminated due to impacts to the planned North Texas Municipal Water District's Sister Grove Regional Water Recovery Facility. Additionally, this alignment did not work well with the Spur 399 traffic movements.
667	Carla Walker	10/9/2018	Survey Question 6 - Other response	I DO NOT want a bypass in Prosper. McKinney's bad planning is not Prosper's problem and any proposed movement into Prosper is unwanted by every Prosper resident that lives close to it. It will not only devalue our properties, it will come closer to planned schools which is a safety issue. Keep 380 on 380.	<p>Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>The proposed freeway (red or green) would generally consist of 8 freeway lanes (4 in each direction), and 2 lane continuous frontage roads running parallel to each side of the freeway. If US 380 is reconstructed as a freeway, then the roadway will be built to current design standards for a high speed roadway enhancing safety.</p>
668	Carlene Lower	10/9/2018	Survey Question 6 - Other response	Go rural as much as possible. We cannot ruin these brand new businesses and homes that Mckinney has waited so very long to obtain.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
669	Carlos Canas	10/9/2018	Survey Question 2 - Other response	Prefer another alternative that does not come so close to the Willow Wood development	Comment noted. Alignment options and roadway configurations are still being evaluated.
670	Carlos Canas	10/9/2018	Survey Question 6 - Other response	Keep 380 on 380 please don't cut across my neighborhood.	Comment noted.
671	Carmel Dietz	10/9/2018	Survey Question 6 - Other response	I would prefer to keep the 380 expansion on 380, especially in Prosper. We are mainly residential and never expected a bypass to come past our homes and schools!	Comment noted.
672	Carol	10/4/2018	Survey Question 6 - Other response	I am a homeowner living in a neighborhood that will be adversely effected by option B. I do not want existing neighborhoods destroyed by an option whose results can easily be accomplished by another option. I am against destroying existing neighborhoods when planned or proposed neighborhood land is available for accomplishing the same results of alleviating heavy traffic.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. From County line to County line, the green alignment is estimated to cost more to construct, impact more businesses, and displace more homes and businesses than the red alignment. Please see the evaluation matrices in the public meeting boards posted at Drive380.com.
673	CAROL Ann COUNTS	10/4/2018	Survey Question 6 - Other response	My preference as a resident between coit and FM1827 is for a solution that minimizes total cost of options, minimizes residential and business disruption, at least environmental impact	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. From County line to County line, the green alignment is estimated to cost more to construct, impact more businesses, and displace more homes and businesses than the red alignment. Please see the evaluation matrices in the public meeting boards posted at Drive380.com.
674	Carol Bloxsom Little	10/12/2018	Survey Question 6 - Other response	I live in Prosper and I am tired of McKinney dictating to other small towns what to do..... Double deck 380 just like they did in Austin...	Comment noted. Elevated (or double decked) freeway sections were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
675	Carol Bowman	10/8/2018	Survey Question 6 - Other response	The way Prosper is growing and will continue for some time to come, putting the bypass through the town is a terrible idea. Expanding 380 is much better.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
676	Carol Brower	10/8/2018	Survey Question 6 - Other response	We intentionally built our home in a place that was fairly far removed from 380 specifically to be away from the noise, light and air pollution that comes with living right next to a highway. Businesses and residents that chose to build on 380 were well aware that their buildings were directly next to a busy highway.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
677	Carol chaffe	10/13/2018	Survey Question 1 - Other response	Keep 380 380	Comment noted.
678	Carol chaffe	10/13/2018	Survey Question 6 - Other response	Don't tear up people s property	Comment noted.
679	Carol Danielson	10/4/2018	Survey Question 6 - Other response	380 needs to be enlarged/improved; People won't drive North to get on a bypass and Residents, don't want a US Hwy in our rural neighborhoods.	Comment noted.
680	Carol Danielson	10/04/18	Comment Form	After living in Richardson, TX for 38 years, we retired to Whitley Place to live out our years in a quiet neighborhood. My husband and grandsons love biking at Erwin Park. We are already surrounded by Custer and Prosper Trail that are being expanded and certainly did not expect a US highway bypass to cut through the open areas near us. US 380 needs to be enlarged regardless of bypass so it once! Keep 380 on 380!	Comment noted. The location of Erwin Park was taken into consideration when draft alignments were developed. None of the proposed alignments directly impact Erwin Park. The proposed red alignment option is adjacent to the southern property line but does not cross into the park. Any future improvement projects would include assessment of the potential impact on the human and natural environments. TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable.
681	Carol Danielson	10/13/2018	Survey Question 6 - Other response	Keep 380 on 380! Prosper residents have only been given a few weeks to respond and get the word out to all neighborhoods impacted. We were told we didn't need to participate in stakeholder meetings cause we were not impacted while other communities had MONTHS to defend their neighborhoods and somehow convince TXDOT to create a totally new plan that goes through Prosper. The "cheapest" route does not reflect true costs for this plan. Proposed schools, a wonderful area resource, Mane Gait, and tax producing exclusive	<p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>The proposed red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				neighborhoods would be impacted. This process has pitted neighbor against neighbor, total distrust of the process, and much homeowners anxiety. If this process is to continue, we need a totally biased free person to lead this project as was done on Central Expressway planning. NO BYPASS THROUGH PROSPER!	Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
682	Carol E. Taylor	10/17/18	Comment Form	<p>I'm typing rather than printing...</p> <p>As a new resident of McKinney located just north of # 380 off Hardin Road, it is necessary to either cross #380 regularly or travel on it to reach my destinations. The traffic is very heavy and dangerous.</p> <p>However, having said that, I believe the existing #380 should be improved rather than constructing another alignment to the north for the following reasons:</p> <ul style="list-style-type: none"> • There is no guarantee a northern extension will lessen or improve the traffic flow other than for those few straight-through travelers. Most of the traffic on #380 currently appears to be local deliveries, construction vehicles, shoppers, etc. plus the normal rush-hour vehicles on their ways to and from work. • If the new alignments are built - the traffic and various commercial sites will only follow making another dangerous roadway. This is what has happened to #380 and the new commercial entities continue to be built at every intersection making it even more difficult to navigate. The intersection of Harding and #380 is a prime example with movie theaters, new restaurants and shopping sites proudly announced. The same is true of every other major intersection along the route. It's unbelievable that the planning departments continue to issue building permits to create even more traffic and congestion. • Why can't the existing #380 be elevated with exit ramps and frontage roads leading to various roads along the way? I saw the illustrations for a 	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.</p> <p>Any future improvements will be designed to current design standards to enhance safety.</p> <p>Depressed sections are not being considered through areas of the floodplain. Elevated freeway sections were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Typical section drawings currently being considered are posted in the presentation boards at Drive380.com.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				below ground elevation and fear those would flood much like the ones in Houston, leading to deaths and disruption in traffic flow. I'm not an engineer or affected business owner - just a concerned new resident. Hoping this will be considered by your Department. Carol E. Taylor	
683	Carol Hendrix	10/4/2018	Survey Question 6 - Other response	I prefer to improve US 380	Comment noted.
684	Carol Mastin	10/26/2018	Survey Question 1 - Other response	would prefer a bypass. too much traffic on 380	Comment noted.
685	Carol Mastin	10/26/2018	Survey Question 2 - Other response	prefer it go through Prosper and connect with the tollway !	Comment noted.
686	Carol Mastin	10/26/2018	Survey Question 6 - Other response	why is there not any option to just have one loop that goes from DNT to 75 ? People using 380 to travel between the 2 places do not need to be on 380. The should have been figured out YEARS AND YEARS ago ! Ridiculous it has gotten so bad and there has been construction, that must be ripped up if the decision is made to widen 380. I know people dont want a bypass N of McKinney. But as someone who lives on 380 I would prefer that traffic is rerouted on a bass. Sorry people that live on the edge.	Comment noted. Traffic analysis concluded an alignment north of Prosper did not significantly reduce congestion on US 380.
687	Carol McCracken	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
688	Carol Rickert	10/23/2018	Survey Question	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response	City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	
689	Carol Weiss Hendrix	10/24/18	Commen t Form	I prefer the GREEN alignment. I vote for expanding and improving the existing US 380.	Comment noted.
690	Carole Bates	10/26/20 18	Survey Question 6 - Other response	The green alignment directly affects my existing business (Dental office) and future relocation of my business in Farmersville; thus prefer the red alignment.	Comment noted. Farmersville Dental Group at its existing location will not be displaced by the proposed green alignment. The alignment is outside of the property limits and therefore none of the property would need to be acquired. The parking for your existing business would not be impacted based on the current proposed green alignment. The commercial land purchased for the expansion across the street does fall entirely in the right of way path of the green alignment and would be displaced.
691	Carole Bates, D.D.S	10/11/18	Commen t Form	In regards to the CR 559 to Hunt County Line through the City of Farmersville. I prefer the red alignment. I currently own & operate a fairly busy & growing dental office at [REDACTED] in Farmersville. It is an older house-turned-office with poor parking but it still works very well for me. As I mentioned earlier, my practice is growing and I am planning to relocate next year and build a larger dental office as well as an attached shopping center. I have already purchased the land for this project located almost directly accross the hwy. from my current office ([REDACTED]). My problem with the green alignment is that the width of the proposed highway completely overtakes both my existing business parking lot and the commercial land that I have purchased for my future expansion. Because of this, I will not be able to keep my dental office nor will I be able to use my commercial land. Thanks	Comment noted. Farmersville Dental Group at its existing location will not be displaced by the proposed green alignment. The alignment is outside of the property limits and therefore none of the property would need to be acquired. The parking for your existing business would not be impacted based on the current proposed green alignment. The commercial land purchased for the expansion across the street does fall entirely in the right of way path of the green alignment and would be displaced.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
692	Carole Paul	10/10/20 18	Survey Question 6 - Other response	For the consideration of ALL homeowners from the beginning to the end of the 380 keeping the 380 on the 380 is the most feasible way to go. When it was built everyone was aware of the implications of being near it. It is not fair to other homeowners who bought away from it to be unjustly punished at this tome.	Comment noted.
693	Carole Sweet	10/16/20 18	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Not only affecting the tax base but those individual business owners/employees would loose jobs and income. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole. I would also like to see adjustment on Red B so that Mane Gate has the least affect on them.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
694	Caroline Calkins	10/12/20 18	Survey Question 6 - Other response	The proposed 380 bypass would go through a cherished treasure in my life and a jewel of our community: MainGait Therapeutic Horsemanship. My six-year-old has been riding for the past year there, and it is always a highlight of our weeks. The children and young adults who ride at ManeGait often thrive on routine and predictability. It would be tragic for this priceless community resource to have to go through relocation, and for this deserving population to lose the familiarity and beauty of the MainGait grounds. Thousands of volunteer hours have gone into creating the facilities there, and it would be a Herculean effort to restore their work elsewhere. I cannot believe that this would be a wise move.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
695	Caroline Firmin	10/14/20 18	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
696	Caroline Memory	10/18/20 18	Survey Question 6 - Other response	Keep 380 on 380!	Comment noted.
697	Caroline Upchurch	10/12/20 18	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
698	Carolyn bentley	10/11/20 18	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				streets that are not designed to carry heavy traffic flow.”	
699	Carolyn Brooks	10/17/2018	Survey Question 6 - Other response	Red Alignment - Option B disturbs the least amount of homes and businesses.	Comment noted.
700	Carolyn Chatman	10/10/2018	Survey Question 6 - Other response	I believe widening 380 will help preserve the integrity of the homes in the surrounding areas. It is already the most direct route from east to west and will still give great access to businesses in the area without interrupting suburban homes meant to stay quite and peaceful.	Comment noted.
701	Carolyn fredricks	10/10/2018	Survey Question 1 - Other response	“I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.”	Comment noted.
702	Carolyn fredricks	10/10/2018	Survey Question 3 - Other response	“I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.”	Comment noted.
703	Carolyn fredricks	10/10/2018	Survey Question 4 - Other response	“I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.”	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
704	Carolyn fredricks	10/10/2018	Survey Question 5 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
705	Carolyn fredricks	10/10/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
706	Carolyn Hess	10/24/2018	Survey Question 6 - Other response	Keep the rural environment.	Comment noted.
707	Carri Silkey	10/9/2018	Survey Question 6 - Other response	Please keep the green alignments directly on the existing 380 footprint. I believe that building any bypass will reduce its usefulness for most residents in Collin County.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
708	Carrie Beckwith	10/10/2018	Survey Question 6 - Other response	We moved FarmHouse Fresh to McKinney so we could have beautiful land, views and clean air for our rescue animals. Maingate and FarmHouse Fresh would be ruined if you build this highway through Maingate and in our front yard. We are great companies for McKinney for many reason including but not limited Rescuing animals, therapeutic horse riding, tours, carnivals, hosting luxury spas and hotels around the country on tours on our properties. We are contributing in a great and unique way of keeping McKinney's #1 Best Place to Live in America ranking in Money Magazine. Expanding 380 would be the least disruptive for the beautiful hilly land that we have moved here to have. Added traffic and pollution would not be	Comment noted. TxDOT will further analyze possible options for the minimizing impacts in this area.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				an environment we would want to stay as this will ruin the land for our animals.	
709	Carrie Elrod	10/8/2018	Survey Question 6 - Other response	Fix 380 on 380!	Comment noted.
710	Carrie Long	10/9/2018	Survey Question 6 - Other response	It's not fair to change the original alignment just bc one McKinney neighborhood was unhappy. We chose our home based on the original plan bc we did our research beforehand.	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
711	Carrie Sheppard	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
712	Carson lower	10/9/2018	Survey Question 6 - Other response	The impact to Mckinney brand new businesses and residences is far too great. We must go where the land is more rural	Comment noted.
713	Carson Stauffer	10/19/2018	Survey Question 6 - Other response	Please keep 380 on 380 with no bypass. Thank you.	Comment noted.
714	Carson Wheeler	10/26/2018	Survey Question 6 - Other response	Please don't build a highway by neighborhoods that weren't supposed to be close to a highway.	Comment noted.
715	Carter Hudson	10/12/2018	Survey Question 6 - Other response	Not through Prosper! Fix 380 on 380!!!	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
716	Carter Legner	10/13/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
717	Cary	10/12/2018	Survey Question 1 - Other response	No bigger than what is already being developed	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
718	Cary Finch	10/4/2018	Survey Question 6 - Other response	In 2009 my family was looking for a home in northern Collin county. We considered Tucker Hill but decided it was too close to HWY 380 and opted for Whitley Place in Prosper. The red option penalizes me for having the forethought to not live close to a freeway / highway. I am retired now. The red option will severely damage my home's value,	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
719	Cary Finch	10/17/18	Comment Form Attachment	<p>See Attached Comments</p> <p>I strongly think that widening and or improving US 380 is a priority for Collin County. However, I just as strongly believe that a by-pass, particularly Red Option B, is illogical and unnecessary.</p> <p>(1) TXDOT's own findings have shown that the citizens of McKinney, Frisco, and Prosper overwhelmingly favor that HWY 380 stay on HWY 380. Renaming one HWY 380 Business and building another HWY 380 is not what the citizens asked for or need.</p> <p>(2) A simple truth is that the quickest and most</p>	<p>Comment noted. Public input is one of the many factors that TxDOT will consider when making a decision on an alignment.</p> <p>Any future improvement projects would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>efficient path between two points is a straight line. That's especially true when the straight line (HWY 380) is readily available. The straight line will be the path most traveled and that's where the money should be spent to improve the road.</p> <p>(3) The way Red Option B was presented wreaks of special interest influence and political interference in what should have been a fair equitable process. Red Option B was added at the last minute. Collin County stakeholders were allowed to review the options and provide input for over a year, but the stakeholders most effected by Red Option B have been given only 2 weeks to review and provide input. Due process has not been provided equitably to all stakeholder. Red Option B was deemed to be the low cost option while providing a very limited an unsubstantiated analysis. There are too many other factors that need to be reviewed to legitimately evaluate the merits of Red Option B. Two weeks is not enough time.</p> <p>I hope that TXDOT will have the integrity to choose Green Option. It is the most logical and efficient path for US HWY 380 and it is the path the citizens overwhelmingly chose.</p> <p>██████████ ████████████████████ ████████████████████</p>	
720	Case Chelf	10/11/2018	Survey Question 6 - Other response	<p>1. Whitley Place is properly planned for the expected 380 growth/expansion, don't use us to solve the problem. 2. Increasing traffic on Bloomdale/Prosper Trail will ruin east Prosper as we know it. 3. The bypass will not keep up with growth and we will still need to pay to improve current 380. 4. More homes (nearly 5,000) are impacted by the bypass than by keeping the alignment on 380. 5. Don't let a developer's greed of building too close to 380 (Tucker Hill) become our problem. 6. The re-zoning following a bypass being built would be commercial and high density, not the high end single family</p>	<p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				homes it is currently zoned for. 7. Proposed schools along the route would be affected by such bypass. HS Prosper Trail and Custer and HS off First Street between Custer and Coit Road. 8. Tax money would be lost for residents of Prosper. 9. Whitley Place property values would go down considerably. 10. Prosper was never suppose to be involved in the 380 by pass to begin with, the traffic issue is in McKinney not Prosper.	alignments presented were viable when traffic and cost analysis was conducted. According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway. The proposed red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.
721	Casey Kearns	10/12/2018	Survey Question 6 - Other response	So sad that TXDot is allowing the political figures that reside in Tucker Hill to influence this. The horrible part is these people will not even live in Tucker Hill all that long but are more than willing to destroy MainGate. A organization that is so beneficial to our young ones. I look at the maps and this makes absolutely no sense to destroy good land for 1/3 of a mile in Tucker Hill and they chose to move there with the knowledge of 380 to start with. Now you want to pin the smaller Prosper community with their poor planning. I don't know how you all sleep at night. DO THE RIGHT THING. keep 380 on 380. It's simple.	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
722	Cass Bishop	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
723	Cassandra Carrion	10/19/2018	Survey Question 6 - Other response	<p>After researching McKinney plans (e.g. Master Thoroughfare Plan), my husband and I purchased our home in Heatherwood based on City of McKinney's MTP to build a 40-50 MPH 4-6 arterial lane road on Bloomdale/CR 123, not a 70-75 MPH bypass. We purposely chose to build removed from US Highway 380. We're opposed to the negative environmental impacts that traffic noise and pollution generated by a limited access highway bring. That is one reason why we moved from our former neighborhood (Coventry Place), off Eldorado Pkwy & US Highway 75. The imposed negative impacts are unnecessary when more reasonable alternatives exist. We know how creative and resourceful TXDOT can be with less ROW than original alignments in areas with less ROW and include noise reduction solutions as you've done in many areas. I would like 380 fixed on 380. I would love for my city to press for TXDOT to build out the Collin County Outer Loop, which a study was initiated in 2002, which is a final approved project since Dec 2017 that is seeing no movement. Please begin.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments, including a traffic noise analysis.</p> <p>Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p>
724	Cassandra Seitz	10/15/2018	Survey Question 6 - Other response	<p>expansion of current 380 from DNT to 75 is preferred if bypass is only option, then option A through McKinney is preferred paired with an expansion of current 380 through prosper city limits. Lastly, I would strongly advise against working to expand Frontier Parkway to 6 lanes. 2 & 4 Lanes will be plenty running through that area and expanding it more than that will deter new potential residents from wanting to live out there. People wanted to move to Prosper/Celina/North McKinney, to get away from road noise and overly busy streets. Too much expansion will ruin that</p>	<p>Comment noted. Expansion of Frontier Parkway is not being proposed as a part of this study.</p>
725	Cassidy Reis	10/10/2018	Survey Question 5 - Other response	<p>I have no preference; however, it makes more sense to utilize the existing Highway 380. I'm not 100% sure about this because the red alternative looks like it would affect the least # of homes, but it would probably plow through the</p>	<p>Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				middle of farmland which isn't fair, either. People living along 380 already know that there's a potential for expansion & should have already considered that when buying property along that route.	matrices included in the public meeting boards and presentation posted on Drive380.com.
726	Cassidy Reis	10/10/2018	Survey Question 6 - Other response	Utilizing the existing path of 380 makes the most sense. It would follow the same format as Dallas Pkwy/DNT, 121/SRT, 190/PGBT, 635/LBJ & others like them.	Comment noted.
727	Cassie Fears	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
728	Cassie Lee	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
729	Catherine	10/13/2018	Survey Question 6 - Other response	I support the green alignment so as not to disturb any existing businesses or the natural beauty that McKinney and surrounding areas have left to offer.	Comment noted. The green alignment along the existing US 380 is expected to displace more existing businesses than the red alignment. Please see the evaluation matrices included in

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					the public meeting boards and presentation posted on Drive380.com.
730	Catherine Allen	10/10/2018	Survey Question 6 - Other response	I think bypasses separate commuter/through traffic from slower moving traffic accessing commercial and residential properties. It is safer, faster and more ecologically friendly to separate such traffic. I am particularly concerned about increased traffic as the commercial footprint on 380 increases. Custer is getting bad enough with accidents, we don't want this for 380 too with new drivers accessing schools at the same time as commuters are trying to get from West McKinney to 75.	Comment noted. Any future improvements will be designed to current design standards to enhance safety.
731	Catherine Collins	10/5/2018	Survey Question 6 - Other response	As a Prosper resident, I really can't say how a bypass would affect those east of 75. However, I strongly oppose any bypass through Prosper and believe 380 should be expanded in place to accommodate growth. No one who did not choose to live along 380 should have an interstate built in their backyard.	Comment noted.
732	Catherine Gray	10/24/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
733	Catherine Moore	10/12/2018	Survey Question 6 - Other response	Good luck!	Comment noted.
734	Catherine Reidy	10/12/2018	Survey Question 6 - Other response	Option B would devastate one of our communities most charitable organizations ManeGait therapeutic riding center which serves the disabled and veterans in our community. To keep our community intact wising 380 is the most viable option.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
735	Cathleen Dean	10/8/2018	Survey Question 1 - Other response	Prefer to keep Denton County line where it currently is.	Comment noted. TxDOT is not proposing to move the Denton County line.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
736	Cathleen Dean	10/8/2018	Survey Question 6 - Other response	Please expand busy roads and highways where they currently are. Keep our neighborhoods free from these bypasses.	Comment noted.
737	cathryn beresford	10/8/2018	Survey Question 6 - Other response	Keep 380 on 380. No to the bypass. To many family homes and green areas will be destroyed. KEEP 380 ON 380.	Comment noted.
738	Cathy Andersen	10/8/2018	Survey Question 2 - Other response	Outerloop	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
739	Cathy Faber	10/22/2018	Survey Question 6 - Other response	Please keep Erwin Park intact! There aren't many green spaces left in the metroplex, and we need to preserve the ones we have.	Comment noted. The location of Erwin Park was taken into consideration when draft alignments were developed. None of the proposed alignments directly impact Erwin Park. The proposed red alignment option is adjacent to the southern property line but does not cross into the park. Any future improvement projects would include assessment of the potential impact on the human and natural environments. TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable.
740	Cathy Feagin	10/25/2018	Survey Question 6 - Other response	I don't like this coming through Collin County at all. I want the county to stay small. I'm a Country Girl.	Comment noted. Collin County's population is expected to increase 166% from 2018 to 2040, regardless of whether the proposed improvements are constructed.
741	Cathy Feagin	10/12/2018	Survey Question 6 - Other response	I am not for 380 transformation coming anywhere close to Farmersville-McKinney. I don't want growth that will restrict me getting to McKinney.	Comment noted. Initial traffic analysis does show that if TxDOT moves forward with a no-build alternative that the existing US 380 would experience a failing level of service for congestion and delay.
742	Cathy Jo Cheatham	10/13/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year."	
743	Cathy Speed	10/8/2018	Survey Question 6 - Other response	It is wrong for the larger city of McKinney to push this through on Prosper. We were told this location was NOT being considered when we bought here! This is not fair to our rapidly growing town! This bypass would adversely affect property values, plans for building near future schools. Prosper votes NO on bypass here	<p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>The proposed red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.</p>
744	Cecilia Sandoval	10/26/2018	Survey Question 1 - Other response	Move bypass further willow wood	Comment noted.
745	Cecilia Sandoval	10/26/2018	Survey Question 6 - Other response	Build bypass farther willow wood community	Comment noted.

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746	Cecily Russell	10/12/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year."	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
747	Cedric Cascio	10/10/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. I strongly oppose Red Option A which I feel would have the most negative impact on McKinney as a whole."	Comment noted.
748	Celeste Bonner	10/13/2018	Survey Question 6 - Other response	Leave 380 alone.	Comment noted.
749	Celimar Fournier	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
750	Chad Ahlemeyer	10/15/2018	Survey Question 6 - Other response	Please do not renovate at 380, that action would adversely affect tens of thousands of permanent residents in that area, thank you	Comment noted.
751	Chad Gassaway	10/22/2018	Survey Question 6 - Other response	I am very strongly against any build near the Heatherwood development in McKinney, Texas	Comment noted.
752	Chad Harris	10/11/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
753	Chad Mays	10/12/2018	Survey Question 4 - Other response	I	Comment noted.
754	Chad Mays	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
755	Chad Price	10/14/2018	Survey Question 6 - Other response	The current path of 380 with all of the retail and development is UNSAFE and only going to get worse. Non local traffic has got to be rerouted.	Comment noted. Any future improvements will be designed to current design standards to enhance safety.
756	Chad Stauffer	10/19/2018	Survey Question 6 - Other response	Please Keep 380 on 380--no bypass. Thank you.	Comment noted.
757	Chad Stevenson	10/18/2018	Survey Question 6 - Other response	Fix 380 on 380	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
758	Chad Walker	10/12/20 18	Survey Question 6 - Other response	I am 100% opposed to any option that converts the existing stretch of 380 through McKinney into a limited access roadway.	Comment noted.
759	Charleen Kelson	10/12/20 18	Survey Question 6 - Other response	PLEASE DO NOT DISTORY THIS NEED CHARITY ORGANIZATION.	Comment noted.
760	Charlene Dostal	10/13/20 18	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
761	Charlene Eller	10/20/20 18	Survey Question 4 - Other response	Build. 2nd level with no exits so you can pass through without local traffic.	Comment noted. Elevated freeway sections were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
762	Charlene Eller	10/20/20 18	Survey Question 2 - Other response	Build. 2nd level with no exits so you can pass through without local traffic.	Comment noted. Elevated freeway sections were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
763	Charlene Eller	10/20/20 18	Survey Question 5 - Other response	Build. 2nd level with no exits so you can pass through without local traffic.	Comment noted. Elevated freeway sections were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical

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					sections being considered are available in the public meeting boards posted on Drive380.com.
764	Charlene Willingham	10/12/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year."	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
765	Charles Allen	10/10/2018	Survey Question 1 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
766	Charles Allen	10/10/2018	Survey Question 3 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
767	Charles Allen	10/10/2018	Survey Question 4 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	
768	Charles Allen	10/10/2018	Survey Question 5 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
769	Charles Allen	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
770	Charles Cederberg	10/16/2018	Survey Question 6 - Other response	Regarding the Coit Road to FM1827 red A your feasibility study shows that it does the least of all three studies to enhance SAFETY. This is unacceptable. Both Red A & B also degrade the safety of the next high school to be built by the Prosper ISD. This too is unacceptable. Your own study shows that only the green route completely satisfies the projected travel demand. Putting in a bypass and designating it as 380 will create the least safe alternative to the problem at hand. Put the lives of our citizens and children first and provide us with the safest route for our future.	<p>Comment noted. Alignment options are still being evaluated and any future improvements will be designed to current design standards to enhance safety.</p> <p>The proposed red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.</p>
771	Charles Evelyn	10/04/18	Comment Form	The proposed bypass option "B" Coit Road to FM 1827, would present a significant negative impact on those communities and residents near this by pass in terms of increased property crimes. This bypass plan would serve to introduce criminal elements into communities that are devoid of these elements. This bypass plan presents a significant measurable danger to	Comment noted

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>all residents living in proximity to this proposed bypass. There is significant research literature to bolster this contention, please refer to the sampling of this extensive research concerning the incidence of crime near highways below.</p> <p>"Physical Boundaries and City Boundaries: Consequences for Crime Patterns on Street Segments" Young-An Kim, John R. Hop, Volume: 64 issue: 2, page(s): 227-254, University of California, Irvine, CA 2017. Groff & McCord, 2012; Kimpton, Corcoran, & Wickes, 2017; McCutcheon, Weaver, Huff-Corzine, Corzine, & Burraston, Journal of Quantitative Criminology, 26, 7-32. doi: 10.1007/s10940-009-9081-y 2016).</p> <p>McCutcheon et al. "Highway robbery: Testing the impact of interstate highways on robbery." J Justice Quarterly, 33, 1292-1310. doi:10.1080/07418825.2015.1102953 (2016).</p> <p>In summary, "There are strong effects for the variable capturing segments that are adjacent to a highway: such segments have higher levels of all five crime types (aggravated assault, robbery, burglary, motor vehicle theft, and larceny). Study results showed that segments near highways often have more crime, and there is also a distance decay effect in which property crimes decrease moving further away from a highway. Highways therefore can act as crime attractors as offenders may find locations adjacent to highways more attractive for commission of a crime, as targets near highways provide easier escape as well as access."</p>	
772	Charles Evelyn	10/15/2018	Survey Question 6 - Other response	Green Alignment will have minimal impact on residents and communities. Red Options A and B will disrupt communities and cause relocation of families. Families should be given more consideration than commercial properties.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
773	Charles Funderburke	10/17/2018	Survey Question 6 - Other response	Nothing should be run through Stonebridge or Ridge to disrupt existing homes and businesses there.	Comment noted. The proposed green alignment does not displace any homes or businesses between Stonebridge Dr. and Ridge Rd. There are no residential property impacts and 2 business property impacts.
774	Charles Grossman	10/17/2018	Survey Question 6 - Other response	I prefer the green alignment for 380 as it will be the most efficient	Comment noted.
775	Charles Jacobson	10/17/2018	Survey Question 1 - Other response	Prefer Red alignment - Option B	Comment noted.
776	Charles Kaylor	10/13/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
777	Charles Lewis	10/11/2018	Survey Question 6 - Other response	Below grade express lanes from Hwy 5 to Community Ave. should be seriously considered.	Comment noted. This option is being considered.
778	Charles M. Gage	10/10/2018	Survey Question 6 - Other response	I support the Red Alignment - Option B because it offers the least disruption to already existing residential and commercial developments. Widening 289 would destroy already existing businesses and would bring more traffic to arterial residential streets that are not designed to handle the traffic such as Ridge Road and Stonebridge Drive. I live very close to Ridge and I can tell you that traffic is already heavy and becoming dangerous to motorists and pedestrians.	Comment noted. The study does not propose the widening of SH 289.
779	Charles Patmore	10/22/2018	Survey Question 6 - Other response	I am a homeowner and have a rescue horse sanctuary. Not only would the red route go through my home and displace us, but taking people's homes--when not necessary--is not only wrong..... But unwise as well. This will	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				hurt our strong horse culture and tradition in Collin County. We are a community that loves our land and we purchased it because of its rural setting. UNLIKE people who bought homes in neighborhoods directly off of 380. They CHOSE to live right off of a State Highway. WE DID NOT. Fixing 380 on 380 will have a net benefit to the businesses that are on the 380 frontage. My neighbors in Prosper, Princeton and Farmesville have zero interest in a loop going through their cities and we in the ETJ North of Mckinney do not either. Thank you. Sincerely, Charles Patmore	
780	Charles Portwood	10/24/2018	Survey Question 6 - Other response	Anything that comes that close to my neighborhood is out of the question. You guys are smart, figure out another way.	Comment noted.
781	Charles Portwood	10/9/2018	Survey Question 6 - Other response	It's very difficult to see how this will impact my neighborhood. There are many "proposed maps" floating around the internet which show this expansion very close (cutting through the south end of our Willow Wood development). It's hard to tell fact from fiction. I understand the need to expand however I don't want it coming directly through or over my neighborhood.	Comment noted. The red alignment map is posted at Drive380.com. The proposed alignment is close to your neighborhood; however, it does not come through or over it, nor would it displace any existing homes in the Willow Wood neighborhood.
782	Charles Risner	10/12/2018	Survey Question 6 - Other response	I agree with certain growth needs, but none at cost the of Texas natural trees and beauty. We have already lost so much woods, forest, creeks, and wildlife. Texas needs to protect it's heritage and history.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
783	Charles Scimeca	10/10/2018	Survey Question 6 - Other response	Options other than the Red Alignment Option B would bring too much traffic to residential areas not designed to carry such heavy traffic loads	Comment noted.
784	Charles Stokes	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				streets that are not designed to carry heavy traffic flow.	
785	Charles Trimble	10/04/18	Commen t Form	While I feel that the red option B is probably to best alignment as far as cost and minimal disruption, I feel that this leaves the stretch of 380 from Custer to 75 very vulnerable to increased traffic. Unless other enhancements are planned along this stretch of 380, it seems that the green alignment might prove to be the best solution. While probably much more expensive than the (illegible), due to numerous projects along this stretch of road, this option would seem to be best at traffic management. I would like to see options that might further limit disruption along this current path.	Comment noted.
786	Charlotte campbell	10/24/20 18	Survey Question 6 - Other response	380 will still need to become a highway eventually. Build 380 on 380 and the OUTER LOOP to solve these issues!	<p>Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p>
787	Charlotte Newell	10/24/20 18	Survey Question 6 - Other response	FIX 380!!	Comment noted.
788	Charlotte Powell	10/25/20 18	Survey Question 6 - Other response	Fix 380 on 380 without a Bypass.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
789	Charmaine Cook	10/12/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
790	Charmyne Crowe	10/16/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year."	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
791	Chase Frederick	10/7/2018	Survey Question 6 - Other response	Keep the 380 bypass out of Prosper. Stop willing to dirty McKinney politics. Spend your money on fixing 380 ON 380 because a bypass will not alleviate congestion. Keep it OUT of Prosper.	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed. Both the red and the green alignments presented were viable when traffic analysis was conducted.
792	Chase Messer	10/15/2018	Survey Question 6 - Other response	Please keep 380 on 380. Thank you!	Comment noted.
793	Chase Swim	10/10/2018	Survey Question	The proposed green route makes sense - keep Hwy 380 on Hwy 380. Here are the facts: nearly half of the respondents from the spring	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response	survey chose the green route, Prosper, Frisco and McKinney all prefer the green route, and the "green route B" provides the maximum possible traffic flow in 2045 according to the study - nearly 12,000 more cars per day! If the green route isn't chosen, it will affect many land owners who purchased their land with the intent of being free from congestion, highways and freeways to make it easier for businesses / residents who "willingly" located along a state highway. This is the height of inequity - the green route must prevail.	
794	Chase Womach	10/04/18	Commen t Form	Dear sir- I am very concerned by the proposal to consider the "Red Option A" & Option B for a US 380 by-pass. This will hurt the town of Prosper and negatively impact residents who have long planned for the widening of US380 on the corridor of 380. Please remove the red options and only consider the Green path - Thank you	Comment noted.
795	Chase Womach	10/04/18	Commen t Form	I oppose any alignment of US 380 that does not conform to the traditional US 380 corridor.	Comment noted.
796	Chasidy Myers	10/5/2018	Survey Question 6 - Other response	Keep 380 on 380.	Comment noted.
797	chelsea soltysik	10/16/2018	Survey Question 6 - Other response	The traffic lights on 380 should be timed to provide traffic flow, not traffic impediment as it is today.	Comment noted.
798	Chereen Shoemaker	10/9/2018	Survey Question 6 - Other response	Using the proposed red alignment option B for Coit Road to FM 1827 would make it very unsafe for high school students who will be driving and attending the new high school which would be right off this route	Comment noted. The proposed red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road. The proposed freeway (red or green) would generally consist of 8 freeway lanes (4 in each direction), and 2 lane continuous frontage roads

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
					running parallel to each side of the freeway. If US 380 is reconstructed as a freeway, then the roadway will be built to current design standards for a high speed roadway enhancing safety.
799	Cheri Stanwix	10/8/2018	Survey Question 6 - Other response	People that live in an area that has never been planned to have a major road nearby should not be affected.	Comment noted.
800	Cherie Harland	10/13/2018	Survey Question 6 - Other response	Do not approve any changes that would go through Manegait Therapeutic Riding center. This facility provides immeasurable benefits to children with disabilities as well as to our veterans that have come home after defending US and have either physical wounds or even worse sometimes are the unseen emotional trauma!	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
801	Cherly Scheuren	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
802	Cherly Squalls	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
803	Cheryl A. Bobbitt	10/26/2018	Survey Question 6 - Other response	Our character is measured by how we treat society's most vulnerable. Don't wreck people's neighborhoods for profit or because they can't fight back.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com. Any future improvements would include assessment of the potential impact on the human and natural

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
					environments. A community impacts analysis would be conducted to ensure compliance with Title VI of the Civil Rights Act of 1964, Executive Order 12898 on Environmental Justice, Executive Order 13166 on Limited English Proficiency, Americans with Disabilities Act, as well as other applicable guidance from the U.S. Department of Transportation/Federal Highway Administration, the Council on Environmental Quality, and the U.S. Environmental Protection Agency. Further, all property acquisitions would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act.
804	Cheryl Brewster	10/29/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
805	Cheryl True	10/11/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it gives the least disruption to already existing residential & commercial developments in the city of McKinney. Widening US 380 will destroy businesses that have been there for a long time or recently built and will direct non residential traffic through neighborhoods that were only designed for residents that live there.	Comment noted.
806	Cheryl Ullom	10/4/2018	Survey Question 6 - Other response	#2 - want 380 to stay on 380. If a bypass is decided on, prefer alignment A rather than B	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
807	Chike Penny	10/09/18	Commen t Form	McKinney would not benefit from a 380 bypass. Keep 380 on 380	Comment noted.
808	Chike Penny	10/5/201 8	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
809	Chike Penny	10/9/201 8	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
810	Chip Marz	10/10/20 18	Survey Question 6 - Other response	I support Red Alignment-Option B because. It offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years. It would also bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
811	Chloe guthrie	10/14/20 18	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
812	chloe soltysik	10/16/20 18	Survey Question 6 - Other response	The highway needs to be kept where it is so that traffic to the businesses that was promised before development is maintained.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
813	Choyu Chung	10/21/2018	Survey Question 6 - Other response	I am both a resident and a business owner within the area described and strongly believe the best solution is to expand the existing 380 route lanes to accommodate the increased traffic versus re-routing the traffic volume through a new and much more expensive bypass.	Comment noted. The proposed green alignment is estimated to cost more than the red alignment.
814	Chris	10/13/2018	Survey Question 6 - Other response	Please don't raise taxes or tolls	Comment noted. Tolling is not being considered as an option for funding.
815	Chris bandy	10/8/2018	Survey Question 6 - Other response	There is far less impactful infrastructure work that could be done such as building more artery streets out to US75. For example I would never need to use 380 if Wilmeth Road were built all the way through to Lake Forest Drive.	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
816	Chris Bradshaw	10/9/2018	Survey Question 6 - Other response	Would love complete transparency on all listed plans	Comment noted. All public meeting materials and additional information is available at Drive380.com.
817	Chris C	10/8/2018	Survey Question 6 - Other response	It makes sense to keep 380 on 380. Creating a bypass threatens the future plans for Prosper and our way of life.	Comment noted.
818	Chris carter	10/12/2018	Survey Question 6 - Other response	The land and beauty that Prosper and West McKinney provide is the reason we moved here. There would be too much destruction af that and areas very important to the communities specifically Manegait!, and surrounding ranches.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
819	Chris Clark	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A and the Green option which we	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				feel would have the most negative impact on McKinney as a whole.	
820	Chris Cooper	10/10/2018	Survey Question 6 - Other response	I am a Collin County resident who purchased land in the ETJ 19 years ago. I was aware of the roadway being expanded (improved) as the future growth of the County deemed it time to improve the roadway. I am now being told that the City (McKinney) where I do not reside is going to make the decision to put a bypass (Freeway) in front of my home and take approx 2.5 or 3 acres of my land. Whether it be TXDOT or the City who actually takes my land is not important. Taken is taken. Being paid for the land is a non issue also as there will be taxes due on any payment received as well as increased noise, pollution, trash, potential loss of property value, etc. Now understand there is a possibility of my property being able to be zoned for commercial use.. That is not my goal. I purchased my property and built a home with every intent to die here. My neighbors will be forced out of there homes due to this bypass other neighbors will have a bypass just feet from there property lines. Many people made decisions to live away from a freeway and are now being put in a bad situation with one right in there own backyard. All this is out of there control. I will say this there is another way. Keep 380 on 380. The people and business already there made the decision to live or do business by 380 for a reason. The people who decided to build away from 380 also did so for a reason. Honor the decisions of the people keep 380 on 380.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
821	Chris Creedon	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B given it offers the least disruption to existing residential and commercial businesses in McKinney. Widening US 380 would create problems, perhaps destroying many of the new businesses that have invested in the area and been built along US 380 in the last few years. It would clearly	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				bring more traffic, including commercial traffic to residential streets that are not designed to carry heavy traffic and we have experienced significant increase in intersection accidents, particularly along Ridge Rd. and Lake Forest over the past few years.	
822	Chris Dalton	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
823	Chris Duvall	10/14/2018	Survey Question 1 - Other response	Red Option B	Comment noted.
824	Chris Eckenrode	10/12/2018	Survey Question 6 - Other response	Absolutely opposed to the 380 bypass, please keep 380 on 380	Comment noted.
825	Chris Eckenrode	10/12/2018	Survey Question 6 - Other response	Since there are solutions that allow 380 to be expanded in its current location, that is the best option available. This would allow more land to be preserved, reducing the environmental effects. Also, fewer neighborhoods would be affected - the main neighborhoods affected would only be ones where the residents knowingly chose to live near a major highway (380) in the first place in an area where the population is growing rapidly. Furthermore, we adamantly oppose the alignment that cuts through Prosper. (1) Our town planned for the expansion of 380 in its current location. (2) Prosper needs that land for businesses and residents to help its tax base. (3) The residents in Prosper nearest that alignment intentionally bought away from 380. (4) The Prosper alignment would destroy ManeGait, a non-profit	<p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				charity in McKinney. Please keep 380 on 380! Thank you!	
826	Chris French	10/11/2018	Survey Question 6 - Other response	Green alignment A will drop very close to Heard museum and many homes in Fairview that purchased in that area because of the rural quiet feel. Option B is much more preferred.	Comment noted.
827	Chris Jones	10/6/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
828	Chris Keating	10/12/2018	Survey Question 6 - Other response	Whitley Place and nearby Prosper neighborhoods should not be threatened due to the lack of planning by McKinney and Tucker Hill developers. A bypass through Prosper would have many negative effects, including a decrease in property tax income, safety concerns with the new highway's proximity to Whitley Place, and decrease in property values. When I moved here, I made it a point to be away from 380. Residents in Tucker Hill bought their properties knowing they were next to 380. Why penalize us?	<p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
829	Chris Marz	10/10/2018	Survey Question 6 - Other response	Established residential neighborhoods need to remain safe places for growing families. Please help us.	Comment noted. Any future improvements will be designed to current design standards to enhance safety.
830	Chris Pheil	10/13/2018	Survey Question 3 - Other response	Keep existing route and expand even if double decker.	Comment noted. Elevated freeway sections (or double decking) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
831	Chris Pheil	10/13/2018	Survey Question 6 - Other response	If expansion in width is not possible then double decker or over passes such as 380 and 289 or 380 and DNT should be enough.	<p>Comment noted. Elevated freeway sections (or double decking) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.</p> <p>Traffic analysis indicates that providing only overpasses, also known as grade separated intersections, along the existing US 380 would still experience a failing level of service for congestion and delay.</p>
832	Chris Price	10/15/2018	Survey Question 1 - Other response	Please include Depressed roadways as you approach Coit from the west, to reduce noise in Prestwyck and Redbud estates.	Comment noted.
833	Chris Price	10/9/2018	Survey Question 1 - Other response	380 bypass from the DNT north of 380	Comment noted.
834	Chris Price	10/15/2018	Survey Question 2 - Other response	Prefer option B, but please include depressed roadways from Coit to near Custer, to reduce noise in Prestwyck and Redbud estates.	Comment noted. It can be considered during the next phase of project development, which is schematic design. There is a creek located in this area which would make it difficult to depresss a roadway.
835	Chris Price	10/15/2018	Survey Question 6 - Other response	Please provide depressed roadways near Prestwyck and Redbud estates to reduce road noise.	Comment noted. It can be considered during the next phase of project development, which is schematic design. There is a creek located in this area which would make it difficult to depresss a roadway.
836	Chris Price	10/11/2018	Survey Question 6 - Other response	Will the txdot consider future autonomous vehicle growth and to build the 380 highway to meet any needs related to this new technology?	Comment noted. Projections based on available data provided our team an idea of what may happen, but it is uncertain how future technology will actually affect transportation in the future. There are a number of possible scenarios that can affect future trips. For example, people working from home may decrease the number of trips, but autonomous vehicles may increase the number of trips.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
837	Chris Price	10/9/2018	Survey Question 6 - Other response	The 380 bypass needs to connect to the DNT and in the future to the 35 in Denton to make a large traffic reduction impact. By shifting the bypass west of Custer only Shifts the burden of the highway to other homeowners and businesses without added traffic reduction benefit.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
838	Chris Roche	10/12/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
839	Chris Sanchez	10/11/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
840	Chris Sanderson	10/6/2018	Survey Question 6 - Other response	The US 380 corridor is already developed. The impacts from bypassing 380 between east of hwy 75 and Custer Road would cause large impacts to the floodplain of the East Fork Trinity River and it's associated major tributaries, which are classified as floodplains of greatest conservational need by the City of McKinney. Furthermore impacts to areas outside of the existing 380 corridor would include all new biological, historical, archaeological, cultural, and hydrological impacts to pristine undeveloped areas. If 380 was updated within the existing 380 corridor, impacts would be limited to only adding to existing impacts to areas already developed. This would decrease environmental degradation within areas that should be preserved as long as possible, especially the floodplains of the East Fork Trinity River and associated major tributaries.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
841	Chris Self	10/9/2018	Survey Question	Least expensive option is Red, Option B	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response		
842	Chris Spain	10/09/18	Commen t Form	Within the last several years our property at [REDACTED] McKinney, TX was put into the 100 year flood plan with the planned spur 399 it will go right next to our property. The City of McKinney has devalued our property to next to nothing by diverting water from the old landfill, & all the development along wilson creek & now you want to put a road almost over us. I am against this & hope you will change your mind.	Comment noted. According to the Collin County floodplain data, the home at the address provided is located approximately 450 feet away from the 100 year floodplain and approximately 800 feet away from the proposed green alignment option A.
843	Chris Stroud	10/25/18	Commen t Form	The traffic issues of 380 will not be fixed by creating a bypass. There is still a lot of undeveloped land - both residential & commercial - on 380. Traffic will only continue to increase along 380 as development and growth continues. The bypass through Prosper may be the cheaper option now, however this does not for see or include the cost of fixing 380 in the future. It is unfortunate that many businesses will need to be displaced by widening 380 now, but this will allow for better planning and development in McKinney to prevent the future displacement of even more businesses and homes. Fix 380 now rather than put a band aid bypass through the farms and homes and nature that makes Collin County unique. Expanding 380 now will be more efficient, effective, cheaper and less destructive in the long run.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380. Cost is one of the many factors that TxDOT will consider when making a decision on an alignment.
844	Chris Stroud	10/5/2018	Survey Question 6 - Other response	Creating a bypass through Prosper would destroy the natural beauty that this small town offers. It would also destroy the growth potential of the town to take away future business sites. We chose to settle our family in Prosper due to the small town feel and being able to relax in the country. Having a highway in our backyard would eliminate those reasons and make us feel like we were back in the stressful, noisy streets of Houston.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
845	Chris Talbot	10/9/2018	Survey Question 6 - Other response	My family intentionally selected the neighborhood we are in so that we would not be next door to a major highway. I do not want to hear or see highway traffic when I play with my kids outside. The added pollution to my neighborhood is not wanted either. Adding a bypass that is so far off the original road seems a bit counter-intuitive. The fastest path from one point to another is a straight line.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
846	Chris Turner	10/9/2018	Survey Question 6 - Other response	Keep 380 on 380!	Comment noted.
847	Chris Turriziani	10/21/2018	Survey Question 1 - Other response	We	Comment noted.
848	Chris Turriziani	10/21/2018	Survey Question 6 - Other response	We need to keep 380 on 380 as it was intended	Comment noted.
849	Chris ubando	10/27/2018	Survey Question 6 - Other response	McKinney should have expected the growth and not issued permits so close to 380 for tucker hill	Comment noted.
850	Christa Taylor	10/13/2018	Survey Question 6 - Other response	Keep 380 on 380.	Comment noted.
851	Christen	10/25/2018	Survey Question 6 - Other response	Please leave some farm land untouched!	Comment noted.
852	Christi Martin	10/9/2018	Survey Question 3 - Other response	Prefer green alignment but don't know the difference bw option a and b	Comment noted. Option A in the Spur 399 segment is the alignment that runs east of the McKinney Airport. Option B runs to the west of the McKinney Airport. See Drive380.com for more information.
853	Christian	10/16/2018	Survey Question 6 - Other response	I just like get to work faster. It only 20 miles, taking a hour to get to work. Went I 1st got the job it only took 30 mins. So he needs more routes for the growing population	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
854	Christian Elliott	10/22/2018	Survey Question 6 - Other response	Please don't run a 380 bypass through prosper.	Comment noted.
855	Christian eubank	10/22/2018	Survey Question 6 - Other response	Keep 380 on 380!	Comment noted.
856	Christian Hicken	10/15/2018	Survey Question 6 - Other response	McKinney caused the whole mess and should be the one to take the hit. No bypass thru Prosper.	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
857	Christian Rosas	10/10/2018	Survey Question 1 - Other response	Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets.	Comment noted.
858	Christian Rosas	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B route a US 380 bypass to connect WEST of Custer Road because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
859	Christian Townsend	10/26/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
860	Christiane Harrell	10/04/18	Comment Form	No Bypass. Please keep 380 on 380. This decision would really harm the real state in Prosper.	Comment noted.
861	Christie Thornton	10/22/2018	Survey Question 6 - Other response	Keep 380 on 380!! We built our home so that we were not too close to 380 yet can get there easily. No bypass needed...just extend Bloomdale & Wilmeth to 75 to help traffic along with expanding 380 on 380!	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. The Collin County thoroughfare plan shows

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
					<p>expansion and extension of several major east-west arterials throughout the county. These roads were modeled in TxDOT's traffic demand model.</p> <p>Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p>
862	Christie ubando	10/8/2018	Survey Question 6 - Other response	I think 380 should just be expanded since that was the expected expansion	Comment noted.
863	Christina Ball	10/14/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
864	Christina Dorton	10/20/2018	Survey Question 6 - Other response	Strongly prefer red alignment option B. This option cost less and does less damage to nearby homes and businesses.	Comment noted.
865	Christina Dorton	10/12/2018	Survey Question 6 - Other response	I support "Red Alignment option B". I strongly oppose any widening of hwy 380 and Red alignment option A!	Comment noted.
866	Christina Olson	10/8/2018	Survey Question	No bypass in Prosper, TX	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response		
867	Christina Prewitt	10/8/2018	Survey Question 6 - Other response	Please do not punish Prosper residents for McKinney's failure to plan for their town accordingly.	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
868	Christina Stevenson	10/8/2018	Survey Question 6 - Other response	Building through prosper because 1 neighborhood built on 380 opposes 380 expansion only infuriates almost every prosper resident	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
869	Christina Stover	10/12/2018	Survey Question 6 - Other response	<p>FRIENDS, MANEGAIT NEEDS YOUR VOICE!</p> <p>The Texas Department of Transportation has released route alternatives for the future expansion of HWY 380. One of the options ("Red alignment B") would route the highway directly through ManeGait. We are asking our friends to please complete a TxDOT feasibility survey to show support for the GREEN alignment option. This option would preserve ManeGait as well as the beauty of McKinney, Prosper, and surrounding areas. <input checked="" type="checkbox"/> TO TAKE THE SURVEY, VISIT https://www.surveymonkey.com/r/RXX3T3S (Every member of your household may complete the survey regardless of age.) <input checked="" type="checkbox"/> ON QUESTION 2 (Coit Road to FM 1827), select "Prefer GREEN alignment" – GREEN alignment keeps HWY 380 on "I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our</p>	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

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				community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year."	
870	Christina Swanson	10/12/2018	Survey Question 6 - Other response	Maine gate is a program that helps so many people and should not have to move because of this. Keep 380 on 380	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
871	Christine Chambers	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
872	Christine Harper	10/13/2018	Survey Question 1 - Other response	Bypass needed	Comment noted.
873	Christine Harper	10/13/2018	Survey Question 6 - Other response	We live off 380 widening 380 is NOT solving the problem of traffic. A bypass is needed please do the right thing	Comment noted.
874	Christine Huang	10/10/2018	Survey Question 6 - Other response	This is going to make Stonebridge areal mess. We loose our small town feel.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
875	Christine Law	10/11/2018	Survey Question 6 - Other response	I'm opposed to having a 380 bypass. It will make it very inconvenient to access and will not fix the traffic issues on 380	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
876	Christine Rodgers	10/13/2018	Survey Question 6 - Other response	Just expand 380 itself. There is no need to create all of these loops that cut through people's property and homes! Use existing roads more efficiently, and just fix the northbound ramp/service road at 380 & 75. It worked fine the first fix, but the second fix creates dangerous backups and driving situations on 75. There needs to be opportunity further back to change lanes so there isn't a backup onto the highway, and maybe create yet another left turn lane.	Comment noted. Any future improvements will be designed to current design standards to enhance safety.
877	Christine Scarbo	10/6/2018	Survey Question 6 - Other response	Fix 380 on 380! I do NOT support a bypass option.	Comment noted.
878	Christine Stoneking	10/9/2018	Survey Question 6 - Other response	Keep 380 on 380.	Comment noted.
879	Christine Thielmier	10/22/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
880	Christopher B Sanchez	10/11/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
881	Christopher Carroll	10/10/2018	Survey Question 6 - Other response	We built where we live to purposefully be away from this kind of traffic.	Comment noted.
882	Christopher Clark	10/14/2018	Survey Question 6 - Other response	Keep the highways where they are and widen them. This is the least intrusive to the community and the tax payers! We don't want this road in our backyard!!	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
883	Christopher Deitz	10/14/2018	Survey Question 6 - Other response	I prefer to widen 380 on 380 from McKinney to Prosper with no bypass. I understand that there is impact in any case, but do not think that McKinney's issue should be passed on to Prosper to resolve.	Comment noted.
884	Christopher Dever	10/17/2018	Survey Question 1 - Other response	This question has no context. The survey needs more explicit explanations regarding what these option mean in order to facilitate meaningful input.	Comment noted. See Drive380.com for more information.
885	Christopher Files	10/12/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
886	Christopher Hall	10/13/2018	Survey Question 6 - Other response	The McKinney bypass would negatively affect my neighborhood (Heatherwood), my kids' school, and many other neighborhoods and land owners. We chose to buy a house away from a major highway to avoid the traffic and noise pollution. People who bought houses off of 380 knew they were buying near a major highway. We shouldn't be punished because the city failed to plan far enough in advance. Please fix 380 on 380. No bypass!	Comment noted.
887	Christopher Hall	10/7/2018	Survey Question 6 - Other response	Do not let one neighborhood (Tucker Hill) dictate the path chosen.	Comment noted.
888	Christopher Holm	10/10/2018	Survey Question 6 - Other response	Please do not destroy McKinney.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
889	Christopher Hughes	10/5/2018	Survey Question 6 - Other response	No city should be valued over any other no matter how loudly the blogger mommies scream on Facebook.	Comment noted.
890	Christopher Hynes	10/12/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow	Comment noted.
891	Christopher Lee Dugas	10/17/18	Commen t Form	Please keep 380 on 380 We bought our home in Prosper, away from Highway 380 for a reason. If the bypass comes through Prosper, it adds traffic closer to my home and hurting my property value. This is not the most cost effective way to expand use for Hwy 380. I vote no bypass of Hwy 380 ANYWHERE through Prosper.	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
892	Christopher Lee Dugas	10/13/2018	Survey Question 6 - Other response	We purchased our home in Prosper knowing that highway 380 was already existing. Any bypass would hurt my existing property value.	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
893	Christopher Michael Kern	10/5/2018	Survey Question 6 - Other response	Fix 380 on 380. I know it will impact businesses, but the alignment makes more sense and will not create another congestion loop.	Comment noted.
894	Christopher Richardson	10/12/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
895	Christopher Stoneking	10/15/2018	Survey Question 6 - Other response	no bypass needed	Comment noted.
896	Christy Adriaenssens	10/13/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
897	Christy Burbage	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year."	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
898	Christy Meaney	10/11/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole."	
899	Christy Moorer	10/12/2018	Survey Question 6 - Other response	Enhance 380 with access roads and medians	Comment noted. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
900	Christy Swenson Kreger	10/14/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
901	Christy Wallace	10/25/2018	Survey Question 6 - Other response	Being a property owner/resident of Princeton, driving 380 is a continual source of frustration & fear. My home is likely to be seriously impacted by the option of widening the existing highway. A loop around makes more sense to me but I realize some people are going to be impacted negatively regardless of the option(s) chosen. 380 is a US highway. Will any of the funding for the project be available from the Federal Government? Or is the burden on local jurisdictions?	<p>Comment noted. Based on proposed alignments, the residence at the address provided does not have a residential property impact or displacement.</p> <p>The funding is still being identified for this project.</p>
902	Christy Whitfill	10/12/2018	Survey Question 6 - Other response	I support GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is UNNECESSARY, would scar the beauty of our community and would impair growth and high-Quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children, adults and veterans with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year!	
903	Christy Zuehl	10/9/2018	Survey Question 6 - Other response	380 should NOT be moved to Prosper. Keep 380 on 380. Stop moving it into residential areas.	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
904	Cindy	10/12/2018	Survey Question 1 - Other response	Red route	Comment noted.
905	Cindy	10/12/2018	Survey Question 6 - Other response	Thank you for asking for the public's input.	Comment noted. Public input is one of the many factors that goes into TxDOT's decision-making process in regards to this study.
906	Cindy Cavener-Sumner	10/4/2018	Survey Question 6 - Other response	We'd like the green alignment at Walnut Grove (just east of Custer) to be compressed and depressed just like Tucker Hill & Stonebridge.	Comment noted.
907	Cindy Cavener-Sumner	10/09/18	Comment Form	Creating a bypass (Red B) does not eliminate the need to fix 380. TxDOT needs to fix 380 on 380. No one wants to drive out of the way. They want the shortest, straight route. Depress, compress or raise 380 where necessary to avoid the bypass. See the overpasses at Preson & 380 and Dallas North Tollway & 380. You will be destroying neighborhoods, and the "Unique By Nature" reason people bought in McKinney. We bought property away from the highway intentionally.	<p>Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway. Traffic analysis</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
					<p>indicates that providing overpasses, also known as grade separated intersections, along the existing US 380 would still experience a failing level of service for congestion and delay.</p> <p>Depressed and/or compressed sections are being considered for select segments of each alignment. Please see the typical section drawings in the public meeting presentation boards posted at Drive380.com.</p>
908	Cindy Cavener-Sumner	10/15/2018	Survey Question 6 - Other response	Keep 380 on 380. Neighborhoods in McKinney area were built to promote communities, thus the winding roads and cul de sacs. Don't destroy what McKinney stands for. Businesses want 380 on 380. They don't want the bypass to move potential customers away from them.	Comment noted.
909	Cindy DeBoer	10/16/2018	Survey Question 1 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
910	Cindy Dickens	10/11/2018	Survey Question 6 - Other response	Leave Farmersville as it is. It hasn't been that long since you widened & rebuilt bridges.	Comment noted.
911	Cindy Dickens	10/11/18	Comment Form	<p>I prefer you leave 380 in Farmersville as it is. However, if you are determined to do something, Keep it where it currently is. Do NOT bypass the town. You should consider adding one lane each side from the bridge over Lavon Lake until about Brookshires. Then, leave as is until East of Dairy Queen, etc. Then, return to one additional lane on each side.</p> <p>I am glad to see you have reduced the road width.</p>	Comment noted. The proposed lake crossing includes lanes for the freeway and frontage roads in each direction. The freeway has 4 lanes in each direction. Two-lane frontage roads run parallel to the freeway. Ramp access will be limited to before and after the lake crossing. If there is a wreck on the freeway bridge, traffic can be diverted to the frontage roads before entering the lake crossing, to reduce traffic congestion.
912	Cindy Hicks	10/09/18	Comment Form	Dear Mr Endres, Please keep 380 on 380. I would like the Green option between Coit Road to FM 1827 to be	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				adopted. Red options will have a significant negative impact on residential properties and hard working families. Red options also have a more negative impact on open spaces, parks and future plans for trails. The Red options create a social and isolating island for residents north of US 380 and south of proposed Red options. Resident north of US 380 intentional bought away from the traffic noise of US 380. Please keep 380 on 380. Thank you for your efforts and community outreach. Regards, Cindy Hicks	alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
913	Cindy Hicks	10/25/2018	Survey Question 6 - Other response	For Coit Road to FM1827, move forward with Green option: (1) Red option A and B have significantly higher residential impacts than Green alignment. Residents in the red option A and B zones intentionally bought north of the traffic on US 380 to be out of traffic. Hard working families will be negatively and significantly impacted. Families should be prioritized over commercial properties. (2) The Green option is centrally located centrally between 121 tollway and the outer loop. (3) The Green option provides straight line of travel for freeway speeds. (4) Red options A and B impact plans for open space and trails. The McKinney vision for open space and trails is what drew me to this area. Erwin Park will be heavily impacted. (5) Red option A and B create an island for residents north of US 380 and south of they proposed bypass, cutting us off from greater McKinney. Approved work on Erwin Farms phase 3 will impact homes that have not yet even been built. (6) Red option A and B are generally in conflict with the McKinney 2040 Comprehensive Plan. Keep 380 on 380. Start the work on Outer Loop ASAP to avoid pain for future residents as McKinney continues to grow northward. Thank you for your consideration. I know your job is a challenging one.	<p>Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p> <p>The location of Erwin Park was taken into consideration when draft alignments were developed. None of the proposed alignments directly impact Erwin Park. The proposed red alignment option is adjacent to the southern property line but does not cross into the park. Any future improvement projects would include assessment of the potential impact on the human and natural environments. TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
914	Cindy James	10/30/18	Commen t Form	My comment relates to the development of the highway from CR559 to Hunt County line. To put a highway through the heart of Farmersville (Red alignment) would be tragic for our beautiful city. It would turn our bucolic, peaceful town into a nightmare for those of us who live on this side of 380, not only destroying farms, but destroying the peaceful existence we now enjoy. Progress is one thing but destroying the lifestyle of this area when there is a viable alternative (Green Alignment) seems barbaric. Farmersville would be ravaged by the Red Alignment. No building alternative is ideal, esp...no retail.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
915	Cindy Nuenhueser	10/09/18	Commen t Form	Please give more thought about impact on Tucker Hill.	<p>Comment noted. Any future improvement projects would include assessment of the potential impact on the human and natural environments.</p> <p>TxDOT has determined it was feasible to depress and/or compress the alignments along the existing US 380 between the Tucker Hill and Stonebridge neighborhoods. Right of way widths in these areas could average approximately 240 feet wide. This would mean that there would be no access ramps in this area. Please see the typical section drawings available at Drive380.com by clicking the presentation boards link.</p>
916	Cindy Rickerby	10/12/20 18	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				and offering enriching volunteer opportunities for over 2,000 North Texans each year.”	
917	Cindy Rieger	10/9/2018	Survey Question 6 - Other response	Build out 380 on 380, stay away from our neighborhoods please!	Comment noted.
918	CJ	10/22/2018	Survey Question 6 - Other response	Any initiative to help alleviate the high traffic is MORE THAN WELCOME PLEASE!	Comment noted.
919	Clair Canada	10/10/18	Email	<p>Good Morning Ms. Smith,</p> <p>I received your contact info from a neighbor within my community, Whitley Place. As a single mom, I moved to Prosper over a year ago. I am a Dallas native and have had to move several times due to my past, but now I finally feel at “home” in Prosper. I am 45 years old and have not had a place to call “home” up until now. I am fortunate to have found Prosper and the since of community exceeds my expectations and I am proud to raise my daughter in a haven such as this. As I searched for my home, I did consider Tucker Hill as it is a very charming neighborhood, but I chose Whitley so that I could be away from 380. I have a back porch whereby I sit at on several mornings and nights hearing the toads croak and the locusts chirping. I know the road that I back up to which is First Street will be widened as I was informed of that when I purchased my home, but I certainly did not expect a bypass to be behind my home. I have fought hard all my life and have tried to do the right things and be a good steward and mother, I ask that Prosper remains to be the refuge that I have been blessed to know. Please do not allow the growth of 380 to impact our 27 square miles that is known as Prosper and my home.</p> <p>Best regards, Clair Canada [REDACTED] [REDACTED].</p>	Comment noted. Any future improvement projects would include assessment of the potential impact on the human and natural environments.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
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920	Clair Canada	10/9/2018	Survey Question 6 - Other response	I am a Dallas native and have lived in several suburbs of Dallas to finally find refuge in Prosper which is my home with a sense of community for my six year old daughter. Please don't take this away from my family. Prosper is our long awaited haven.	Comment noted.
921	Clare Nixon	10/14/2018	Survey Question 6 - Other response	MainGate has provided many special needs children valuable riding lessons which have in turn improved core strength for these children.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
922	Clarence Phillips	10/11/2018	Survey Question 1 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
923	Clarence Phillips	10/11/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
924	Claudia Arando	10/4/2018	Survey Question 6 - Other response	We don't want the 380 Bypass in Prosper	Comment noted.
925	Claudia Camangian	10/15/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
926	Claudia Kuri	10/22/2018	Survey Question 6 - Other response	Keep 380 on 380 People who purchase properties on 380 knew exactly that they were nearby 380 - stop listening to special interests and do the right thing!	Comment noted.
927	Claudia warner	10/21/2018	Survey Question 6 - Other response	Opposed to any bypass near Erwin Park. A bypass near this park would be devastating.	Comment noted. The location of Erwin Park was taken into consideration when draft alignments were developed. None of the proposed alignments directly impact Erwin Park. The proposed red alignment option is adjacent to the southern property line but does not cross into the park. Any future improvement projects would include assessment of the potential impact on the human and natural environments. TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable.
928	Clay Pirkey	10/21/2018	Survey Question 6 - Other response	First and foremost, 380 is already a highway and it makes NO SENSE to spend money to build a partial bypass around an existing highway through town. It will not be the same as an outer loop such as we see in many smaller cities feeding off a major highway in other areas of Texas. Economically, it also makes more sense to keep 380 on 380 as it is currently used to access the shops, businesses, neighborhoods and communities along it's path. This is not likely to change with a bypass and even more money will have to be spent on 380 itself to keep it accessible and prevent the inevitable traffic problems that will ensue.	Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted. According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.
929	Clayton Bryan	10/8/2018	Survey Question 6 - Other response	Please expand 380 into a limited access highway	Comment noted.
930	Clayton E. East	10/9/2018	Survey Question 6 - Other response	If Option B is not picked, we are concerned increased traffic North/South on Custer, Stonebridge & Ridge Roads will force us to move away from the area & sell our home at a financial loss.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
931	Clayton Wilkerson	10/13/2018	Survey Question 6 - Other response	Please fix 380 on 380	Comment noted.
932	Cliff Bell	10/26/2018	Survey Question 6 - Other response	I'll lease keep 380 on 380.	Comment noted.
933	Cliff Johnson	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole.	Comment noted.
934	Clint Moss	10/24/18	Email	Dear Mr Endres, Thank you for allowing me to voice my opinion on this very important decision. I SUPPORT THE GREEN ALIGNMENT through Prosper as the most beneficial to all in the area. As a resident of Whitley Place in Prosper, I heavily researched the city and the communities around it. Knowing that 380 was set to expand its boundaries, we chose to live in a neighborhood well away from 380. Now it is being considered to push Mckinney's poor planning and development problems into our quiet neighborhood by creating the bypass along Custer Road. Those who developed and purchased homes along 380 should have known about the potential for 380 expansion prior to purchasing along 380. Please do not dump someone else's problem into our neighborhood. Their lack of research and planning should not constitute my problem. Furthermore, the 380 bypass along Custer road would disrupt the plans for City of Prosper commercial	<p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>The proposed red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>development and the construction of a new high school. Everyone is aware of the politics involved in this decision and the push by Tucker Hill to support the bypass along Custer Road. I strongly urge TxDOT to do the right thing. Please do not listen to bogus alternatives imaginatively drawn on a map by politicians who's homes may be impacted by the 380 expansion. KEEP 380 ON 380. APPROVE THE GREEN ALIGNMENT. This will best serve everyone involved and retain the original intent of 380 and TxDOT. Thank you for your consideration.</p> <p>Sincerely, <div style="background-color: black; width: 100px; height: 1em; margin-bottom: 2px;"></div> <div style="background-color: black; width: 150px; height: 1em; margin-bottom: 2px;"></div> <div style="background-color: black; width: 80px; height: 1em;"></div> </p>	
935	CLINT MOSS	10/12/2018	Survey Question 6 - Other response	<p>Thank you for allowing me to voice my opinion on this very important decision. I SUPPORT THE GREEN ALIGNMENT as the most beneficial to all in the area. As a resident of Whitley Place in Prosper, I heavily researched the city and the communities around it. Knowing that 380 was set to expand its boundaries, we chose to live in a neighborhood well away from 380. Now it is being considered to push Mckinney's poor planning and development problems into our quiet neighborhood by creating the bypass along Custer Road. Those who developed and purchased homes along 380 should have known about the potential for 380 expansion prior to purchasing along 380. Do not dump someone else's problem into our neighborhood. Their lack of research and planning should not constitute my problem. Furthermore, the 380 bypass along Custer road would disrupt the plans for City of Prosper commercial development and the construction of a new high school. Everyone is aware of the politics involved in this decision and the push by Tucker Hill neighborhood to support the bypass. I strongly urge TxDOT to do the right thing. Do NOT listen to bogus alternatives imaginatively</p>	<p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>The proposed red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				drawn on a map by politicians who's homes may be impacted by the 380 expansion. KEEP 380 ON 380. APPROVE THE GREEN ALIGNMENT. This will best serve everyone involved and retain the original intent of 380 and TxDOT. Thank you for your consideration.	
936	Clint Richardson	10/09/18	Comment Form	Represent owners of unannexed land in McKinney southeast of airport that would be impacted by Green - Option A. [REDACTED]	Comment noted.
937	Clint Richardson	10/9/2018	Survey Question 6 - Other response	represent owners of land southeast of airport that would be impacted by Green-Option A south of 380	Comment noted.
938	Clint Wheeler	10/21/2018	Survey Question 6 - Other response	It would be a mistake to add in highways near property owners who purposely purchased away from a highway.	Comment noted.
939	Clinton Sullivan	10/25/2018	Survey Question 6 - Other response	You made a fundamental survey mistake. You are failing to capture the feedback of individuals who would prefer 2 of 3 options. To do so you must enable a rank options. Ex. (A, B,C), (B,A,C). Not red A, red B, or green. This inherently skews your results to green. As those who are indifferent to A or B will have to select one. Thus preventing either from being a majority. This was also evident in the statistics displayed at the meeting. It was stated that 4600 people responded to a survey and ~1800 preferred to use the existing 380 option. This was then referenced as a significant preference. The opposite is actually true. 1800 is not a majority and the only other options were bypasses. While no single bypass option may have exceeded 1800 the combined totals must have unless 1000+ respondents had no preference, which I find unlikely. One can only conclude that your decision has already been made, you are seeking to skew the results, or you simply don't know what you're doing. Either way this is bush league!	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
940	Clyde and Lynda Seitz	10/12/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole.	Comment noted.
941	Cody Adaie	10/22/2018	Survey Question 6 - Other response	I own a house in franklin county and it takes forever from coit and 380 to Greenville is typically 1hr to 1hr and 15 to go 36 miles to 1-30. This should be a 45 min drive tops please fix the 380 congestion issue ASAP.	Comment noted. Initial traffic analysis does show that travel times would likely be reduced should a freeway be constructed and traffic signals eliminated. However, if TxDOT opts to not move forward with constructing a freeway, we will continue to find ways to enhance safety and improve traffic flow.
942	Cody Hare	10/10/2018	Survey Question 6 - Other response	I commute to Collin college in McKinney from Prosper. I will still have to drive 380 regardless of bypass or not. 380 will have to be improved no matter which decision is made. This additional cost should always be included with the bypass figures.	Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted. According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.
943	Cody L. Castle	10/11/2018	Survey Question 6 - Other response	Running any roads that (like that Princeton one) that diverge just to run parallel seems incredibly dumb. If this county is going to develop we need to be scalable, we can't just hack together plans like that.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
944	Cody Meyer	10/18/2018	Survey Question 6 - Other response	380 is my daily commute and it is an absolute nightmare. Most mornings consist of lines at each of the lights from Princeton to McKinney backed up from a quarter mile to a mile long. People drive like maniacs switching back and forth between lanes recklessly. The timing of the lights needs to be adjusted to prevent huge stopped lines. It would be nice to have a 3rd lane and enforcement of a passing lane.	Comment noted. TxDOT is currently constructing a safety improvement project to add a raised median on US 380 from FM 1827 to CR 985. Construction is anticipated to be complete during the fall of 2019. In addition, TxDOT is currently developing a project to widen US 380 from Airport Road in McKinney to 4th Street in Princeton from 4 lanes to 6 lanes.
945	Colby Peek	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
946	Cole Ellis	10/9/2018	Survey Question 6 - Other response	Focus attention on completing existing work on 380. Evaluate improvement to traffic. Then access where or if a bypass is needed at any location. Finish your work.	Comment noted. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.
947	Cole Finley	10/5/2018	Survey Question 6 - Other response	Please fix 380 on 380. Please don't destroy neighborhoods to the North of 380. Businesses and homeowners on 380 should bear this burden, as they chose to live/operate there, knowing that someday 380 would expand. The people North of 380 chose to live away from highways for many reasons. Keep it that way.	Comment noted.
948	Cole Waldron	10/8/2018	Survey Question 6 - Other response	No bypass in Prosper!	Comment noted.
949	Coleman Clark	10/14/2018	Survey Question 6 - Other response	Keep the existing roads where they are and widen them! Less damaging to the communities and better for all.	Comment noted.
950	Colin Beesley	10/11/2018	Survey Question 6 - Other response	1. Whitley Place is properly planned for the expected 380 growth/expansion, don't use us to solve the problem. 2. Increasing traffic on Bloomdale/Prosper Trail will ruin east Prosper as we know it. 3. The bypass will not keep up with	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were

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				<p>growth and we will still need to pay to improve current 380. 4. More homes (nearly 5,000) are impacted by the bypass than by keeping the alignment on 380. 5. Don't let a developer's greed of building too close to 380 (Tucker Hill) become our problem. 6. The re-zoning following a bypass being built would be commercial and high density, not the high end single family homes it is currently zoned for. 7. Proposed schools along the route would be affected by such bypass. HS Prosper Trail and Custer and HS off First Street between Custer and Coit Road. 8. Tax money would be lost for residents of Prosper. 9. Whitley Place property values would go down considerably. 10. Prosper was never suppose to be involved in the 380 by pass to begin with, the traffic issue is in McKinney not Prosper.</p>	<p>compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p> <p>As currently proposed, the red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
951	Colin G Cauble	10/12/2018	Survey Question 6 - Other response	<p>The GREEN alignment for HWY 380, is the most reasonable, optimal and efficient path for east-west traffic - why propose an unnecessary bypass that destroys the beauty of our communities and exactly why our families chose to live in these areas that you now want to destroy. The GREEN alignment also preserves ManeGait one of the best non-profits in the area and Collin county for recipients and volunteers. Green also only makes sense due to the proximity of the northern outer loop that is scheduled - isn't it TXDOT that preaches against</p>	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p> <p>Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				building highways so close together!? Why can't you just start building that sooner?	the study area, US 380 would still experience a failing level of service for congestion and delay.
952	Colin Humphreys	10/26/2018	Survey Question 6 - Other response	I never would have moved to McKinney Had this been known to me when I bought my house and moved my business here. Count me as moving out of McKinney if 380 is expanded on bloomdale	Comment noted.
953	Colleen A	10/22/2018	Survey Question 6 - Other response	Please save MainGait!	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
954	Colleen Piotrowski	10/8/2018	Survey Question 6 - Other response	Keep 380 on 380 please	Comment noted.
955	Colleen steller	10/9/2018	Survey Question 6 - Other response	Kee 380 on 380	Comment noted.
956	Colleen Vance	10/23/2018	Survey Question 6 - Other response	Highway 380 is a highway. It will need to be widened whether a bypass is built or not. However a bypass will drastically affect my home and the quality of my family. I intentionally built my home away from 380 because I didn't want to live by a highway. Please do not build a bypass.	<p>Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p>
957	Colton McKey	10/12/2018	Survey Question 6 - Other response	Build 380 into a major highway all the way around!!	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
958	Conner Smyth	10/21/20 18	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
959	Connie Abernathy	10/13/20 18	Survey Question 6 - Other response	<p>FRIENDS, MANEGAIT NEEDS YOUR VOICE! The Texas Department of Transportation has released route alternatives for the future expansion of HWY 380. One of the options ("Red alignment B") would route the highway directly through ManeGait. We are asking our friends to please complete a TxDOT feasibility survey to show support for the GREEN alignment option. This option would preserve ManeGait as well as the beauty of McKinney, Prosper, and surrounding areas. <input checked="" type="checkbox"/> TO TAKE THE SURVEY, VISIT https://www.surveymonkey.com/r/RXX3T3S (Every member of your household may complete the survey regardless of age.) <input checked="" type="checkbox"/> ON QUESTION 2 (Coit Road to FM 1827), select "Prefer GREEN alignment" – GREEN alignment keeps HWY 380 on its existing path and would not impact ManeGait. <input checked="" type="checkbox"/> ADDITIONAL COMMENTS may be provided on QUESTION 6. For example: "I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year." Thank you for joining us in this effort! God has bestowed ManeGait with this beautiful land, caring community, and enduring mission. We have faith that He will continue to guide and</p>	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

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				provide for our riders and our community now and in the future. Bill & Priscilla Darling Zach and Landon Schneider ManeGait Founding Family	
960	Connie Eggleston	10/23/2018	Survey Question 6 - Other response	Keep 380 a local/business use road. Seek less populated options to accommodate growth minimizing displacement / disruption existing properties owners.	Comment noted.
961	Connie Ener	10/16/2018	Survey Question 6 - Other response	For east-west flow of traffic on 380, some type of by-pass similar to the 287 by-pass in Midlothian makes the most sense. With all the overdevelopment along 380 in Princeton, traffic related issues and fatalities will only increase unless something is done.	Comment noted.
962	Connie Garland	10/14/2018	Survey Question 6 - Other response	With such a need for therapeutic therapy for all ages I can't believe putting a road through the ManeGait property is even being considered. Where is your apathy for those who are in need of therapy that is not attached to medication!	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
963	Connie Oberle	10/23/2018	Survey Question 6 - Other response	In the matter of 380 in the McKinney area I think that the low impact on tax payers, home owners, and businesses must be considered. Red option B offers the lowest impact. This is not about just Prosper or McKinney. This is about what is good for the region, residents, tax payers and the community.	Comment noted.
964	Connie Seitz	10/11/2018	Survey Question 6 - Other response	Red Alignment option B makes the most sense both to existing businesses and property owners.	Comment noted.
965	Conor Brooks	10/17/2018	Survey Question 6 - Other response	Prosper is very small, but has a clear long term roadway plan. A Bypass through Prosper is not in the plan, nor should it be. It's unfair to take tax base and space away from tiny Prosper, when they've planned adequately for expansion of the highway.	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
966	Cooper Lord	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year	TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
967	Coral Rojas-Acosta	10/7/2018	Survey Question 6 - Other response	Fix 380 on 380.	Comment noted.
968	Corey Anne Snowert	10/10/2018	Survey Question 1 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
969	Corey Anne Snowert	10/10/2018	Survey Question 3 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
970	Corey Anne Snowert	10/10/2018	Survey Question 6 - Other response	The greatest population of residents in McKinney live in the Stonebridge Ranch area and we can not accept an option that devalues our communities. TXDot needs to finalize this decision as soon as possible. Residents in my community are already listing their homes and moving because they are terrified of the lose in home value some of these options will cause. I support Red Alignment-Option B because it	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	
971	Corey Snowert	10/24/2018	Survey Question 1 - Other response	No	Comment noted.
972	Corey Snowert	10/24/2018	Survey Question 3 - Other response	No	Comment noted.
973	Corey Snowert	10/24/2018	Survey Question 4 - Other response	No	Comment noted.
974	Corey Snowert	10/24/2018	Survey Question 5 - Other response	red b	Comment noted.
975	Corey Snowert	10/24/2018	Survey Question 6 - Other response	Red B. Save our communities and businesses	Comment noted.
976	Cori Cane	10/8/2018	Survey Question 6 - Other response	As a property owner in Princeton, I ask that the work 380 STAY on 380. The red route will put so many land owners who have enjoyed country living all or lives right next to a busy highway, ruining what we love most about our home and town. Please think of homeowners!!! Thank you for the opportunity to give our input.	Comment noted. The green alignment would impact more residential properties and cause more residential displacements than the red alignment in Princeton.
977	Corinne blankenship	10/8/2018	Survey Question 6 - Other response	380 is the logical choice.	Comment noted.
978	Corrie Brock	10/5/2018	Survey Question	The Red alignmnet would decimate neighborhoods and put the bypass quite literally in my backyard. We built off of the highway on	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response	purpose and to be negatively impacted by a highway that is being enforced that goes out of the way is detrimental. Please keep 380 on 380.	
979	Cortney Romans	10/9/2018	Survey Question 6 - Other response	Prefer no 380 bypass at all. Redo 380 to make it a freeway.	Comment noted.
980	Coulter Daniel	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year!	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
981	Courtney Condit	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380 as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass would scar the beauty of our community and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
982	Courtney Finley	10/10/2018	Survey Question 1 - Other response	Expand 380 along the current existing highway	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
983	Courtney Finley	10/10/2018	Survey Question 6 - Other response	The green alignments make the most sense when it comes to people who already travel along 380 for work, need/want access to businesses, as well as affecting less residents in terms of disturbance by placing a major highway through many of our neighborhoods in the north. The red alignment will ruin the way of life for many more if chosen and is more out of the way for commuters which in turn will make it basically pointless. The red alignment affects those who have chosen to live away from 380 for a reason and would create more harm than help. Again, you will be ruining so many aspects of many families lives if the red alignment is chosen. Green alignment makes more sense in terms of commute, access to businesses along 380, and respecting the way of life for those who chose to live off the highway.	<p>Comment noted. The green alignment is expected to displace more residents than the red alignment. Evaluation matrices including business and residential impacts and displacements for proposed alignments were presented at the public meetings and posted on Drive380.com.</p> <p>Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
984	Courtney Hartman	10/5/2018	Survey Question 6 - Other response	Please keep 380 on 380. The red alignment from Coit to FM1827 may cause noise for our neighborhood, and it may even negatively affect my home's value, but my largest concern is the safety of our citizens...especially our young students. I have a son that attends Cockrell Elementary, and my daughter will be attending Cockrell when he moves on to Middle School. The school sits along Prosper Trail. The red alignment for both options A and B will drive increased traffic by the school (not to mention the future PISD schools that are projected to be built). While I'm sure that the roads (Custer Road and Prosper Trail) will be widened long before a bypass arrives, the congestion that the bypass will create on these newly widened roads won't make it any safer when you have people using these roads as cut throughs to get to/from the bypass. I cringe now at how dangerous it is for the buses and moms and dads to be pulling in and out of the school. More lanes (inevitable with the projected widening of Prosper Trail), and exponentially increased traffic from a bypass will only make it that more dangerous.	<p>Comment noted. Any future improvements will be designed to current design standards to enhance safety.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>As currently proposed, the red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				Keep the traffic on 380, and don't bring it through the neighborhoods and by our schools. Thank you!	
985	Courtney Jimerson	10/13/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year."	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
986	Courtney Kang	10/8/2018	Survey Question 6 - Other response	Not thru prosper	Comment noted.
987	Courtney McDobald	10/10/2018	Survey Question 6 - Other response	I am disappointed that TXDOT changed the options because of suggestions from one community-Tucker Hill because of political influence from a county judge who resides there. This community is currently built on 380, so these residents chose to live on a highway. Now a new alternative has been created that was not part of TXDOT's original plan that will affect residents of Whitley Place who purposely purchased homes miles from 380.	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
988	Courtney Miller	10/9/2018	Survey Question 6 - Other response	Keep 380 on 380!	Comment noted.
989	Courtney Sparks	10/13/2018	Survey Question 6 - Other response	380 is an absolute mess. Whatever the decision please begin work quickly.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
990	Courtney Wright	10/12/2018	Survey Question 6 - Other response	Please preserve Mane Gait for all the veterans and disabled children and adult who receive their amazing therapeutic services	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
991	Craig	10/17/2018	Survey Question 6 - Other response	Given all the current construction between US 75 and Custer; it doesn't right to widen the present US 380... Before I retired; I was a R/W Agent.	Comment noted.
992	Craig A Hansen	10/5/2018	Survey Question 6 - Other response	Red Option B is totally unfair to the residents in East Prosper. There is no logical reason to create a "McKinney bypass" that dumps traffic west of Custer in the Town of Prosper. The lack of proper commercial & residential planning by McKinney should not become a problem that McKinney chooses to shove into Prosper. Prosper had the foresight to allow for a widening of 380 in the town plans, and those plans should be seriously accommodated/considered by TXDot. 380 should be fixed on 380. A bypass should not be considered when it destroys neighborhoods that had no idea this option would ever be considered & presented.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
993	Craig Farrill	10/4/2018	Survey Question 6 - Other response	Red option will lower our property values by at least 20% Thus also affecting city of Prosper, Whitley Place will be an island. Between Ramp and Traffic increase on Prosper Trail - How will we get into and out of our neighborhood? Custer will be busy, 1st Street will lead to ramp- Prosper Trail will be over run with traffic.	Comment noted. Alignment options and roadway configurations are still being evaluated.
994	Craig McCandless	10/11/2018	Survey Question 6 - Other response	Thank you for asking	Comment noted.
995	Craig Murchison	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
996	Craig Reavis	10/4/2018	Survey Question 2 - Other response	Property owner next to 380	Comment noted.
997	Craig Roberts	10/6/2018	Survey Question 6 - Other response	Why not improve the road that is already there. Lift the road and make it a highway but quit building new roads through the only green space left in this metroplex.	Comment noted. Elevated freeway sections will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
998	Craig Sherwood	10/16/2018	Survey Question 6 - Other response	Build it! They are coming either way. Traffic is terrible now. You can't build it fast enough. Build it big and build it Now!!! Never going to be cheaper or any easier to build than right now, and growth is coming fast to the area. Thank you TxDot for doing what is badly needed even when it seems unpopular in the short term!! Our kids are counting on you to build it. Yes, go around the downtown areas and build it now.	Comment noted.
999	Craig Wenning	10/12/2018	Survey Question 6 - Other response	They bypass for 380 makes no sense. Why cut through all that amazing land where things are already booming. Green alignment makes the most sense.	Comment noted.
1000	Cristian Renteria	10/25/2018	Survey Question 6 - Other response	Expand 380. Build an extra lane on both sides. 3 lanes east and west	Comment noted. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
1001	Cristina Rodes	10/14/2018	Survey Question 6 - Other response	Keep 380 on 380. No bypass as it would destroy the community and also go in the opposite direction of where most commuters go (south). Makes zero sense.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
1002	Crystal Horne	10/12/2018	Survey Question 1 - Other response	Leave Denton County Line where its at	Comment noted. TxDOT is not proposing to move the Denton County line.
1003	Crystal Horne	10/10/2018	Survey Question 6 - Other response	Those proposed routes add time and stress to travel with no benefit. Please leave it alone!	Comment noted. Initial traffic analysis does show that travel times would likely be reduced should a freeway be constructed and traffic signals eliminated.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1004	Crystal Kirsch	10/25/2018	Survey Question 6 - Other response	<p>We have lived off of 380 and for the last 13 years and have multiple family members who drive on it daily (2 adults and 2 teenagers). I feel strongly that the green route is the best and most effective way to improve traffic on 380. Building a bypass will not help with local traffic, which is where most of the growth on 380 is coming from- commuters and growing local population. The most direct route between two points is a straight line. A bypass isn't going to alleviate any of the traffic from people driving to nearby businesses or work, which is to the south of 380 much more than the north. Additionally, homes that are built close to 380, including ours, were purchased by homeowners knowing they are near a highway. That is not the case for people who purchased land and homes far away from 380 that are now in the path of a proposed bypass. Finally, Prosper planned for growth on 380 by expanding the highway, setting aside easements, and building necessary overpasses for major intersections. McKinney, on the other hand, continues to allow development and building right along 380, even more so since the bypass became an option in February 2017, in an attempt to force TXDOT's hand to build an unnecessary bypass. McKinney now is even trying to push off the bypass entrance onto a neighboring city (Prosper). What is best for the community at large is to alleviate traffic and improve 380 and that is best accomplished by the green alignment.</p>	<p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
1005	Crystal Ring	10/8/2018	Survey Question 6 - Other response	N/A	Comment noted.
1006	Crystal Womble	10/15/2018	Survey Question 4 - Other response	Prefer green alignment or expansion south of 380	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1007	Crystal Womble	10/15/2018	Survey Question 6 - Other response	As a home owner for 10+ years the proposed realignment jeopardizes my home and our entire community. The realignment should be adjusted to the least impact to homeowners and our communities.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
1008	Crystal woods	10/14/2018	Survey Question 6 - Other response	No on bloomdale . I have 4 kids are deaf and it not safe for our kids playing in backyard	Comment noted.
1009	Curt Mooney	10/22/2018	Survey Question 6 - Other response	380 is already in place. No need to deviate from an established hwy (6 lanes already).	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County.
1010	Curtis Collier	10/8/2018	Survey Question 6 - Other response	Prosper should not have to suffer a new road due to McKinney's poor planning.	Comment noted.
1011	Cynthia Allen	10/12/2018	Survey Question 1 - Other response	Avoid maingait property	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property
1012	Cynthia Allen	10/12/2018	Survey Question 2 - Other response	Avoid maingait property	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
1013	Cynthia Allen	10/12/2018	Survey Question 4 - Other response	Avoid maingait	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
1014	Cynthia Allen	10/12/2018	Survey Question 5 - Other response	Avoid maingait	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
1015	Cynthia Andrews	10/14/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow. Thank you.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1016	Cynthia Aquler	10/13/20 18	Survey Question 1 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
1017	Cynthia Aquler	10/13/20 18	Survey Question 3 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
1018	Cynthia Aquler	10/13/20 18	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
1019	Cynthia Gonzales	10/14/20 18	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year."	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1020	Cynthia Goodwin	10/11/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole."	Comment noted.
1021	Cynthia Hollenbach	10/6/2018	Survey Question 6 - Other response	People make long term investment decisions based upon zoning info available. To move a highway to a new location would be financially and emotionally devastating to those that made sure to not buy on a highway.	Comment noted.
1022	Cynthia McCullough	10/15/2018	Survey Question 2 - Other response	I would rather the bypass go south onto Mckinney instead of north.	TxDOT studied a new location freeway south of US 380. There would be significant impacts associated with this proposal and the traffic volumes were too low to be effective in alleviating traffic from the existing US 380. Therefore TxDOT did not include this alignment as one to be studied further.
1023	Cynthia weiss	10/13/2018	Survey Question 1 - Other response	W	Comment noted.
1024	Cyril Reif	10/10/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
1025	d m donahoe	10/26/2018	Survey Question 1 - Other response	eight lanes	Comment noted. The proposed freeway (red or green) would generally consist of 8 freeway lanes (4 in each direction), and 2 lane continuous frontage roads running parallel to each side of the freeway.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1026	d m donahoe	10/26/2018	Survey Question 2 - Other response	eight lanes where it is now. no detours	Comment noted. The proposed freeway (red or green) would generally consist of 8 freeway lanes (4 in each direction), and 2 lane continuous frontage roads running parallel to each side of the freeway.
1027	d m donahoe	10/26/2018	Survey Question 4 - Other response	eight lanes where it is now	Comment noted. The proposed freeway (red or green) would generally consist of 8 freeway lanes (4 in each direction), and 2 lane continuous frontage roads running parallel to each side of the freeway.
1028	d m donahoe	10/26/2018	Survey Question 5 - Other response	leave 380 as is but widen it 4 lanes each direction from Greenville to Denton	<p>Comment noted. The scope of this study is through Collin County. TxDOT is currently conducting a similar feasibility study in Denton County. Hunt County is not currently being studied.</p> <p>Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.</p>
1029	d m donahoe	10/26/2018	Survey Question 6 - Other response	380 needs to be 4 lanes each way right where it is. This is a major roadway for traffic in the next 20 years.	<p>Comment noted. The scope of this study is through Collin County. TxDOT is currently conducting a similar feasibility study in Denton County. Hunt County is not currently being studied.</p> <p>Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.</p>
1030	D storm	10/14/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year."	
1031	D. Michael Willingham	10/12/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year."	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
1032	D. Scott Brown	10/16/18	Comment Form	<p>I am strongly against any Bypass option that goes through any part of Prosper, and am against any Bypass option west of I-75 (both Red Options). I strongly support fixing 380 on 380 west of I-75 (Green Options).</p> <p>Keep close to TXDoT's ideal freeway spacing of 5 miles apart, with 380 being about 5 miles from both 121 and the Outer Loop. On Custer Road, the distance between 121 and 380 is 6.1 miles. The distance between 121 and Bloomdale Road where the Bypass would be is 9.5 miles. This is too far apart based on TXDoT's ideal freeway spacing.</p> <p>When Stephen Endres spoke to the Prosper Town Council Meeting on July 24, 2018 he said that TXDoT rarely, if ever, goes against the recommendations of the cities. Both Prosper and Frisco passed resolutions saying they don't want a Bypass through their cities, and yet TXDoT bowed to political pressure from a vocal minority of people in Tucker Hill and Stonebridge Ranch to add a Bypass Red Option B starting in</p>	<p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>Public input is one of the many factors that TxDOT will consider when making a decision on an alignment.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>Prosper at the last minute when it wasn't even an option in the April/May public meetings. The Town of Prosper has limited commercial frontage, and a Bypass through Prosper would further limit our Town's tax base, home prices, and future economic viability.</p> <p>In the public response to TXDoT's April/May public meetings, 3,384 people said they wanted to Fix 380 on 380, while only 1,502 people said they wanted a Bypass option. That is a ratio of 2.19 to 1 that prefers to Fix 380 on 380 versus a Bypass. Why is the new Red Option B through Prosper even an option, other than an obvious bowing to the special interests of Tucker Hill and Stonebridge Ranch who knowingly built their homes on a highway.</p> <p>The residents of Tucker Hill received a discount when purchasing their homes because of their location close to a highway. The residents of Prosper paid a premium when we purchased our homes to live in a nice and quiet area far away from a highway. It is not fair that Tucker Hill residents are trying to shift the economic burden caused by their own poor planning to the residents of Prosper. In order to avoid having 0.3 miles of frontage road on a freeway, Tucker Hill is trying to get TXDoT to build a freeway next to and through hundreds and thousands of existing and future homes and acreage of people who purposefully chose to buy homes far away from highways and freeways. Do not cave into pressure from a vocal minority from Tucker Hill and Stonebridge Ranch that don't want to face the consequences of their decision to buy a home close to a highway that was slated for future expansion. Fix 380 on 380!</p>	
1033	D. Scott Brown	10/11/2018	Survey Question 6 - Other response	I am strongly against any Bypass option that goes through any part of Prosper, and am against any Bypass option west of I-75 (both Red Options). I strongly support fixing 380 on	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>380 west of I-75 (Green Options). Keep close to TXDoT's ideal freeway spacing of 5 miles apart, with 380 being about 5 miles from both 121 and the Outer Loop. On Custer Road, the distance between 121 and 380 is 6.1 miles. The distance between 121 and Bloomdale Road where the Bypass would be is 9.5 miles. This is too far apart based on TXDoT's ideal freeway spacing. When Stephen Endres spoke to the Prosper Town Council Meeting on July 24, 2018 he said that TXDoT rarely, if ever, goes against the recommendations of the cities. Both Prosper and Frisco passed resolutions saying they don't want a Bypass through their cities, and yet TXDoT bowed to political pressure from a vocal minority of people in Tucker Hill and Stonebridge Ranch to add a Bypass Red Option B starting in Prosper at the last minute when it wasn't even an option in the April/May public meetings. The Town of Prosper has limited commercial frontage, and a Bypass through Prosper would further limit our Town's tax base, home prices, and future economic viability. In the public response to TXDoT's April/May public meetings, 3,384 people said they wanted to Fix 380 on 380, while only 1,502 people said they wanted a Bypass option. That is a ratio of 2.19 to 1 that prefers to Fix 380 on 380 versus a Bypass. Why is the new Red Option B through Prosper even an option, other than an obvious bowing to the special interests of Tucker Hill and Stonebridge Ranch who knowingly built their homes on a highway. The residents of Tucker Hill received a discount when purchasing their homes because of their location close to a highway. The residents of Prosper paid a premium when we purchased our homes to live in a nice and quiet area far away from a highway. It is not fair that Tucker Hill residents are trying to shift the economic burden caused by their own poor planning to the residents of Prosper. In order to avoid having 0.3 miles of frontage road on a</p>	<p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>Public input is one of the many factors that goes into TxDOT's decision-making process in regards to this study.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				freeway, Tucker Hill is trying to get TXDoT to build a freeway next to and through hundreds and thousands of existing and future homes and acreage of people who purposefully chose to buy homes far away from highways and freeways. Do not cave into pressure from a vocal minority from Tucker Hill and Stonebridge Ranch that don't want to face the consequences of their decision to buy a home close to a highway that was slated for future expansion. Fix 380 on 380!	
1034	Dalana squires	10/26/2018	Survey Question 6 - Other response	From Preston to hwy 5, the city of Mckinney's growth plans are to finish out and widen Bloomdale, Wilmeth and 1461/laud Howell. These roads are all east/west roads and in addition to the Outer Loop, will make all the red options in Mckinney redundant and unnecessary.	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
1035	Dalana Squires	NA	Comment Form	I am in favor of the green option, keeping 380 on 380. It makes sense to double decker the hwy where necessary. None of the options would affect my property directly. McKinney's growth plans include finishing out bloomdale, wilmeth, and 1461/laud howell, into 4-6 lane roads, running east to west, from preston rd to hwy 5. Also the outer loop completion. Once all these east/west roads are completed, none of the red bypass options would be necessary.	Comment noted. Elevated freeway sections (or double decking) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
1036	Dalana Squires	10/18/2018	Survey Question 6 - Other response	Double deck 380 where it's needed.	Comment noted. Elevated freeway sections (or double decking) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1037	Dale Christian	10/23/20 18	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
1038	Dale Gssser	10/11/20 18	Survey Question 1 - Other response	Option B Red alignment	Comment noted.
1039	Dale Tatem	10/12/20 18	Survey Question 6 - Other response	A bypass for HWY 380 is unnecessary and would hurt businesses, home/landowners, and Mane Gait, which is a longtime resident of the area and provides a valuable service to those with disabilities. Please keep the impact of the HWY 380 improvements as minimal as possible to the beautiful landscape and the rural parts of the city. McKinney's slogan is, after all, "Unique by Nature."	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>As currently proposed, the proposed green alignment along the existing US 380 would displace more businesses and residences than the red alignment. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
1040	Dale Tripp	10/13/20 18	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1041	Dallas	10/12/20 18	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
1042	Dallas Fears	10/12/20 18	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year."	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
1043	Dallas Taylor	10/11/20 18	Survey Question 6 - Other response	The time to expand 380 into a major highway was 20+ years ago. Now it is full of businesses and homes, many of which are brand new. I support Red Option B strongly. It has minimal effect to businesses and homes and it's a significantly cheaper option. That money could be used in a better place. Going through undeveloped land also provides a great foundation for the inevitable northern population expansion. Destroying the hard working business backbone along the existing 380 is the wrong move. As a business owner myself with 5 employees, I can tell you that simply paying a	<p>Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				business to move isn't viable. There's no business revenue during this time and people lose jobs. Businesses go under. Compound this by 200+ displaced or effected businesses and you're creating a major economic issue in McKinney that goes well beyond the cost of the highway. I moved to Texas because of its "freedom" culture. Don't tread all over the hard working people who put their businesses on 380. It's a simple choice - the metroplex is moving north rapidly, build the foundation of that northern expansion *now*, and do it with minimal home and business loss. Red Option B solves all of these issues.	
1044	Damion	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
1045	Damon Villar	10/11/2018	Survey Question 1 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole."	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1046	Damon Villar	10/11/20 18	Survey Question 3 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole."	Comment noted.
1047	Damon Villar	10/11/20 18	Survey Question 4 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole."	Comment noted.
1048	Damon Villar	10/11/20 18	Survey Question 5 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole."	Comment noted.
1049	Damon Villar	10/18/20 18	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole. Red Option B is also the cheaper of all options.	
1050	Damon Villar	10/11/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. It is also the least expensive of the options. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole."	Comment noted.
1051	Dan and Kristie Wigger	10/04/18	Comment Form	We would like to "Keep 380 on 380" and are opposed to any bypass options. The best solution is the Green Alignment.	Comment noted.
1052	Dan Fairley	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
1053	Dan Graham	10/30/18	Comment Form	The only bypass that should be approved is the one through McKinney as first designed. It should not be forced on the City of Prosper. The preferred option would be to Keep 380 on 380.	Comment noted.
1054	Dan Graham	10/25/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1055	Dan Perdue	10/12/2018	Survey Question 6 - Other response	For McKinney, the only reasonable solution is to keep the bypass on 380. If you really want to bypass, then build the outer loop.	<p>Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p> <p>Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
1056	Dan Stillman	10/15/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole."	Comment noted.
1057	Dan Swanick	10/07/18	Email	<p>Hello, My family is a resident of Whitley Place in Prosper and I wanted to provide this letter to your team regarding a highway 380 bypass in Prosper. Please consider the parks, school property, churches and the homes of 1000's of people that dreamed for and worked for a more rural lifestyle just to alter 1/3 of a mile that already sits US 380... Thanks for your time.</p> <p>A LETTER TO TXDOT OFFICIALS NEW PROPOSALS -- I am appalled and infuriated at the recently released public proposals from TxDOT on October 4 regarding possible plans to address the ever-increasing congestion on US Highway 380. In the Spring of 2018, public proposals included five options (two to improve the existing highway and three to build a by-pass north of the existing highway and reconnect to the highway just east of Custer</p>	<p>The purpose of the feasibility study is to analyze potential roadway alternatives for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>Public input and cost are two of the many factors that TxDOT will consider when making a decision on an alignment.</p> <p>Elevated freeway sections (or double decking) were evaluated but will not be further considered for the segment between the Tucker Hill and Stonebridge neighborhoods. The reason for that is that an elevated freeway does not significantly reduce the amount of right of way needed to</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>Road) but did not include any options to build a by-pass entering into the town limits of Prosper. DESTROYING QUALITY OF LIFE AND TAX BASE -- Suddenly, with the newly-released October proposals of just three solutions, Prosper residents face the prospect of a by-pass coming into their small community and destroying land which is zoned for single family residences that would significantly add to the town's tax base. The Town of Prosper is only 27 square miles and it must absolutely capitalize on the land that it has to keep the town attractive and productively raising the tax base. A by-pass entering Prosper would also dramatically damage the quality of life for residents of Whitley Place in Prosper who moved to the community for the tranquility of being far-removed from the highway. There are 554 home sites at Whitley Place that would be severely impacted. Unlike some people in McKinney, they were thoughtful in their individual decisions on where to build or purchase a home. This newly emerged proposal of a by-pass into Prosper was not even a consideration in the Spring.</p> <p>YIELDING TO POLITICAL PRESSURE -- It would appear that TxDOT yielded to political pressure brought to bear by the small but very vocal community of Tucker Hill in McKinney which I understand presented a petition to create a by-pass that would reconnect to the highway in Prosper. It is apparent that mistakes were made by the City of McKinney and Southern Land Company (developer of Tucker Hill) in ever allowing Tucker Hill to be built so close to the northern side of the existing highway. Now Prosper residents find themselves threatened because of this lack of planning in another city. Tucker Hill fronts approximately 0.3 of a mile along US Highway 380. They now want to push their lack-of-planning mistake onto Prosper residents as the way to solve their ineptitude. At the same time, they want a costly and intrusive</p>	<p>construct it.</p> <p>The red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper ISD property north of Prosper Trail. There is approximately 0.25 mile of separation between the red alignment option B and the Walnut Grove Cemetery. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>

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				<p>by-pass built through a huge expanse of Collin County for a mere 0.3 of a mile.</p> <p>TOWN OF PROSPER STANCE -- The Prosper Town Council has taken a “gentleman’s approach” to the dilemma by simply issuing a resolution (presented to TxDOT) in the Spring stating its opposition to any by-pass entering Prosper. It was not so emboldened as to tell McKinney or Southern Land Company how to fix the problem they created or how to build a by-pass in McKinney or improve the existing highway in that city.</p> <p>COLLATERAL DAMAGE -- A by-pass cutting into Prosper also threatens the Prosper ISD-owned land in the historic Rhea’s Mill area on Custer Road between E. Prosper Trail and Frontier Parkway. Building a by-pass adjacent to the high school which is planned for the east side of Custer Road is simply not an intelligent move. This ill-conceived by-pass plan not only jeopardizes the nearby historic Walnut Grove Cemetery (the oldest portion of which was established in 1852), but also the Mane Gait Therapeutic Horsemanship Center for children and adults with disabilities.</p> <p>TxDOT CITIZEN SURVEY -- Slide 7 of TxDOT’s own Power Point presentation published this month clearly shows that the majority of respondents to a TxDOT survey from Prosper, McKinney and Frisco do not want a by-pass but rather, prefer to improve US Highway 380 by making it a limited access freeway. It is only the relatively small number of Tucker Hill residents who are clamoring to build a by-pass into Prosper. They are certainly not representative of the entire city of McKinney.</p> <p>FINANCIAL IMPACT AND INCONVENIENCE – Slide 15 of the same presentation shows projected comparative costs of the Green Route (improving the existing highway), Red Route Option A (by-pass through McKinney), and Red Route Option B (by-pass through Prosper).</p>	

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				<p>Costs are estimated at \$916M, \$748M, and \$645M, respectively. I would emphatically suggest that the cheap or "low bid" approach is not the optimum solution. Even if a by-pass were to be built (Red Route A or Red Route B), which would destroy homes and privately owned ranches, and impact the quality of life in many subdivisions, the reality is that US Highway 380 would still have to be improved at the further expense of taxpayers. Many travelers along the highway corridor from US Highway 75 (Central Expressway) in McKinney to Denton, Texas, will simply not opt to drive on a by-pass that adds miles to their commute by taking them northward and out of their way. US Highway 380 would still see increased traffic as Collin County grows in population. The shortest distance between two points is a straight line and that's why it is imperative to improve the existing US Highway 380. Additionally, what is not factored into the financial comparison is the loss of taxes to the Town of Prosper that would otherwise be generated with high quality, single-family homes being built in the southwest quadrant of the intersection of E. First Street and Custer Road.</p> <p>+E119THE PRACTICAL SOLUTION – Prosper resident Ben Pruett has put together a proposal which has been provided to TxDOT. It offers the solution of double-decking US Highway 380 as it passes by Tucker Hill on the north side of the highway and Stonebridge Ranch on the south side. The lower portion of the highway would provide access to homes and businesses while the upper deck would provide unimpeded traffic flow between McKinney and Denton.</p> <p>This concept avoids destruction of homes and also minimizes the exercise of eminent domain for land necessary for right-of-way along the Tucker Hill and Stonebridge Ranch communities. In my option</p>	

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				this is the only viable solution. Sincerely, Dan Swanick Resident, Whitley Place	
1058	Dan Swanick	10/5/2018	Survey Question 6 - Other response	My family and I are residents in Whitley Place in Prosper, TX. Red Option B would affect my family, home, and the entire Whitley Place community. I drove along US Hwy 380 a few days ago and clocked the distance on my car odometer, from one end of Tucker Hill to the other, as it measures on the highway frontage. It was all of 0.3 mile. So the residents there want a huge by-pass to protect 0.3 mile that fronts their subdivision. This does not make sense and TX DOT, you will be ruining parks, school property, churches and the homes of 1000's of people that dreamed for and worked for a more rural lifestyle....to alter 1/3 of a mile that already sits on a highway. Please keep 380 on 380...Just like you did with the Dallas North Tollway. Prosper planned for 380. We have plenty of room to expand 380. This makes the most logical sense.	<p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable.</p> <p>Existing and planned residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p> <p>Additional right of way will be required and businesses and homes will be impacted and displaced if TxDOT constructs a freeway along the existing US 380.</p>
1059	Dan Wigger	10/14/2018	Survey Question 6 - Other response	It simply makes the most sense to keep 380 on existing 380. A straight line to 75 which will benefit all the business development along that corridor and keep traffic from having to go more North than necessary. Thank you.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
1060	Dan Wildes	10/23/2018	Survey Question 6 - Other response	My family loves living in McKinney in Timberridge community. Red options would ruin that for us. Please go green and expand 380 itself along with building out east west bound roads that currently do not go thru- Wilmette for example.	<p>Comment noted. None of the proposed alignment options have residential property impacts or displacements in the Timberridge neighborhood.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
					foresee which of these impacts will impact the value of the subject property in a negative or positive way.
1061	Dana Christian	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
1062	Dana Guleserian	10/23/2018	Survey Question 6 - Other response	I do not want the highway to be built near my home. Traffic will increase and property values will go down.	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
1063	Dana Hagedorn	10/9/2018	Survey Question 1 - Other response	No to widening Hwy 380, Move truck traffic north and complete improvements of existing roads that will help with traffic flow	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
1064	Dana Hagedorn	10/10/2018	Survey Question 6 - Other response	support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole."	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1065	Dana Hagedorn	10/9/2018	Survey Question 6 - Other response	It seems that all the towns in this area are trying to work and do what is best for home owners/business, except for those in Prosper. They should have to give/compromise like the rest of the towns. It seems a waste of money to tear down exiting/new businesses along Hwy 380 to satisfy a small number of people. Please consider the West or Custer and North Loop. I believe this could also be what the area needs to get the big trucks off of Hwy 380. These trucks have caused so much harm along 380. Thank you for listening to the people of McKinney and Collin County.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Public input is one of the many factors that goes into TxDOT's decision-making process in regards to this study.
1066	Dana Hartmam	10/11/2018	Survey Question 1 - Other response	Red alignment—Option B	Comment noted.
1067	Dana Hartmam	10/11/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
1068	Dana Leach	10/18/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1069	Dana Wilson	10/6/2018	Survey Question 1 - Other response	Fix 380 on 380 no bypass	Comment noted.
1070	Dana Wilson	10/6/2018	Survey Question 2 - Other response	Fix 380 on 380 no bypass	Comment noted.
1071	Dana Wilson	10/6/2018	Survey Question 3 - Other response	Fix 380 on 380 no bypass	Comment noted.
1072	Dana Wilson	10/6/2018	Survey Question 6 - Other response	With the announcement of the new large mall development off 380 the need to fix the existing highway on the existing highway is imperative. Observing the relief from the outer loop in combination with fixing the existing highway should be done before considering a bypass.	Comment noted.
1073	Dana Wright	10/12/2018	Survey Question 1 - Other response	Any route that makes the 380 an expressway with no stop lights	Comment noted. All proposed alignments are currently being considered for a freeway, which would limit access to the roadway to only on and off ramps and does not have signalized intersections. Typical section drawings are posted in the public meeting boards at Drive380.com.
1074	Dana Wright	10/12/2018	Survey Question 6 - Other response	Why wasn't the 380 developed as an expressway as the area started development. Seems like poor planning on the county and state.	Comment noted.
1075	Dane Harris	10/8/2018	Survey Question 6 - Other response	PLEASE do not destroy the home value and air quality of NEIGHBORHOODS by putting a 70 MPH HIGHWAY right behind our house!!! Not to mention light and noise pollution. We bought off-highway for a reason!	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1076	Daniel A Seitz	10/15/2018	Survey Question 6 - Other response	Expanding existing 380 from DNT to 75 is preferred, but if the bypass is the only option then option A that goes through McKinney is best with an expansion of existing 380 through Prosper City limits.	Comment noted.
1077	Daniel Bentley	10/11/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
1078	Daniel Block	10/15/18	Email	<p>Hi Stephen,</p> <p>I don't envy the decision you and your team have to make, but I'm really not looking forward to living on my acreage if the Red Option is selected. Please select the Green Option for these reasons:</p> <ol style="list-style-type: none"> 1. Businesses can recover, if not thrive, after highway improvements (Green Option). Residents have no way to recoup loss in property values once their "rural lifestyle" is forever altered/lost (Red Option). 2. McKinney is "Unique by Nature" because it is at the edge of the metroplex. Adding significant E-W infrastructure to the north (Red Option), along which commercial development will grow, will cause McKinney to become "Just another City in DFW". 3. Over the last decade Prosper has grown significantly, in no small part due to the expansion of executive type acreages targeting high income earners. McKinney will forfeit this type of growth if acreages are replaced by lower income communities built between parallel E-W trunk-lines (Red Option & Existing 380). As planned, the Red Option will tie into FM 2933 just north of my property and will irreparably damage the rural lifestyle I have so HEAVILY invested in. We all know property values are tied 	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				to Location, Location, Location. If you own a business, you want to be near a main road. If you own an acreage you want to be as far away from a main road as possible. Please keep 380 on 380 and let the city stay in the city, and the country stay in the country. Thank you for hearing me on this, Daniel Block [REDACTED] [REDACTED]	
1079	DANIEL BLOCK	10/15/2018	Survey Question 6 - Other response	1. Businesses can recover, if not thrive, after highway improvements (Green Option). Residents have no way to recoup loss in property values once their "rural lifestyle" is forever altered/lost (Red Option). 2. McKinney is "Unique by Nature" because it is at the edge of the metroplex. Adding significant E-W infrastructure to the north (Red Option), along which commercial development will grow, will cause McKinney to become "Just another City in DFW". 3. Over the last decade Prosper has grown in no small part due to the expansion of executive type acreages targeting high income earners. McKinney will forfeit this type of growth if acreages are replaced by lower income communities built between parallel E-W trunk-lines (Red Option & Old 380).	Comment noted. All right of way acquisitions would be performed according to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
1080	Daniel Collins	10/10/2018	Survey Question 6 - Other response	Expanding existing 380 east of Custer will result in a major highway adjacent to schools, and very busy feeder roads near to schools, resulting in major dangers for our school children.	Comment noted. Any future improvements will be designed to current design standards to enhance safety. The proposed freeway (red or green) would generally consist of 8 freeway lanes (4 in each direction), and 2 lane continuous frontage roads running parallel to each side of the freeway. With traffic only traveling in one direction, there are fewer potential points of conflict. Drivers will only be able to make left turns or U-turns where there are signalized intersections on access roads, greatly reducing the risk of collision.
1081	Daniel Elk	10/19/2018	Survey Question	I prefer the Green Alignment for HWY 380.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response		
1082	Daniel Heischman	10/9/2018	Survey Question 6 - Other response	current alignment is best option from denton county to 75	Comment noted.
1083	Daniel Lowry	10/9/2018	Survey Question 6 - Other response	There is already a path and US Highway laid out that needs to be upgraded and will require upgrade sooner or later, why not fix it the right way straight out of the gate. This is the best engineering solution now, tomorrow, and for the future of Collin County.	Comment noted.
1084	Daniel Lowry	10/09/18	Commen t Form	For the future of Collin County, for its expansion both commercially and residentially it is incumbent on TxDOT and Collin County to make the right decision now and the right decision now, tomorrow, and for the foreseeable future is fixing 380 on 380. Think about the home buyer or commercial property owner or business owner who chose to buy or build in a particular area for its lack of traffic (home buyer) or its increase in traffic (business owner). If you choose to build a bypass to 380 you are stealing that decision from the individual and creating an eye sore thoroughfare that will not solve the problem at hand. This is mainly an engineering decision and the engineering solution is to correct the highway that already exists (as it will have to be addressed regardless at some point) which will solve the problem. In addition, this is also a moral decision and the moral decision is not to rob people of their educated decision. Thus, the answer is simple, fix 380 on 380!	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that both the red and green proposed alignments were viable options that should be further analyzed.
1085	Daniel Matthews	10/10/2018	Survey Question 6 - Other response	I feel very strongly that the red alignment (option B) is the best fit for our community for the Coit Road to FM 1827 road. Any other option would be detrimental to the traffic flow of my residential neighborhood.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1086	Daniel Noe	10/18/18	Commen t Form	I am strongly opposed to the building of a by-pass instead of fixing 380 on 380. If a by-pass were to be built to the north of the existing 380 highway, it would be within 5 miles of the outer loop, going directly against the standards set forth by TxDOT. Commuters are not going to go out of their way to use a by-pass. When the shortest distance between two points is a straight line. This proposed by-pass not only stands to displace many residences and farms but also forces a decision into those who made prudent decision on where to live - not adjacent to a major highway. Keep 380 on 380 where it belongs.	Comment noted. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that both the red and green proposed alignments were viable options that should be further analyzed.
1087	Daniel Petefish	10/09/18	Commen t Form	I am concerned about local property owners having appropriate access to the road. If controlled access, then there needs to be sideroads/access roads parallel. Runoff should be controlled to avoid flooding downstream property.	Comment noted. Plans for access to and from the freeway would be prepared during the schematic design stage of project development, after a preferred alignment has been identified.
1088	Daniel Scarbrough	10/23/2018	Survey Question 1 - Other response	Bypass from mckinney to Denton	Comment noted. The scope of this study is through Collin County. TxDOT is currently conducting a similar feasibility study in Denton County.
1089	Daniel Scarbrough	10/23/2018	Survey Question 6 - Other response	Why push the problem out of McKinney and into Prosper. Fix the problem and bypass all to Denton with exits for each town.	<p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>The scope of this study is through Collin County. TxDOT is currently conducting a similar feasibility study in Denton County.</p>
1090	Daniel Scarbrough	10/23/2018	Survey Question 2 - Other response	Bypass Prosper to Denton around Prosper	Comment noted. Traffic analysis concluded an alignment north of Prosper did not significantly reduce congestion on US 380. The scope of this study is through Collin County. TxDOT is currently conducting a similar feasibility study in Denton County.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1091	Daniel Wilson	10/14/2018	Survey Question 6 - Other response	KEEP 380 ON 380, THIS SEEMS TO BE THE BEST OPTION TO MINIMIZE DISRUPTIONS AND TO BE COST EFFECTIVE. THANK YOU	Comment noted. The green alignment along the existing US 380 is expected to cost more than the red alignment.
1092	Daniel Wilson	10/14/2018	Survey Question 6 - Other response	PLEASE KEEP 380 ON 380, THIS WILL LIMIT DISRUPTIONS OF FAMILY HOMES AND HELP SUPPORT LOCAL BUSINESSES ALREADY EXISTING. THANK YOU	Comment noted. The proposed green alignment along the existing US 380 would displace more businesses and residences than the red alignment. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
1093	Daniele Krug	10/17/2018	Survey Question 6 - Other response	As a resident of Heatherwood in McKinney, i chose to live AWAY from Hwy 380 and its noise and congestion. I DO NOT support either red option that would come dangerously close to my neighborhood and destroy what little is left of McKinney's "Unique by nature" goals. There are lots of neighborhoods, in addition to rural properties and businesses, that would be destroyed by he red bypass. Keep the current Hwy 380 footprint and fix 380 on 380	<p>Comment noted. The proposed green alignment along the existing US 380 would displace more businesses and residences than the red alignment. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p> <p>Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.</p> <p>Additional right of way will be required and businesses and homes will be impacted and displaced if TxDOT constructs a freeway along the existing US 380.</p>
1094	Danielle Dandridge	10/7/2018	Survey Question 5 - Other response	D	Comment noted.
1095	Danielle Marvin	10/12/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
1096	Danielle Queen	10/21/2018	Survey Question	Keep 380 on 380 Please keep the beautiful nature of McKinney. Don't tear up the beautiful scenery around Bloomdale or ruin Main Gait and	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response	the surrounding area. There has to be a better way! It will ruin lives, bring down home values, potentially ruin neighborhoods and bring more crime to a quiet solitude area away from the noise of the city.	Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
1097	DAnn Endres	10/12/2018	Survey Question 3 - Other response	H	Comment noted.
1098	Danna Hamann	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
1099	Daphney Harris	10/9/2018	Survey Question 6 - Other response	Please, please NO MORE toll roads! Thank you!	Comment noted. Tolling is not being considered as an option for funding.
1100	Darci Tolbert	10/6/2018	Survey Question 1 - Other response	Not clear.	Comment noted. See Drive380.com for more information.
1101	Darion Culbertson	05/18/18	Letter	May 18, 2018 Stephen Endres, PE [REDACTED] [REDACTED] [REDACTED] Dear Mr. Endres, This letter serves as an official letter of	Comment noted. Any future improvement projects would include assessment of the potential impact on the human and natural environments. TxDOT is aware of the two properties noted. It has also been noted these two properties are

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>opposition to the red route to Spur 399 East and South of the McKinney airport by the Town Council of the Town of Fairview, as acted upon at the May 15, 2018 Town Council meeting. A unanimous vote was cast to oppose this portion of the red route for the following reasons:</p> <p>This route potentially impacts two tracts of land owned by the Town highlighted in white, an 83-acre tract that is currently designated as a nature preserve in the town's master plan, and a 76-acre tract that is master planned for a soccer complex. Trails are planned on the 83-acre parcel and phase 1 of the soccer complex exists on a portion of the 76-acre tract.</p> <p>Additionally, since this route is proposed within the Wilson Creek floodplain, the proposed roadway would require elevation. An elevated roadway would contribute noise pollution that currently does not exist to our residents on the south side of Wilson Creek. While we trust that the necessary environmental studies will be conducted, the impacts to the environment are also of concern.</p> <p>We are opposed to any portions of the red route North of the existing US 380 if they contribute to the necessity of this route south of the airport. It's apparent that the need of Westbound US 380 traffic to connect to Spur 399, SH121 and US 75 are not contingent upon this southern red route, as demonstrated on all 4 of the other proposed routes. The red route around the airport to the east would add significant length and cost to the road that would not be incurred with the other 4 alternatives.</p> <p>Neighboring towns, such as Fairview, should not be forced to bear the brunt of a lack of previous planning for the US 380 corridor. It appears that the airport is driving some of the routing decisions. A new elevated roadway south of the airport, in conjunction with the airport, would simply add to more quality of life issues for our residents.</p>	<p>owned by the Town, however the properties are not within the Town's limits. This does not change their status or consideration as being a park and nature preserve.</p>

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				Thank you for your consideration of our concerns. Sincerely, Darion Culbertson, Mayor Town of Fairview	
1102	Darion Culbertson	05/01/18	Meeting Minutes	<p>TOWN COUNCIL MEETING MINUTES MAY 1, 2018</p> <p>The Town Council met in regular session on Tuesday, May 1, 2018 at 6:00 p.m. at 372 Town Place, Fairview, Texas. Those present were Mayor Darion Culbertson; Mayor Pro Tem John Adler; and Councilmembers Bill Nicol, Henry Lessner, Pam Little, Paul Hendricks and Renee Powell. Staff present included Town Manager, Julie Couch; Planning Manager, Israel Roberts; Town Engineer, James Chancellor; Police Chief, Granver Toliver; CFO, Steven Ventura; Assistant to the Town Manager, Adam Wilbourn; Executive Assistant, Tenitrus Bethel; and Town Attorney, Clark McCoy.</p> <p>Mayor Culbertson called the meeting to order at 6:00 p.m. and declared a quorum was present. At 6:01 p.m., the council then adjourned into executive session regarding a consult with legal counsel, property acquisition, personnel and economic development negotiations.</p> <p>At 7:30 p.m., Mayor Culbertson reconvened back into regular session and invited everyone to stand for the Pledge of Allegiance.</p> <p>US 380 TXDOT PLAN: Mr. Chancellor discussed agenda item 7(a), US 380 TXDoT plan.</p> <p>Mr. Chancellor stated currently US 380 does not meet the future needs of Collin County therefore TXDOT is conducting a feasibility</p>	Minutes regarding the US 380 Feasibility study noted.

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				<p>study for various routes. He stated Thursday night was the first of 3 public meetings being held by TXDOT. He stated the options are to do nothing, grade separation at key intersections or construct a freeway for all or certain sections of the highway. He indicated one route option, the red route, would come close to Fairview at the east side of the airport on the McKinney side of Wilson Creek. He also indicated the route would overlap an 82.2-acre parcel of Town owned land.</p> <p>Mayor Culbertson expressed his concerns of the ambient noise that would occur due to the elevated roadway over a flood plain and with the route being sandwiched between Wilson Creek and the airport gives a greater possibility for TXDoT to extend the project further south additionally impacting Fairview residents.</p> <p>An attending resident inquired about the timeline of this project. Mr. Chancellor stated this project is still several years away as it is still in the planning stages and will require right-of-way acquisitions as well as environmental clearance before it can move forward.</p> <p>Mayor Culbertson and Council agreed on the Town's position and to draft a letter of opposition to the red route.</p> <p>Ms. Couch suggested Council vote on the action to be taken.</p> <p>Councilmember Hendricks made a motion to approve Town Staff to draft a letter to the Texas Department of Transportation outlining the Town's thoughts on the potential options of US 380 and the route that is currently shown as the red route not be considered for future planning purposes of US 380. Councilmember Little</p>	

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				seconded the motion and the motion was unanimously approved.	
1103	Darla Hopson	10/11/2018	Survey Question 6 - Other response	Pls do not destroy our home and surroundings. We can't afford to move. Senior citizens on limited funds. Had we known this was coming, we would never chose Collin County for our retirement home.	Comment noted.
1104	Darlene Morrison	10/14/2018	Survey Question 6 - Other response	I prefer to widen 380 on 380 from McKinney to Prosper with no bypass. I understand that there is impact in any case, but do not think that McKinney's issue should be passed on to Prosper to resolve.	Comment noted.
1105	Darlene Morton	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
1106	Darlene Preston	10/9/2018	Survey Question 6 - Other response	Use the outer loop.	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
1107	Daron Stewart	10/9/2018	Survey Question 6 - Other response	I feel strongly that the best option is to stay on 380 and improve that road.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1108	Darrel Copeland	10/10/2018	Survey Question 6 - Other response	The Red B alignment for the bypass makes the most economic sense, providing the best return on the investment. Lowest cost, equal or greater benefit long term for the expected growth in the area based on your stats.	Comment noted.
1109	Darrell J Girouard	10/5/2018	Survey Question 6 - Other response	The 380 corridor should be kept on 380 at all cost. This should include any overpasses needed and any elevated areas needed. DON'T deviate from the 380 corridor.	Comment noted. Elevated freeway sections were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
1110	Darren Baldwin	10/9/2018	Survey Question 2 - Other response	Build Outer Loop	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
1111	Darren Baldwin	10/9/2018	Survey Question 1 - Other response	Build Outer Loop Near Celina	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
1112	Darren Baldwin	10/9/2018	Survey Question 6 - Other response	There is already too much traffic on 380 especially east towards Denton that this plan does not consider. Build the Outer Loop near Celina.	<p>Comment noted. TxDOT analyzed roadway options presented using a 2045 travel demand model. This model accounts for projected traffic expected in the DFW region in 2045. It also considers population growth estimates. TxDOT also continues to work with local governments to consider planned developments including planned residential developments.</p> <p>Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1113	Darren Lancaster	10/12/20 18	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
1114	darren truelove	10/15/20 18	Survey Question 6 - Other response	The bypass loops are insane. No one will drive all those loopy routes.	Comment noted. Both the red and the green alignments presented were viable and would attract traffic when traffic analysis was conducted.
1115	Darrin Berlof	10/20/20 18	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
1116	Darryl Garcia	10/21/20 18	Survey Question 6 - Other response	Please fix 380 on 380, especially from Prosper to McKinney. This is the only opportunity we probably will ever have to improve 380 and a bypass is not going to alleviate traffic since it will still create bottlenecks and will just be a bandaid to the problem. Also, property owners like myself specifically bought where we live to stay away from highway pollution and have better quality of life. The red option A or B in McKinney will be next to our subdivision (Robinson Ridge) and if we had known about this before we bought the house, we would have decided to live elsewhere. Please listen to the community's feedback.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1117	Darryl Nitschke	10/8/2018	Survey Question 6 - Other response	Keep the bypass alignments in McKinney!	Comment noted.
1118	Darvin Clement	10/13/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
1119	Dave Black	10/15/2018	Survey Question 6 - Other response	I can't even believe you would consider paving over Manegait Therapeutic Riding Center. My daughter started riding there when it first opened when she was in 5th grade (almost 10 years ago). With the various programs there (Riding, Volunteer, Internship) she went from being a child struggling in a special private school for learning disorders to graduating in the Top 10% at McKinney Boyd, and now is a Junior studying out of state at Nebraska (UNL). She is an Honors Student majoring in Equine Science. And it is all due to the hard work of the staff and volunteers at Manegait. Keep 380 where it is at. The businesses out there now (Walmart, Lowes, etc.) are set back from the road already so it will be minimal impact to their parking lots. Don't destroy a riding center that provide minimal cost therapy to children with special needs and veterans.	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
1120	Dave Carlin	10/14/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for

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				growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship.	minimizing the impacts to the ManeGait property.
1121	Dave Neeley	10/25/2018	Survey Question 6 - Other response	Stay with 380 as it is and improve it.	Comment noted.
1122	Dave White	10/8/2018	Survey Question 6 - Other response	I've spent almost \$1m for my home and property. Now someone wants to run a freeway next to my home? We specifically chose Whitley Place because of its location. No disclosure when we bought our home. McKinneys lack of preparation does not constitute an inconvenience to Prosper!	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
1123	DAVID	10/13/2018	Survey Question 6 - Other response	SOMETHING MUST BE DONE DUE TO INCREASE IN POPULATION. PERHAPS A BYPASS FROM PRINCETON TO 75/121.	Comment noted.
1124	David	10/12/2018	Survey Question 6 - Other response	Please keep 380 more south to reserve country side of Willowood	Comment noted.
1125	David Allen	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
1126	David Barrows	10/17/2018	Survey Question 6 - Other response	Build Hilcrest from Panther Creek to 380. Build Panther Creek from Hilcrest to Tollway.	Comment noted. Traffic analysis concluded an alignment north of Prosper did not significantly reduce congestion on US 380.
1127	David batty	10/12/2018	Survey Question 6 - Other response	The 380 bypass proposed to end near custer really should stay north in intersect with the new section of DNT.	Comment noted. TxDOT studied an alignment north of Custer and due to impacts and traffic analysis determined the alignment to be less

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					feasible than those proposed at the public meetings.
1128	David Bristol	10/8/2018	Survey Question 6 - Other response	The bypass options from Coit to 380 are unneeded. The current alignment is what the residents and businesses have planned for 20 years.	Comment noted.
1129	David Bruce	10/4/2018	Survey Question 6 - Other response	Under no circumstance would we support the RED option! We totally lose our property with this option!!	Comment noted.
1130	David Bruce	10/4/2018	Survey Question 6 - Other response	We completely lose our property if the red route is implemented! We are totally opposed to the red route in every way! Under no circumstance would we support the Red option.	Comment noted.
1131	David Bruce	10/04/18	Comment Form	Under NO circumstance would we support the RED option! We totally lose our property if the RED option chosen!	Comment noted.
1132	David Burgess	10/13/2018	Survey Question 3 - Other response	Want to see double decking going over 75, just like you're already doing on 380 at Preston Rd and Tollway	Comment noted. Traffic analysis indicates that providing only overpasses, also known as grade separated intersections, along the existing US 380 would still experience a failing level of service for congestion and delay.
1133	David Burgess	10/13/2018	Survey Question 6 - Other response	Double deck at least 380 over 75, like you're already doing at 380 and the Tollway and Preston Rd.	Comment noted. Traffic analysis indicates that providing only overpasses, also known as grade separated intersections, along the existing US 380 would still experience a failing level of service for congestion and delay.
1134	David Busbee	10/13/2018	Survey Question 6 - Other response	380 has always been slated to be a full highway. Why are we even considering a bypass? Families such as mine took the time to purchase away from 380, but now we are being asked to consider a highway that goes through our back yard. It is disturbing that one developer has a stronger voice than the citizens of McKinney who overwhelmingly oppose a bypass. Keep 380 on 380. Everyone built where they did knowing that 380 would be a highway. Don't destroy homes and communities that chose to be away from a highway by putting in a bypass that will still require upgrades to 380. We will end	<p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignments presented were viable options that should be further analyzed.</p> <p>Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in</p>

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				up with a bypass within 3 miles of the outer loop and still have the need to upgrade 380. This makes no sense.	the public meeting boards and presentation posted on Drive380.com. According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.
1135	David C. Johnson	10/13/2018	Survey Question 6 - Other response	My goal is to help protect Tucker Hill where my family lives as well as providing what is probably the best alternative related to cost, impact, and future growth opportunities.	Comment noted.
1136	David Calkins	10/15/2018	Survey Question 6 - Other response	I believe and fully support the Green alignment for HWY 380. Green alignment preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. My son has autism, and of all the providers of therapies we've tried for him, ManeGait is consistently the place where he gets the most help. He receives confidence, developmental growth, and peace and happiness from his time spent at ManeGait. It would please me very much for you to consider going with the Green alignment in order to preserve this wonderful organization. Thank you, David Calkins	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
1137	David Carmichael	10/11/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole.	Comment noted.

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1138	David Clarke	10/09/18	Commen t Form	Prefer green alignment as presented on 10/9/18	Comment noted.
1139	David Cota	10/6/201 8	Survey Question 6 - Other response	The Coit Rd to FM1827 alignment must be the Red B alignment as this has the lowest cost and impacts the lowest number of homeowners & businesses along University Drive/380 from Hwy 5 to Custer Rd. It makes the most sense and is the most fiscally responsible alternative.	Comment noted.
1140	David Counts	10/4/201 8	Survey Question 6 - Other response	Primary concern is disruption to businesses and existing users of current 380 during construction.	Comment noted.
1141	David Dilworth	10/9/201 8	Survey Question 6 - Other response	Vast majority of people will not use the bypass. Value to cost is not there. Spend the money. Get the right of way and build the green route. It is the only logical option.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
1142	David Goller	10/13/20 18	Survey Question 6 - Other response	Please choose the smallest impact to residents and businesses. I mainly prefer building up 380 but understand it would have a huge impact	Comment noted.
1143	David Houseman	10/10/20 18	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
1144	David Hyde	10/12/20 18	Survey Question 6 - Other response	I am deeply concerned by red option B and the impact that it will have on the Main Gait facility. This is a facility that is vitally important to hundreds of families throughout the area. Keep the alignment on US 380 as originally planned.	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
1145	David J Johnson	10/13/20 18	Survey Question 6 - Other response	I strongly endorse Red Option B as it is the most cost-effective solution, the fastest to implement, the least impactful to residents, and the least disruptive to businesses. It also opens up new growth opportunities to the north.	Comment noted. Construction timelines have not been developed for individual proposed alignments.

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1146	David J Scalera	10/15/2018	Survey Question 1 - Other response	Expand 380 lanes	Comment noted.
1147	David J Scalera	10/15/2018	Survey Question 6 - Other response	Expansion of 380 lanes/footprint has least impact on individual homeowners property valuations. Business impact of highway widening is well documented and best absorbed by business entities (vs homeowners, who do most of the voting in elections).	Comment noted.
1148	David Johnson	10/09/18	Comment Form	Red option B is the best option for the future of US 380 based on impact to residences and businesses as well as total project cost. The red option B also affords excellent growth opportunities for the future. Thank you for the support.	Comment noted.
1149	David K Burton	10/24/2018	Survey Question 6 - Other response	Do Not abandon options outside of set alignment. There is a strong push for keeping the alignment the same. We are way past that, the disruption of a few for the alternative routes is significantly more in the public interest than a complete disaster for years trying to build "up and over".	Comment noted.
1150	David kang	10/8/2018	Survey Question 6 - Other response	Nothing thru prosper!!	Comment noted.
1151	David Kinchen	10/24/2018	Survey Question 6 - Other response	For Prosper options, any route other than the green route dramatically effects the planning vision of the entire town, zoning plans, businesses and property owners along the red route options. While any option will b disruptive to the community, there is a tremendous need for traffic relief. However, routing this volume of traffic through the town makes little sense when utilizing the existing 380 corridor and converting to a full bypass makes much more sense for a significant constituency of the effected citizens.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
1152	David L. Routzahn	10/8/2018	Survey Question 6 - Other response	Doing nothing as well as keeping 380 on the existing 380 is not an intelligent decision. Many years ago, if 635 had been built along Walnut Hill or Forest Lane to help with the Loop 12	Comment noted.

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				traffic it would have created more traffic congestion. The same is true with the 121 tollroad or the George Bush tollroad. Move the bypass as far north as possible in order to plan for the future growth.	
1153	David Lambert	10/25/2018	Survey Question 6 - Other response	This road should have been a high speed, limited access road years ago... should never have allowed businesses to build so close to the existing road way to allow for this expansion. Bite the bullet and fix it the right way.	Comment noted.
1154	David Malos	10/14/2018	Survey Question 6 - Other response	1. Expectations of the majority of residents would have reasonably expected any road expansion to have been along the current US380, so their property values would not have been impacted. 2. Based on the TxDOT analysis, the Bypass option B has much higher safety risks than keeping the expansion on the current US380.	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way. Any future improvements will be designed to current design standards to enhance safety.
1155	David Mathews	10/23/18	Email	Stephen, I live in Whitley Place in Prosper. I am voicing my preference to keep 380 on 380 and not ruin people's lives, investments and savings by approving a bypass. Bypass option B would negatively affect the value of my property in Whitley Place to a great degree. We moved to Whitley Place in order to get out of the congestion and commotion of Stonebridge Ranch. It is a wonderful, peaceful neighborhood that would be changed forever by bypass option B. Thank you for your consideration, David Mathews	Comment noted. Any future improvement projects would include assessment of the potential impact on the human and natural environments.
1156	David Michael Cavalli	10/11/2018	Survey Question 6 - Other response	Building 380 into a highway is the most sensible alternative in my opinion> The ROW is already there except for what appears to be a section through McKinney. The town of McKinney should be held accountable for poor planning and the land and home owners in the more rural settings should not be the ones to pay. My opinion, while not popular with the residents and	Comment noted. Additional right of way will be required throughout the County if TxDOT constructs a freeway along the existing US 380. Therefore there would still be displacements of businesses and homes.

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				businesses along that section, is that the section through McKinney needs to be torn down and rebuilt anyway since it is not in the best condition to begin with. Help should be given to those residents and businesses to relocate at a more than fair value. That is the right thing to do.	
1157	David Mullis	10/17/2018	Survey Question 6 - Other response	Too bad McKinney city planner didn't think past the next election.	Comment noted.
1158	David N Copeland	10/30/18	Comment Form	<p>As we have stated and voiced our opinion at numerous meetings, written comments, and telephone call to TxDOT, we do not agree with these proposed bypass loops to Hwy 380 from Denton County to Hunt County. As we have stated the bypass loops are, at the very least, and insufficient and inadequate quick fix and do not address the broader future vision of Collin County traffic growth.</p> <p>Collin County does need another east to west major freeway from county line to county line to relief Hwy 380 as well as other crowded, insufficient roadways and accommodate future growth in the northern section of the county. This predominately rural sector of Collin County which is mostly open, undeveloped areas would be less disruptive and catastrophic to the public with much less displacement of homeowners business owners and stakeholders. The construction of a major freeway in this rural section north of Hwy 380 obviously would better meet the future transportation needs of Collin County as a whole. It would also handle more traffic, offer a smoother flow of traffic, decrease hours of travel and hours of congestion delays. Additionally, motorists could go from county line to county line bypassing the cities' main street areas.</p> <p>Currently, Hwy 380 through Princeton is going to be expanded to six lanes with a concrete median which will definitely help get the morning and evening commute traffic through the city more</p>	Comment noted. Our traffic analysis, which included plans for the Collin County Outer Loop, shows that the further away an alignment is from the existing US 380 it is, the less likely it is to attract traffic from US 380. Additionally even with the addition of the Collin County Outer Loop, US 380 would still experience a failing level of service for congestion and delay unless it is improved to be a freeway.

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				quickly. However, with a new major freeway crossing the county, there would be no need for "bypass loops". The bypass loops should be tabled and quick consideration of constructing a freeway just north of Prosper, McKinney, Princeton, and Farmersville. New construction of a major freeway in the northern rural sector of the county will be far less expensive and disruptive than a poorly thought out plan to reconstruct an already, busy, overcrowded single major highway that has no other viable routes while under construction. What a traffic nightmare!!	
1159	David ottenbreit	10/15/2018	Survey Question 6 - Other response	This involves traffic for Mckinney to keep their businesses. Please keep this in Mckinneynot Prosper. We do not want the bypass here and it is to benefit McKinney! Put it in mckinney!	Comment noted.
1160	david Perkins	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow. The impact of increased traffic would be detrimental to densely population residential areas and to Wilmeth Elementary school located just south of 380 on Stonebridge Drive	Comment noted.
1161	David Petefish	10/9/2018	Survey Question 6 - Other response	Alignment B is shorter and more direct. Uniform elevations. A straighter road is nice with fewer wrecks - faster.	Comment noted. Alignment options and roadway configurations are still being evaluated and any future improvements will be designed to current design standards to enhance safety.
1162	David Podeschi	10/15/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary. Use overpasses and exits like you did at 380 and Preston Road.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.</p> <p>Traffic analysis indicates that providing only overpasses, also known as grade separated intersections, along the existing US 380 would</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
					still experience a failing level of service for congestion and delay.
1163	David Priestley	10/11/2018	Survey Question 6 - Other response	I specifically moved several miles north of 380 to be away from the traffic and have a safe quiet neighborhood environment in which to raise my family. Now building a by-pass to appease a few politically connected individuals who made a decision to live directly on a highway that was designated for expansion is unfair and against the wishes of most of the residents who chose to move out north of 380. Those residents chose to live right on 380 for the convenience so let them maintain that convenience and adjust how the road is developed just as has been done in numerous communities throughout the metroplex. 75 is an excellent example of applying sound engineering solutions to the expansion issues.	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
1164	David Rave	10/16/2018	Survey Question 6 - Other response	No Build Option is best for all local communities.	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
1165	David Soltysik	10/10/2018	Survey Question 6 - Other response	Going over or under major intersections is much preferred over long bypass routes	Comment noted. Traffic analysis indicates that providing only grade separated intersections, along the existing US 380 would still experience a failing level of service for congestion and delay.
1166	david stephens, dvm	10/13/2018	Survey Question 6 - Other response	I support the green alignment for HWY 380 as the optimal and most efficient path for east-west traffic through the cities of McKinney and prosper. A bypass is unnecessary, would scar the beauty of our community and would impair growth and high-quality development in the northwest sector of Collin county. Green alignment also preserves one of McKinney's most prominent nonprofit organization, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in the	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	
1167	David Stillwell	10/6/2018	Survey Question 6 - Other response	The push for a route through Prosper is extremely disappointing. It is very hard for to believe that TxDOT would allow themselves to be persuaded or bullied by a developer to take advantage of the much smaller community of Prosper, dependent on their limited availability of land to generate a tax base, compared to a much larger McKinney land mass with an established tax base. This was a diversion tactic by McKinney that should have never been recognized by TXDot. You had done your studies, you had established the choices and should have been a better steward of your responsibility than to allow a previously un-proposed alternative route to be brought into the decision making process.	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
1168	David Stum	10/21/2018	Survey Question 6 - Other response	There seems to be very little reason to create a 380 Bypass when an expansion of the existing 380 seems to fix the major issues faced by McKinney.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
1169	David Sutula	10/24/18	Comment Form	I would prefer that TXDOT fix 380 on 380 rather than creating a bypass. No one will use the bypass, people will still take 380. If you don't fix 380 now, you will just need to fix it later.	<p>Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1170	David Sutula	10/21/2018	Survey Question 6 - Other response	Please fix 380 rather than creating a bypass.	Comment noted.
1171	David Tharp	10/13/2018	Survey Question 6 - Other response	Prefer just expanding 380 where it is or else go to multi levels (it was good enough for 635 and also Austin). Cost may be high but that is what you get when you boast of having the fastest growing county in Texas/? US.	Comment noted.
1172	David Thompson	10/9/2018	Survey Question 6 - Other response	The red line disrupts an area approved as greenbelt/ag land in the McKinney masterplan. Beginning where the red line joins 2933 at CR 331, farms are cut off in order to follow a highway. Follow the green plan - 380 is/has always been the East/ West thoroughfare. It will still have to be fixed	Comment noted.
1173	David vasquez	10/8/2018	Survey Question 6 - Other response	Please just expand 380 as it is. This would create less intrusion to citizen property and not disrupt homeowners property.	Comment noted.
1174	David Verrelli	10/14/2018	Survey Question 6 - Other response	If we must bypass McKinney, route the bypass North on Preston and East on County Road 88/125 so that it truly bypasses McKinney. Running a mile or so North of 380 to Bloomdale isn't much of a bypass. Dave Verrelli	Comment noted. Traffic analysis concluded an alignment at Frontier Pkwy or further north did not significantly reduce congestion on US 380.
1175	David Vidusek	10/4/2018	Survey Question 6 - Other response	Should be narrowing options, not evaluating new options this late in the planning process. Each jurisdiction should decide option within their own limits, not new option impacting adjacent jurisdiction (when jurisdiction already "on record" with TxDOT opposing bypass).	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment options presented should be further analyzed. Public and stakeholder input is one of the many factors that goes into TxDOT's decision-making process in regards to this study.
1176	David Wallace	10/14/2018	Survey Question 6 - Other response	I'm OPPOSED to the proposed bypass going through Prosper. It will transform and scar our communities	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1177	David Wertenberger	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
1178	Dawn Anderson	10/11/2018	Survey Question 1 - Other response	Not familiar with this request	Comment noted. See Drive380.com for more information.
1179	Dawn Anderson	10/11/2018	Survey Question 6 - Other response	I support the the Red Alignment Option B for Hwy 380 expansion because it is the least disruptive to businesses and neighborhoods that were established more than 10 years ago. It's logical to expand in undeveloped areas where growth has not occurred.	Comment noted.
1180	Dawn Bedmish	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
1181	Dawn Farlow	10/5/2018	Survey Question 6 - Other response	Please !! Keep 380 on 380. If you build through Tucker hill or Whitley place this will destroy property value, way of life , tax income for Prosper. Keep 380 on 380.	Comment noted. No alignments have been proposed through Tucker Hill or Whitley Place neighborhoods.
1182	Dawn Garvin	10/8/2018	Survey Question 6 - Other response	Please do not by-pass through Prosper, TX. Prosper is already strapped by the railroad that bi-sects the town. Adding a by-pass would be a disaster, insult to injury for sure.	Comment noted.
1183	Dawn Lewey	10/25/2018	Survey Question 6 - Other response	Northern McKinney has unique topography that should be preserved. The rolling hills and wetlands provide the opportunity for McKinney to build amazing residential areas with walking paths that incorporate the wetlands. That makes us unique by nature. Keeping 380 on 380 brings	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				incremental changes but building a new freeway in northern McKinney will bring transformative negative change.	
1184	Dawn Oldfield	10/09/18	Commen t Form	The growth in McKinney, Tx and surrounding areas is no surprise to anyone. It has been talked about and planned for decades... except apparently for McKinney leaders and TxDOT! Lack of planning on your part does not constitute an emergency on mine. Plan your infrastructure before you issue permits for homes, businesses, and apartments. Be proactive instead of always reactive! Fix 380 the way it should have been built to begin with! Green!	Comment noted.
1185	Dawn Trester	10/13/2018	Survey Question 1 - Other response	B	Comment noted.
1186	Dawn Trester	10/13/2018	Survey Question 6 - Other response	Traffic has already gotten bad and congested. Too many people are moving here. They're widening Virginia which is bad enough. I don't agree with any of this. The only thing that makes since is the bypass.	Comment noted.
1187	Dawn Ventre Pupala	10/9/2018	Survey Question 6 - Other response	Thank you for finally putting an option together for a bypass west of Custer that does not destroy our city!	Comment noted.
1188	Dawn Wade	10/5/2018	Survey Question 6 - Other response	Developer mistakes and political power should not drive alognments.	Comment noted.
1189	DAWN WALKER	10/8/2018	Survey Question 6 - Other response	I'm against destroying the northwest sector of McKinney (property value, way of life, Wilson creek, wild life environment) with an ugly bypass that won't even be utilized enough to make a difference and will cost a fortune and you'll still need to spend a fortune fixing 380. I live on Wilson Creek north of Tucker Hill. Wilson Creek is a major part of McKinney's uniqueness being nature's highway right through the middle of town. Tucker Hill mowed down acres of huge trees right up to the creek's edge and it has drastically affected the number of wildlife	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				traveling it's banks, from deer to cranes and bobcats, the wild life is disappearing. Stop crossing Wilson Creek and stop building and tearing down trees adjacent to the creek. Protect Wilson Creek. Fix 380 on 380 so at least the NW sector can say it's unique by nature!	
1190	Dawnda Daniel	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is UNNECESSARY, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Manager provides LIFE-CHANGING therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
1191	Dayn Jackson	10/11/2018	Survey Question 6 - Other response	My home is very near 380 and Stonebridge Dr and would be negatively impacted by anything other than Option B, west of Custer Rd. The businesses along 380 corridor in McKinney would also be impacted by a widening of 380 along its current route.	Comment noted.
1192	Dean Collins	10/5/2018	Survey Question 6 - Other response	We made the conscious chose to not build a home in a neighborhood that was on 380. The option B for the Coit Road to FM 1827 expansion would bring 380 right to the entrance of our neighborhood would have a negative impact to our home. I also believe this option will isolate certain neighborhoods forever changing the quality of those neighborhoods.	Comment noted.
1193	Dean Malos	10/11/2018	Survey Question 6 - Other response	I have a couple of thoughts. While the majority of businesses on the current US380 built there, specifically to take advantage of the amount of traffic, using anything other than the green route could impact their profitability and sales. IF they are destination type businesses (like a grocery store or a large department store (Target for example) having to relocate shouldn't be a	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				problem. Additionally, the majority of the residents who purchased homes on or around the current 380 would have assumed expansion was going to be necessary at some point, but also assumed it would be done so along the same route as the current US380. When I bought my home in the Whitley Place Subdivision, one of my considerations was that if US380 was expanded on the current US380, we would still be far enough away to have the expansion negatively impact our home value. In my opinion, with regard to this expansion, it would make the most sense to keep it using the green route and expanding on the current US380 as it would minimize the impact on home values (businesses can be afford to absorb those costs), and penalize individual home owners. Let's face it, the financial impact for the state should be one of the last concerns as we all know with project cost overruns and delays, the various cost of the other route options, is like splitting hairs, when all is said and done.	
1194	DeAnn Pruett	10/5/2018	Survey Question 6 - Other response	Keeping 380 on 380 is the most sensible approach as it does not isolate areas, creating "islands" between thoroughfares and disturbing family farms and homes that were meant to be forever homes. 380 has always been a known quantity. Everyone who purchased next to 380 knew there was potential for growth of that road. The alternative plans were not on known to Buyers or longtime residents of those areas. It seems unwise and unmindful to suggest that these alternate plans are proper alternatives to simply keeping 380 on 380.	Comment noted.
1195	DeAnne L Rogers	10/23/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. Cities have	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>already made growth plans along the current route of 380 for plans of future business growth and rerouting 380 would impair that growth. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year." Having dealt with chronic depression for 62 years (my entire life) but only diagnosed with it 40 years ago I think the work they do just with individuals with mental disabilities is amazing. But they do so much more than that. Please don't destroy what they have accomplished in 11 years.</p>	
1196	Deb Maicach	10/20/2018	Survey Question 6 - Other response	Please do not destroy neighborhoods or parks!	Comment noted. Any future improvement projects would include assessment of the potential impact on the human and natural environments. TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable.
1197	Debbie Ambrose	10/11/18	Comment Form	<p>I just purchased a home in DeBerry Estates where the Red 380 would be Approx 500 ft from my new home. Obviously this would devalue the property, not to mention I moved out there to be away from highways.</p> <p>I am in favor of the Green alternative.</p> <p>Unfortunately nobody will win in these situations.</p>	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
1198	Debbie Anderson	10/12/2018	Survey Question 6 - Other response	Please do not route the bypass through or near Mane Gait. It is an awesome therapeutic center and has and will help many people including children with disabilities and veterans...and I can't even imagine anyone would destroy it and the legacy in this building.	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
1199	Debbie Bacon	10/26/2018	Survey Question 6 - Other response	It appears your going to upset a lot of old McKinney so I'm not sure the point of the survey. You will end up doing what you want anyway.	Comment noted. Public input is one of the many factors that goes into TxDOT's decision-making process in regards to this study.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1200	Debbie Bingham	10/15/2018	Survey Question 6 - Other response	Each of these alternatives for building are too close to residential areas and schools. If needed to connect to a major Toll road then it should head out to wear there is less residential or none near by and no schools such as Rogers Middle School.	Comment noted.
1201	Debbie Carter	10/13/2018	Survey Question 6 - Other response	I prefer it remain on the 380 original plans.	Comment noted.
1202	Debbie Chesney	10/21/2018	Survey Question 6 - Other response	Please keep 380 on 380. Please don't destroy our neighborhoods!!	Comment noted.
1203	Debbie Copeland	10/30/18	Comment Form	<p>As we have stated and voiced our opinion at numerous meetings, written comments, and telephone call to TxDOT, we do not agree with these proposed bypass loops to Hwy 380 from Denton County to Hunt County. As we have stated the bypass loops are, at the very least, and insufficient and inadequate quick fix and do not address the broader future vision of Collin County traffic growth.</p> <p>Collin County does need another east to west major freeway from county line to county line to relief Hwy 380 as well as other crowded, insufficient roadways and accommodate future growth in the northern section of the county. This predominately rural sector of Collin County which is mostly open, undeveloped areas would be less disruptive and catastrophic to the public with much less displacement of homeowners business owners and stakeholders. The construction of a major freeway in this rural section north of Hwy 380 obviously would better meet the future transportation needs of Collin County as a whole. It would also handle more traffic, offer a smoother flow of traffic, decrease hours of travel and hours of congestion delays. Additionally, motorists could go from county line to county line bypassing the cities' main street areas.</p>	Comment noted. Our traffic analysis, which included plans for the Collin County Outer Loop, shows that the further away an alignment is from the existing US 380 it is, the less likely it is to attract traffic from US 380. Additionally even with the addition of the Collin County Outer Loop, US 380 would still experience a failing level of service for congestion and delay unless it is improved to be a freeway.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				Currently, Hwy 380 through Princeton is going to be expanded to six lanes with a concrete median which will definitely help get the morning and evening commute traffic through the city more quickly. However, with a new major freeway crossing the county, there would be no need for "bypass loops". The bypass loops should be tabled and quick consideration of constructing a freeway just north of Prosper, McKinney, Princeton, and Farmersville. New construction of a major freeway in the northern rural sector of the county will be far less expensive and disruptive than a poorly thought out plan to reconstruct an already, busy, overcrowded single major highway that has no other viable routes while under construction. What a traffic nightmare!!	
1204	Debbie Fahrenthold	10/11/18	Comment Form	Widen 380 so that in 2050 it will be relevant, not outdated & you need to do this again. Do one construction not several. By the time its completed it will be obsolete.	<p>Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p>
1205	Debbie Fahrenthold	10/18/18	Email	It seems to really make more sense to put a loop around Princeton to the north and not wipe out all businesses along Highway 380. That way the commuters will take the loop and let Hwy 380 be more accessible for Princeton residents and shoppers. Much like the Loop 288 in Denton. Where we can better get out of our subdivisions and use the highway. Debbie Fahrenthold	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				██████████ ██████████ ██████████	
1206	Debbie Fahrenthold	10/11/2018	Survey Question 6 - Other response	Do one large build, not a bunch of miss matched roads impacting both red and green routes.	Comment noted.
1207	Debbie Fahrenthold (2)	10/11/18	Comment Form	Widen 380 so that in 2045 it will be relevent, NOT needing to be widened again! Do one construction that will be to current & future demands, not behind by the time it's done!	<p>Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p>
1208	Debbie Guerrero	10/25/2018	Survey Question 6 - Other response	I prefer the green option thru McKinney, but if a loop must be selected, I prefer Option A, which will NOT go thru Prosper.	Comment noted.
1209	Debbie Hoad	10/12/2018	Survey Question 6 - Other response	I support the Green alignment for 380 as the most efficient plan for traffic through McKinney and Prosper. A bypass would be detrimental to the peaceful country like beauty of this area. Can we not keep just a few areas clean and traffic free? Green Align.ent would save one of the best nonprofit organizations, Manegait Therapeutic Horsemanship. This organization has helped and continues to help hundreds of children and adults with disabilities.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
1210	Debbie Jarzombek	10/8/2018	Survey Question 6 - Other response	I moved to Prosper to avoid living next to major roads. Keep the route near 380, not through subdivisions.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1211	Debbie Mattes	10/9/2018	Survey Question 6 - Other response	By building a HWY 380 bypass will have a far greater negative impact by dividing communities, limit the Town of Prosper's future city planning options and not to mention create new HWY safety concerns. Expanding 380 on 380 will allow for businesses on 380 to thrive even more and it would have the least impact on current land, home and business owners. And furthermore, towns such as Prosper should not be subjected to the negative impacts of a HWY 380 bypass due to the failure of other cities failing to properly plan for a HWY 380 expansion.	Comment noted. The proposed green alignment along the existing US 380 would displace more businesses and residences than the red alignment. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
1212	Debbie Oliver	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
1213	Debbie Reininger	10/13/2018	Survey Question 6 - Other response	Let's keep 380 heading where it was already going. No need to cut through other people's land to do so. We prefer the Green Route overall.	Comment noted.
1214	Deborah Dougherty	10/24/2018	Survey Question 6 - Other response	The residents of Prosper and McKinney who would be affected by the Red Alignment B proposal were not afforded due process to study the impact of this proposal and its effects on their communities and properties. Red Alignment B has a lower engineering and traffic safety rating, will dramatically increase traffic on local Prosper roads (1st Street, Prosper Trail, and Frontier Pkwy), requires significantly more ROW purchase than the Green alignment, and	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. The red alignment would be approximately 2 miles north of the existing US 380. Even with the additional length, our analysis showed that red alignment options would attract traffic from the existing US 380.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				will not provide the traffic relief required, as commuters will opt to continue on 380 rather than drive up to 5 miles further to connect to Hwy 75 Southbound. Please Keep 380 on 380!	
1215	Deborah Ennen	10/9/2018	Survey Question 6 - Other response	Keep 380 on 380!	Comment noted.
1216	Deborah Ennen	10/18/2018	Survey Question 6 - Other response	I purchased at Whitley Place because the property around us was designated to be residential and it was far away from 380 to not pick up the noise and traffic from it. The red routes will ruin the aesthetic of our neighborhood, increase traffic, and threaten the whole reason that most folks chose to live in Prosper.	Comment noted.
1217	Deborah Hartman	10/13/2018	Survey Question 6 - Other response	Prosper ISD is building new high school on Bloomdale. Bypass on Bloomdale would not be safe for students and school traffic.	<p>Comment noted. Any future improvements will be designed to current design standards to enhance safety. As currently proposed, As currently proposed, the red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail.</p> <p>The proposed freeway (red or green) would generally consist of 8 freeway lanes (4 in each direction), and 2 lane continuous frontage roads running parallel to each side of the freeway. If US 380 is reconstructed as a freeway, then the roadway will be built to current design standards for a high speed roadway enhancing safety.</p>
1218	Deborah Kilgore	10/26/2018	Survey Question 6 - Other response	I am aware that the city of McKinney is in favor of the Spur 399 green alignment option A. This is a burden on the taxpayers because of the extra length and it rewards property owners who have been building something (Airport) that serves private companies on the public dime. Make the airport build their own damn road to the east if they want it so bad	Comment noted.
1219	Deborah Matthews	10/24/2018	Survey Question	I support Red Alignment - Option B because it offers the least disruption to already existing residential and commercial developments in the	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response	City of McKinney. Widening US 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole.	
1220	Deborah Phillips	10/7/2018	Survey Question 1 - Other response	Keep 380 on 380	Comment noted.
1221	Deborah Phillips	10/17/18	Commen t Form	I support the Green option of keeping 380 on the existing 380 with no bypass. The impact to families; alignment with Prosper's Comprehensive Plan and McKinney's 2040 Comprehensive Plan; impact or planned schools & green spaces are among my reasons. The green option addresses right of way and noise requirements and keeps traffic on an existing highway. Diverting traffic from the current 380 will negatively impact businesses on that road. The late addition of a proposed bypass through Prosper did not allow for due process as with the other option TxDOT proposed. I believe TxDoT should take into account the wishes for all residents - based on the survey, most support keeping 380 on 380 with no bypass. Please do not all a small minority voice to influence a decision which impacts so many lives.	Comment noted. Any future improvement projects would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted. Public input is one of the many factors that goes into TxDOT's decision-making process in regards to this study.
1222	Deborah Phillips	10/7/2018	Survey Question 6 - Other response	Please keep 380 on 380. The bypass options are too disruptive, Especially considering the fact that 380 will still need to be enhanced To accommodate future traffic. I am firmly against any bypass that impacts Prosper.	<p>Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
					used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.
1223	Debra Campbell	10/11/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. I strongly oppose Red Option A which I feel would have the most negative impact on McKinney as a whole."	Comment noted.
1224	Debra Dahlern	10/17/2018	Survey Question 6 - Other response	What happened to the yellow option?	Comment noted. The yellow alignment located to the north of New Hope has been eliminated due to impacts to the planned North Texas Municipal Water District's Sister Grove Regional Water Recovery Facility. Additionally, this alignment did not work well with the Spur 399 traffic movements.
1225	Debra Praschan	10/22/2018	Survey Question 1 - Other response	Finish outer loop	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
1226	Debra Praschan	10/22/2018	Survey Question 2 - Other response	Finish outer loop	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
1227	Debra Praschan	10/22/2018	Survey Question 6 - Other response	Finish outer loop	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area,

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
					US 380 would still experience a failing level of service for congestion and delay.
1228	Dede Parrish	10/23/2018	Survey Question 6 - Other response	Keep 380 on 380. No bypass	Comment noted.
1229	DeeDee Lynn	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, would infringe on private property rights, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
1230	Deena Gonzalez	10/17/2018	Survey Question 6 - Other response	We really believe it is beautiful up there and believe that expanding 380 where it is would be better. We drive the expanded 380 west of Denton and doing that same thing to the East would be best. You could raise parts of it and use the existing roadway and area as frontage road instead of re-routing...similar to what happened with 121 tollway. There's no reason to disturb new land(s) at this point.	Comment noted. Traffic analysis indicates that providing overpasses, also known as grade separated intersections, along the existing US 380 would still experience a failing level of service for congestion and delay. Elevated freeway sections were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
1231	Deena Hannawald	10/14/2018	Survey Question 6 - Other response	Please keep 380 where it is. This proposal does nothing but cause undue stress for homeowners in the areas. We purchased homes for a reason in this area.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1232	Deena Towers	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
1233	Deidra	10/13/2018	Survey Question 6 - Other response	Save maingate	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
1234	Deidre Rollins	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
1235	Delia McLinden	10/17/2018	Survey Question 6 - Other response	I'm most concerned about the impact upon 2 local businesses that have a LARGE influx of volunteers and visitors: FarmHouse Fresh and Mane Gait. Both businesses are a stellar addition to this area on Custer/380. Please don't add a major highway running past them! It would be devastating to the community.	Comment noted. TxDOT will further analyze possible options for minimizing impacts in this area.
1236	Dena Dixon	10/5/2018	Survey Question 6 - Other response	380 is a highway for a reason. Please keep 380 on 380.	Comment noted.
1237	Deneen Wike	10/11/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1238	Denis Ortleb	10/12/2018	Survey Question 6 - Other response	Would like to see the outer loop sped up to reduce traffic on 380.	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
1239	Denise Bland	10/8/2018	Survey Question 6 - Other response	Red alignment will cause undue traffic in the Prosper making it unsafe for our children and young teen drivers.	Comment noted. Any future improvements will be designed to current design standards to enhance safety.
1240	Denise Burkey	10/17/18	Comment Form	Keep 380 on 380, No bypass	Comment noted.
1241	Denise Burkey	10/14/2018	Survey Question 6 - Other response	KEEP 380 ON 380, NO BYPASS	Comment noted.
1242	Denise Clement	10/13/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
1243	Denise Crawford	10/12/2018	Survey Question 6 - Other response	We moved to Prosper for the equestrian neighborhoods, supporting special needs children and ManeGait. Do not destroy this gift to these special kids with unnecessary roads, concrete and noise.	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
1244	Denise Felty	10/16/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east -west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKenneys most prominent nonprofit organizations, ManeGait Theraputic Horsemanship. ManeGait provides life changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year. God has bestowed ManeGate, beautiful land, caring community, and enduring mission! Please take the GREEN ALIGNMENT OPTION AND NOT GO THROUGH MANEGATE. Children depend on it. Denise Felty	minimizing the impacts to the ManeGait property.
1245	Denise Gustavson	10/12/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year."	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
1246	Denise Morgan	10/11/2018	Survey Question 6 - Other response	Please keep 380 on 380.	Comment noted.
1247	Denise Vanderheiden	10/10/2018	Survey Question 6 - Other response	Please try to avoid bringing more traffic to already overburdened areas and PLEASE try to ease overburdened area of 380 between Preston Road at the west and Highway 5 in McKinney to the east. It is almost impassable during high traffic hours and dangerous 24 hours a day. This area does not need more traffic, it needs less.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1248	Dennis Burkett	10/23/2018	Survey Question 1 - Other response	No Info Presented on this section	Comment noted. Please see Drive380.com for more information.
1249	Dennis Burkett	10/23/2018	Survey Question 6 - Other response	#1 Priority - BUILD OUTER LOOP ASAP! - Then re-evaluate model & re-draw 380 route...Too late to expand existing route (\$\$\$\$) - Re-routing should go thru Prosper & North McKinney and/or Celina.	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
1250	Dennis Croysdale	10/17/2018	Survey Question 6 - Other response	A freeway through the middle of McKinney would further segment the city into a "north" and "south" which destroys the nature of the city. We already divided by east and west by Hwy 75. A bypass road similar to the bypass around Denton would be a good model. Not a freeway but a divided 4 lane road with room for expansion. A parkway nature to the road with little damage to the rural surroundings	Comment noted. Initial traffic analysis does show that travel times would likely be reduced should a freeway be constructed and traffic signals eliminated.
1251	Dennis DeMattei	10/5/2018	Survey Question 6 - Other response	380 green option is the preferred alignment for prosper and the character of the neighborhood that we relied on to purchase our retirement home.	Comment noted.
1252	Dennis DeMattei	10/12/18	Email	<p>Hello,</p> <p>I appreciate this opportunity to express my views on this bypass situation. I live in Prosper and intend to live out my life here.</p> <p>1. I find it highly unusual that the red option B through Prosper as proposed was only made public on or about Oct 4th, 2018 only allowing weeks for this community to organize and evaluate its position before the Oct 26th deadline, while the other previous proposals have been public for over a year. I do not believe this affords due process to this community and would be subject to legal challenges if allowed to proceed in this matter. This may involve a self serving motivation.. (Pun intended) This looks like a bait and switch in the eyes of this community.</p> <p>2. TexDot studies reveal that red option B is the</p>	<p>The purpose of the feasibility study is to analyze potential roadway alternatives for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>Public input is one of the many factors that TxDOT will consider when making a decision on an alignment. TxDOT will continue to consider comments regarding the study and there will be more public involvement completed before the end of the study. The October 26 deadline was for comments to be included in this public meeting summary. Any comments received after the deadline will still be considered by the</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>least safe option as compared to the other proposals. Safety is of prime importance now and in the future as the population increases and road demands increase.</p> <p>3. The short distance between two points is a straight line. It would seems only logical to take this into consideration in engineering and planning.</p> <p>4. Cost of Red Option B will exceed the current costs estimate as this community will demand that extensive noise abatement measures be taken such as below grade construction and sound walls.</p> <p>5 Your studies have shown that the existing 380 will need to be improved in the near future, regardless of any bypass constructed. It would be a more efficient use of funds to address this now with improvements to the existing alignment. (Green alignment)</p> <p>6. The Town of Prosper is coming out with a strong resolution against any bypass through Prosper and supporting the Green alignment. You stated that TexDot does not violate the City or Town's desires. I hope this is true.</p> <p>7. There are demonstrated techniques previous used by TexDot to reduce right of way requirements that would mitigate the impacts of the Green alignment.</p> <p>I could list many more concerns, but I know how busy you are and only hope to point out the advantages of the Green alignment and the vast opposition for the Red alignments.</p> <p>Sincerely, Dennis J. DeMattei [REDACTED] [REDACTED]</p>	<p>project team and responded to on a one-on-one basis instead of in this meeting summary.</p> <p>Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p>
1253	Dennis Lynch	10/10/2018	Survey Question 6 - Other response	Go green.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1254	Dennis Radcliffe	10/26/2018	Survey Question 6 - Other response	Keep 380 on 380. No bypass in McKinney or Prosper.	Comment noted.
1255	Dennis Sharp	10/8/2018	Survey Question 1 - Other response	Double Deck US 380 as was done in Austin for I-35	Comment noted. Elevated freeway sections (or double decking) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
1256	Dennis Sharp	10/8/2018	Survey Question 2 - Other response	Duble Deck US380 as was done in Austin on I-35	Comment noted. Elevated freeway sections (or double decking) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
1257	Dennis Sharp	10/8/2018	Survey Question 3 - Other response	Double Deck US 380 as was done in Austin or I-35	Comment noted. Elevated freeway sections (or double decking) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
1258	Dennis Sharp	10/8/2018	Survey Question 4 - Other response	Double Deck US 380 as was done for I-35 in Austin	Comment noted. Elevated freeway sections (or double decking) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
1259	Dennis Sharp	10/8/2018	Survey Question 5 - Other response	Double Deck US 380 as was done for I-35 in Austin	Comment noted. Elevated freeway sections (or double decking) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being

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					considered are available in the public meeting boards posted on Drive380.com.
1260	Dennis Sharp	10/8/2018	Survey Question 6 - Other response	The construction of a Double Deck for US 380 would be far less expensive and less disruptive to all communities involved. It worked in Austin. The upper deck is for through traffic and the local deck is for local traffic.	Comment noted. Elevated freeway sections (or double decking) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
1261	Derek Billiot	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
1262	Desaree Chalanick	10/14/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
1263	Deshonna Barnes	10/8/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
1264	Desire albion	10/8/2018	Survey Question 6 - Other response	Need bypass ASAP. 380 way too congested!	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1265	Devon Schneider	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
1266	Dhruv patel	10/12/2018	Survey Question 6 - Other response	Expand and build over or under existing 380. Direct, convenient, and easy access for thru traffic	Comment noted. Elevated freeway sections were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
1267	Dian	10/12/2018	Survey Question 6 - Other response	Mover to Prosper last year to find a quiet retirement property. Hoping to not have to move because of increase in noise	Comment noted. If the route through Prosper is selected, traffic noise analysis would be conducted during the schematic development and environmental phase of the project. Noise abatement measures, such as noise barriers, would be considered for properties determined to experience traffic noise impacts according to the results of the traffic noise analysis.
1268	Diana Finch	10/4/2018	Survey Question 6 - Other response	in 2009, we moved to the area and looked at homes in Tucker Hill and Whitley Place. We elected to purchase in Whitley Place as we did not like the close proximity of 380 to Tucker Hill. Little did we know that 380 could potentially follow us. We should not penalized for the poor planning of the developers of Stonebridge and Tucker Hill who built their additions so close to a highway. PLEASE keep 380 ON 380 and not affect those of us who had the foresight to purchase away from a major highway. Thanks!!!	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1269	Diana Finch	10/13/18	Email	<p>When my family moved back to this area in 2009, we narrowed our search to a house in Tucker Hill and one in Whitley Place. While we loved both homes (and the Tucker Hill house was less expensive), we elected to purchase in Whitley Place in Prosper because we could envision that 380 would need to be widened in the not-to-far-future and it seemed that the developers of Tucker Hill had not thought that one out when designing the neighborhood. Imagine our surprise when we discovered just a few weeks ago that 380 could potentially invade our area and effect our home values! Basically, Tucker Hill's poor planning could effect neighborhoods all around them. This does NOT seem fair.</p> <p>1. Essentially, a low density planned development along Custer will be scrapped, making other neighborhoods in this area less desirable.</p> <p>2. Prosper ISD has a planned school along CR 123, young teen drivers will now be required to navigate a busy thoroughfare.</p> <p>3. A much treasured MainGait, a beautiful equestrian therapeutic center on Custer will be obliterated. I could go on, but I know you have heard it all. I've heard of a plan to lower the 0.3 mile of roadway in front of Tucker Hill (like we've seen TXDOT successfully do in other areas) that would have less impact. Could we please consider that as the optimal resolution and keep 380 on 380?</p> <p>Thanks for your kind consideration. Diana Finch [REDACTED] [REDACTED]</p>	<p>Comment noted. Any future improvement projects would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property</p> <p>The planned Prosper ISD school north of CR 123 (Bloomdale Rd.) is approximately 0.3 miles away from the red alignment option B. The proposed freeway would consist of 8 freeway lanes (4 in each direction), and 2 lane continuous frontage roads running parallel to each side of the freeway. If US 380 is reconstructed as a freeway, then the roadway will be built to current design standards for a high speed roadway enhancing safety.</p>
1270	Diana Fraser	10/8/2018	Survey Question 1 - Other response	Widen 380	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1271	Diana Halback	10/5/2018	Survey Question 6 - Other response	Please do not run a bypass through Prosper	Comment noted.
1272	Diana Kedora	10/6/2018	Survey Question 6 - Other response	It would make more sense to expand a freeway than bypassing 380 at all these different routes. No one will ever choose to take a longer route when commuting. Seems you would destroy valued property and communities. Why not build an over pass under pass along 380. One for no lights.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>Traffic analysis indicates that providing only grade separated intersections along the existing US 380 would still experience a failing level of service for congestion and delay.</p>
1273	Diana Sonderegger	10/21/2018	Survey Question 6 - Other response	Please spare ManeGait. This is a vital addition to the community.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
1274	Diana Thomas	10/23/2018	Survey Question 6 - Other response	Please do not destroy our building.	Comment noted.
1275	Diane	10/15/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				Red Option A which we feel would have the most negative impact on McKinney as a whole.”	
1276	Diane Colonnese	10/16/2018	Survey Question 6 - Other response	Please preserve ManeGait.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
1277	Diane derebery	10/11/2018	Survey Question 6 - Other response	Please don't waste our tax money on a bypass that is not needed or wanted. Please don't penalize prosper residents for McKinney's lack of foresight and planning for an expansion of 380. The mckinney residents bought on a major highway. They should have planned for the expansion.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
1278	Diane Ferguson	10/23/2018	Survey Question 6 - Other response	I don't appreciate McKinney deflecting their problem onto Prosper. If Mckinney wants a bypass, it should stay within McKinney city limits and even better to be within McKinney ISD boundaries.	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
1279	Diane Gerardis	10/8/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
1280	Diane Gray	10/24/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
1281	Diane Hofer	10/9/2018	Survey Question 1 - Other response	Keep 380	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1282	Diane Hofer	10/9/2018	Survey Question 2 - Other response	Keep 380	Comment noted.
1283	Diane Hofer	10/9/2018	Survey Question 3 - Other response	Keep 380	Comment noted.
1284	Diane Hofer	10/9/2018	Survey Question 4 - Other response	Keep 380	Comment noted.
1285	Diane Hofer	10/9/2018	Survey Question 6 - Other response	Keep 380 as freeway.	Comment noted.
1286	Diane McCarty	10/22/2018	Survey Question 6 - Other response	We have invested millions in this convenience store/gas station and pump over 1,300,000 gallons of fuel and sell over \$1M inside our store. Obviously, we are greatly concerned about any plans that would wipe out our store and result in the loss of 6 employees' jobs.	Comment noted.
1287	Diane Reynolds	10/9/2018	Survey Question 6 - Other response	Fixing 380 on 380 will displace too many businesses. Building a bypass to the north is the least costly option and will not displace as many businesses and homes.	Comment noted.
1288	Diane Totty	10/23/2018	Survey Question 4 - Other response	K	Comment noted.
1289	Dianna Jordan	10/9/2018	Survey Question 6 - Other response	No bypass through Prosper. Expand 380.	Comment noted.
1290	Dianna L. Talcott	10/10/2018	Survey Question 6 - Other response	I support Red line alignment-Option B, West of Custer Rd in McKinney, Tx, as I believe it will reduce traffic accidents in our neighborhoods, as highway traffic isn't intended for our neighborhood roads with runners, bikers, walkers, children on these residential and trail lined streets. ,	Comment noted. Any future improvements will be designed to current design standards to enhance safety.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1291	Dianna Porter	10/11/2018	Survey Question 2 - Other response	Widen 380 only	Comment noted.
1292	Dianna Porter	10/11/2018	Survey Question 6 - Other response	This survey was very confusing as there was NO explanation assigne dot each option. Deceptive honestly.	Comment noted. As noted in the survey, all public meeting materials presented at the three public meetings held in October 2018 are currently posted on Drive380.com.
1293	Dianne Brown	10/16/18	Comment Form	<p>I am strongly against any Bypass option that goes through any part of Prosper, and am against any Bypass option west of I-75 (both Red Options) I strongly support fixing 380 on 380 west of I-75 (Green Options).</p> <p>Keep close to TXDoT's ideal freeway spacing of 5 miles apart, with 380 being about 5 miles from both 121 and the Outer Loop. On Custer Road, the distance between 121 and 380 is 6.1 miles. The distance between 121 and Bloomdale Road where the Bypass would be is 9.5 miles. This is too far apart based on TXDoT's ideal freeway spacing.</p> <p>When Stephen Endres spoke to the Prosper Town Council Meeting on July 24, 2018 he said that TXDoT rarely, if ever, goes against the recommendations of the cities. Both Prosper and Frisco passed resolutions saying they don't want a Bypass through their cities, and yet TXDoT bowed to political pressure from a vocal minority of people in Tucker Hill and Stonebridge Ranch to add a Bypass Red Option B starting in Prosper at the last minute when it wasn't even an option in the April/May public meetings. The Town of Prosper has limited commercial frontage, and a Bypass through Prosper would further limit our Town's tax base, home prices, and future economic viability.</p> <p>In the public response to TXDoT's April/May public meetings, 3,384 people said they wanted to Fix 380 on 380, while only 1,502 people said</p>	<p>Comment noted. Any future improvement projects would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>Public input is one of the many factors that TxDOT will consider when making a decision on an alignment. The presentation provided at the October 2018 meeting noted that 1,897 people selected a preference for an alignment along the existing US 380.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>they wanted a Bypass option. That is a ratio of 2.19 to 1 that prefers to Fix 380 on 380 versus a Bypass. Why is the new Red Option B through Prosper even an option, other than an obvious bowing to the special interests of Tucker Hill and Stonebridge Ranch who knowingly built their homes on a highway.</p> <p>The residents of Tucker Hill received a discount when purchasing their homes because of their location close to a highway. The residents of Prosper paid a premium when we purchased our homes to live in a nice and quiet area far away from a highway. It is not fair that Tucker Hill residents are trying to shift the economic burden caused by their own poor planning to the residents of Prosper. In order to avoid having 0.3 miles of frontage road on a freeway, Tucker Hill is trying to get TXDOT to build a freeway next to and through hundreds and thousands of existing and future homes and acreage of people who purposefully chose to buy homes far away from highways and freeways. Do not cave into pressure from a vocal minority from Tucker Hill and Stonebridge Ranch that don't want to face the consequences of their decision to buy a home close to a highway that was slated for future expansion. Fix 380 on 380! Dianne Brown Secretary/Treasurer, Christie Farms Residential Association</p>	
1294	Dianne Brown	10/11/2018	Survey Question 6 - Other response	<p>The residents of Tucker Hill received a discount when purchasing their homes because of their location close to a highway. The residents of Prosper paid a premium when we purchased our homes to live in a nice and quiet area far away from a highway. It is not fair that Tucker Hill residents are trying to shift the economic burden caused by their own poor planning to the residents of Prosper. Please support the Prosper Town Council and their resolution to make 380 a limited access road through the Prosper Town borders (to Custer Road). In</p>	<p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>Public input is one of the many factors that TxDOT will consider when making a decision on an alignment. The presentation provided at the</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				the feedback to the April/May TXDoT meetings, 3,384 respondents wanted to fix 380 on 380, while only 1,502 respondents wanted a bypass. This is a ratio of 2.19 to 1 that wants to fix 380 on 380 (green alignment option west of 75). Please don't cave in to a few vocal people from Tucker Hill and Stonebridge Ranch that only have 0.3 miles of their neighborhood fronting 380 and don't want to face the consequences of their decision to buy a home close to a highway that was slated for future expansion. Keep highway distances at the optimal 5 miles apart. Fix 380 on 380!	October 2018 meeting noted that 1,897 people selected a preference for an alignment along the existing US 380.
1295	Dillan Fangon	10/11/2018	Survey Question 6 - Other response	I live by where red A and B would run behind. Please don't put a highway behind my house because we moved in this neighborhood to not be by a busy road and to have quiet. Fix 380 on 380 as it is a shorter line and those people and businesses chose to be on a busy road.	Comment noted.
1296	Dillon daniel	10/8/2018	Survey Question 1 - Other response	Fix 380 on 380	Comment noted.
1297	Dillon daniel	10/8/2018	Survey Question 2 - Other response	Fix 380 on 380	Comment noted.
1298	Dillon daniel	10/8/2018	Survey Question 3 - Other response	Fix 380 on 380	Comment noted.
1299	Dillon daniel	10/8/2018	Survey Question 4 - Other response	Fix 380 on 380	Comment noted.
1300	Dillon daniel	10/8/2018	Survey Question 5 - Other response	Fix 380 on 380	Comment noted.
1301	Dillon Daniel	10/04/18	Comment Form	I support the GREEN alignment for Hwy 380. This is the optimal and most efficient path for	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				east-west traffic through McKinney and Prosper. A bypass is unnecessary.	
1302	Dillon Daniel	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWy 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney & Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. Green alignment also preserves one of McKinney's most prominent non-profit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
1303	Dillon daniel	10/8/2018	Survey Question 6 - Other response	We didn't buy on 380 so why punish us?	Comment noted.
1304	Dillon Roulet	10/14/2018	Survey Question 6 - Other response	The City of Prosper prepared in advance of city development for the eventual easement expansion of US380. We should not be penalized for our responsible community development by building a freeway bypass through the heart of our residential community, simply because the City of Mckinney did not prepare for future 380 expansion. We made responsible community growth decisions to ensure there was adequate room for TXDOT to expand US380 in it's current footprint- without the need for a bypass.	Comment noted. Additional right of way will be required and businesses and homes will be impacted and displaced if TxDOT constructs a freeway along the existing US 380.
1305	Dion Jackson	10/8/2018	Survey Question 6 - Other response	Keep 380 on 380!	Comment noted.
1306	Dirk Schroeter	10/10/2018	Survey Question 6 - Other response	If we fund a bypass, it should really bypass housing developments, not cut through them. The red alternatives are all too close to existing neighborhoods.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1307	Dolisa Douthitt	10/10/20 18	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole."	Comment noted.
1308	Dolores Abajian	10/12/20 18	Survey Question 6 - Other response	My son attends Mane Gait Therapeutic Horsemanship. Mane Gait has provided hope and a caring environment for my son and hundreds is other children and adults with disabilities as well as services for Veterans and First Responders. Mane Gait has been providing these much needed therapies for more than 11 years. Mane Gate is also an environment for stewardship and providing volunteerism for thousands of North Texans. The Green alignment will preserve Mane Gait and will also preserve the beauty of our community.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
1309	Don Daugherty	10/12/18	Email	Hi, I have a business property on hwy. 380 near WinCo on the east side of Hwy 75. If one of the green models is selected, will it take out all of my property? If my property is taken, about what year will that happen? Property info: [REDACTED] [REDACTED] Thanks for the update, Don Daugherty [REDACTED] [REDACTED] [REDACTED]	Comment noted. Alignment options and roadway configurations are still being evaluated. The property listed was counted as one of the direct displacements for the green alignment currently proposed. A specific timeline for property acquisition has not yet been set and depends on many factors such as what segment of the corridor would be constructed first and if the appropriate funds are available. It will be a minimum of six to nine years before any project begins construction and at least 20 years before completion.
1310	Don DeBoer	10/10/20 18	Survey Question 6 - Other response	I can't believe how incompetent the city, county and state growth planners are. The growth trends have been OBVIOUS for at least 10 years an probably much longer than that. So now,	Comment noted.

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				thousands of individual homeowners and business owners have invested in property along 380 and are looking to incur unbelievable disruption and economic loss because of your incompetence. The ONLY ACCEPTABLE SOLUTION IS TO LEAVE 380 ALONE AND BUILD TRANSPORTATION CAPACITY TO THE NORTH WHICH IS LESS DEVELOPED. CAN'T WAIT FOR THE CLASS ACTION LAW SUITS	
1311	Don ISCH	10/04/18	Commen t Form	<p>The 380 by-pass (if there is one) has no business being built anywhere in Prosper - we did not buy/build a home up here to be near a busy highway.</p> <p>The Tucker Hill residents chose to live near 380. That was their stupidity.</p> <p>TxDot needs to use some common sense!</p>	Comment noted.
1312	Don Potash	10/19/20 18	Survey Question 6 - Other response	I vote for Red Option B!! Least destruction of the residential and commercial properties along 380. The commercial businesses along 380 provide a great tax base for McKinney. And with Red Option B provides more businesses to build along 380 in McKinney. We need that additional tax base so not to increase taxes for the residential base.	Comment noted.
1313	Don Reynolds	10/18/20 18	Survey Question 1 - Other response	Prefer Red alignment option B	Comment noted.
1314	Don Reynolds	10/18/20 18	Survey Question 3 - Other response	Prefer Red alignment option B	Comment noted.
1315	Don Reynolds	10/18/20 18	Survey Question 4 - Other response	Prefer Red alignment option B	Comment noted.
1316	Don Reynolds	10/18/20 18	Survey Question	Prefer Red alignment option B	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			5 - Other response		
1317	Don Reynolds	10/18/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow	Comment noted.
1318	Don Weiland	10/8/2018	Survey Question 6 - Other response	380 is too congested through the McKinney corridor.	Comment noted.
1319	Don Westback	10/16/2018	Survey Question 6 - Other response	Business around 380 & 75 have been affected enough over the last five years. Getting roads built north of 380 needs to be a priority now.	Comment noted.
1320	Donald Daugherty	10/12/2018	Survey Question 6 - Other response	Concerned about businesses around Hwys. 75 and 380. I have a small business near Winco and will probably loose it if 380 is widen along there.	Comment noted.
1321	Donald Martinez	10/15/2018	Survey Question 6 - Other response	Don't ruin our established neighborhoods and growing business tax base along 380.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
1322	Donna Austin	10/5/2018	Survey Question 6 - Other response	The 380 rd as has been constructed should suffice once construction is complete	Comment noted.
1323	Donna Breedlove	10/07/18	Email	Mr. Endres - as resident of Whitley Place in Prosper and a real estate professional in Collin County, I implore you and your team to take a step back and reconsider all options for 380. Sometimes what initially appears to be the cheapest fix is not and it appears to me that long-term plans were quickly shelved and there is a current rush to appease a vocal minority of	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed. Public input and cost are two of

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				homeowners trying to kick their problem down the road to Prosper. I can understand that you and your team are working to develop the best solution to the problem. However, there were reasons for the original plan and to change horses in the middle and penalize residents who did their homework on potential growth says volumes about the integrity of the process and will have ramifications for property owners far beyond individual neighborhoods. If I can be of assistance in working with your team, please let me know. Thank you for your time. Donna Breedlove	the many factors that TxDOT will consider when making a decision on an alignment.
1324	Donna Breedlove	10/7/2018	Survey Question 6 - Other response	380 has been a US Highway since 1951. The City of McKinney chose to allow homes to be built adjacent to a US Highway. People who chose to buy in Tucker Hill and the northern section of Stonebridge Ranch chose to buy homes along a US highway. The Town of Prosper chose to allow Whitley Place to be located where it is with not US Highway or By-Pass near by. Residents of Whitley Place chose to locate where no future highway was proposed to be built near their homes.	Comment noted.
1325	Donna Cranson	10/25/2018	Survey Question 3 - Other response	I	Comment noted.
1326	Donna Earles	10/20/2018	Survey Question 6 - Other response	I prefer Red option B because, 1) Costs less 2) Least amount of business impact 3) Fewest number of residential displacement 4) Supports future growth	Comment noted.
1327	DONNA J. YOUNGLOVE	10/15/2018	Survey Question 6 - Other response	we live in Red Bud Estates, right where one of your options comes back into the present 380. You will basically be destroying our entire neighborhood by come in over Custer Rd. instead of using Ridge Road.	Comment noted.
1328	Donna Kobrin	10/15/2018	Survey Question 1 - Other response	Red Alignment—Option B	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1329	Donna M Jones	10/8/2018	Survey Question 3 - Other response	Adding more congestion to an already busy area only causes more risk of accidents, and therefore, litigation. Keeping it in a larger city like McKinney over Prosper way is best. 175,000 citizens vs 22,000. Put it where it will be most used- McKinney.	Comment noted. All alignments presented were viable when traffic analysis was conducted and would be expected to reduce regional traffic delay. The proposed freeway (red or green) would generally consist of 8 freeway lanes (4 in each direction), and 2 lane continuous frontage roads running parallel to each side of the freeway. With traffic only traveling in one direction, there are fewer potential points of conflict. Drivers will only be able to make left turns or U-turns where there are signalized intersections on access roads, greatly reducing the risk of collision.
1330	Donna M Jones	10/8/2018	Survey Question 1 - Other response	This will put all the congestion by the new high school to be built on Coit. This will be too congested and DANGEROUS to have in this area. Nothing by residential and schools	Comment noted. Any future improvements will be designed to current design standards to enhance safety. The proposed red alignment option B option is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.
1331	Donna M Jones	10/8/2018	Survey Question 2 - Other response	The new high school is to be built here. The congestion and design flaws could be responsible for accidents, and possible fatalities. This could cost the city, state, TX Dot so much in litigation due to poor planning and design. This bypass should not be put in this small narrow town, simply by size of town. Move it on down to a much larger, wider, place other than Prosper or Frisco area by the new high school. Nothing residential, nothing in this narrow town!	Comment noted. Any future improvements will be designed to current design standards to enhance safety. The proposed red alignment option B option is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.
1332	Donna M Jones	10/8/2018	Survey Question 6 - Other response	Think of the overall scheme of things. Prosper is a small town vs McKinney. We are limited to the width of this town. Putting anything in this small town will not bring any value or useage to these roads. Don't lead congested traffic into a smaller town to cyphen them through. Big area into a smal area has never been successful. Keep it out of Prosper.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1333	Donna Matthews	10/10/20 18	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
1334	Donna Meholin	10/12/20 18	Survey Question 6 - Other response	Since there are solutions that allow 380 to be expanded in its current location, that is the best option available. This would allow more land to be preserved, reducing the environmental effects. Also, fewer neighborhoods would be affected - the main neighborhoods affected would only be ones where the residents knowingly chose to live near a major highway (380) in the first place in an area where the population is growing rapidly. Furthermore, we adamantly oppose the alignment that cuts through Prosper. (1) Prosper planned for the expansion of 380 in its current location. (2) Prosper needs that land for businesses and residents to help its tax base. (3) The residents in Prosper nearest that alignment intentionally bought away from 380. (4) The Prosper alignment would destroy ManeGait, a non-profit charity in McKinney. Please keep 380 on 380! Thank you!	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
1335	Donna Norbury	10/14/20 18	Survey Question 6 - Other response	I prefer the "Green Route option" to keep 380 on 380 with no bypass. It is my belief that expanding 380 is the best option to solving the traffic problems in this part of Collin County. I believe that cutting a bypass through Prosper is the worst possible solution. Highway 380 already exists, it's in place, and it follows a straight path. This fact, in my opinion, is much safer than roads merging on and off and meandering around. Prosper is a newly developing town, and a bypass cutting through it would be a devastating blow! It would wreak havoc on east Prosper's plans for future developments, future	<p>Comment noted. As currently proposed, the red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>planned schools, and it would have a major negative impact on property values and quality of life. Surrounding cities like Celina would also be negatively affected. This area of Prosper already has several major roads in place such as Custer, Prosper Trail, and First Street to name a few. Locating a bypass road in such close proximity would lead to increased congestion, further confusion, and more traffic bottlenecks. A bypass in Prosper, in my opinion, would not be logical or beneficial in any way to solve the traffic issues being examined in this study. I have lived in Collin County for 10 years and I have heard over and over that 380 would eventually become a freeway. It should come as no surprise to anyone. I feel most residents who live in this part of Collin County have already expected for that to happen, and most are already prepared for it. One last point I'd like to make, is in regards to the ManeGait Therapeutic Horsemanship Center which is located on Custer Road. I feel that ManeGait must not be destroyed or damaged in any way. Locating a bypass west of Custer through Prosper would jeopardize ManeGait and put it directly into harm's way! That would be so detrimental to our area. ManeGait is a GEM in our community, and it must be preserved! Hundreds of children and adults with disabilities are helped significantly every year at ManeGait!! Again, I support the "Green Route" option, and I am against any potential bypass that could cross over the west side of Custer and go into Prosper. Thank you for reading my comments.</p>	<p>foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
1336	Donna Norbury	10/13/2018	Survey Question 6 - Other response	<p>I am in favor of the "Green Route" option to keep 380 on 380 with no bypass! To further explain my position, I am against any option that would allow for a bypass running through Prosper. This would wreak havoc not only on the east side of Prosper, but on neighboring cities, nearby subdivisions, future planned developments, and future planned PISD</p>	<p>Comment noted. As currently proposed, the red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>schools. With so many roadways already in place such as Custer, First Street, and Prosper Trail, I believe that adding a bypass so nearby, would create traffic congestion, confusion, and extreme bottlenecks. I believe that expanding onto the existing 380, would be the best and safest option that would have the least amount of negative impact on anyone party. I feel traveling in a sraight line is always safer than having roads merging on and off and meandering around. I have lived in Collin County for 10 years. I have heard over and over that 380 would eventually become a freeway. That should come as no surprise to anyone. I believe most people who live in McKinney, Frisco, Prosper, Celina, and other nearby cities, have expected 380 to become a freeway at some point, and are already mentally prepared for that. I see no logic or benefit in cutting a bypass through Prosper. Also, I do not want to see ManeGait Therapeutic Horsemanship Center impacted or destroyed by putting in a bypass through Prosper. ManeGait is a real GEM to our community! They help hundreds of children and adults with disabilities each year. Again, I support the Green Route Option (keep 380 on 380, and no bypass). Thank you.</p>	<p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
1337	Donna Norbury	10/12/2018	Survey Question 6 - Other response	<p>I am in favor, and support, the "green alignment option" to expand on the existing 380. I am "against" any of the options that would cut through the Town of Prosper. I want to keep Prosper as it currently is so it can grow and develop as it was planned out to do. I am against any option that would impact negatively, or halt, any future PISD plans for future schools to be built in Prosper. Also, I want to request that the Mane Gait Therapeutic Horsemanship Center which is located on Custer Road, remains untouched. The green option would protect and preserve Mane Gait, not destroy it like Red alignment B option would do. Mane Gait's work has helped hundreds of children and</p>	<p>Comment noted. As currently proposed, the red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				adults with disabilities. Mane Gait is a treasured and beloved part of the entire community and highly respected for the valuable work they do! Also, 380 is already in place. Expanding it makes the best sense over all the other options, and I believe it will have the least amount of impact on surrounding areas and neighborhoods. I have lived in Collin County now for 10 years, and everyone I know has expected that 380 would be expanded into a freeway eventually. That should come as no surprise. I believe cutting a bypass through Prosper, is the worst possible option. It would not only devastate surrounding neighborhoods, but I believe it would destroy the east side of Prosper. And, I do not believe that a bypass through Prosper would solve any of the traffic issues involved in this study. I think it would cause an even bigger problem with so many roads (Custer, First Street, Coit, and Prosper Trail to name a few) already in place and all within very close proximity to one another. The backup and congestion would be horrendous if a bypass was added to the mix. A bypass would liberally swallow up the east side of Prosper. Also, expanding on the existing 380, is basically continuing in a straight line. I believe that is a much safer form of travel versus bypass roads coming on and off and reconnecting back to 380. Once, again, I am in favor of the "Green Option" to expand on existing 380! Thank you so much for reading this and allowing me the opportunity to express my opinions and my choices. Donna Norbury	positive way. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
1338	Donna Parker	10/14/2018	Survey Question 6 - Other response	No 380 bypass through Prosper. It will directly affect nearby schools that are planned	Comment noted. As currently proposed, the red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1339	Donna@priestleyus.com	10/5/2018	Survey Question 6 - Other response	I don't think it's right to impede Prosper with a McKinney loop. It will destroy our property values in Whitley Place.	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
1340	Doris Langford	10/5/2018	Survey Question 6 - Other response	Prefer to fix 380 on 380. Limited Access Highway...frontage roads where applicable. I don't think the red loop is far enough out to reduce much traffic on 380 and we will continue to be in the same shape we are in now. Should continue to develop outer loop and other arterial roads ASAP but keep 380 on 380.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
1341	Doug Dillon	10/14/2018	Survey Question 6 - Other response	Develop on the existing route. Adjacent property owners knew the possibility of road expansion of existing road was a possibility. Bypass routes inflict suffering on unsuspecting people.	Comment noted.
1342	Doug Hagedorn	10/19/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it is the least expensive option for the taxpayers and is also the least disruptive to commercial and residential developments. Widening US 380 is the most expensive option that displaces businesses and potentially our home.	Comment noted.
1343	DOUG JENNEY	10/8/2018	Survey Question 6 - Other response	With all the new businesses going along 380 in mckinney, that attracts more people to 380. Only the green alignment will fix the problem and 380's dismal rating.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
1344	Doug Kelly	10/22/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1345	Doug Lanier	10/5/2018	Survey Question 6 - Other response	Pushing McKinney's 380 traffic problem (which they failed to plan for) into Prosper is neither fair nor appropriate to the citizens of Prosper. 380 should be kept on 380 unless McKinney wants to interfere with their own residential and retail property owners.	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
1346	Doug Patmore	10/22/2018	Survey Question 6 - Other response	Balancing transportation needs and the rights of landowners is difficult. I hope that the TDOT will weigh the substantial impact this initiative can have on the lives of those who the proposed roads affects.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
1347	Doug Tyler	10/8/2018	Survey Question 6 - Other response	When we built and invested in prosper, it was not even under consideration. This should not be changed now	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
1348	Douglas Batson	10/11/2018	Survey Question 1 - Other response	Prefer Alignment north of Prosper - Custer to Tollway	Comment noted. Traffic analysis concluded an alignment north of Prosper did not significantly reduce congestion on US 380.
1349	Douglas Batson	10/11/2018	Survey Question 6 - Other response	Why not just save funds, land, materials and a huge amount of frustration by connecting to the Collin County Outer Loop from the Dallas North Tollway	Comment noted. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.
1350	Douglas Fakkell	10/12/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				and offering enriching volunteer opportunities for over 2,000 North Texans each year.”	
1351	Douglas Fusco	10/10/2018	Survey Question 6 - Other response	We moved from Stonebridge to Prosper to get away from the growth. As a critical part of our decision, we did the research on planned construction, roads, developments, as anyone would hopefully do as part of their due diligence in making this kind of investment. We even went as far as purchasing our 2nd choice home, because our 1st choice backed up to 1st street, which we learned had planned expansion from 2 lanes to 4. I think it is unfortunate for those living in Stonebridge, as well the political powers living in Tucker hill to have NOT done their due diligence prior to selecting where they would live, and I think it is unreasonable for us to be forced to take a back seat to the negligence in those residents not doing what they should have done.	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
1352	Douglas Husemann	10/26/2018	Survey Question 6 - Other response	please continue FM 546 realignment over to cr400, near Beauchamp, as another relief from 380.	Comment noted. TxDOT studied a new location freeway south of US 380. The traffic volumes were too low to justify construction of a freeway. Therefore TxDOT did not include this alignment as one to be studied further. The extension of FM 546 to the east is in the Collin County Thoroughfare plan.
1353	Douglas Reep	10/13/2018	Survey Question 6 - Other response	McKinney to Prosper - keep 380 on 380.	Comment noted.
1354	Douglas Richard Reeves	10/25/2018	Survey Question 6 - Other response	Please consider the green option that will not disrupt the lifestyle of current neighborhoods	Comment noted. Existing and planned residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
1355	Dr. Stella Frances van Tassell	10/25/18	Comment Form	It seems clear to me that TXDOT intends to make 380 a freeway, although I was assured that a freeway is not planned, even though it is in the alignment documents. I drive from Custer to Denton often, I believe a freeway will only	Comment and alignment suggestion noted. Alignment options and roadway configurations are still being evaluated. Traffic analysis indicates that providing overpasses, also known as grade separated intersections, along the

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>accomplish taking more owners property. Making 75 a freeway did nothing to eliminate rush-hour congestion. I suggest expanding 380 from Denton to Farmersville to six lanes with turn lanes & overpasses at high traffic intersections; the result would be similar to freeway rush-hour traffic. * Under current Red B, much more of my property in Red Bud Estates will be taken, perhaps even my home, shift Red B a little to the west are no homes in our area. And/or shift Red B a little to the west to avoid taking property from the two subdivisions just before Red B moves 380 to the north.</p> <p>*Preference- 6 lanes, turn lanes, overpasses, no freeway, Red B shifted a little north & west of Red Bud Estates.</p>	<p>existing US 380 would still experience a failing level of service for congestion and delay.</p> <p>The scope of this study is through Collin County. TxDOT is conducting a similar feasibility study for Denton County.</p>
1356	Drew LaBarbera	10/11/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
1357	Duane A. Reichert	10/11/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
1358	Duke Flaig	10/17/2018	Survey Question 6 - Other response	Please don't ruin our neighborhood by building a bypass through it.	Comment noted. No proposed alignment goes directly through an existing neighborhood. Please see Drive380.com for more information.
1359	Duncan	10/14/2018	Survey Question 6 - Other response	Please make the road that makes the most economic sense as well as is the most responsible used of taxpayer dollars.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1360	Dustin	10/21/2018	Survey Question 6 - Other response	Building a 6 lane hwy up against my neighborhood where no hwy currently exists nor existed when we purchased and built, would be devastating to our community. We have a 2 hear old daughter and built our dream home in a quiet neighborhood and thought she would growing up here. I cannot imagine her growing up 40 feet from a major expressway. The health concerns from emission and brake dust and the noise and traffic safety cocerns are not acceptable that close to houses in a fairly new development. I beg you not to do this and impact so many families like mine negatively. Expand and revamp 380 on its existing track, people who bought property along 380 did so understanding what they were getting into. People have amazing properties and developments away from those type of roads and to throw one on top of them would be wrong.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
1361	Dustin Smith	10/26/2018	Survey Question 6 - Other response	Keep 380 on 380 for the sake of homeowners who purchased away from a highway on purpose! Keep McKinney Unique by NATURE not by concrete!	Comment noted.
1362	Dwayne Smith	10/10/2018	Survey Question 6 - Other response	Much prefer the green alignment. Also would not like to see Prosper loose valuable development land given the maximum land mass of Prosper vs. that of McKinney. McKinney has much more room for the red alignment. While I hate to see any neighborhoods bisected, I also hate to see Prosper get penalized for the lack of planning on the part of McKinney. Thank you for your consideration.	Comment noted.
1363	E Wyatt	10/14/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
1364	E.V. Shipley	10/26/2018	Survey Question 6 - Other response	Seems like a waste of money and land for such a short distance for the red alignment.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1365	E.V. Shipley	10/11/18	Commen t Form	IN MY HUMBLE OPINION THE RED ALIGNMENT CONSTRUCTED NORTH OF FARMERSVILLE WOULD BETTER SERVE THOSE COMMUNITIES AS 78 SERVES THOSE COMMUNITIES TO THE SOUTH THAT ROAD COULD USE SOME WORK.	Comment noted. Due to our travel demand analysis and input from key stakeholders, the current proposed alignments being considered are the red alignment south of Farmersville and the green alignment along the existing US 380.
1366	Early Irwin	10/12/20 18	Survey Question 6 - Other response	My concern is to keep traffic from existing residential areas and to not disrupt all the businesses building up on 380.	Comment noted.
1367	Edward	10/9/201 8	Survey Question 6 - Other response	No 380 ByPass thru Prosper!!	Comment noted.
1368	Edward Cantey	10/13/20 18	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities, along with military veterans, and offering enriching volunteer opportunities for over 2,000 North Texans each year. Thank you for joining us in this effort	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
1369	EDWARD FOWLKES	10/10/20 18	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.

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1370	Edward Plaxco	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
1371	Edward Sommer	10/19/2018	Survey Question 6 - Other response	Lowest cost, least impact to residents, no relocating private property. In other words, a common sense approach.	Comment noted.
1372	Edward steinkamp	10/12/2018	Survey Question 6 - Other response	380 has been on the map for over 100 years. This is a colossal failure of government to lead, plan, and generally look out for the best interests of the citizens. Shame on you. 380, a state highway currently has sidewalks and driveways and a 55 mph speed limit. This is epically idiot. Shame on all of you.	Comment noted.
1373	Edwin Matthews	10/24/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already existing residential and commercial developments in McKinney. Widening US380 would destroy many of the businesses along US380 affecting commercial tax base. Widening 380 also destroys more homes than any other option. A regional bypass (Red Option B) will also encourage economic growth in our northern corridor. I strongly oppose Red Option A as i feel it would have the most negative impact on McKinney.	Comment noted.
1374	Edwin Villaroan	10/25/2018	Survey Question 1 - Other response	Red alignment	Comment noted.
1375	Eiland Roy	10/9/2018	Survey Question 1 - Other response	Expand Hwy 380	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1376	Elaine Kendrick	10/12/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year."	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
1377	Elaine Sutula	10/21/2018	Survey Question 6 - Other response	Please fix 380 on 380 rather than creating a bypass.	Comment noted.
1378	Elaine Sutula	10/30/18	Comment Form	I oppose the 380 bypass. I don't believe drivers will be willing to drive additional miles north to go south. Drivers south of 380 won't care about the bypass. There will be a profound effect on homeowners and businesses. 380 will have to be repaired regardless of a bypass or not. I think money would be better spent keeping 380 on 380. More noise and stripping more land would be disappointing. Those already on 380 expect and accept the noise. Those of us who are not, chose to live away from that, and would like to continue to do so.	<p>Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p>
1379	Elaine Wintory	10/13/2018	Survey Question 6 - Other response	I am volunteer at ManeGate and use Coit and 380 to get there. Would not want the road to affect ManeGait at all due to the service they provide to the disabled and special needs people in the area.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1380	Elayna Judd	10/13/2018	Survey Question 6 - Other response	Keep 380 on 380. Those who purchased near this major road were already aware of its impact on their properties and values. Don't negatively effect those residents that purchased at a premium in order to be away from the busy 380.	Comment noted.
1381	Elda	10/9/2018	Survey Question 6 - Other response	Please be aware that Tucker Hill residents are bearing the brunt of this uncertainty regarding these alignments. There is a NextDoor group called Prosper Moms that is calling for the ouster of our children from Prosper schools - that's how ugly it has become. They are in favor of the green alignment that would have a huge impact on businesses along the 380 corridor. It seems obvious to me that the green alignment isn't a viable one. Why present it as a choice in the first place? I feel strongly that it's a false option; yet Prosper residents believe wholeheartedly that this is an option, and that if you choose something else, it will be the fault of Tucker Hill residents for advocating for the Red B option that has the smallest impact to our homes and businesses. I understand you don't want to be the heavy, but you are inadvertently pitting neighbor against neighbor. Please do away with the false choice that is the Green alignment, and allow residents to choose from the most viable options only.	Comment noted. All alignments and options presented are viable.
1382	Eldin L Cooper	10/5/2018	Survey Question 6 - Other response	As a resident of the Heatherwood subdivision in McKinney, both Red options affect my friends and neighbors. Home values will be negatively impacted by the noise, pollution, and potential crime that a major freeway would bring so close to our homes. I strongly urge you to keep future road improvements limited to 380 and make it the roadway it was always intended to be.	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
1383	Eli, Isaac, & Charlie Thompson	10/30/18	Comment Form	We live in Allen but drive to our grandparents' farm in McKinney every week. We take 380 E because it is more direct than taking the exit for Hwy 5 and the 399 Spur. We turn north off of 380 onto Woodlawn (CR 331) to get to their farm where it sits on FM 2933. We feed the cows, ride their horses, play football, drive in a golf cart,	Comment noted. Any future improvement projects would include assessment of the potential impact on the human and natural environments.

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				and have lots of space to run around & play. The Red bypass will cut off the front of their farm & their neighbors. Why would you ruin all the farms & green areas there? Our neighborhood in Allen is all concrete - we need the farm to enjoy the country life. Isaac, Charlie, and Eli Thompson	
1384	Elijah Johnson	10/22/2018	Survey Question 6 - Other response	Keep 380 as it is. Don't ruin our land with a new road that is not needed	Comment noted. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.
1385	Elinor Ziegler	10/10/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
1386	Elise Dailey	10/18/2018	Survey Question 6 - Other response	A road going through ManeGait would be devastating. This is a place where people of all ages can come to receive the best kind of therapy.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
1387	Elise Willingham	10/12/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year."	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
1388	Eliska Counce	10/24/2018	Survey Question 6 - Other response	Collin County's only indigent crisis mental health center at Church Street would have to be torn down for this project. We already have pitiful little to offer. It's been open a year.	Comment noted. If the green alignment is selected and the crisis center displaced, TxDOT's right of way agents would work with the owners of the center regarding relocating the

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
					center so that the community resource is not lost.
1389	Elizabeth Ablon	10/22/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
1390	Elizabeth Barrett	10/11/2018	Survey Question 6 - Other response	I prefer red alignment option B for 380 in McKinney. Other options would create unbearable traffic noise for me and my family, and devalue our property.	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
1391	Elizabeth Files	10/10/2018	Survey Question 6 - Other response	NO bypass in Prosper!	Comment noted.
1392	Elizabeth LaCoume	10/16/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

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1393	Elizabeth Lee	10/13/2018	Survey Question 6 - Other response	Preserve Prosper and McKinney for families and business such as main gate for our people that need this therapeutic outlet. I pass the horses on a daily basis and I love seeing that beauty. I can only imagine the freedom these animal provide for people with disabilities. Please don't destroy this outlet and this community.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
1394	Elizabeth Lynn	10/26/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole."	Comment noted.
1395	Elizabeth Peacock	10/12/2018	Survey Question 1 - Other response	Red alignment b hwy 380	Comment noted.
1396	Elizabeth Peacock	10/12/2018	Survey Question 1 - Other response	Main stay	Comment noted.
1397	Elizabeth Peacock	10/12/2018	Survey Question 2 - Other response	Main stay	Comment noted.
1398	ELIZABETH RASSI	10/13/2018	Survey Question 1 - Other response	Prefer Red Alignment	Comment noted.
1399	ELIZABETH RASSI	10/13/2018	Survey Question 6 - Other response	Prefer red line option b as more rural area	Comment noted.
1400	Elizabeth Sarey	10/12/2018	Survey Question	Save ManeGait! This amazing organization is so incredibly important to the individuals who ride	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response	there and our community. The Green option would leave it intact.	
1401	Elizabeth Vredenburg	10/26/2018	Survey Question 6 - Other response	I am a single mom and live in the Timberridge subdivision in McKinney. I bought this house after my daughter and having to move a LOT specifically because of its location. If I had known a highway could potentially be that close, I would not have purchased here. I fear I will have to sell and move her once again if the bypass goes in.	Comment noted.
1402	Elizabeth Washburne	10/5/2018	Survey Question 2 - Other response	Prefer green. If a bypass is required A makes more sense as congestion is more of an issue further East	Comment noted.
1403	Elizabeth Washburne	10/5/2018	Survey Question 1 - Other response	The existing design currently in construction is working for this area	Comment noted. TxDOT analyzed roadway options presented using a 2045 travel demand model. This model accounts for projected traffic expected in the DFW region in 2045. It also considers population growth estimates. TxDOT also continues to work with local governments to Initial traffic analysis taking into account future population projections indicates that even with all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
1404	Elizabeth Washburne	10/5/2018	Survey Question 6 - Other response	As a 2.5 year Prosper family with one spouse commuting to McKinney and regular drives to Plano for youth sports we chose to move to Prosper because of the plans to manage 380. We elected to not move to similar developments in other area with less robust planning. The town of Prosper does not struggle with the congestion issue and lack of space to expand 380 that neighboring areas do. We should not have our neighborhoods so heavily impacted by a bypass required because other failed to adjust their plans to accommodate the growth in this area for the last 5-10 years. Your proposed route will impact multiple communities, an elementary school, and a therapeutic horse ranch in our town. Don't punish Prosper	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.

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				because McKinney failed to recognize congestion being an issue on 380 years ago.	
1405	Ella Block	10/25/2018	Survey Question 6 - Other response	We all know 380 needs a major overhaul through Mckinney. One of the proposed options is to build a bypass road in front our house!!! The bypass option destroys Erwin Park, MainGate Theraputic riding center, not to mention wildlife and farm land, namely our front pasture! We need to preserve our green spaces in Mckinney not add more concrete. 380 needs to be improved. TxDOT needs to concentrate their efforts on fixing 380.	Comment noted. The location of Erwin Park was taken into consideration when draft alignments were developed. None of the proposed alignments directly impact Erwin Park. The proposed red alignment option is adjacent to the southern property line but does not cross into the park. Any future improvement projects would include assessment of the potential impact on the human and natural environments. TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property. Any future improvement projects would include assessment of the potential impact on the human and natural environments.
1406	Ella Bodily	10/22/2018	Survey Question 6 - Other response	I am only 4 years old so my dad is helping me fill this out. I am a citizen of McKinney and this project will impact my future. My family lives in the Heatherwood neighborhood. The Red A and B bypass options would be close enough we'd be able to see and hear the traffic from our yard. Noise and air pollution caused by such a bypass would impact my health as I grow to an adult. The planned bypass is too close to where I will be attending elementary school and will be adjacent to the location where Prosper ISD will be building the high school that I will attend. Having to cross the freeway to get to the high school in frontage roads will be dangerous for me and my fellow students.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments and will be designed to enhance safety.</p> <p>A traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic 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 would be shared with the community before preparing the final design.</p> <p>The proposed red alignment option B is</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
					<p>approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.</p> <p>The proposed freeway (red or green) would generally consist of 8 freeway lanes (4 in each direction), and 2 lane continuous frontage roads running parallel to each side of the freeway. With traffic only traveling in one direction, there are fewer potential points of conflict. Drivers will only be able to make left turns or U-turns where there are signalized intersections on access roads, greatly reducing the risk of collision.</p>
1407	Ella Folkerts	10/16/2018	Survey Question 6 - Other response	Do not build bypass through Prosper	Comment noted.
1408	Ella Grace clark	10/9/2018	Survey Question 6 - Other response	Fix 380 on 380	Comment noted.
1409	Ella Singleton	10/26/2018	Survey Question 6 - Other response	Fix 380 on 380! Don't push off on the community who purposefully bought their homes away from 380!	Comment noted.
1410	ELLEN h MILLS	10/9/2018	Survey Question 6 - Other response	I think that signs on Hwy 380 stating left lane for passing only would help a great deal. Too many people ride in the left lane going slower than speed limit and cause back ups in traffic due to no one being able to get around them	Comment noted.
1411	Ellen Keeler	10/8/2018	Survey Question 1 - Other response	Move it towards McKinney away from Prosper.	Comment noted.
1412	Ellen Keeler	10/8/2018	Survey Question 6 - Other response	Prosper wants to stay a smaller bedroom community. We do not want it to be like Frisco.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1413	Ellen Landel	10/11/2018	Survey Question 6 - Other response	A bypass would be the best option and Red B, being the least expensive is definitely the only option to choose. It would be the least disruptive to the business district of McKinney and would preserve all current and proposed businesses. The fact that our home in Tucker Hill backs up to 380 makes any option that runs along that section of 380 obviously the least desirable. Please be respectful of the Texas taxpayer and choose Red Option B.	Comment noted.
1414	Ellen O'Malley	10/16/2018	Survey Question 6 - Other response	Keep 380 as the build out do not deviate.	Comment noted.
1415	Ellen Taylor	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for Highway 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
1416	Elliott Mitchell	10/12/2018	Survey Question 6 - Other response	No bypass through Prosper!	Comment noted.
1417	Elon Reynolds	10/15/2018	Survey Question 6 - Other response	Coit to FM 1827 ===== My preference is for the Red Route B ===== Lowest number of Residential Displacements (16) Lowest Number of Business Displacements (2) Lowest Taxpayer Burden (\$) (\$645M) Second Highest Benefits Fulfillment (3.5 out of 4) ===== I am NOT in favor of Green Route ===== Highest Number of Residential Displacements (21) Highest Number of Business Displacements (178) Highest	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				Taxpayer Burden (\$) (\$916M) Lowest Benefits/Requirements Fulfillment (3.25 out of 4) What did I miss?	
1418	Elon Reynolds	10/9/2018	Survey Question 6 - Other response	Bypass RED B only, otherwise DO NOT BUILD	Comment noted.
1419	Elva Garza	10/24/2018	Survey Question 1 - Other response	Farmers I'll to Denton	Comment noted.
1420	Elva Garza	10/24/2018	Survey Question 6 - Other response	Please leave 380 the way it is	Comment noted.
1421	Elyse Huang	10/13/2018	Survey Question 6 - Other response	Stop building things like crazy. Too many people!	Comment noted.
1422	Emilee Brummett	10/17/2018	Survey Question 6 - Other response	I do not think the expansion that would go through ManeGait because it provides much needed therapy for some children with disabilities! Many of these children were devastated when they found out about the expansion. I we should preserve the beauty of the area and chose an alternative route!	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
1423	Emily Collins	10/9/2018	Survey Question 5 - Other response	O	Comment noted.
1424	Emily Danner	10/13/2018	Survey Question 6 - Other response	I don't believe a bypass would solve the congestion issue. In theory, only the people traveling northbound 75 from 380/75 would use it. I would guess that the percentage of people turning north on 75 from 380 is very small compared to the total number of vehicles that 1) travel through that intersection and 2) stop at any of the retail stores at that intersection.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
1425	Emily faulkner	10/16/2018	Survey Question 6 - Other response	Protect Manegait Therapeutic Horsemanship!!!!	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1426	Emily Hagedorn	10/10/2018	Survey Question 6 - Other response	support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole."	Comment noted.
1427	Emily Johnson	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
1428	Emily King	10/10/2018	Survey Question 1 - Other response	Prefer red alignment	Comment noted.
1429	Emily King	10/10/2018	Survey Question 3 - Other response	Prefer red alignment B	Comment noted.
1430	Emily Kissel	10/15/2018	Survey Question 6 - Other response	A west of Custer alignment (red b) along with marked improvements to existing infrastructure on 380 between Custer and 75 would provide optimal commuter flow along the LAR and relief to local commuters and school traffic traveling along 380 with less through traffic. Considering development in the McKinney 380 corridor has	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				been rapidly advancing in the past 24 months, with nearly every developable lot accounted for and moving dirt, expanding 380 along the green route would be highly destructive to the McKinney tax base, amenity base and some of the most desirable neighborhoods in the area.	
1431	Emily Larkin	10/13/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
1432	Emily Montemayor	10/22/2018	Survey Question 6 - Other response	I drive McKinney to Farmersville daily for work. I don't see any current issues from Lavon Lake East, consider holding off on this project until there is a need.	Comment noted.
1433	Emily Moss	10/12/2018	Survey Question 6 - Other response	Thank you for allowing me to voice my opinion on this very important decision. I SUPPORT THE GREEN ALIGNMENT as the most beneficial to all in the area. As a resident of Whitley Place in Prosper, my family researched the city and the communities around it. Knowing that 380 was set to expand its boundaries, we chose to live in a neighborhood well away from 380. Now it is being considered to push Mckinney's poor planning and development problems into our quiet neighborhood by creating the bypass along Custer Road. Those who developed and purchased homes along 380 should have known about the potential for 380 expansion prior to purchasing along 380. Do not dump someone else's problem into our neighborhood. Their lack of research and planning should not constitute my problem.	<p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>As currently proposed, the red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				Furthermore, the 380 bypass along Custer road would disrupt the plans for City of Prosper commercial development and the construction of a new high school. Everyone is aware of the politics involved in this decision and the push by Tucker Hill to support the bypass. I strongly urge TxDOT to do the right thing. Do NOT listen to bogus alternatives imaginatively drawn on a map by politicians who's homes may be impacted by the 380 expansion. KEEP 380 ON 380. APPROVE THE GREEN ALIGNMENT. This will best serve everyone involved and retain the original intent of 380 and TxDOT. Thank you for your consideration.	
1434	Emily Plummer	10/16/2018	Survey Question 6 - Other response	The Heard Museum & Wildlife Center in McKinney is a regional treasure for those who care about habitat preservation and education. I strongly urge the committee not to build anything that would encroach upon the wildlife preserve, including the quality of its air. If McKinney is to be true to its motto, it must continue to care about wildlife and green spaces. The Heard is the preeminent place to demonstrate that commitment.	Comment noted. None of the alignments proposed by TxDOT displace or impact the Heard Natural Science Museum and & Wildlife Sanctuary property.
1435	Emily Plummer	10/16/2018	Survey Question 6 - Other response	The Heard Museum & Wildlife center in McKinney is a regional treasure for those who care about preserving native habitat for wildlife and also for educational purposes. I strongly urge the committee not to build a road that would encroach on the nature preserve—including the quality of the air.	Comment noted. None of the alignments proposed by TxDOT displace or impact the Heard Natural Science Museum and & Wildlife Sanctuary property.
1436	Emily Schreck	10/25/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				Red Option A which we feel would have the most negative impact on McKinney as a whole.	
1437	Emily Stone	10/10/2018	Survey Question 6 - Other response	Please fix 380 on 380! We love where we live in Mckinney and we will be forced to move if the bypass comes to be. Also, it would tear out even more of the natural, calm country beauty Mckinney has to offer. Please do not proceed with the bypass!	Comment noted.
1438	Emily Wilson	10/5/2018	Survey Question 6 - Other response	Keep 380 exactly where it is and just expand, as needed.	Comment noted.
1439	Emma Gray	10/25/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
1440	Emma Judd	10/13/2018	Survey Question 6 - Other response	Keep 380 on 380. People who purchased property near the existing 380 purchased at a reduced value due to the proximity to a busy road. They were already aware of this impact and routing the 380 to negatively impact others who purposely purchased away from the 380 and paid a premium. Keep any expansion on the existing 380 route.	Comment noted.
1441	Emma M. Wheeler	10/11/2018	Survey Question 6 - Other response	US380 is an existing highway. Fixing 380 on 380 will have the least impact on plans made by existing home and property owners based on the information available when home purchase decisions were made. Any bypass plans are effectively "moving the goal post" and are not in alignment with the expectations of stakeholders	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				and have the potential for severe adverse outcomes for those of us who already live here.	
1442	Emma Reed	10/14/2018	Survey Question 6 - Other response	Keep this bypass away from our homes	Comment noted.
1443	Emma Stutler	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year. I did not create this statement, I copied and pasted it. However, I fully agree with it and hope that you consider it seriously.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
1444	Emma Swartz	10/13/2018	Survey Question 6 - Other response	Please don't cause my neighborhood to be backed up to a freeway overpass! We love to play and swim in the back yard and hear the sounds of the birds. I can roam in the streets of the neighborhood and feel safe without worrying about high speed vehicles. Keep the kids safe--keep 380 on 380!	Comment noted. Alignment options are still being evaluated and any future improvements will be designed to current design standards to enhance safety.
1445	Emma Urbina Rojas	10/10/2018	Survey Question 6 - Other response	Fix 380 on 380	Comment noted.
1446	Emma Wilson	10/10/2018	Survey Question 6 - Other response	Please improve 380. You would spend more money creating a bypass and still needing to improve 380.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1447	eneas	10/21/2018	Survey Question 6 - Other response	extend work done on 380 in Frisco/Prosper to Denton county	Comment noted. The scope of this study is through Collin County. TxDOT is currently conducting a similar feasibility study in Denton County.
1448	Enid Husby	10/11/2018	Survey Question 6 - Other response	We always expected a 380 expansion when we moved to McKinney. It seems completely logical to leverage the existing infrastructure vs. impacting the neighborhoods. Additionally commuters are not going to go out of their way to use a bypass. Thank you.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
1449	Ennis Brooks II	10/24/2018	Survey Question 6 - Other response	I do not want the green alignment because it will take half of my property away and my office for my business away and the freeway will be right at the edge of my shop building. This will also take away my parking lot.	Comment noted.
1450	Ennis Ray Brooks	10/25/2018	Survey Question 6 - Other response	Complete New Bypass to the north would be a much better option since the growth is in that direction	Comment noted.
1451	Ennis Ray Brooks	10/25/2018	Survey Question 1 - Other response	Red option A	Comment noted.
1452	Eric Bomgren	10/4/2018	Survey Question 6 - Other response	As a property owner I am strongly in favor of improving the existing US HWY 380. Any bypass alternatives will merely shift traffic problems to different choke points and will not address the overall congestion. The only logical, cost effective, and least intrusive option is to improve US 380 via the green alignment. I vehemently oppose any of the proposed bypass alignments. Keep 380 on 380.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. Should a new location alignment be constructed, the existing US 380 will T into the new freeway probably as a normal interchange at an arterial street. The design will not create a choke point.
1453	Eric Courts	10/12/2018	Survey Question 6 - Other response	I value individual property rights and prefer private citizens to be moved from there homes. In most cases the individuals with land in rural areas are the people who have worked their whole lives to achieve this dream and now to be uprooted unnecessarily is tough to swallow. Why not use corps of engineer land where possible? Not sure if widening 380 on its current right of way will keep that from happening but think its worth a look. Thanks for providing a survey!	Comment noted. TxDOT has considered the possibility of crossing U.S. Army Corps of Engineers (USACE) property; however there are some significant constraints related to doing so, since much of the USACE land consists of environmentally sensitive waters of the U.S., wetlands, and wildlife habitat. Due to federal regulations, any impacts to USACE property and environmentally sensitive areas must be minimized to the extent practicable and

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
					mitigated if necessary, and appropriate permitting would be required for any impacts. The USACE does not often issue approvals for crossing of their property, when other options exist.
1454	Eric Hudson	10/12/2018	Survey Question 6 - Other response	Not through Prosper and not through ManeGait!!!	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
1455	Eric Johnson	10/8/2018	Survey Question 6 - Other response	Displacing 1000 of homeowners for any of the options is wrong. Truckers will not use them. If the city improves all side roads and you make 380 back to a highway is the right path	<p>Comment noted. Residential displacements for any of the proposed alignments do not exceed approximately 90 residences. Please see the evaluation matrices included in the public meeting materials posted at Drive380.com.</p> <p>Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.</p>
1456	Eric Looney	10/27/2018	Survey Question 6 - Other response	I realize expanding 380 impacts businesses. But going around the businesses adds a new road that people didnt expect when they built. People living along 380 bought houses or built businesses knowing the risks that a future 380 expansion might have. This is America- property owners rights should count!	Comment noted. Public input is one of the many factors that goes into TxDOT's decision-making process in regards to this study.
1457	Eric Nishimoto	10/10/2018	Survey Question 6 - Other response	Build off the current 380 alignment! Most logical and straightforward... and fair!	Comment noted.
1458	Eric Reish	10/16/2018	Survey Question 6 - Other response	Keep 380, 380. All business owners and property owners know what is it and what it will become. Bypasses only divert traffic away from commerce and disrupt homeowners.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1459	Eric Reynold Sweet	10/16/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Not only affecting the tax base but those individual business owners/employees would loose jobs and income. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole. I would also like to see adjustment on Red B so that Mane Gate has the least affect on them.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
1460	Eric Roberts	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
1461	Eric Robin	10/9/2018	Survey Question 6 - Other response	The highway should stay on 380. If the loop is built it should not affect the planned high school scheduled to be built on frontier in Prosper, TX	Comment noted. As currently proposed, the red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.
1462	Eric Saenger	10/13/2018	Survey Question 6 - Other response	I believe that Red B alignment is short sited in that it directly impacts MainGate which is a much needed facility that is centrally located. This alignment is also per your data analysis the most unsafe alternative. Keep 380 on 380 where it should be.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
1463	Eric Vergati	10/8/2018	Survey Question	Our family chose to live a few miles north of 380 for a reason and so did many other families. It	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response	makes the most sense to add onto 380 as is and not expand it further north through Prosper.	
1464	Eric Wallis	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
1465	Eric Wallis	10/9/2018	Survey Question 6 - Other response	US 380 is already a highway. Please just expand it instead of developing bypasses	Comment noted.
1466	Eric Waninger	10/12/2018	Survey Question 6 - Other response	If the decision is made to expand 380 I'll be moving out of McKinney	Comment noted.
1467	Eric Youtsey	10/26/2018	Survey Question 6 - Other response	It is best to keep 380 on 380 for the least disruption to communities, cost considerations and fair partnership	Comment noted.
1468	Eric Youtsey	10/26/18	Email	Dear Mr. Endres, I would like to share my comments concerning the 380 bypass evaluation. It is best to keep 380 on 380 for the least disruption to communities, cost considerations and fair partnership. It is not fair to affect the homes, neighborhoods and property values of residents and homeowners in communities who did not purchase on 380 so that those who did purchase on 380 can move the highway closer to others. Please keep 380 on 380 as there are ways to expand it on 380 in the best interest of all. Thank you very much for	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				your consideration and support! Eric Youtsey [REDACTED]	
1469	Erica Castillo	10/5/2018	Survey Question 1 - Other response	380 hwy (till) with feeder	Comment noted.
1470	Erica Castillo	10/5/2018	Survey Question 6 - Other response	Do not go into farmland residential to te route 380. Consider using 380 as fast moving hwy with feeders and eliminating red lighted instead over passes	Comment noted. The proposed freeway (red or green) would generally consist of 8 freeway lanes (4 in each direction) with no signals, and 2 lane continuous frontage roads running parallel to each side of the freeway.
1471	Erica Dunlap	10/9/2018	Survey Question 6 - Other response	I prefer that you stick to the original plan and that we continue to be unaffected in prosper. I didn't buy a home in my community so that tex dot could change up their plans...	Comment noted.
1472	Erica Lorenz	10/6/2018	Survey Question 6 - Other response	stick to the existing 380.	Comment noted.
1473	Erica Mallow	10/8/2018	Survey Question 6 - Other response	Improvements need to be made to the existing 380 in order to accommodate access to existing businesses and routes. We are currently building a house on Wilmeth (near Red Option A). We choose this location to be away from the hustle and bustle of 380 and other busy roads such as Eldorado and Virginia. We fully recognize that this part of McKinney will not stay rural forever however that does not mean a major highway should be built through the area. Considerations that needs to be made are: 1) consider using multiple options depending on citizen needs/feedback. For example, Frisco/Prosper/McKinney may prefer Green route but Princeton may prefer Red. In this situation, a compromise should be made to meet the wishes of each area's citizens. 2) If Green route is not chosen, next best option is Red Option B. This provides a wider loop and is more inclusive of the county. Many residents of Whitley Place are against this however the proximity to their community is no different than	Comment noted. Public input is one of the many factors that goes into TxDOT's decision making process in regards to this study. TxDOT will identify a preferred alignment in each of the five segments presented at the public meetings. Please see Drive380.com for more information.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				the proximity to other communities in ththe other Options. It is also the least expensive and impacts the least amount of residential, business and environmental/parklands overall.	
1474	Erica Manley	10/11/2018	Survey Question 6 - Other response	Lets not destroy more of the nice back roads in mckinney that are so amazing to drive down with MORE ROAD! This is sad. Our city is being WAY TOO COMMERCIALIZED JUST LIKE HOW FRISCO IS NOW!	Comment noted.
1475	Ericka Hardin	10/8/2018	Survey Question 6 - Other response	The proposal going behind Tucker Hill is absurd! 380 is 380. Those owners bought there and they knew exactly what they bought. The home owners that would be impacted by the possible "loop" should not have to suffer because a few that bark loudly. It will destroy property values! As a Realtor I would hate to see this take place. Expanding 380 itself should be the ONLY option!	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
1476	Erik and Jennifer Hemingway	10/10/2018	Survey Question 6 - Other response	As a long time resident of Stonebridge Ranch and McKinney citizen, I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
1477	Erik Geiger	10/12/2018	Survey Question 6 - Other response	The right of way already exists for the current alignment. I believe there would be unnecessary impact on property owners if an alternative route were to suddenly materialize out no where! Of particular concern to me are impacts to larger land owners who have chosen to use their property for the greater benefit of the general public... specifically ManeGait Therapeutic Horsemanship. There is no value that this realignment can bring that can bring the value that ManeGait provides to the North DFW area... NONE! Please focus on keeping 380 where it rightly belongs... on 380...	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1478	Erik Reishus	10/9/2018	Survey Question 6 - Other response	I believe that the green alignment is the only alignment that properly addresses the traffic and safety concerns on existing 380. Adding a bypass will redirect some traffic but not enough. Something would still need to be done to improve the existing 380 to address traffic and safety concerns. I would suspect the combined cost of the bypass and 380 improvements would be higher than turning 380 into a freeway. Thank you for taking the time to gather and review community feedback on the options.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.</p> <p>Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p>
1479	Erika Dilley	10/9/2018	Survey Question 6 - Other response	Green Alignment with Option B Spur road has highest average daily volume. This over the life of the freeway will be the best use of money spent to construct even though initially higher it is cheapest long term planning to go with Green Alignment with Option B Spur.	Comment noted.
1480	Erika Gallipeau	10/26/2018	Survey Question 6 - Other response	Do not cut through Prosper. Expand 380 and keep it there. That's what it was designed for.	Comment noted.
1481	Erin Crosby	10/10/2018	Survey Question 6 - Other response	I'm in my 30's, I grew up in Plano, lived in Allen for 10 years, and built a home in McKinney in 2016. Plano and Allen have done a phenomenal job in city planning/growth. I didn't realize until after I moved to McKinney that the city has neglected to plan for inevitable growth for decades - We would have chosen another city to raise our family if we'd realized McKinney had pushed things like parks and roads off on private development through HOA's and developers.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380. Alignment options and roadway configurations are still being evaluated.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				The city of McKinney needs to deal with decades of neglected planning head-on and find a way to keep 380 on its current path. Creating a second highway via a bypass does not make sense. The proposed bypass is too far away from 121 and too close to the planned outer-loop to truly alleviate congestion in the decades to come. It is going to be expensive, but engineering the LAR on 380 makes the most sense. Central Expressway, Woodall Rogers, and 635 in Dallas and I-35 in Austin are proof that the roadway CAN be engineered to fit. I don't know who, but I hope someone holds McKinney government officials accountable for allowing commercial and residential development to continue to take place with no regard to future transit needs. The city didn't allow enough space and we need to use technology, engineering, and unfortunately, a lot, of tax dollars to make it right for future generations.	
1482	Erin Lucero	10/14/2018	Survey Question 6 - Other response	Keep 380 on 380; NO BYPASS	Comment noted.
1483	Erin McCord	10/10/2018	Survey Question 6 - Other response	Keep 380 on 380!	Comment noted.
1484	ERIN PETTY	10/8/2018	Survey Question 6 - Other response	Fix 380 on 380 is the logical fairest option.	Comment noted.
1485	Erin stephenson	10/8/2018	Survey Question 6 - Other response	380 should be expanded along the current 380...	Comment noted.
1486	Erwin Wardojo	10/9/2018	Survey Question 6 - Other response	No bypass through Prosper Trail please	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1487	Eryn Chalemin	10/13/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year."	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
1488	Esther	10/9/2018	Survey Question 6 - Other response	Keep 380 on 380 please leave the cemetery,schools and Peacan Ridge out.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
1489	Esther Meaney	10/11/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole."	Comment noted.
1490	Ethan Luna	10/13/2018	Survey Question 6 - Other response	Don't build in Prosper	Comment noted.
1491	Eugene Powell	10/5/2018	Survey Question 6 - Other response	Prefer to keep out of Prosper. This is such a small town that a huge elevated road running through it may have devastating impacts.	Comment noted. Elevated freeway sections were considered but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1492	Eugene Powell	10/09/18	Commen t Form	Fix 380 on 380! Red Option B has higher traffic coming through Prosper. Option B has a lower engineering rating than the other options. Option B has a higher safety risk. Red Option B creates a freeway barrier and negative impacts which we not consistant with the development patterns an vision of Prosper. Option B conflicts with the Town of Prosper's comprehensive plan. Major construction (ie. bridge, utilities, and etc.) will be required, more than other routes to fully complete the route. Parks and other open spaced planned by McKinney will be impacted.	Comment noted. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that both the red and green proposed alignments were viable options that should be further analyzed. Impacts to parkland was something considered when developing alignments. TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable.
1493	Eva Camangian	10/15/20 18	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
1494	Eva Rogers	10/25/20 18	Survey Question 6 - Other response	Too much traffic from Coit to 75 already.	Comment noted.
1495	Evan	10/10/20 18	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole.	Comment noted.
1496	Evan Green	10/14/20 18	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
1497	Evan Telford	10/26/20 18	Survey Question 6 - Other response	I am 4 years old, so my father has to help speak on my behalf. Please respect Prosper and McKinney's original master thoroughfare plans that all businesses and home owners planned for by improving 380 in place without bypasses.	Comment noted. Any future improvements will be designed to current design standards to enhance safety.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				All of my schools would be negatively impacted. I won't feel safe having to cross a major freeway everyday to get to school.	The proposed freeway (red or green) would generally consist of 8 freeway lanes (4 in each direction), and 2 lane continuous frontage roads running parallel to each side of the freeway. With traffic only traveling in one direction, there are fewer potential points of conflict. Drivers will only be able to make left turns or U-turns where there are signalized intersections on access roads, greatly reducing the risk of collision.
1498	Evan Williams	10/09/18	Comment Form	<p>I recently moved my family from Stonebridge Ranch, McKinney (two blocks from 380), to Whitley Place in Prosper. Our plan was to get further away from HIGHWAY 380. It is very disappointing that TxDOT has been swayed by political pressure to propose a bypass starting in Prosper. The proposal was not in the 5 proposals given this spring!! The Prosper City Council has stated it's opposition to a by-pass through Prosper, and has supported the plan to fix 380 on 380. The Prosper Citizens also do not want a by-pass according to the survey.</p> <p>TxDOT surveys showed that McKinney, Prosper, and Frisco residents prefer fixing 380 over a by-pass 3:1. That is a large percentage of people who want to FIX 380 on 380!!!! HIGHWAY 380 will eventually be expanded. The growth in Collin County will demand it. Surveys also showed that the long term economic impact for keeping 380 on 380 is very good for all cities involved.</p> <p>A by-pass through Prosper will create an unsafe situation for a future Prosper ISD High School, one that my neighborhood will surely be zoned for. I do not want my children placed in needless danger. My wife lost a cousin to an accident in front of her High School near Austin, Texas. The unsafe roads surrounding her High School-and accident involved with careless teenagers-put her in a coma, and eventually took her life two years later. Teens are brand new drivers. There is no reason they should be faced with having to</p>	<p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>Public input is one of the many factors that TxDOT will consider when making a decision on an alignment. Input TxDOT received in the Spring of 2018 stated that there was 3:1 support for building a freeway than doing nothing, otherwise called a no build alternative. This statement was not specific to either the green or the red alignment. Additionally, the survey did not address long term economic impact.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p> <p>The planned Prosper ISD school north of Bloomdale Rd. is approximately 0.3 miles away from the red alignment option B. The proposed freeway would consist of 8 freeway lanes (4 in each direction), and 2 lane continuous frontage roads running parallel to each side of the freeway. With traffic only traveling in one direction, there are fewer potential points of conflict. Drivers will only be able to make left turns or U-turns where there are signalized</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>drive on a highway to get to school. There are enough accidents just in the carpool line and parking lots.</p> <p>A by-pass through Prosper will also wipe out Maingate. Not only has my oldest daughter been to volunteer at Maingate, but a close friend has a son and family that has benefitted from services at Maingate. The work the do there has changed her son's life for the better!!! Hundreds of children and families will lose big if Maingate has to cease to exist because of a by-pass created by two neighborhoods that have not one single existing house to lose.</p> <p>Tucker Hill and Stonebridge already have a highway between them, it is one reason we ruled out moving to Tucker Hill. Giving into their demands will hurt the entire city of Prosper. It will hurt the town's tax base and change the fate of East Prosper and the zoning changes that will surely follow. Prosper has a small tax base. We need every bit of the land along 380 to help our town thrive. McKinney has a massive tax base- yet they want Prosper to help "fix" the problems they have created.</p> <p>From what I understand 380 and the Outer loop will be about the right spacing TXDot like to have between Highway. Creating a by-pass through Prosper and McKinney will chop north Collin County in half. It will completely destroy the beauty of the area, and it will plow through peoples homes and land-People that sacrificed and planned just to get away from Highways!</p> <p>The proposals of a by-pass have created a situation that has pitted West McKinney residents against East Prosper residents. What a mess this has created. All the while, everyone knows that fixing 380 is inevitable. Creating a by-pass through Prosper and North McKinney is</p>	<p>intersections on access roads, greatly reducing the risk of collision.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				not the solution. The Outer Loop is the right spacing-similar to 121, George Bush, and of course 380. NOW, please go back to the original plan, and FIX 380 on 380!!!!!! Fix 380 on 380	
1499	Evelyn Abbott	10/22/2018	Survey Question 6 - Other response	Both alternatives severely impact Princeton Lakes and create safety issues by placing US 380 traffic closer to the existing lake and creating difficulty entering and exiting our community.	Comment noted. Any future improvements will be designed to current design standards to enhance safety. The current proposed red and green alignments impact only the berm on the outer most edge of the neighborhood. No homes in Princeton Lakes will be displaced or impacted.
1500	Evelyn Abbott	10/22/2018	Survey Question 4 - Other response	red alignment uniting further north-west directly onto CR 559	Comment noted. Realigning the red alignment to connect to FM 559 further north-west would require crossing the US Army Corps of Engineers property. TxDOT has considered the possibility of crossing U.S. Army Corps of Engineers (USACE) property; however there are some significant constraints related to doing so, since much of the USACE land consists of environmentally sensitive waters of the U.S., wetlands, and wildlife habitat. The USACE does not often issue approvals for crossing of their property, when other options exist.
1501	Evelyn Swartz	10/13/2018	Survey Question 6 - Other response	I'm scared--I don't want to have cars traveling high speed from a freeway just outside our backyard! Prosper is a great town with open land and a sense of nature. Don't ruin that by bringing in a freeway bypass. Keep 380 on 380!	Comment noted. Alignment options are still being evaluated and any future improvements will be designed to current design standards to enhance safety.
1502	F. Craig Farrill	10/24/18	Email	Dear Mr. Endres: My name is F. Craig Farrill, PE. I live in Whitley Place in Prosper, TX and have four points for you and your team to consider: Point #1: I support the US 380 Green Route as the only viable solution. The Green Route: 1. Properly recognizes that the origin and destination of US 380 traffic is to/from McKinney. People are trying to drive to businesses, homes, schools and government offices in central McKinney along US 75, not to drive around McKinney. The Bypass or Red Route Options	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. The current green alignment proposal would depress US 380 between Stonebridge Drive and Ridge Road, and to compress the right of way width to 240 feet wide. Doing this would result in zero residential property impacts, residential displacements, and business displacements, and would reduce property impacts to only two business property impacts.

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				<p>falsely assume that a large majority of drivers want to avoid central McKinney. The vast majority of traffic has McKinney as its origin or its destination; the small minority of traffic is passing through McKinney. Traffic data has not been presented that would validate that vast majority of traffic is “through” traffic. It is not reasonable to expect that drivers will use a Bypass which does not take them to or return them from their central McKinney destination.</p> <p>2. Can leverage advanced highway design techniques developed and successfully deployed by TxDOT in many high-traffic highways such as US 75. Prosper resident Ben Pruett put together a proposal which has been provided to TxDOT. It offers the solution of a well thought design that would actually depress/lower US Hwy 380 in front of Tucker Hill making it virtually invisible from ground level. The access roads for east/west lanes would be at current grade level and would be cantilevered over the lowered US Hwy 380 providing easy access for those residents with no homes lost. Below grade, limited access highways with cantilevered service roads (or “advanced highway design”) have been widely used by TxDOT (e.g. US 75 near Highland Park) and NTTA and would work well for US 380. The Green Alignment avoids the destruction of hundreds of homes and business along Bypass Option routes, minimizes the exercise of eminent domain for land necessary for right-of-way adjacent to the Tucker Hill and Stonebridge Ranch communities, and eliminates the need to purchase hundreds of millions of dollars of properties and land to support the Bypass routes. In my opinion as a professional engineer, advanced highway design is the only viable solution for US 380 between the Denton county line and US 75.</p> <p>3. Provides the shortest highway route and provides the traffic load capacity where the</p>	<p>Depressing the freeway is not a viable in all locations. For instance, the roadway could not be depressed in locations that fall within the floodplain. Cantilevering the frontage roads would not significantly reduce the overall right of way width.</p> <p>While the red alignment would require acquiring more right of way acreage, the green alignment is expected to be the most expensive alignment. Looking at the entire length of the red and green alignment, regardless of whether option A or B is selected, the green alignment displaces more residences than the red alignment.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p> <p>The red alignment option B is located more than 0.25 mile from the nearest Whitley Place homeRed alignment option B is approximately 0.25 mile from the Walnut Grove Cemetery. Red alignment option B is approximately 0.3 mile away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 mile away from the property line of the proposed high school west of Custer Rd.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably predict which of these impacts will impact Prosper’s commercial development and value of property in a negative or positive way.</p> <p>Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within</p>

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				<p>capacity is needed - - in a straight line from Denton to McKinney I believe we should keep US 380 on its current alignment.</p> <p>Point #2: I reject both Red Route Options for a 380 Bypass as unnecessary, ineffective, economically infeasible, and undesirable to the people of Prosper and McKinney. The Red Route Option B would be devastating in several respects. Red Route Option B would:</p> <ol style="list-style-type: none"> 1. Cut through and eliminate the 14-acre ManeGait Therapeutic Horsemanship center, a nonprofit organization serving hundreds of adults and children with disabilities and volunteer opportunities for over 2,000 North Texans. 2. Jeopardize the quality of peaceful, rural residential life for Whitley Place residents in its 554 home sites. Whitley Place would be the closest Prosper subdivision to the proposed Red Route B. 3. Also come perilously close to the nearby historic Walnut Grove Cemetery (the oldest portion of which was established in 1852). 4. Come dangerously close to the two properties owned by the Prosper Independent School District, and planned for use to build two new high schools: <ol style="list-style-type: none"> a. The property in the historic Rhea's Mill area to the east of Custer Road between Bloomdale Road and Frontier Parkway, b. The property along E. First Street between Custer Road and Coit Road. 5. From an economic standpoint, eliminate the possibility of the planned development of hundreds of high-quality, single-family residential homes on the south side of East First Street. Consequently, the Town of Prosper would be deprived of a significant future tax base. The Town of Prosper is only 27 square miles and must capitalize on the available land to keep the town attractive to new residents and to productively raise the tax base. 6. Provide virtually no benefits to the Town of 	<p>the study area, US 380 would still experience a failing level of service for congestion and delay.</p> <p>The proposed green alignment along the existing US 380 would displace more businesses than the red alignment. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p>

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				<p>Prosper, its schools, residential neighborhoods and residents.</p> <p>For these and other reasons, Red Route Option B should be eliminated as an unacceptable and unworkable.</p> <p>Point #3: I recommend Accelerated Surface Street Construction North of 380 Rather than build a limited access highway bypass highway north of US 380, I suggest TxDOT instead accelerate the construction of full six-lane major thoroughfare surface streets north of US 380. By adding East-West full six-lane roads, thousands of drivers could avoid US 380 altogether, thereby reducing the projected traffic load over the next 50 years. I would suggest that TxDOT look at three such East – West six-lane roads:</p> <ol style="list-style-type: none"> 1. Expand E. First Street East to six lanes from Prosper through McKinney to US 75 2. Expand E. Prosper Trail East to six lanes from Prosper through McKinney to US 75 3. Expand Rhea Mills East to six lanes from Prosper through McKinney to US 75 <p>These surface street expansions would produce 18 East – West traffic lanes which could permanently remove hundreds of thousands of vehicle trips from US 380 in the future. Local McKinney and Prosper residents could and would avoid US 380 as the McKinney residents south of US 380 currently do. Furthermore, I would suggest that TxDOT look at three North – South six-lane connecting roads:</p> <ol style="list-style-type: none"> 1. Expand Coit Road to six lanes from US 380 to Rhea Mills 2. Expand Custer Road to six lanes from US 380 to Rhea Mills 3. Expand Lake Forest Drive to six lanes from US 380 to Rhea Mills <p>The surface street expansions would produce 18 North – South traffic lanes which could permanently remove hundreds of thousands of vehicle trips from US 380 in the future. Local residents could</p>	

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				<p>and would connect with east-west roads and avoid US 380 as the McKinney residents south of US 380 currently do.</p> <p>Accelerated surface street construction north of US 380 would:</p> <ol style="list-style-type: none"> 1. Support the existing long-term land use plans of Prosper and McKinney. 2. Have far fewer unforeseen and unexpected neighborhood impacts 3. Provide multiple east-west traffic detours from US 380 during its multi-year reconstruction 4. Improve access to the ManeGait Therapeutic Horsemanship center and allow it to operate and grow for years to come 5. Maintain the quality of peaceful, rural residential life for Whitley Place residents in its 554 home sites 6. Not disturb the historic Walnut Grove Cemetery in east Prosper 7. Enable the two properties owned by the Prosper Independent School District to be built out as high schools in accordance with the Prosper Land Use Plan 8. Allow the planned development of hundreds of high-quality, single-family residential homes on the south side of East First Street in the Town of Prosper, creating a significant future tax base. The Town of Prosper would be able to capitalize on the available land (only 27 square miles), to keep the town attractive to new residents, and to productively raise the tax base and provide services to the public. 9. Provide substantial traffic carrying benefits to the Town of Prosper, its schools, residential neighborhoods and residents for the next 50 years 10. Dramatically reduce the hundreds of houses and businesses needing to be destroyed and removed to allow the Red Option Bypass 11. Not divide up, isolate and permanently separate the dozen McKinney neighborhoods north of US 380 with a limited-access Bypass 	

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				<p>highway 12. Provide substantial traffic carrying benefits to McKinney, its schools, residential neighborhoods and residents for the next 50 years Point #4: In conclusion: I recommend Accelerated Surface Street Construction North of 380 be done in addition to a less-costly expansion, modernization and improvement of US 380 on its current route and alignment. Please feel free to contact me at craig@farrill.net or on my mobile at 925.785.0800. I would be happy to discuss any of these four points further. Respectfully, Craig</p> <hr/> <p>F. Craig Farrill, PE [REDACTED] [REDACTED] [REDACTED] [REDACTED]</p>	
1503	F. Craig Farrill	10/24/2018	Survey Question 6 - Other response	<p>My name is F. Craig Farrill, PE. I live in Whitley Place in Prosper, TX and have four points: Point #1: I support the US 380 Green Route as the only viable solution. The Green Route: 1) Properly recognizes that the origin and destination of US 380 traffic is to/from McKinney. People are trying to drive to businesses, homes, schools and government offices in central McKinney along US 75, not to drive around McKinney. The Bypass or Red Route Options falsely assume that a large majority of drivers want to avoid central McKinney. The vast majority of traffic has McKinney as its origin or its destination; the small minority of traffic is passing through McKinney. Traffic data has not been presented that would validate that vast majority of traffic is "through" traffic. It is not reasonable to expect that drivers will use a Bypass which does not take them to or return them from their central McKinney destination. 2) Can leverage</p>	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>The current green alignment proposal would depress US 380 between Stonebridge Drive and Ridge Road, and to compress the right of way width to 240 feet wide. Doing this would result in zero residential property impacts, residential displacements, and business displacements, and would reduce property impacts to only two business property impacts.</p> <p>Depressing the freeway is not a viable in all locations, however. For instance, the roadway could not be depressed in locations that fall within the floodplain. Cantilevering the frontage roads would not significantly reduce the overall right of way width.</p> <p>While the red alignment would require acquiring</p>

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				<p>advanced highway design techniques developed and successfully deployed by TxDOT in many high-traffic highways such as US 75. Prosper resident Ben Pruett put together a proposal which has been provided to TxDOT. It offers the solution of a well thought design that would actually depress/lower US Hwy 380 in front of Tucker Hill making it virtually invisible from ground level. The access roads for east/west lanes would be at current grade level and would be cantilevered over the lowered US Hwy 380 providing easy access for those residents with no homes lost. Below grade, limited access highways with cantilevered service roads (or "advanced highway design") have been widely used by TxDOT (e.g. US 75 near Highland Park) and NTTA and would work well for US 380. The Green Alignment avoids the destruction of hundreds of homes and business along Bypass Option routes, minimizes the exercise of eminent domain for land necessary for right-of-way adjacent to the Tucker Hill and Stonebridge Ranch communities, and eliminates the need to purchase hundreds of millions of dollars of properties and land to support the Bypass routes. In my opinion as a professional engineer, advanced highway design is the only viable solution for US 380 between the Denton county line and US 75. 3) Provides the shortest highway route and provides the traffic load capacity where the capacity is needed - - in a straight line from Denton to McKinney I believe we should keep US 380 on its current alignment. Point #2: I reject both Red Route Options for a 380 Bypass as unnecessary, ineffective, economically infeasible, and undesirable to the people of Prosper and McKinney. The Red Route Option B would be devastating in several respects. Red Route Option B would: 1) Cut through and eliminate the 14-acre ManeGait Therapeutic Horsemanship center, a non-profit organization</p>	<p>more right of way acreage, the green alignment is expected to be the most expensive alignment. Looking at the entire length of the red and green alignment, regardless of whether option A or B is selected, the green alignment displaces more residences than the red alignment.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p> <p>Red alignment option B is located more than 0.25 mile from the nearest Whitley Place homeRed alignment option B is approximately 0.25 mile from the Walnut Grove Cemetery. Red alignment option B is approximately 0.3 mile away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 mile away from the property line of the proposed high school west of Custer Rd.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably predict which of these impacts will impact Prosper's commercial development and value of property in a negative or positive way.</p> <p>Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p> <p>The proposed green alignment along the existing US 380 would displace more businesses than the red alignment. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p>

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				<p>serving hundreds of adults and children with disabilities and volunteer opportunities for over 2,000 North Texans. 2) Jeopardize the quality of peaceful, rural residential life for Whitley Place residents in its 554 home sites. Whitley Place would be the closest Prosper subdivision to the proposed Red Route B. 3) Also come perilously close to the nearby historic Walnut Grove Cemetery (the oldest portion of which was established in 1852). 4) Come dangerously close to the two properties owned by the Prosper Independent School District, and planned for use to build two new high schools:</p> <p>a. The property in the historic Rhea's Mill area to the east of Custer Road between Bloomdale Road and Frontier Parkway, b. The property along E. First Street between Custer Road and Coit Road. 5) From an economic standpoint, eliminate the possibility of the planned development of hundreds of high-quality, single-family residential homes on the south side of East First Street. Consequently, the Town of Prosper would be deprived of a significant future tax base. The Town of Prosper is only 27 square miles and must capitalize on the available land to keep the town attractive to new residents and to productively raise the tax base. 6) Provide virtually no benefits to the Town of Prosper, its schools, residential neighborhoods and residents. For these and other reasons, Red Route Option B should be eliminated as an unacceptable and unworkable. Point #3: I recommend Accelerated Surface Street Construction North of 380 Rather than build a limited access highway bypass highway north of US 380, I suggest TxDOT instead accelerate the construction of six-lane major thoroughfare surface streets north of US 380. By adding East-West six-lane roads, thousands of drivers could avoid US 380 altogether, thereby reducing the projected traffic load over the next 50 years. I would suggest that TxDOT look at three such</p>	

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				<p>East – West six-lane roads: 1) Expand E. First Street East to six lanes from Prosper through McKinney to US 75 2) Expand E. Prosper Trail East to six lanes from Prosper through McKinney to US 75 3) Expand Rhea Mills East to six lanes from Prosper through McKinney to US 75 These surface street expansions would produce 18 East – West traffic lanes which could permanently remove hundreds of thousands of vehicle trips from US 380 in the future. Local McKinney and Prosper residents could and would avoid US 380 as the McKinney residents south of US 380 currently do. Furthermore, I would suggest that TxDOT look at three North – South six-lane connecting roads: 1) Expand Coit Road to six lanes from US 380 to Rhea Mills 2) Expand Custer Road to six lanes from US 380 to Rhea Mills 3) Expand Lake Forest Drive to six lanes from US 380 to Rhea Mills The surface street expansions would produce 18 North – South traffic lanes which could permanently remove hundreds of thousands of vehicle trips from US 380 in the future. Local residents could and would connect with east-west roads and avoid US 380 as the McKinney residents south of US 380 currently do.</p> <p>Accelerated surface street construction north of US 380 would: 1) Support the existing long-term land use plans of Prosper and McKinney. 2) Have far fewer unforeseen and unexpected neighborhood impacts 3) Provide multiple east-west traffic detours from US 380 during its multi-year reconstruction 4) Improve access to the ManeGait Therapeutic Horsemanship center and allow it to operate and grow for years to come 5) Maintain the quality of peaceful, rural residential life for Whitley Place residents in its 554 home sites 6) Not disturb the historic Walnut Grove Cemetery in east Prosper 7) Enable the two properties owned by the Prosper Independent School District to be built out as high schools in accordance with the Prosper</p>	

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				<p>Land Use Plan 8) Allow the planned development of hundreds of high-quality, single-family residential homes on the south side of East First Street in the Town of Prosper, creating a significant future tax base. The Town of Prosper would be able to capitalize on the available land (only 27 square miles), to keep the town attractive to new residents, and to productively raise the tax base and provide services to the public. 9) Provide substantial traffic carrying benefits to the Town of Prosper, its schools, residential neighborhoods and residents for the next 50 years 10) Dramatically reduce the hundreds of houses and businesses needing to be destroyed and removed to allow the Red Option Bypass 11) Not divide up, isolate and permanently separate the dozen McKinney neighborhoods north of US 380 with a limited-access Bypass highway 12) Provide substantial traffic carrying benefits to McKinney, its schools, residential neighborhoods and residents for the next 50 years Point #4: In conclusion: I recommend Accelerated Surface Street Construction North of 380 be done in addition to a less-costly expansion, modernization and improvement of US 380 on its current route and alignment.</p> <p>=====</p> <p>Please feel free to contact me at [REDACTED] or on my mobile at [REDACTED]. I would be happy to discuss any of these four points further.</p> <p>=====</p> <p>Respectfully, Craig</p> <p>F. Craig Farrill, PE [REDACTED] [REDACTED] [REDACTED] [REDACTED]</p>	

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1504	Fadi Elnachar	10/9/2018	Survey Question 6 - Other response	Please expand 380 and no loop please. You can build hov express lane to help with traffic similar to 635.	Comment noted.
1505	Faith Elliott	10/22/2018	Survey Question 6 - Other response	Please don't take my neighborhood away from me. I am a student at Rogers and a 380 bypass would be devastating as my parents will move. Please don't take my friends away from me. Why wouldn't you expand 380? Also I love horses and Mane Gate - please don't ruin this place or the new prosper high school.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property. Red alignment option B is approximately 0.3 mile away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 mile away from the property line of the proposed high school west of Custer Rd.
1506	Faith Weikert	10/9/2018	Survey Question 6 - Other response	Please do not us eminent domain. Especially with respect to Mane Gate as that non-profit has helped many people I know personally. Please come up with a way that utilizes the existing 380, even if you must go vertical.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
1507	Fareed Saba	10/8/2018	Survey Question 6 - Other response	Prosper is continuing to grow. The option that goes into Prosper would have a negative effect. Additionally, it would be unfair to existing Prosper residents who purchased with the understanding that the only considered option was through McKinney.	Comment noted.
1508	Farley Anderson	10/17/2018	Survey Question 6 - Other response	The city's along 380 have to understand that doing nothing will lead to larger problems later	Comment noted.
1509	Fed Costa	10/4/2018	Survey Question 6 - Other response	380 alignment best for engineering, economy, emergency services, traffic. No bypass option has positives.	Comment noted.
1510	Felicia Hughes	10/10/2018	Survey Question 6 - Other response	Fix 380 on 380	Comment noted.
1511	Fiona Carruth	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	
1512	Floyd Scalf	10/10/2018	Survey Question 6 - Other response	Hope you get this done in my lifetime.	Comment noted.
1513	Ford Clark	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A and Green which we feel would have the most negative impact on McKinney as a whole. Red-b is also the least expensive.	Comment noted.
1514	Ford Zabasky	10/19/2018	Survey Question 6 - Other response	Widening of 380 in its current alignment is the only sensible decision. Any other option to bypass will only be a bandaid fix. We already have a bypass option int development called the "Collin county outer loop".	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
1515	Forrest Harmon	10/12/2018	Survey Question 2 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
1516	Forrest Harmon	10/12/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				streets that are not designed to carry heavy traffic flow.”	
1517	Forrest Raines	10/14/2018	Survey Question 1 - Other response	Fix 380 on 380	Comment noted.
1518	Forrest Raines	10/14/2018	Survey Question 2 - Other response	Fix 380 on 380	Comment noted.
1519	Forrest Raines	10/14/2018	Survey Question 3 - Other response	Fix 380 on 380	Comment noted.
1520	Forrest Raines	10/14/2018	Survey Question 4 - Other response	Fix 380 on 380	Comment noted.
1521	Forrest Raines	10/14/2018	Survey Question 5 - Other response	Fix 380 on 380	Comment noted.
1522	Forrest Raines	10/14/2018	Survey Question 6 - Other response	Why should we uproot our families and loose our homes because of the massive mistakes made on 380. We are no longer the best place to live we're not even the top 100 anymore .	Comment noted.
1523	Fran Burch	10/11/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
1524	Francine Kent	10/24/2018	Survey Question 6 - Other response	Some of the plans will have a significant and negative impact on our community, our property value and the quality of our lives. Please listen to us... our community off Bloomdale has been speaking up against the plans. Are you listening?	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. In addition to hosting public meetings and responding to public comment, TxDOT has also met with neighborhood leaders

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
					of potentially impacted neighborhoods to discuss concerns. Public input is one of the many factors that goes into TxDOT's decision-making process in regards to this study.
1525	Francisca Fewing	10/24/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
1526	FRANK MERLINO	10/15/2018	Survey Question 6 - Other response	The GREEN alignment for Coit to FM 1827, keeps HWY 380 on its existing path and preserves the nonprofit organization, ManeGait Therapeutic Horsemanship. ManeGait has been in North Texas for 11 years, providing therapy for children and adults(including veterans with PTSD).	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
1527	Frank Scerbo	10/15/2018	Survey Question 6 - Other response	In reviewing the presentation graphics, it is apparent there is a difference between the Spring 2018 location of the Red alignment and the Fall 2018 location of the Red alignment in the area east of Highway 5 adjacent to the Willow Wood development. The Spring 2018 version of the Red alignment shows a gap of land between the roadway ROW and the limits of the Willow Wood development. The Fall 2018 alignment has shifted to the north to now encroach into the open space reserved as part of the development plan. This moves the road closer to the homes, occupies a large portion of the open space and directly impacts the trail system being constructed as part of the development. The alignment in this area needs to move south to the Spring 2018 location regardless of the impacts it may have to the floodplain of the river. The added impacts of the Spring 2018 alignment over the fall 2018 alignment is minimal compared to the overall impact to the floodplain. The open space is	Comment noted. That alignment was moved in that area due to previous proposed alignment having greater impacts to a regulatory floodway. TxDOT will further analyze possible options for this area.

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				there as a requirement of the developer and it should stay that way.	
1528	Fred & Cindy Vogel	10/16/18	Commen t Form	<p>Why can't 380 be constructed like 287 thru Witchita Falls. There are ramps to get to businesses but no stoplights on 287. If 380 was raised starting at Community and ending at Hwy. 5 there would be no homes or businesses lost. When Custer, Wilmeath and the Outer Loop are finished, will a bypass be used?</p>	<p>Comment noted. Roadway configurations are still being evaluated. Elevated freeway sections were evaluated but will not be further considered for the segment between Community Avenue and SH5 because it does not significantly reduce the amount of right of way needed to construct it. TxDOT determined that it is feasible to depress a portion of the green alignment from US 75 to SH 5.</p> <p>Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p>
1529	Fred Costa	10/18/18	Commen t Form	<p>This is an addition to my previous comments; not to replace my previous comments, but to complete my comments.</p> <p>See attachment.</p> <p>To: Stephen Endres, P.E. TxDOT Date: 10/18/2018 Re: US 380 bypass</p> <p>The metric "Enhances Regional Mobility" is not a valid metric for comparing the Green alignment to the Red alignment, it is only valid for comparing any new road improvement, either green or red alignments, to the no-build option. For this reason, it needs to be removed from consideration in the matrix you have constructed.</p> <p>I've talked to the engineer who is responsible for these metrics, you may run this by her. Assuming that my understand of regional mobility is, as explained to me by your</p>	<p>Comment noted. Regional mobility helps assess infrastructure needs at the regional level. The regional mobility values used for our analysis were based on the North Central Texas Council of Government's travel demand model. It incorporates roadway details, speeds, and demographics. Industry standard is to use regional mobility as a metric. It considers the impact of an alternative to the mobility of a region as a whole rather than a corridor. Corridor improvements help with regional mobility by reducing traffic congestion. Regional mobility is one of the many factors that goes into TxDOT's decision making process in regards to this study.</p> <p>Existing US 380 will T into the new freeway probably as a normal interchange at an arterial street. The design will not create a choke point.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>engineers, getting vehicles through the entire county. Regional mobility subsumes the traffic demand metric, your engineer and myself agree on this point. To see why regional mobility is not a good metric for comparison between green and red alignments, you need to take each case separately. For these cases, traffic demand is the independent variable and regional mobility is the dependent variable since regional mobility subsumes traffic demand. Also, regional mobility subsumes traffic demand on both red and green alignments assuming red alignment is built.</p> <p>Case 1—single road option, build green alignment, no red alignment exists. VARY INDEPENDENT VARIABLE RESULT Traffic demand on green increases regional mobility increases on a freeway. Traffic demand on green decreases regional mobility increases because lighter traffic on a freeway.</p> <p>Case 2— bypass built, red alignment, and existing 380 is still there, two roadways. VARY INDEPENDENT VARY INDEPENDENT RESULT VARIABLE_G VARIABLE_R Traffic demand green increase Traffic demand red increase Regional mobility increase Traffic demand green increase Traffic demand red decrease Regional mobility increase Traffic demand green decrease Traffic demand red increase Regional mobility increase Traffic demand green decrease Traffic demand red decrease Regional mobility increase, light traffic</p> <p>Case 3— no build. VARY INDEPENDENT VARIABLE RESULT Traffic demand 380 increase Regional mobility decrease, traffic jams Traffic demand 380 decrease Regional mobility</p>	

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>increase, light traffic</p> <p>Conclusion: Regional mobility increases with either of the green or red alignments. As long as there is a road improvement, regional mobility improves. That's the only conclusion that can be drawn from the regional mobility variable. Only the no-build option will negatively affect regional mobility due to traffic jams.</p> <p>The only case that can be made for regional mobility in a red alignment scenario is a slight improvement of regional mobility over the green alignment only because there are two separate roadways. However, this improvement is negated because two choke points are introduced to the roadway where the bypass merges onto 380. In practice, 290 east of 35, south of Ladybird lake has that exact attribute. Additionally, the speed limits will need to be lower on the bypass because of the bends in the road, which undoubtedly will cause accidents, further lowering traffic mobility. At the very least, the regional mobility metric should have a lower weighting significance than traffic demand.</p> <p>Traffic demand remains the only reliable market-oriented variable. Traffic demand is central to all well-constructed models or consideration, and conforms to economic principles, engineering principles, and common sense. The supply side of the market equation follows the demand side, that is, supply follows demand and satisfies demand. What good is a road if it's not used, see loop 288 in Denton. Meanwhile traffic demand on existing 380 will increase, even with a bypass in place. Disavow yourselves of the notion that by designating the bypass US 380 people will use it because their GPS tells them, that's trying to create a demand with supply.</p>	

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>In conclusion, your models show that only the green alignment fully satisfies traffic demand. The traffic demand model most closely represents the physical system. The model's equilibrium or stability point is the green alignment. The dynamics of the physical system will conform with the dynamics of a well-defined model.</p> <p>Fred Costa, Ph.D. <div style="background-color: black; width: 100px; height: 1.2em; margin: 2px 0;"></div> <div style="background-color: black; width: 150px; height: 1.2em; margin: 2px 0;"></div> </p> <p>CC: Prosper Town Council</p>	
1530	Fred Costa	10/19/2018	Survey Question 6 - Other response	only green alignment satisfies traffic demand according to TXDoT feasibility study	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
1531	Fred Costa	10/09/18	Comment Form	<p>I am convinced the 380 on 380 fix is best. Reasons: 1. Traffic demand models indicate highest demand on Green alignment B. 2. Biggest block of survey respondents chose 380 existing alignment 3. Three cities prosper/mckinney/frisco chose 380 existing alignment. See attachment.</p> <p>The current version of the TXDoT feasibility report is well done. I've identified three important points. The first and most important is the market-oriented solution to the US 380-expansion project. The traffic demand metric is the only market-oriented metric in the matrix. Traffic demand in each segment is fully satisfied by only the green alignment (the existing 380 route). Your trip demand models are accurate. The demand for expanding 380 on the green alignment is reinforced by the fact that the biggest block of survey respondents chose the green alignment and rejected bypass alignments. Further reinforced by the residents in cities of Frisco, McKinney, and Prosper</p>	Comment noted. As of November 2018, City of McKinney has not provided a resolution in support of any alignment option. Both the red and the green alignments presented were viable when travel demand analysis was conducted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>choosing the green alignment and rejecting bypass alternatives.</p> <p>Secondly, the only party requesting a bypass alignment is the Tucker Hill developer, identified as a stockholder in your study. But this is a business (special interest) asking the government to subsidize (bail out) its bad business decision. Market forces need to determine the alignment of 380, not a developer who has made a poor business decision and now is requesting relief at the expense of the region.</p> <p>If the metric of Traffic Demand is ignored, it does not magically go away – see pg. 11 “Traffic Demand Model Evaluation” of US 380 Feasibility Study. Traffic demand for travel on existing 380 (not a bypass) will continue to grow. Put in system engineering terms, ignored, it will produce an unstable system. The demand will grow and superimpose on itself. The POLES ARE NOT IN THE NEGATIVE SIDE OF THE Z-PLANE!!! Only by building a road that services the traffic demand will the system be stable, equivalently, by moving the poles into the left side of the z-plane.</p> <p>The third point is the costs of each alignment. Although the green alignment has the highest cost, the cost is acceptable. In fact, voters would gladly approve bond initiatives to pay for this alignment. Remember that it's the voters, i.e., tax payers that pay for the roads, not TXDoT, and if we accept the cost, that removes the cost as an obstacle in consideration.</p> <p>Finally, the metrics a) Enhances Regional Mobility, and b) Supports Future Regional Economic Growth, are the least significant metrics for the question of 380's alignment. First, regional mobility measures how much time is spent in the vehicle, equivalently, how fast a vehicle travels. That's attributable to the fact that, in this case bypass, the road is empty. Just like Loop 288 in Denton, it will not be used. The</p>	

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>metric Regional Mobility is the stochastic opposite of the Traffic Demand metric. Second, Future Economic Growth cannot be measured reliably. Any extrapolation is unreliable at best. Please answer this question honestly, did you think Hillary Clinton was going to win the election? Or, did you think the economy would hit historic growth rates under Donald Trump? The point being no one can predict the future, and any metric based on future economic growth is unreliable regardless of what model is used. Public demand and traffic demand all favor fixing US 380 on 380 and reject any bypass alternatives. Metrics and survey results in your feasibility are repeating the same conclusion, favoring fixing 380 on 380, all driven by demand. The other side of the market equation is supply. TXDoT satisfies that demand by building the right road, which your feasibility study is stating, reinforcing, and repeating is the US 380 green alignment.</p> <p>Fred Costa, Ph.D. <div style="background-color: black; width: 100px; height: 1em; margin-bottom: 2px;"></div> <div style="background-color: black; width: 150px; height: 1em;"></div></p>	
1532	Fred Costa	10/04/18	Comment Form	<p>SEE ATTACHMENT FOR COMMENTS HIGHLIGHTS - FIX 380 ON 380 SOLVES TRAFFIC, ECONOMIC BOOST, BETTER FOR EMERGENCY SERVICES.</p> <p>First, the online petition calling for a west-of-Custer 380 bypass into Prosper was able to garner only 3,000 signatures from a city with a population of 180,000. That is 1.6% of the population, with means that 98.4% of McKinney's population either does not want a west-of-Custer bypass or, more generally, favors fixing 380 on 380. The Town of Prosper is united in its' opposition to a bypass. The Propser Town council will not allow the town to be harmed by a bypass. That petition is irrelevant.</p> <p>After reading feasibility studies and arguments, I have reached the conclusion that the shortest</p>	<p>Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>The current green alignment proposal would depress US 380 between Stonebridge Drive and Ridge Road, and to compress the right of way width to 240 feet wide. Doing this would result in zero residential property impacts, residential displacements, and business displacements, and would reduce property impacts to only two business property impacts.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>distance between two points remains a straight line. The traffic pattern on 380 is between 75 and the North Dallas Tollway, and the pattern of 75 is between McKinney and Dallas, not McKinney and Sherman. Drivers will not willingly add miles to their commute to get around 75 or drive north to go south to Dallas. Any bypass will not solve the current traffic problems on 380, which will continue to worsen.</p> <p>A 380 bypass has already been tried in Denton, it's called Loop 288, and it's a failure. The traffic on 380 in Denton is still congested and Loop 288 is empty. At least Denton's bypass is in the right direction, south to Dallas. As opposed to the proposed McKinney bypasses, which are in the wrong direction. A southern route 380 bypass would cut through StoneBridge Ranch and that is politically unacceptable to McKinney, however, cynically, Pecan Ridge, Robinson Ridge, Erwin Farms, et. a., are politically expedient. Ignorance cannot be claimed; any bypass is a failed civil engineering disaster, whether it's north through multiple subdivisions or south through one.</p> <p>Improving 380 on its' current alignment would have a positive economic impact resulting in an increase of \$19B in economic activity, specifically a tax increase of \$166M to the City of McKinney, \$185M to MISD, \$75M to Collin County, and \$914M to the State of Texas according to the Perryman study. The incremental impact from construction is temporary.</p> <p>However, the impact of any bypass is transformative and permanent. Whole neighborhoods would be divided and isolated, families would be displaced, homes lost, high end residential development would be replaced with high density residential development. The transformation to tax revenue would also be negative, moving dollars from the revenue column to the expense column for the city of</p>	<p>existing US 380.</p> <p>Currently, TxDOT is considering 2 alignments with options in select areas.</p> <p>The Perryman study completed January 2017 analyzed potential economic effects of converting portions of the existing US 380 corridor into a freeway. The study did not identify or develop alignments or analyze economic effects of new location alignments.</p>

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				<p>McKinney and the county. Improving 380 in its' current alignment is an engineering and economically superior solution. Applying existing engineering solutions by lowering the road (380) and cantilevering the service road above the main lanes between Custer and Ridge roads, like the construction of 75 at Mockingbird, adds lanes within the limited right of way constraint and significantly reduces road noise from current levels for the adjacent communities of Tucker Hill and Stonebridge Ranch.</p> <p>Two of the five proposed 380 alignments from the TxDOT feasibility study are on the existing 380 alignment. The realization from the feasibility study is that 40% of the study favors expanding 380 on its' current alignment, double that of any bypass alternative. Expansion of 380 on its' current alignment satisfies the feasibility project goals twice as much than any proposed bypass alignment. In contrast, the bypass options have twice as many cons as pros, a total of 12 cons and 7 pros.</p> <p>The case against any bypass and for expansion of 380 in its' current alignment is solid. Engineering evidence from the TxDOT feasibility study, economic evidence the Perryman study, experiential evidence from loop 288 in Denton, and common sense all support fixing 380 on 380. The benefits are increased tax revenue and economic activity, traffic problems are permanently solved, the northern part of Mckinney is not negatively transformed. Bypass alternative proposals should be rejected immediately. 380 should be fixed on 380.</p> <p>Fred Costa, Ph.D. <div style="background-color: black; width: 100px; height: 15px; margin: 2px 0;"></div> <div style="background-color: black; width: 150px; height: 15px; margin: 2px 0;"></div> </p> <p>CC: Prosper Town Council</p>	

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1533	Fred Costa Ph.D.	10/13/2018	Survey Question 6 - Other response	The traffic demand is on 380. TXDOT should supply the road that satisfies the demand.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
1534	Gabriel Green	10/12/2018	Survey Question 6 - Other response	380 should stay on 380. A solution that maintains the integrity of homeowners, families and communities should be the highest priority. Homes and businesses on 380 currently have chosen to live next to a major thru way. It's unacceptable to force additional noise, traffic and visual obstructions on communities that did not make that choice when purchasing a home.	Comment noted.
1535	Gabriela Camarillo	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
1536	Gabrielle Gorrebeeck	10/8/2018	Survey Question 6 - Other response	I do not want the extension coming through Prosper (opt B) as it will negatively impact our town.	Comment noted.
1537	Gabrielle smith	10/8/2018	Survey Question 6 - Other response	Strongly oppose Custer bypass thru prosper!	Comment noted.
1538	gaby smith	10/07/18	Email	Dear Mr. Enders- I am appalled and infuriated at the recently released public proposals from TxDOT on October 4 regarding possible plans to address the ever-increasing congestion on US Highway 380. In the Spring of 2018, public proposals included five options (two to improve the existing	The purpose of the feasibility study is to analyze potential roadway alternatives for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment

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				<p>highway and three to build a by-pass north of the existing highway and reconnect to the highway just east of Custer Road) but did not include any options to build a by-pass entering into the town limits of Prosper. Suddenly, with the newly-released October proposals of just three solutions, Prosper residents face the prospect of a by-pass coming into their small community and destroying land which is zoned for single family residences that would significantly add to the town's tax base. The Town of Prosper is only 27 square miles and it must absolutely capitalize on the land that it has to keep the town attractive and productively raising the tax base. A by-pass entering Prosper would also dramatically damage the quality of life for residents of Whitley Place in Prosper who moved to the community for the tranquility of being far-removed from the highway. There are 554 home sites at Whitley Place that would be severely impacted. Unlike some people in McKinney, they were thoughtful in their individual decisions on where to build or purchase a home. This newly-emerged proposal of a by-pass into Prosper was not even a consideration in the Spring. It would appear that TxDOT yielded to political pressure brought to bear by the small but very vocal community of Tucker Hill in McKinney which I understand presented a petition to create a by-pass that would reconnect to the highway in Prosper. It is apparent that mistakes were made by the City of McKinney and Southern Land Company (developer of Tucker Hill) in ever allowing Tucker Hill to be built so close to the northern side of the existing highway. Now Prosper residents find themselves threatened because of this lack of planning in another city. Tucker Hill fronts approximately 0.3 of a mile along US Highway 380. They now want to push their lack-of-planning mistake onto Prosper residents as the way to solve their ineptitude. At the same time, they want a costly and intrusive bypass</p>	<p>through Prosper is a viable option that should be further analyzed.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				built through a huge expanse of Collin County for a mere 0.3 of a mile. Thank you for your consideration with this sensitive issue. Best Regards, Mr. & Mrs. Smith Whitley Place residents	
1539	Gage Chelf	10/11/2018	Survey Question 6 - Other response	1. Whitley Place is properly planned for the expected 380 growth/expansion, don't use us to solve the problem. 2. Increasing traffic on Bloomdale/Prosper Trail will ruin east Prosper as we know it. 3. The bypass will not keep up with growth and we will still need to pay to improve current 380. 4. More homes (nearly 5,000) are impacted by the bypass than by keeping the alignment on 380. 5. Don't let a developer's greed of building too close to 380 (Tucker Hill) become our problem. 6. The re-zoning following a bypass being built would be commercial and high density, not the high end single family homes it is currently zoned for. 7. Proposed schools along the route would be affected by such bypass. HS Prosper Trail and Custer and HS off First Street between Custer and Coit Road. 8. Tax money would be lost for residents of Prosper. 9. Whitley Place property values would go down considerably. 10. Prosper was never suppose to be involved in the 380 by pass to begin with, the traffic issue is in McKinney not Prosper.	<p>Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p> <p>The proposed red alignment is expected to displace around 40 homes in the entire county. See Drive380.com for more information.</p> <p>As currently proposed, the red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the</p>

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					value of the subject property in a negative or positive way.
1540	Gail Delger	10/25/2018	Survey Question 6 - Other response	Most of the bogged down traffic on 380 from Princeton heads south on Airport Blvd. I don't believe that a route north of 380 will help the traffic that much on 380.	Comment noted. The proposed Spur 399 extension would provide a route similar to Airport Drive however as a freeway. A freeway along the existing US 380 or a freeway north of the existing US 380 would attract east/west traffic headed towards Denton .
1541	Gail H Garbett	10/22/2018	Survey Question 6 - Other response	Put further north of the subdivisions.	Comment noted.
1542	Gail robinson	10/23/2018	Survey Question 6 - Other response	This road is a mess, but displacing the nature in McKinney is more important. Widening this road and providing safe alternatives is the best option providing new thoroughfares is nice but too expensive and we do not have the tax dollars...fix current roads, make more lanes on 380 and fix the light timing and it should improve...the smaller areas cannot sustain the semi trailer traffic 380 receives	Comment noted.
1543	Gail Weiland	10/8/2018	Survey Question 6 - Other response	I want McKinney to keep the unique, small town feel that made it a number one city to live in, in America.	Comment noted.
1544	Gale Minor	10/9/2018	Survey Question 6 - Other response	Increase the traffic handling capacity of 380 where it is currently.	Comment noted.
1545	Gannon Johnson	10/25/2018	Survey Question 6 - Other response	Prefer keeping 380 on 380 and leaving the countryside alone, no major highways.	Comment noted.
1546	Garrett Lewis	10/11/2018	Survey Question 6 - Other response	Let's fix 380!	Comment noted.
1547	Garrett Magby	10/12/2018	Survey Question	On the 380 alignment I prefer the preservation of the wonderful non profit Manegate Therapeutic.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response		
1548	Gary	10/5/2018	Survey Question 1 - Other response	Prefer converting 380 to a LAR Freeway	Comment noted.
1549	Gary	10/5/2018	Survey Question 2 - Other response	Prefer Convert 380 to a LAR freeway	Comment noted.
1550	Gary	10/20/2018	Survey Question 6 - Other response	My concern is getting the trucks off of 380.	Comment noted.
1551	Gary	10/5/2018	Survey Question 6 - Other response	The only option that will truly answer the traffic issue is converting 380 to a LAR where possible	Comment noted.
1552	Gary Allen Farrow	10/22/2018	Survey Question 6 - Other response	Would really like to see a 380 bypass from the city of McKinney to the city of Denton.	Comment noted. The scope of this study is through Collin County. TxDOT is currently conducting a similar feasibility study in Denton County.
1553	Gary Davis	10/4/2018	Survey Question 6 - Other response	I prefer a green alignment through Prosper. We selected our residence away from 380 and after studying traffic and zoning plans for Prosper. A bypass (especially with option B) would bring traffic and noise 24 hours a day within a few hundred yards of our residence. It would turn what we thought would be a residential area with homes, schools, and churches into a freeway area with the attendant noise, light, and congestion of a retail area. Let's keep 380 ON 380. Thank You	Comment noted.
1554	Gary Davis	10/25/18	Commen t Form	Dear sir/madam: In May 2018 you held a series of public meeting to brief US 380 improvements thru Collin Cty. As a resident of Prosper, living approx 1 mi north of 380, neither I nor my neighbors were considered "stakeholders". These briefings showed that all improvements thru Prosper involved work along the existing highway. On Oct 4, you revealed a new option	The purpose of the feasibility study is to analyze potential roadway alternatives for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed. Public input is one of the many

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				that impacts East Prosper and disrupts Prosper's master plan for schools, churches, and neighborhoods for that area. Relocating hwy 380 across Custer Rd will have a huge impact on both existing and future neighborhoods. If I had wanted to live along US 380 when I moved here 3 years ago, plenty of options existed at the time. Keep 380 on 380 in Prosper. To drop Red Route Option B on Oct 4, and then only allow 3 weeks for comments (where other have had since May) is a foul and begins to look like other agendas are at work. Let's use good engineering and smart ideas to incrementally improve 380 as needed. No one should have been surprised that a major US Hwy in North Texas might/will be widened and improved. (Whitely Place approx 1/4 mi from proposed new hwy)	factors that TxDOT will consider when making a decision on an alignment. TxDOT will continue to consider comments regarding the study and there will be more public involvement completed before the end of the study. The October 26 deadline was for comments to be included in this public meeting summary; however, comments received after October 26 are still accepted and considered by the study team.
1555	Gary H. Woolverton	10/18/2018	Survey Question 6 - Other response	The project needs to be fast-tracked so that the result will be completed before McKinney suffers more from the lack of mobility currently forecasted.	Comment noted.
1556	Gary Hutto	10/22/2018	Survey Question 6 - Other response	I appose any alignment that is immediately north of Heatherwood neighborhood. For McKinney sake please build 380 on 380.	Comment noted.
1557	Gary Krueger	10/28/2018	Survey Question 6 - Other response	Too many traffic lights now.	Comment noted.
1558	Gary Quinn	10/14/2018	Survey Question 6 - Other response	Believe there would be a negative impact to the homeowners in the Heatherwood neighborhood with the Red bypass alignment.	Comment noted.
1559	Gary Reasons	10/10/2018	Survey Question 6 - Other response	As a Stonebridge Ranch resident I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Further widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				streets that are not designed to carry heavy traffic flow.	
1560	Gary Sharapata	10/12/2018	Survey Question 6 - Other response	I prefer to expand the exiting 380 Hwy like Hwy 121 was expanded. Frisco, Prosper and other communities had forward thinking on keeping businesses and communities from building too close to Hwy 380 where McKinney did not in some areas. Much easier to relocate some McKinney businesses then family residences. Expand exiting Hwy 380.	Comment noted.
1561	Gary Sharp	10/5/2018	Survey Question 6 - Other response	Little of the traffic flow is from or to Prosper. Little of the Prosper alternative is in a flood plain. Much of the area is targeted for high end home and potential good retail in Prosper.	Comment noted.
1562	Gary W Sanders	10/25/2018	Survey Question 6 - Other response	I worked my whole life to get my dream, a small ranch with horses, cows and hay. The red proposal pretty much would eliminate my functioning dream as red shows taking away a large percentage of my 10 acres ranch....red would affect 6 ranch owners within less than a mile on just the east side of FM 2933. others can replace there lots and houses with something the very similar with ease, RANCHES CAN NOT BE REPLACED AND ARE GREAT FOR THE COMMUNITY	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
1563	Gary W. Sanders	10/25/18	Email	Dear Mr. Endres, This letter is in regards to my life time of working and saving to have my dream of a small ranch with animals and the Red bypass alignment that was unveiled at the October 9, 2018 presentation at Collin College. I appreciated your comment that adjustments could be made and to send specific concerns and proposals about the section east of Hwy 5/ McDonald that connects with FM 2933. I live at [REDACTED] and the red would take a rather high percentage of my property and would change the ranch forever. We can NOT duplicate what we have like all the numbers of folks with a house and lot. Makes no sense to me to disrupt/change my ranch and 4 others within a	Comment noted. Public input, including surveys and comment forms, is one segment of the public involvement process and is one of the many factors that TxDOT will consider when making a decision on an alignment. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted. According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible

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				<p>1/2 mile stretch east side of FM 2933....UNIQUE BY NATURE I was told that during the meeting that the least number of public responses came from the red route area that is east of Hwy 75, running southeast across CR 331 toward FM 2933 and then turning south. I can see why people would say that – it's fewer people living on large acres of cattle and horse farms and crop producing land, These roads are used weekly by cycling groups for training and competition as well as for recreational purposes. FM 2933 and CR 331 are also daily used by farmers transporting hay and cattle to market as they were originally built to do. Because properties here range from a minimum of 10 acres to several hundred, our population is much lower and we cannot compete with the number of protests generated by Tucker Hill & others neighborhoods. Of the 4,000 responses TxDOT received, nearly 1900 voted for an alignment along the existing US 380. That was the preference of RESIDENTS of Prosper, Frisco, and McKinney. Commuters routinely look for the most direct route to their destination (primarily Hwy 75-S and 121-S) which 380 provides. This has been the acknowledged major east/west route for many years. The study in 2017 by the Perryman Group, commissioned by Collin County leaders, found that while businesses would be disrupted in the short-term, the long-term result would be very favorable to McKinney. It would appear that the potential temporary loss of business tax dollars is the driving force behind the McKinney City Council's recommendations, not the welfare of the vast majority of their constituents. With the outer loop only partially built, there is no data for how much relief it will provide. Is it wise or fiscally responsible to build an entire new bypass without that knowledge? We have to look no further than Denton's little-used bypass. At the working city council meeting on Monday, October 15 it was acknowledged</p>	<p>that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p> <p>Any future improvements would include assessment of the potential impact on the human and natural environments.</p>

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				<p>that 380 will be improved regardless of whether a bypass is built. That's quite a price tag that no one seems to be addressing. When we moved to McKinney 8 years ago, we searched for our retirement home that was well away from both 75 and 380. Our ranch 2 miles north of 380 and 2 miles east of 75. We are in a part of McKinney that has been designated agricultural/ green space in its master plan. When the bypass proposals were announced, two of which (yellow and red) would cut our ranch front pasture in two. We were further shocked when NTMWD's plan to build a sewage treatment plant 1/4 mile up from us. Because we live in the ETJ (not by choice) we have no representation or protection. It appears that the best we can do is emphasize our support for Expanding 380 or provide input in the hope that some adjustment will be made to the red alignment (if chosen) to preserve our neighborhood of farms and ranches if not the peace, quiet, and night sky we treasure and expected to enjoy for our remaining years. Best choice: Expand 380- It will have to be done and is the wish of the majority of residents Finish the outer loop before building a bypass - see if it alleviates traffic issues first before committing funds for yet another road If all else fails: Move the red alignment east of Hwy 5 and north of 380 fully into the floodplain- it is a short section and will preserve the working farms and businesses. We are aware it costs more, but what price do you place on homes and farms families have spent years, even generations, building? One of our neighbors lives in one of the oldest houses in Collin County. Last resort: If the red route gets further study, please modify the stretch that curves from the floodplain onto FM 2933. As currently drawn, this alignment cuts off the front of our neighbors farm and those of our northern neighbors. For us, that means losing prime hay production acreage and the resulting income, our front entry gate, pasture for the horses and</p>	

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				<p>cows grazing and the entire front fencing for that pasture. We will lose mature, producing pecan trees as well as trees planted for shade and for hiding 2933 from our view. Our neighbors will lose an equestrian center, pasture, hay production, and we will end up with a bypass nearly in our living room. The property owner on the west side of FM 2933 across from us is absentee. Mrs. Glazer lives in Dallas and is in declining physical and mental health. Indeed, she has never resided on the property. Her son has reported an "organic farm" on the tract, but the caretaker's house, cabin, and small garden plot appear abandoned. We propose that the red route shift west to be completely on that side of FM 2933 as there are no structures that would be lost on that property!! Why disrupt 4 ranches when it could be re-routed to truly not disrupt anything on the west side? I understand that this is a long explanation of our position. I appreciate your thoughtful consideration of it as you move toward a decision. A final thought: the geographical boundary of the east fork of the Trinity River has thus far prohibited development in this part of the county. Population projections show this area will not increase much in years to come. Property owners, therefore, will not be able to rely on development to help sell devalued land lost to a bypass that will not benefit them.</p> <p>PLEASE KEEP 380 ON 380 Gary W.Sanders [REDACTED]</p>	
1564	Gavin Beesley	10/11/2018	Survey Question 6 - Other response	<p>1. Whitley Place is properly planned for the expected 380 growth/expansion, don't use us to solve the problem. 2. Increasing traffic on Bloomdale/Prosper Trail will ruin east Prosper as we know it. 3. The bypass will not keep up with growth and we will still need to pay to improve current 380. 4. More homes (nearly 5,000) are impacted by the bypass than by keeping the alignment on 380. 5. Don't let a developer's</p>	<p>Comment noted. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p> <p>Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic</p>

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				<p>greed of building too close to 380 (Tucker Hill) become our problem. 6. The re-zoning following a bypass being built would be commercial and high density, not the high end single family homes it is currently zoned for. 7. Proposed schools along the route would be affected by such bypass. HS Prosper Trail and Custer and HS off First Street between Custer and Coit Road. 8. Tax money would be lost for residents of Prosper. 9. Whitley Place property values would go down considerably. 10. Prosper was never suppose to be involved in the 380 by pass to begin with, the traffic issue is in McKinney not Prosper.</p>	<p>and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p> <p>Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options; however, none of the proposed alignments displace 5,000 homes. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p> <p>As currently proposed, the red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were</p>

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					compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
1565	Gavin Youtsey	10/26/2018	Survey Question 6 - Other response	It is best to keep 380 on 380 for the least disruption to communities, cost considerations and fair partnership	Comment noted.
1566	Gayle Bridgeman	10/25/2018	Survey Question 6 - Other response	Fix 380 on 380 please. For instance, In the Prosper and West McKinney area, there is still a lot of land undeveloped right next to 380. Obtain the needed land now and make 380 a decent roadway with limited access. Then go further north and do another loop freeway east to west - like 635, Bush, 121. Making strange "loops" off of 380 in McKinney at the edge of Prosper seems ridiculous - and 380 still exists. Please just fix 380 ON 380. Thank you for your consideration and asking for input.	Comment noted.
1567	Gayle Cruse	10/15/2018	Survey Question 1 - Other response	Red option 2	Comment noted.
1568	GAYLE MCDONALD	10/13/2018	Survey Question 6 - Other response	Do not build a bypass that will transform and destroy our beautiful city	Comment noted.
1569	Gaynelle Drake	10/13/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

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1570	Gena Dvorak	10/5/2018	Survey Question 6 - Other response	Please keep 380 on 380.	Comment noted.
1571	Gene Ross	10/22/2018	Survey Question 6 - Other response	380 is getting too busy and needs something done to alieve the excess traffic. I would really prefer a highway design that would not cause extra traffic to migrate over to Virginia Parkway. Keep the traffic on 380 via a new elevated highway or a loop north of 380.	Comment noted. Elevated freeway sections were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
1572	Geneva Polster	10/12/2018	Survey Question 6 - Other response	Please Go Green, ManeGait students will still have a place to ride!	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
1573	Genie Haynes	10/15/2018	Survey Question 6 - Other response	We travel 380 daily. Please just improve the existing road. Thank you!	Comment noted.
1574	Geoffrey Gruber	10/12/2018	Survey Question 6 - Other response	Please do not put that road thru Mane gait. Its a place for my autistic son to ride horses. Its the only thing that works	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
1575	George Depper	10/13/2018	Survey Question 2 - Other response	Extend Laud Howell west to DNT connector. Why does Prosper get to say "No" and McKinney is forced to accommodate.	Comment noted. Traffic analysis concluded an alignment north of Prosper did not significantly reduce congestion on US 380.
1576	George Depper	10/13/2018	Survey Question 6 - Other response	This entire process has been without true transparent communication to residents of McKinney. Additionally, the audacity to ask for a \$660M+ tax bond is ludicrous and with merit. I am very disappointed in my representation. I will be voting no on the bond referendum as well as lobbying against 380 expansion in NW McKinney.	Comment noted.
1577	George Evelyn	10/16/2018	Survey Question 6 - Other response	Green Alignment will have minimal impact on residents and communities. Red Options A and B will disrupt communities and cause relocation of families. Families should be given more consideration than commercial properties.	Comment noted. Existing and planned residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.

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1578	George Goering	10/13/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-residential and commercial developments in the City of McKinney Widening US380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to the arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
1579	George hertzberg	10/11/2018	Survey Question 6 - Other response	Really appreciate this survey. Very considerate.	Comment noted.
1580	George Pupala	10/10/2018	Survey Question 6 - Other response	The most cost effective and least harmful to local business is the red option B	Comment noted.
1581	George Sardo	10/11/2018	Survey Question 6 - Other response	For safety and efficiency & lower cost keep the expansion in green plan. NO RED	Comment noted.
1582	George Spencer	10/5/2018	Survey Question 6 - Other response	It would seem that creating an outside loop east of McKinney and north of Prosper all the way to the Dallas Pkwy would impact the fewest people and businesses. Why was that not considered in the final alignment options?	Comment noted. Traffic analysis concluded an alignment north of Prosper did not significantly reduce congestion on US 380.
1583	George Steed	10/17/2018	Survey Question 6 - Other response	Any bypass north of 380 is a total waste of time and money except for a very small segment of the population who will live up there. You must fix 380 where it routes now.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
1584	George W Spencer & Victoria H. Spencer	10/23/18	Email	<p>Dear Sirs or Madam:</p> <p>I am writing to you concerning the above caption matter. We built our home in Whitley Place in Prosper, Texas in 2010 because of the quiet nature of the area. That was truly the deciding factor when we chose Whitley Place over other neighborhoods nearby. Whitley Place is far enough from US380 to avoid most of the noise that is generated by the highway.</p>	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.

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				<p>At a recent meeting put on by TXDOT on October 4th, I was appalled to learn that the agency had included a new proposed routing for US380 through Prosper. This "option B" was not part of the original consideration and showed up now as an apparent, knee-jerk reaction to the complaints of a few citizens in McKinney, Texas. The Town of Prosper has been very thoughtful in its deliberations and planning for US380. The same cannot be said for McKinney.</p> <p>The implementation of "Option B" will lessen the home values in eastern Prosper and reduce property tax revenue for the Town. TXDOT efforts to resolve traffic problems in McKinney, Texas at the expense of the residents of Prosper, Texas is not only unfair but unreasonable. Said traffic issues on US380 are occurring as a direct result of the decisions made by the people of McKinney. Prosper should not be responsible for that decision making.</p> <p>Accordingly, I implore you to choose the "GREEN OPTION" and KEEP US380 on US380.</p> <p>Thank you for your attention,</p> <p>George W. Spencer Victoria H. Spencer [REDACTED] [REDACTED]</p>	
1585	George Wainaina	10/15/2018	Survey Question 6 - Other response	Please keep 380 on 380. It's the most logical option.	Comment noted.
1586	George Wysor	10/7/2018	Survey Question 6 - Other response	Please avoid the area around Custer Road. Keeping 380 on 380 would be my choice with Ridge Road being the second.	Comment noted.

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1587	Georgette Guernsey	10/4/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
1588	Georgia Leddy	10/18/2018	Survey Question 1 - Other response	Vote green 380	Comment noted.
1589	Gerald & Leslie Gantzer	10/10/2018	Survey Question 6 - Other response	Red_Alignment Option B is strongly preferred since it offers the least disruption to both existing & planned residential and commercial developments in the City of McKinney. Widening US 380 would destroy many new businesses that have been built w/in the last few years (with more in the planning phases), as well as increase the traffic (and noise) along residential streets not intended to carry heavy traffic flow. Thank you for your serious consideration.	Comment noted.
1590	Gerald Lannan	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
1591	Gerald Perryman	10/10/2018	Survey Question 6 - Other response	I greatly prefer Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow. Stonebridge Dr, Ridge, Lake Forest would be swamped in traffic by those traveling from 121 to and from 380. These streets just weren't built for that as they are already heavily traveled. You'd end up having to widen them if you used The alignment earlier proposed by TxDOT!	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1592	Gina	10/12/2018	Survey Question 6 - Other response	I'm voting for Green Alignement so that Callie and her friends can continue to ride at MainGate!!!	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
1593	Gina Balentine	10/20/2018	Survey Question 6 - Other response	A 380 highway should be built on undeveloped land instead of in currently developed areas to allow for new businesses to be constructed on the new alignment	Comment noted.
1594	Ginger McClendon	10/13/2018	Survey Question 6 - Other response	Expanding a highway where one already exists helps to preserve the beauty and remote atmosphere that so many residents have paid for when purchasing homes that could be potentially effected. In addition to residents, businesses would also be negatively effected. Specifically, Maingate, which provides therapy for individuals as well as volunteer opportunities for thousands of residents, would be directly effected. Expanding on an area where a highway already exists is a no brainer!	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
1595	Gita	10/9/2018	Survey Question 6 - Other response	Building a highway across Custer road will mean that my children will potentially need to drive across / over / under a highway to get to their proposed high school over the next 5-10 years.	Comment noted. Alignment options and roadway configurations are still being evaluated.
1596	Gita Setty	10/14/2018	Survey Question 6 - Other response	Living in Prosper, we would prefer keeping 380 on 380 as this makes the most sense being a direct route and not disturbing areas/homeowners that built based on the premise that a highway would never encroach on them.	Comment noted.
1597	Glen Johnson	10/18/2018	Survey Question 3 - Other response	overpasses on 380	Comment noted. Traffic analysis indicates that providing overpasses, also known as grade separated intersections, along the existing US 380 would still experience a failing level of service for congestion and delay.
1598	Glen Johnson	10/18/2018	Survey Question 4 - Other response	380 overpasses at each current red light	Comment noted. Traffic analysis indicates that providing overpasses, also known as grade separated intersections, along the existing US 380 would still experience a failing level of service for congestion and delay.
1599	Glen Johnson	10/18/2018	Survey Question	this has taken way to long to even start to make improvements, should have been stated in 2012, 380 east of 75 to farmersville is very dangerous,	Comment noted. TxDOT is currently constructing a safety improvement project to add a raised median on US 380 from FM 1827 to CR

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			6 - Other response	it is not divided and should be, it has too many lights, 380 needs to go over at each intersection.	985. Construction is anticipated to be complete during the fall of 2019. In addition, TxDOT is currently developing a project to widen US 380 from Airport Road in McKinney to 4th Street in Princeton from 4 lanes to 6 lanes. Traffic analysis indicates that providing overpasses, also known as grade separated intersections, along the existing US 380 would still experience a failing level of service for congestion and delay.
1600	Glen Pirtle	10/4/201 8	Survey Question 6 - Other response	Mayor of McKinney wants to increase value if his property by building bypass through Prosper. To do so would be horrible	Comment noted.
1601	Glenn Linhoff	10/12/20 18	Survey Question 6 - Other response	How about double decker existing 380 like in austin and other towns. ESP where commercial projects already exist	Comment noted. Elevated freeway sections (or double decking) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
1602	Glenn Messer	10/17/18	Commen t Form	I propose 380 bypass stays on 380!!! Clearly there is No reason for two highways and especially not one that crosses into Prosper where there are new schools being proposed. I would think with all of the retail and business that have been built along 380 that a bypass elsewhere would negatively affect their business & patronage volume. Homeowners who moved along 380 knew there was a highway present. Homeowners in Prosper had no expectation that such a project would cross through our small streets and disturb the beautiful "country feel" we so desired. Please keep 380 on 380!! Thank you	Comment noted.
1603	Glenn Messer	10/11/20 18	Survey Question 6 - Other response	Being an established resident, we tried to move to an area where there is a close-knit community and "country" feeling. Small roads, limited highways and undisturbed countryside.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1604	Glenn Schuster	10/19/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
1605	Glenna Lowe	10/11/2018	Survey Question 6 - Other response	The traffic on 380 is horrible. My mother and son were almost killed in a car wreck at 380 and Gray Branch Road turning into the new neighborhood Auburn Hills. You have got to get red lights up where they need to be! To ease the traffic in McKinney, go north of 380 with option B	Comment noted. Alignment options are still being evaluated and any future improvements will be designed to current design standards to enhance safety.
1606	Gloria Hurtado	10/6/2018	Survey Question 6 - Other response	Thanks	Comment noted.
1607	Gloria Patxot	10/12/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
1608	Glynis Box	10/26/2018	Survey Question 6 - Other response	I drive frequently between FARMERSVILLE and DENTON. I ENCOUNTER ABSOLUTELY NO PROBLEM OR TRAFFIC in this stretch of road. The biggest problems that I encounter are in McKinney & Princeton	Comment noted.
1609	Glynis Box	10/24/18	Comment Form	I request the no build alternative for Farmersville. US 380 has an excellent entrance/exit ramp at Main St. Current traffic does NOT warrant the construction. The southern bypass route (SBR) is the worst choice because: 1) SBR would destroy struggling historic downtown Farmersville. Planned SBR retail	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>would add more traffic and birth another clone of congested McKinney & Princeton.</p> <p>2) The SBR is a longer path through a flood plain - far more expensive to build an elevated road unless you want to have it underwater every spring & autumn with accomanying rescues from cars washed off the road.</p> <p>3) Altered water flow patterns through our houses and farms may wipe out any perceived financial benefit from settling claims from construction related flood damage to private property.</p> <p>4) Plowing through family farms splitting large parcels of land is a betrayal of our citizens & landowners!</p> <p>My recommendation for TxDOT is to spend its limited funds in congested McKinney & Princeton. Please Leave Farmersville out of it!</p>	
1610	Glynis Box	10/26/2018	Survey Question 2 - Other response	I would still use the straight & much shorter route on my frequent trips between FARMERSVILLE & DENTON EVEN IF Red line were built	Comment noted. According to our analysis, the red alignment freeway option would attract traffic from the existing US 380.
1611	Gonzalo Cagigal	10/24/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
1612	Gordon Bius	10/04/18	Commen t Form	Because of existing noise level & possible loss of up to 50 feet on our property - we are requesting a sound proof wall.	Comment noted. A traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic 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

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
					and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.
1613	Gordon Crowe	10/16/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year."	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
1614	Gordon O'Neal	10/9/2018	Survey Question 6 - Other response	These plans do not address the REAL problem - people trying to go south, not East-West. Out hwy crowding is caused by people trying to connect with 75 & 121 & tollway to go SOUTH.	Comment noted. North/south route studies are being led by the North Central Texas Council of Governments as part of the Collin County Strategic Roadway Plan.
1615	Grace Patxot	10/12/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
1616	Grace Pupala	10/10/2018	Survey Question 6 - Other response	Keep the bypass west of Custer it's the least harmful option	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1617	Grace R. Osborne	10/14/2018	Survey Question 6 - Other response	No bypass into Prosper, Keep 380 on 380	Comment noted.
1618	Gracie Bodily	10/22/2018	Survey Question 6 - Other response	<p>I am only 2 years old so my dad is helping me fill this out. I am a citizen of McKinney and this project will impact my future. My family lives in the Heatherwood neighborhood. The Red A and B bypass options would be close enough we'd be able to see and hear the traffic from our yard. Noise and air pollution caused by such a bypass would impact my health as I grow to an adult. The planned bypass is too close to where I will be attending elementary school and will be adjacent to the location where Prosper ISD will be building the high school that I will attend. Having to cross the freeway to get to the high school in frontage roads will be dangerous for me and my fellow students.</p>	<p>Comment noted. A traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic 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 would be shared with the community before preparing the final design.</p> <p>The proposed red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.</p> <p>The proposed freeway (red or green) would generally consist of 8 freeway lanes (4 in each direction), and 2 lane continuous frontage roads running parallel to each side of the freeway. With traffic only traveling in one direction, there are fewer potential points of conflict. Drivers will only be able to make left turns or U-turns where there are signalized intersections on access roads, greatly reducing the risk of collision.</p>
1619	Gracie clark	10/11/2018	Survey Question 6 - Other response	support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A and green option which we feel would have the most negative impact on McKinney as a whole.	
1620	Grant	10/21/2018	Survey Question 6 - Other response	No toll roads	Comment noted. Tolling is not being considered as an option for funding.
1621	Grant Bohne	10/16/2018	Survey Question 6 - Other response	Please don't create an optional bypass around Tucker Hill. Keep 380 where it is and widen it like the plan has been all along. Prosper voted long ago and we shouldn't be punished by a neighborhood who purchased homes next to a highway knowing it was going to be eventually expanded!	Comment noted.
1622	Grant Lowry	10/16/2018	Survey Question 6 - Other response	Please keep 380 on 380! We love it here and don't want a freeway in our backyard! Yuck!	Comment noted.
1623	Gray Eckenrode	10/12/2018	Survey Question 6 - Other response	Since there are solutions that allow 380 to be expanded in its current location, that is the best option available. This would allow more land to be preserved, reducing the environmental effects. Also, fewer neighborhoods would be affected - the main neighborhoods affected would only be ones where the residents knowingly chose to live near a major highway (380) in the first place in an area where the population is growing rapidly. Furthermore, we adamantly oppose the alignment that cuts through Prosper. (1) Our town planned for the expansion of 380 in its current location. (2) Prosper needs that land for businesses and residents to help its tax base. (3) The residents in Prosper nearest that alignment intentionally bought away from 380. (4) The Prosper alignment would destroy ManeGait, a non-profit	Comment noted. Alignment options and roadway configurations are still being evaluated. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				charity in McKinney. Please keep 380 on 380! Thank you!	
1624	Grayson Cavener	10/4/2018	Survey Question 6 - Other response	At Custer & 380 to the east, compress & depress the Green Alignment just like at Tucker Hill Stonebridge.	Comment noted.
1625	Grayson Cavener-Sumner	10/09/18	Commen t Form	Keep 380 on 380. Don't do Red Bypass Alignment B. People bought property away from highways because we didn't want to live near them. It was intentional. Do whatever is necessary to fix 380 on 380.	Comment noted.
1626	Grayson Gurksnis	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. We bought our property based upon the original options, Green on Green 380. There was no RED B option or else we wouldn't have bought our home in Whitley place. We bought with forthought and now for this RED B option being pushed feels corrupt.	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
1627	Greg	10/15/2018	Survey Question 6 - Other response	380 needs to stay along the original 380 route. If other cities would start construction as Prosper has done this would be well on the way. Why does McKinney really not want to work on the existing roads? Something smells fishy.	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
1628	Greg	10/10/2018	Survey Question 6 - Other response	I support Red Alignment Option B because it causes the least disruption to already existing residential and commercial developments in McKinney. Widening 380 would bring more traffic to residential streets not designed for heavy traffic flow.	Comment noted.
1629	Greg Adams	10/11/2018	Survey Question 1 - Other response	a US 380 bypass to connect WEST of Custer Road	Comment noted.
1630	Greg Adams	10/11/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	
1631	Greg Gordon	10/10/2018	Survey Question 6 - Other response	Coit Road to FM1827 "I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
1632	Greg Jimerson	10/13/2018	Survey Question 6 - Other response	Keep 380 on 380 Representatives of the Whitley Place neighborhood have lobbied for almost a year that TxDOT's Green Option for improvements to US Highway 380 main lanes adjacent to the neighborhoods of Tucker Hill and Stonebridge Ranch in McKinney should be depressed with cantilevered service roads in order to reduce the impacts of noise and provide safety to these existing residential neighborhoods along existing US Highway 380. McKinney developers, home builders and home buyers chose to locate along a US Highway that has been a US Highway for over 70 years. It pleases us to see that the final proposal and financial analysis for keeping 380 on 380 includes those mitigation suggestions. TxDOT's proposed Red By-Pass 3B crosses through low to medium density housing per the Prosper Comprehensive Land Use Plan of 2016. Unless it is the intent of TxDOT to dictate future land use to a sovereign municipal entity, financial analysis of proposed route 3B (recently re-named US Highway 380) must include depressed main lanes (mitigate sound) and cantilevered service roads (to allow safe ingress/egress and limit the footprint of the highway) for the entire pathway through the Town of Prosper. Increased costs to include	Comment noted. Alignment options and roadway configurations are still being evaluated. TxDOT does not determine land uses or development patterns in the vicinity of roadways. Roadway designations for any future bypass alternatives, should they be selected to move forward to design and construction, have not yet been determined.

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				<p>these modifications should be added to the project cost for the Red By-Pass 3B alignment. Analysis of the "green alignment" continues to include depressing existing US Highway 380 main lanes (now proposed to be renamed Business 380) through the residential neighborhoods of Tucker Hill and Stonebridge Ranch in McKinney. In summary, TxDOT should remove this expensive mitigation along now 380 Business in McKinney from financial analysis of 3B. The projected financial impacts should be redirected to be included in the financial analysis of proposed Red By-Pass 3B to mitigate newly renamed US 380 through future residential neighborhoods in the Town of Prosper. Failure to do so makes the Red By-Pass 3B proposal look "less expensive" and transfers problems caused by poor planning in the past by the City of McKinney to necessitate revising the comprehensive land use plan for Prosper. Costs to revise the entire Prosper Comprehensive Land Use plan needs to be added to the cost analysis for the proposed 3B alignment - since the undesired interruption of the Comprehensive Land Use Plan significantly impacts the long range plans for the entire Town. SUMMARY: Red By-Pass alignment 3B maintains newly renamed Business 380 as it always existed. Proposed "new US Highway 380" through Prosper disrupts Prosper's entire Comprehensive Plan and places a US Highway through a large residential neighborhood. Therefore, no transportation dollars should be used to mitigate the existing alignment of newly designated Business 380. Instead the budget for the 3B By-Pass should include sound and safety mitigation for the entire route through the the residential properties in Prosper's Land Use Plan. Costs for revising the Town of Prosper's Comprehensive Land Use Plan should also be included.</p>	

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1633	Greg Lack	10/12/20 18	Survey Question 6 - Other response	I prefer red alignment option B because it would have the least negative impact to homeowners and business owners.	Comment noted. Evaluation matrices including business and residential impacts and displacements for proposed alignments were presented at the public meetings and posted on Drive380.com.
1634	Greg Lowry	10/22/20 18	Survey Question 6 - Other response	Fix 380 on 380, its a highway, it should be considered and built out like one...doesnt disrupt ecosystems, neighborhoods, home/land owners, etc...as you are going to have to fix the highway one way or the other...it cannot stand as it currently is. The right decision, might not be the easiest one...but, it makes the most sense engineering-wise and for the community.	Comment noted. Evaluation matrices including business and residential impacts and displacements for proposed alignments were presented at the public meetings and posted on Drive380.com.
1635	Greg Schupp	10/10/20 18	Survey Question 6 - Other response	I support the Red Alignment Option B because it minimizes the disruption to existing residential and commercial developments in the City Of McKinney. Widening 380 will destroy the many businesses and the commercial taxes that are generated for years to come. Also, widening 380 destroys more homes than any other option. A regional bypass, (Red Option B) will encourage economic growth in our northern land areas. I strongly oppose Red Option A which I feel would have the most negative impact on McKinney as a whole. I hope my thoughts and comments are taken with deep thinking.	Comment noted. Public input is one of the many factors that goes into TxDOT's decision-making process in regards to this study.
1636	GREGG RICHARD HUETTEL	10/12/20 18	Survey Question 6 - Other response	Two heads are better than one just like 2 roads are better than one. Two roads allow drivers to choose how to travel based on their agenda- getting to a further destination or hitting retail/commercial stores. Do not force every driver to pass through retail zones considering the majority are just passing through to get home etc.	Comment noted.
1637	Gregg Swartz	10/13/20 18	Survey Question 6 - Other response	I live in Prosper and do not want to see our lovely town decimated by a freeway bypass. This will lead to additional traffic, noise pollution, and safety issues, not to mention declining property values. Keep 380 on 380!	Comment noted. Alignment options are still being evaluated. Any future improvements would include assessment of the potential impact on the human and natural environments and will be designed to enhance safety. Changes in property values are driven by value associated with site specific factors such as

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					accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
1638	Gregory B Steglich	10/12/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B west of Custer because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole."	Comment noted.
1639	Gregory Davidson	10/24/2018	Survey Question 6 - Other response	There's not an easy option anywhere. Good Luck. Maybe turn Bloomdale into another 380.	Comment noted.
1640	Gregory Denson	10/23/2018	Survey Question 6 - Other response	I currently live in Prosper but work in McKinney. I travel 380 every day and agree that something needs to be done to make it more efficient. Prior to moving to Prosper; however, I lived in Denton (where 380 continues to be a problem). With my office just off of 380, I experienced first hand how little the by-pass impacted traffic on 380. Drivers continued to disregard the loop and instead continued traveling on 380 through Denton. My fear is that this will be the same result in Collin Co, specifically McKinney. Let's learn from our neighbor to the West and fix 380 on 380. Thanks.	Comment noted. TxDOT is currently conducting a similar feasibility study for US 380 in Denton County.
1641	Gregory J Sweet	10/16/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Not	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				only affecting the tax base but those individual business owners/employees would loose jobs and income. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole. I would also like to see adjustment on Red B so that Mane Gate has the least affect on them.	
1642	Gretchen	10/5/2018	Survey Question 6 - Other response	Thank you for asking out preferences	Comment noted.
1643	Gretchen Clark	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. I strongly oppose Red Option A which I feel would have the most negative impact on McKinney as a whole.	Comment noted.
1644	Gretchen Pirkey	10/15/2018	Survey Question 6 - Other response	I have been a North Texas resident for 35+ years and it has been well known for literally YEARS that University/380 would one day be a highway between Denton and McKinney. Business and property owners have moved forward with this idea firmly in place and I find it irresponsible of our government to attempt to turn the tables at the last moment. In my mind, keeping 380 ON 380 is the only sensible choice and the one that makes the most sense for COMMUTERS.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
1645	Gretchen Volaski	10/5/2018	Survey Question 6 - Other response	I moved from Stonebridge Ranch in McKinney to get away from 380. I moved to Whitley Place in Prosper off of Custer. I am disappointed that the thought of a bypass is occurring. I should have stayed in McKinney and as my home value will	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				surely decrease in Prosper as a result of the bypass thru Prosper.	cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
1646	Griffin Schneider	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
1647	Gus Pletz	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
1648	Gwendolyn Ray	10/12/2018	Survey Question 6 - Other response	My middle son volunteered at ManeGait for 3 years while in High School. I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1649	Gwenn Pobanz	10/18/2018	Survey Question 1 - Other response	Red Option B	Comment noted.
1650	GWENNE PIERCE, CPM	10/18/2018	Survey Question 6 - Other response	The green route is the most direct and appears to be the least costly.	Comment noted. The green alignment along the existing US 380 is expected to cost more than the red alignment. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
1651	Hadley Laughter	10/17/2018	Survey Question 6 - Other response	Keep 380 on 380. No Whitley Place bypass	Comment noted.
1652	Hadley Williams	10/13/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
1653	Hailey	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
1654	Hailey Collins	10/12/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
1655	Haley Howard	10/21/2018	Survey Question 6 - Other response	Please fix 380 on 380. I have lived all over the country and encountered similar situations. People who build off a major road like 380 should expect improvements to these roads. I chose to build a house in a quiet secluded area in Timberridge. Choosing a red fix would hinder all the reasons the residents of Timberridge	Comment noted. None of the proposed alignment options have residential property impacts or displacements in the Timberridge neighborhood. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				moved here. I don't even feel red would fix the issues on 380. The only way to fix the traffic is to improve 380 itself.	show that red alignment options would attract traffic from the existing US 380.
1656	Haley Luna	10/13/2018	Survey Question 6 - Other response	Don't build in Prosper	Comment noted.
1657	Halley Baskett	10/12/2018	Survey Question 6 - Other response	Please keep 380 ON 380!	Comment noted.
1658	Han Schott	10/9/2018	Survey Question 6 - Other response	380 should remain a straight, direct path as much as possible. A major artery always has potential of expanding into a bigger roadway/highway. Developers should have been (and continue to be) mindful of that.	Comment noted.
1659	Hani Abu-Eideh	10/10/2018	Survey Question 6 - Other response	You have 2 notable, nationally recognized businesses (Mane Gait and FarmHouse Fresh) which bring tours to the Walnut Grove area due to rolling hills, trees, pastures, farm animals... Every weekend families from local neighborhoods park on the sides of 858 to pet horses and donkeys. Red Option B eliminates both of these important companies that are contributing greatly to McKinney's #1 Best Places to live ranking. Greenery and open spaces are part of the Money Magazine ranking process, and McKinney's motto of "unique by nature" supports a small town living atmosphere with ample green areas and wellness experiences that enhance life for those living in the area. Keeping 1 freeway (380) would keep noise to a minimum, while allowing the unique companies, farms and rolling hills of the area to remain untouched for visitors for years to come. In expanding travel within the area, I hope you will consider options that do not remove the truly nationally unique aspects that make McKinney great.	Comment noted. TxDOT will further analyze possible options for the minimizing impacts in this area.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1660	Hannah DeMasi	10/15/2018	Survey Question 6 - Other response	Why would you destroy the most beautiful neighborhood (Tucker Hill)?! Don't build a highway through the best HOA in the area.	Comment noted. None of the alignments proposed by TxDOT displace or cross through the existing Tucker Hill neighborhood.
1661	Hannah Guillory	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
1662	Harlow Johnson	10/25/2018	Survey Question 6 - Other response	Voting no on a highway through what is left of our beautiful countryside/farmland. Keep 380 on 380.	Comment noted.
1663	Harold Johnson	10/18/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
1664	Harold Sumner	10/09/18	Comment Form	With more retail coming to 380 does not make sense to create a bypass that will not decrease traffic on current 380. With future planned loops futhur north would be a better option for future traffic due to development that will occur north of 380. By improving the current plan red "B" to allow better flow of traffic would increase land value and bring in more tax dollars.	Comment noted.
1665	Harold Sumner	10/4/2018	Survey Question	Depress & compress the Green Alignment at Walnut Grove just like Tucker Hill & Stonebridge	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response		
1666	Harper Stroud	10/04/18	Commen t Form	The traffic issues of 380 will not be fixed by creating a bypass. There is still a lot of undeveloped land - both residential & commercial - on 380. Traffic will only continue to increase along 380 as development and growth continues. The bypass through Prosper may be the cheaper option now, however this does not foresee or include the cost of fixing 380 in the future. It is unfortunate that many businesses will need to be displaced by widening 380 now, but this will allow for better planning and development in McKinney to prevent the future displacement of even more businesses and homes. Fix 380 now rather than put a bandaid bypass through the farms and homes and nature that makes Collin County unique. Expanding 380 now will be more efficient, effective, cheaper and less destructive in the long run.	<p>Comment noted. Both the red and the green alignments presented were viable when future traffic analysis was conducted.</p> <p>Cost is one of the many factors that TxDOT will consider when making a decision on an alignment.</p>
1667	Harper Stroud	10/8/2018	Survey Question 6 - Other response	There should not be a bypass around McKinney. It would be redundant once the loop is completed. Fixing the issues on 380 makes more sense, rather than throwing multiple bandaid solutions at the issue. It will save money in the long run to expand the current 380 corridor. Do not penalized Prosper by taking land that has been saved and planned for future development.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
1668	Harrison Hanes	10/14/2018	Survey Question 3 - Other response	Spur 399 farther east instead of making a longer travel distance	Comment noted.
1669	Harrison Hanes	10/14/2018	Survey Question 4 - Other response	Make three lane	Comment noted.
1670	Harrison Lewis	10/9/2018	Survey Question 6 - Other response	This should not be done in Prosper. This is a McKinney problem. Keep the current alignment. That makes the most sense.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
					show that red alignment options would attract traffic from the existing US 380.
1671	Harrison Ventura	10/9/2018	Survey Question 2 - Other response	O	Comment noted.
1672	Harrison Ventura	10/9/2018	Survey Question 6 - Other response	It sickens our family to think that our home could be destroyed by an overhanging bypass. Everything we looked for, planned for, saved for, will be lost. Please keep 380 on 380, and spare the thousands that stand to lose everything.	Comment noted.
1673	Harrison Young	10/15/2018	Survey Question 6 - Other response	We see that the future growth of this area should be along 380.	Comment noted.
1674	Haruma Cheung	10/4/2018	Survey Question 6 - Other response	I do not want any 380 bypass because it will be much more dangerous for my neighborhood and school.	Comment noted. Alignment options are still being evaluated and any future improvements will be designed to current design standards to enhance safety.
1675	Hayden Alford	10/14/2018	Survey Question 6 - Other response	Please don't build a highway in my backyard. Thank you.	Comment noted.
1676	Hayley Leggette	10/10/2018	Survey Question 6 - Other response	We purchased our home in Whitley Place in Prosper 1 year ago. When choosing a neighborhood, I wanted to be sure we were away from any major highway. I feel that highway 380 is already a busy road and needs to be improved anyway. Why not go ahead and improve it before deciding to destroy the land and homes in Prosper or Mckinney.	<p>Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1677	Hayley nelson	10/7/2018	Survey Question 6 - Other response	<p>Hello! I am a resident of Whitley Place. Upon buying our home, we made careful consideration of txdots plans for US 380. I am so disappointed that now all of the sudden the plans for 380 are being changed and will not only effect my neighborhood directly but also 3 of our schools in Prosper ISD. The idea of this bypass will directly effect our property values, the plans for our city to add business developments, and our childrens' education. It doesn't seem fair that one neighborhood, Tucker Hill, that is already built right along Highway 380 should be able to sway TXdot to this degree. What about the charity Mane Gait? This new 380 bypass plan will go directly through the charity and effect countless children and war veterans that use the facility for life changing charity. This just cannot be the solution.</p>	<p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
1678	Heather Bell Richardson	10/04/18	Commen t Form	<p>I will preface my comments by saying there is no way to make everyone happy, but when TxDOT has the option to use undeveloped land over developed land then every effort should be made to route the bypass around all developed areas. Both options appear to shave off a portion of my commercial property when shifting the easement X # of feet to the north side of 380, where there is no development, will allow 100% of our developed/income providing property to remain intact. My commercial business has a billboard on 380 (southside) with frontage.</p>	<p>Comment noted. The commercial property located at the address provided is not impacted by the red alignment currently proposed. The green alignment currently proposed does have a slight impact to the property but not the business at Suite #119. The billboard is located outside of the proposed right of way and would not be impacted.</p> <p>The property across the street is currently planned for development. The proposed green alignment right of way does use the not yet developed land instead of the taking the businesses to the south of US 380.</p>
1679	Heather Blakley	10/17/2018	Survey Question 6 - Other response	<p>We did not choose to live near a highway. We chose to live on the outskirts off of a country road...where you can hear the roosters crow across the street. We would never choose to be near a highway.</p>	<p>Comment noted.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1680	Heather Brown	10/13/2018	Survey Question 6 - Other response	My main concern is to preserve the integrity of MainGait therapeutic hippotherapy a life changing therapy available in very few places to special needs children and adults. Secondly it is important to preserve the landscape and natural beauty of the area.	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
1681	Heather Glover	10/25/2018	Survey Question 6 - Other response	Please do not make this a toll road. Something has to be done to make this road safer for commuters. There are so many accidents on this road daily! You literally take your life into your hands when you get in your car every day! Thank you	Comment noted. Tolling is not being considered as an option for funding. Alignment options are still being evaluated and any future improvements will be designed to current design standards to enhance safety.
1682	Heather Morse	10/10/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
1683	Heather Powell	10/23/18	Comment Form	Fix 380 on 380. I am a resident in Whitley Place, having moved here from a very busy, stressful, high traffic, California. We wanted to get away from the hustle and bustle of big city to raise our family. We would be devastated to know that we could have a freeway running south of us only 2500 ft away. Prosper would lose tax money, schools being built close to the freeway would be affected, Prosper would lose it small town feel, something we moved here for. The Red Option B has a higher safety risk than the green and Red option A. Prosper would incur higher traffic. The option B conflicts with Prosper's comprehensive Plan and planned residential development	Comment noted.
1684	Heather Powell	10/5/2018	Survey Question 6 - Other response	I live in Whitley Place and moved here from California to get away from high traffic roads and a by pass coming along Custer through Prosper is not what I want for my family. We have a 10 year old and he will be driving one day and to have a by pass so close to the high	Comment noted. The proposed freeway (red or green) would generally consist of 8 freeway lanes (4 in each direction), and 2 lane continuous frontage roads running parallel to each side of the freeway. With traffic only traveling in one direction, there are fewer

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>school he will one day attend is not what we want as a family having moved to a smaller town to get away from the busy hustle and bustle. Prosper should not be drawn into a problem that was not a problem for us until now. Let Prosper grow the way Prosper was suppose to grow and let McKinney or Fix 380 on 380 be the solution to the problem. As a Whitley Place resident I will loose money on my house, loose tax dollars because the land can not be used as it was intended if it is taken over by TxDOT. The increased traffic through Prosper will be mounting as well. I beg you please do not pick Prosper (B) to be your solution. Thank you!</p>	<p>potential points of conflict. Drivers will only be able to make left turns or U-turns where there are signalized intersections on access roads, greatly reducing the risk of collision.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
1685	Heather Richardson	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B and declined to comment on the other options to defer options to those more directly affected by the changes.	Comment noted.
1686	Heather Roth	10/21/2018	Survey Question 6 - Other response	Go Green!	Comment noted.
1687	Heather Thrasher	10/4/2018	Survey Question 6 - Other response	I believe the future population of Collin County will best be served by keeping 380 on 380. I think people will want to take the shortest route east/west and I think the greatest potential for commercial development, benefiting all cities along the route, will also happen along the green route. Though it does cut through a large portion of established businesses and residences east of 75 in McKinney, those areas are in need of upgrades to keep relevant any way. The stores and residences are run down and the traffic is awful. People avoid that area and travel to other nearby shopping areas as it is.	Comment noted.
1688	Heather Wheeler	10/8/2018	Survey Question 6 - Other response	Do not put this road through Prosper. It will impact a much needed future school and would reroute traffic through an innocent town that has always master planned for the freeway to go over the existing 380.	Comment noted. As currently proposed, the red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1689	Hedy Schneider	10/13/20 18	Survey Question 6 - Other response	Please don't mess up the beauty of McKinney with an unnecessary bypass. And please don't disrupt the truly amazing gift of ManeGait. There are so many volunteers from the area that contribute to making an incredible difference in the lives of ManeGait riders. The setting and property are part of the full therapeutic experience for the families that come there. It would be extremely difficult to duplicate.	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
1690	Heidi Lario	10/10/20 18	Survey Question 6 - Other response	Do not destroy or mess up Tucker Hill!!	Comment noted.
1691	Heimen Vermeer	10/16/20 18	Survey Question 6 - Other response	We just bought a house in the Willow Wood community. We decided to live there because of the quiet and peace that we find there. We were not informed that the bypass would be that close to our community. We are totally against this option. It affects the value of our home, it will bring noise, and it will effect of the Trinity Fork River environmentally.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
1692	Helen Gibson-Nicholas	10/14/20 18	Survey Question 6 - Other response	Prefer the Collin County Outer Loop (purple) with connection to the DNT.	Comment noted.
1693	Helena Erickson	10/13/20 18	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1694	Henrietta Meaney	10/14/2018	Survey Question 6 - Other response	The green plan preserves the peacefulness in the communities in Prosper and McKinney that brought us here. Since 380 is already in place why not widen it and make it the highway that will handle the growth vs tearing up peaceful communities.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
1695	Henry Dietrick	10/23/2018	Survey Question 6 - Other response	A bypass north of 380 does not fix the issues on 380. The business I need to go to are on 380; therefore there's no reason to drive 3 miles north of 380 just to get right back to 380. CR 123 should be widened to a 4 lane street and then 380 needs to be update to support the continued increase in business along the highway. The red alignment does not resolve the issue and it's super close to the proposed outer-loop. The proposed red option puts a highway dangerously close to people's back yards and the future third high school for Prosper. It cuts through farms and a part of the city where homeowners built on to be away from the congestion. The green alignment keeps the updates where they belong and ensures the businesses currently on 380 are safely accessible.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p> <p>The proposed red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.</p>
1696	Henry Rackley	10/4/2018	Survey Question 6 - Other response	Widen 380. Don't build any loop. That only brings down property values.	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
1697	Henry Smith	10/11/2018	Survey Question 1 - Other response	Bypass joining 380 West of Custer.	Comment noted.
1698	Hilde Wilkinson	10/05/18	Email	Mr. Endres, What do the different colors (red, orange and yellow) mean on the maps as shown under the Revised Red Alignment Route Maps w/ Options A and B, Sheet 3 –McDonald St./Highway 5 to Longneck Rd./FM 75 Our property and others	The shading on the maps indicated where in the process a property is in the development process generally provided by each city. The darker the shading the further along in the development process it is. The darkest orange corresponds to the plats filed status, which

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				are colored in orange and the road will go right behind our house according to the Revised Red Alignment Route Map. For your convenience I've attached a picture of the map area to this email. I'm looking forward to hearing from you soon. Best regards, Hilde Wilkinson	means it is the closest to being constructed. The lighter orange is an approved development, therefore it is a little further out from starting construction. The yellow shading is an undated planned development, making it the furthest from being constructed.
1699	Hilde Wilkinson	10/11/2018	Survey Question 6 - Other response	Please respond to my email about the relevance of the development status of my property regarding the red realignment of 380 going behind my property.	Comment noted. The shading on the maps indicated where in the process a property is in the development process generally provided by each city. The darker the shading the further along in the development process it is. The darkest orange corresponds to the plats filed status, which means it is the closest to being constructed. The lighter orange is an approved development, therefore it is a little further out from starting construction. The yellow shading is an undated planned development, making it the furthest from being constructed.
1700	Hillary Dietrixx	10/8/2018	Survey Question 6 - Other response	Options A and B do not provide the relief needed on 380. Even with those options, 380 must be fixed. Most of the places we tend to go are off of 380, so the bypass does nothing. The most logical thing is to fix 380 on 380.	Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted. According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.
1701	Hillary Shiels	10/15/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole."	
1702	HILTON HARVISON	10/25/2018	Survey Question 2 - Other response	Laud Howell from Hwy 75, north of Erwin Park to 1461 which would tie into Custer headed south.	Comment noted. Traffic analysis concluded an alignment at Frontier Pkwy or further north did not significantly reduce congestion on US 380.
1703	Hiroto Cheung	10/4/2018	Survey Question 6 - Other response	I do not want any 380 bypass to be built because it will be dangerous for my nearby school and neighborhood.	Comment noted. Any future improvements will be designed to current design standards to enhance safety. The proposed freeway (red or green) would generally consist of 8 freeway lanes (4 in each direction), and 2 lane continuous frontage roads running parallel to each side of the freeway. With traffic only traveling in one direction, there are fewer potential points of conflict. Drivers will only be able to make left turns or U-turns where there are signalized intersections on access roads, greatly reducing the risk of collision.
1704	Holland	10/22/2018	Survey Question 6 - Other response	Please leave nature alone. It makes our metro area beautiful and people within driving distance can all enjoy it.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
1705	Holly Beckerley	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1706	Holly Brown	10/10/2018	Survey Question 6 - Other response	Building a bypass through McKinney is not a long-term solution to alleviate traffic on 380. Tearing down and ripping through established neighborhoods and families farms that have been there for generations, is a horrible thing to do to this community. The only people that want the bypass, are people that built in Tucker Hill, knowing all along that they were building off a future highway. McKinney Mayor George Fuller ran for mayor under the idea "say no to a bypass!" And now he is pushing a bypass through Prosper. PLEASE just fix 380 on 380!	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
1707	Holly Draper	10/6/2018	Survey Question 6 - Other response	We live in Whitley Place in Prosper and would be devastated if a 380 bypass cuts into Prosper. That option would also devastate Mane Gait Thetapeutic Horsemanship, which is an amazing nonprofit that helps so many children with disabilities in our area. Please fix 380 on 380!	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
1708	Holly Horne	10/10/2018	Survey Question 6 - Other response	Keep 380 on 380, it makes the most sense.	Comment noted.
1709	Holly Megan Thompson	10/30/18	Comment Form	<p>Improve 380 on 380 - Do not build the Red Bypass.</p> <p>What stands out in the public meeting is that all the data is estimated, not dealing with the real-time issue that 380 needs expanding NOW as it will continue to be the major east/west route to 75S & 121S. Population estimates & projections are just that: a guess about the future. A bypass seems to be a political issue now & a way to avoid a current dire need.</p> <p>Please do not ruin the beauty, farms, & livelihoods of people living along the red route chasing after what MIGHT be useful in lieu of what everyone agrees is needed - an improved 380.</p>	Comment noted.
1710	Holly Pry	10/11/2018	Survey Question	I support US 380 being expanded in its current footprint. I sent the following text to the City of McKinney via email: We are writing to urge you	Comment noted. Alignment options and roadway configurations are still being evaluated. Additional right of way will be required and

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response	<p>to help us keep the U.S. 380 expansion on U.S. 380. We would appreciate if the City of McKinney, as a stakeholder in the ongoing U.S. 380 expansion discussion, would recommend that TxDOT expand/widen U.S. 380 in its current footprint because there is enough right of way to do so and the city will reap significant economic benefits, according to the 2017 Perryman Group study. As the North Texas region has grown over the last several decades, we have watched TxDOT and the NTTA expand multiple highways/tollways within limited ROW -- U.S. Highway 75 and the southern expansion of the Dallas North Tollway are just two examples. When I first moved to North Texas in the early 1990's, TxDOT had just embarked on a major project to expand/widen U.S. 75 in downtown Dallas within limited ROW. This entailed lowering U.S. 75 by at least 25 feet through the use of trenching. This technique proved to be highly successful and can be utilized in Collin County on the U.S. 380 expansion project in the highway's current footprint. When my family and I moved to McKinney in February 2003, we went to McKinney City Hall to look at future land use. With the help of city staff, we researched the future plans for roads, highways, developments and land use. Our family was satisfied that if we lived more than 2 miles (as the crow flies) from U.S. 380, we would avoid any future issues with the highway being expanded. We felt that by moving to Bloomdale Farms, a platted county neighborhood with estate-sized lots, we would be safe from having a future road or highway encroach on our property. We have watched the city's development plans and given our input over the years. Imagine our extreme shock and utter amazement that we now may lose property -- and our neighbors will lose homes -- due to the 380 Bypass. We live more than 2 miles from the highway!! Residents who carefully sought out the best place to live in McKinney while</p>	<p>businesses and homes will be impacted and displaced if TxDOT constructs a freeway along the existing US 380.</p> <p>The Perryman study completed January 2017 analyzed potential economic effects of converting portions of the existing US 380 corridor into a freeway. The study did not analyze economic effects of new location alignments.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>avoiding U.S. 380 traffic noise and a possible highway expansion should not have to shoulder this burden, lose our homes, see our neighborhood completely destroyed, and have the "unique by nature" qualities of our area lost forever when the highway can be expanded within its current footprint. The Perryman Group study found that converting U.S. 380 to a limited access highway had "significant economic and fiscal benefits." The study noted, "Collin County and Texas will enjoy notable ongoing benefits from the induced activity associated with the development of the US 380 corridor study area into a limited access roadway. The Perryman Group estimates the annual impact at maturity from this induced activity includes \$14.667 billion in gross product (in constant 2016 dollars) as well as 160,587 jobs in Collin County as well as \$16.780 billion in gross product (in constant 2016 dollars) and 180,442 jobs in Texas." There is convincing proof that expanding U.S. 380 within its current footprint in limited ROW can be successfully achieved. Similar projects have been successfully accomplished by TxDOT literally down the road from McKinney. Consultants have told area decision-makers including this Council that the U.S. 380 highway expansion in its current footprint will prompt multiple economic benefits. Please do the right thing and keep the U.S. 380 expansion on 380.</p>	
1711	Holly Rudnick	10/11/2018	Survey Question 6 - Other response	<p>For Coit Rd to FM1827, Red Option B has the least impact to homes and businesses and would provide opportunities for economic growth in the region. The green options to widen 380 would not only destroy businesses, thus hurting the Collin County and McKinney tax base, but would also cause even more traffic congestion in the area for the duration of construction. This is undesirable from a resident and property owner perspective.</p>	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1712	Holly Stone	10/11/2018	Survey Question 6 - Other response	As a business owner and property owner, I prefer green alignmnet. Impaising commercial.	Comment noted.
1713	holly tripp	10/29/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
1714	Holly Wydra	10/10/2018	Survey Question 6 - Other response	FarmHouse Fresh and Mane Gate will be negatively affected by these changes, altering the beautiful green open spaces that save animals and provide a positive impact on people who really need it. These two businesses contribute to keeping McKinney the best place to live in America.	Comment noted. TxDOT will further analyze possible options for minimizing impacts in this area.
1715	Hope	10/13/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
1716	Howard Blutrich	10/19/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				streets that are not designed to carry heavy traffic flow.	
1717	Howard Simmons	10/8/2018	Survey Question 1 - Other response	Expand existing 380	Comment noted.
1718	Howard Simmons	10/8/2018	Survey Question 1 - Other response	Expand existing 380 Highway	Comment noted.
1719	Howard Simmons	10/8/2018	Survey Question 2 - Other response	Expand existing 380	Comment noted.
1720	Howard Simmons	10/8/2018	Survey Question 2 - Other response	Prefer expanding existing 380.	Comment noted.
1721	Howard Simmons	10/8/2018	Survey Question 3 - Other response	Expand existing 380.	Comment noted.
1722	Howard Simmons	10/8/2018	Survey Question 4 - Other response	Expand existing 380.	Comment noted.
1723	Howard Simmons	10/8/2018	Survey Question 5 - Other response	Expand existing 380.	Comment noted.
1724	Howard Simmons	10/8/2018	Survey Question 6 - Other response	My family prefers expanding 380. Residents in the Tucker Hill development purchased their property when 380 was already a busy highway. Driving along 380, it appears there is room for expanding the width of 380 almost along the entire route to Community TD. Prosper is a small town that cannot survive a major highway cutting through the little town which, I might add, is comprised of 25 square miles.	Comment noted. Additional right of way will be required and businesses and homes will be impacted and displaced if TxDOT constructs a freeway along the existing US 380.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1725	Howie Ravitz	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
1726	Hudson Thomas	10/24/2018	Survey Question 6 - Other response	Please keep 380 on 380. It is a highway. My parents did not build on a highway like others did.	Comment noted. Additional right of way will be required and businesses and homes will be impacted and displaced if TxDOT constructs a freeway along the existing US 380.
1727	Hudson Lee	10/22/2018	Survey Question 6 - Other response	Please fix 380 on 380.	Comment noted.
1728	Hulon T. Webb	10/19/18	Email	<p>Re: Resolution 18-89</p> <p>Dear Mr. Endres,</p> <p>Included is a copy of the resolution 18-19, approved by the Town Council on Monday, October 15, 2018.</p> <p>If you have any questions, feel free to contact me at [REDACTED]</p> <p>Sincerely,</p> <p>Hulon T. Webb Jr., P.E. Executive Director of Development & Community Services TOWN OF PROSPER, TEXAS RESOLUTION NO. 18-19</p> <p>A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF PROSPER, TEXAS, SUPPORTING U.S. HIGHWAY 380 AS A LIMITED ACCESS ROADWAY BUT STRONGLY OPPOSING RED ALIGNMENT</p>	Resolution noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>OPTION B AS A BYPASS OPTION FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; DECLARING THE TOWN COUNCIL'S OPPOSITION TO ANY ALIGNMENT OF U.S. HIGHWAY 380 IN THE TOWN THAT IS NOT CONSISTENT WITH THE CURRENT ALIGNMENT OF SAID HIGHWAY; REPEALING RESOLUTION NO. 17-29; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.</p> <p>WHEREAS, the Texas Department of Transportation (TxDOT) has held three public meetings in October 2018 relative to a feasibility study of expanding U.S. 380 in Collin County to a Limited Access Roadway; and</p> <p>WHEREAS, previous public meeting earlier in 2018 did not include a bypass option for U.S. Highway 380 within the Town's corporate limits; and</p> <p>WHEREAS, on April 11, 2017, the Town of Prosper adopted Resolution No. 17-29 in support of the current alignment of U.S. Highway 380 expanding to a Limited Access Roadway (LAR); and</p> <p>WHEREAS, the Town's Thoroughfare Plan, adopted after multiple public hearings and intensive citizen input, depicts U.S. Highway 380 along its current route; and</p> <p>WHEREAS, TxDOT now shows a bypass option for U.S. Highway 380 within the Town's corporate limits, outside the current alignment of U.S. Highway 380, such bypass option now known as Red Alignment Option B; and</p> <p>WHEREAS, Red Alignment Option B was shown by TxDOT as an alternative without effective public input from the residents of</p>	

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>Prosper, and the failure to receive such input has resulted in a seriously flawed recommendation by TxDOT; and</p> <p>WHEREAS, Red Alignment Option B is totally inconsistent with the Town's adopted Thoroughfare Plan; and</p> <p>WHEREAS, by this Resolution, the Town Council desires to express its strong opposition to Red Alignment Option B and the Town will not support such alternate; and</p> <p>WHEREAS, the Town Council further declares its opposition to any alignment of U.S. Highway 380 in the Town that is not consistent with the current alignment of U.S. Highway 380.</p> <p>NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF PROSPER, TEXAS, THAT:</p> <p>SECTION 1</p> <p>The findings set forth above are incorporated into the body of this Resolution as if fully set forth herein.</p> <p>SECTION 2</p> <p>The Town Council supports U.S. Highway 380 being a Limited Access Roadway.</p> <p>SECTION 3</p> <p>The Town Council of the Town of Prosper, Texas, hereby expresses its strong opposition to Red Alignment Option B, the bypass alignment for U.S. Highway 380. Moreover, any future</p>	

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>alignment of U.S. Highway 380 in the Town shall be consistent with the current alignment of U.S. Highway 380 and the Town Council hereby expresses its strong opposition to any alignment that is not consistent with the current alignment of U.S. Highway 380 in the Town.</p> <p>SECTION 4</p> <p>TxDOT's Red Alignment Option B bypass alignment for U.S. Highway 380 is not in conformance with the adopted Town's Thoroughfare Plan and the Town Council hereby expresses no support for any amendment to its Thoroughfare Plan relative to approval of Red Alignment Option B.</p> <p>SECTION 5</p> <p>The Town Council hereby directs no further Town staff coordination with TxDOT or any other entity related to the preservation of right-of-way for the expansion of U.S. Highway 380 as a Limited Access Roadway while there exists a Red Alignment Option B.</p> <p>SECTION 6</p> <p>Resolution No. 17-29, adopted by the Town Council on or about April 11, 2017, is hereby repealed in its entirety.</p> <p>SECTION 7</p> <p>Any and all resolutions, rules, regulations, policies, or provisions in conflict with the provisions of this Resolution are hereby repealed and rescinded to the extent of any</p>	

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>conflict herewith.</p> <p>SECTION 8</p> <p>This Resolution shall be effective from and after its passage by the Town Council.</p> <p>DULY PASSED AND APPROVED BY THE TOWN COUNCIL OF THE TOWN OF PROSPER, TEXAS, ON THIS 15TH DAY OF OCTOBER, 2018.</p> <p>**Red Alignment Option B Slide**</p>	
1729	Hulon Webb	10/4/2018	Survey Question 6 - Other response	Town of Prosper voted for resolution to stay on existing alignment so stay on US 380 west of Custer Road.	Comment noted.
1730	Hunter Ewing	10/22/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
1731	Hunter Horowitz	10/6/2018	Survey Question 1 - Other response	Fix 380 on 380	Comment noted.
1732	Hunter Horowitz	10/6/2018	Survey Question 6 - Other response	<p>Fix 380 on 380! Don't let Tucker Hills Developers and deep pockets bully/push the bypass onto Prosper land who much needs the land for tax base revenue. We bought a home in Prosper to live in a rural town, not next to 380. Tucker Hill residents knowingly bought next to 380, we did not on purpose. Prosper does not want the increased traffic, a freeway by our homes, the noise, the litter, the headlights etc... near our homes or schools. Don't destroy our peaceful quality of life for those who invested their homes in a small, rural town by inserting a much resisted freeway. Prosper has been bullied into this by Tucker Hill residents and political pressure. We are all amazed and disappointed that TXDOT caved to political pressure and</p>	<p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				adopted Prosper as a Bypass option when it wasn't even one of the original five. We are all wondering who got paid under the table for this to happen? Many residents are calling for a news investigation into the matter to get to the bottom of how this really happened. Please TXDOT, don't destroy the quality of life by building a bypass in Prosper just to appease McKinney's poor planning.	
1733	Hunter Lord	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
1734	Hunter smith	10/8/2018	Survey Question 6 - Other response	Strongly oppose Custer bypass thru Prosper!!	Comment noted.
1735	Ian Dickson	10/10/2018	Survey Question 6 - Other response	I prefer options that minimize disruption to existing business and residential properties, and that discourage increased pass through traffic in residential areas.	Comment noted.
1736	Ian Lawler	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
1737	India Rubin	10/8/2018	Survey Question 6 - Other response	The city of McKinney voted and approved 380 expansion years ago. 380 needs to remain on 380. The alignment through Prosper affects numerous communities and potential new businesses as well as business tax revenue	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				from new businesses designated for the area which will be lost. This was not right for McKinney to dump this on Prosper and Prosper to shoulder the economic cost as well as the negative affects of this bypass through our community.	compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
1738	Inga Patrick	10/13/2018	Survey Question 6 - Other response	No need to build through Prosper when 380 already exists. Otherwise too close to schools, homes and significant tax increase ...and it's already high	Comment noted.
1739	Inga Patrick	10/6/2018	Survey Question 6 - Other response	Regarding the 380 spur through Prosper, the town has been established as a bedroom community. We are fiercely proud of this family-oriented, quiet community. There is no need to build a Highway through the town when 380 already exists as a highway. The noise alone will be more noticeable given the size of our town. Please build this spur using the other option.	Comment noted.
1740	Inna Zhelezny	10/8/2018	Survey Question 6 - Other response	Green alignment makes the most sense being the most convenient useful route east-west. The bypass on Bloomdale would destroy the quiet bedroom community environment where we bought our home at Heatherwood.	Comment noted.
1741	Isaac Daniel Urbina	10/10/2018	Survey Question 6 - Other response	Fix 380 on 380	Comment noted.
1742	Isaac Swensen	10/24/2018	Survey Question 6 - Other response	Difficult to review the option A/B spur 399 graphic. If it entails Bridgefarmer Rd I am opposed to that option.	Comment noted. The proposed Spur 399 alignment options do not impact Bridgefarmer Road. See Drive380.com for more information.
1743	Isabel Freimuth	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	
1744	Isaiah Stone	10/12/2018	Survey Question 1 - Other response	Red alignment (B) preferred	Comment noted.
1745	Isla Contreras	10/16/2018	Survey Question 6 - Other response	The small town of Prosper is dependent on beautiful areas like the land coveted by option B. Quiet, serene areas, lush creeks with established trees, and good schools are what makes Prosper special. Option B threatens the much needed home of two future high schools, Mane Gate (which offers significant life improvement for children with Autism who would be especially sensitive to the noise and traffic a bypass would bring), wildlife habitat, and a continuous town park walking and biking path (which will run through Whitley Place). The respite families gain from the serenity of the quiet creeks and lower volume traffic would be utterly destroyed. Planned by the city of Prosper to be low to medium density housing, many have invested all they have to build homes here for the benefit of a peaceful home life. The proposed bypass would destroy the carefully built dreams, home investments, and sense of community for so many. These residents did their homework, and took great care and financial commitment, to invest in homes away from the effects of freeways, retail space, and low density housing. To threaten that would be cruel. Please keep 380 on 380.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>As currently proposed, the red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
1746	Ivan Clemons	10/26/18	Email	Please accept this as my wife and I letter of concern about the proposed improvements to US 380. My wife and I live in the Heatherwood community in McKinney with our family. We were lucky enough to build our home and we selected our lot as we knew county road 123 was slated to become a two lane road. We are now being told it is in scope to become a bypass. Reviewing the county plans for the next	Comment noted.

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				couple or years and seeing an expansion of a road is one thing but now that's being changed to a bypass. We were not able to make an informed decision of where we built our home as the information provided was incorrect. We are now facing the possibility of having to live near a bypass with small kids. We do not want this bypass in our backyard. We are asking that this is built somewhere else. Our subdivision is fairly new. If the city wanted to build a bypass this area should not have been zoned for residential homes. We look forward to hearing that the right decision has been made and this bypass will be moved. Thank you.	
1747	J Bradford	10/26/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow	Comment noted.
1748	J C Harrison	10/13/2018	Survey Question 6 - Other response	As this area grows, it is even more important to to provide green spaces in their purest form possible for the population to use as a respite from the hectic lifestyle that is an evil necessity in our modern world. Many national surveys taken to determine the "Number One Place to Live in the United States" often includes the availability of parks and green spaces. Why is it so important to turn North Texas into a mini version of Houston? Why rape the land that provides such freedom from the daily grind of concrete, asphalt and steel with more concrete, asphalt and steel that will only contribute to the visual, as well as, the noise pollution of North Texas?	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
1749	J Dailey	10/24/2018	Survey Question	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response	City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	
1750	J David Thompson	10/26/20 18	Survey Question 6 - Other response	Where is a traffic study which examines east/west traffic on 380 identifies destination? Is traffic on 380 mostly going east, or west, or south, or north?	<p>Comment noted.</p> <p>TxDOT analyzed roadway options presented using a regionally accepted 2045 travel demand model.</p> <p>This model projects future traffic volumes and travel patterns in the DFW region by combining population forecasts, cities' future land use plans, and common origins/destinations. Many cities' future land use plans contain new commercial areas which will bring more jobs and people to the area. The traffic models show a trend of less people traveling south to Dallas for employment and an increase in east-west demand. When US 380 is modeled as a freeway throughout Denton and Collin Counties, it becomes an even more significant east-west route in the region.</p> <p>Travel demand modeling information including associated scenarios and projections will be documented in the final feasibility study report that will be posted at Drive380.com at the end of the study.</p>
1751	J David Thompson	10/26/20 18	Survey Question 6 - Other response	Where is a traffic study which examines east/west traffic on 380 and documents destination? Very little 380 traffic is trying to go north, most is going south to Dallas or Plano; therefore, a northern bypass around McKinney does not make sense, especially since the outer loop has not been finished.	<p>Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p> <p>Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
					<p>East-west freewayalignments south of US 380 in McKinney would have many more constraints such as displacing and impacting more residents, businesses, and parks than the current proposed alignments. Therefore, a southern alignment is unviable.</p> <p>Travel demand modeling, associated scenarios and projections will be documented in the final feasibility study report that will be posted at Drive380.com at the end of the study.</p>
1752	J Romig	10/17/2018	Survey Question 6 - Other response	<p>FRIENDS, MANEGAIT NEEDS YOUR VOICE! The Texas Department of Transportation has released route alternatives for the future expansion of HWY 380. One of the options ("Red alignment B") would route the highway directly through ManeGait. We are asking our friends to please complete a TxDOT feasibility survey to show support for the GREEN alignment option. This option would preserve ManeGait as well as the beauty of McKinney, Prosper, and surrounding areas. <input checked="" type="checkbox"/> TO TAKE THE SURVEY, VISIT https://www.surveymonkey.com/r/RXX3T3S (Every member of your household may complete the survey regardless of age.) <input checked="" type="checkbox"/> ON QUESTION 2 (Coit Road to FM 1827), select "Prefer GREEN alignment" – GREEN alignment keeps HWY 380 on its existing path and would not impact ManeGait. I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with</p>	<p>Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	
1753	J. David Thompson	10/26/18	Email	<p>Mr. Endres,</p> <p>We have followed the proposed 380 improvements/bypasses closely, attending a total of five TXDOT meetings, as we live on our farm on FM 2933, and have much at stake. All of the proposed northern bypass routes affect us directly, and the now preferred red route essentially ruins our farm by taking acreage and destroying the fencing and layout of our farm and pastures. Obviously, the proposed northern bypass destroys the rural ambiance of our farm and chosen way of life, by placing a multi-lane controlled access bypass, with its attendant traffic, noise, and lights next to our farm and home. We live in the McKinney ETJ, and have been designated as a farm area in the Comprehensive Plan adopted by the McKinney City Council, yet we have no elected representative on the McKinney City Council, and find ourselves basically without a political spokesperson. The question/issue that we have not heard addressed, despite our repeated questions: Where is the traffic study which examines east/west traffic on 380, examines destinations for that traffic, and substantiates that a 380 northern bypass around McKinney will actually decrease the traffic load on 380 itself? We drive 380 essentially every day, and we know , as should you, that very little of the traffic on 380 is trying to go north; most of the traffic on 380 is trying to go south to Dallas or Plano. We are all aware that the 380 northern bypass around Denton is little utilized. The 380 northern bypass routes around McKinney do not make transportation sense, especially since the Outer Loop has been agreed upon by the Council of Governments (for decades), has been partially built, and needs to be finished before any 380 northern bypass is even considered. It would</p>	<p>Comment noted. Alignment options and roadway configurations are still being evaluated.</p> <p>TxDOT analyzed roadway options presented, including along the existing US 380, using a 2045 travel demand model. The 2045 model is the regionally accepted model and the first model runs were completed in 2018.</p> <p>Traffic models project future traffic volumes and travel patterns in the DFW region by combining population forecasts, cities' future land use plans, and common origins/destinations. Many cities' future land use plans contain new commercial areas which will bring more jobs and people to the area.</p> <p>The 2045 traffic model runs show a trend of less people traveling south to Dallas for employment and increase in east-west demand. When US 380 is modeled as a freeway throughout Denton and Collin Counties, it becomes an even more significant east-west route in the region.</p> <p>Initial traffic analysis considered the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>appear that the choice of the red 380 bypass route has become a political decision, and not a transportation decision. Thank you for the opportunity to express my opinion and for accepting my letter.</p> <p>J. David Thompson <div style="background-color: black; width: 100px; height: 1em; margin-bottom: 2px;"></div> <div style="background-color: black; width: 100px; height: 1em; margin-bottom: 2px;"></div> <div style="background-color: black; width: 60px; height: 1em;"></div> </p>	<p>Travel demand modeling, associated scenarios and projections will be documented in the final feasibility study report that will be posted at Drive380.com at the end of the study.</p>
1754	J. David Thompson	10/26/18	Comment Form	<p>We have followed the proposed 380 improvements or bypass closely, and have attended a total of 5 TxDOT meetings, since the Proposed Northern Bypasses would directly affect us on our Farm (on FM 2933) and the proposed Red Route would essentially ruin our farm *by taking land and destroying our farm layout). There is one basic question or issue which was obvious to us from the start, has never been answered despite multiple questions, and remains a Paramount Question. Why a Norther Bypass Around McKinney? Where is the traffic study which documents east/west flow on 380 and identifies destination? Very little traffic on 380 is trying to go North, most goes south to Dallas or Plano.</p>	<p>Comment noted. TxDOT analyzed roadway options presented using a 2045 travel demand model. This model accounts for projected traffic expected in the DFW region in 2045, not the traffic or driving patterns you see today. It also considers population growth estimates expected in the region in 2045. TxDOT also continues to work with local governments to consider planned developments including planned residential developments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>Travel demand modeling, associated scenarios and projections will be documented in the final feasibility study report that will be posted at Drive380.com at the end of the study.</p>
1755	Jack Deaton	10/25/2018	Survey Question 6 - Other response	<p>Preserve the beauty of NW Mcllinny by fixing 380 on 380. A bypass would ruin the natural aspect of that section of the city. Make Bloomdale a six lane road similar to Custer from 380 to 121 and fast track the outer loop. Then fix 389 on 380.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p>
1756	Jack Folkerts	10/16/2018	Survey Question 6 - Other response	<p>Do not build the 380 bypass through Prosper</p>	<p>Comment noted.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1757	Jack Gipson	10/20/2018	Survey Question 6 - Other response	concrete roads not the 1948crap asphalt Hunt County TXDOT still builds	Comment noted.
1758	Jack Landsaw	10/21/2018	Survey Question 3 - Other response	ya	Comment noted.
1759	Jack Sumrall	10/25/18	Comment Form	Since the spring meeting you have added the Red Option B - I applaud this. I hope that it indicates your understanding of the need to move the by-pass further west. However, I don't understand Red Option A. Why have a by-pass that will have a juncture with 380 east of Custer, Stonebridge, Tucker Hill, and many other homes, apartments, and businesses? Your study shows that Red Option B is the least costly and impacts the fewest residents & businesses. Please - if you are going to have a by-pass make it Red Option B. Thank you.	Comment noted.
1760	Jackie	10/7/2018	Survey Question 6 - Other response	We live off Monte Carlo in Princeton. Although I do think better driving options are needed, I would not want them going through our quiet neighborhood. 380 would be fine but not around Monte Carlo. Please and thank you	Comment noted.
1761	Jackie Langford	10/26/2018	Survey Question 6 - Other response	I prefer 380 on 380. With limited transporation \$'s I'm afraid money spent on a bypass would still leave 380 with a F rating!!! Regardless of bypass or no bypass 380 is only going to become busier and more congested as the area grows. Let's spend our \$ on 380 where it is today!	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. All alignment options would be expected to reduce regional traffic delay.
1762	Jackson Crowder	10/12/2018	Survey Question 6 - Other response	I support Manegait and their mission and do not want option a which disrupts an important organization in our community and impacts the landscape of our town	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
1763	Jackson Kohl	10/11/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because: Least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole	
1764	Jackson Larriviere	10/12/2018	Survey Question 6 - Other response	Finish Wilmouth to 75 and improve 380.	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
1765	Jackson Leggette	10/10/2018	Survey Question 6 - Other response	We purchased our home in Whitley Place in Prosper 1 year ago. When choosing a neighborhood, I wanted to be sure we were away from any major highway. I feel that highway 380 is already a busy road and needs to be improved anyway. Why not go ahead and improve it before deciding to destroy the land and homes in Prosper or Mckinney.	Comment noted.
1766	Jackson Linscomb	10/12/2018	Survey Question 6 - Other response	It would be terrible to have ManeGait ruined due to the red option. My friend gets therapy there and it has been life changing. Please do not go through Prosper!!	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
1767	Jaclyn Paz	10/11/2018	Survey Question 6 - Other response	I support Red Alignment-Option B. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years as well as new businesses yet to be completed. This option seems to be the less disruptive to current residents and business owners.	Comment noted.
1768	Jacob	10/20/2018	Survey Question 6 - Other response	Prefer lower costs and wider roads wherever possible.	Comment noted.
1769	Jacob Bynum	10/11/2018	Survey Question 6 - Other response	No 380 bypass! It will make it too far to get to	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.

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1770	Jacob Dover Smith	10/13/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year."	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
1771	Jacob Hagedorn	10/10/2018	Survey Question 6 - Other response	support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole."	Comment noted.
1772	Jacob Malazzo	10/9/2018	Survey Question 6 - Other response	Keep 380 as 380!	Comment noted.
1773	Jacob McFarland	10/7/2018	Survey Question 6 - Other response	As a concerned citizen who bought in a more rural are, I want TXDot to do the RIGHT thing and keep efforts on improving 380 as it is. Do not bring a bypass into my backyard and hinder the growth of my town and property values. We know the right thing is to keep 380 on 380 and not damage the rural land, people's homes and businesses. Do not let 1 neighborhood dictate what should be done. They chose to live off of a major highway. We did NOT! Thank you for hopefully making the choice to spend money on the existing highway and do the right thing by	<p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				thousands of citizens of both Prosper and McKinney!	Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
1774	Jacqie Lee	10/9/2018	Survey Question 6 - Other response	Putting this bypass in Prosper will be devastating for our town. Prosper is a small town and this impacts future homes, existing homes, and schools. We understand residents in McKinney did not want the bypass running through their town, but the shift to Prosper is not a win for anyone.	Comment noted.
1775	Jaime Erickson	10/14/2018	Survey Question 6 - Other response	Prefer either red option. The green option negatively impacts all the recent growth in McKinney. Several businesses would be displaced that were just built and are conveniently located for the community.	Comment noted.
1776	Jaime Fernandez	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
1777	Jaime Girardi	10/22/2018	Survey Question 6 - Other response	Protecting our natural habitats and established neighbors is priority.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
1778	Jaime Laughter	10/17/2018	Survey Question 6 - Other response	Keep 380 on 380. No Whitley Place bypass	Comment noted.
1779	Jake Draper	10/12/2018	Survey Question 6 - Other response	Please do not destroy our beautiful town of Prosper with a bypass! And please do not destroy ManeGait!	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1780	Jake Pannell	10/8/2018	Survey Question 6 - Other response	I appreciate the opportunity to provide a voice on this issue.	Comment noted.
1781	Jamal Williams	10/26/2018	Survey Question 6 - Other response	Believe providing as many decent alternate routes as possible will considerably aid traffic flow and reduce accidents.	Comment noted.
1782	james a moore	10/18/2018	Survey Question 6 - Other response	thank you for the opportunity for input	Comment noted.
1783	James A. Grounds	10/10/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
1784	James Bettencourt	10/9/2018	Survey Question 6 - Other response	This survey used the words "Feasibility Study it is conducting"... To my understanding there has essentially been zero done to study this new proposed route that cuts through Prosper. A substantial amount of tax payer money and time was spent on the initial go around and the end result was nothing that cuts through Prosper. I do not see how you can justify throwing something together last minute and claiming it has the same weight behind it as the original options presented. Either A) the initial feasibility study was a sham and our Tax payer funds were wasted or this new option that cuts through Prosper was never seriously evaluated and should not even be up for consideration. It's pretty common sense that after the initial survey results were released and none of the options had an effect on Prosper; you would in turn receive little to no community response from Prosper as there was little to know vested interest in it. So it's extremely one sided to then	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed. The feasibility study is ongoing and alternative alignments are still being analyzed and evaluated. After selection of a preferred alternative, TxDOT will hold another series of public meetings.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				turn around and even talk about survey results after you have changed the routes now causing a substantial impact to Prosper Residents though the survey did not reflect this. This is a very clear slide of hand and extremely deceiving.	
1785	James Bodily	10/22/2018	Survey Question 6 - Other response	I am only 7 years old so my dad is helping me fill this out. I am a citizen of McKinney and this project will impact my future. My family lives in the Heatherwood neighborhood. The Red A and B bypass options would be close enough we'd be able to see and hear the traffic from our yard. Noise and air pollution caused by such a bypass would impact my health as I grow to an adult. The planned bypass is too close to my current elementary school and will be adjacent to the location where Prosper ISD will be building the high school that I will attend. Having to cross the freeway to get to the high school in frontage roads will be dangerous for me and my fellow students.	<p>Comment noted. A traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic 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 would be shared with the community before preparing the final design.</p> <p>The proposed red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.</p> <p>The proposed freeway (red or green) would generally consist of 8 freeway lanes (4 in each direction), and 2 lane continuous frontage roads running parallel to each side of the freeway. If US 380 is reconstructed as a freeway, then the roadway will be built to current design standards for a high speed roadway enhancing safety.</p>
1786	James Brunk	10/10/2018	Survey Question 6 - Other response	You should really work an outer loop 10 miles further out (like 99 in Houston) to disrupt as few residents as possible.	Comment noted. Initial traffic analysis shows that the further north of existing US 380 the alignment is located, the less attractive it will be and less likely to reduce regional congestion and delay.

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					Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
1787	James Busbee	10/13/2018	Survey Question 6 - Other response	The bypass will not help. Build east-west roads north of 380 and you can alleviate traffic. Building a bypass will destroy homes of people who researched and bought away from a highway. Building a bypass will be a disaster and will still require upgrades to 380. In the long run it will be much more expensive to do a bypass as we will still need to upgrade 380. Developers should not have a stronger voice than citizens, and the fact that an additional route was added to satisfy one person is wrong. Keep 380 on 380!	<p>Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p>
1788	James C Smith	10/18/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole."	Comment noted.
1789	James Chancellor, PE	10/09/18	Comment Form and Resolution	<p>The Town Council of Fairview opposes Option A of the Spur 399 extension. This option not only requires an elevated roadway in close proximity to Fairview, it actually crosses 84 acres of land owned by the town.</p> <p>A copy of the town's resolution against this</p>	Comment and resolution noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>option is also provided. May 18, 2018 [REDACTED] [REDACTED] [REDACTED] [REDACTED]</p> <p>Dear Mr. Endres, This letter serves as an official letter of opposition to the red route to Spur 399 East and South of the McKinney airport by the Town Council of the Town of Fairview, as acted upon at the May 15, 2018 Town Council meeting. A unanimous vote was cast to oppose this portion of the red route for the following reasons: This route potentially impacts two tracts of land owned by the Town highlighted in white, an 83-acre tract that is currently designated as a nature preserve in the town's master plan, and a 76-acre tract that is master planned for a soccer complex. Trails are planned on the 83-acre parcel and phase 1 of the soccer complex exists on a portion of the 76-acre tract. Additionally, since this route is proposed within the Wilson Creek floodplain, the proposed roadway would require elevation. An elevated roadway would contribute noise pollution that currently does not exist to our residents on the south side of Wilson Creek. While we trust that the necessary environmental studies will be conducted, the impacts to the environment are also of concern. We are opposed to any portions of the red route North of the existing US 380 if they contribute to the necessity of this route south of the airport. It's apparent that the need of Westbound US 380 traffic to connect to Spur 399, SH121 and US 75 are not contingent upon this southern red route, as demonstrated on all 4 of the other proposed routes. The red route around the airport to the east would add significant length and cost to the road that would not be incurred with the other 4 alternatives.</p>	

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				Neighboring towns, such as Fairview, should not be forced to bear the brunt of a lack of previous planning for the US 380 corridor. It appears that the airport is driving some of the routing decisions. A new elevated roadway south of the airport, in conjunction with the airport, would simply add to more quality of life issues for our residents. Thank you for your consideration of our concerns. Sincerely, Darion Culbertson, Mayor Town of Fairview	
1790	James Charles Webb	10/17/2018	Survey Question 6 - Other response	Keep 380 as is	Comment noted.
1791	James Crosby	10/21/2018	Survey Question 6 - Other response	Some of the proposed red alignments would bring traffic far too close to current residential development. The only bypass option that makes sense is to build in place of the current 380 stretch and utilize areas with enough vertical clearance to build above the current roadway.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com. Elevated freeway sections (or double decking) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
1792	James D Havens	10/19/2018	Survey Question 6 - Other response	The option that cuts through Prosper shouldn't even be considered. It feels like political games driven by McKinney, in particular the community of Tucker Hill. It is ridiculous that community opposes the expansion of 380 when their community has retail shops (including a pizza place, and a realtor) visible from the 380. Cutting into the Prosper community will impact a therapeutic horse community and impact a small community in an unfair way. This shouldn't even be an option. Keep 380 on 380!	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed. TxDOT will further analyze possible options for

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					minimizing the impacts to the ManeGait property.
1793	James David Cohen	10/14/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, Mane Gait Therapeutic Horsemanship. Mane Gait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year."	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
1794	James Dougherty	10/26/18	Comment Form	The residents of Prosper and McKinney who will be negatively affected by the Red Alignment were not afforded due process to review and respond to the 11th hour addition of this alignment to TXDOT proposals. The B alignment has lower engineering and traffic safety scores than the Green alignment, will require far more ROW purchase, and significantly increase traffic on local Prosper roads (1st Street, Frontier Pkwy, and Prosper Trail). I do not believe either of the proposed Bypass option (A or B) will provide the necessary traffic relief or the traffic afforded by the Green alignment because many commuters will choose to remain on 380 (University Dr.) rather than drive up to 5 extra miles or Bypass A or B to go southbound on Hwy 75. Please keep 380 on 380.	<p>The purpose of the feasibility study is to analyze potential roadway alternatives for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TXDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>Our analysis showed that red alignment options would attract traffic from the existing US 380. At the US 75 intersection, the proposed red alignment is 2.7 miles north of US 380.</p> <p>The travel demand model (TDM) used was NCTCOG's 2045 model, which is the regionally accepted traffic model, was recently updated in 2018. This 2045 model assigns trips based on population density by county and by traffic survey zone (TSZ). More information on TSZs and the distribution of population including population and employment density maps can be found here: https://www.nctcog.org/nctcog/media/Transportati </p>

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					<p>on/DocsMaps/Plan/MTP/3-Social-Considerations.pdf.</p> <p>Project team traffic engineers analyzed average travel speed, local and regional delay per vehicle, directional splits, traffic volumes, and other metrics in the AM and PM peak periods for each of the precise segments of the green and red alignments. The project team and NCTCOG staff performed multiple, thorough reviews of the models and model results before asserting which alignments performed better than others.</p> <p>For the red alignment, the existing US 380 roadway would be maintained as a 6-lane arterial, while the red "bypass" alignment was modeled as a 6-lane freeway with frontage roads. The 2045 TDM takes into consideration the required travel time to continue along the existing US 380 alignment (through stoplights) and compares it to the required time to take the Red freeway bypass around McKinney, and then assigns trips to the fastest route.</p>
1795	James Dougherty	10/4/2018	Survey Question 6 - Other response	Recent history has shown that 380 bypass routes were not adequately used because of the additional driving distances involved, and as a result, the expected traffic congestion relief was not realized. The proposed 380 bypass options now proposed have the same flaws. Let us learn from our recent lessons and keep 380 on 380.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
1796	James Fish	10/12/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				Red Option A which we feel would have the most negative impact on McKinney as a whole	
1797	James Folkerts	10/16/2018	Survey Question 6 - Other response	Do NOT place the 380 bypass through Prosper	Comment noted.
1798	James Goodrum	10/19/2018	Survey Question 6 - Other response	For road expansions, will prefer the least destructive routes that inflict the least harm to existing communities.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
1799	James Gregory Swartz	10/04/18	Comment Form	The Town of Prosper has created a comprehensive Master Plan for future commercial and residential use. There is solid planning that has been done that would be completely interrupted by the proposed 380 expansion of a bypass into Prosper. This proposed bypass is being pushed by residents of Tucker Hill who bought their home right next to 380. Now they want to push their problem on the Town of Prosper. I moved to Prosper last year with my family for its open spaces, rural feel, and natural beauty. We live in Whitley Place, and this proposed bypass will create traffic, safety, and noise issues, not to mention decrease property values. There is no need for a bypass. Keep 380 on 380!	Comment noted.
1800	James Hutchison	10/10/2018	Survey Question 6 - Other response	I support Red Alignment - Option B. Widening US380 would destroy businesses already in place and would increase traffic on residential streets in the area.	Comment noted.
1801	James Jagers	10/17/18	Comment Form	October 17, 2018 TxDOT Dallas District Office [REDACTED] [REDACTED] [REDACTED] Mr. Endres,	The purpose of the feasibility study is to analyze potential roadway alternatives for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>I have been closely following the 380 Bypass discussion on-line, in the newspapers, and on the television. I request you vote no to the bypass, especially as it relates to Prosper Trail/Bloomdale and Custer.</p> <p>While I do not live in Prosper or McKinney, I am a concerned citizen who believes in planning for the future. Prosper has always been a town in the top echelon of communities. It is an affluent area with quite neighborhoods and a great school system. People pay quite a bit in both home prices and taxes to live in this family-oriented community. Prosper has always been forward thinking in its development. They have ensured that development is not allowed to take place too close to 380 as it has always been inevitable that 380 will need to be widened. I am sickened to hear that other cities, such as McKinney, did not have this forethought and allowed developers (such as that of Tucker Hill) to build so close to 380 that room for expansion is not allowable.</p> <p>The proposed bypass options will only be a short-term fix, if that. I do not believe many commuters will drive several miles out of their way to miss a few lights, only to have to head south again to reconnect to 380. Additionally, with the growing Collin County population, 380 must be addressed at some point. If you do not do it now, you will only have to do it again later. This will result in more tax payer dollars being spent. You should correct the problem the right way in the first place.</p> <p>I cannot imagine the impact this bypass will have on the homeowners in Prosper. Their property values will plummet with a highway right next to them. Their children will no longer be playing in a restful and quite community. Businesses will</p>	<p>Our analysis showed that red alignment options would attract traffic from the existing US 380. At the US 75 intersection, the proposed red alignment is 2.7 miles north of US 380.</p>

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				<p>come in and take over the bedroom community aspect. Additionally, you need to consider the impact to other aspects of the community, as well, not just the homeowners along your proposed right of way. For example, Mane Gait will be destroyed by the bypass as your alignment runs right through their property. This beautiful, serene not-for-profit helps hundreds of people each year.</p> <p>Please, vote to keep 380 on 380. It is inevitable that it will need to be fixed in the future. Do it right the first time and save hassle and money in the long run.</p> <p>Sincerely,</p> <p>James Jagers</p>	
1802	James Jagers	10/17/2018	Survey Question 6 - Other response	<p>Please, keep 380 on 380! Prosper planned ahead and did not build too closely to 380. People in Prosper have high dollar homes that they specifically purchased knowing that Prosper planned its community properly. People in Whitley Place knew Prosper Trail would become 4 lanes and Custer become 6. However, now that McKinney has failed to plan, you are considering putting a bypass right next to their homes. They would not have purchased had they known you were considering putting a highway next to their quiet community. There are several schools along Prosper Trail that will be impacted, including Cockrell Elementary. The overflow traffic will spill right next to a place where small children are playing every day. Additionally, the proposed right of way cuts right through Mane Gait, a beloved therapeutic non-profit. I cannot imagine what this will do the children and families benefiting from their services. Be smart about destroying northeast Prosper because others failed to plan. Keep 380 on 380!</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1803	James Johnson	10/4/2018	Survey Question 6 - Other response	Keep 380 on 380!!!	Comment noted.
1804	James Johnson	10/4/2018	Survey Question 6 - Other response	I like that the new Red alignment from Coit to 1827 bypasses the majority of residences originally impacted and pushes the bypass North of my neighborhood, Pecan Ridge. We will still get noise pollution in my neighborhood, but I much prefer that to having the bypass run right in front of my neighborhood, where there is a school right off the bypass. My preference is still to fix 380 on 380!!!	Comment noted.
1805	James Kaiser	10/10/2018	Survey Question 6 - Other response	I am opposed to building a 380 bypass through Prosper.	Comment noted.
1806	James Levins	10/11/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole."	Comment noted.
1807	James M Christ	10/18/2018	Survey Question 6 - Other response	Please take the longest possible view in terms of predicting our future needs. Direct paths are far more efficient.	<p>Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380.</p>
1808	James Martin	10/14/2018	Survey Question	Keep 380 on 380. Only makes sense.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response		
1809	James Martin	10/24/20 18	Survey Question 6 - Other response	No matter what plan is chosen eventually you will have to address the current issues with 380 on 380. Prosper should not have to bear the burden and lack of planning from Mckinney to solve a problem for McKinney. In addition any bypass option creates easier access to undeveloped land for McKinney while removing taxable land from Prosper. If McKinney feels they need a bypass keep it in McKinney or do it on 380. Either way 380 will end up being widened.	<p>Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p>
1810	James McGrory	10/13/20 18	Survey Question 6 - Other response	Do what's right.	Comment noted.
1811	James McGuire	10/23/20 18	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
1812	James Morris	10/24/20 18	Survey Question 6 - Other response	PLEASE fix 380 on 380..... you would not build a multi-lane road in your backyard!	Comment noted.
1813	James O'Kelley	10/10/20 18	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years	Comment noted.

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				and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	
1814	James Paris	10/13/2018	Survey Question 6 - Other response	Existing 380 through McKinney will need to be improved anyway, so an additional highway, especially to the north, does not make sense. Red option A does not "bypass" enough to eliviate the congestion from Lake Forest to Custer. Most people are traveling north anyway, so neither bypass option will be used as much as would be liked. And the outer loop is not much farther than the bypass, so what's the point other than the residents of Tucker Hill, who elected to build homes off a major highway anyway, don't want existing 380 fixed?	<p>Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p>
1815	James Peterson	10/10/2018	Survey Question 6 - Other response	The (B) red alignment would reduce traffic for the exiting residential and businesses that have already been established, though out the different cities along the 380 corridor. The (A) proposal has a lot of Businesses and residential property that would go though vacant land, and create less traffic gridlock for the development that's existing already. Freeways usually promote growth there for the (B) route would benefit both McKinney and Prosper.	Comment noted.
1816	JAMES REILLY	10/22/2018	Survey Question 6 - Other response	KEEP 380 ON 380 AND AVOID CREATING A BYPASS AND SOLVING THE CURRENT 380 TRAFFIC ISSUES. 380 ON 380 FIXES ALL THE CURRENT AND FUTURE ISSUES.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
1817	James Richardson	10/26/2018	Survey Question 6 - Other response	Keep 380 on 380.	Comment noted.
1818	James Ryan Pogue	10/22/2018	Survey Question 6 - Other response	How about planning for what we already know what is going to happen? Growth. Create a roadway that can grow as population does.	Comment noted. TxDOT analyzed roadway options presented using a 2045 travel demand model. This model accounts for projected traffic expected in the DFW region in 2045. It also considers population growth estimates. TxDOT

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					also continues to work with local governments to consider planned developments including planned residential developments.
1819	James Seitz	10/11/2018	Survey Question 6 - Other response	Red alignment option n B has the least negative impact on businesses & homeowners.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
1820	James Smith	10/18/2018	Survey Question 6 - Other response	Red line alternative looks the best options without impacting new businesses building or already built along 380. Also would help with traffic issues during future 380 expansions. What about north/south highway through lake lavon to relieve 75 and 380 traffic	Comment noted. North/south route studies are being led by the North Central Texas Council of Governments as part of the Collin County Strategic Roadway Plan.
1821	James Sparrow	10/22/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
1822	James Stahl	10/15/2018	Survey Question 6 - Other response	"I support Coit Road to FM 1827 Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
1823	James Stringer	10/19/2018	Survey Question 6 - Other response	Please protect main gate and the rural properties. Fix 380 on 380	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1824	James T Martin	10/26/2018	Survey Question 6 - Other response	Keep 380 on 380. No bypass.	Comment noted.
1825	James Thompson	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
1826	James W. Norbury, Jr.	10/13/2018	Survey Question 6 - Other response	Keep 380 on 380. I do not want a bypass to be built.	Comment noted.
1827	James Wahl	10/18/2018	Survey Question 6 - Other response	Completion of the collin county outer loop would be great as well. Not just having it from 121 to 75. It doesnt seem to be doing anything. Connecting it down highway 5 or even 380 would be great	Comment noted.
1828	James Wolf	10/10/2018	Survey Question 1 - Other response	Prefer red alignment option B west of Custer	Comment noted.
1829	Jameson Clark	10/14/2018	Survey Question 6 - Other response	Keep the highways where they already are, don't ruin multiple neighborhoods and communities unnecessarily!!	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
1830	Jami Clifford	10/7/2018	Survey Question 6 - Other response	Please do not build into Prosper. There is room to extend 380, create overpasses if necessary all in an area that is already accustomed to the growth. We already have so much happening as far as construction in our area. I worry for my children who will soon be drivers.	Comment noted. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop. Additional right of way will be required and businesses and homes will be impacted and displaced if TxDOT constructs a freeway along the existing US 380.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
					Traffic analysis indicates that providing only overpasses, also known as grade separated intersections, along the existing US 380 would still experience a failing level of service for congestion and delay.
1831	Jamie Cooper	10/15/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole."	Comment noted.
1832	Jamie Cranmore	10/23/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
1833	Jamie Marr	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year. As a mother of a child with disabilities, I know how hard it is to get access to help and therapy like this within a reasonable distance.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
1834	Jamie Monson	10/25/2018	Survey Question 6 - Other response	I am opposed to any bypass options. Any bypass option will not address the continued need for the relief of traffic on 380 itself where McKinney has continued to allow development	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				(Costco, restaurants, groceries, hospital, etc.). Don't add more concrete to the less developed areas where there is still green and McKinney residents purchased homes away from the busy highways. When we originally bought our home we did so specifically because of the fantastic location and view from our backyard, however with a bypass our view will be raised on-ramps to a major freeway. If other arterial roads are finished or widened it would reduce traffic on 380 and not require a major freeway to be built. PLEASE NO BYPASS-FIX 380 on 380!	roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay Elevated ramps are only necessary at locations of freeway to freeway interchanges, and where the freeway is elevated. Elevated freeway sections will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com
1835	Jamie reed	10/6/2018	Survey Question 6 - Other response	I would hate to see a bypass move this far up into the prosper area. No need to change al of the zoning and bring extra traffic that far off of 380	Comment noted.
1836	Jamile Ashmore	10/10/2018	Survey Question 6 - Other response	Specific to the Coit Road to FM 1827 alignment, Red option B clearly has the least impact on residential and businesses and is most cost effective while providing overall travel, regional mobility, and regional economic growth equal to or better than the other options. I strongly oppose Red Option A and Green alignments as the are more expensive and have markedly more negative impact on residential and business.	Comment noted.
1837	Jan Clare	NA	Comment Form	I have been involved with the prospects of improving Highway 380 since Feb. 2017 when we found out quiet by accident that the city of McKinney was proposing as bypass. At that time, all three proposed routes would have destroyed our neighborhood! I became very involved and have appreciated TxDOT's willingness to seek citizen input. I have attended almost all of your meetings and have been encouraged by your proposed changes. While all routes have impacts, the GREEN ROUTE to fix 380 ON 380, will be the best choice because it already has a footprint, it is 5.4 miles from the Outer Loop widening will have a	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>very positive impact on McKinney's economic development as per the Perryman study, preserves the natural beauty of the NEW sector of McKinney rather than making it a maze of concrete with three highway dicing it up into a concrete jungle, avoids destroying the quality of life for over 5,000 current homeowners; who would have a highway 20' from their homes, avoids negative impacts on existing elementary school and a future high school, and save Mane Gait Therapeutic Horsemanship which has been serving children and adults with special needs for over ten years.</p> <p>I very much appreciate your willingness to listen to our comments. I know your job is very tough. I urge you to chose the green route to fix 380 on 380 because it supports both Prosper and McKinney Comprehensive Plans and preserves the beautiful NW sector of McKinney, Prosper, and so many surrounding areas! My sincere hope is that a handful of county and city officials' developers' opinions won't outweigh the desire of the thousands of people who choose to live in McKinney because it has open green space and who deliberately and thoughtfully chose to purchase homes AWAY from Highway 380. I do care about the residents of Tucker Hill and your creative engineers have already shown ways to protect and even enhance their neighborhood. One neighborhood who CHOSE to live on Highway 380 should not be allowed to decide the fate of the entire NW sector of McKinney and Prosper. Thank you for listening and good luck with this project!</p> <p>Sincerely, Jan Clare [REDACTED] [REDACTED] [REDACTED]</p>	

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1838	Jan Clare	10/17/2018	Survey Question 6 - Other response	Fix 380 ON 380!! It is already a highway. Please do not destroy homes unnecessarily. Please do not displace wildlife and destroy natural resources unnecessarily. Businesses can relocate MUCH easier than homeowners and receive compensation to do so. Please think of the thousands of people whose lives will be changed forever rather than a handful of developers and local politicians!! Fix 380 ON 380...the best solution for the majority of taxpaying homeowners!!	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Existing and planned residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p> <p>All right of way acquisition, including business and residential relocations/displacements would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. When acquiring right of way, TxDOT compensation is determined based on an independent appraiser and fair market value for the property. TxDOT's right of way agents can provide assistance to property owners in finding comparable properties for relocation.</p>
1839	Jan Essington	10/11/2018	Survey Question 6 - Other response	Please take outer red B to West of Custer	Comment noted.
1840	Jan foresee	10/10/2018	Survey Question 6 - Other response	The red b option for the west 380 loop saves the new businesses along 380 and keeps streets that were built to be residential as residential for McKinney residents. Not make them cut through for non residents on streets that WERE NOT BUILT TO HANDLE THAT KIND OF TRAFFIC NOR DO THEY HAVE THE CAPACITY TO BE WIDENED WITHOUT THE ROAD BEING IN PEOPLES BACK YARDS!!!! Make the smart decision for your neighbors well being. And for the businesses that already took a chance to open here.	Comment noted.
1841	Jan FORTH	10/12/2018	Survey Question 6 - Other response	I support RED Alignment-Option B because it offers the least disruption to already-existing residential & commercial developments in the City of McKinney. Widening US 380 would	Comment noted.

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				destroy many of the new businesses that have been built along US 380 in the last few years & would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	
1842	Jan Kearney	10/12/2018	Survey Question 6 - Other response	Existing 380 route should be improved	Comment noted.
1843	Jan patton	10/24/2018	Survey Question 1 - Other response	Avoid 380	Comment noted.
1844	Jan patton	10/24/2018	Survey Question 6 - Other response	Too many businesses will be affected and there for people will be losing jobs that are Mich needed.	Comment noted.
1845	Jan Wilson	10/22/2018	Survey Question 6 - Other response	Please don't destroy open spaces.	Comment noted.
1846	Jana	10/9/2018	Survey Question 6 - Other response	Leave McKinneys lack of planning a problem in McKinney and not for another Town to deal with. Keep 380 on 380	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
1847	Jana Horowitz	10/4/2018	Survey Question 6 - Other response	Do not put a bypass through small town Prosper! We cannot support increased traffic, lower property values, higher density housing, commercial land use etc... We purposely built our home nowhere near 380, don't bring it to us!!!	Comment noted.
1848	Jana Turner	10/8/2018	Survey Question 6 - Other response	Keep 380 on 380!! As a fairly new resident of Prosper, it really feels as if the larger town (McKinney) is dumping ITS problems on the smaller town. This is totally UNACCEPTABLE!!! Prosper planned for its growth. McKinney shouldn't put its poor planning on the backs of the people of Prosper. It's CRAZY that the	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment

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				TXDOT is even considering running a 380 bypass through a tiny town like Prosper- an idea hatched by disgruntled homeowners in McKinney! The damage to our town would be far greater given our much smaller size. 380 is the south boundary of Prosper and should remain just that. Keep 380 on 380 and out of Prosper!!	through Prosper is a viable option that should be further analyzed.
1849	Jane Hooker	10/10/2018	Survey Question 1 - Other response	Option A	Comment noted.
1850	Janel Duvall	10/5/2018	Survey Question 1 - Other response	Frontier Parkway	Comment noted. Traffic analysis concluded an alignment at Frontier Pkwy or further north did not significantly reduce congestion on US 380.
1851	Janet Anders	10/30/18	Comment Form	The solution to fixing 380 needs to be improvements where it currently lies. Fix 380 on 380. The long term impact of the NW sector would be transformational. Neighborhoods built out of the path of a major highway would be forced into the situation of having a highway next to their neighborhood. The financial benefits of the long term outlook would bring more jobs and revenue to the cities and ISDs of Collin County. Keep 380 on 380 - no bypass needs to be built next to our schools and homes.	Comment noted.
1852	Janet Anders	10/11/2018	Survey Question 6 - Other response	Keep 380 on 380 in McKinney west of 75 and in Prosper. It was meant to be the highway. Keep it that way.	Comment noted.
1853	Janet Logue	10/13/2018	Survey Question 1 - Other response	Red Line B option	Comment noted.
1854	Janet Magana	10/10/2018	Survey Question 1 - Other response	Prefer Red Alignment Option B	Comment noted.
1855	Janet Mooney	10/8/2018	Survey Question	I don't know enough on this one to express a preference	Comment noted. See Drive380.com for more information, including maps of the alternative alignments and comparison matrices.

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			5 - Other response		
1856	Janet Ornelaz	10/10/20 18	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow	Comment noted.
1857	Janet Stauch	10/23/20 18	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
1858	Janet Womack	10/8/201 8	Survey Question 3 - Other response	Keep 380 on 380—approve the existing 380	Comment noted.
1859	Janet Womack	10/8/201 8	Survey Question 6 - Other response	We chose our neighborhood when we moved here based on road expansion plans. We purchased in Prosper to ensure that we were not raising our kids near a major road for their safety and for our quality of life. The 380 should be improved and expanded on 380. That should be no surprise to anyone, and if anyone bought on 380, they knew it was busy and would become busier as the area grew. Thank you for allowing us to provide feedback.	Comment noted. Alignment options are still being evaluated and any future improvements will be designed to current design standards to enhance safety.
1860	Janette Risner	10/12/20 18	Survey Question 6 - Other response	Protect Texas natural beauty.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1861	Janice Eggers	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
1862	Janie Tucker	10/22/2018	Survey Question 6 - Other response	Coming through Prosper which we here in Prosper oppose. Across Custer rd and Mangate on the property across from this is a small gravesite with headstones amongst the first group of trees. There are headstones, actual people buried there from long ago. It's not right to move someones family to appease the people that didnt prepare for future growth as Prosper has. Dont reward them. Reward Prosper. We did think ahead as needed. McKinney should have known to do the same. Dont punish us. PLEASE!	<p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p> <p>The red alignment option B does not impact the cemetery on the west side of Custer Road.</p>
1863	Janine Potter	10/26/2018	Survey Question 6 - Other response	I believe making improvements and additions on 380 is the best solution.	Comment noted.
1864	Janis Hesrn	10/13/2018	Survey Question 2 - Other response	Green alignment	Comment noted.
1865	Janis Shard	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>

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				11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	
1866	Janna Bristing	10/8/2018	Survey Question 6 - Other response	Please keep 380 on 380. We do not support the bypass.	Comment noted.
1867	Janna wootten	10/9/2018	Survey Question 6 - Other response	We lease keep 380 on 380 in Prosper. There's plenty of major access here since the North Tollway is expanding north.	Comment noted.
1868	Jarah Redwine	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380. This preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGaite provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
1869	Jared Cockrell	10/17/2018	Survey Question 6 - Other response	Keep 380 on 380. Building a highway through people's neighborhoods and farms and completely undoing master-planned zoned communities is horrible for the community. One development in McKinney should not get to drive the property value of hundreds and thousands of other homes and properties.	Comment noted.
1870	Jared Stauffer	10/19/2018	Survey Question 6 - Other response	Please keep 380 on 380. No bypass. Thank you.	Comment noted.
1871	Jared Strings	10/11/2018	Survey Question 6 - Other response	McKinney should not be pushing the problem onto Prosper. I don't feel the bypass will actually serve the intended purpose. Fix 380 on 380	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
1872	Jared Wilson	10/18/2018	Survey Question 1 - Other response	No bypass	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1873	Jared Wilson	10/18/20 18	Survey Question 6 - Other response	Strongly against bypass. Bought home close to erwin park and afraid bypass would negatively impact house and park.	Comment noted. The location of Erwin Park was taken into consideration when draft alignments were developed. None of the proposed alignments directly impact Erwin Park. The proposed red alignment option is adjacent to the southern property line but does not cross into the park. Any future improvement projects would include assessment of the potential impact on the human and natural environments. TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable.
1874	Jason	10/12/20 18	Survey Question 6 - Other response	McKinney Texas entire city basis is built on "unique by nature". Texas is already losing much of it's natural beauty to new roads, infrastructure, shopping centers, and concrete structures. Texas is losing and giving up the natural beauty of the state for short term gain and long term loss of giving-up trees & nature that can't be replaced. The Texas landscapes are what make Texas different from other states and need to be protected or Texas will be giving up it's heritage, grit, uniqueness, 150 year plus trees, and letting non-Texans, foreign investors who are bulldozing Texas landmarks, and big business that is not vested Texas long term with only short term profiteering and a loss for Native Texans along with Texas agriculture with loss of farm land, ranches, and 150 year trees to bulldozers and concrete. This will hurt McKinney and Texas...stick to expanding current roads. Make 380 a toll road that is expanding without deviating from the green straight path while protecting Texas lands with trees.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Tolling is not being considered as an option for funding.
1875	Jason Bahamundi	10/22/20 18	Survey Question 6 - Other response	Please leave the few green spaces that we have left for family and friends to enjoy. The Boy Scouts use the park, runners and cyclists use the park. Leave the area alone.	Comment noted. The location of Erwin Park was taken into consideration when draft alignments were developed. None of the proposed alignments directly impact Erwin Park. The proposed red alignment is adjacent to the southern property line but does not cross into the park. Any future improvement projects would include assessment of the potential impact on the human and natural environments. TxDOT

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					attempts to avoid and/or minimize impacts to parks as much as practicable.
1876	Jason Baskett	10/12/2018	Survey Question 6 - Other response	Please keep 380 on 380!	Comment noted.
1877	Jason Brown	10/23/18	Comment Form	<p>Keep close to TXDoT's ideal freeway spacing of 5 miles apart, with 380 being about 5 miles from both 121 and the Outer Loop. On Custer Road, the distance between 121 and 380 is 6.1 miles. The distance between 121 and Bloomdale Road where the Bypass would be is 9.5 miles. This is too far apart based on TXDoT's ideal freeway spacing.</p> <p>When Stephen Endres spoke to the Prosper Town Council Meeting on July 24, 2018 he said that TXDoT rarely, if ever, goes against the recommendations of the cities. Both Prosper and Frisco passed resolutions saying they don't want a Bypass through their cities, and yet TXDoT bowed to political pressure from a vocal minority of people in Tucker Hill and Stonebridge Ranch to add a Bypass Red Option B starting in Prosper at the last minute when it wasn't even an option in the April/May public meetings. The Town of Prosper has limited commercial frontage, and a Bypass through Prosper would further limit our Town's tax base, home prices, and future economic viability.</p> <p>In the public response to TXDoT's April/May public meetings, 3,384 people said they wanted to Fix 380 on 380, while only 1,502 people said they wanted a Bypass option. That is a ratio of 2.19 to 1 that prefers to Fix 380 on 380 versus a Bypass. Why is the new Red Option B through Prosper even an option, other than an obvious bowing to the special interests of Tucker Hill and Stonebridge Ranch who knowingly built their homes on a highway.</p>	<p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>Public input is one of the many factors that TxDOT will consider when making a decision on an alignment. The presentation provided at the October 2018 meeting noted that 1,897 people selected a preference for an alignment along the existing US 380.</p>

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				<p>The residents of Tucker Hill received a discount when purchasing their homes because of their location close to a highway. The residents of Prosper paid a premium when we purchased our homes to live in a nice and quiet area far away from a highway. It is not fair that Tucker Hill residents are trying to shift the economic burden caused by their own poor planning to the residents of Prosper. In order to avoid having 0.3 miles of frontage road on a freeway, Tucker Hill is trying to get TXDOT to build a freeway next to and through hundreds and thousands of existing and future homes and acreage of people who purposefully chose to buy homes far away from highways and freeways. Do not cave into pressure from a vocal minority from Tucker Hill and Stonebridge Rance that don't want to face the consequences of their decision to buy a home close to a highway that was slated for future expansion. Fix 380 on 380!</p>	
1878	Jason Brown	10/11/2018	Survey Question 6 - Other response	<p>I am strongly against any Bypass option that goes through any part of Prosper, and am against any Bypass option west of I-75 (both Red Options). I strongly support fixing 380 on 380 west of I-75 (Green Options). Keep close to TXDOT's ideal freeway spacing of 5 miles apart, with 380 being about 5 miles from both 121 and the Outer Loop. On Custer Road, the distance between 121 and 380 is 6.1 miles. The distance between 121 and Bloomdale Road where the Bypass would be is 9.5 miles. This is too far apart based on TXDOT's ideal freeway spacing. When Stephen Endres spoke to the Prosper Town Council Meeting on July 24, 2018 he said that TXDOT rarely, if ever, goes against the recommendations of the cities. Both Prosper and Frisco passed resolutions saying they don't want a Bypass through their cities, and yet TXDOT bowed to political pressure from a vocal minority of people in Tucker Hill and Stonebridge Ranch to add a Bypass Red Option B starting in</p>	<p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>Public input is one of the many factors that TXDOT will consider when making a decision on an alignment. The presentation provided at the October 2018 meeting noted that 1,897 people selected a preference for an alignment along the existing US 380.</p>

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				<p>Prosper at the last minute when it wasn't even an option in the April/May public meetings. The Town of Prosper has limited commercial frontage, and a Bypass through Prosper would further limit our Town's tax base, home prices, and future economic viability. In the public response to TXDoT's April/May public meetings, 3,384 people said they wanted to Fix 380 on 380, while only 1,502 people said they wanted a Bypass option. That is a ratio of 2.19 to 1 that prefers to Fix 380 on 380 versus a Bypass. Why is the new Red Option B through Prosper even an option, other than an obvious bowing to the special interests of Tucker Hill and Stonebridge Ranch who knowingly built their homes on a highway. The residents of Tucker Hill received a discount when purchasing their homes because of their location close to a highway. The residents of Prosper paid a premium when we purchased our homes to live in a nice and quiet area far away from a highway. It is not fair that Tucker Hill residents are trying to shift the economic burden caused by their own poor planning to the residents of Prosper. In order to avoid having 0.3 miles of frontage road on a freeway, Tucker Hill is trying to get TXDoT to build a freeway next to and through hundreds and thousands of existing and future homes and acreage of people who purposefully chose to buy homes far away from highways and freeways. Do not cave into pressure from a vocal minority from Tucker Hill and Stonebridge Ranch that don't want to face the consequences of their decision to buy a home close to a highway that was slated for future expansion. Fix 380 on 380!</p>	
1879	Jason Carlson	10/21/2018	Survey Question 6 - Other response	<p>I'm completing this survey, lying in my bed, approximately 30 feet away from where the red bypass alignment is proposed to be along cr 123, where cars will be zipping by at 80 mph. Mere feet from where my children now play, where I play catch with them. It is so peaceful</p>	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				right now, as I lay here in complete silence, with the infrequent sound of a random car passing now and then. Please don't turn that peace and tranquility into a large highway.	
1880	Jason Cheung	10/4/2018	Survey Question 6 - Other response	Please help to keep 380 on 380. Expanding 380 on its current footprint would help to most effectively address and improve the traffic situation in Collin County. I am opposed to any of the 380 Bypass options since they will negatively impact and transform a large number of communities and homes in the area.	Comment noted.
1881	Jason Dixon	10/5/2018	Survey Question 6 - Other response	It's called Highway 380 for a reason. Please keep 380 on 380. If the county needs an outer loop, than build another outer loop. But with all growth over the next 30 years, we are going to need every highway we can have. So don't cut us short now by making short loops.	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
1882	Jason Elliott	10/10/2018	Survey Question 6 - Other response	Keep the 380 extension on 380. Logic and facts must prevail for TxDot. Your moral obligation is to take into account the 5,000+ homes and families that will be severely impacted by a 380 bypass, not to mention the historic landmarks (gravesite) and other important places (Mane Gait, new Prosper high school, etc.). The residents of Stonebridge and Tucker Hill made a conscious choice to build a home directly off of 380. They knew what they were getting into and knew there would be a possibility of extending 380 to at least 6 lanes. Those of us who will be impacted by a 380 bypass made a conscious choice to build away from 380. Now, you are threatening the livelihoods of our families and the life we chose when moving into these neighborhoods. Not to mention, home values being diminished, which will impact our home investment.	<p>Comment noted. Existing residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p> <p>As currently proposed, the red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
					value of the subject property in a negative or positive way.
1883	Jason F Jares	10/15/2018	Survey Question 1 - Other response	It depends on if 380 bypasses McKinney. Bad question to start the survey.	Comment noted.
1884	Jason F Jares	10/15/2018	Survey Question 6 - Other response	If 380 does not get a bypass around it's current route, it needs to be done the way 71 was done in Bastrop. Limited exits and no traffic lights. Keep local drivers on parallel service roads.	Comment noted. The proposed freeway (red or green) would generally consist of 8 freeway lanes (4 in each direction), and 2 lane continuous frontage roads running parallel to each side of the freeway. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
1885	Jason Gooding	10/18/2018	Survey Question 6 - Other response	Red alignment Option B offers the least disruption to residences and businesses.	Comment noted.
1886	Jason Gregg	10/11/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
1887	Jason Hildebrand	10/10/2018	Survey Question 6 - Other response	1. I live in Willow Wood. The bypass could potentially pass through the Willow Wood neighborhood, literally causing houses to be torn down. This is totally unacceptable. Keep the conservation! The city of McKinney deemed the conservation area surrounding Willow Wood a necessary requirement to develop our neighborhood. The bypass should not be allowed to impede and take the land next to Willow Wood. The roadway needs to be shifted to the South and mitigate as necessary. 2.The road needs to be built at grade level to lessen the noise to Willow Wood. 3.We will need sound walls put up to protect Willow Wood from the traffic noise. 4.We DO NOT want an entrance to	<p>Comment noted. Alignment options and roadway configurations are still being evaluated. Any future improvements would include assessment of the potential impact on the human and natural environments. The proposed red alignment would not displace any homes in the Willow Wood neighborhood.</p> <p>A traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement</p>

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				Willow Wood form the new bypass. 5.How will the new bypass cross Hwy 5? 6.How will the bypass cross Hwy 75? Thank you for letting me state my concerns. Thanks, Jason Hildebrand Resident of Willow Wood, McKinney	<p>of Roadway Traffic 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 would be shared with the community before preparing the final design.</p> <p>Should the red alignment option be constructcted, it is most likely that the general-purpose lanes will overpass SH 5 with ramps connected to frontage roads with signalized interchanges at SH 5.</p> <p>Should the red alignment option be constructed, it is most likely that there would be a four-level interchange at US 75, similar to interchange at SRT and US 75.</p>
1888	Jason Hoofnagle	10/12/2018	Survey Question 6 - Other response	<p>Regarding TXDOT options for HWY 380 Bypass, the Green option is the best east/west option because it would not only be an upgrade to the existing highway, especially around the intersection with Central Expressway (75), but it would have the least destructive impact to the residents of McKinney and Prosper.</p> <p>Constructing a new highway along the Red route is unnecessary because expanding/ upgrading the existing Highway can be and should be used to address the problem. We don't need to build more roads when the existing road can be used. The businesses along the existing 380 highway are along the highway because they wanted to be on the highway. The residents along the proposed bypass routes did not buy their houses to be next to a highway. They bought houses in the residential neighborhoods because they were residential neighborhoods. The Red</p>	<p>Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p> <p>Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>

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				route would result in terrible consequences for the residents who would now have a highway in their backyard. Property values would plummet, residents would lose equity in their homes and potentially be unable to sell their homes for a reasonable price. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
1889	Jason McCaslin	10/11/2018	Survey Question 6 - Other response	The coit option will impact too many students at the middle school and the future Prosper High School.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. As currently proposed, the red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.
1890	Jason McClintock	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
1891	Jason MERCER	10/24/2018	Survey Question 6 - Other response	My primary concern is 380 between 289 & 75. With traffic increasing so drastically, I believe we need to move it away from so much residential where we can expand it to correctly contend with traffic demands, without having to eminent domain people's homes.	Comment noted.
1892	Jason Minton	10/14/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would	Comment noted.

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				destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow. I would like an option that best preserves existing McKinney infrastructure and positions the city for future efficient growth.	
1893	Jason Myers	10/13/2018	Survey Question 6 - Other response	Please look into expanding Wilmeth Rd from 75 to the tollway. This would be MUCH cheaper and would solve MANY of the traffics issues on 380. It is just north of 380 and south of the newly proposed red line.	Comment noted.
1894	Jason Rock	10/27/2018	Survey Question 6 - Other response	Please open up 380 with options. As Collin county grows, so should the road ways.	Comment noted.
1895	Jason Steed	10/14/2018	Survey Question 6 - Other response	Please keep 380 on 380.	Comment noted.
1896	Jason Towers	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
1897	Jason Whitmire	10/14/2018	Survey Question 6 - Other response	Huge concern regarding impact to Prosper. We moved to Prosper based on the growth plan that was communicated. Anything other than Green choice is in violation of what we were told	Comment noted.
1898	Jaxon Dover Smith	10/13/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations,	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

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				ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year."	
1899	Jay Fish	10/10/2018	Survey Question 1 - Other response	West of Custer	Comment noted.
1900	Jay Scarbo	10/10/2018	Survey Question 6 - Other response	It seems to me that the only logic choice, and best for the area, is to keep 380 on 380, and not utilize any type of bypass. This will continue to spur the development that is already occurring on the 380 corridor and keep the communities to the north of 380 from being isolated between a bypass and 380. I don't see the traffic moving away from the main 380 corridor, and going through with a bypass option would only limit the improvements on 380 that would be needed to keep up with the growing population. We moved to Prosper fully aware that the roads near us would be widened and traffic would increase due to the current and expected growth. I believe the best way to continue to handle the growth is by improving the existing roadways already in place.	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
1901	Jay Scarbo	10/8/2018	Survey Question 6 - Other response	Fix 380 on 380.	Comment noted.
1902	Jaya Goluguri	10/10/2018	Survey Question 6 - Other response	I am in support of Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
1903	Jayme Bozik	10/12/2018	Survey Question	No Bypass! Please work with current 380 route.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response		
1904	jayme meyer	10/12/20 18	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
1905	Jayne Baker	10/24/20 18	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
1906	Jayne Campanini	10/14/20 18	Survey Question 6 - Other response	I have to wonder if it would be more financially fiscal to begin aiming for a larger project such as an interstate or toll? Eventually 380 needs to become a freeway, it is far too dangerous as is.	Comment noted. Tolling is not being considered as an option for funding. Alignment options are still being evaluated and any future improvements will be designed to current design standards to enhance safety.
1907	Jazzmyne Buckels	10/12/20 18	Survey Question 6 - Other response	You should not be sacrificing people's homes due to your own poor planning. 380 should remain on 380.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
1908	JC	10/22/20 18	Survey Question 6 - Other response	Please start at 380 & 75 intersection.	Comment noted. Any improvements would likely be constructed in phases; however, construction sequencing would not be determined until the detailed design phase of the project.

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1909	Jean Allen	10/24/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney, Prosper, Princeton on to Farmersville. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. Northern McKinney has unique topography with rolling hills and wetlands that should be preserved in and around Erwin Park. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
1910	Jean Duck	10/15/2018	Survey Question 6 - Other response	Expand 380 on 380	Comment noted.
1911	Jeanette Andersen	10/12/2018	Survey Question 6 - Other response	Traffic issues on 380 are currently deplorable. Adding extra construction to this area will only cause more delays, accidents and deaths. 380 has been know as Death Alley since the early 70's. How much more dangerous can we make it. Adding to the congestion is not the answer. Hopefully moving to an area with less traffic concerns will speed up the process. Once the roadway is complete hopefully it will not already be out dated!!!!	<p>Comment noted. Alignment options are still being evaluated and any future improvements will be designed to current design standards to enhance safety. TxDOT analyzed roadway options presented using a 2045 travel demand model. This model accounts for projected traffic expected in the DFW region in 2045. It also considers population growth estimates. TxDOT also continues to work with local governments to consider planned developments including planned residential developments.</p> <p>TxDOT makes every effort to minimize impacts during construction of its projects.</p>
1912	Jeanette Elizabeth Ahrens	10/8/2018	Survey Question 6 - Other response	If expanding 380 please plan on building the changes on the existing pathway to minimize impact to subdivisions and local roads near other proposed routes. Other roads in the metroplex have been made as stacked roads and this could be also with some planning	Comment noted. Elevated freeway sections (or double decking) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being

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					considered are available in the public meeting boards posted on Drive380.com.
1913	Jeanette Lackey	10/11/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
1914	Jeanette Maguire	10/17/2018	Survey Question 6 - Other response	380 Should stay on 380. Expand and improve existing road regardless of cost.	Comment noted.
1915	Jeanie Simmobs	10/13/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year."	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
1916	Jeanne Dugan	10/14/2018	Survey Question 6 - Other response	KEEP 380 ON 380, NO BYPASS	Comment noted.
1917	Jeanne Paprocki	10/13/2018	Survey Question 6 - Other response	380 should be expanded on its current footprint	Comment noted. Additional right of way will be required and businesses and homes will be impacted and displaced if TxDOT constructs a freeway along the existing US 380.
1918	Jeannie Jung	10/12/2018	Survey Question 6 - Other response	We understand the traffic concerns, but we are appalled at the impact a loop would create for homeowners and whole neighborhoods. Please limit the 380 to 380 only. Thank you!	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation

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					matrices included in the public meeting boards and presentation posted on Drive380.com.
1919	Jeannie Jung	10/4/2018	Survey Question 6 - Other response	No homeowner impacted by these routes want fellow homeowner's homes destroyed. We understand the need for road expansion, but it needs to occur along the existing routes.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
1920	Jeannie Mitzner	10/10/2018	Survey Question 6 - Other response	I believe affecting the fewest number of residents is the only option that makes sense.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
1921	Jeannine Porter	10/8/2018	Survey Question 6 - Other response	I think all expansion of 380 should stay on 380.	Comment noted.
1922	Jeff Bobbitt	10/30/18	Comment Form	<p>TxDOT- Please consider the "Keep 380 on 380" option with no bypass through residential zoned property. No Bypass... the best solution for all is a long term strategy to improve 380 to a) limit impact to planned neighborhood and schools, b) improve transportation and traffic from Collin to Denton County. C) Enhance economic outcomes on 380 which are already built and will be constructed in the future.</p> <p>Please choose the Green alignment for our future 380 transportation needs.</p>	Comment noted.
1923	Jeff Bobbitt	10/26/2018	Survey Question 6 - Other response	Keep 380 on 380. NO BYPASS.	Comment noted.
1924	Jeff Chism	10/15/2018	Survey Question 6 - Other response	The Collin County Loop will provide another alternative to any 380 bypass through McKinney. I would prefer we expand 380 and not add be in the business of adding a bypass around each town.	Comment noted.

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1925	Jeff Emerick	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
1926	Jeff Gowen	10/27/2018	Survey Question 6 - Other response	380 should be improved along its current route.	Comment noted.
1927	Jeff Groce	10/9/2018	Survey Question 6 - Other response	I do not understand how the green option could be considered viable due to the impact to homes & businesses and the higher cost.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
1928	Jeff Hill	10/24/2018	Survey Question 1 - Other response	Highway with exit ramps and overpasses	Comment noted.
1929	Jeff Hill	10/24/2018	Survey Question 6 - Other response	380 from 423 to 1386 has been a disaster for a decade. There is no reason anyone should have to sit in traffic for 15 minutes to go 1.5 miles. More and more businesses and houses are in the works and the 380 corridor is 4 lanes, there needs to be minimum of 3 lanes on each side with a median in the middle. No one should be able to cross over unless they go under an overpass. This highway is entirely too busy, families drive that stretch everyday and if you are looking to keep citizens safe, get 380 fixed, and allow those cement and rock trucks room to drive without endangering other drivers. Needs to be done, 10 years past due!	<p>Comment noted. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.</p> <p>Traffic analysis indicates that providing overpasses alone, also known as grade separated intersections, along the existing US 380 would still experience a failing level of service for congestion and delay.</p>
1930	Jeff Hunt	10/26/2018	Survey Question 2 - Other response	Please explore options to the Green Route	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1931	Jeff Hunt	10/26/2018	Survey Question 6 - Other response	Please explore alternatives to Green Route through the City of McKinney (Coit to FM 1827).	Comment noted.
1932	Jeff Kennedy	10/9/2018	Survey Question 6 - Other response	Keep 380 on 380!	Comment noted.
1933	Jeff Mack	10/6/2018	Survey Question 2 - Other response	Would prefer option b but coming back to 380 further west.	Comment noted.
1934	Jeff Mack	10/6/2018	Survey Question 6 - Other response	380 is already an established road. Why not continue the planned bypass keeping it north until it gets to future DNT north of 380. Would be much less disruptive to established neighborhoods and businesses. Traffic on existing 380 would be reduced since 'thru' traffic would be taking the loop north.	Comment noted. If the red alignment continued on Bloomdale Rd. / Prosper Trail until it tied into the future DNT, there would be far more impacts and displacements to residential property.
1935	Jeff Morgan	10/5/2018	Survey Question 6 - Other response	Absolutely 0% interest in the RED OPTION. No interest at all.	Comment noted.
1936	Jeff Mundt	10/10/2018	Survey Question 6 - Other response	I am filling this out for the 2nd time as new option Red-B is available which will move traffic away from residential Stonebridge Ranch area.	Comment noted.
1937	Jeff Parsons	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>

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1938	Jeff Robinson	10/22/20 18	Survey Question 6 - Other response	Let's do the right thing for further development and keep land impacts to a minimum.	Comment noted.
1939	Jeff Smith	10/24/20 18	Survey Question 6 - Other response	As long as Erwin Park is not affected by the new road/s then I'm all for it.	Comment noted. The location of Erwin Park was taken into consideration when draft alignments were developed. None of the proposed alignments directly impact Erwin Park. The proposed red alignment option is adjacent to the southern property line but does not cross into the park. Any future improvement projects would include assessment of the potential impact on the human and natural environments. TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable.
1940	Jeff Steel	10/09/18	Commen t Form	<p>I support the improvements to US 380 and oppose the bypass proposals, for these reasons:</p> <ul style="list-style-type: none"> • Businesses and residents along US Highway 380 should reasonably expect future widening to accommodate growth. Homeowners in existing suburban neighborhoods should not reasonably expect construction of a major highway adjacent to their neighborhood. • The bypass through Prosper was not one of the original TxDOT proposals. It is clear that it was created only due to political influence of some influential county residents. • The Perryman study has shown that the expansion of U.S. Highway 380 into a limited-access highway would provide a huge boost to the economy. • The bypass routes will only dump more traffic onto an already congested parts of US Highway 380. Widening 380 will still be required for the section from Custer Road to the Collin County line. • Slide 7 of TxDOT's own Power Point presentation shows that the majority of respondents to a TxDOT survey from Prosper, McKinney and Frisco do not want a by-pass but rather, prefer to improve US Highway 380 by making it a limited access freeway. • We just recently moved to Prosper and are dismayed that TxDOT and elected Collin County officials are considering 	<p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>Any future improvement projects would include assessment of the potential impact on the human and natural environments.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>Public input is one of the many factors that goes into TxDOT's decision-making process in regards to this study.</p>

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				bypass proposals that will negatively impact the quality of life and reduce property values of existing Prosper residents.	
1941	Jeff Steel	10/16/2018	Survey Question 6 - Other response	<p>I support improvements to U.S. Highway 380 (Green alignment) and oppose both 380 Coit Road to FM 1827 bypass options (Red alignment) for these reasons:</p> <ul style="list-style-type: none"> • Businesses and residents along U.S. Highway 380 should have reasonably anticipated widening to accommodate growth. Homeowners in remote existing suburban neighborhoods should not reasonably expect construction of a major highway through or adjacent to their neighborhoods. • It is evident from Dallas Morning News and other published reports that the Prosper Bypass (Red alignment B) was created only due to political influence by elected officials who are residents of affected communities. In particular, Collin County Judge Keith Self should step aside and recuse himself from any vote on 380 Coit Road to FM 1827 bypass options. • The Perryman study has shown that the expansion of U.S. Highway 380 into a limited-access highway would provide a huge boost to the economy, far outweighing the TxDOT cost estimates for a 380 expansion: The area studied by The Perryman Group extends along U.S. Highway 380 from the Collin-Denton county line east to U.S. Highway 75 and includes property within a half-mile on the north and south sides of the road. Among the benefits of a limited-access highway: "a notable increase in economic indicators including estimated gains as of 2040 of some \$14.8 billion in real gross product and almost 75,900 jobs in the study area as well as 160,600 jobs and \$19.4 billion in real gross product in Collin County as a whole." • In addition to improvements to U.S. Highway 380, Collin County officials and TxDOT should focus on accelerating development of the long-planned Collin County Outer Loop. • TxDOT's own findings of public comments show that the 	<p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p> <p>Public input is one of the many factors that goes into TxDOT's decision-making process in regards to this study.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>The Perryman study completed January 2017 analyzed potential economic effects of converting portions of the existing US 380 corridor into a freeway. The study did not analyze economic effects of new location alignments. TxDOT is currently working to complete additional economic impact analysis before the end of the feasibility study.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				majority of respondents from Prosper, McKinney and Frisco do not want a bypass but instead prefer improvements to U.S. Highway 380 by making it a limited access freeway. • In summary, I believe the 380 Coit Road to FM 1827 bypass options will negatively impact the quality of life and reduce property values of existing Collin County residents, and therefore support the Green alignment to improve U.S. Highway 380 and accelerated development of the Collin County Outer Loop to alleviate current and future traffic.	
1942	Jeff Stewart	10/10/2018	Survey Question 1 - Other response	Red Plan B	Comment noted.
1943	Jeff Vielhaber	10/6/2018	Survey Question 6 - Other response	Good luck!	Comment noted.
1944	jeff warner	10/21/2018	Survey Question 6 - Other response	I totally oppose any highway encroachment near Erwin Park. This is really the only natural escape we have in Collin County and a nearby bypass would ruin the serenity of the park. Those persons and business that purchased along 380 should have reasonably known that some type of expansion would have to be done. I moved here in 2007 and that risk was obvious to me at the point and furthermore, the market certainly priced in a discount due to this risk.	Comment noted. The location of Erwin Park was taken into consideration when draft alignments were developed. None of the proposed alignments directly impact Erwin Park. The proposed red alignment option is adjacent to the southern property line but does not cross into the park. Any future improvement projects would include assessment of the potential impact on the human and natural environments. TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable.
1945	Jeff Whanger	10/9/2018	Survey Question 6 - Other response	No matter what someone is getting displaced or impacted, myself included. I would ask to choose the least costly and least invasive option. Some form of bypass, but leaving existing 380 seems to be the obvious choice.	Comment noted.
1946	Jeff Whanger	10/09/18	Comment Form	Vote for Red A or B by pass. East of 1827, no preference. This is the obvious choice - least intrusive, cheapest, provides relief, etc. holding Exist. ROW line along Wilmeth @ Heatherwood subdivision and expanding north may help. No matter what, some group of people will be upset.	Comment noted. Public input and cost are two of the many factors that goes into TxDOT's decision-making process in regards to this study.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				At least with this, you'll spend less tax money doing it. And that I can support.	
1947	Jeff Whanger	10/9/2018	Survey Question 3 - Other response	Stay away from Heard Science Museum & Trails please	Comment noted. The Heard Natural Science Museum and Wildlife Sanctuary would not be impacted by any of the proposed alignments.
1948	Jeff Willis	10/24/2018	Survey Question 6 - Other response	I demand McKinney's greenways and nature be protected from this nonsense. Yes we need a viable transportation answer but we also don't need to destroy all of our heritage land and one of our few remaining quiet treasures of nature such as Erwin Park.	Comment noted. The location of Erwin Park was taken into consideration when draft alignments were developed. None of the proposed alignments directly impact Erwin Park. The proposed red alignment option is adjacent to the southern property line but does not cross into the park. Any future improvement projects would include assessment of the potential impact on the human and natural environments. TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable.
1949	Jeff Wise	10/4/2018	Survey Question 6 - Other response	I live in Tucker Hill and Option A is too close and would definitely impact property values of a very new neighborhood. Also expansion of 380 would take out the only entrance to the neighborhood.	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
1950	Jeffrey Alexopoulos	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
1951	Jeffrey Alvis	10/15/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year	
1952	Jeffrey Bobbitt	10/26/2018	Survey Question 6 - Other response	Please keep 380 on 380, a solution with the best outcomes in the long term for Collin and Denton County transportation.	Comment noted.
1953	Jeffrey Coley	10/24/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
1954	Jeffrey Dorton	10/12/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole."	Comment noted.
1955	Jeffrey Gladden	10/15/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations,	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year	
1956	Jeffrey Ritch	10/9/2018	Survey Question 6 - Other response	Limit red light intersections, do what was done on 75 & Spring Valley Tunnell. It appears that the new outer loop will do most of what the alignment will do.	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with select grade separated intersections being constructed, the construction of the Collin County Outer Loop, and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
1957	Jeffrey Ritch	10/10/2018	Survey Question 6 - Other response	75/380 current intersection should be a tunnel like what we have at 75/Spring Creek in Richardson	Comment noted.
1958	jelena dubravac	10/15/2018	Survey Question 6 - Other response	Making 380 a limited access with compressed and depressed areas is the best alternative.	Comment noted. Compressing and depressing the roadway is not a viable option in all locations.
1959	Jen Duenhoelter	10/4/2018	Survey Question 6 - Other response	we bought our home away from highway and freeway on purpose. Red alignment through prosper would create noise, traffic and loss of property value	Comment noted.
1960	Jenilee Lee	10/13/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening 380 would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
1961	Jenn Harber	10/16/2018	Survey Question 6 - Other response	I support the GREEN alignment. Building the bypass is not necessary. It will scar the beauty of our community and would impair growth and high-quality development in the NW part of Collin County. Green alignment preserves McKinney's most prominent non profit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities.	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1962	Jenn weimer	10/25/2018	Survey Question 6 - Other response	The outer loop should have been built long ago to alleviate the 380 congestion. I don't know how you would work on 380 with no other east west veins already in existence.	Comment noted. Portions of the Collin County Outer Loop have already been constructed and progress continues on that project as well as improvements being made by the City of McKinney to east-west arterials. Construction sequencing would be considered after a preferred alignment is identified.
1963	Jenn weimer	10/25/2018	Survey Question 1 - Other response	Outer loop	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
1964	Jenn weimer	10/25/2018	Survey Question 2 - Other response	Outer loop	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
1965	Jenna	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
1966	Jenna	10/11/2018	Survey Question 6 - Other response	We are one of the properties that back up to Custer and 1st Street that will be heavily impacted by the bypass option B. We firmly, adamantly, and VEHEMENTLY OPPOSE this option!! We did not choose to build our dream home next to a major highway, YOU will be	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>choosing that for us, which I am SURE if you were in OUR position with YOUR home values put in jeopardy and forced to live next to a highway, you would feel our absolute disgust with this as an option. There's a reason why there is a saying "put yourself in someone else's shoes." We recognize the fact that a decision has to be made and someone is going to get hurt by it. However, the FACTS and COMMON SENSE do not and will never add up to chose the red Option B through prosper. Everyone knows why option B got put on the agenda because the developer, judge, and former mayor live in Tucker Hill and put pressure on you. I think we all know how politics and money play a game in all of this and TexDot has proven that they play this game by allowing option B to become a proposed route when it was opposed by Frisco and Prosper council months ago. Bottom line is 380 needs to get fixed regardless of any bypass or outer loop option, so just fix it now so you don't spend more of our money on taxes trying to fix it after the fact like Denton did with their outer loop disaster. This is common sense when it comes to future growth and expansion... are you honestly saying 380 at it's current state can handle the "restaurant row" that is coming to the SE corner of 380 and Custer and the retail developments slated for Preston and 380 and Tollway 380? How is a bypass that dumps all the traffic onto 380 just past Custer going to help alleviate that disaster of congestion that will happen at these intersections?? If money and politics is how TexDot decisions are made, well good luck in life...it comes back full circle...MAKE THE RIGHT, HONEST, MOST COMMON SENSE DECISION PLEASE!</p>	<p>through Prosper is a viable option that should be further analyzed.</p> <p>Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
1967	Jenna Lord	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year	TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
1968	Jenna Mills	10/19/2018	Survey Question 6 - Other response	No bypass along Bloomdale	Comment noted.
1969	Jenni Bergreen	10/10/2018	Survey Question 1 - Other response	Prefer red alignment option B	Comment noted.
1970	Jenni Bergreen	10/10/2018	Survey Question 2 - Other response	I live next to Ridge Road. Many residents use the bike and pedestrian paths regularly. The red alignment option B is the best plan to keep Ridge Road from becoming more heavily traveled which would in-turn create more hazards for the many bikers and pedestrians who use the bike and pedestrian paths.	Comment noted.
1971	Jenni Webb	10/24/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
1972	Jennie Turnell	10/13/2018	Survey Question 6 - Other response	Please keep 380 along the same path it currently runs. Property owners do not need their homes destroyed.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1973	Jennifer	10/12/20 18	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities - including my son! We/he needs ManeGait where the facility is a peaceful respite!	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
1974	Jennifer	10/13/20 18	Survey Question 6 - Other response	This project is five to ten years behind the growth of the county. Highway 380 is a problem, especially on the east side of the county from McKinney airport to the county line where no extensive widening has taken place. Since the road widening is behind the growth of the county, it makes the most sense to widening the existing roadway rather than spend years fighting for land. Service roads and overpasses should be built with on and off ramps, to make Highway 380 a true commuter highway void of lights and stops. The county is having a major growth spurt everywhere, however, the largest chunks of undeveloped land are in the east so the density in the east is going to grow exponentially in coming years.	<p>Comment noted. TxDOT understands that there are safety concerns that currently exist in this area. It is currently constructing a safety improvement project to add a raised median on US 380 from FM 1827 to CR 985. Construction of the raised median project is anticipated to be complete during the fall of 2019. In addition, TxDOT is currently developing a project to widen US 380 from Airport Road in McKinney to 4th Street in Princeton from 4 lanes to 6 lanes. The proposed freeway (red or green) would generally consist of 8 freeway lanes (4 in each direction), and 2 lane continuous frontage roads running parallel to each side of the freeway. If TxDOT decides to construct a freeway, it would most likely take 10 to 20 years before it was constructed.</p>
1975	Jennifer Baskett	10/12/20 18	Survey Question 6 - Other response	Please keep 380 ON 380. I'm a little confused as to how cutting through Prosper (where the land shown to be used already has a use for the town in the grand scheme) even became a choice when originally it was never an option. The bypass options negatively affect many farms and even the beautiful and needed ManeGait facility. Keep 380 on 380!	<p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
1976	Jennifer Bedell	10/8/2018	Survey Question 6 - Other response	My preference is that Prosper not be forced to accept the negative consequences of McKinney's poor planning and development.	Comment noted.
1977	Jennifer Beyer	10/7/2018	Survey Question 6 - Other response	Please do not dump Mckinney's problem onto Prosper.	Comment noted.
1978	Jennifer Blythe	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
1979	Jennifer Cheek	10/22/2018	Survey Question 6 - Other response	The RED B option is preferable for the Coit Rd to Highway 5 area. It is by far the cheapest option and has less of an impact on existing houses and business than any other option. It also the most effective route for future economic development for all stakeholders. Widening 380 would destroy many of the business along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. I strongly oppose Red Option A which would have the most negative impact on all stakeholders and would result in a traffic nightmare for years to come, if not permanently. If 380 is expanded in place, it should be run underground (similar to Woodall Rodger Freeway) to protect surrounding homeowners and business owners. Overall this project is the result of poor planning of the Cities involved and TexDOT. All precautions should be taken to protect the citizens. The citizens and business	<p>Comment noted. A depressed roadway is not viable in all locations and do not decrease the amount of right of way needed.</p> <p>The Collin County thoroughfare plan shows expansion and extension of several major east-west arterials throughout the county. These roads were modeled in the region's traffic demand model.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				owners should not suffer and their investments devastated due to TexDOT's poor planning. Alternative east- west routes should be examined north of the study area to address all stakeholders' concerns and to account all the future growth this road will allegedly serve.	
1980	Jennifer Claunch	10/11/2018	Survey Question 6 - Other response	Red alignment option B is far less disruptive to residences.	Comment noted. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
1981	Jennifer Coleman	10/10/2018	Survey Question 1 - Other response	No sure	Comment noted. See Drive380.com for more information.
1982	Jennifer Cross	10/13/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
1983	Jennifer Culver	10/13/2018	Survey Question 6 - Other response	Many businesses are along 380, rerouting traffic will only decrease their revenue source and cause damage to some of the last truly green fields and areas of Collin County. Please don't lower the value of the land of those who have moved out to have those open green spaces with a large roadway outside of the current roadways.	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
1984	Jennifer DaRosa	10/12/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for</p>

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				northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year."	minimizing the impacts to the ManeGait property.
1985	Jennifer Finch	10/12/2018	Survey Question 1 - Other response	I have no clue what you are asking	Comment noted. See Drive380.com for more information.
1986	Jennifer Finch	10/12/2018	Survey Question 6 - Other response	Recommend some areas be a pass over to avoid congestion due to shops and slow drivers	Comment noted. Traffic analysis indicates that providing only overpasses, also known as grade separated intersections, along the existing US 380 would still experience a failing level of service for congestion and delay.
1987	Jennifer Gray	10/17/2018	Survey Question 6 - Other response	Huge help would be making a second turn lane onto Airport Rd from Westbound 380 between 1827 and Hwy 5	Comment noted.
1988	Jennifer hull	10/10/2018	Survey Question 6 - Other response	⊖ NO to the 380 bypass coming through Prosper. It's absolutely ridiculous to create a bypass where one was absolutely never an option when you have an unfinished highway that always expected growth. Every single business and homeowner on 380 knew they were on 380. We specifically chose Whitley Place to be away from 380. It's absurd and feels political.	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
1989	Jennifer Hull	10/4/2018	Survey Question 6 - Other response	Keep 380 on 380.	Comment noted.
1990	Jennifer Keele	10/12/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year."	
1991	Jennifer Kirkpatrick	10/24/2018	Survey Question 6 - Other response	Northern McKinney has unique topography that should be preserved. The rolling hills and wetlands provide the opportunity for McKinney to build amazing residential areas with walking paths that incorporate the wetlands. That makes us unique by nature. Keeping 380 on 380 brings incremental changes but building a new freeway in northern McKinney will bring transformative negative change.	Comment noted. Any future improvement projects would include assessment of the potential impact on the human and natural environments
1992	Jennifer L C Crawford	10/26/2018	Survey Question 6 - Other response	I agree with the town of Prosper that Red Alignment B between Coit Road to Ridge Road would negatively impact Prosper's plan for economic and residential development. Prosper has less land than McKinney and can't afford to lose these acres to non-revenue generating construction. Thank you for your time and effort.	Comment noted.
1993	Jennifer Larriviere	10/12/2018	Survey Question 1 - Other response	Green alignment and continue more West/East roads to 75 like Virginia and Eldorado. What do we have that is north of 380?	Comment noted. Please reference Collin County's Thoroughfare Plan for information on other planned projects.
1994	Jennifer Lewis	10/8/2018	Survey Question 6 - Other response	Do not build bypass in prosper. Expand existing 380	Comment noted.
1995	Jennifer Lutes	10/5/2018	Survey Question 6 - Other response	There have been plans about the 380 expansion for many years. The plans changed after many communities have been built. The families who purchased those properties did their due diligence to make a wise decision. The families along 380 knew they were building near this road. They knew what it was years ago. They knew at the very least there was a chance for expansion. It is wrong to change this now.	Comment noted.
1996	Jennifer Major	10/10/2018	Survey Question	I work for Farmhouse Fresh and would hate to see it and Mane Gait suffer from this build. They are both animal sanctuary's that add to the vast	Comment noted. TxDOT will further analyze possible options for the minimizing impacts in this area.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response	and varied business life of McKinney. I really don't want to breathe in the smog that would come from a highway and can't imagine the business i work at being on any other hilltop. Its such a treat when we host guests from all over the world and they mention how secluded our little slice of heaven is.	
1997	Jennifer Mason	10/4/2018	Survey Question 2 - Other response	380 was planned for expansion from the beginning as I understand it.	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. A decision on a final alignment has not been made.
1998	Jennifer Montesdeoca	10/24/2018	Survey Question 6 - Other response	Green!!! Keep 380 on 380	Comment noted.
1999	Jennifer Noonan	10/8/2018	Survey Question 6 - Other response	As a resident of Prosper, I strongly prefer the green alignment as it applies to McKinney and Proaper. As densely populated areas, a bypass would greatly impact residents who live near the proposed bypass. I strongly feel that the most reasonable choice is to keep 380 on 380! Do the work that needs to be done and invade as few residents as possible.	Comment noted. The proposed green alignment along the existing US 380 would displace more businesses and residences than the red alignment. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
2000	Jennifer Potter	10/13/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
2001	Jennifer Rand	10/22/2018	Survey Question 6 - Other response	Good luck.	Comment noted.
2002	Jennifer Sedwick	10/26/2018	Survey Question 6 - Other response	Please keep 380 on 380. At the very least in the west side of 75. I live in a neighborhood that would be directly affected by any bypass alignment. Even if a bypass was chosen, it would not allieviate traffic on 380. 380 would still	Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				need to be fixed. Please fix 380 and do what it's always intended to be, an actual highway.	According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.
2003	Jennifer Spera	10/8/2018	Survey Question 6 - Other response	380 needs to stay where it is. If it needs to be expanded, expand it where it is. There is no need to go into developed neighborhoods and build new high traffic roads. Unacceptable. Build/expand it WHERE it IS.	Comment noted. Existing and planned residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com. Both the red and the green alignments presented were viable when traffic analysis was conducted.
2004	Jennifer Standard	10/9/2018	Survey Question 6 - Other response	NO-BYPASSES	Comment noted.
2005	Jennifer Standard	10/4/2018	Survey Question 6 - Other response	No bypasses	Comment noted.
2006	Jennifer Swim	10/10/2018	Survey Question 6 - Other response	My father owns the property where I live - the proposed red bypass will bisect our property effectively destroying two homes, an equine rescue and the legacy my father and mother want to leave for me and their other 5 children. When my father purchased this property 8 years ago he did so in good faith with the idea that he wanted his family apart from major thoroughfares, highways, etc. Now, those that have businesses or homes "willingly" built on State Highway 380 are shifting the burden to my father who wants nothing to do with a highway let alone a freeway. My father is an extremely hard worker and has worked all his life for this opportunity - he only has one life and this	Comment noted. Alignment options and roadway configurations are still being evaluated. Any future improvements would include assessment of the potential impact on the human and natural environments.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				bypass destroys his legacy and the opportunity for his family.	
2007	Jennifer Waters	10/22/2018	Survey Question 6 - Other response	Love love love Erwin park	Comment noted. The location of Erwin Park was taken into consideration when draft alignments were developed. None of the proposed alignments directly impact Erwin Park. The proposed red alignment option is adjacent to the southern property line but does not cross into the park. Any future improvement projects would include assessment of the potential impact on the human and natural environments. TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable.
2008	Jennifer Weddle	10/8/2018	Survey Question 6 - Other response	Very disappointed that political pressure from one town has allowed an option to be modified and pushed off on a neighboring town without regard for those residents. 380 should remain on 380.	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
2009	Jennifer Wilshin	10/13/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
2010	Jenny Ahlemeyer	10/14/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to residents in the City of McKinney. Widening US 380 would put an interstate right in my backyard, and bring more non-resident traffic to arterial residential streets.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				It makes sense to expand US 380 West of Custer to the north, where there is a lot of new construction and population growth.	
2011	Jenny Allen	10/5/2018	Survey Question 6 - Other response	I'm concerned with how a 380 bypass in McKinney and Prosper will affect the traffic patterns, especially as it relates to schools. There are several existing schools that will likely be negatively impacted as well as a future Prosper high school on Bloomdale Rd. As a mother of young children, the the idea of a highway going past their future high school is very concerning.	Comment noted. Any future improvements will be designed to current design standards to enhance safety. As currently proposed, the red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.
2012	Jenny Cook	10/13/2018	Survey Question 6 - Other response	Improving 380 on its current alignment would be most effective. The bypass options will become too close to the outer loop	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
2013	Jenny James	10/8/2018	Survey Question 1 - Other response	380 bypass to NDT	Comment noted.
2014	Jenny James	10/8/2018	Survey Question 2 - Other response	Red alignment to NDT	Comment noted.
2015	Jenny James	10/8/2018	Survey Question 6 - Other response	Coit road is the literal worst choice for a bypass. There are so many schools on Coit which goes directly by many homes and businesses in Prosper. The North Dallas toll road has not been built up practically at all and would make the most sense to extend north of 380 (which was the original plan, no?) to intersect with the bypass.	Comment noted. There is not a proposed bypass along Coit Rd. Plans are currently being developed by other agencies to extend DNT. If the red alignment continued on Bloomdale Rd. / Prosper Trail until it tied into the future DNT, there would be far more impacts to residential property and displacements.
2016	Jenny O. James	10/24/2018	Survey Question 1 - Other response	Take it to North Dallas tollway	Comment noted. If the red alignment continued on Bloomdale Rd. / Prosper Trail until it tied into the future DNT, there would be far more impacts to residential property and displacements.
2017	Jenny O. James	10/24/2018	Survey Question 6 - Other response	Please avoid Mane Gait. It's a valuable community resource. Wiping out so many businesses will cripple our community, so the green option is ludicrous. Why isn't the north	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				Dallas tollway an option for connection? It's literally the most logical option.	If the red alignment continued on Bloomdale Rd. / Prosper Trail until it tied into the future DNT, there would be far more impacts to residential property and displacements. Traffic analysis concluded an alignment north of Prosper did not significantly reduce congestion on US 380.
2018	Jenny Stutler	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
2019	Jeremiah Whisler	10/15/2018	Survey Question 6 - Other response	Texas can engineer amazing roads that will carry an amazing amount of traffic. Towns and cities have planned around 380. Do not start cutting through folks backyards.	Comment noted.
2020	Jeremiah Whisler	10/13/2018	Survey Question 6 - Other response	I am completely opposed to the new bypass option through Prosper. This wasn't an option before and Prosper hasn't been given enough time to be made aware of this and properly provide feedback.	Comment noted.
2021	Jeremy Hayes	10/21/2018	Survey Question 6 - Other response	Please keep 380 on 380	Comment noted.
2022	Jeremy Smith	10/5/2018	Survey Question 6 - Other response	I am a resident of Princeton. I honestly believe the only way to reduce the ridiculous traffic on 380 is to make it a liegit freeway. I live directly across from the Walmart in Princeton and it is completely inconvenient to leave my home with the traffic coming through Princeton. Especially when your life could end very abruptly when attempting to do so. Too many options for	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>Alignment options are still being evaluated and any future improvements will be designed to current design standards to enhance safety.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				human beings to make the correct decisions while driving. I would love to voice my opinion if desired. I work during all of these meetings so if at all possible I can be reached at [REDACTED]	Commenter was called and left a message (1/31/19).
2023	Jeremy Thompson	10/30/18	Commen t Form	<p>IMPROVE 380 - NO BYPASS</p> <p>The Outer Loop has yet to be completed, so no data exists for how it will impact traffic flow. Building yet another highway would belike how America deals with education - if you keep spending more & more money then surely things will be great. Wisely using resources is key. It was acknowledged in a McKinney Council meeting that 380 must be improved even if a bypass is built. Traffic flows E/W on 380 in order to primarily head south. The red route just to the east of Hwy 5 & dropping down to 380 serves only to pave over the green spaces & agricultural areas that are a vanishing part of McKinney - unique by Nature. Do not destroy them (which would include our family's farm).</p>	<p>Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p>
2024	Jeremy Thompson	10/26/2018	Survey Question 6 - Other response	Red alignment east of 75 going down to 380 destroys a lot of McKinney's remaining farm & green space areas. The problem is 380 is outdated, & it is the predominant route for east-west traffic. Finish the outer loop before adding a new bypass- Red line cuts off my family's farm.	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
2025	jerome lipsich	10/16/2018	Survey Question 6 - Other response	Widening US 380 would destroy many the businesses built along US 380 and would bring more traffic to adjoining residential streets that are not designed to carry heavy traffic flow. Red Alignment-Option B offers the least disruption to already-existing residential and commercial developments in McKinney.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
2026	Jeromy	10/13/2018	Survey Question 5 - Other response	Make 380 safer	Comment noted. Alignment options are still being evaluated and any future improvements will be designed to current design standards to enhance safety.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2027	Jeromy	10/13/2018	Survey Question 6 - Other response	We do not need anymore toll roads. The only thing that needs to be done to 380, is add a median. They road is unsafe. Most of all, no more toll roads. It is stupid we are paying a private company, for a road that is been paid for 100 times over, to drive on 121, DNT, George Bush, and even 635 now. This is a rip off. You cant drive anywhere in dallas with out being on a toll road. They set the service roads up so that you hit the red light every time no matter what. Even at 3am you will hit every red light. This is wrong, its criminal. What are our taxes for if they are not paying for our roads.	Comment noted. Tolling is not being considered as an option for funding.
2028	Jeromy Boulet	10/23/2018	Survey Question 6 - Other response	Why not consider an option similar to the rebuild of 635? This would double traffic capacity while maintaining the footprint 380 currently has. It would eliminate the need to apply imminent domain, allow for highway maintenance for one route, and handle future traffic growth.	Comment noted. Elevated freeway sections (or double decking) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
2029	Jerrid Hamann	10/12/2018	Survey Question 6 - Other response	Stick with green alignment - I don't think drivers will use an out of the way bypass	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
2030	Jerry Anderson	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
2031	Jerry Brown	10/4/2018	Survey Question 6 - Other response	Red alignment @ coit to FM 1827 - will wipe out my most productive beeyard (CR 123 & Lake Forest). Any build option at 380 & Coit-Custer will wipe out 2nd most productive beeyard. This will also negatively affect feral hives, creating environmental impact.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2032	Jerry Brown	10/18/2018	Survey Question 6 - Other response	380 should remain 380. Build a bypass for heavy duty trucks	Comment noted.
2033	Jerry D Sanders	10/26/2018	Survey Question 6 - Other response	At a mere 22.8 square miles, Prosper is land-locked. Any option other than keeping 380 on 380, would adversely affect the town, residents, Mane Gait (unreplaceable), and quality of life. In my opinion, the evidence available clearly points to the best option is keeping 380 on 380. Thank you for this opportunity.	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
2034	Jerry McClain	10/23/2018	Survey Question 3 - Other response	Prefer that it follow South of Lowry Crossing and pickup 380 at the bridge over Lake Lavon into Farmersville. Doesn't make sense to turn so drastically to the North in either side of the McKinney Airport. In fact, it makes even more sense to bisect Lowry Crossing.	Comment noted. TxDOT studied a new location freeway south of US 380 and Lowry Crossing. The traffic volumes were too low to justify construction of a freeway. Therefore TxDOT did not include this alignment as one to be studied further. The near the McKinney airport is a proposed extension of the existing Spur 399, to help relieve SH 5 and US 75.
2035	Jerry McClain	10/23/2018	Survey Question 4 - Other response	In conjunction with previous statement that going North on either side of the Airport is a poor solution, taking the extension either to the South of Lowry Crossing, bisecting Lowry Crossing, or using the Trinity River bottoms to the Northwest of Lowry Crossing to pick up 380 just after the river bottoms near the 1827 intersection makes infinitely more sense than running it North like a deranged snake.	Comment noted.
2036	Jerry McClain	10/23/2018	Survey Question 6 - Other response	Both alignments near the airport heading to the North seem to be tortured alternatives to angling across the river bottoms straight to the existing 380 right of way.	Comment noted.
2037	Jerry Rayburn	10/25/2018	Survey Question 6 - Other response	Keep 380 on 380. Business owners and homeowners nearby should be most ready and expecting the impacts of 380. Growth and expansion should be no surprise to these folks. The proposed Collin County Outer Loop should be constructed as the next closest east-west thoroughfare. If green alignments cost 5-10% more than others, so be it; taxes will have to be adjusted to make it work.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2038	Jerry Sweet	10/16/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Not only affecting the tax base but those individual business owners/employees would loose jobs and income. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole. I would also like to see adjustment on Red B so that Mane Gate has the least affect on them.	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
2039	Jesica King	10/9/2018	Survey Question 6 - Other response	380 will continue to have traffic- it needs to be fixed where it is.	Comment noted.
2040	Jesse Conrad	10/24/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
2041	Jesse Fruge	10/13/2018	Survey Question 6 - Other response	Building bypasses would be awesome. There is so much congestion on 380 in the morning. I see wrecks daily, it seems. PLEASE BUILD BYPASSES! One directly to 75 from Princeton would be cool too.	Comment noted.
2042	Jesse Standifer	10/12/2018	Survey Question 6 - Other response	Maintain green alignment with conversion to limited access with service roads (like Dallas North Tollway) would be best solution if space allows.	Comment noted. Additional right of way will be required and businesses and homes will be impacted and displaced if TxDOT constructs a freeway along the existing US 380.
2043	Jessi Chelf	10/8/2018	Survey Question	Please reconsider putting a bypass through Prosper. Prosper is a much smaller town with little room for a bypass to be taking away tax	Comment noted. As currently proposed, the red alignment option B is approximately 0.3 miles away from the property line of the proposed

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response	dollars. Also the proposed option with be close to 2 future high school locations. We chose to live in a rural area because that is what we wanted for our family. The mckinney neighborhoods along 380 chose to live on a highway. Prosper should not be considered for this bypass!	Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.
2044	Jessi Miller	10/12/2018	Survey Question 6 - Other response	Plan b for 380 overpass is not just inconvenient it is irresponsible and unacceptable. Not only are their properties it would impact for residents but it also impacts student safety and welfare as the bypass plan coincides with multiple schools, but it also ruins the beautiful business with green property this north Dallas suburbia offers. This option would take away one of the main reasons many of used moved to the area for.	<p>Comment noted. Any future improvements will be designed to enhance safety and would include assessment of the potential impact on the human and natural environments.</p> <p>Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.</p> <p>Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p>
2045	Jessica	10/15/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
2046	Jessica Care	10/14/2018	Survey Question	Why should Prosper suffer McKinneys poor planing?	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response		
2047	Jessica Carlson	10/17/20 18	Survey Question 6 - Other response	I truly the hope the feedback you receive from residents is helpful and taken into consideration.	Comment noted. Public input is one of the many factors that goes into TxDOT's decision-making process in regards to this study.
2048	Jessica Fangon	10/11/20 18	Survey Question 6 - Other response	I live by where red A and B would run behind. Please don't put a highway behind my house because we moved in this neighborhood to not be by a busy road and to have quiet. Fix 380 on 380 as it is a shorter line and those people and businesses chose to be on a busy road.	Comment noted.
2049	Jessica Johnson	10/12/20 18	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year."	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
2050	Jessica Kieffer	10/13/20 18	Survey Question 6 - Other response	Please keep the green alignment to have the least impact on existing residents and people who bought holes away from 380 on purpose.	Comment noted.
2051	Jessica Land	10/5/201 8	Survey Question 6 - Other response	Please keep 380 on 380. Residents living near the path of these proposals did not plan for and do not want a highway going through our neighborhoods and past our schools.	Comment noted.
2052	Jessica Luckett	10/24/20 18	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				streets that are not designed to carry heavy traffic flow.	
2053	Jessica Mevellec	10/13/2018	Survey Question 6 - Other response	We did not purchase our home with the intent to be so close to a major highway. Please keep 380 on 380 where no one would be forced to leave their homes and has the least impact on our families	Comment noted.
2054	Jessica Nelson	10/8/2018	Survey Question 6 - Other response	Fix 380 on 380	Comment noted.
2055	Jessica Pannell	10/13/2018	Survey Question 6 - Other response	I moved to Whitley Place in 2012 with the knowledge that road ways would be expanded NOT added. I do not wish to have a highway added to my town to alleviate another towns traffic problem that wasn't anticipated/planned for. I would appreciate your consideration for the town of Prosper and keep 380 on 380.	Comment noted.
2056	Jessica Tepper	10/9/2018	Survey Question 6 - Other response	Please reconsider red alignment going south of Willow Wood development. (North of 380 off, near Laud Howell & Highway 5b- Trinity River)	Comment noted.
2057	Jessica Valdez	10/25/2018	Survey Question 6 - Other response	I use 380 both ways going to Denton and back to prosper drive	Comment noted.
2058	Jessica Vanman	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2059	Jesus Barcenas	10/14/2018	Survey Question 6 - Other response	The alignment for highway 380 I believe it's inevitable; with an alternate route, it will only postpone its own problem and not solve it. By the time any overpass is built, highway 380 will be at a point where its widening would be the only option, yes even with the overpasses.	Comment noted.
2060	Jesus Barcenas	10/8/2018	Survey Question 6 - Other response	On my opinion, any overpass is not a solution but a delay. Highway 380 needs to become a "freeway" with or without bypasses.	Comment noted. Traffic analysis indicates that providing only overpasses, also known as grade separated intersections, along the existing US 380 would still experience a failing level of service for congestion and delay.
2061	Jesus Rodriguez	10/19/2018	Survey Question 6 - Other response	From my point of view new route connections should be aimed to using a completely new paths with the less impacts business and residents as possible.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
2062	Jill	10/9/2018	Survey Question 6 - Other response	No 380 bypass- just do flyovers above busy intersections.	Comment noted. Traffic analysis indicates that providing only overpasses, also known as grade separated intersections, along the existing US 380 would still experience a failing level of service for congestion and delay.
2063	Jill Ables	10/16/2018	Survey Question 6 - Other response	I am concerned about our property and increased traffic near our neighborhood of LaCima in Stonebridge Ranch (380 and Stonebridge Dr.) It seems like the West of Custer bypass option will impact far fewer property owners than the other proposals.	Comment noted.
2064	Jill clark	10/8/2018	Survey Question 6 - Other response	Fix 380 on 380. Prosper already has plans for schools and does not need 380 running next to a school!	Comment noted. As currently proposed, the red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.
2065	Jill Crownover	10/8/2018	Survey Question 6 - Other response	380 is a McKinney road and a McKinney problem that should not be pushed off into Prosper. We in Prosper are a close-knit community of neighborhoods that make up a small town. Our town is not designed for a large road, nor do we want a large road cutting through our town and neighborhoods. McKinney's lack of planning and	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				foresight in allowing businesses to build too closely to existing 380 is not Prosper's problem, and this problem was not created by Prosper. Keep 380 on 380.	
2066	Jill K	10/9/2018	Survey Question 6 - Other response	Every option ruins someone's financial future. I've seen 380 go from 4 lanes to 6 lanes in front of our neighborhood. Yes, we knew 380 was in front of the neighborhood but didn't plan on having it border on 2-3 sides of it. This project has pitted neighborhoods against each other.	Comment noted.
2067	Jill Kopinski	10/11/2018	Survey Question 6 - Other response	Red alignment option B seems the most appropriate. It does the least damage to property and is already at an area made for retail etc.	Comment noted.
2068	Jill Kunde	10/19/2018	Survey Question 6 - Other response	Home values will decline but the indecision is killing home sales in tucker hill	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
2069	Jill Mitchell	10/8/2018	Survey Question 6 - Other response	Cutting through Prosper would be detrimental to the growth of the city and the school district.	Comment noted.
2070	Jill Nugent	10/5/2018	Survey Question 6 - Other response	I support fixing 380 on 380- keep the current 380 footprint, it's a great straight line, and don't carve up more of the beautiful land when it is unnecessary. Fix 380 on 380.	Comment noted.
2071	Jill Stillman	10/15/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole."	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2072	Jill Workman	10/12/2018	Survey Question 6 - Other response	I fully support the GREEN alignment for HWY 380, as the optimal path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would negatively impact the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. This organization provides continued assistance for children with disabilities and war veterans. Please consider these things and vote GREEN.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
2073	Jim Altobelli	10/10/2018	Survey Question 6 - Other response	You need to address the residents who live in Savannah and need to go east on 380. Someone is going to get killed. We need a traffic light by the Baylor ER and the lighthouse. I think it's Magnolia.	Comment noted. The scope of this study is through Collin County. TxDOT is currently conducting a similar feasibility study in Denton County.
2074	Jim and Peggy Dolan	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
2075	Jim Cate	10/17/18	Comment Form	<p>PT 1: Utilize the existing 380 roadbed and any widening required rather than any of the alternative "by-pass" plans utilize off ramps for designated north/south streets. Also, utilize overpasses on 380 for key north/south streets so traffic can exit from 380 and then go north or south on designated streets that go under the various 380 overpasses.</p> <p>PT 2: Collin county is growing Northward. Don't spend money on buying land for 380 bypass alternatives. Utilize the money to buy land North of McKinney to someday have a major east/west artery that starts at 380 at the collin/hunt county line and connects to 35 North of Denton. This east/west artery would take significant traffic off</p>	<p>Comment noted. Traffic analysis indicates that providing overpasses, also known as grade separated intersections, along the existing US 380 would still experience a failing level of service for congestion and delay.</p> <p>Traffic analysis that took into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				of 380 such that improving the existing 380 route now would suffice for decades of growth.	
2076	Jim cruse	10/25/2018	Survey Question 1 - Other response	Bypass	Comment noted.
2077	Jim Cruse	10/11/2018	Survey Question 6 - Other response	The safety of Collin county citizens must be top priority. Safety is jeopardized when commercial vehicles compete with local traffic .Reduction of commercial vehicles on 380 can only be achieved by developing a series of bypasses around McKinney, Princeton and Farmersville . Less cost, less construction time and community integrity are additional factors for supporting 380 bypasses	Comment noted.
2078	Jim Kiser	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
2079	Jim Mason	10/21/2018	Survey Question 6 - Other response	Green alignment thru McKinney will destroy the city by wiping it off the map. No!!!!	Comment noted.
2080	Jim Mason	10/5/2018	Survey Question 6 - Other response	Keep and improve current alignment. Build a completely new loop at north end of metroplex. Think big, think long term.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2081	Jim Rose	10/10/2018	Survey Question 6 - Other response	I support Red Option B. This has the least impact to existing businesses and homeowners. This will also allow for continued economic growth in the area and of equal importance it is the lowest cost alternative.	Comment noted.
2082	Jim Taylor	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole	Comment noted.
2083	Jim Wilson	10/23/2018	Survey Question 6 - Other response	Build a new loop 5-10 miles North of 380.	Comment noted. The planned Collin County Outer Loop is around 5 miles north of the existing US 380.
2084	Jimmie Hill	10/13/2018	Survey Question 6 - Other response	Thank you for providing a survey and allowing home owners voices be heard. Don't guess stop building and destroying green space and the environment is an option.	Comment noted. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop. Any future improvements would include an assessment of the potential impacts to the natural and human environments.
2085	Jimmy & Carla Walker	10/09/18	Comment Form	As a Collin County property owner in the Rhea Mill Community, we strongly oppose any diviation of Hwy 380. We bought our property to get away from the city traffic & keep the country feel of our community as long as possible. I don't think the issue a few people have who already live on Hwy 380 should ruin the property values of others in a different community & city. We are also extremely disappointed in the Prosper City Council for telling the Prosper Residences the Hwy 380 would NOT go through Prosper, but now it is still being considered. Keep Hwy 380 on Hwy 380.	Comment noted. Rhea Mills (Frontier Parkway) is approximately 1 mile north of the proposed red alignment options.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2086	JIMMY ESTES	10/24/2018	Survey Question 6 - Other response	In general rebuild in place.	Comment noted.
2087	JIMMY ESTES	10/9/2018	Survey Question 6 - Other response	Road should be constructed as close to existing route as possible.	Comment noted.
2088	Jimmy Le	10/10/2018	Survey Question 6 - Other response	For Custer to 75 I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. I strongly oppose Red Option A which I feel would have the most negative impact on McKinney as a whole	Comment noted.
2089	Jimmy lu	10/6/2018	Survey Question 6 - Other response	Make 380 in current alignment a HWY with frontage roads from I-35 to I-30	Comment noted. The scope of this study is through Collin County. TxDOT is currently conducting a similar feasibility study in Denton County.
2090	Jimmy Onstead	10/8/2018	Survey Question 1 - Other response	Maintain green line but expand the existing 380, no business by-pass	Comment noted.
2091	Jimmy Onstead	10/8/2018	Survey Question 2 - Other response	Expand current 380, no-build	Comment noted.
2092	Jimmy Onstead	10/8/2018	Survey Question 6 - Other response	Hwy 380 is already an accepted thorough-fare and, widening the road and building out businesses is somewhat expected. The other approaches destroy existing neighborhoods with clutter, traffic and unwanted noise. Widen the existing 380 as needed. The overpasses like at 380 and Preston Road are what is needed to keep 380 traffic flowing, much like Hwy 121 between the North Dallas Tollway and	Comment noted. Traffic analysis indicates that providing only overpasses, also known as grade separated intersections, along the existing US 380 would still experience a failing level of service for congestion and delay.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				McKinney. It will be a mess for a bit but the neighborhoods will remain together and enjoyable.	
2093	Jimmy Perkin	10/14/2018	Survey Question 6 - Other response	The traffic situation on 380 kept my family from moving to several new developments. We chose a Development off 75 instead. Without this bypass, Development on the 380 is hindered.	Comment noted.
2094	Jimmy Walker	10/9/2018	Survey Question 6 - Other response	Extremely disappointed in the Prosper city council for still allowing the coot - 1827 to still be considered after the told city residents it would not be allowed. Keep hwy 380 on hwy 380!!!!	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
2095	Jitendra Patel	10/16/2018	Survey Question 6 - Other response	Leave 380 where it is and update it. Why create such an out of the way instead of a straight path?	Comment noted. TxDOT must consider many factors when developing alignments. Please review the environmental constraints maps available at Drive380.com.
2096	Joan Arkut	10/12/2018	Survey Question 6 - Other response	Keep 380 on 380! Building a bypass thru Prosper doesn't make sense. And very importantly, this bypass would destroy Main Gait and severely impact the many disabled children that benefit from this wonderful organization.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
2097	Joan Cutler	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2098	Joan Englade	10/12/2018	Survey Question 6 - Other response	Please do not do red option B. Manegait is too important to our community.	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
2099	Joan Fish	10/12/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole.	Comment noted.
2100	Joan Lapidatanagool	10/12/2018	Survey Question 6 - Other response	I don't want to future Prosper Hs to be impacted by this as well as the hundreds on homeowners that will be negatively impacted. Please keep 380 where it is.	Comment noted. As currently proposed, the red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.
2101	Joan Matlock	10/4/2018	Survey Question 6 - Other response	380 is too dangerous - we need services roads to make it safe and that will cut down traffic on 380	Comment noted.
2102	Joan Seitz	10/10/2018	Survey Question 6 - Other response	Thank you for listening to input and removing Bloomdale Rd from the bypass and moving it further north and adding Bypass option B that comes in just west of Custer. Please do not widen US380, it will negatively impact so many individual property owners and businesses. Thank you for your consideration.	Comment noted.
2103	Joann Sams	10/15/2018	Survey Question 6 - Other response	have concerns about road noise for residence close to proposed highway	Comment noted. A traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
					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 would be shared with the community before preparing the final design.
2104	Joanna Harkins	10/24/2018	Survey Question 6 - Other response	I DON'T WANT ANY BUSINESSES ON 380 TO LOSE THEIR PLACES OF BUSINESS. I DON'T WANT THEM TO HAVE TO MOVE. PERIOD!	Comment noted.
2105	Joanne Thompson	10/11/2018	Survey Question 6 - Other response	I support Red alignment option B because it has the least impact to homes and businesses and it also costs \$271 million less than the Green alignment options. This Red option B also helps McKinney to maintain its commercial tax base. If you remove the businesses along 380 it will ruin the city of McKinney as they will be known as terrible business partners. The city council (both recent past and present) have allowed the majority of the businesses to build along 380 West of 75. There would be no room to rebuild them if the green route is chosen due to size of the road and the needed off ramps (not to mention completely destroying the east side of 75 businesses which are even closer to 380). Many of these businesses are small so they won't be able to afford to rebuild. Tearing them down after they chose to build in McKinney sends a strong message that McKinney doesn't care about businesses. This would be detrimental to the image and economic growth of our city. The projected future growth is in the north and west and Red option B alignment addresses that growth while also removing between 8,000-12,000 cars daily (when compared to the green options) off of 380. This will greatly improve safety and mobility along this road while providing a much needed alternative travel route. As far as Prosper is concerned 380 serves the region and not just their city. The	<p>Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p> <p>Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>proposed Red route B only takes a minute portion (less than .5 miles) of the south eastern edge of that city. It does not impact a single home and would only slightly alter their development plan. They have the open land there and the road will not come as close to Whitley Place along Custer as it would Walnut Grove, Stonebridge Ranch, Tucker Hill and the other homes and apartments that are currently adjacent to 380. I am not saying that 380 doesn't need work. There needs to be turn lanes at every intersection and for every business that fronts 380 (2 neighboring businesses could share one), more efficient signaling and additional lanes added to Town Crossing to accommodate truck and passenger traffic entering the mall there. The driveways near Chick-Fil-a and the gas station on the corner need to be closed to accommodate easier access to 75. I see near collisions in this spot daily. The extra \$271 million dollars would certainly go a long way towards the before mentioned improvements to this road. It doesn't make fiscal sense to "put all of our eggs in one basket" and spend over \$950 million to with the green options to expand 380 especially if that "basket" is the most costly alternative (both monetarily and tax wise) and it won't get the job of improving traffic flow in the region done.</p>	
2106	Jodi	10/13/2018	Survey Question 6 - Other response	380 should remain on 380. It was known it would expand so if people bought property on 380 unfortunately they should have known better. It should not be pushed off on other communities or establishments.	Comment noted.
2107	Jodi Sheets	10/7/2018	Survey Question 1 - Other response	Keep 380 on 380	Comment noted.
2108	Joe & Leilani Bonds	10/16/2018	Survey Question 1 - Other response	Not sure what is being asked here, but the bypass should be West of Coit Rd.	Comment noted. More information is available at Drive380.com.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2109	Joe & Leilani Bonds	10/16/2018	Survey Question 6 - Other response	Any build out should be where it will affect the least amount of homeowners. The 380 bypass will significantly reduce the value of the homes that it is currently proposed to effect. Many of us paid a premium for homes, that will not hold their value or potentially lose value, thus producing a hardship for many that are still recovering from the housing crisis from less than 10 years ago. There are other options that should be considered.	<p>Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p>
2110	Joe Baughman	10/12/2018	Survey Question 6 - Other response	Instead of screwing TEXAS Landowners, fix the freeways that we have. TxDot should have been able to see and project this growth years ago, yet you idly sat by and did nothing, now you want to take land to free up congestion. Fix the problems we have, expand the projects that we are currently working on and do it right, This Time! Don't take anymore	<p>Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p> <p>Additional right of way will be required and businesses and homes will be impacted and displaced if TxDOT constructs a freeway along the existing US 380.</p>
2111	Joe Cabral	10/22/2018	Survey Question 1 - Other response	Red Line	Comment noted.
2112	Joe Closs	10/10/2018	Survey Question 6 - Other response	Thanks for seeking public input.	Comment noted.
2113	Joe Ellerbee	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				streets that are not designed to carry heavy traffic flow.	
2114	Joe Enna	10/25/2018	Survey Question 1 - Other response	Red option B	Comment noted.
2115	Joe Gebbia	10/9/2018	Survey Question 6 - Other response	GO GREEN	Comment noted.
2116	Joe Helmberger	10/12/2018	Survey Question 6 - Other response	Thank you for all the hard work required to make this facility a reality.	Comment noted.
2117	Joe McMahon	10/13/2018	Survey Question 6 - Other response	I would hate to see Manegait relocated. It is so convenient for the kids in our area.	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
2118	Joe P. Mossinger	10/08/18	Email	<p>Dear Sir/Madame,</p> <p>I am writing this letter to indicate my strong opposition to the bypass proposed in Prosper. I moved to Texas three years ago and chose Prosper for many reasons, but the main reasons were the location away from lots of traffic, schools and the small town feel. I am so disappointed that Prosper is even a possibility of getting this bypass. These are the main reasons I DO NOT support a bypass running through Prosper. Prosper was never supposed to be involved in the 380 bypass to begin with, the traffic issue is in McKinney NOT Prosper. Whitley Place and many more homes (approximately 5,000) are impacted by the bypass rather than keeping the alignment of 380. Don't let a developers greed of building too close to 380 (Tucker Hill) become our problem. The proposed bypass would pass very close to two new high school sites and represent safety, noise and other negative impacts. Lastly, and the one that impacts me the most is Whitley Place property values would go down</p>	<p>The purpose of the feasibility study is to analyze potential roadway alternatives for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>There would be 41 residential property impacts and 15 residential displacements for the current proposed red alignment option b from Coit Road to FM 1827 (see page 8 of the presentation available at Drive380.com). The closest home to the red alignment in Whitley Place is 0.3 miles away.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				considerably. I moved here 4 years ago with Toyota and about 20 Toyota team families also live in Whitley Place as Prosper has been a strong relocation place for all our families. According to your own slide presentation MOST residents in Prosper, Frisco and McKinney prefer freeway along existing US 380. Again, I strongly oppose a bypass in Prosper and urge you to keep 380 on 380. Please call me with any questions or concerns! Joe Mossinger [REDACTED] [REDACTED]	value of the subject property in a negative or positive way. The proposed red alignment option B is approximately 0.30 miles away from the edge of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the edge of the proposed high school west of Custer Rd.
2119	Joe Richard Larson	10/14/2018	Survey Question 6 - Other response	Don't build a freeway in my backyard. My friends and I play here and my mom and dad moved us here to be in a safe community.	Comment noted.
2120	joe Rider	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole. Thank you	Comment noted.
2121	Joe webb	10/11/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2122	Joe Whitfill	10/19/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children, adults with disabilities, and veterans, and offering enriching volunteer opportunities for over 2,000 North Texans each year."	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
2123	Joel Forrest	10/7/2018	Survey Question 4 - Other response	H	Comment noted.
2124	Joel Hoback	10/21/2018	Survey Question 6 - Other response	Even with alternate alignment, preserve or replace existing greenbelt and park spaces	Comment noted. TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable.
2125	Joel Lee Clement	10/13/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
2126	Joey Womble	10/25/2018	Survey Question 6 - Other response	The bottlenecks on 380 are due to improper setbacks on past construction. It's not right to penalize other municipalities for the lack of planning by another.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2127	Johanz Noedrey	10/24/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
2128	John & Lynn Francis	10/8/2018	Survey Question 1 - Other response	Keep 380 on 380 and expand	Comment noted.
2129	John & Lynn Francis	10/8/2018	Survey Question 4 - Other response	Keep 380 on 380 and expand	Comment noted.
2130	John B. Solan	10/30/18	Comment Form	<p>I oppose 380 Bypass Option B. I believe expanding the current US 380 is the best, most equitable solution.</p> <p>If option B is implemented it will destroy ManeGait Therapeutic Horsemanship. A equine center dedicated to helping those with physical, emotional, and behavioral disabilities, including wounded military veterans. It serves 150 riders a week, and provides service opportunities for 1400 volunteers.</p> <p>Option B would also run into the proposed area for a new high school in Prosper, as well as lowering the tax receipts for the city of Prosper because of the decline in property values in surrounding Prosper communities.</p> <p>Thanks so much for your consideration.</p>	<p>Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property</p> <p>As currently proposed, the red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
2131	John Ball	10/11/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	
2132	john beresford	10/12/2018	Survey Question 6 - Other response	380 needs to be fixed on 380. My family didn't purchase this home with the knowledge that a bypass would be built 1200 feet from our development. We would have taken our tax dollars elsewhere. 380 NEEDS TO BE FIXED ON 380!	Comment noted.
2133	John Bodily	10/8/2018	Survey Question 6 - Other response	I'm concerned about the impact of a bypass on my home and neighborhood (Heatherwood). The additional noise, traffic, and air pollution would impact quality of life for me and my young children. I'm concerned that a bypass wouldn't alleviate the traffic problems on 380, which would continue to be busy with all of the existing and planned businesses. There is a similar bypass in Denton that is underused because it goes too far out of the way. Traffic is still bad along 380 through the central part of Denton. Most people driving 380 are trying to get to 75 to head south. Having a bypass that goes north of 380 as far as the proposed bypass does not seem to resolve this issue. I'm concerned that the currently proposed bypass will be too close to the already planned outer loop. The distance between the bypass and outer loop at its closest is far less than ideal distance between LARs.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
2134	John Braselton	10/26/2018	Survey Question 6 - Other response	Ref: Patty Braselton Comments...	Comment noted.
2135	John Brim	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	
2136	John Cisar	10/11/2018	Survey Question 6 - Other response	Leave as is first and have no improvements. Red B bypass is next best option	Comment noted. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.
2137	John Cousins	10/15/2018	Survey Question 6 - Other response	Do not run traffic through the Manegait charity property. This is a local gem for the handicapped and brain damaged. You will cause a huge hardship to people in the area!	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
2138	John Darden	10/16/18	Comment Form	I live off highway 5 in the Willow Wood development. I find it highly unreasonable and alarming that the city & state think it is appropriate to put the 380 by-pass IN A BRAND NEW Development. The beauty of north McKinney & Melissa is all the open land, but somehow you are unable or unwilling to move the by-pass even a few hundred yards to the south to avoid or neighborhood. I cannot help but feel that if the by-pass does dissect our neighborhood it will be the result of trying to financially benefit or damage a third-party. McKinney, TxDOT & the State of Texas can do better then this and the residents it effects deserve better.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
2139	John Darden	10/10/2018	Survey Question 6 - Other response	I live off highway 5 in McKinney. I am not against a bypass in theory but considering you are looking to cut into my neighborhood (when there is plenty of open land surrounding the Willow Wood neighborhood) I feel that this option was poorly planned and not appropriate. You are punishing homeowners for your lack of planning. If this is the best you can offer, you need to do better. Don't propose these options to the public when it looks like a 3rd grader could have drawn up a better route. Truly disappointed in this complete lack of thought and effort.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2140	John Donaghey	10/16/2018	Survey Question 6 - Other response	Hwy. 380 ROW already exists and would require no additional land acquisition. Any additional capacity would bring additional unwanted congestion. "Build it and they will come."	<p>Comment noted. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.</p> <p>Additional right of way will be required and businesses and homes will be impacted and displaced if TxDOT constructs a freeway along the existing US 380.</p>
2141	John E Butcher	10/12/2018	Survey Question 6 - Other response	Simple path is using only Highway 380, no need to take away citizens land for something that has a simple solution.	Comment noted. The proposed green alignment along the existing US 380 would displace more businesses and residences than the red alignment. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
2142	John evans	10/11/2018	Survey Question 6 - Other response	Believe going north of 1461 open land, more cost effected and better for home owners and businesses	Comment noted. Traffic analysis concluded an alignment at Frontier Pkwy or further north did not significantly reduce congestion on US 380.
2143	John Fernandez	10/9/2018	Survey Question 6 - Other response	Fix 380 on 380. The current 380 already has a base of infrastructure (nothing needs to be built from scratch) and will need improvements regardless if a Bypass is constructed. With the Outer Loop already in the works, we do not wish to see Collin County split into many pieces with multiple Freeways.	<p>Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380.</p>
2144	John Girdzus	10/20/2018	Survey Question 6 - Other response	Definitely opposed to any roadway construction altering HWY 380 between Custer and Hardin. Doing so WILL NOT enhance our present quality of life or that of future McKinney residents. IF, this proposed construction was known or a pending activity by TXDOT years ago, then the City or TXDOT should have displayed signage along HWY 380 forewarning potential new residents that they may be living along side a freeway.	Comment noted.
2145	John Grant	10/9/2018	Survey Question	The Red B option represents the best option if build is determined as necessary. With the	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response	current development along 380 it is not feasible to turn this into a freeway.	
2146	John Grant	10/09/18	Commen t Form	<p>Thank you for holding these forums to solicit feedback. My response is focused on the portion from Coit to FM 1827. The Red option B is the least disruptive to the community as a WHOLE. Ignoring McKinney vs Prosper individual preferences, this seems to be the best option to pursue. This along w/ targeted improvements to 380 at major intersections (such as 75 and 380) will address congestion while minimizing impacts to residential & commercial development.</p> <p>Also, when looking at feedback responses. I would recommend that you do not group McKinney w/ Frisco/Prosper as Frisco/Prosper residents are not impacted AT ALL by a 380 expansion while McKinney would be significantly impacted.</p>	Comment noted.
2147	John Grant	10/9/2018	Survey Question 2 - Other response	I would also recommend targeted improvements at major intersections (such as 75 + 380) along w/ Red B	Comment noted.
2148	John Grant	10/9/2018	Survey Question 6 - Other response	Red option B is the best option from a regional standpoint and the least disruptive to current development.	Comment noted.
2149	John Guthrie	10/15/2018	Survey Question 6 - Other response	Bypass should be north of all of these options. A true bypass	Comment noted. Initial traffic analysis shows that an alignment further north than the ones proposed will be even less attractive and would likely compete for traffic from the Collin County Outer Loop.
2150	John Hemenway	10/9/2018	Survey Question 1 - Other response	Focus on the outerloop	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2151	John Hemenway	10/9/2018	Survey Question 6 - Other response	Please focus on the outer loop. Coit road will still end up as a major artery between 380 and the outer loop.	Comment noted. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.
2152	John Hilliard Nugent	10/24/2018	Survey Question 6 - Other response	I support the green alignment for HWY 380 as the optimal and most efficient path for east west traffic through the cities of Prosper and McKinney.	Comment noted.
2153	John Holmes	10/10/2018	Survey Question 6 - Other response	Don't destroy Stonebridge Ranch and the taxpayer base.	Comment noted. None of the proposed alignments destroy the Stonebridge Ranch neighborhood.
2154	John Hurlbut	10/09/18	Comment Form	Highway 380 needs to be fixed on 380. Creating the proposed by-pass option does not solve the immediate or long term problem. The best solution and timing is to widen or re-create Highway 380 in a way to provide lanes for uninterrupted/nonstop traffic flow now. Though the expansion of 380 is estimated to cost more, this would be mitigated as a toll option. Also, to do this in the future will cost much more than at present. Therefore, it is best to undergo construction on 380 now to solve all the issues for the next 20-30 years. Any and all by-pass options MUST NOT BE CONSIDERED.	Comment noted. Tolling is not being considered as an option for funding.
2155	John Hurlbut	10/10/2018	Survey Question 6 - Other response	It is unclear to me how a 380 bypass would solve the problem of congestion on 380. HWY 380 will always be a problem highway unless it can be made similar to HWY 75 in the areas closer to Dallas. A bypass option will only take some people off of 380 but most will continue take the routes they take daily and use the businesses that are in and around the 380 corridor. A bypass option is not a solution. Though it is not cost-effective presently, a long term solution is to re-design and re-do HWY 380. In my opinion, this will add to the value of the area for future years and construction costs will be lower now rather than 10-15 years from now.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2156	John J Fernandez	10/09/18	Commen t Form	<p>I am opposed to the excessive time, costs, and plain convenience a bypass would cause as proposed by TXDOT. US-380 has been an issue for years, evidenced by the current number of projects that have been completed and scheduled to be completed. Constructing a bypass north of current US-380 does not address the issue at hand: US-380 cannot accommodate current traffic levels, and will only get worse as Collin County grows in population. Regardless of a bypass, US-380 will need improvements. That means not only will hundreds of millions of taxpayer dollars be spent on a bypass, but more money will be spent on improving current US-380. The Right-of-Way is for the most part owned by the State, which means less property will need to be purchased. The presentation on October 4 even stated improving US-380 on the current footprint will allow for more traffic capacity versus a bypass. There are also substantial concerns with having multiple Limited Access Roadways located so close in proximity through McKinney. It affects those who chose to live north of US-380, and the suburban way of life, to a more high density, or even commercial community. The home values will officially be halted at an arbitrary value, and home owners will be forced to disclose this planned highway, even though it could possible be 20 years away from certainty. As a resident who would have this freeway within 100 yards of my front door, I adamantly oppose this bypass. US-380 must be fixed on US-380.</p> <p>You do not see new, single-family homes being built next to existing 70 mph freeways. Why should a new freeway be located next to existing single-family homes.</p>	<p>Comment noted. Additional right of way will be required and businesses and homes will be impacted and displaced if TxDOT constructs a freeway along the existing US 380.</p> <p>Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
2157	John James	10/8/2018	Survey Question 6 - Other response	Minimize closure / disruption to 380 and western most access to 380!	Comment noted.

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2158	John Jeffries	10/12/2018	Survey Question 6 - Other response	Please do not destroy the beauty of our community.	Comment noted.
2159	John Kearms	10/6/2018	Survey Question 6 - Other response	I purchased in Prosper with the knowledge that 380 would Stay on 380. Now TXDOT seems to have given to the pressure of political pressure from those that purchased on 380 with the knowledge of 380 expansion. The residents of Prosper are faced with poor planning on the part of McKinney. Why tear up valuable land and decrease the value and style of living for those in Prosper that purchased with the knowledge of 380 to stay on 380. All for a poorly designed Tucker Hill with .3 miles on 380, the rest of us should pay the price? Come to your senses TXDOT and all Who make this decision do the right thing. Prosper and it's resident did not ask to pay others poor decisions. The judge in Tucker Hill is disgusting for using his position for personal gain!!	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
2160	John Kendig	10/5/2018	Survey Question 6 - Other response	Prosper should not get effected by this. They played by the rules and now Mickinny is using their size to influence you because they did not follow the rules. Do the right thing and avoid Prosper.	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
2161	JOHN KOUNTZ	10/16/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>

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				and offering enriching volunteer opportunities for over 2,000 North Texans each year.	
2162	John Iario	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole.	Comment noted.
2163	John M. Worley	10//18	Email	<p>It appears to me that, in a rush of wanting to build new roads in Collin County, all involved organizations (TxDoT, NCTCOG, Collin County Commissioners, etc.) are looking only at part of the situation. In addition, it appears to me that these groups are working with poor background information as well as poor projections for the future.</p> <p>Population and Growth Rate Projections</p> <p>1. The population projections are not believable.</p> <ul style="list-style-type: none"> · Using every available unoccupied acre of land (not zoned commercial and not flood plains) in Collin County, every one of those acres would need to have 6 residences. Ø That is High-Density Urban density. There could be no farms left, no ½-15 acre ranchettes, no new parks, no new schools, etc. Ø Some legal changes (mandatory sales of all acreages, preventing single home construction on lots larger than 65'x110' etc.) would be required to make this happen. Market pressure alone would not free enough acres to support this population growth. <p>2. The growth rate projections are not believable.</p> <ul style="list-style-type: none"> · NCTCOG figures show the entire 16 county region gained 1,937,733 people from 2000 to 	<p>Comment noted. The project team has studied a wide array of population projections from the Texas State demographer, NCTCOG, and Collin County, however, our traffic model utilizes NCTCOG population projections. More information on NCTCOG population projections can be found here: https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Plan/MTP/3-Social-Considerations.pdf.</p> <p>The team is utilizing NCTCOG's year 2045 travel demand model to determine the viability of US 380 alignment options and the necessary roadway facility type (i.e. arterial or highway) and number of lanes. This model accounts for projected traffic expected in the DFW region in 2045 based on NCTCOG's population growth estimates. TxDOT also continues to work with local governments to consider planned developments including planned residential developments.</p> <p>Many regional leaders agree that the freeway network in Collin County is lacking, thus the reason that Collin County Commissioner's Court</p>

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				<p>2017. The projected increase for Collin County alone is 2,095,909 from 2035 to 2050.</p> <ul style="list-style-type: none"> · In order to meet the population projections for 2035 to 2050, at least 9 cities need to experience an Average Growth Rate of from 12% to over 25% (every year for at least 15 years). Plano, Allen, and McKinney growth rates (during their boom) were only in the 6% to 9% range! The projected growth would require about 70,000 residences be built every year for 15 years. Ø That is 270 new residences to be completed every working day of every week of every month of every year for 15 years! <p>Infrastructure</p> <p>3. The infrastructure required to support an additional 2.5+ Million new residents in Collin County extends far beyond a few new freeways and wide thoroughfares. No one appears to be addressing this issue.</p> <ul style="list-style-type: none"> · NTMWD will need more reservoirs and considerably more filtering and pumping capacity for potable water, more sewage treatment plants, more landfills, and considerably more pipelines. In order to fit 2.5+ Million additional residents, these facilities will most likely not be able to fit into existing Collin County. · Additional power generation capacity may be required. Additional transmission lines will certainly be required. The same must be considered for natural gas, telecommunications, etc. Ø All of these must compete with roadways for space. NTMWD has already had to warn TxDOT that the proposed routes impact and/or displace existing, new, and planned facilities and pipelines. <p>4. This infrastructure cost will approach \$50 Billion - over \$20,000 per new resident! That infrastructure must be in place before all those new residents come. So, the 1M current</p>	<p>has encouraged more roadway/freeway studies in the County. Collin County staff prepared a 2016 amendment to the Collin County Mobility Plan, which addresses some of your questions on water & other utility impacts on population growth estimates. Please see https://www.collincountytx.gov/mobility/Documents/mobility_plan/2016AddendumCCMobilityPlan.pdf.</p> <p>TxDOT and NTMWD are planning to expand infrastructure based on future population estimates in the County. TxDOT continues to coordinate with NTMWD on planning efforts and projects across the county.</p> <p>The travel demand model (TDM) used was NCTCOG's 2045 model, which is the regionally accepted traffic model, was recently updated in 2018. This 2045 model assigns trips based on population density by county and by traffic survey zone (TSZ). More information on TSZs and the distribution of population including population and employment density maps can be found here: https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Plan/MTP/3-Social-Considerations.pdf. Project team traffic engineers analyze average travel speed, local and regional delay per vehicle, directional splits, traffic volumes, and other metrics in the AM and PM peak periods for each of the precise segments of the green and red alignments. The project team and NCTCOG staff performed multiple thorough reviews of the models and</p>

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				<p>residents will get to pay it – at \$50,000 each.</p> <ul style="list-style-type: none"> · For the new 2.3 Million people, residence cost (primarily as mortgages) will approach \$200 Billion or more. Many of those people will have an existing residence to sell (from somewhere) also. · Commercial development will be additional cost. <p>John M. Worley – Comments on October 2018 TxDOT Meetings on US380</p> <p>John M. Worley Personal Comments Page 2 Travel Demand Models</p> <p>5. The Travel Demand Models appear to me to be flawed. According to NCTCOG, the models were developed in 2011 based on the 2000 census. With that as a basis, predictions to 2050 and beyond are made.</p> <ul style="list-style-type: none"> · It is not obvious if the Demand Models use the locations where most people are employed (driving to and from work). <p>Most employers are in the southwest part of Collin County and south into Dallas County (in the green area shown at the right). No proposed routes travel that direction.</p> <ul style="list-style-type: none"> · The NCTCOG proposed roads in the eastern part of the county appear to be designed to funnel people south into a zone with very few employers. The TxDOT proposed US380 appears to funnel people into Denton and Hunt counties, again where there are very few employers. <p>Ø What does this say about the Travel Demand Models?</p> <p>6. No one appears to be planning roads to support the 750,000+ people projected to move into the far northeast section of the County (Blue Ridge and Farmersville, shown by the light pink in the black marked area at right).</p>	<p>model results before asserting which alignments performed better than others.</p> <p>For the red alignment, the existing US 380 roadway would be maintained as a 6-lane arterial, while the red "bypass" alignment was modeled as a 6-lane freeway with frontage roads. The 2045 TDM takes into consideration the required travel time to continue along the existing US 380 alignment (through stoplights) and compares it to the required time to take the Red freeway bypass around McKinney, and then assigns trips to the fastest route.</p> <p>Collin County has a 2014 thoroughfare plan that includes major planned roadways throughout the county. https://www.collincountytx.gov/mobility/Documents/mobility_plan/DraftThoroughfarePlan.pdf</p> <p>This will likely be updated over time as population grows and infrastructure needs develop.</p> <p>Public input is one of the many factors that goes into TxDOT's decision making process in regards to this study.</p> <p>TxDOT is currently constructing a safety improvement project to add a raised median on US 380 from FM 1827 to CR 985. Construction is anticipated to be complete during the fall of 2019. In addition, TxDOT is currently developing a project to widen US 380 from Airport Road in McKinney to 4th Street in Princeton from 4 lanes to 6 lanes.</p>

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				<p>Ø That is more people than in Plano and Allen combined – and in an area that is smaller. Look at how many roads Plano and Allen have already.</p> <p>Ø With a maximum projected traffic flow of only 90,200/day for US380, and few other roads in the area, apparently almost none of the 750+ thousand people projected for Blue Ridge and Farmersville will take US380. Based on the projected lack of Congestion in that area, maybe the 750+ thousand new residents will all work from home.</p> <p>7. The traffic projections provided are of only minimal value and certainly not sufficient for use to make decisions.</p> <ul style="list-style-type: none"> · TxDOT only provided travel projections for the US380 system as a whole. Each segment needs these projections in order to make intelligent choices between Red and Green for each section. · Red Route traffic will primarily flow through the section rather than terminate there (shopping, employment, etc.). Green Route traffic will be a mixture of through traffic and traffic terminating there. TxDOT appeared to not be able to break down traffic for each section as flowing through or terminating within that section. Traffic terminating in a section would probably take the existing US380 rather than the Red Route. · What are those figures for the existing US380 with the Red Route in place? <p>Ø Or, are you saying that if we build the Red Route, we can completely shut down the rest of existing US380?</p> <p>The Decision Makers</p> <p>8. Cities are being allowed to make the decisions on locations they do not have any legal right to make. Most of the routes are not within city limits or ETJ, while the people being affected by the location decisions are excluded from city council discussion, and have almost no say-so in the matter.</p>	<p>Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p> <p>TxDOT's proposed Spur 399 extension is a freeway.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<ul style="list-style-type: none"> · TxDOT allows Princeton to have significant input on the Red Route (marked in black) and NCTCOG allows Princeton to have significant input on the Lake Corridor Thoroughfare and the Spur 399 Extension (marked in blue). However, only about 10% of their preferred routes are actually within the Princeton City limits or ETJ. Major Employers now, Congestion in 2050 John M. Worley – Comments on October 2018 TxDOT Meetings on US380 John M. Worley Personal Comments Page 3 US380 Plan Issues 9. If the Red Routes are intended primarily for flow of traffic through a region, while existing US380 is intended to handle local traffic, it makes little sense to bring all the through traffic south 4 miles to US380, only to then go back north for a mile, before turning 3 miles south again back to US380 (as shown in the green oval). 10. Continuing the Red Route east from where it crosses US75 over to SH78 or the Outer Loop (as shown in maroon) would allow through traffic to flow, while opening up the northeast parts of the county for development (and serving the 750,000+ people projected to live in the area). · Carrying through traffic on past Farmersville before returning to US380 could also eliminate the need for the (Red) Farmersville Bypass. It might even mean that the bridge across Lake Lavon would not need to be widened. · The part of US380 from US75 south to US380 could line up with Airport Road (shown in black), and would not need to be a freeway. This would save a lot of money. · The project to add medians and then 1 more lane each direction to US380 east should then provide enough capacity for local traffic. Ø If Princeton feels “left out” with my proposed US380 highway bypassing it, convert the Spur 399 Extension (shown in blue) back to a freeway or to have Grade Separated Intersections. 	

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>Ø This would also provide the lake area residents a good route toward the southwest, where most of the employers are located, rather than a route toward the northwest on US380, away from the employers.</p> <p>NCTCOG Plan Issues</p> <p>11. NCTCOG appears not to be forthcoming with details at this time, based on their website content. The chart at right (March 2018) is the only information I can find on their website. It appears that they have backed down from their original plans of 5 new freeways along with a new bridge across Lake Lavon to this current proposal to mostly widen existing roads.</p> <ul style="list-style-type: none"> · NCTCOG has changed the Lake Corridor Thoroughfare to follow FM463 and FM458 and then a new route south to FM982. I propose a return to the plan to follow FM75 south, then Beauchamp Blvd. to meet the Spur 399 Extension. From there, it would use FM546 to FM3286 (both maybe widened). · NCTCOG has changed the Spur 399 Extension to be a normal city street. I propose to either convert it back to a freeway or use Grade Separated Intersections. I also propose a new section to tie from Airport Road at the Spur 399 Extension to FM1378 – their Western Corridor Thoroughfare. <p>Detail calculations for all of my statements above are available upon request</p>	
2164	John MacGorman	10/20/2018	Survey Question 6 - Other response	As painful as it would be to expand the current route, the existing development along 380 is suited to highway frontage, whereas much of the development along alternate routes was never intended to be near a highway.	Comment noted.
2165	John Matlock	NA	Comment Form	Unfortunately, the TxDOT bypass proposals divert attention from the real problem - heavy traffic on Highway 380 between custer and Highway 75. That roadway needs to be widened via the TxDOT proposal that takes the minimal right of way area. Attention should be focused	Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>on improving Highway 380 along the existing route.</p> <p>The proposed bypass routes run from Highway 380 north to Bloomdale. Both of those routes will adversely affect a number of residential neighborhoods without providing any relief for the drivers who need to move through McKinney.</p> <p>The TxDOT proposal does not include highway similar to LBJ or George Bush that circumvent a metropolitan area. Instead, the bypass will move travelers from a highway (Highway 380) to a city street (Bloomdale). Spending a huge sum of money on that purpose makes no sense at all.</p> <p>Bottom line - The existing route of Highway 380 requires attention - a bypass will not remedy that problem.</p>	<p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p>
2166	John mayes	10/5/2018	Survey Question 2 - Other response	How do the Red Bud Estates residences turn left onto 380 in red option B???	Comment noted. Access to the freeway would be determined after a preferred alignment is being identified and while the schematic is being prepared.
2167	John Mayes	10/5/2018	Survey Question 6 - Other response	We live in Red Bud estates off 380 between Coit and Custer. There is no red light at our entrance to 380 & it is hard to turn left out of the subdivision across 3 lanes of traffic as it is. Plan B would make it almost impossible!	Comment noted. Access to the freeway would be determined after a preferred alignment is being identified and while the schematic is being prepared.
2168	John mayes	10/5/2018	Survey Question 6 - Other response	It is difficult now to turn left out of our area, especially for school buses. This is our only outlet in or out. Red B will really complicate turning west for us.	Comment noted. Access to the freeway would be determined after a preferred alignment is being identified and while the schematic is being prepared.
2169	John McIver	10/11/2018	Survey Question 6 - Other response	Due to both alignments and owning property rather than home the green alignment impacts commercial property and not by residential	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
2170	John Meaney	10/11/2018	Survey Question	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response	City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole."	
2171	John Mercer	10/04/18	Commen t Form	For widening of 380.	Comment noted.
2172	John Mince	10/10/20 18	Survey Question 6 - Other response	Keep 380 on 380 and out of undeveloped land in Prosper. Prosper is a small town and needs the high density home tax base and we want to maintain our country charm. Don't let politicians from Tucker Hill mandate the outcome. Their developers didn't plan. Don't let them now stick it to prosper because of their ineptitude.	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
2173	John Miner	10/14/20 18	Survey Question 6 - Other response	I am voting for the Green Alignment because I want ManeGait to be able to continue their horseback riding therapy for the special needs members of our community.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
2174	John Moore	10/10/20 18	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
2175	John Morrow	10/12/20 18	Survey Question 6 - Other response	Keep it where it is, even if it takes time and effort. We don't live here to have a bypass cut through our neighborhoods.	Comment noted.
2176	John Nugent	10/04/18	Commen t Form	I believe the Red Line option A offers the best solution at this point in time. Stonebridge Dr. has to be developed north of Hwy 380. As this north extension of Stonebridge will take place, It appears making the north extension of	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				Stonebridge Dr. The most economical and least disruptive choice. As the Stonebridge north extension would be between Tucker Hill & Stonebridge neighborhoods. I recommend The Red Line option A choice.	
2177	John Patxot	10/12/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
2178	John R. Wood	10/10/2018	Survey Question 6 - Other response	I SUPPORT RED ALIGNMENT OPTION B- it offers least amount of disruption to already existing homes and businesses. Widening 380 would destroy multiple businesses and be very expensive and a poor use of money.	Comment noted.
2179	John Reyes	10/8/2018	Survey Question 6 - Other response	Lived in Frisco, TX. from 2004 until 2011 before moving to Prosper, TX. Accepted the alignment of Hwy 121 & the Dallas North Tollway in Frisco. Residents can choose to move if they are unhappy. Current residents need these highways and expect them to be built without further discussion. For years everyone in these northern towns have known and accepted the inevitability of this Hwy 380 alignment! Time is of the essence! We need Hwy 380 now!	Comment noted.
2180	John Schaeffer	10/7/2018	Survey Question 6 - Other response	I didn't take this survey before because the option to run through Prosper was not on the initial plan. Your data is skewed because we thought it wouldn't come through Prosper initially, but when the Tucker Hill residents complained en masse, it looked like we didn't	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				care..in reality, it was a problem generated by their response. McKinney has so much more land to work with that it is absurd for them to push this off on Prosper. Thank you.	
2181	John Schrampfer	10/12/2018	Survey Question 3 - Other response	not affected	Comment noted.
2182	John Schrampfer	10/12/2018	Survey Question 6 - Other response	Please preserve Main Gait therapy center	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
2183	John Skoczek	10/24/2018	Survey Question 6 - Other response	How about making 380 more efficient instead of displacing homes. There is plenty of room to expand 380.	<p>Comment noted. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.</p> <p>Additional right of way will be required and businesses and homes will be impacted and displaced if TxDOT constructs a freeway along the existing US 380.</p>
2184	John T Verges	10/13/2018	Survey Question 6 - Other response	I understand the need for additional capacity. However, recent homeowners knew in advance to avoid buying in close proximity to the existing 380 corridor. Most had no idea that a new major road would be built adjacent to the family centered neighborhoods they bought into.	Comment noted.
2185	John Thielmier	10/22/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2186	John Traupman	10/10/2018	Survey Question 6 - Other response	Expansion of 380 seems to be the least disruptive option to residents even though businesses might be affected.	Comment noted. The proposed green alignment along the existing US 380 would displace more businesses and residences than the red alignment. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
2187	John Turner	10/8/2018	Survey Question 6 - Other response	Cutting through Prosper to benefit a lack of planning on the part of McKinney is unacceptable.	Comment noted.
2188	John Valentine	10/21/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year."	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
2189	John W Klostermann	10/11/18	Comment Form	Mostly concerned with the Alignment From CR 559 to Hunt County Line, through Farmersville. The Red Alignment would Benefit The City, I Believe, than disrupting traffic on what is 380 now, I believe the less disruption and displacement of people and housing would facilitate a faster completion of the construction.	Comment noted.
2190	John Walthall	10/26/2018	Survey Question 6 - Other response	Thank you	Comment noted.
2191	John Watkins	10/12/2018	Survey Question 6 - Other response	1. Whitley Place is properly planned for the expected 380 growth/expansion, don't use us to solve the problem. 2. Increasing traffic on Bloomdale/Prosper Trail will ruin east Prosper as we know it. 3. The bypass will not keep up with growth and we will still need to pay to improve	Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				current 380. 4. More homes (nearly 5,000) are impacted by the bypass than by keeping the alignment on 380. 5. Don't let a developer's greed of building too close to 380 (Tucker Hill) become our problem. 6. The re-zoning following a bypass being built would be commercial and high density, not the high end single family homes it is currently zoned for. 7. Proposed schools along the route would be affected by such bypass. HS Prosper Trail and Custer and HS off First Street between Custer and Coit Road. 8. Tax money would be lost for residents of Prosper. 9. Whitley Place property values would go down considerably. 10. Prosper was never suppose to be involved in the 380 by pass to begin with, the traffic issue is in McKinney not Prosper.	<p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p> <p>Existing and planned residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p> <p>As currently proposed, the red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
2192	John Worley	10/10/2018	Survey Question 6 - Other response	Change the Spur 399 Extension (SH121 to Lake Lavon) back from the current proposal of 6-lane divided city street (with stoplights at intersections) back to a Limited Access Roadway and it will take a LOT of the load off US380 between McKinney and Princeton. With that section of US380 having a new median and one more lane each way, neither the green nor	<p>Comment noted. Traffic analysis indicated that providing an extension of Spur 399 will help relieve traffic congestion on US 75 and SH 5. The current proposal for the Spur 399 extension is a freeway, also called a limited access roadway.</p> <p>TxDOT studied a new location freeway south of US 380 and Lowry Crossing. The traffic volumes</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				the red route from FM1827 to CR559 will me needed.	were too low to justify construction of a freeway. Therefore TxDOT did not include this alignment as one to be studied further. The near the McKinney airport is a proposed extension of the existing Spur 399, to help relieve SH 5 and US 75.
2193	John Yoo	10/9/2018	Survey Question 1 - Other response	No point of this...just congests 380 and all neighborhoods	Comment noted.
2194	John Yoo	10/9/2018	Survey Question 6 - Other response	We really need to invest more time into environmental impacts regarding the increase of pollution (air, noise, etc). How will this ultimately impact traffic with all feeder roads/side streets/neighborhood streets? What will this do to property values/taxes for the positive and negative? Will County residents get discounts if this is a toll since it increases financial impacts (profitability for tolling company/state)? What is the infrastructure when there is bad weather (Ice, snow, etc)...where will the trucks/sand be held/stationed?	<p>Comment noted. Part of this feasibility study involves the evaluation of environmental constraints within the study area and how those constraints may affect potential routes; however, the detailed evaluation of impacts to air quality, noise, and other natural and human resources would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>Tolling is not being considered as an option for funding.</p>
2195	John York	10/25/2018	Survey Question 6 - Other response	I don't believe that 380 should be moved. 380 should be rebuilt to accommodate traffic. Nobody should lose land or land value because of a bypass that should never have been needed. McKinney and TxDot should have solved this problem long ago. The ppl who live near 380 knew that they were buying a house near a very crowded road that needed improvements.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2196	Johnna McKenzie	10/12/2018	Survey Question 6 - Other response	Keep 380 on 380!	Comment noted.
2197	Johnny Feagin	10/09/18	Comment Form	Prefer green alignment in Farmersville area but narrow it more in town to harm fewer buildings.	Comment noted.
2198	Johnny Feagin	10/9/2018	Survey Question 6 - Other response	I know everyone is Farmersville and I don't want any of them to lose their property.	Comment noted.
2199	Johnny Feagin	10/11/2018	Survey Question 6 - Other response	Prefer green route but narrower in Farmersville where a lot of buildings are. Definitely don't want any churches to be hurt	Comment noted.
2200	Johnny Feagin	10/09/18	Comment Form Attachment	<p>I would prefer that Highway 380 remain as it is in the Farmersville area. People who have moved into eastern Collin County in recent years knew what the roads were like when they moved here. If they are not happy they can leave. I don't want to lose my property and I don't want my neighbors to lose their property. Don't take property from families that have been here for hundreds of years to satisfy newcomers. I am sure this won't happen so I am going to make the following suggestion. Leave Highway 380 in the same location in the Farmersville area and in the short area in town where there is development, double deck it to reduce damage to homes, businesses, churches, etc. The upper deck could be limited access freeway. The lower deck could remain as it is. Some members of the Farmersville city council say Tex. Dot would not consider double decking because of the expense. However any southern route would damage many people. Also any southern route would cross one FM road and several county roads, not to mention creeks and low lying areas where the road would need to be elevated. If Highway 380 becomes a limited access highway, wouldn't an overpass be necessary at each one of these roads? How much would this</p>	<p>Comment noted. Elevated freeway sections (or double decking) for the green alignment through Farmersville were evaluated, but will not be further considered because it does not significantly reduce the amount of right of way needed to construct proposed improvements.</p> <p>If the red alignment was selected, it would displace 41 fewer homes and 33 fewer businesses than the green alignment.</p> <p>Interchanges would occur at arterial streets, but not at local or collector roadways. Not all FM and county roads are arterials.</p> <p>TxDOT analyzed roadway options presented using a 2045 travel demand model. This model accounts for projected traffic expected in the DFW region in 2045. It also considers population growth estimates. The planned expansion of US 380 (along US 380 or bypass option) is to accommodate future traffic.</p> <p>Farmersville is far more developed to the north of US 380 than it is to the south. Therefore, in order to reduce impacts and displacements to</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>cost? Isn't it worth spending a little bit more to prevent wrecking peoples lives? I am sure Tex Dot nor the city of Farmersville cares about my opinion, but I am expressing it anyway.</p> <p>No one in the Farmersville ETJ south of Farmersville and I mean No One - wants a southern loop around Farmersville for Highway 380 regardless of the location. Many of us have been on the same property for numerous generations. We just want to be left alone! Please leave us alone. From Princeton west there is traffic congestion at peak travel times. From Princeton east there is not traffic congestion, even at peak travel times. Also, not may people in the city of Farmersville want a southern loop around Farmersville for Highway 380. In fact, I personally only know of three people in favor of this.</p> <p>I just wondered why only southern routes were considered for a Highway 380 loop around Farmersville. No northern loops were on the maps I saw at Princeton in the spring. Does someone north of Farmersville have connections that those those of us South of Farmersville do not have?</p>	homes and businesses, a bypass to the North is not a viable option.
2201	Joji Sakai	10/13/2018	Survey Question 6 - Other response	We do not want an extension at Stonebridge Drive—we strongly prefer the red option B off of Custer Road.	Comment noted.
2202	Jon Bolen	10/11/2018	Survey Question 6 - Other response	The Red Alignment Option B for Coit Road to FM 1827 by far impacts the fewest business and residents. It is also the least expensive which creates the highest return for dollars spent.	Comment noted.
2203	Jon Dell'Antonia	10/09/18	Comment Form	An Alternative route to consider. From the "S curve" as the McKinney city limit going west to the McKinney ETJ when the Red route becomes option B, eliminate the 'S curve" and come straight west through Erwin Park and connect at the McKinney ETJ Border with Red Option - B. This Route has a minimal amount of impact as	Comment noted. An alignment through Erwin Park is not viable. TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				most of it is undeveloped land. I suspect there is a way to get permission to go through Erwin Park as it is a very (illegible) park and would not have much impact.	
2204	Jon Dell'Antonia	10/4/2018	Survey Question 6 - Other response	Red Option B is the only one our Stonebridge Ranch residents can support as it would create virtually no disruption to our community. The other options are very detrimental to Stonebridge Ranch.	Comment noted. None of the properties in Stonebridge have property impacts by any of the proposed alignments.
2205	Jon Dell'Antonia	10/4/2018	Survey Question 6 - Other response	Red Option B is the most cost effective and least disruptive.	Comment noted.
2206	Jon DeShazo	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380, affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A makes no sense to me, since a bypass should at least pass over Custer as a major artery. We chose our home a decade ago because we were told 380 would never be expanded to a freeway--because there would be a bypass to the north.	Comment noted.
2207	Jon Freier	10/14/2018	Survey Question 6 - Other response	Keep 380 on 380. There should be no reason to have this bypass and have it destroy neighborhoods and home values. Do what's right TXDOT, keep business traffic on the existing 380.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2208	Jon Hillman	10/10/2018	Survey Question 6 - Other response	I think 380 needs to be improved in its current location and no bypass created.	Comment noted.
2209	Jon Johnson	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year."	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
2210	Jon LeRoy	10/5/2018	Survey Question 6 - Other response	Highway 380 conversion to a highway makes most sense. Creating a bypass in Prosper only stalls development and creates more congestion. Keep the traffic confined to an expanded 380. Tucker Hill residents built off 380, so they can accept those consequences.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
2211	Jon Meyer	10/25/2018	Survey Question 3 - Other response	Of the two alignments I would prefer option A, this would leave plenty area south of the airport for future expansion of the airport which I feel will ultimately be needed at some point in the near future.	Comment noted.
2212	Jon Meyer	10/25/2018	Survey Question 2 - Other response	While arterial roads are needed along a route similar to the red alignment options, I feel like for another major highway we should be looking slightly further north by way of making CR 1461 connect to Highway 75 at the Laud Howell/Weston Rd intersection. This would impact less homes and businesses and provide another major road as the population expands north. In the meantime McKinney needs to work on local arterial roads such as connecting Wilmeth from Lake Forest to Hardin, Extending Ridge Road north to Wilmeth, and even making	Comment noted. Traffic analysis concluded an alignment at Frontier Pkwy or further north did not significantly reduce congestion on US 380. McKinney has plans to expand and extend Wilmeth Road, Bloomdale Road, and Laud Howell Parkway.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				a road along the proposed red alignment that is not a all out highway.	
2213	Jon Meyer	10/25/2018	Survey Question 4 - Other response	If the objective is to relieve traffic congestion on 380 then the red option should be considered, however, I would not loop it back into 380 as a Princeton bypass but rather take it on North of New Hope with a path to Hwy 75.	Comment noted. The yellow alignment located to the north of New Hope has been eliminated due to impacts to the planned North Texas Municipal Water District's Sister Grove Regional Water Recovery Facility. Additionally, this alignment did not work well with the Spur 399 traffic movements.
2214	Jon Powell	10/25/2018	Survey Question 6 - Other response	No Bypass, fix 380.	Comment noted.
2215	Jonas	10/27/2018	Survey Question 6 - Other response	Worth a lot to many people in the future if Erwin Park is preserved.	Comment noted. The location of Erwin Park was taken into consideration when draft alignments were developed. None of the proposed alignments directly impact Erwin Park. The proposed red alignment option is adjacent to the southern property line but does not cross into the park. Any future improvement projects would include assessment of the potential impact on the human and natural environments. TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable.
2216	Jonathan	10/15/2018	Survey Question 6 - Other response	I firmly beleive expansion of 380 on its current location though McKinney would be highly detrimental to the existing growth, setting back McKinneys development. I understand those that want to preserve the "North" side of McKinney, but the development is coming eventually. It will not be "country" much longer...and when it does, they'll be complaining that there wasn't the foresight to put a highway up there before the development.	Comment noted.
2217	Jonathan Anderson	10/26/2018	Survey Question 6 - Other response	Mane Gait is an amazing service to our community and would be destroyed with a bypass through Prosper. Please consider alternate routes. Thank you.	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2218	Jonathan Lee	10/9/2018	Survey Question 6 - Other response	Building this freeway through Prosper would be devastating to our small community. McKinney voted this down and their victory in getting this moved should not be at a loss to Prosper.	Comment noted.
2219	Jonathan Roller	10/26/2018	Survey Question 6 - Other response	My dad and I like to ride our bikes to Erwin Park from our house. If the bypass option is picked, we will no longer be able to do that. It will also be bad for my parents' house. They wanted to move us away from the busy streets, not so that a highway would be built right next to us.	Comment noted. The location of Erwin Park was taken into consideration when draft alignments were developed. None of the proposed alignments directly impact Erwin Park. The proposed red alignment option is adjacent to the southern property line but does not cross into the park. Any future improvement projects would include assessment of the potential impact on the human and natural environments. TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable.
2220	Jonathan Wells	10/12/2018	Survey Question 6 - Other response	PLEASE keep 380 improvements on the existing 380 route through Prosper and McKinney. Running new highways next to neighborhoods is not fair to the residents that moved there. It'll take away a lot of the beauty of why many of us moved up north in the first place.	Comment noted.
2221	Jones	10/10/2018	Survey Question 6 - Other response	Please do not route a bypass through Stonebridge Ranch directly in front of my home	Comment noted. None of the properties in Stonebridge have property impacts by any of the proposed alignments.
2222	Jonny Morgan	10/5/2018	Survey Question 6 - Other response	I would think expanding 380 on 380 and hurrying up the Collin county outer loop would be beneficial. Why build a bypass when you have an outer loop just a few miles north in the works?! Hurry that outer loop between tollway and 75 to help with future congestion, then work east from 75 for the future.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
2223	Jordan K Thompson	10/26/18	Comment Form	EXPAND 380 - NO BYPASS I have been following the 380 expansion/bypass controversy since the spring of 2018. Even though my family live in Allen, we regularly drive to my parents' farm at 1974 Bellemeade Lane, McKinney. This is where they grow hay & raise registered shorthorn cattle. Your proposed red alignment cuts through a scenic part of McKinney, which prides itself on its uniqueness & planning for green spaces. This red route	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				would destroy a prime area of agricultural land & 2 roads (CR331 & FM2933) daily used by cycling groups for recreation & farmers who use it to take hay & cattle to market. We do not take the exit for 5/spur399 because going east on 380 is the most direct route to their farm which is being held as my & my brothers' inheritance. Don't destroy this special place where my children go to escape suburbia.	
2224	Jordan Linscomb	10/12/2018	Survey Question 6 - Other response	We are huge supporters of ManeGait which has impacted many children who really need it. My grandparents live in Whitley Place and it is not fair to ruin their property value. The mayor and judge have been unethical through this process! It's horrible!	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
2225	Jordan Mossinger	10/8/2018	Survey Question 6 - Other response	Leave 380 on 380	Comment noted.
2226	Jordan Reilly	10/20/2018	Survey Question 6 - Other response	Please do not make my wife, 6month old daughter and myself move from our dream house. Thank you for your consideration	Comment noted.
2227	Jordan Thompson	10/26/2018	Survey Question 6 - Other response	Green alignment of 380 is the best option. It offers an clear, efficient upgrade of existing infrastructure. I believe it will be a springboard for upgraded business & retail frontage, straightforward vehicular circulation, good use of taxpayer dollars, and the way ahead for Collin County.	Comment noted.
2228	Jordyn Casimiro	10/13/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	
2229	Joseph	10/11/2018	Survey Question 6 - Other response	I just relocated from Michigan and chose my home at [REDACTED] because there still is open land around me. That is Red alignment B. Red alignment A would result in much more congestion and loss of aesthetics, not to mention safety.	Comment noted. Alignment options are still being evaluated and any future improvements will be designed to current design standards to enhance safety.
2230	Joseph Abajian	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and veterans, it offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
2231	Joseph Ndiaye	10/11/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
2232	Joseph Rodes	10/14/2018	Survey Question 6 - Other response	No bypass. Keep 380 on 380!	Comment noted.

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2233	Joseph Russell	10/18/2018	Survey Question 6 - Other response	Kill the bypass, and expand 380 with a double deck highway. It should not be Prosper's problem that the City of McKinney and the Tucker Hill subdivision weren't proactively thinking ahead and planning accordingly for growth and expansion.	Comment noted. Elevated freeway sections (such as a double decked highway would provide) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
2234	Joseph Sain	10/13/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year."	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
2235	Joseph Vicario	10/6/2018	Survey Question 6 - Other response	Expanding existing 380 to freeway option would create enormous traffic problems and disruptions during lengthy construction phase for those who have to use 380 now! Option red B much better option in this regard and would allow current/increased traffic to still use existing 380 during lengthy construction project.	Comment noted. TxDOT makes every effort to minimize impacts during construction of its projects.
2236	Josh	10/5/2018	Survey Question 6 - Other response	Coit is a MAIN thoroughfare for many of the schools in Prosper. Keeping major construction away from Coit is paramount to many kids and families!	Comment noted. There is no proposed bypass that runs along Coit Road.
2237	Josh Blessing	10/9/2018	Survey Question 6 - Other response	People who built next to or on 380 knew what they were getting into. Don't punish property owners who wanted nothing to do with 380	Comment noted.
2238	Josh Brown	10/17/18	Comment Form	I am strongly against any Bypass option that goes through any part of Prosper, and am against any Bypass option west of I-75 (both Red Options) I strongly support fixing 380 on	The purpose of the feasibility study is to analyze potential roadway alternatives for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT

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				<p>380 west of I-75 (Green Options).</p> <p>Keep close to TXDoT's ideal freeway spacing of 5 miles apart, with 380 being about 5 miles from both 121 and the Outer Loop. On Custer Road, the distance between 121 and 380 is 6.1 miles. The distance between 121 and Bloomdale Road where the Bypass would be is 9.5 miles. This is too far apart based on TXDoT's ideal freeway spacing.</p> <p>When Stephen Endres spoke to the Prosper Town Council Meeting on July 24, 2018 he said that TXDoT rarely, if ever, goes against the recommendations of the cities. Both Prosper and Frisco passed resolutions saying they don't want a Bypass through their cities, and yet TXDoT bowed to political pressure from a vocal minority of people in Tucker Hill and Stonebridge Ranch to add a Bypass Red Option B starting in Prosper at the last minute when it wasn't even an option in the April/May public meetings. The Town of Prosper has limited commercial frontage, and a Bypass through Prosper would further limit our Town's tax base, home prices, and future economic viability.</p> <p>In the public response to TXDoT's April/May public meetings, 3,384 people said they wanted to Fix 380 on 380, while only 1,502 people said they wanted a Bypass option. That is a ratio of 2.19 to 1 that prefers to Fix 380 on 380 versus a Bypass. Why is the new Red Option B through Prosper even an option, other than an obvious bowing to the special interests of Tucker Hill and Stonebridge Ranch who knowingly built their homes on a highway.</p> <p>The residents of Tucker Hill received a discount when purchasing their homes because of their location close to a highway. The residents of Prosper paid a premium when we purchased our</p>	<p>determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>Public input is one of the many factors that TxDOT will consider when making a decision on an alignment. The presentation provided at the October 2018 meeting noted that 1,897 people selected a preference for an alignment along the existing US 380.</p>

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				homes to live in a nice and quiet area far away from a highway. It is not fair that Tucker Hill residents are trying to shift the economic burden caused by their own poor planning to the residents of Prosper. In order to avoid having 0.3 miles of frontage road on a freeway, Tucker Hill is trying to get TXDoT to build a freeway next to and through hundreds and thousands of existing and future homes and acreage of people who purposefully chose to buy homes far away from highways and freeways. Do not cave into pressure from a vocal minority from Tucker Hill and Stonebridge Ranch that don't want to face the consequences of their decision to buy a home close to a highway that was slated for future expansion. Fix 380 on 380!	
2239	Josh Brown	10/11/2018	Survey Question 6 - Other response	I am strongly against any Bypass option that goes through any part of Prosper, and am against any Bypass option west of I-75 (both Red Options). I strongly support fixing 380 on 380 west of I-75 (Green Options). Keep close to TXDoT's ideal freeway spacing of 5 miles apart, with 380 being about 5 miles from both 121 and the Outer Loop. On Custer Road, the distance between 121 and 380 is 6.1 miles. The distance between 121 and Bloomdale Road where the Bypass would be is 9.5 miles. This is too far apart based on TXDoT's ideal freeway spacing. When Stephen Endres spoke to the Prosper Town Council Meeting on July 24, 2018 he said that TXDoT rarely, if ever, goes against the recommendations of the cities. Both Prosper and Frisco passed resolutions saying they don't want a Bypass through their cities, and yet TXDoT bowed to political pressure from a vocal minority of people in Tucker Hill and Stonebridge Ranch to add a Bypass Red Option B starting in Prosper at the last minute when it wasn't even an option in the April/May public meetings. The Town of Prosper has limited commercial frontage, and a Bypass through Prosper would further limit our Town's tax base, home prices,	<p>The purpose of the feasibility study is to analyze potential roadway alternatives for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>Public input is one of the many factors that TxDOT will consider when making a decision on an alignment. The presentation provided at the October 2018 meeting noted that 1,897 people selected a preference for an alignment along the existing US 380.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>

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				and future economic viability. In the public response to TXDoT's April/May public meetings, 3,384 people said they wanted to Fix 380 on 380, while only 1,502 people said they wanted a Bypass option. That is a ratio of 2.19 to 1 that prefers to Fix 380 on 380 versus a Bypass. Why is the new Red Option B through Prosper even an option, other than an obvious bowing to the special interests of Tucker Hill and Stonebridge Ranch who knowingly built their homes on a highway. The residents of Tucker Hill received a discount when purchasing their homes because of their location close to a highway. The residents of Prosper paid a premium when we purchased our homes to live in a nice and quiet area far away from a highway. It is not fair that Tucker Hill residents are trying to shift the economic burden caused by their own poor planning to the residents of Prosper. In order to avoid having 0.3 miles of frontage road on a freeway, Tucker Hill is trying to get TXDoT to build a freeway next to and through hundreds and thousands of existing and future homes and acreage of people who purposefully chose to buy homes far away from highways and freeways. Do not cave into pressure from a vocal minority from Tucker Hill and Stonebridge Ranch that don't want to face the consequences of their decision to buy a home close to a highway that was slated for future expansion. Fix 380 on 380!	
2240	Josh Cain	10/11/2018	Survey Question 6 - Other response	I feel that any other option than taking 380 bypass past Custer will impact to many residents and cause an increase in traffic Custer.	Comment noted.
2241	Josh Gray	10/15/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>

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				alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	
2242	Josh Kleen	10/9/2018	Survey Question 6 - Other response	As a resident that lives very close to the existing 380 in Prosper, I feel strongly that TXDOT needs to focus on keeping 380 on the existing route of 380. Prosper has done a great job managing land for future growth and leaving room for turning 380 into the highway it should be. This includes plans for schools, residential and commercial construction on the land proposed for the bypass through Prosper. Please keep 380 on 380.	Comment noted.
2243	Joshua Brown	10/26/2018	Survey Question 6 - Other response	Keep 380 on 380!	Comment noted.
2244	Joshua Hand	10/12/2018	Survey Question 4 - Other response	Widen 380....	Comment noted.
2245	Joshua Hand	10/12/2018	Survey Question 5 - Other response	Widen Highway	Comment noted.
2246	Joshua Hand	10/12/2018	Survey Question 6 - Other response	Widen the road...	Comment noted.
2247	Joshua Hayes	10/12/2018	Survey Question 6 - Other response	I'm not 100% confident I understood the verbiage. When I select which "alignment" I prefer, am I saying which roads I prefer to take? ...would prefer to take if they were developed? ...want to be developed for faster travel? All I intended to convey was that I'm proposing a more direct way in to Princeton from the 75 and a way to alleviate congestion through Princeton,	Comment noted. Expansion of the existing US 380 would require additional right of way.

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				probably by making a bypass around it. I don't think there's enough land to change the 380 through Princeton Into an expressway on its current route. Then again, I'm no engineer.	
2248	Joshua Kennedy	10/9/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
2249	Joshua Lynch	10/10/2018	Survey Question 6 - Other response	When I moved to the Celina Prosper area 5 years ago, it was obvious to me that 380 would (should) be a freeway at some point, so I purposely bought a house nowhere near it. I would think most people would have seen the same thing the last several years, and they chose to live near 380. Now considering putting a bypass anywhere but on 380 is completely ludicrous. Why punish those that purposely bought away from 380? It seems crazy to me.	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
2250	Joshua Roberts	10/13/2018	Survey Question 6 - Other response	I will support more roads, more options, more development.	Comment noted.
2251	Joshua Roberts	10/13/2018	Survey Question 1 - Other response	Loop	Comment noted.
2252	Joshua Thompson	10/26/18	Comment Form	<p>KEEP 380 ON 380 - NO BYPASS</p> <p>I have watched this process pit neighborhoods against each other. The wealthier ones with council representation appear to be winning. Those of us who live in the ETJ have no representation and we are not a large enough population to compete with Tucker Hill & others. What we do have is the landscape. McKinney advertizes as valuing - farms, horse, & cattle ranches & areas people drive to looking for an escape from concrete. The traffic problem is an east/west one on 380. Save money & fix the problem where it actually is instead of tearing up this beautiful area. The red line cuts right down a</p>	Comment noted. Public input is one of the many factors that goes into TxDOT's decision making process in regards to this study. Any future improvements would include assessment of the potential impact on the human and natural environments.

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				string of farms on FM 2933 & CR 33 and will not solve the problem on 380.	
2253	Joshua Thompson	10/26/2018	Survey Question 6 - Other response	TXDOT has said that 380 will have to be expanded regardless of any bypass. Please finish the outer loop & fix 380 on 380 = money saved. Your proposed red route has no data that has been released that justifies building it - and it will cut off our family farm that our parents work & retired to to breed shorthorn cattle	<p>Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p>
2254	Joy Hunt	10/10/2018	Survey Question 6 - Other response	Do not allow the developers of Tucker Hill and Stonebridge Ranch (who chose to build directly adjacent on Hwy. 380) to bulldoze this problem into Prosper or onto the McKinney homeowners/landowners who purposefully chose to buy away from Hwy. 380.	Comment noted.
2255	Joyce Sakai	10/13/2018	Survey Question 6 - Other response	Do not want extension at Stonebridge Drive—strongly prefer red option B off of Custer Road.	Comment noted.
2256	Joyce Wilson	10/13/2018	Survey Question 6 - Other response	Very disappointed that TxDOT and McKinney would want to put this type of road so close to homes, and schools.	Comment noted.
2257	Joyce Yackinous	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted. TxDOT must consider many factors when developing alignments. Please review the environmental constraints maps available at Drive380.com.

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2258	JS De Mattei	10/23/18	Email	Mr. Endres: I support improving the current alignment of Highway 380 (green) for the following reasons: 1) The current alignment would cost the least, as it's the shortest distance between two points. 2) The impact of a diversion would inflict untold amounts of harm to existing businesses along would-be-diverted portion of the route. Thank you for your time. JS De Mattei	Comment noted. We estimate that the proposed green alignment would cost more to construct than the proposed red alignment. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
2259	JT Burnside	10/22/2018	Survey Question 6 - Other response	We do not want a bypass next to our neighborhood and elementary school. Build arterial roads north of 380, east and west and we would not even have to touch 380. We need other options to get to 75, connect Wilmeth between Lake Forest and Hardin. Also build out Bloomdale as an arterial road to 75. We purposefully built a house AWAY from the highway, we do NOT want a highway built next to our home. Please to not built the most expensive bandaid ever, fix 380 on 380.	Comment noted. The Collin County thoroughfare plan shows expansion and extension of several major east-west arterials throughout the county. These roads were modeled in TxDOT's traffic demand model. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
2260	Juan Cortez	10/8/2018	Survey Question 6 - Other response	I would suggest looking at implementing "Michigan lefts" to ease the traffic caused by left turns and possible reduce stop and go traffic from delayed green lights for turns. https://en.wikipedia.org/wiki/Michigan_left	Comment noted.
2261	Juan Diaz	10/6/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
2262	Juan Garcia	10/11/2018	Survey Question 6 - Other response	My name is Juan Garcia, I live in Princeton. I have an idea that should relieve a lot of the stress on 380 at Airport Rd on the east side of McKinney. I assume others have thought of this but it is such an easy immediate solution if is worth bringing up. Picture 380 west bound at Hwy 75, you have a left lane for turning left, the next lane has an option to go straight or turn left, the two far right hand lanes go straight. Can you configure 380 west at Airport Rd to be exactly the same? I believe we have the room.	Comment noted. TxDOT is currently constructing a safety improvement project to add a raised median on US 380 from FM 1827 to CR 985. Construction is anticipated to be complete during the fall of 2019. In addition, TxDOT is currently developing a project to widen US 380 from Airport Road in McKinney to 4th Street in Princeton from 4 lanes to 6 lanes.

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				It would alleviate so much of the backed up traffic on 380 at and just before that intersection and into the New Hope Rd area.	
2263	Juan Liu	10/9/2018	Survey Question 6 - Other response	It is best to expand 380 directly and it will not hurt as many homeowners	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
2264	Juan Ventura	10/10/2018	Survey Question 2 - Other response	Widen 380	Comment noted.
2265	Juan Ventura	10/10/2018	Survey Question 6 - Other response	Widen US 380 to me is the best bet.	Comment noted.
2266	Juan Villagrana	10/25/2018	Survey Question 1 - Other response	It would be nice to movethe green line further north so more people benefit with this.	Comment noted. Traffic analysis concluded an alignment at Frontier Pkwy or further north did not significantly reduce congestion on US 380.
2267	Juan Villagrana	10/25/2018	Survey Question 2 - Other response	Extend red all the way to the future expansion of Dallas North toll	Comment noted. Traffic analysis concluded an alignment north of Prosper did not significantly reduce congestion on US 380.
2268	Judith	10/6/2018	Survey Question 6 - Other response	Please select Red B alignment because this alignment has the lowest associated costs versus other options and impacts the fewest homeowners and business along 380.	Comment noted.
2269	Judy Barnes	10/8/2018	Survey Question 6 - Other response	As a resident of Prosper, I have watched this develop from not being an option for it going through Prosper to it being basically the main option. It seems political pressure from MckInney City Council has gotten to TX Dot. I am not a happy camper about this development.	Comment noted.
2270	Judy Ciauri	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential	Comment noted.

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				streets that are not designed to carry heavy traffic flow.	
2271	Judy Gay	10/25/2018	Survey Question 6 - Other response	I am a residential realtor and am concerned about disturbing existing neighborhoods.	Comment noted.
2272	Judy Glazer	10/09/18	Comment Form	Do not select the red alignment which cuts through the organic farm that we have owned and certified since 1980. We raise cattle (grass fed), pigs, sheep and produce. This is an ongoing business and residence. * Please select no build or the GREEN alignment that follow the existing 380 as it will not destroy the farms and residences in our community.	Comment noted.
2273	Judy Jones	10/11/18	Comment Form	Keep the Green plan for Princeton & Farmersville just widen - must keep taxes lower	Comment noted.
2274	Judy Jones	10/13/18	Email	Keep TAXES down.. use existing 380 and widen & update. NO need to build brand new roads. I live in [REDACTED]	Comment noted.
2275	Judy Jones	10/11/2018	Survey Question 6 - Other response	Keep taxes down	Comment noted.
2276	Judy Miller	10/24/2018	Survey Question 6 - Other response	Please keep 380 on 380!	Comment noted.
2277	Judy Strawmyer	10/26/2018	Survey Question 4 - Other response	?????	Comment noted. See Drive380.com for more information about the project.
2278	Judy Strawmyer	10/26/2018	Survey Question 5 - Other response	?????	Comment noted. See Drive380.com for more information about the project.

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2279	Judy Strawmyer	10/26/2018	Survey Question 6 - Other response	Keep 380 on 380. Please do not disrupt Orosper and Main Gate, a wonderful therapy horse center and neighborhoods that need to stay in place.	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
2280	Judy Wainaina	10/16/2018	Survey Question 6 - Other response	Keep 380 on 380. The road framework is already there. This option provides the least number of displaced and/or affected homes and businesses.	Comment noted. The proposed green alignment along the existing US 380 would displace more businesses and residences than the red alignment. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
2281	Juli Westcott	10/12/2018	Survey Question 6 - Other response	It makes the most sense to build along the existing road (the green option). I would be very much against destroying multiple neighborhoods to build one of the other alternatives. As a commuter, I would definitely not choose to drive 3-5 miles out of my way for a bypass that was built off of the main road, but if there were a bypass option on the existing road (380) and I knew I was driving to Denton, for example, then I would consider that option. I do not believe that building a bypass that extends well north of 380 would fix the traffic problem that you all are attempting to fix. Please choose the green option!	<p>Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p> <p>Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.</p>
2282	Julia Gambell	10/13/2018	Survey Question 6 - Other response	Manegait horse therapy is more important to people and their health than a highway. Imma be mad if my sister with cerebral palsy can't get the therapy she needs because of this highway. Get perspectives people.	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
2283	Julia Lewis	10/23/2018	Survey Question 6 - Other response	The green alignment through McKinney would destroy to many businesses. I have that people in northern McKinney will be affected, but they cannot expect their area to stay unchanged.	Comment noted.
2284	Julia Odle	10/17/2018	Survey Question 6 - Other response	There's nothing wrong with 380 from McKinney to Hunt county line. It's the drivers. Inattention, speed, following too closely, and cell phones.	Comment noted. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.
2285	Julia Sutherland	10/26/2018	Survey Question 6 - Other response	The cost of destroying homes and businesses of many is a much greater problem to the community than a few people who object to having a road near sparsely inhabited pastures or a few isolated affected homes.	Comment noted.

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2286	Julia Wilburn	10/12/2018	Survey Question 6 - Other response	The highway needs to be expanded and improved, but not moved. It is a major thoroughfare and moving or rerouting it will not be beneficial for residents, business owners or commuters.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
2287	Juliana Roller	10/26/2018	Survey Question 6 - Other response	Not only will the bypass be bad for my parents home, but it will also destroy Mane Gait where I have volunteered and my friends in NCL have volunteered. They do such great work with special needs kids and it makes me sad to think that is in jeopardy.	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
2288	Julianne Brown	10/16/18	Commen t Form	<p>I am strongly against any Bypass option that goes through any part of Prosper, and am against any Bypass option west of I-75 (both Red Options). I strongly support fixing 380 on 380 west of I-75 (Green Options).</p> <p>Keep close to TXDoT's ideal freeway spacing of 5 miles apart, with 380 being about 5 miles from both 121 and the Outer Loop. On Custer Road, the distance between 121 and 380 is 6.1 miles. The distance between 121 and Bloomdale Road where the Bypass would be is 9.5 miles. This is too far apart based on TXDoT's ideal freeway spacing.</p> <p>When Stephen Endres spoke to the Prosper Town Council Meeting on July 24, 2018 he said that TXDoT rarely, if ever, goes against the recommendations of the cities. Both Prosper and Frisco passed resolutions saying they don't want a Bypass through their cities, and yet TXDoT bowed to political pressure from a vocal minority of people in Tucker Hill and Stonebridge Ranch to add a Bypass Red Option B starting in Prosper at the last minute when it wasn't even an option in the April/May public meetings. The Town of Prosper has limited commercial frontage, and a Bypass through Prosper would further limit our Town's tax base, home prices, and future economic viability.</p>	<p>The purpose of the feasibility study is to analyze potential roadway alternatives for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>Public input is one of the many factors that TxDOT will consider when making a decision on an alignment. The presentation provided at the October 2018 meeting noted that 1,897 people selected a preference for an alignment along the existing US 380.</p>

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				<p>In the public response to TXDoT's April/May public meetings, 3,384 people said they wanted to Fix 380 on 380, while only 1,502 people said they wanted a Bypass option. That is a ratio of 2.19 to 1 that prefers to Fix 380 on 380 versus a Bypass. Why is the new Red Option B through Prosper even an option, other than an obvious bowing to the special interests of Tucker Hill and Stonebridge Ranch who knowingly built their homes on a highway.</p> <p>The residents of Tucker Hill received a discount when purchasing their homes because of their location close to a highway. The residents of Prosper paid a premium when we purchased our homes to live in a nice and quiet area far away from a highway. It is not fair that Tucker Hill residents are trying to shift the economic burden caused by their own poor planning to the residents of Prosper. In order to avoid having 0.3 miles of frontage road on a freeway, Tucker Hill is trying to get TXDoT to build a freeway next to and through hundreds and thousands of existing and future homes and acreage of people who purposefully chose to buy homes far away from highways and freeways. Do not cave into pressure from a vocal minority from Tucker Hill and Stonebridge Ranch that don't want to face the consequences of their decision to buy a home close to a highway that was slated for future expansion. Fix 380 on 380!</p>	
2289	Julianne Brown	10/11/2018	Survey Question 6 - Other response	<p>I am strongly against any Bypass option that goes through any part of Prosper, and am against any Bypass option west of I-75 (both Red Options). I strongly support fixing 380 on 380 west of I-75 (Green Options). Keep close to TXDoT's ideal freeway spacing of 5 miles apart, with 380 being about 5 miles from both 121 and the Outer Loop. On Custer Road, the distance between 121 and 380 is 6.1 miles. The distance between 121 and Bloomdale Road</p>	<p>The purpose of the feasibility study is to analyze potential roadway alternatives for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>Public input is one of the many factors that</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>where the Bypass would be is 9.5 miles. This is too far apart based on TXDoT's ideal freeway spacing. When Stephen Endres spoke to the Prosper Town Council Meeting on July 24, 2018 he said that TXDoT rarely, if ever, goes against the recommendations of the cities. Both Prosper and Frisco passed resolutions saying they don't want a Bypass through their cities, and yet TXDoT bowed to political pressure from a vocal minority of people in Tucker Hill and Stonebridge Ranch to add a Bypass Red Option B starting in Prosper at the last minute when it wasn't even an option in the April/May public meetings. The Town of Prosper has limited commercial frontage, and a Bypass through Prosper would further limit our Town's tax base, home prices, and future economic viability. In the public response to TXDoT's April/May public meetings, 3,384 people said they wanted to Fix 380 on 380, while only 1,502 people said they wanted a Bypass option. That is a ratio of 2.19 to 1 that prefers to Fix 380 on 380 versus a Bypass. Why is the new Red Option B through Prosper even an option, other than an obvious bowing to the special interests of Tucker Hill and Stonebridge Ranch who knowingly built their homes on a highway. The residents of Tucker Hill received a discount when purchasing their homes because of their location close to a highway. The residents of Prosper paid a premium when we purchased our homes to live in a nice and quiet area far away from a highway. It is not fair that Tucker Hill residents are trying to shift the economic burden caused by their own poor planning to the residents of Prosper. In order to avoid having 0.3 miles of frontage road on a freeway, Tucker Hill is trying to get TXDoT to build a freeway next to and through hundreds and thousands of existing and future homes and acreage of people who purposefully chose to buy homes far away from highways and freeways. Do not cave into pressure from a</p>	<p>TxDOT will consider when making a decision on an alignment. The presentation provided at the October 2018 meeting noted that 1,897 people selected a preference for an alignment along the existing US 380.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				vocal minority from Tucker Hill and Stonebridge Ranch that don't want to face the consequences of their decision to buy a home close to a highway that was slated for future expansion. Fix 380 on 380!	
2290	Julie	10/16/2018	Survey Question 6 - Other response	380 is dangerous and there needs something done for help stop so many accidents and deaths.	Comment noted. Alignment options are still being evaluated and any future improvements will be designed to current design standards to enhance safety.
2291	Julie Clark	10/14/2018	Survey Question 6 - Other response	Just widen the existing highways. rerouting ruins lots of beautiful land for neighborhoods to grow and be enriched. Keep the roads where they are and widen them!	Comment noted.
2292	Julie Balli	10/8/2018	Survey Question 6 - Other response	Keep 380 on 380!!! Just widen 380!!! Leave Prosper alone!!!	Comment noted.
2293	Julie Bomgren	10/4/2018	Survey Question 6 - Other response	As a property owner, I am strongly in favor of improving US 380 on US 380. A bypass will not solve the congestion issues and will merely shift traffic, as evidenced with the Denton bypass. I strongly favor the green alignment and am very much opposed to the red alignment.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
2294	Julie Cooper	10/11/2018	Survey Question 6 - Other response	Prosper is a very small town with less square footage than McKinney. A bypass through it would split up the close net neighborhoods. Also Plan B would cross very near Mane Gait, a charity horse riding entity and also bisect a historical Prosper cemetery, Walnut Grove. These establishments have been there for years. Prosper has had a master plan in place for highways to accommodate its communities not disrupt them. It has been very unfair that another neighborhood in McKinney has decided at the last minute to disrupt our area when Prosper has been working with the 380 people over a number of years to be sure that is not done. No bypass through Prosper! Keep 380 On 380!	<p>Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p> <p>As currently proposed, the red alignment option B is over 1,350 ft (approximately 0.25 mile) away from the Walnut Grove Cemetery.</p>
2295	Julie E Lichter	10/10/2018	Survey Question	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response	City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	
2296	Julie hunter	10/10/20 18	Survey Question 6 - Other response	Bypass options off 380 in prosper/McKinney make no sense. We are a family who chose to live in the rural area and drive over an hour to Dallas for work. To put a freeway next to us seems unfair. In addition as a family who travel the 75/380 daily no one in their right mind would go north to add additional time sitting in the traffic on the 75 longer. Also to put a bypass substantially north of the 5 mile distance between freeways that is optimal. It will be 2.5 miles from the outer loop and 7.5 miles from 121. The bypass will be underutilized similar to the loop in Denton. Keep 380 on 380. People on 380 made a choice to live and build business on Highway 380. We chose to live away from a Highway and our choices should be respected.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
2297	Julie Rutherford	10/13/20 18	Survey Question 6 - Other response	Outer loop project is not needed. Just because Denton has one doesn't mean McKinney needs one. The area will continue to grow and thrive without an outer loop. The proposed red alignments go through private property, including ManeGait. This is not acceptable.	<p>Comment noted. TxDOT analyzed roadway options presented using a 2045 travel demand model. This model accounts for projected traffic expected in the DFW region in 2045. It also considers population growth estimates. TxDOT also continues to work with local governments to consider planned developments including planned residential developments.</p> <p>Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2298	Julie Ryder	10/13/2018	Survey Question 6 - Other response	Building a bypass that benefits those in large developments, Tucker Hill and Prosper, and impacting quality of life, environment in a small development is heavy-handed.	Comment noted.
2299	Julie Spriggins	10/9/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
2300	Julie Wiley	10/8/2018	Survey Question 6 - Other response	Expanding 380 is best solution for the majority of the residents and business owners.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
2301	Julius A. Dess	10/11/2018	Survey Question 6 - Other response	Prefer 380 bypass entering Weat of Custer Rd to avoid traffic congestion, safety, lower property values, and pollution in La Cima lake and park area. Respectfully submitted	Comment noted.
2302	Justin Forsett	10/09/18	Comment Form	I disagree with the red alignment for the 380 bypass. Its unfair the residents of Prosper who moved there for quiet. The people of Tucker Hill should have expected this and it's a lesser adjustment for them.	Comment noted.
2303	Justin Hagedorn	10/10/2018	Survey Question 6 - Other response	support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole."	Comment noted.
2304	Justin Lynch	10/9/2018	Survey Question 6 - Other response	Fix 380 on 380	Comment noted.
2305	Justin Rodriguez	10/15/2018	Survey Question	Red alignment	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			1 - Other response		
2306	Justin thaxton	10/21/2018	Survey Question 6 - Other response	DO NOT BUILD ON BLOOM DALE. The folks on tucker hill are no more special than anyone else but they think they run this town	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignments were all viable and should be further analyzed.
2307	Justin Velez	10/9/2018	Survey Question 6 - Other response	Keep 380 on 380 through Prosper. No bypass win city limits. Our tax base, home values and quality of life depend on it. If we lose home value, will TXDOT reimburse us? Keep 380 on 380.	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
2308	Justin Venteicher	10/26/2018	Survey Question 6 - Other response	Keep 380 put! Don't take away from people who have invested in land north of 380	Comment noted.
2309	Justin Young	10/17/2018	Survey Question 6 - Other response	Updating the existing 380 with NO bypass routes is the only fair alternative to all parties concerned. KEY to the success of the project are the inclusion of significant beautification elements that incorporate greenery, landscaping and bicycle/pedestrian paths. into the roadway.	Comment noted. Any future improvements would consider inclusion of bicycle and pedestrian accommodations.
2310	Justin Young	10/11/2018	Survey Question 6 - Other response	Artesia and Windsong desperately need a light at Teel and 380. The intersection is flat out dangerous!!!	Comment noted. A separate project is currently in progress that would widen US 380 from Loop 288 to the Collin County line in Denton County; that project includes the construction of a grade-separated overpass at the intersection of Teel Parkway. The project was environmentally cleared in June 2018 and is currently undergoing detailed design and right of way acquisition. Construction is anticipated to begin in 2021.
2311	Jw baxter	10/5/2018	Survey Question 6 - Other response	You need another east west express corridor north of the 380- thru Denton and Collin counties. Merely tinkering with 380or adding a	Comment noted. As noted in the public meeting presentation posted at Drive380.com, TxDOT has developed and evaluated many potential alignment options based on engineering factors

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				couple bypasses is not a quality solution for business or property owners on this corridor	and known environmental constraints. The alignments presented at public meetings are those that are considered by TxDOT as the most viable. Proposed alignment options were developed to work with the planned Collin County Outer Loop to increase regional mobility. More information about the Outer Loop can be found at https://www.collincountytx.gov/mobility/Pages/outerloop.aspx .
2312	Jyoti Rohal	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
2313	K Kuo	10/13/2018	Survey Question 6 - Other response	Need to improve 380 to support the businesses around it and streamline the current route, not create bypasses.	Comment noted.
2314	K Peters	10/12/2018	Survey Question 6 - Other response	Keep 380 as the main thoroughfare.	Comment noted.
2315	K plasky	10/8/2018	Survey Question 6 - Other response	Expanding into prosper would put a safety issue for future schools and high schools with traffic too close to them. 380 already exists and expanding it in its current location makes the most sense.	Comment noted. Any future improvements will be designed to current design standards to enhance safety. As currently proposed, the red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.
2316	K Wyatt	10/14/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2317	K. Eileen Frensley	10/8/2018	Survey Question 6 - Other response	As open as most of the areas are, it seems ridiculous to destroy personal homes and property to accomplish these things	Comment noted. TxDOT must consider many factors when developing alignments. Please review the environmental constraints maps available at Drive380.com.
2318	Kacey Judd	10/6/2018	Survey Question 6 - Other response	Keep 380 on 380 please! There is no need to disturb rural and residential property. Owners who have purchased along the 380 already knew what they were getting. We intentionally purchased in Prosper to be away from any busy roads/streets/freeways/highways. This will affect our property values negatively!	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
2319	Kaci Ruiz	10/9/2018	Survey Question 6 - Other response	Keep 380 expansion on existing 380.	Comment noted.
2320	Kaeden Johnson	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
2321	Kaiden Keith-Contreras	10/16/2018	Survey Question 6 - Other response	Please keep 380 on 380. It will offer a shorter commute, keep retail space where it can be better monitored by police - keeping crime low, limit residential exposure to noise and traffic congestion, and allow for planned and needed school sites to develop, providing a priceless resource to the community. We built our home intentionally far enough away from 380 to avoid noise, increased traffic, and retail development. Changing zoning requirements after so many have invested their livelihood into low/ medium density, retail free zones would have devastating	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				lifestyle and financial effects on homeowners and their families. Please keep 380 on 380; the entire town of Prosper was planned and zoned to accommodate this, as anything else would have been inconceivable.	
2322	Kaitlyn Luckock	10/13/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would impair growth and high-quality development in the northwest sector of Collin County. Green alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year. There are other options and they need to be considered. Do not exercise the red options for expansion.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
2323	Kaitlyn Stroud	10/25/18	Comment Form	The traffic issues of 380 will not be fixed by creating a bypass. There is still a lot of undeveloped land - both residential & commercial - on 380. Traffic will only continue to increase along 380 as development and growth continues. The bypass through Prosper may be the cheaper option now, however this does not foresee or include the cost of fixing 380 in the future. It is unfortunate that many businesses will need to be displaced by widening 380 now, but this will allow for better planning and development in McKinney to prevent the future displacement of even more businesses and homes. Fix 380 now rather than put a bandaid bypass through the farms and homes and nature that makes Collin County unique. Expanding 380 now will be more efficient, effective, cheaper and less destructive in the long run.	<p>Comment noted. Both the red and the green alignments presented were viable options. According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p>
2324	Kaitlyn Stroud	10/5/2018	Survey Question 6 - Other response	To take away over 200 acres of future business sites would greatly stunt Prosper's ability to develop an income source and limit its growth potential. Fixing the issues of 380 through the	<p>Comment noted. The impact acreage to future developments between Coit Road and FM 1827 provided at the public meetings is only partially from Prosper.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				McKinney corridor should be done on the current path of 380 to limit the destruction of the beautiful farm land that makes our quiet country town unique.	
2325	Kali Deitz	10/14/2018	Survey Question 6 - Other response	I prefer to widen 380 on 380 from McKinney to Prosper with no bypass. I understand that there is impact in any case, but do not think that McKinney's issue should be passed on to Prosper to resolve.	Comment noted.
2326	Kamie McAllister	10/9/2018	Survey Question 6 - Other response	Prosper should not have to suffer and its homeowners pay financially for the poor planning on the city of Mckinney's behalf. This will hurt the growth of our small town as well. Businesses should never have been allowed to build so close to 380 to begin with. Vote for 380 expansion exclusively.	Comment noted.
2327	Kamryn Daniel	10/26/2018	Survey Question 6 - Other response	Please keep 380 ON 380!	Comment noted.
2328	Kandace	10/25/2018	Survey Question 6 - Other response	this project is not needed and effects too many homes and businesses.	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
2329	Kandy Coomer	10/24/2018	Survey Question 6 - Other response	I hate driving 380, but I have to to get to work. The traffic is horrible, bumper to bumper, barely inching along, every morning. There is usually an accident every couple of days also. It's dangerous, congested, and full of frustrated drivers.	Comment noted. Alignment options are still being evaluated and any future improvements will be designed to current design standards to enhance safety.
2330	Kara	10/24/2018	Survey Question 6 - Other response	NA	Comment noted.
2331	Kara English	10/26/2018	Survey Question 6 - Other response	These bypasses create islands which will cut residents off from future growth. Recommend moving ahead with the outer loop and THEN see if anything should be done about HIGHWAY 380.	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area,

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
					US 380 would still experience a failing level of service for congestion and delay.
2332	Kara Martin	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
2333	Kara Wade	10/11/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
2334	Karan Parrack	10/15/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year."	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
2335	Karen A Roberts	10/12/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year."	minimizing the impacts to the ManeGait property.
2336	Karen Barker	10/23/2018	Survey Question 6 - Other response	keep 380 on 380! I picked my property because of where it is located.	Comment noted.
2337	Karen Bunker	10/12/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years, and, due to existing neighborhoods and businesses, there will be no room to create a business corridor along the expanded freeway. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor and is the least costly option, saving taxpayers millions.	Comment noted.
2338	Karen Burnside	10/9/2018	Survey Question 6 - Other response	It is very important to save all of the established business's currently on 380	Comment noted.
2339	Karen Cantey	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	
2340	Karen Coleman	10/26/2018	Survey Question 6 - Other response	thank you for your consideration.	Comment noted.
2341	Karen Curtis	10/15/2018	Survey Question 6 - Other response	We are property owners near Custer and Frontier. The impact of a bypass will negatively affect all owners in our area! Any alignment into Prosper and north of 380 will damage sensitive wildlife areas and farms. We purchased our retirement home two years ago on acreage away from highways and now it seems one will be close by! Not what we nor our neighbors bargained for! I would like the green option with No bypass that impacts established neighborhoods! Widen the existing roadway please! Double deck etc. I have seen little information on that option. Thank you for allowing input.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Elevated freeway sections (or double decking) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
2342	Karen Doby	10/10/2018	Survey Question 6 - Other response	Expand 380 as it lies now or no changes especially going thru existing towns such as Prosper	Comment noted.
2343	Karen Giaccardi	10/8/2018	Survey Question 6 - Other response	Fix 380 issue on 380	Comment noted.
2344	Karen Graham	10/25/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
2345	Karen Graham	10/30/18	Comment Form	The only bypass that should be approved is the one through McKinney as first designed. It should not be forced on the City of Prosper. The preferred option would be to Keep 380 on 380.	Comment noted.
2346	Karen Holowinski	10/26/2018	Survey Question 6 - Other response	most important thing is to do away with the single middle turn lane. There will probably need to be more stop lights, please coordinate them. Try to leave housing developments alone.	Comment noted. A freeway would limit access to the roadway to only on and off ramps and does not have signalized intersections.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
					TxDOT is currently constructing a safety improvement project to add a raised median on US 380 from FM 1827 to CR 985. Construction is anticipated to be complete during the fall of 2019. In addition, TxDOT is currently developing a project to widen US 380 from Airport Road in McKinney to 4th Street in Princeton from 4 lanes to 6 lanes.
2347	Karen Jacobs	10/15/2018	Survey Question 6 - Other response	Manegait needs preserved for the opportunities it gives people with disabilities.	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
2348	Karen Kaiser	10/10/2018	Survey Question 6 - Other response	Regarding Coit Road to FM 1827, I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
2349	Karen Karch	10/21/2018	Survey Question 6 - Other response	I really do not like any of the choices from Coit to 1827 but the red B impacts my neighborhood and businesses on 380 the least. I truly believe you should improve 380 with more turn lanes, trucks not allowed in all three lanes, lowering the speed limit, improving and widening Custer, Lake Forest, Hardin, Bloomdale, Frontier and building the outer loop soon. Your studies say growth will be north so prepare those northern roads rather than making 380 a major highway. Plano, a more populous city, does well with 6 lane roads and no major interior highway. I am opposed to widening 380.	<p>Comment noted. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.</p> <p>The Collin County thoroughfare plan shows expansion and extension of several major east-west and north-south arterials throughout the county. These roads were modeled in TxDOT's traffic demand model.</p>
2350	Karen Lewis	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				streets that are not designed to carry heavy traffic flow.	
2351	Karen Mann	10/21/2018	Survey Question 6 - Other response	Whatever happened with the outer loop...that was supposed to be the solution for the east west traffic issues and txdot has done little in 20 years other than a tiny section in Melissa. How about dealing with that first?	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
2352	Karen Moll	10/19/2018	Survey Question 6 - Other response	There were no plans to build a highway when we bought out house. I do not want a highway in my back yard.	Comment noted.
2353	Karen Overton	10/11/2018	Survey Question 6 - Other response	I have a strong preference for the green alignment from FM1827 to CR559 because the red alignment comes within 1500 feet of my house. We can already hear the traffic noise from the current 380. Having a freeway closer than that would severely impact our quality of life. Thank you for your consideration.	Comment noted.
2354	Karen pelkey	10/6/2018	Survey Question 6 - Other response	Would really rather see txdot just make 380 a large freeway with overpasses for through traffic and access roads for local traffic.	Comment noted.
2355	Karen Peters	10/12/2018	Survey Question 6 - Other response	I have read about the proposed options. I have talked with others and listened to the concerns. Weighing everything, I want to whole-heartedly vote in favor of the green route. The other options are not fair to the home and property owners. The negative outcomes to go with any other option than green far outweigh any good. GO GREEN & GREEN ONLY!	Comment noted.
2356	Karen Rellos	10/12/2018	Survey Question 1 - Other response	No 380 through Prosper!	Comment noted.
2357	Karen Rellos	10/12/2018	Survey Question 6 - Other response	Please don't ruin our town	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2358	Karen Stone	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
2359	Karen Thompson	10/25/2018	Survey Question 6 - Other response	TXDOT has confirmed that 380 will still have to be improved regardless. Build the outer loop and see if that impacts traffic before committing huge sums for yet another road that will destroy so much of the agricultural and scenic areas of northeastern McKinney	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
2360	Karen Thompson	10/18/18	Email	Dear Mr. Endres, Thank you for taking time to listen to my concerns regarding the proposed Red bypass alignment that was unveiled at the October 9, 2018 presentation at Collin College. I appreciated your comment that adjustments could be made and to send specific concerns and proposals about the section east of Hwy 5/ McDonald that connects with FM 2933. It was noted during the meeting that the least number of public responses came from the red route area that is east of Hwy 75, running southeast across CR 331 toward FM 2933 and then turning south. This is an area of picturesque working cattle and horse farms, as well as crop-producing land (soybeans, hay, corn, etc.). These roads are used weekly by cycling groups for training and competition as well as for recreational purposes. FM 2933 and CR 331 are also daily used by farmers transporting hay and cattle to market as they were originally built to do. Because properties here range from a minimum of 10 acres to several hundred, our population is much lower and cannot compete with the number of protests generated by Tucker Hill & others neighborhoods. Of the 4,000	<p>Comment noted. Public input is one of the many factors that TxDOT will consider when making a decision on an alignment.</p> <p>Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p> <p>The Perryman study completed January 2017 analyzed potential economic effects of converting portions of the existing US 380 corridor into a freeway. The study did not analyze economic effects of new location alignments.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>responses TxDOT received, nearly 1900 voted for an alignment along the existing US 380. That was the preference of RESIDENTS of Prosper, Frisco, and McKinney. Commuters routinely look for the most direct route to their destination (primarily Hwy 75-S and 121-S) which 380 provides. This has been the acknowledged major east/west route for many years. I cannot find sympathy for neighborhoods such as Tucker Hill whose developers knowingly built along the highway and which the residents willingly bought into, then actively worked to put the problem into other areas while protecting their own. The study in 2017 by the Perryman Group, commissioned by Collin County leaders, found that while businesses would be disrupted in the short-term, the long-term result would be very favorable to McKinney. It would appear that the potential temporary loss of business tax dollars is the driving force behind the McKinney City Council's recommendations, not the welfare of the vast majority of their constituents. With the outer loop only partially built, there is no data for how much relief it will provide. Is it wise or fiscally responsible to build an entire new bypass without that knowledge? We have to look no further than Denton's little-used bypass. At the working city council meeting on Monday, October 15 it was acknowledged that 380 will be improved regardless of whether a bypass is built. That's quite a price tag that no one seems to be addressing.</p> <p>When we moved to McKinney 9 years ago, we deliberately searched for a retirement property that was well away from both 75 and 380. Our farm is 2 miles north of 380 and 2 miles east of 75. We are in a part of McKinney that has been designated agricultural/ green space in its master plan. In March we were finally able to begin construction on our home. Three weeks later the bypass proposals were announced, two</p>	

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>of which (yellow and red) would cut our farm in two or cut off the front of our farm and those of our neighbors along FM 2933. We were further shocked when NTMWD's plan to build a sewage treatment plant 1/4 mile up from us was leaked (no pun intended) and confirmed by Ms. Raglon when she said the yellow route had been eliminate to accommodate the plant.</p> <p>Because we live in the ETJ (not by choice) we have no representation or protection. It appears that the best we can do is emphasize our support for Expanding 380 or provide input in the hope that some adjustment will be made to the red alignment (if chosen) to preserve our neighborhood of farms if not the peace, quiet, and night sky we treasure and expected to enjoy for our remaining years.</p> <p>Best choice: Expand 380- It will have to be done and is the wish of the majority of residents</p> <p>Finish the outer loop before building a bypass - see if it alleviates traffic issues first before committing funds for yet another road</p> <p>If all else fails: Move the red alignment east of Hwy 5 and north of 380 fully into the floodplain- it is a short section and will preserve the working farms and businesses (see photo A). I am aware it costs more, but what price do you place on homes and farms families have spent years, even generations, building? One of our neighbors lives in one of the oldest houses in Collin County.</p> <p>Last resort: If the red route gets further study, please modify the stretch that curves from the floodplain onto FM 2933 (see photo B).</p> <p>As currently drawn, this alignment cuts off the</p>	

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>front of our farm and those of our southern neighbors. For us, that means losing prime hay production acreage and the resulting income, our stone gate, pasture for the registered Shorthorn cattle we breed and produce, and secure pipe fencing for our cattle. A pet cemetery and a hand-dug 1800s stone well will be next to the bypass, as will our home. We will lose mature, producing pecan trees as well as Texas ash trees that we planted for pasture shade and as a buffer against FM 2933 (see photo C). Our neighbors will lose an equestrian center, pasture, hay production, and one will end up with a bypass nearly in their living room.</p> <p>The property owner on the west side of FM 2933 across from us is absentee. She lives in Dallas and is in declining physical and mental health. Indeed, she has never resided on the property. Her son has reported an "organic farm" on the tract, but the caretaker's house, cabin, and small garden plot appear abandoned. We propose that the red route shift west to be completely on that side of FM 2933 as there are no structures that would be lost on that property (see Photo D).</p> <p>Protect the community water line that runs from the south to the north along the west side of FM 2933 This extensive water line supplies us, our neighbors to the south, and on around to CR 331 and CR 338. It would have to be moved with the current alignment. The individual property water supply lines run east under FM 2933 from that main line on the west side of 2933. Additional right-of-way space would need to be added on the west side to protect those lines (also photo D). I understand that this is a long explanation of our position. I appreciate your thoughtful consideration of it as you move toward a decision.</p> <p>A final thought: the geographical boundary of the</p>	

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				<p>east fork of the Trinity River has thus far prohibited development in this part of the county. Population projections show this area will not increase much in years to come. Property owners, therefore, will not be able to rely on development to help sell devalued land lost to a bypass that will not benefit them.</p> <p>Sincerely, Karen and David Thompson [REDACTED] [REDACTED]</p>	
2361	Karen Thompson	10/9/2018	Survey Question 6 - Other response	<p>At some point 380 has to be improved. The red line will not change that. Were are the traffic studies that make this a viable alternative to the green route? The red line along 2933 by Woodlawn (CR 331) cuts off a string of farms that have both cattle & equestrian facilities, as well as land currently used for income through hay production.</p>	<p>Comment noted. TxDOT analyzed roadway options presented using a 2045 travel demand model. This model accounts for projected traffic expected in the DFW region in 2045. It also considers population growth estimates. TxDOT also continues to work with local governments to consider planned developments including planned residential developments.</p> <p>Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p>
2362	Kari A Osborne	10/14/2018	Survey Question 6 - Other response	<p>Prefer to keep 380 on 380, that is where the traffic is always headed anyway. Prefer to improve flow and access to current businesses along this corridor.</p>	<p>Comment noted.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2363	Kari Chaney	10/11/2018	Survey Question 6 - Other response	KEEP 380 the HIGHWAY it was ALWAYS intended to be. People BOUGHT on 380 KNOWING it was a HIGHWAY. Their property value is already taking in account their choice. Going through neighborhoods would be an over use of POWER by ONE small community that CHOSE to build on a highway. KEEP THE HIGHWAY THE HIGHWAY!!!!!!	Comment noted.
2364	Kari Pfeifer	10/8/2018	Survey Question 6 - Other response	Highly opposed to anything other than	Comment noted.
2365	karim charaniya	10/9/2018	Survey Question 6 - Other response	Spurs through Prosper should be avoided	Comment noted.
2366	Karin Kerby	10/8/2018	Survey Question 6 - Other response	We moved to this state 2 years ago and very methodically chose our home AWAY from 380 - the proposed bypasses which were not in the plan 2 years ago, would run 4 blocks from our home in Heatherwood. It would severely impact our home values. And 380 STILL would need to be fixed. Please fix 380 ON 380.	<p>Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>Our analysis shows that one freeway option (either the red or the green) should be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p>

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2367	Karla Jones	10/11/2018	Survey Question 6 - Other response	Building 380 to accommodate growth is the right thing. I witnessed first hand the building of 121. It's possible to orchestrate growth while maintaining the economy as you protect businesses. You can do it TXDOT, do the right thing!	Comment noted.
2368	Karla Portillo	10/11/2018	Survey Question 6 - Other response	I live in willowwood community and I do not want this intersection so near us. The reason why we purchased in this area was because I wanted to be away from traffic. I wanted to be more in the country where's it's peaceful. And it's so hard to see all these beautiful trees being cut down. We are McKinney unique by NATURE! PLEASE DON'T COME NEAR THE WILLOW WOOD COMMUNITY.	Comment noted.
2369	Karla Tripp	10/22/18	Commen t Form	I am for the Green option - Fix 380 on 380 we live in Bloomdale Farms and run our business from our home. Current alignment would not destroy our home as it would some neighbors but would be a few 100 yds from us. We would have the noise, light & air pollution in our backyard. A bypass in north McKinney (not far from the outer loop) would destroy/transform many neighborhood. And possibly not take that much traffic from 380. If a Red option is chose we would sell (probably at loss) and relocated. We had hoped to retire Here.	Comment noted.
2370	Karla Tripp	10/8/2018	Survey Question 3 - Other response	Keep it ON 380, not some circuitous path	Comment noted.
2371	Karla Tripp	10/8/2018	Survey Question 6 - Other response	Fix 380 ON 380. A bypass will likely be little used, and 380 will STILL have to be improved	<p>Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible</p>

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					that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.
2372	Karlea Smith	10/11/2018	Survey Question 6 - Other response	Growing up in McKinney, I've always loved the smell of the trees and wonderful grassy land. I'm happy McKinney hasn't turned into Allen or Plano yet with absolutely no green land. Please do not build this road as it would destroy two amazing properties, FARMHOUSE FRESH & MANE GAIT. Both businesses are contributing to the environment in a GOOD way. A road expansion will not only lessen the overall value of McKinney TX, it will also harm the environment. SAVE THE EARTH MCKINNEY, ONE ROAD AT A TIME, I'M TRUSTING YOU.	Comment noted. TxDOT will further analyze possible options for minimizing impacts in this area.
2373	Karley Butler	10/15/2018	Survey Question 6 - Other response	Please keep 380 on 380 through McKinney. Don't cut into Prosper!	Comment noted.
2374	Karmine Lee	10/22/2018	Survey Question 6 - Other response	Please do the right thing and keep 380 on 380. Prosper should not have to contend with poor planning by McKinney. This is a McKinney raised issue and should be solved in McKinney. Prosper is already dealing with the increased traffic at Preston and DNT.	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
2375	Karol Hendrickson	10/12/2018	Survey Question 6 - Other response	I just feel all the alternatives are going to have an ill affect on everything animal habitats, the eco system and just people in general.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
2376	Karol Monge	10/09/18	Comment Form	I am opposed to 380 bypass & would like to see 380 fixed on 380.	Comment noted.
2377	Karol Monge	10/9/2018	Survey Question 1 - Other response	Fix 380 on 380	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2378	Karol Monge	10/9/2018	Survey Question 2 - Other response	fix 380 on 380	Comment noted.
2379	Karol Monge	10/9/2018	Survey Question 3 - Other response	fix 380 on 380	Comment noted.
2380	Karol Monge	10/9/2018	Survey Question 4 - Other response	fix 380 on 380	Comment noted.
2381	Karol Monge	10/9/2018	Survey Question 5 - Other response	fix 380 on 380	Comment noted.
2382	Karol Monge	10/13/2018	Survey Question 6 - Other response	We built our dream home 11 years ago away from freeways, highways and large roads. We do not want to see a bypass from our backyard and don't think it will alleviate traffic from 380!	Comment noted.
2383	Karol Mueller	10/4/2018	Survey Question 1 - Other response	with no expansion north of 380 between Custer & DNT (Dallas North Toll Road)	Comment noted.
2384	Kasey Kurtulan	10/20/2018	Survey Question 6 - Other response	Roadways/bypass need to be built for future growth that is coming. Widening 380, at least on the west side which seems fine to me, would be detrimental to the existing businesses and the ones being built currently including developments.	Comment noted.
2385	Kate	10/22/2018	Survey Question 6 - Other response	The concerns I have with simply keeping the main thoroughfare on 380 is the amount of accidents as a result of increased businesses and commuters. It is a very dangerous road and getting worse daily. It would be best if the main drive was not through the center of the cities.	Comment noted.
2386	Kate Collins	10/12/2018	Survey Question 6 - Other response	Expand 380 on 380	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2387	Kate LeBlanc	10/21/2018	Survey Question 6 - Other response	Green a seems the most logical choice!	Comment noted.
2388	Kate Lowry	10/16/2018	Survey Question 6 - Other response	Please keep 380 on 380! We love Prosper! We love Whitley Place! Thank you!	Comment noted.
2389	Kate Roberts	10/5/2018	Survey Question 6 - Other response	Do not ruin Prosper. Keep 380 on 380	Comment noted.
2390	Katelyn Bryant	10/26/2018	Survey Question 6 - Other response	A bypass should not be considered when the outer loop isn't even finished. Due to so much residential construction, I don't believe a bypass will relieve much traffic on 380 as a greater and greater % of the traffic is local...people going to stores, schools, etc., not going longer distances where they'd use the bypass.	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay. Both the red and the green alignments presented were viable when traffic analysis was conducted.
2391	Katherine Hershey	10/24/2018	Survey Question 6 - Other response	ned to do something but hate to see the rural areas affected although i realize there may be no other options	Comment noted.
2392	Katherine McKee	10/24/2018	Survey Question 6 - Other response	Please keep 380 on 380! Please build out the arterial roads!	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
2393	Katherine Morgan	10/9/2018	Survey Question 6 - Other response	West Custer Bypass going through Prosper only option that will not destroy property values and homes.	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2394	Katherine Niesman	10/25/2018	Survey Question 6 - Other response	Why are you considering options that affect so many EXISTING households? Why not promote the routes farthest out/away from communities OR keep along the current expressways with improvements.	<p>Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p> <p>Traffic analysis concluded an alignment at Frontier Pkwy or further north did not significantly reduce congestion on US 380.</p>
2395	Katherine Trautwein	10/10/2018	Survey Question 6 - Other response	Thanks for considering. Residents option.	Comment noted.
2396	Kathi miller	10/14/2018	Survey Question 2 - Other response	Collin county outer loop	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
2397	Kathi miller	10/14/2018	Survey Question 6 - Other response	Wouldn't the Collin county outer take some pressure off 380? I would take that over 380 all day long. Did I miss the problem you have from Hardin lake to hey 5 on 380? That traffic is crazy!!!!	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
2398	Kathie Arnold	10/20/2018	Survey Question 3 - Other response	Stay on 380	Comment noted.
2399	Kathleen A. Seei	NA	Comment Form	The recently added NEW Red Route B crossing through low to medium density housing in the Town of Prosper is currently projected to be the "least expensive pathway" per the recently distributed financial analysis of the the two routes by TxDOT. Any financial comparison of the remaining routes by TxDOT must include the following:	Comment noted. Depressing the freeway is not a viable in all locations, for instance in locations that fall within the floodplain. Cantilevering the frontage roads will not significantly reduce the overall right of way width.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>1. Include the cost of mitigating the impact to residential neighborhoods. Red Route B in the Town of Prosper is adjacent to existing residential neighborhoods and cuts through low to medium density housing as planned in the Town of Prosper Comprehensive Land Use Plan of 2016. Therefore, mitigation for Red Route B should include depressed main lanes and cantilevered service roads for the entire pathway of Red Route B in the Town of Prosper. The inclusion of these mitigation costs fairly replicates the mitigation already included in the financial analysis of the Green Route keeping 380 on 380 as it passes through the housing developments of Tucker Hill and Stonebridge Ranch in the City of McKinney.</p> <p>2. Include the cost of revising Prosper's 2016 Comprehensive Land Use Plan. Placing a highway through land slated for low to mid-density homes will have rippling disruptive impacts throughout the entire comprehensive land use plan of this small, 27 square mile community who has proactively planned a low to medium density housing community.</p> <p>Not including the costs of mitigating the impacts to current and future housing in the Town of Prosper when comparing Red Route B and the Green Route shows preferential treatment to residential communities in McKinney who chose to locate homes along an existing US Highway and artificially deflates the cost of placing the highway through the Town of Prosper. More importantly, not including the cost of mitigation forces replication of the problems created by poor planning in the past by one city to an adjacent city in the future or worse, dictates future land use to a sovereign municipal entity,</p> <p>In summary, any fair cost comparison of Red Route 3B to the Green Route must include mitigation to current residential neighborhoods</p>	

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				and future residential neighborhoods planned for in the Town of Prosper Comprehensive Land Use Plan of 2016 and the cost of re-evaluating the Town of Prosper's Comprehensive Land Use Plan. Not to do so artificially deflates the true cost of placing the highway through the Town of Prosper.	
2400	Kathleen Byrne Johnson	10/9/2018	Survey Question 6 - Other response	It seems wasteful to spend all this money on 380 just a few miles north, disrupting homes. Just start on the outer loop which is needed and would give relief to 380. Also, Prosper PLANNED for the expansion of 380. If McKinney did not, they need to have the expansion impact hit WITHIN McKinney. I know businesses are in the way, but that was McKinney's decision and they should bear the burden, not Prosper.	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
2401	Kathleen D Valentine	10/21/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year."	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
2402	Kathleen Noe	10/18/18	Comment Form	I strongly oppose building a by-pass that would go between 380 and the outer loop. Such a by-pass would be constructed less than 5 miles away from the loop, which goes against TxDOT's own standards. Such a by-pass would only alleviate some northbound traffic, instead of the majority of southbound traffic. In addition, such a bypass would displace many residential dwellings. Keeping 380 on 380 maximizes traffic flow to the area residents and commuters want to go to and minimizes disruption to residents	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				who chose not to live adjacent to a major highway. The shortest distance is a straight line and taking commuters out of their way northward is not an efficient scenario. Keep 380 on 380!	
2403	Kathleen Nolden	10/14/2018	Survey Question 6 - Other response	Keep 380 on 380 !!	Comment noted.
2404	Kathleen Parks	10/9/2018	Survey Question 6 - Other response	Keep 380 as 380.	Comment noted.
2405	Kathleen Phillips	10/10/2018	Survey Question 6 - Other response	We live in a neighborhood where there are many small children and an elementary school. We also have wildlife that lives in the wooded areas and creeks/ponds in our neighborhood. I'm very concerned about the negative impact that building a substantial roadway will have on the quality of life for our children as well as our beautiful nature areas and wildlife. Please do not extend 380 down Custer. Thank you for the opportunity to share my heart on this.	Comment noted.
2406	Kathleen Schuster	10/30/18	Comment Form	A 380 Bypass would be very inconvenient & cause harm to our home town feel. Please expand 380 on 380.	Comment noted.
2407	kathleen seei	10/25/2018	Survey Question 6 - Other response	in consideration of Red Alignment B - include cost of depressed main lanes and cantilevered service roads to mitigate impact on residential property west of Custer	Comment noted.
2408	Kathryn Keating	10/11/2018	Survey Question 6 - Other response	380 should be fixed on 380. We did not purchase a home on a highway and do not want one coming through right next to our neighborhood. The noise and additional traffic are not wanted. It seems much safer and it makes more sense in alleviating traffic to make 380 what it should have always been. It's a dangerous road that needs to be fixed. Prosper is not a large town and forfeiting some of the land that we do have for a highway would hurt our town financially. We were also very excited to have PISD property purchased right on the south side of 1st street where I kids would go to	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				high school. We do not want our teen drivers to have to cross a busy highway to get to high school and back.	
2409	Kathryn Reynolds	10/26/2018	Survey Question 6 - Other response	Please don't put a bypass highway that will ruin farm land, homes, schools and lives.	Comment noted.
2410	Kathryn Shirey	10/12/2018	Survey Question 6 - Other response	I'm voting for Green alignment on Coit road to FM1827 to support Callie and the other kids who benefit so much from ManeGait. This is a vital therapy that helps so many and, as a mother of a child with autism, I'd hate to see this business shutdown due to this project, when there are other viable options. The number of children with autism and other disabilities is growing significantly in this area - and they need as many therapy options as possible. Opportunities like horseback riding therapy can greatly improve quality of life for these kids and make a real difference in the extent of their disability. Please keep the road on the same path and save ManeGait.	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
2411	Kathy	10/25/2018	Survey Question 6 - Other response	Green!	Comment noted.
2412	Kathy	10/8/2018	Survey Question 6 - Other response	Enough discussion it is long past time to START BUILDING Hwy 380 along the GREEN ALIGNMENT!	Comment noted.
2413	Kathy B	10/25/2018	Survey Question 1 - Other response	NO TOLLS	Comment noted. Tolling is not being considered as an option for funding.
2414	Kathy B	10/25/2018	Survey Question 2 - Other response	Whichever options means no tolls	Comment noted. Tolling is not being considered as an option for funding.
2415	Kathy B	10/25/2018	Survey Question 6 - Other response	NO TOLLS	Comment noted. Tolling is not being considered as an option for funding.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2416	Kathy Darrow	10/25/2018	Survey Question 6 - Other response	Fewer disruptions for families, neighborhoods and businesses.	Comment noted.
2417	Kathy Lawrence	10/19/2018	Survey Question 3 - Other response	Please update 380. Make the changes now so traffic issues stay low as new people come into the area.	Comment noted.
2418	Kathy Mullis	10/22/2018	Survey Question 6 - Other response	If you do chose to put in a 380 bypass please put up a sound break not just a row of trees. A large substancial sound break that actually does its job NOT a row of trees.	Comment noted. A traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic 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 would be shared with the community before preparing the final design. TxDOT does not use tree rows for noise abatement.
2419	Kathy Mullis	10/17/2018	Survey Question 6 - Other response	We bought a house away from 380. We do not want a multi lane highway in our backyard.	Comment noted.
2420	Kathy Rau	10/18/2018	Survey Question 6 - Other response	We have heard of this possibility since moving here. To suddenly allow one community to cause chaos to areas already working on this project to have their homes in danger is just wrong.	Comment noted.
2421	Kathy Rowe	10/13/2018	Survey Question 6 - Other response	I'm very disappointed that you would even consider routing the highway directly through MainGait! Shame on you!	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
2422	Kathy Sperl	10/16/2018	Survey Question 6 - Other response	Keep 380 on 380!	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2423	Kathy Stephenson	10/15/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. I strongly oppose Red Option A which I feel would have the most negative impact on McKinney as a whole.	Comment noted.
2424	Kathy Wood	10/20/2018	Survey Question 6 - Other response	Please keep 380 on 380. Please spare Mane Gait. It's a wonderful service organization that has helped many, many people.	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
2425	Katie Baker	10/16/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
2426	Katie Callahan	10/21/2018	Survey Question 6 - Other response	Please, we do NOT want the bypass near our Willow Wood in Mckinney. We bought out here to avoid roads like the proposed bypass. The last thing Mckinney needs is to take away nature and cover it in concrete. Think of the environmental impact this will have! If a bypass is needed, look into the outerloop!	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2427	Katie Callaway	10/25/2018	Survey Question 6 - Other response	<p>380 should be improved along 380 without a bypass. The studies showed a higher resident preference in McKinney, Frisco and Prosper for the green route along 380. Additionally, the travel demand model indicates that both of the green routes provide higher average daily volumes than any bypass option. Furthermore, regardless of if a bypass is built, with the expanding growth of the county and McKinney, the existing layout of 380 will have to be improved for all the businesses to be assessable and to meet the needs of McKinney residents. There is not a need to destroy homes, property values and land to build a bypass when 380 will need to be improved regardless. Improving the arterials in conjunction with improvements on 380 will help relieve the traffic congestion. I am also concerned for safety for the Heatherwood neighborhood if a bypass is built. An elementary school is in the neighborhood as well as a future high school off of Bloomdale. The pollution, noise and light pollution of a large freeway within feet of Heatherwood would ruin a nice quiet area with nature all along Bloomdale. 380 is an existing highway and should stay the primary highway through McKinney as long as it is improved upon. This is both the option that would be utilized to the fullest potential as well as the option preferred by residents according to the studies.</p>	<p>Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p> <p>Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>Existing residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p> <p>As currently proposed, the red alignment option B is approximately 0.3 miles away from the</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
					property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road. It is also over 0.3 miles from Baker Elementary School.
2428	Katie Carr	10/10/2018	Survey Question 6 - Other response	Creating a bypass is necessary for future growth north of McKinney for all nearby towns, it will be necessary even if The original 380 is turned into a full blown highway	Comment noted. According to our analysis, only one freeway option would need to be constructed to accommodate future projected growth by 2045.
2429	Katie Carr	10/9/2018	Survey Question 6 - Other response	To many residents are affected by changing 280 into a highway, a bypass is more cost effective and displaces less people and businesses	Comment noted.
2430	Katie Demases	10/15/2018	Survey Question 6 - Other response	Having a bypass go near a prosper high school (option b) and cut through a therapeutic horse farm makes 0 sense. People also will not go north to then go west. Look at 121 now, the thriving business corridor that it is. Let's make treat same thing happen. Thanks !	<p>Comment noted. As currently proposed, the red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.</p> <p>TxDOT will further analyze possible options for the impacts to the ManeGait property.</p> <p>Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.</p>
2431	Katie Gade	10/8/2018	Survey Question 6 - Other response	McKinney's mistakes should not affect the residents in Prosper.	Comment noted.
2432	Katie Howe	10/13/2018	Survey Question 6 - Other response	My disabled brother rides at Manegait, and it is a vital part of his life. Routing the road in a way that disrupts that business would be very detrimental to the disabled community.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
2433	Katie Schmidt	10/8/2018	Survey Question 6 - Other response	These bypass options are not true options. They are "simple" solutions to poor planning that goes many years back & imposes the negative effects on unknowing, taxpaying residents who bought	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did

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				homes north of 380 before any of this was being discussed. Expanding 380 is absolutely what should happen here. Not running highly trafficked bypasses through what are, currently, nice communities.	show that red alignment options would attract traffic from the existing US 380.
2434	Katie Schroeder	10/9/2018	Survey Question 6 - Other response	380 needs to be fixed ON 380, not at the expense of so many things that make McKinney "unique by nature"	Comment noted.
2435	Katie Wiesen	10/8/2018	Survey Question 6 - Other response	I do not want the bypass to affect or be built directly next to the schools in Prosper. With some of the propositions in this survey, the bypass or expansion will run directly next to our schools.	Comment noted.
2436	Kay	10/17/2018	Survey Question 6 - Other response	Green alignment is common sense	Comment noted.
2437	Kay	10/9/2018	Survey Question 6 - Other response	Keep 380 where it is	Comment noted.
2438	Kay Anthony	10/11/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
2439	Kay Cochran	10/8/2018	Survey Question 6 - Other response	Just leave 380 in the same line and expand it. Please don't go through people's property and homes. There's no need to do that	Comment noted.
2440	Kay Fairley	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				streets that are not designed to carry heavy traffic flow.	
2441	Kay Fairley	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
2442	Kayla Horowitz	10/8/2018	Survey Question 6 - Other response	<p>Fix 380 on 380! Might as well do it now as you will need to fix the road anyway. Don't let Mckinney and Tucker Hill's poor planning and deep pockets push the bypass into Prosper! We bought in Prosper for a quiet, rural life. A freeway would totally disrupt that. Traffic going south on 75 will not take a Bypass north. This Bypass will not alleviate traffic. Don't disrupt our planned schools and historic cemetery by placing a bypass in Prosper! I'm appalled TXDOT caved to political pressure and deep pockets to make a Prosper Bypass a finalist although it was not in the original line up just to appease Mckinney. Our property values will devalue greatly should a bypass enter through Prosper as our valuable land locked commercially zoned land will then lose revenue and be built out as high density housing or another less desirable option as no homeowner wants to invest next to a freeway. Prosper would lose lots of revenue from that land the bypass takes causing Prosper residents taxes to spike. Don't let Mckinney bully this Bypass on Prosper! Fix 380 on 380!</p>	<p>Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p> <p>As currently proposed, the red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.</p> <p>As currently proposed, the red alignment option B is over 1,350 ft (approximately 0.25 mile) away from the Walnut Grove Cemetery and approximately 100 ft away from the Hunt Cemetery.</p>

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					Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
2443	Kayla McCarns	10/25/2018	Survey Question 6 - Other response	Constructing a southern bypass of US380 in Farmersville would cut through family lands that have been in families for generations. Expand the existing roadway.	Comment noted.
2444	Kayla Mullican	10/6/2018	Survey Question 6 - Other response	Making a bypass through Prosper is detrimental to the already small tax base, existing neighborhoods and will be a transformative change rather than expanding 380 on either side. Day to day commuters that live on or South of 380 are not going to go out of their way to travel North of 380 much like the failed bypass 288 in Denton county.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
2445	Kayla schwartz	10/12/2018	Survey Question 6 - Other response	There needs to changes made so princeton does not have cross county traffic coming through it weather not allowing 18 wheelers through unless for local delivery or getting a bypass in. The town will be much safer without traffic coming thruigh from mckinney or greenville	Comment noted.
2446	Kayla Weant	10/5/2018	Survey Question 6 - Other response	Please keep 380 on the current footprint of 380	Comment noted.
2447	Kaylee Brooks	10/12/2018	Survey Question 6 - Other response	I am strongly against the West Bypass through Prosper. I think the existing hwy should be enhanced rather than detoured, especially through Prosper, where there is plenty of PLANNED right-of-way for enhancing 380.	Comment noted.
2448	Kaylee Godley	10/23/2018	Survey Question 6 - Other response	I support Red Alignment Option B. It is the best option because it will have the least impact on established homes and businesses along 380. So many of these businesses are basically brand new. It is an excellent idea to preserve the existing businesses for tax revenue for the City	Comment noted.

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				of McKinney. Red Alignment Option B will also encourage growth in northern McKinney, which is a desirable outcome. I am a Project Management Professional. Because I hold this credential and because drive on 380 road daily, I have a particularly valuable insight into the impacts of this decision. As a stakeholder who lives and owns a home immediately off 380, I feel strongly that the Red Alignment Option B will be the best option for this roadway and for my city.	
2449	Keaton Blake	10/24/2018	Survey Question 6 - Other response	Please keep 380 on 380. Our family lives out here and a red bypass will destroy our land. We play in these fields and watch the deer and birds out in the fields. We chose to live out away from the city. This bypass would destroy our property. We did not choose to live near a highway. We have trees surrounding our land and it gives us privacy. Please fix 380 on 380	Comment noted.
2450	Keith E Faulkner	10/10/2018	Survey Question 6 - Other response	I prefer the Red option B bypass. This will result in much less traffic and disruption of homes and businesses than expanding 380 into a full freeway	Comment noted.
2451	Keith Faulkner	10/4/2018	Survey Question 6 - Other response	I prefer the Red Option B alignment. I oppose major widening and development of 380 as a major freeway	Comment noted.
2452	Keith Fowler	10/23/2018	Survey Question 6 - Other response	Having been born and raised in McKinney, I've seen McKinney go from a population of 10-12K people to what the current population is. I understand that a lot of the new residents bought 2-4 miles north of 380 in hopes that they would have some peace and serenity. But what amazes me is that these same people didn't realize that McKinney was going to continue growing in that direction. And it also strikes me that the developers didn't inform these people of this possible eventuality, that should fall under the full disclosure clause. I cannot see where it would be feasible to widen 380 through the current McKinney corridor and take out all the businesses and homes that have existed their	Comment noted. A traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic 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 would be shared

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				<p>for almost 80-100 years. The loss of the tax base to the city alone would be devastating. Plus, no matter how you lay it out...there is still going to have to be lights and off ramps or whatever for the current residents and access to their homes and businesses, their lively hood! As much of a nuisance a bypass would be to the residents north and west, there has to be a solution to help blanket some of the noise and lights...such as the noise walls that were built in Allen, Texas. I know that no solution is going to make everybody happy, but the bypass would alleviate alot of the traffic through McKinney from the east trying to get to Hwy 75 to travel south for work. I know that any construction is not going to start for anywhere from 6-9 years and I'll probably not be around for it due to my age and physical limitations, but I would like to see some of the historic McKinney left for my kids, grandkids and great grandkids. I'm an architectural designer here in McKinney and own [REDACTED] which has been in operation on the [REDACTED]. I have people come into my office all the time mentioning that what is bringing them to McKinney is the historic aspect of McKinney downtown area, the corridor of hwy 380 and things like the old VA Hospital which is now the McKinney Job Corps. All these things add up to McKinney staying the McKinney that is bringing people to this town and increase the tax base and revenue that is what the city government wants. There will be enough growth out along the bypass that should help ease the northern and western residents outlooks. This is just my opinion, but it seems to be the opinion of alot of the residents in what the McKinney that was and they want to stay as much as possible. Thank you for your time!</p>	with the community before preparing the final design.
2453	Keith Fox	10/5/2018	Survey Question	Plan for major future traffic issues. The suburbs are growing at a record pace. Plan for that so we	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response	only do it once and don't have to keep doing it over.	
2454	Keith Hammers	10/22/2018	Survey Question 1 - Other response	I honestly believe it is wide enough and nothing should be done. If you do not want traffic, then drive elsewhere or move away from DFW	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
2455	Keith Hammers	10/22/2018	Survey Question 6 - Other response	I honestly believe that either 380 should either be widened or nothing at all. The traffic is really not that bad compared to other growing cities like Austin or Nashville. Building roads is not always the best answer! Why should greed push people out of their homes or farms	Comment noted. TxDOT analyzed roadway options presented using a 2045 travel demand model. This model accounts for projected traffic expected in the DFW region in 2045. It also considers population growth estimates. TxDOT also continues to work with local governments to consider planned developments including planned residential developments. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.
2456	Keith Mussog	10/24/2018	Survey Question 6 - Other response	Makes no financial sense to do anything other than full green alignment!	Comment noted.
2457	Keith Nicholson	10/11/2018	Survey Question 4 - Other response	Collin County Outer Loop	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
2458	Keith Nicholson	10/11/2018	Survey Question 1 - Other response	Tie NTTA tollway into Collin County outer loop to make that the east-west relief	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.

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2459	Keith Squalls	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
2460	Keith Stacy	10/09/18	Comment Form	My property is located on the north side of New Hope. State & local government has decided on a major sewer treatment plant less than 1 mile from my property. This decision has done enough harm to the north side of New Hope. Take your freeway somewhere else! Ask others to share the burdens of infrastructure instead of dumping on New Hope again.	Comment noted. None of the proposed alignments are within New Hope limits.
2461	Keith Ward	10/9/2018	Survey Question 6 - Other response	I appreciate that traffic growth projections along US 380 lead TxDOT to conclude that expansion is necessary. However, I strongly believe we should KEEP 380 ON 380! Towns, businesses, and families have built their lives for decades based on the current Collin County major artery configuration (and the future Outer Loop) - it is patently unfair, inequitable, and unnecessary to upend all of that by any movement of US 380 off the current corridor.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
2462	Keith Womack	10/22/18	Comment Form	I am deeply concerned by the recent decision of TxDOT to consider the "Red" by-pass options to US 380. These options should be removed from consideration as they will greatly impact the city & residents of Prosper. In Short, this will change a plan that was evident for decades before & negatively impact Prosper residents - economically financially, environmentally, & impact the quality of life. I strongly support keeping 380 on 380 - green option.	Comment noted.
2463	Keith Womack	10/15/18	Email	Dear Ms. Raglon, As a resident of Collin County, I am deeply concerned, appalled and exasperated at the recently released public proposals from TxDOT	The purpose of the feasibility study is to analyze potential roadway alternatives for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT

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				<p>on October 4 regarding possible plans to address the congestion on US Highway 380. Simply stated, the recently added proposals do not adequately address the issue and only destroy the quality of life in the Prosper community, which has long planned for the expansion of US380 on the front print of 380. In the Spring of 2018, public proposals included five options (two to improve the existing highway and three to build a by-pass north of the existing highway and reconnect to the highway just east of Custer Road) but did not include any options to build a by-pass entering into the town limits of Prosper. As was shared in many public meetings, Prosper resident did not comment en masse as there was no impact to the community based on the Spring 2018 proposals. There are several points that you should consider before making your recommendation:</p> <p>DETRIMENTAL IMPACTS TO QUALITY OF LIFE AND TAX BASE -- Suddenly, with the newly-released October proposals of just three solutions, Prosper residents face the prospect of a by-pass coming into their small community and destroying land which is zoned for single family residences that would significantly add to the town's tax base. The Town of Prosper is only 27 square miles and it must absolutely capitalize on the land that it has to keep the town attractive and productively raising the tax base. A by-pass entering Prosper would also dramatically damage the quality of life for residents of Whitley Place in Prosper who moved to the community for the tranquility of being far-removed from the highway. There are 554 home sites at Whitley Place that would be severely impacted. Unlike some people in McKinney, they were thoughtful in their individual decisions on where to build or purchase a home. This newly emerged proposal of a by-pass into Prosper was not even a consideration in the Spring.</p> <p>IDEAL HIGHWAY SPACING – As shared in</p>	<p>determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>Public input and cost are two of the many factors that TxDOT will consider when making a decision on an alignment.</p> <p>Elevated freeway sections will not be further considered for the segment between the Tucker Hill and Stonebridge neighborhoods. The reason for that is that an elevated freeway does not significantly reduce the amount of right of way needed to construct it.</p> <p>The current proposal under consideration for the green alignment between the Tucker Hill and Stonebridge neighborhoods for a depressed/compressed segment with an average right of way of 240 feet wide. In order to do this, this segment would not have access ramps.</p> <p>The red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper ISD property north of Prosper Trail. There is approximately 0.25 mile of separation between the red alignment option B and the Walnut Grove Cemetery. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>

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				<p>numerous studies and in community meetings by TxDOT officials, the ideal spacing between major highways is approximately 7 miles. Based on the 380-bypass plan, the spacing would be approximately half of that amount. Given this approach, studies have shown that many commuters and travelers will avoid the by-pass and simply use the existing US380. Therefore, the benefits of a by-pass will not yield their intended effect and traffic will continue to grow on this highway causing the need for further infrastructure spending that is not considered in your evaluation.</p> <p>COLLATERAL DAMAGE -- A by-pass cutting into Prosper also threatens the Prosper ISD-owned land in the historic Rhea's Mill area on Custer Road between E. Prosper Trail and Frontier Parkway. Building a by-pass adjacent to the high school which is planned for the east side of Custer Road is simply not a well-advised move. As former educator, I am deeply concerned about the safety and security of students from many perspectives. None of this impact was considered by the TxDOT. This ill-conceived by-pass plan also jeopardizes the nearby historic Walnut Grove Cemetery (the oldest portion of which was established in 1852). Finally, the proposed route goes directly through the Mane Gait Therapeutic Horsemanship Center for children and adults with disabilities. This is a phenomenal facility that helps hundreds of families in Collin and surrounding counties with their treatment for autism, physical and mental issues as well as other special needs. Surely the TxDOT would not deprive these valuable members of our society from their much needed therapy or further complicate treatment through distrupction.</p> <p>TxDOT CITIZEN SURVEY -- Slide 7 of TxDOT's own Power Point presentation published this month clearly shows that the majority of respondents to a TxDOT survey from Prosper,</p>	

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				<p>McKinney and Frisco do not want a by-pass but rather, prefer to improve US Highway 380 by making it a limited access freeway. It is only the relatively small number of Tucker Hill residents who are clamoring to build a by-pass into Prosper. They are certainly not representative of the entire city of McKinney. TOWN OF PROSPER STANCE -- The Prosper Town Council has taken a "gentleman's approach" to the dilemma by simply issuing a resolution (presented to TxDOT) in the Spring stating its opposition to any by-pass entering Prosper. It was not so emboldened as to tell McKinney or Southern Land Company how to fix the problem they created or how to build a by-pass in McKinney or improve the existing highway in that city.</p> <p>FINANCIAL IMPACT AND INCONVENIENCE – Slide 15 of the same presentation shows projected comparative costs of the Green Route (improving the existing highway), Red Route Option A (by-pass through McKinney), and Red Route Option B (by-pass through Prosper). Costs are estimated at \$916M, \$748M, and \$645M, respectively. I would emphatically suggest that the cheap or "low bid" approach is not the optimum solution. Even if a by-pass were to be built (Red Route A or Red Route B), which would destroy homes and privately owned ranches, and impact the quality of life in many subdivisions, the reality is that US Highway 380 would still have to be improved at the further expense of taxpayers. Many travelers along the highway corridor from US Highway 75 (Central Expressway) in McKinney to Denton, Texas, will simply not opt to drive on a by-pass that adds miles to their commute by taking them northward and out of their way. US Highway 380 would still see increased traffic as Collin County grows in population. The shortest distance between two points is a straight line and that's why it is imperative to improve the existing US Highway</p>	

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				<p>380. Additionally, what is not factored into the financial comparison is the loss of taxes to the Town of Prosper that would otherwise be generated with high quality, single-family homes being built in the southwest quadrant of the intersection of E. First Street and Custer Road. YIELDING TO POLITICAL PRESSURE -- It would appear that TxDOT yielded to political pressure brought to bear by the small but very vocal community of Tucker Hill in McKinney which I understand presented a petition to create a by-pass that would reconnect to the highway in Prosper. It is apparent that mistakes were made by the City of McKinney and Southern Land Company (developer of Tucker Hill) in ever allowing Tucker Hill to be built so close to the northern side of the existing highway. Now Prosper residents find themselves threatened because of this lack of planning in another city. Tucker Hill fronts approximately 0.3 of a mile along US Highway 380. They now want to push their lack-of-planning mistake onto Prosper residents as the way to solve their ineptitude. At the same time, they want a costly and intrusive by-pass built through a huge expanse of Collin County for a mere 0.3 of a mile.</p> <p>THE SOLUTION – As it stands, the TxDOT should fulfill the vision that has long been held and keep the US380 corridor on its existing footprint. The majority of cities along the US380 corridor have planned for this eventuality, so a change of course now will only negatively impact those that appropriately planned.</p> <p>KEEP 380 ON 380!</p> <p>Sincerely, Keith</p> <p>----- [REDACTED] [REDACTED]</p>	
2464	Keith Womack	10/15/2018	Survey Question	It is imperative to keep 380 on the footprint of US380. Do not by-pass McKinney.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response		
2465	Kellene Powell	10/13/20 18	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
2466	Kelley Bane	10/23/20 18	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
2467	Kelley Mathews	10/12/20 18	Survey Question 6 - Other response	Anything other than the green alignment from Coit Rd westward would lower property values and the peaceful beauty of Prosper. Please don't do that.	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
2468	Kelli Locke	10/17/20 18	Survey Question 6 - Other response	Stay away from Manegait Theraputic Riding Center! Nobody is going to drive that far out of the way to avoid a few traffic lights. I don't take the loop that goes miles north of Denton to get to the west side of 35 either. Based on the amount of traffic I've seen the few times I did make that mistake tells me that not many people do. Getting off the loop and trying to get back to the	<p>Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p> <p>Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				380/35 intersection is worse than just staying on 380. I feel like it will be the same case in Prosper/Mckinney. Just fix 380! Tucker Hill was allowed to screw it up. Sounds like that's where it should be fixed!	alignment options would attract traffic from the existing US 380.
2469	Kelli Orpen	10/21/2018	Survey Question 6 - Other response	Please fix 380 on 380.	Comment noted.
2470	Kelli Orpen	10/8/2018	Survey Question 6 - Other response	Fix 380 on 380. Please do not put a highway in my back yard.	Comment noted.
2471	Kelly Bicksler	10/8/2018	Survey Question 3 - Other response	Green bypass extending 380 on 380	Comment noted.
2472	Kelly Bicksler	10/8/2018	Survey Question 6 - Other response	As a Prosper resident I do not feel that due to McKinney's poor planning that our town should suffer the consequences.	Comment noted.
2473	Kelly Blake	10/24/2018	Survey Question 6 - Other response	The red bypass option is 500 feet from our back door. The noise that would create would ruin the peacefulness of our property. We have so much nature that this would destroy. This whole area is floodplane. I run and train in these fields for cross country. Our privacy would be completely gone. Please fix 380 on 380. Our family purposely chose to live out in the country in peace away from the city noise. Other people and business chose to live next to 380 and will receive benefit from the improvements on 380. We will not benefit from a bypass destroying our beautiful property.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>A traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic 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 would be shared with the community before preparing the final design.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2474	Kelly Cardwell	10/5/2018	Survey Question 6 - Other response	In regards to 380 near Custer road, the option to put a bypass though Prosper should absolutely not be an option. The city of McKinney failed to plan for the extension of 380 and unfortunately that should be McKinney's problem and no one else's. The ONLY reason this is an issue is because of the prominent figures living in the neighborhood of Tucker Hill who are making a stink and throwing their weight around. They chose a neighborhood right off of a major road. The residents of Prosper did not. This should absolutely not be an issue and I'm incredibly disappointed in TXDOT for even considering an option to put a bypass through a town that HAS planned for expansion and whose residents bought their homes because of the location, far away from the busy 380 interstate. Do the right thing TXDOT. Expand 380 on 380.	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TXDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
2475	Kelly Cavender	10/26/2018	Survey Question 6 - Other response	I am concerned with the Red B alignment option. It takes away valuable taxable revenue from the Town of Prosper, interferes with 2 proposed school sites for Prosper ISD, and eliminates ManeGait a therapeutic horsemanship ranch for children and adults with disabilities. I personally live just north of the proposed Red B option and this would negatively impact not only my home value but my entire neighborhood.	<p>Comment noted. The proposed red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.</p> <p>TXDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TXDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
2476	Kelly Davenport	10/24/2018	Survey Question 6 - Other response	There is room to widen 380 through this area. It won't be "easy" but it can be done with proper planning and traffic controls (Take a look at Campbell Rd) FINISH the outer loop to move traffic from Denton to Greenville.	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area,

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					<p>US 380 would still experience a failing level of service for congestion and delay.</p> <p>Additional right of way will be required and businesses and homes will be impacted and displaced if TxDOT constructs a freeway along the existing US 380.</p>
2477	Kelly Dossman	10/5/2018	Survey Question 6 - Other response	Just get started sooner rather than later.	Comment noted.
2478	Kelly Elliott	10/8/2018	Survey Question 6 - Other response	<p>The only logical thing to do is expand 380 on 380. While this may be more costly upfront, on the back-end it will reap more benefits. It can be done (Highland Park) and must be done anyway. Homeowners in Stonebridge and Tucker Hill made a conscious choice to build their homes off 380. Prop up sound barriers to minimize the noise. Don't let politics and financial greed taint your moral obligation to do the right thing for the 5,000+ homeowners who will be impacted. We made a big financial investment and conscious choice to NOT build off 380. This would significantly impact the value of my home value and my children as we would have to move, uprooting my children from the home they've known for 5 years.</p>	<p>Comment noted. Existing residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>A traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. 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.</p>
2479	KELLY FAIR WATERMAN	10/12/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

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				alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year."	
2480	Kelly Geissler	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
2481	Kelly Holcomb	10/10/2018	Survey Question 6 - Other response	Our community of StoneBridge is being taken over by cut through roads and truckers. This is affecting out community. Safety of children and overall home values which can be avoided. 380 is very busy and unsafe already need alternate route for all above and many more reasons	Comment noted. Alignment options are still being evaluated and any future improvements will be designed to current design standards to enhance safety.
2482	Kelly Jacks	10/15/2018	Survey Question 6 - Other response	I support Red Alignment Option B. This option is least disruptive to already existing commercial and residential developments.	Comment noted.
2483	Kelly Morrell	10/8/2018	Survey Question 6 - Other response	380 should be kept at 380 its that simple.	Comment noted.
2484	Kelly Patterson	10/12/2018	Survey Question 6 - Other response	Wanted to make note that I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of that community, and would impair growth and high-	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year. Please remember this as you weigh in your decision. Thank you.	minimizing the impacts to the ManeGait property.
2485	Kelly Renee Pope	10/22/2018	Survey Question 6 - Other response	I am 48 years old and have lived in this area all my life. The greedy economic development corp of McKinney and surrounding cities have lined their pockets and drawn people in and did not plan ahead for growth. Now they want to draw inexhaustible amounts of people in and destroy the remaining rural areas. I live in central McKinney. Fix 380 and don't destroy the rural areas	Comment noted.
2486	Kelly See	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B on Coit Road to FM 1827 because it offers the least disruption to already-existing residential and commercial developments in that part of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
2487	Kelly Self	10/09/18	Comment Form	FM 1827 to CR 559 Red option destroys business we operate. Puts freeway in front of neighbors new house. Destroys (indiscernible) quality & peace of why we live here.	Comment noted.
2488	Kelly Stone	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2489	Kelly Sweeney	10/9/2018	Survey Question 6 - Other response	Please don't put this in the middle of our neighborhoods. 380 is already established and doesn't go through neighborhoods.	Comment noted. No proposed alignment goes directly through an existing neighborhood. Please see Drive380.com for more information.
2490	Kelsei Graham	10/9/2018	Survey Question 6 - Other response	Keep 380 on 380 and expand	Comment noted.
2491	Kelsey Cavener	10/4/2018	Survey Question 6 - Other response	Depress & compress the Green Alignment east of Custer at Walnut Grove, just like Tucker Hill & Stonebridge.	Comment noted.
2492	Kelsey Cavener-Sumber	10/09/18	Comment Form	No Red Bypass Alignment B. Raise &/or lower 380 at problem areas to keep 380 on 380.	Comment noted.
2493	Kelsey Contreras	10/16/2018	Survey Question 6 - Other response	I have great concerns about the idea of a freeway being brought close enough to my home to be heard. My family recently relocated from Southern California in pursuit of a quieter life to accommodate for a child with Autism. 12 months of research and multiple trips were taken to this area in search of a location that would best provide what was needed. Finally, the development of Whitley Place was selected. It offered a quiet community where he could thrive, and the benefits of nature and wildlife, without exposing him to difficult car rides. My family invested \$125,000 more than planned solely to purchase a home in this specific development. Extreme caution was given to be away from freeways, retail, fire departments, and lower density housing, all to provide relief from noise. We then waited to have a home custom built to accommodate special needs. The progress since moving into our home has been astounding. He's able to play outside, his aggression has reduced 90%, he sleeps through the night, walks in the community without melting down, and finds refuge in our backyard. This has resulted in a tremendous lifestyle change in our family, allowing frequent community volunteering and involvement from	<p>Comment noted.</p> <p>A traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic 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 would be shared with the community before preparing the final design.</p>

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				family members who were, until now, only providing constant care for a child with Autism. A bypass would completely sabotage all progress we moved 2000 miles and spent 3 years working for. The likelihood of needing an out of home placement for a disabled child would be high, and we would be left without resources to begin our trek again, as we've invested them here already. Please keep 380 on 380, families have planned their lives based on this.	
2494	Kelsey Temple	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380 because it would preserve the beauty of McKinney and surrounding area. It would also preserve the wonderful non-profit organization ManeGait, which provides life changing therapy for hundreds of children.	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
2495	Ken Mayberry	10/9/2018	Survey Question 6 - Other response	McKinney brought all of this up, it should run through McKinney. If run through a Prosper it will be very close to future schools that land has been purchased for. Prosper is a much faster growing school system than McKinney, thus 380 needs to run through McKinney and not Prosper. Thank you.	Comment noted. As currently proposed, the red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.
2496	Ken Overton	10/11/2018	Survey Question 6 - Other response	Strongly prefer GREEN alignment in the Princeton segment. The GREEN alignment continues to bring traffic through Princeton, which is economically advantageous. The red alignment bypasses Princeton through (relatively) open space. This routing of traffic results in less business traffic through Princeton. A depressed section through Princeton with surface-level access would both support traffic demands and maintain traffic for local businesses.	Comment noted.
2497	Ken Pledger	10/13/2018	Survey Question 6 - Other response	HWY 380 should remain as is and simply construct overpasses / underpasses & on & off ramps. Thank you.	Comment noted. Traffic analysis indicates that providing only overpasses, also known as grade separated intersections, along the existing US 380 would still experience a failing level of service for congestion and delay.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2498	Ken Swymer	10/26/2018	Survey Question 6 - Other response	I strongly prefer the green alignment through McKinney.	Comment noted.
2499	Ken Verdolivo	10/23/2018	Survey Question 4 - Other response	Hi	Comment noted.
2500	Ken Weaver	10/5/2018	Survey Question 2 - Other response	#1 = Green, # 2 = A NO B (Totally Against This Route)	Comment noted.
2501	Ken Weaver	10/5/2018	Survey Question 6 - Other response	The proposal that cuts thru Prosper is NOT ACCEPTABLE and this route SHOULD NOT BE DONE	Comment noted.
2502	Kendall Kelly	10/16/2018	Survey Question 6 - Other response	I prefer red alignment Option B 380 west of Custer Road because of disruption of local traffic into the Stonebridge Ranch area putting high levels of traffic into a high density housing area.	Comment noted.
2503	Kendall Reishus	10/15/2018	Survey Question 6 - Other response	Please do not displace homeowners by choosing to build a bypass route when people who have chosen to live near/have businesses near 380 chose that option knowing it was a highway! 380 will need to be updated anyways over time to improve traffic and safety concerns with the continued growth of McKinney - please only update 380 and do not choose to do a bypass!	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
2504	Kendra Davis	10/22/2018	Survey Question 6 - Other response	Instead of congesting traffic on 380; why not build an over head bridge for highway 5 to Princeton. Traffic already congested enough.	Comment noted. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.
2505	Kennedy	10/12/2018	Survey Question 6 - Other response	Please don't take 380 through the red path. That will take it through ManeGait which is a therapeutic horsemanship center for people with disabilities, and it helps so many people and families. It also helps veterans who have disabilities, PTSD, etc after they come home.	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
2506	KENNETH BECKER	10/10/2018	Survey Question	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response	City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	
2507	Kenneth boone	10/25/20 18	Survey Question 6 - Other response	Thanks	Comment noted.
2508	Kenneth E Seguin	10/09/18	Commen t Form	<p>Green Route is the only option. It was flat-out wrong to ambush Prosper residents with a new Red Route "B" which was not even on the board during the spring 2018. TXDOT obviously bent to pressure from "stakeholders" at Tucker Hill. The developer (with McKinney Council Approval) built too close to Hwy 380. They now want Prosper to pay for that mistake. This proposal destroys land that could be used to build high quality housing and increase Prosper's tax base. Tucker Hill fronts a mere 3/10 of a mile along Hwy 380 and because of their clamor, TXDOT is considering by-passes at \$600-\$800 million? A by-pass option B also threatens the new (indiscernible) PISD school site just east of Custer Rd between Bloomdale Rd and Frontier Parkway. Additionally, it would destroy Mane Gait and run dangerously close to Walnut Grove Historic Cemetery (1852). TXDOT Presentation Slide #7 shows a majority (3:1) of Prosper, McKinney, & Frisco respondents want the existing Hwy improved (No By-pass). Cost estimates between the 3 proposals are not accurate. Even w/ a by-pass, Hwy 380 will still need improvements (more money). Add that dollar amount to Route A & Route B. Use the solution of depressing Hwy 380 by Tucker Hill with ground-level service roads.</p>	<p>The purpose of the feasibility study is to analyze potential roadway alternatives for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>Public input and cost are two of the many factors that TxDOT will consider when making a decision on an alignment. The referenced presentation slide does state 3:1 support for building a freeway v. no build alternative; however, it did not specify preference for a particular freeway alignment option.</p> <p>The current proposal under consideration for the green alignment between the Tucker Hill and Stonebridge neighborhoods for a depressed/compressed segment with an average right of way of 240 feet wide. In order to do this, this segment would not have access ramps.</p> <p>The red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper ISD property north of Prosper Trail. There is approximately 0.25 mile of separation between the red alignment option B and the Walnut Grove Cemetery. TxDOT will</p>

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					further analyze possible options for minimizing the impacts to the ManeGait property.
2509	Kenneth E. Seguin	10/6/2018	Survey Question 6 - Other response	<p>A LETTER TO TXDOT OFFICIALS NEW PROPOSALS -- I am appalled and infuriated at the recently released public proposals from TxDOT on October 4 regarding possible plans to address the ever-increasing congestion on US Highway 380. In the Spring of 2018, public proposals included five options (two to improve the existing highway and three to build a by-pass north of the existing highway and reconnect to the highway just east of Custer Road) but did not include any options to build a by-pass entering into the town limits of Prosper.</p> <p>DESTROYING QUALITY OF LIFE AND TAX BASE -- Suddenly, with the newly-released October proposals of just three solutions, Prosper residents face the prospect of a by-pass coming into their small community and destroying land which is zoned for single family residences that would significantly add to the town's tax base. The Town of Prosper is only 27 square miles and it must absolutely capitalize on the land that it has to keep the town attractive and productively raising the tax base. A by-pass entering Prosper would also dramatically damage the quality of life for residents of Whitley Place in Prosper who moved to the community for the tranquility of being far-removed from the highway. There are 554 home sites at Whitley Place that would be severely impacted. Unlike some people in McKinney, they were thoughtful in their individual decisions on where to build or purchase a home. This newly-emerged proposal of a by-pass into Prosper was not even a consideration in the Spring. YIELDING TO POLITICAL PRESSURE -- It would appear that TxDOT yielded to political pressure brought to bear by the small but very vocal community of Tucker Hill in McKinney which I understand presented a petition to create a by-pass that</p>	<p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed. Public input is one of the many factors that goes into TxDOT's decision-making process in regards to this study.</p> <p>As currently proposed, the red alignment option B is over 0.25 mile from the closest home in Whitley Place. It is also approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.</p> <p>As currently proposed, the red alignment option B is over 1350 ft (~0.25 mile) away from the Walnut Grove Cemetery.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p> <p>Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p> <p>Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>would reconnect to the highway in Prosper. It is apparent that mistakes were made by the City of McKinney and Southern Land Company (developer of Tucker Hill) in ever allowing Tucker Hill to be built so close to the northern side of the existing highway. Now Prosper residents find themselves threatened because of this lack of planning in another city. Tucker Hill fronts approximately 0.3 of a mile along US Highway 380. They now want to push their lack-of-planning mistake onto Prosper residents as the way to solve their ineptitude. At the same time, they want a costly and intrusive by-pass built through a huge expanse of Collin County for a mere 0.3 of a mile. TOWN OF PROSPER STANCE -- The Prosper Town Council has taken a "gentleman's approach" to the dilemma by simply issuing a resolution (presented to TxDOT) in the Spring stating its opposition to any by-pass entering Prosper. It was not so emboldened as to tell McKinney or Southern Land Company how to fix the problem they created or how to build a by-pass in McKinney or improve the existing highway in that city. COLLATERAL DAMAGE -- A by-pass cutting into Prosper also threatens the Prosper ISD-owned land in the historic Rhea's Mill area on Custer Road between E. Prosper Trail and Frontier Parkway. Building a by-pass adjacent to the high school which is planned for the east side of Custer Road is simply not an intelligent move. This ill-conceived by-pass plan not only jeopardizes the nearby historic Walnut Grove Cemetery (the oldest portion of which was established in 1852), but also the Mane Gait Therapeutic Horsemanship Center for children and adults with disabilities. TxDOT CITIZEN SURVEY -- Slide 7 of TxDOT's own Power Point presentation published this month clearly shows that the majority of respondents to a TxDOT survey from Prosper, McKinney and Frisco do not want a by-pass but rather, prefer to improve</p>	<p>alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p> <p>Elevated freeway sections (or double decking) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.</p>

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				<p>US Highway 380 by making it a limited access freeway. It is only the relatively small number of Tucker Hill residents who are clamoring to build a by-pass into Prosper. They are certainly not representative of the entire city of McKinney.</p> <p>FINANCIAL IMPACT AND INCONVENIENCE –</p> <p>Slide 15 of the same presentation shows projected comparative costs of the Green Route (improving the existing highway), Red Route Option A (by-pass through McKinney), and Red Route Option B (by-pass through Prosper). Costs are estimated at \$916M, \$748M, and \$645M, respectively. I would emphatically suggest that the cheap or “low bid” approach is not the optimum solution. Even if a by-pass were to be built (Red Route A or Red Route B), which would destroy homes and privately owned ranches, and impact the quality of life in many subdivisions, the reality is that US Highway 380 would still have to be improved at the further expense of taxpayers. Many travelers along the highway corridor from US Highway 75 (Central Expressway) in McKinney to Denton, Texas, will simply not opt to drive on a by-pass that adds miles to their commute by taking them northward and out of their way. US Highway would still see increased traffic as Collin County grows in population. The shortest distance between two points is a straight line and that’s why it is imperative to improve the existing US Highway 380. Additionally, what is not factored into the financial comparison is the loss of taxes to the Town of Prosper that would otherwise be generated with high quality, single-family homes being built in the southwest quadrant of the intersection of E. First Street and Custer Road.</p> <p>THE PRACTICAL SOLUTION – Prosper resident Ben Pruett has put together a proposal which has been provided to TxDOT. It offers the solution of double-decking US Highway 380 as it passes by Tucker Hill on the north side of the highway and Stonebridge Ranch on the south</p>	

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				side. The lower portion of the highway would provide access to homes and businesses while the upper deck would provide unimpeded traffic flow between McKinney and Denton. This concept avoids destruction of homes and also minimizes the exercise of eminent domain for land necessary for right-of-way along the Tucker Hill and Stonebridge Ranch communities. In my option this is the only viable solution. Sincerely, //s// Kenneth E. Seguin President, HOA Whitley Place	
2510	Kenneth Jacks	10/15/2018	Survey Question 6 - Other response	This option causes the least amount of disruption for existing commercial and residential developments.	Comment noted.
2511	Kenneth Lynn	10/26/2018	Survey Question 6 - Other response	Support Red Alignment Option A because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 would also destroy more homes than any other option. A regional bypass (Red Option B) will also encourage economic growth in our Northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole.	Comment noted.
2512	Kent Deaver	10/5/2018	Survey Question 6 - Other response	Please keep 380 on 380 and make the necessary improvements to 380 to accommodate that.	Comment noted.
2513	Keren Vest	10/16/2018	Survey Question 6 - Other response	We have young children and we moved to The McKinney/ Prosper area because it was the perfect area to raise our boys. We don't want the air and noise pollution caused by a highway running through our neighborhood and next to our elementary school. Make the necessary changes to 380 to fix the traffic problem.	Comment noted.
2514	Keri Coldiron	10/20/2018	Survey Question 6 - Other response	Maybe reduce speed in areas where there are shops, residential or schools.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2515	Kerri zimmerman	10/19/2018	Survey Question 6 - Other response	380 needs to be expanded and widened. The problem is the transition to 75. There needs to be overpassed to get onto 75 from 380 without hitting all the lights.	Comment noted. Traffic analysis indicates that providing only overpasses, also known as grade separated intersections, along the existing US 380 would still experience a failing level of service for congestion and delay.
2516	Kerry	10/8/2018	Survey Question 6 - Other response	380 is already there. Expand that. Expanding through the communities, 1 affects the taxes and does not go along with what the home owners were told when they built their homes.	Comment noted.
2517	Kerstin Arnold Marek	10/23/2018	Survey Question 6 - Other response	Fix 380 where it is. ON 380!!! Save the farms and property owners that have worked so hard for what the have.	Comment noted.
2518	Kerstin Arnold Marek	10/5/2018	Survey Question 6 - Other response	Fix 380 on 380	Comment noted.
2519	Kerstin Marek	10/09/18	Comment Form	Fix 380 on 380	Comment noted.
2520	Kert Wilson	10/18/18	Comment Form	I don't understand how the current Red alignment option B (Coit Road to FM 1827) became 1 of only 3 revised alignment options when it was NEVER a potential alignment option in study's history. Red option B is not a viable option and is instead a selfish interest of a judge and developer to push McKinney's issue onto Prosper. It seems a bypass would only be a temporary fix (if any at all) and that widening 380 is an inevitable necessity. Don't prolong the inevitable by building a bypass and destroying future land development, as well as important non-profit properties, like ManeGait. Thank you for listening.	The purpose of the feasibility study is to analyze potential roadway alternatives for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
2521	Kert Wilson	10/13/2018	Survey Question 6 - Other response	380 should be fixed on 380. If businesses are a concern, wouldn't a bypass actually decrease the amount of business they would get? Bypasses unfairly punish those residents near those alignment options who purposely chose to live away from a highway. Those residents affected by widening 380 had that to consider when purchasing their properties and shouldn't	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				have purchased on a highway. As a resident of Whitley Place were completed blindsided by Red Option B and find it unfair for the developers of Tucker Hill to create and push a by-pass through Prosper in order to save themselves.	
2522	Kevin	10/6/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
2523	Kevin Arnold	10/21/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
2524	Kevin Brand	10/12/2018	Survey Question 6 - Other response	Green on Green 380 is the most efficient and original plan. We bought our property knowing this.	Comment noted.
2525	Kevin Caddell	10/20/2018	Survey Question 6 - Other response	I feel, even by adding a bypass, that traffic on 380 will continue to increase & have to eventually be addressed by expansion. Consideration of double-decking the roadway will & does make the most sense, even with temporary disruption of current traffic flow & business access.	Comment noted. Elevated freeway sections (or double decking) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
2526	Kevin Campbell	10/11/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. I strongly oppose Red Option A which I feel would have the most negative impact on McKinney as a whole."	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2527	Kevin Corcoran	10/19/2018	Survey Question 6 - Other response	We are off Lake Forest in the Heatherwood neighborhood. A bypass makes no sense when the outer loop is just 2 miles north. You will create isolated pockets when there is no need. Build up 380 and tell McKinney to start planning smartly like Prosper did! A bypass will not alleviate traffic on 380 which will only grow worse as more businesses move in. We bought in the area we did to be away from a major highway.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
2528	Kevin Farlow	10/5/2018	Survey Question 6 - Other response	Option B of bypass cutting through Prosper intersecting at First and Custer negatively impacts the residents of Whitley Place. Property values will be impacted. Keep 380 on 380. Whitley Place was purposely developed away from 380 and residents purchased there knowing that they would be away from the road noise of 380.	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
2529	Kevin Haynes	10/22/2018	Survey Question 6 - Other response	Keep 380 on 380. No Bypass please.	Comment noted.
2530	Kevin Hefley	10/16/2018	Survey Question 6 - Other response	My no build alternative is to stop building houses, tear all the new ones down and put the fields back like they belong and send all the newcomers that don't belong here back where they came from, FIXED!!	Comment noted.
2531	Kevin J Carley	10/12/2018	Survey Question 6 - Other response	Please respect our open land and organizations like Manegait Therapeutic Horsemanship which provides a life changing experience to the most vulnerable in our community.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
2532	Kevin Johnson	10/8/2018	Survey Question 6 - Other response	Ruining properties of people that bought homes and property away from 380 isn't the answer. Those along 380, like Tucker Hill, built their homes and businesses with 380 already there. They already knew what they were getting. It's not our fault. The city of McKinney and other government agencies didn't plan ahead, many businesses and residents didn't plan ahead, but we did by building/buying AWAY from 380. Their failure to plan isn't our fault.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2533	Kevin Jones	10/04/18	Commen t Form	<p>As a Collin County taxpayer I am very upset about the proposed plans to address the congestion on US Highway 380, specifically the Red Alignment B option that was recently proposed which is West of Custer Road & entering into the town limits of Prosper.</p> <p>In the Spring of 2018, public proposals included five options but didn't include any options into Prosper. My husband and I moved from California and did our homework when we moved into Whitley Place in Prosper. I don't understand how some individuals from the neighboring community of Tucker Hill can use political clout to have a new proposed alignment added at this late date in time in order to avoid having any of the originally proposed alignment put near there housing complex. Shame on the builder and, to a point, the people who purchased the homes for not being more thoughtful to where the homes were built. But now, why does it suddenly become Prosper's problem because of their lack of due diligence. I'm very happy that the Prosper Town Council has filed a resolution adamantly against bringing the 380 bypass into our town. The small but vocal folks in Tucker Hill who keep on wanting to push their problem over to us are deeply selfish, and I'm saddened by this since Texas was supposed to be such a "caring, God fearing, tight community." Is this how caring people treat others not living in the their same housing community? Shame on them and shame on TxDOT for bowing down to political pressures by individuals who would gain the most by pushing their problems onto others. I also want you to be aware that a by-pass cutting into Prosper threatens the Prosper threatens the Prosper ISD-owned land in the historic Rhea's Mill area on Custer Road between E. Prosper and Frontier Parkway. This ill-conceived by-pass not only jeopardizes the nearby historic Walnut Grove Cemetery (the oldest portion of which was</p>	<p>The purpose of the feasibility study is to analyze potential roadway alternatives for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>The current proposal under consideration for the green alignment between the Tucker Hill and Stonebridge neighborhoods for a depressed/compressed segment with an average right of way of 240 feet wide. Elevated freeway sections(or double decking) were evaluated but will not be further considered for the segment between the Tucker Hill and Stonebridge neighborhoods. The reason for that is that an elevated freeway does not significantly reduce the amount of right of way needed to construct it</p> <p>The red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper ISD property north of Prosper Trail. There is approximately 0.25 mile of separation between the red alignment option B and the Walnut Grove Cemetery. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				established in 1852), but also the Mane Gait Therapeutic Horsemanship Center for children and adults with disabilities. Prosper resident Ben Pruett has put together a proposal which has been provided to TxDOT. It offers the solution of double-decking US Highway 380 as it passes by Tucker Hill on the north side of the highway and Stonebridge Ranch on the south side. The lower portion of the highway would provide access to home and businesses while the upper deck would provide unimpeded traffic flow between McKinney and Denton. This concept avoids destruction of homes and also minimizes the exercise of eminent domain for land necessary for right-of-way along the Tucker Hill and Stonebridge Ranch communities. In my opinion this is the only viable solution.	
2534	Kevin Jones	10/9/2018	Survey Question 6 - Other response	Any of the By-Pass alignment options are inefficient & costs. The shortest distance between two points is a straight line and that's why it is imperative to improve the existing US Highway 380.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
2535	Kevin Jones	10/4/2018	Survey Question 6 - Other response	Red Alignment A&B are completely inefficient options to consider. I will plan to oppose the Highway Improvement Bond Issue if either of these options is chosen.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
2536	Kevin Lindell	10/4/2018	Survey Question 1 - Other response	this plan interrupts the normal business operations of U-Haul Moving & Storage of Frisco Prosper at [REDACTED]. It takes all of the business' front line display and parking. This business has been in place for 10 years while the south side of US 380 is just now developing. It would be logical that those developers on the South side of US 380 along this segment would be able to adjust their plans more easily than an existing business. In addition, we are investing in a substantial upgrade in conjunction with the current US 380 project.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2537	Kevin Lindell	10/4/2018	Survey Question 6 - Other response	The impact of the Coit Rd to Denton County line will curtail the business activities of U-Haul Moving & Storage of Frisco Prosper (██████████), and needs to be reexamined due to the longevity of this business, compared to the development directly across the Hwy on US 380. this plan needs to be reconsidered.	Comment noted.
2538	Kevin Owens	10/5/2018	Survey Question 6 - Other response	Red Option A doesn't appear to provide enough of a bypass for me to utilize. Option B makes more sense to me as a commuter. I prefer the green route - widening of 380. I bought away from 380 fully expecting growth and 4 lane roads at some point in the future, but not a highway.	Comment noted.
2539	Kevin Pennington	10/22/2018	Survey Question 6 - Other response	Please keep 380 on 380	Comment noted.
2540	Kevin Simms	10/17/2018	Survey Question 6 - Other response	I would not like to see a 380 bypass run through Prosper.	Comment noted.
2541	kevin smith	10/18/2018	Survey Question 6 - Other response	Unfortunately I feel that all the residents and developers that continued to over populate 380 knowing that they were over populating a road, should have to deal with 380 where it is. I do not want a bypass built into my neighborhood where I bought 5 miles from 380 because of their choices. I feel that the bypass is punishing the residents and developers that were smart building farther away from 380. We rarely use 380 because we like living out near Melissa where it's slower. don't bring the traffic to us. Thanks,	Comment noted.
2542	Kevin Voigt	10/16/18	Comment Form	Please Keep 380 on 380. Please do not transform No. Collin Cty. Many chose to live on US 380, but many more chose not to live on 380. Please don't let influence/politics interfere in this process.	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				Build Outer Loop (county), build arterials and keep 380 on 380.	
2543	Kevin Voigt	10/8/2018	Survey Question 6 - Other response	US380 has been a state highway for 40 years. All efforts should be made to modernize 380 in its current location while expediting the Collin County Outerloop and all existing arterials in the county. Sadly, even if a Bypass was built and families like mine lost their homes...US380 will someday still require this update. Start on 380...build the arterials...complete the already approved Outer Loop should be the priority. Please save our home and our rural community. We all were intentional in living where we do. Respectfully Yours. Kevin Voigt	<p>Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p>
2544	Kevin White	10/26/2018	Survey Question 6 - Other response	just turn it into a highway like 75. so there are off and on ramps. it woulf make it faster and be the same amout to change its location	Comment noted.
2545	Kevin Winter	10/12/2018	Survey Question 6 - Other response	Would prefer to see existing 380 route improved versus disrupting residential communities.	Comment noted. Existing residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
2546	KF NEWTON	10/21/2018	Survey Question 3 - Other response	do not widen 380 where custer is--it is dangerous now--put it thru Prosper	Comment noted.
2547	KF NEWTON	10/21/2018	Survey Question 6 - Other response	Please do not widen 380--it is so dangerous now	Comment noted. Alignment options are still being evaluated and any future improvements will be designed to current design standards to enhance safety.
2548	KF NEWTON	10/21/2018	Survey Question 1 - Other response	do not expand 380 it is a nightmare now and dangerous	Comment noted. Alignment options are still being evaluated and any future improvements will be designed to current design standards to enhance safety.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2549	Kiele Cauble	10/4/2018	Survey Question 2 - Other response	Red A or Green	Comment noted.
2550	Kiele Cauble	10/4/2018	Survey Question 6 - Other response	Why is Red A aligned where it is - it could be better positioned to the West regarding the properties it impacts	Comment noted.
2551	Kim and Bruce Lankford	10/5/2018	Survey Question 6 - Other response	Your proposed route map doesn't have street names on the red route in north McKinney but looks like, and from what I'm hearing, it would run through the field right behind our new house, and along our neighborhood, Timber Creek 2. :(Please don't! We just built our retirement/forever home in Timber Creek less than a year ago, and we love the peace and quiet of this neighborhood and being close to country and Erwin park. We spent over 2 years looking for it, paid extra for a lot backing to a wooded area and what is planned to be the next phase of our development, and it's heartbreaking to learn we could back up to a freeway bypass instead! We don't want the sounds and scenes of nature we enjoy sitting on our patio daily to be replaced with 24/7 traffic noise, pollution, and lights. Our neighborhood is new and would suffer big time for it with lower property values, and I'm guessing it will be harder to fill/sell the remaining lots if the decision is made to bring the bypass next to it. And then there is Erwin park. Putting a freeway right next to it will hurt that wonderful, peaceful piece of nature! I get that no one wants a freeway next to their home, but we did not choose to build our home right next to a freeway, please don't choose to build a freeway next to us! Fix 380 on 380!	Comment noted. The location of Erwin Park was taken into consideration when draft alignments were developed. None of the proposed alignments directly impact Erwin Park. The proposed red alignment option is adjacent to the southern property line but does not cross into the park. Any future improvement projects would include assessment of the potential impact on the human and natural environments. TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable.
2552	Kim Babka	10/10/2018	Survey Question 6 - Other response	Please exercise sensitivity to growth and do so with extreme responsibility to current homeowners vs. the most economic and easiest solutions. Both sensitivity and economic responsibility can be obtained.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2553	Kim Carmichael	10/11/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. I strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole.	Comment noted.
2554	Kim Leggette	10/10/2018	Survey Question 6 - Other response	We purchased our home in Whitley Place in Prosper 1 year ago. When choosing a neighborhood, I wanted to be sure we were away from any major highway. I feel that highway 380 is already a busy road and needs to be improved anyway. Why not go ahead and improve it before deciding to destroy the land and homes in Prosper or Mckinney.	<p>Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p>
2555	Kim McCaughan	10/12/2018	Survey Question 6 - Other response	As a Prosper resident, I value the prestine rural landscape of this area and want to continue to support the businesses in the area such as ManeGait.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
2556	Kim miller	10/19/2018	Survey Question 6 - Other response	Promoting a bypass around 380 not widening! 380 is just starting to grow and thrive.	Comment noted.
2557	Kim Ownby	10/17/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	
2558	Kim Pereira	10/10/2018	Survey Question 3 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
2559	Kim Pereira	10/10/2018	Survey Question 4 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
2560	Kim Pereira	10/10/2018	Survey Question 5 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
2561	Kim Pereira	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	
2562	Kim Russell	10/19/2018	Survey Question 6 - Other response	I ADAMANTLY oppose any bypass through Prosper, TX. Prosper should not be the town having to pay for McKinney's lack of understanding future expansion requirements needed with increased population.	Comment noted.
2563	kim Ryan	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. I strongly oppose Red Option A which I feel would have the most negative impact on McKinney as a whole.	Comment noted.
2564	Kim Swanner	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
2565	Kim Thompson	10/25/2018	Survey Question 6 - Other response	Although it may appear easier to revise existing 380 (green alignment), I'm concerned about this type of highway through Princeton. We have had a fair # of new businesses move in & many more coming (hopefully). The additional traffic caused by people traversing east-west/west-east to get to out-lying areas combined with residents &	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				visitors trying to access the shopping/restaurants/entertainment areas would be too much. I've seen this type of arrangement in places like Tyler, TX as it's grow & the traffic is a nightmare - some just want to pass through while others are desperately trying to figure out which exit/turn to take to get to a given destination. It makes more sense, to make the red alignment (sorry the folks being displaced but that's progress from rural to urban unfortunately) & leave the existing 380 as a Business 380. While it may be a little out of the way & there will certainly be businesses along the freeway in that scenario, hopefully, it would look like along other roadways (Tollroad, 75, etc) in that there would be more 'big box' stores & other 'parking lots filled with shops, etc'. The way businesses are structured along current 380, they're just in strips; there are no 'large parking lots with shops' to be had in the existing arrangement. Current residents along 380 can still use Business 380 for their commutes as they are doing currently, but it would allow for those outside our city limits to travel through a less rural feel/design of businesses. Our goal for Princeton is to grow but keep the small town feel - kinda hard to do with a major roadway running through it. I do think it's possible to achieve if existing 380 were to become a Business 380 & use the red alignment for future builds.	
2566	Kim Verhovshek	10/8/2018	Survey Question 6 - Other response	As a Prosper homeowner, expanding and keeping 380 where it is today would be ideal.	Comment noted.
2567	Kim Wilson	10/12/2018	Survey Question 6 - Other response	Do not go thru ManeGait , they are essential to the community - riders and volunteers experience life altering help	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
2568	Kim Zamecnik	10/17/2018	Survey Question 6 - Other response	The impact a bypass through the city of Prosper would have on future development in Prosper is highly inequitable. Prosper has significantly less space to develop than McKinney, and the	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				economic impact as a percentage of revenue is grossly disproportionate. Of course, that doesn't even address the adverse effect to Prosper's school district.	
2569	Kimball McIlvain	10/13/2018	Survey Question 4 - Other response	Prefer that which the residents of Princeton prefer	Comment noted. Public input is one of the many factors that goes into TxDOT's decision-making process in regards to this study.
2570	Kimball McIlvain	10/13/2018	Survey Question 5 - Other response	Prefer that which the residents of Farmersville prefer	Comment noted. Public input is one of the many factors that goes into TxDOT's decision-making process in regards to this study.
2571	Kimberly Ashley	10/10/2018	Survey Question 6 - Other response	Do not agree with bypass on Bloomdale from Custer to 380. This effects individual properties taking their land, effects traffic around elementary school and proposed site for Prosper high school. Housing developments continue to go up. Bypasses built over 380, or further north than bloomdale road	Comment noted. As currently proposed, the red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.
2572	Kimberly Canales Yarborough	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B. It offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years, would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow, and would negatively impair the City of McKinney's ability to attract new business to the region. Pushing traffic onto residential streets will increase crime where crime is low today, and thus increase our costs to police.	Comment noted.
2573	KIMBERLY ELMORE	10/10/2018	Survey Question 6 - Other response	My employer is located on Custer just off 380. I work at the FarmHouse Fresh corporate office and we have a very green, beautiful large animal rescue ranch. Please do not destroy this wide open space with more roads.	Comment noted. TxDOT will further analyze possible options for the minimizing impacts in this area.
2574	Kimberly Hendrix	10/4/2018	Survey Question 6 - Other response	Build out east/west arterial's like Wilmeth, Bloomdale and Laud Howell to alleviate traffic on 380	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
					would still experience a failing level of service for congestion and delay.
2575	Kimberly Judkins	10/8/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
2576	Kimberly Roulet	10/14/2018	Survey Question 6 - Other response	The city of Prosper planned for the expansion of 380 along the current road. It should stay as is and be expanded along the current line.	Comment noted.
2577	Kimberly Whitener	10/26/2018	Survey Question 6 - Other response	Keep 380 on 380!	Comment noted.
2578	Kinley Daniel	10/19/2018	Survey Question 6 - Other response	Please don't choose option b red alignment. Save Maingait!	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
2579	Kip Carr	10/15/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole."	Comment noted.
2580	KIP MIKEMAN	10/16/2018	Survey Question 6 - Other response	been in Prosper since 1992 don't want roads changed from regular 380. Tucker Hill needs to get over themselves. they built there live with it.	Comment noted.
2581	Kirk Colli s	10/24/2018	Survey Question 6 - Other response	I'm a resident in the Town of Prosper and I find this insulting to make McKinney's problem our problem. It is not the fault of the residents in Prosper that those that bought land and built homes and commercial property didn't due research and their due diligence to understand the impacts of building within a few hundred	Comment noted. TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				yards of what was already a major east/west thoroughfare. There is no reason to take away an amazing park, a therapeutic horse facility and flood lands. Hwy 380 has always been planned to be a much larger highway and just because a few residence are upset that their property values might be negatively impacted, should have thought about that prior to building. But those of us who are in Prosper and especially those that built in the areas of town most impacted if this passes, did their research so they didn't have property on the frontage road of a major highway. Keep the plan that has always been in place and stop dragging innocent home and business owners into this mess. We did our home work, maybe next time those along Hwy 380 will do theirs.	
2582	Kirkland Creel	10/16/2018	Survey Question 6 - Other response	Please do not put in a 380 bypass. This affects businesses and residents around us. Traffic will increase significantly and I feel strongly that it is NOT necessary.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.</p> <p>The proposed green alignment along the existing US 380 would displace more businesses and residences than the red alignment. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p>
2583	Kirsten Ladera	10/8/2018	Survey Question 6 - Other response	Please do not build in exporting green space & homes.	Comment noted.
2584	Kirsten Memory	10/18/2018	Survey Question 6 - Other response	Keep 380 on 380!	Comment noted.
2585	Kit	10/24/2018	Survey Question 1 - Other response	Red alignment A	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2586	Kit	10/24/2018	Survey Question 6 - Other response	Green shouldnt even be an option considering the amount of businesses it will destroy.	Comment noted.
2587	Knox Hudson	10/12/2018	Survey Question 6 - Other response	Fix 380 on 380!!!	Comment noted.
2588	Kody Louchart	10/21/2018	Survey Question 6 - Other response	moving the highway off 380 will poorly affect not only tax payers property values near that realignment but also business income of those along 380 now by reducing their customer traffic. Bad choice for all involved.	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
2589	Korey Scott	10/5/2018	Survey Question 6 - Other response	I say "No to the 380 Bypass." It will be too much high speed traffic for such a short length of road near many housing developments. Also, businesses are in danger - honey company down the road as well as other home owners in the path of the supposed bypass. Thank you for your time.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
2590	Kori Godfrey	10/13/2018	Survey Question 6 - Other response	I prefer the Red Alignment-Option B for the Coit Road to FM1827. This will keep, hopefully, additional traffic from using residential roads as thoroughfares. Ridge has multiple schools on it and would be dangerous to add non residential traffic to a road not designed for heavy traffic.	Comment noted.
2591	Kosha Jenkins	10/24/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
2592	Kourosh Hemyari	10/04/18	Comment Form	My name is Kourosh Hemyari. Property owner at [REDACTED]. I would like to process the widening up the 380 as soon as possible. Traffic is very bad.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2593	kris campbell	10/12/2018	Survey Question 6 - Other response	we moved here four years ago, our home is all we have equity wise, this will detract from our LIFE savings... North of 380 and between the bypass we will be cut off on both sides - help!	Comment noted.
2594	Kris Frymark	10/10/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
2595	Kris Harrison	10/13/2018	Survey Question 6 - Other response	Please look at the work maingate does fir hundreds of disabled children per year and the impact on choosing a non green option will give. We owe it to our children to support.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
2596	Kris Henry	10/9/2018	Survey Question 6 - Other response	McKinney should not be allowed to encroach on Prosper due to their poor planning. And the selfish desires of one McKinney neighborhood that chose to purchase homes along 380 should not be able to convince McKinney officials to wrong neighboring towns.	Comment noted.
2597	Kris McDonald	10/13/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
2598	Kris pepperell	10/10/2018	Survey Question 2 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
2599	Kris pepperell	10/10/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	
2600	Kris Trotter	10/4/2018	Survey Question 6 - Other response	I find it interesting there were so many comments from people living in the Stonebridge area since they will have very little impact to their property compared to people who live along all the different alignments. I think comments should be weighted based on address proximity to the alignments.	Comment noted. TxDOT considers all public comments, regardless of address location.
2601	Krista Pollock	10/14/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
2602	Krista Young	10/12/2018	Survey Question 6 - Other response	I support expanding 380 and not running a road further north. A road further north would run through Mane Gait's property and without their therapeutic horseback riding, my daughter would not have made as many advancements as she has! They are the reason she can read! Before beginning Mane Gait, she struggled to retain information, had difficulty identifying letters, and could not read. Her development flourished under the care of Mane Gait and we are thankful for the gifts they give families. Running a road through or near their property would be a shame! It would impact so many. Please consider using the existing layout of 380.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
2603	Kristal Willoughby	10/26/2018	Survey Question 3 - Other response	Stay on 380. I would NOT want to drive that far out of my way	<p>Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
					not anticipated that it would also need to be improved into a freeway.
2604	Kristal Willoughby	10/26/2018	Survey Question 3 - Other response	Stay on the current 380.	Comment noted.
2605	Kristal Willoughby	10/26/2018	Survey Question 6 - Other response	Build a double decker highway. I'm sick of seeing most of the beautiful parts of North Texas being destroyed. Not to mention all the homes and business being torn down.	Comment noted. Elevated freeway sections(or double decking) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
2606	Kristan Olfers	10/12/2018	Survey Question 3 - Other response	Unsure	Comment noted.
2607	Kristen Astolfo	10/15/2018	Survey Question 6 - Other response	KEEP 380 on 380	Comment noted.
2608	Kristen Austin	10/17/2018	Survey Question 6 - Other response	I am a current homeowner along the purpose US380 project. My home and property would be heavily affected by the implementation of the FM 1827 to CR 559 alignment. My commute would be severely affected by the East end of the Coit Road to FM 1827 alignment and the Spur 399 extension alignment. I believe that further development of the existing US 380 would have a greater positive impact on communities, residents, developments, growth, community changes, and overall fiscal responsibility than adding alternate extensions. I urge TxDot to consider the input of residents, businesses, and communities in their decision(s) regarding this project.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
2609	Kristen Freeman	10/12/2018	Survey Question 6 - Other response	Expanding 380 and considering overpasses instead of lights would be the best option that will impact as few land owners as possible while providing the most effective transportation	Comment noted. A freeway would limit access to the roadway to only on and off ramps and does not have signalized intersections. Both the red and the green alignments presented were viable

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				option. Going around the cities like the red lines does will only benefit those that can get on at the beginning and still cause more congestion and bottlenecking at each point that it joins back to the existing 380. Green line will upset the fewest amount of people while still providing adequate expansion.	when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
2610	Kristen Gurksnis	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A RED B bypass was never an option when we bought our property. We bought based upon the Green on Green option, we should not be punished because we were thoughtful about our buying decision.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
2611	Kristen H Corrigan	10/11/2018	Survey Question 6 - Other response	Please keep 380 on 380	Comment noted.
2612	Kristen Hamm	10/10/2018	Survey Question 6 - Other response	380 has enough open land to widen the road instead of putting a huge bypass through Prosper negatively affecting houses and schools. This would be bad for property value in Prosper.	Comment noted. Additional right of way will be required and businesses and homes will be impacted and displaced if TxDOT constructs a freeway along the existing US 380. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
2613	Kristen Johnson	10/14/2018	Survey Question 3 - Other response	Fix 380 on 380	Comment noted.
2614	Kristen Johnson	10/14/2018	Survey Question	I did not buy my home near a highway- fix 380 on 380. Please do not build a bypass impacting	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response	homes, parks and quality of life. Fix the problem where it currently lies-on 380!	<p>TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable.</p> <p>Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p>
2615	Kristen Mikell	10/12/2018	Survey Question 6 - Other response	I support the RED alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney, Lowry Crossing, and Princeton. Expanding 380 would affect too many homes and businesses. A bypass is the best choice.	Comment noted.
2616	Kristen OKeefe	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
2617	Kristi	10/8/2018	Survey Question 6 - Other response	Fix 380 on 380. Don't let the voice of a few speak for the many. Also it would be beneficial to extend Wilmeth Rd from Lake Forest east to Hwy 75!	Comment noted. TxDOT analyzed roadway options presented using a 2045 travel demand model. This model accounts for projected traffic expected in the DFW region in 2045. It also considers population growth estimates. TxDOT also continues to work with local governments to consider planned developments including planned residential developments. This model included the extension and expansion of east/west arterials such as Wilmeth Rd, Bloomdale Rd, and Laud Howell.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2618	Kristi and Anthony Contreras	10/10/2018	Survey Question 6 - Other response	Please keep 380 on 380. This originally planned route provides faster, shorter transportation, more direct routes for emergency vehicles, and doesn't interfere with personal lives and residential property values of homeowners. Home owners have purchased property based on planned roadways. Interfering with homes, noise, traffic, and safety of residential areas affects the lives of residents and families, especially in smaller towns. Personal lives, safety, community involvement, and property values are at stake. Keep 380 on 380 and help us all preserve the life we've ambitiously sought after in our small towns.	<p>Comment noted. Alignment options are still being evaluated and any future improvements will be designed to current design standards to enhance safety.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
2619	Kristi Bell	10/13/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
2620	Kristi Butler	10/12/2018	Survey Question 6 - Other response	Need to preserve rural areas. The best plan is to make 380 a freeway.	Comment noted.
2621	Kristi Chalemin	10/13/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year."	
2622	Kristi Ewing	10/22/2018	Survey Question 6 - Other response	KEEP 380 ON 380!!!!	Comment noted.
2623	Kristi Martinez	10/28/2018	Survey Question 6 - Other response	Why does Prosper get to say no to a little portion in their town and McKinney has to take all of the punishment of destruction to homes, businesses and our community????	Comment noted. Public input is one of the many factors that goes into TxDOT's decision making process in regards to this study.
2624	Kristi Martinez	10/16/2018	Survey Question 6 - Other response	Keep established homes and businesses and growing corridor intact. Prosper should not get a pass as well. The bypass is in a very short portion of their town and they don't want it, but somehow McKinney should feel the most pain from this? Makes no sense.	Comment noted.
2625	Kristi Ramsay	10/13/2018	Survey Question 6 - Other response	Leave Mane Gate alone. As a special needs parent, I can attest to the value and critical need of a place such as Mane Gate. They need to be protected at all costs and allowed to serve this very underserved population.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
2626	Kristie Gipson	10/6/2018	Survey Question 6 - Other response	Build along the existing 380. Shortest route and should have been done years ago.	Comment noted.
2627	Kristie Wigger	10/14/2018	Survey Question 6 - Other response	Keep 380 on 380. That is the best solution for all of us.	Comment noted.
2628	Kristin	10/8/2018	Survey Question 6 - Other response	There is no need to deflate home values by running a road over head when you can simply widen the existing roads.	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
2629	Kristin Carey	10/8/2018	Survey Question	KEEP 380 ON 380! Keep the bypass OUT of Prosper!	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response		
2630	Kristin Fawaz	10/11/20 18	Survey Question 1 - Other response	Red	Comment noted.
2631	Kristin Fawaz	10/11/20 18	Survey Question 6 - Other response	Please choose to disrupt as few homes and businesses as possible and eliminating the extra traffic flow on arterial streets with neighboring schools by choosing red option B and taking the bypass north, west of Custer Road.	Comment noted.
2632	Kristin M. Haas	10/22/18	Email	<p>Stephen, Good afternoon! RBFCU owns property on Highway 75 near the 380/75 interchange – and looks like it would be affected if the green alignment is chosen at that intersection...other then what's noted below on the website, when is the anticipated 1) vote to approve an alignment and 2) start date for any construction and 3) how will utility easement realignment, etc be handled if/when it impacts a property? What are expected project milestones? Summer 2017 – Study begins Spring 2018 and Fall 2018 – Public open house meetings will be held to discuss the project and gather feedback from the public Spring 2019 – Project implementation plan finalized that would include a recommended alignment(s) Many thanks, Kristin M. Haas</p> <p>██████████ ██ ██████████ ████████████████████ ████████████████████</p>	<p>Comment noted. There is no vote to approve an alignment. TxDOT is evaluating the proposed alternative alignments and anticipates making a decision on a preferred alternative in the spring of 2019. The decision will be made based on a number of considerations, of which public input is one.</p> <p>The timeline for schematic development and environmental clearance for the preferred alternative has not yet been determined. TxDOT will start coordination and relocation of utilities during the final design phase which is after the project receives environmental clearance.</p> <p>The earliest estimated construction date is 6 to 9 years away. It may take up to 20 years to fully construct a freeway throughout Collin County.</p> <p>Project milestones and timelines are available in the public meeting materials posted at Drive380.com</p>
2633	Kristina Galloway	10/14/20 18	Survey Question 6 - Other response	I think as much as possible the expansion should be contained to the existing route of 380	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2634	Kristina Holick	10/12/2018	Survey Question 6 - Other response	Hopefully none of this will be toll roads, as we have too many in this area as it is.	Comment noted. Tolling is not being considered as an option for funding.
2635	Kristine Reed	10/8/2018	Survey Question 6 - Other response	Please keep bypass away from north Prosper	Comment noted.
2636	Kristy	10/12/2018	Survey Question 6 - Other response	PLEASE don't bypass through Prosper. Keep on 380	Comment noted.
2637	Krystalle	10/7/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
2638	Krysti Johnson	10/12/2018	Survey Question 6 - Other response	Please leave 380 where it is at. Moving it could majorly effect wonderful and necessary businesses.	Comment noted.
2639	kurt hoffman	10/12/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year."	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
2640	Kyla Smith	10/25/18	Comment Form	City of Prosper says no, PSID says no, Maingait, developers... please keep your promise not to build in a city that says no. Thank you! We deserve due process! McKinney has had a year to get information and review the update for US Hwy 380. Unbelievable that Prosper is even involved let alone only given days to get word	Comment noted. Alignment options are still being evaluated. A preferred alignment has not yet been selected.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>out & respond! Outrageous to say the least! US Hwy 380 must be updated ON US HWY 380. No Bypass.</p> <p>- The Bypass (per Txdot) is not the safest route which is the reason for fixing 380 in the 1st place!</p> <p>- Prosper or Bypass will not be the cheapest route!! You have to give us the same courtesy of digging out the road & providing sound barriers as you are providing for Tucker Hill. Unbelievable this was not included! Also, there is the cost to fix 380 on top of the bypass cost. Make your study's complete & we are not second hand citizens.</p> <p>- You fix nothing w/ a Bypass. Tucker Hill built themselves on a US HWY. WE DID NOT. We did our Research! We paid top # for our quiet oasis! Keep 380 away from my childrens schools!</p>	
2641	Kyla Smith	10/6/2018	Survey Question 6 - Other response	<p>The addition of a Bypass through Prosper in any way shape or form is rolling back time to an age of no accountability. TxDox I'm sorry but you have just reinforced Irresponsible actions of a Large City and the choices of a strong arm Developer and Adult residents to push and inflict their problems onto not only a smaller new well planned town, but a very small community (Whitley Place). You have brought us into a fight for our livelihoods and quality of life that we Never should have been involved in. It's David against Goliath. So when telling us it's get you comments in", "be sure to fill out a survey" we listen to what the public wants. WE have fewer numbers! We don't have a Deep Pocket Developer or a county judge in our neighborhood. We didn't buy in McKinney! I respect you new platform for listening to the public. However from the 5 well thought out original options within McKinney (the City that has had this problem for years but allows development on a road that want to fix). You have literally allowed a Bully Mentality of</p>	<p>Comment noted. Public input is one of the many factors that goes into TxDOT's decision-making process in regards to this study.</p> <p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>Irrresponsibly to be pushed onto others. I beg you to send every discion maker (not just 1 or2) at TXDox for a drive through our entire neighborhood. We have a nature vibe that speaks for its self. Wooded creeks bridges, and rolling pathways of serenity. Not a mass flat giant community focused on resort amenities. Every single resident chose this neighborhood for a reason. It isn't huge, it doesn't have major resort amenities, it has little bridges and streams. I called it my TX oasis of calm. (My ocean in Dallas.). We knew Custer would build up to 6 lanes. We knew 1st st. would widen. But this is a FAR cry from the sound and smell of Semi Trucks, Beep -Beep, Honk-Honk! Can I say this slowly enough?? With as much meaning as possible.... to let you know that We Did Not Buy a Home/Neighborhood ON a US Hwy. We have lived in many, many states. There have been plus's to each. But never in the day in age of our progress as a nation of holding people accountable did I think in the upstanding state of TX did I think I would see in 2018 an "it's Easier to ask for Forgiveness than it is for Premission endorsement (i.e. the bypass)". This is what McKinney is doing... just keep building with no plan and push, and strong arm with money and numbers so we can make someone else pay for our disregard. While you say to us at the mtgs. " put in a good word for what you want" the fact is we are Smaller. We paid full price for our nestled quiet homes. We did not pay for a home that was built against a USHighway. It has been reflected in their purchase price but not ours! So we move in a couple months before your Prosper town hall meeting. I attended this mtg. and the TxDox representative stated they would not build in a city that didn't want it. Well...how are we looking at a Prosper bypass today? It is beyond comprehension that a neighborhood who take up .03 of a mile of the current Highway has</p>	

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>brought this on. We did not pit ourselves against Tucker Hill. I want to have faith in my new state of TX which I will be in for the next 15yrs. or more. I always try to embrace the positives of where I've lived. I felt TX provided a home of upstanding accountable people beautiful sunsets and a wonderful quality of life. We painstakingly chose Prosper. We researched, looked at City Plans, we have lived a lot, a lot of places so we know to go into detail about where to buy. We our home price reflected the unique tranquility of our neighborhood. Our house value will forever be affected Adding a highway by it. I'm pretty sure there won't be a payout to us in that regard. I think you have great criteria for your study. And actually I think you mean very well. I applaud the public comment section. However criteria of Accountability/Owning Responsibility has been disregarded and pushed onto a minority for a life changing impact by even thinking its "okay" to Reward and Condone lack of planning. You will set a president that in the year 2018, in my lifetime, nothing has changed. I want to believe in an upstanding strength that I thought Texasans posses. Please, please I BEG you to let McKinney resolve their growth challenge of Fix 380 on 380 or if they so choose a bypass within McKinney. Please let the voices of every Whitley Place comment, survey, note, phone call email count 100 Fold.</p>	
2642	Kyle Abel	10/10/2018	Survey Question 6 - Other response	<p>I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.</p>	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2643	Kyle Allen	10/10/2018	Survey Question 6 - Other response	Is this were to pass near our home in Prosper, it would have a negative impact on the value of our brand new home. I strongly disapprove of the bypass so close to my neighborhood.	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
2644	Kyle graze	10/21/2018	Survey Question 6 - Other response	Don't make 380 a toll!	Comment noted. Tolling is not being considered as an option for funding.
2645	kyle herring	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow	Comment noted.
2646	kyle Mince	10/11/2018	Survey Question 6 - Other response	Don't let a developer's greed of building too close to 380 (Tucker Hill) become our problem. Tax money would be lost for residents of Prosper.	Comment noted.
2647	Kyle Patrick	10/12/2018	Survey Question 6 - Other response	As a new resident to Collin County (Prosper) I believe it is important as the area continues to grow to preserve as much of the beautiful land as possible. Making a bypass infringes unnecessarily upon open space that is already becoming sparse.	Comment noted.
2648	Kyle Ronald Hejl	10/15/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year	
2649	L warthan	10/9/2018	Survey Question 6 - Other response	Stay Green . Do not disrupt residential neighborhoods	Comment noted. Existing and planned residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
2650	L. Parker	10/16/18	Comment Form	NO BYPASS! - just none - that's it. Think Green and choose the green route.	Comment noted.
2651	Lacey Carter	10/14/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
2652	Lacey Mair	10/10/2018	Survey Question 6 - Other response	These roadways ideally are to be built for future developments within the grid blocks. Expansion should be for future build out, not staying in one spot. The house market is growing away from 380. Therefore the road should be built away from 380 to create quick commute to other mainstream byways.	Comment noted.
2653	Lacy Isaacks	10/21/2018	Survey Question 6 - Other response	Please keep 380 on 380 and not interfere with Erwin Park.	Comment noted. The location of Erwin Park was taken into consideration when draft alignments were developed. None of the proposed alignments directly impact Erwin Park. The proposed red alignment option is adjacent to the southern property line but does not cross into the park. Any future improvement projects would

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
					include assessment of the potential impact on the human and natural environments. TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable.
2654	Lacy Magby	10/12/2018	Survey Question 6 - Other response	Dont disrupt manegait and all they do	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
2655	Ladine Evelyn	10/16/2018	Survey Question 6 - Other response	Right of way requirements are less for US Highway 380 than for all other options.	Comment noted.
2656	Lailani Rumfield	10/24/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
2657	Lainie Ereno	10/5/2018	Survey Question 6 - Other response	I am absolutely opposed to the red option B through Prosper. As a nearby property owner, I do not want additional traffic on roads that were not intended to be feeders for a bypass. I also object to the classification of that land as "mostly rural" - it is people's homes and businesses, just the same as the homes and businesses along 380. The main difference is the homes and business along 380 new they were building close to an intended major road. With all the current business along the McKinney portion of 380 and 75, I do not think a bypass would be used by most of the daily commuters who frequent those businesses or are trying to get from west of 75 to east of 75.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
2658	Lan Grant	10/9/2018	Survey Question 6 - Other response	Include fixes to 380 along 380 at major intersections. Red B is least disruptive to community as a WHOLE.	Comment noted.
2659	Lan Hy	10/8/2018	Survey Question 5 - Other response	No change	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2660	Lan Hy	10/8/2018	Survey Question 6 - Other response	Bypass west of Custer is needed. Road development is needed north of 380 because right now our only option is to travel 380, which makes the congestion worse. Protect homes and businesses and build on undeveloped land. Prosper turned down a permit to develop on this land, so right now nothing is planned for there.	Comment noted. TxDOT must consider many factors when developing alignments. Development data from the Town of Prosper provided to us has been included in the environmental constraints maps available at Drive380.com.
2661	Lana Van deusen	10/10/2018	Survey Question 6 - Other response	West Custer (Red B) will provide for less through traffic traveling though neighborhood roads not meant for heavy "through traffic."	Comment noted.
2662	Lance Butler	10/16/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
2663	Lance Hudson	10/20/2018	Survey Question 6 - Other response	Widen 380 do not take our business' bc TxDOT is late to the game.	Comment noted.
2664	Lance LaPlante	10/8/2018	Survey Question 6 - Other response	You should be aligning with the existing roadway. Eminent domain should not be an option. Make the businesses suffer, not the residents that will have their houses and land taken over at "market value". What a joke...	Comment noted.
2665	Lance Thielmier	10/22/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				enriching volunteer opportunities for over 2,000 North Texans each year.	
2666	Landon Blake	10/24/2018	Survey Question 6 - Other response	My family chose to live out in the country so my brothers and sisters could enjoy the land and explore our woods. The bypass cuts through the center of our property 500 feet from our back door and cutting us off from the back half of our land. My siblings and I run on a cross country track around our land which would be non-existent. We chose to live away from a highway so we could enjoy the peacefulness of the country and so me and my 5 siblings could roam free on the land. Please keep hwy 380 on 380 where it was originally located.	Comment noted.
2667	Landon Schneider	10/11/2018	Survey Question 6 - Other response	I support the GREEN alignment option because I respect the town of Prosper's resolution to widen 380 in place. HWY 380 was built to carry the East to West traffic flow in this area and another highway dissecting the northern corridor of McKinney does not align with the future grown plan of McKinney. The green alignment option preserves one of McKinney's most prominent non-profit organizations that serves McKinney residents and the surrounding community.	Comment noted.
2668	Landry Butler	10/15/2018	Survey Question 6 - Other response	Please keep 380 on 380 through McKinney. Don't cut into Prosper!	Comment noted.
2669	Lara Simpkins	10/7/2018	Survey Question 6 - Other response	Bringing the bypass through Prosper would kill that city and all they have worked to build. Tucker Hill residents built homes in that subdivision knowing they were building on 380. They made the choice to do that so moving the bypass away from the original plans to accommodate one subdivision while potentially destroying another city is unacceptable.	Comment noted.
2670	Lara Stauffer	10/19/2018	Survey Question 6 - Other response	Keeping 380 on 380 with no bypass. Thank you.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2671	Lari Kell	10/10/20 18	Survey Question 6 - Other response	Prefer Red Alignment Option B	Comment noted.
2672	Larry & Lisa Pietenpol	10/10/20 18	Survey Question 6 - Other response	The Red Alignmeny Option B appears to me fifer the least disruption to existing commercial and residential development in the City of McKinney. Widening US 380 is not the answer to the traffic issues. Widening would only cause traffic to go into residential and commercial areas that are not designed for heavy traffic. This Option B bypass is the best solution.	Comment noted.
2673	Larry & Theresa Ball	10/17/18	Commen t Form	<p>US380 was known to be the "next" East/West through way connecting Collin and Denton Counties for the last 50 years or more. McKinney's insistence on building adjacent the highway is a city issue not a county issue. Prosper is being asked to take the brundt of this poor planning and losing taxable current and future assets. This is not right.</p> <p>Keep the right of way on US380. Sorry for McKinney's loss of revenue but they keep right on issuing permits like it is their right.</p> <p>Do the right thing.</p>	Comment noted.
2674	Larry Freeman	10/09/18	Commen t Form	I support only the green route - If a bypass is built, 380 will still be used by most people After a few years, 380 will again be over traveled. It will then be necessary to turn 380 into a limited access road anyway	Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.
2675	Larry Malone	10/19/20 18	Survey Question 1 - Other response	Green is the best way. Start at 289, and 380. Go both ways. Greenville Interstate 30, Decatur 287.	Comment noted. The scope of this study is through Collin County. TxDOT is currently conducting a similar feasibility study in Denton County.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2676	Larry Malone	10/19/2018	Survey Question 3 - Other response	From 30 Eastside of Greenville, to Decatur Texas 287 straight line on the interstate 380.	Comment noted. The scope of this study is through Collin County. TxDOT is currently conducting a similar feasibility study in Denton County.
2677	Larry Malone	10/19/2018	Survey Question 4 - Other response	Everybody already knows green choice. From 30 east of Greenville, all the way to Decatur 287. Smartest, fastest, cheapest, straightest, will move traffic quicker.	Comment noted. The scope of this study is through Collin County. TxDOT is currently conducting a similar feasibility study in Denton County.
2678	Larry Malone	10/19/2018	Survey Question 6 - Other response	Just faster, quicker, smarter, easier to make 380 the new freeway from Greenville 2 Decatur. Y'all know it has to be done sooner or later! Just do it. Faster commute for all traveling vehicles straight line! Prosper Frisco 289 and 380 apparently has started and waiting on y'all.	Comment noted. The scope of this study is through Collin County. TxDOT is currently conducting a similar feasibility study in Denton County.
2679	Larry Modesto	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
2680	Larry Pereira	10/10/2018	Survey Question 3 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
2681	Larry Pereira	10/10/2018	Survey Question 4 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2682	Larry Pereira	10/10/20 18	Survey Question 5 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
2683	Larry Pereira	10/10/20 18	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
2684	Larry Rexford	10/24/20 18	Survey Question 6 - Other response	As a homeowner in the "Red" affected area, I believe fixing 380 on 380 is the best option for multiple reasons. (1) Safety - the Red option would place a high speed/high-capacity road right next to several newbie hoods in northern McKinney and two public schools (including the new Prosper High School). Having 70 mph traffic in close proximity to children accessing the schools is simply a risk I as a decision maker would not make. (2) Noise Pollution - A high speed/high-capacity road less than 25 feet from the backyards of those residents in Heatherwood and Bloomdale subdivisions would significantly increase the traffic noise in the immediate area. Many of us bought in the area for the tranquility. (3) Decrease in property values and sales interest in the affected area. We purchased our new home in 2016 for \$397,000. Since we considered it to be our final (retirement) home, we made considerable investments in the property including: spending \$3,000 on garage improvements, \$80,000 on swimming pool/outdoor kitchen/decking/arbor, \$6,000 in outdoor lighting and \$12,000 in	<p>Comment noted. Alignment options are still being evaluated and any future improvements will be designed to current design standards to enhance safety. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.</p> <p>The proposed red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road. As currently proposed, the red alignment option B is over 1,350 ft (approximately 0.25 mile) away from the Walnut Grove Cemetery and approximately 100 ft away from the Hunt Cemetery. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p> <p>A traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				landscaping. Total investment was approximately \$498,000. The market value of the home today is approximately \$384,000. That represents a material impact already of \$114,000 or 23%. What is the City of McKinney and TX DOT's plan to keep homeowners' whole? (4) The Red alignment would impact 3 cemeteries and the Mane Gait equestrian therapy center. The Green alignment does not impact either. Finally, I retired from th USAF in 2006 after a 25+ year career. I relocated my family to North Texas to work in the aerospace defense industry. After 10 years in Allen, we downsized buying our home in McKinney as a preparation for retirement. I wholeheartedly believe in Texas values, including property ownership. A decision to place safety at risk, drastically force a way of life (high speed/high-capacity bypass) at the expense of personal liberty and materially impact property values is inconsistent with Texas Values. Especially when improving north/south arterial roads to connect 380 with the proposed ring road is a less intrusive alternative.	been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic 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 would be shared with the community before preparing the final design. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
2685	Larry Richardson	10/10/2018	Survey Question 6 - Other response	I just bought a new home a year ago in new Mckinney neighborhood (Timbercreek) & the main reason I picked the location because it was far away from US Highway 380. I can't believe that Mckinney would even consider doing a bypass, when Hwy 380 should be fixed on 380....since the rest of Hwy 380 from Preston (Rd 289) to almost US35 is going to have 6-7 overpasses. My understanding is that there is already plans for an outer loop & if this bypass goes in, I believe there is less that 6 miles between 3 major roadways.....makes absolutely no sense at all. It's not my fault that residents or business owners built on US Highway 380 and they don't want it expanded, there is always potential of expansion on US Highways. I think if Mckinney & Prosper would build-out there East/West roads north of 380 it would help w/	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				flow. I believe Hwy 380 is only bad right now b/c of the explosion of growth along 380 but once construction move North 5-10 miles 380 will get less traffic, as that is where the outer loop comes into play.	
2686	Lauea Sisson	10/10/2018	Survey Question 6 - Other response	Unique by Nature please. Not concrete.	Comment noted.
2687	Laura	10/8/2018	Survey Question 6 - Other response	Don't expand coit!!!!!!!!!!!!	Comment noted. This study does not proposed any expansion to Coit Road.
2688	Laura Baker	10/14/2018	Survey Question 6 - Other response	Please keep 380 on 380. As homeowners that would be directly affected by a bypass route we want 380 to stay on 380. We specifically purchased a home that is not located on a highway for a reason. A bypass would drastically affect quality of life, noise levels and home values in a negative way. No Bypass!!!	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
2689	Laura Blackburn	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
2690	Laura Bushnell	10/10/2018	Survey Question 6 - Other response	Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow. I SUPPORT Red Alignment-Opt. B	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2691	Laura cortez	10/21/20 18	Survey Question 6 - Other response	I moved to my neighborhood because i wanted to be away from the highway/noise/pollution Even though I wouldn't lose my Home like other residents nearby would i would move. My kids would be able to kick a soccer ball into the highway! Not what ever thought would be built within walking distance from my home	Comment noted.
2692	Laura Glenn	10/10/20 18	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole."	Comment noted.
2693	Laura Heinrichs	10/12/20 18	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380. The GREEN alignment preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
2694	Laura Holland	10/26/20 18	Survey Question 6 - Other response	Leave whats left of the country part of this area alone!	Comment noted.
2695	Laura J Allen	10/10/20 18	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2696	Laura Jeffries	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year. My son is one of the many that ManeGait serves.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
2697	Laura Labunski	10/8/2018	Survey Question 6 - Other response	I am heavily opposed to creating a bypass that goes through Prosper. I support making changes to 380.	Comment noted.
2698	Laura Lee Pirtle	10/9/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
2699	Laura Nevill	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
2700	Laura Noteware	10/10/2018	Survey Question	I feel that the Red alignment Option B offers the best option. There has been much new development along 380 in McKinney and that	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response	would all be destroyed causing economic problems to the city as well as the business owners. I also feel like that would add more traffic to the few through streets in McKinney in that area that are all already very crowded.	
2701	Laura Pruitt	10/8/2018	Survey Question 6 - Other response	380 is not that bad. Make improvements and save us from the already miserable taxes in this area.	Comment noted. TxDOT analyzed roadway options presented using a 2045 travel demand model. This model accounts for projected traffic expected in the DFW region in 2045. It also considers population growth estimates. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.
2702	Laura Sankus	10/16/2018	Survey Question 6 - Other response	Speeds need to be slowed down on existing green alignment. 380 is very dangerous when mixing in 18 wheelers, traffic lights and development.	Comment noted. Alignment options are still being evaluated and any future improvements will be designed to current design standards to enhance safety.
2703	Laura Shortt	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
2704	Laura Sisson	10/22/2018	Survey Question 6 - Other response	Fix 380 on 380. It's already a highway so no surprises for anyone there.	Comment noted.
2705	Laura Slagle	10/10/2018	Survey Question 6 - Other response	Keep the bypass out of Prosper	Comment noted.
2706	Laurel Cauble	10/12/2018	Survey Question 6 - Other response	I don't understand why a bypass needs to be built that is going to destroy our beautiful communities and countryside as well as the ManeGait charity organisation that helps many people in need. Where will it go? Why would you be ok with destroying that? Why can't the outer loop building just start being built sooner because it is so close to the other roads being	<p>Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p> <p>Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				proposed near our house? Seems like no one looking at how close these would be? I also don't think it's right that McKinney thinks it's ok to push off their problems somewhere else by not building the road better where it is already at. McKinney is acting like a big bully trying to convince other people to take away someone else's land and money that isn't their city or community. They don't have a right to do that just because they didn't do or plan proper, it's not other people's fault. Don't let them get away with being a bully and not being responsible.	
2707	Lauren	10/18/2018	Survey Question 6 - Other response	ManeGait is a great organization and e should do everything we can to make sure that the overpass does not interfere with the amazing work done by this organization.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
2708	Lauren Aguilar	10/13/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
2709	Lauren Argomaniz	10/12/2018	Survey Question 1 - Other response	Bypass north of the current 380	Comment noted.
2710	Lauren Argomaniz	10/12/2018	Survey Question 6 - Other response	The green alignment would be detrimental to all of the homeowners and subdivisions currently near 380. The increased traffic would affect quality of life and cause safety issues for our families.	Comment noted.
2711	Lauren Blair	10/15/2018	Survey Question	Mane gait is helping those who are struggling with crippling mental illness and this organization is helping people become a better version of	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response	themselves. I think disrupting that would be inconsiderate.	
2712	Lauren Bricker	10/12/2018	Survey Question 6 - Other response	Please preserve ManeGait. The beauty of the surrounding area is so important to keep- as so little of it is left. But more than the beauty of the land- they provide such a beneficial program for so many children and adults with disabilities. We need their program for our autistic son- if you ever go and watch their program in action- you just can't take that away.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
2713	Lauren Burden	10/8/2018	Survey Question 6 - Other response	Please do not build into Prosper	Comment noted.
2714	Lauren Burnside	10/8/2018	Survey Question 6 - Other response	We do not want a bypass. Fix 380 on 380 and build a good outer loop and arterial roads to ease traffic congestion. McKinney need to provide more east-west road options north of 380, there are no other options right now. A bypass would be the most expensive bandaid project, build the roads we have needed for years and not a bypass that would ruin tons of homes and properties. Thank you.	<p>Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options.</p> <p>As proposed, the green alignment along the existing US 380 is expected to cost more than the proposed red alignment. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p> <p>Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.</p>
2715	Lauren Byrd	10/14/2018	Survey Question 6 - Other response	We prefer that no homes and homeowners are forced out of their land for any of these options	Comment noted. There is not a way to construct an east-west freeway in this area and reduce regional traffic delay without impacting or displacing homes.
2716	Lauren Colaruotolo	10/8/2018	Survey Question 6 - Other response	Keep 380 on 380 please	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2717	Lauren Everett	10/14/2018	Survey Question 6 - Other response	I prefer to keep 380 on 380 as it stands today. All of the other options do not make sense.	Comment noted.
2718	Lauren Hayes	10/17/18	Comment Form	<p>October 17, 2018</p> <p>TxDOT Dallas District Office Attention: Stephen Endres, P.E., [REDACTED] [REDACTED] [REDACTED] [REDACTED]</p> <p>Mr. Endres,</p> <p>My name is Lauren Hayes, and my husband, daughter, and I live in Whitley Place at the corner of Prosper Trail and Custer Road in Prosper, Texas. When we were looking to build our home five years ago, we selected Whitley Place and Prosper for the idyllic atmosphere and comfortable neighborhood. Whitley Place is quiet, family friendly, and enjoys a sense of community where children and adults alike are outside regularly. We knew it was a distinct possibility that Prosper Trail and Custer Road would both be widened to 4 or 6 lane roads, so we chose our homesite accordingly. We planned ahead for the future. Now, we are being faced with a bypass of 380 being positioned in our backyard - right down Prosper Trail/Bloomdale and Custer. We, along with most of our neighbors, would never have purchased our homes here if this had been a future option. Please, vote no to the bypass, especially as it relates to Prosper Trail/Bloomdale and Custer.</p> <p>By running the bypass down Prosper Trail, east Prosper will be changed negatively forever. Gone will be the days of our quite neighborhood as the increase traffic will make the noise unbearable. Additionally, the bypass would negate our idyllic, family-oriented area. I worry</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>about the impact to the children of the community with the proposed bypass. The bypass would go right by the proposed Prosper high school on Prosper Trail, and the overflow traffic (heading towards Preston or Tollway) would run right by Cockrell Elementary in Whitley Place at Prosper Trail and Escalante. The increased traffic would negatively impact both schools. I cannot imagine my small child playing on Cockrell's playground with the bypass overflow traffic rushing by her. Additionally, the proposed right of way passes directly through Mane Gait, a therapeutic horsemanship non-profit that helps hundreds of children and persons with disabilities a year. I have personally known children that have gone there, and I have seen the help they have received. You cannot take this away from our community.</p> <p>East Prosper is an affluent area with homes starting around \$500,000 and minimal business activity. This bypass would dramatically reduce the value of our homes, a fact about which my husband, neighbors, and I are not comfortable. Also, a major route would create opportunities for more business to move into the area. When we purchased our home, we specifically looked for an area with higher home values, limited traffic, and minimal businesses. The cities that did not plan for growth (such as McKinney) should not harm the communities that (like Prosper) did plan.</p> <p>I propose planning for the future - just as my husband and I did when we selected Prosper and Whitley Place and just as Prosper did when it laid out its town. The bypass is nothing more than a short-term fix for a long-term problem. Collin County is expected to double in size in the next 20 years. A bypass will not alleviate 380 for long. The capital expenditure and hard-earned tax payer dollars required to build the bypass will</p>	

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>be wasted in a few short years, and a long-term solution will be required. I believe there are two options: fix 380 on 380 or build a 380-type alternative farther north. By building a bypass that does not solve the problem and only minimizes the real issue for a few years is not a good use of financial resources.</p> <p>Please, do not allow other cities with poor planning to become the problem of Prosper - and specifically Whitley Place. As my mother (a school teacher) always says, "A failure to plan on your part does not constitute an emergency on mine." The "school children" in other cities should not be allowed to impart their problems on the responsible planners in other areas. Vote no to the 380 bypass and stand up for responsible city planning!</p> <p>Sincerely,</p> <p>Lauren Hayes</p>	
2719	Lauren Hayes	10/5/2018	Survey Question 6 - Other response	<p>My name is Lauren Hayes, and my husband, daughter, and I live in Whitley Place at the corner of Prosper Trail and Custer Road. When we were looking to build our home five years ago, we selected Whitley Place and Prosper for the idyllic atmosphere and comfortable neighborhood. Whitley Place is quiet, family friendly, and enjoys a sense of community where children and adults alike are outside regularly. We knew it was a distinct possibility that Prosper Trail and Custer Road would both be widened to 4 or 6 lane roads, so we chose our homesite accordingly. We planned ahead for the future. Now, we are being faced with a bypass of 380 being positioned in our backyard – right down Prosper Trail/Bloomdale and Custer. We, along with most of our neighbors, would never have purchased our homes here if this had been a future option. Please, vote no to the bypass, especially as it relates to Prosper</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.</p> <p>As currently proposed, the red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>Trail/Bloomdale and Custer. By running the bypass down Prosper Trail, east Prosper will be changed negatively forever. Gone will be the days of our quite neighborhood as the increase traffic will make the noise unbearable. Additionally, the bypass would negate our idyllic, family oriented area. I worry about the impact to the children of the community with the proposed bypass. The bypass would go right by the proposed Prosper high school on Prosper Trail, and the overflow traffic (heading towards Preston or Tollway) would run right by Cockrell Elementary in Whitley Place at Prosper Trail and Escalante. The increased traffic would negatively impact both schools. I cannot imagine my small child playing on Cockrell's playground with the bypass overflow traffic rushing by her. East Prosper is an affluent area with homes starting around \$500,000 and minimal business activity. This bypass would dramatically reduce the value of our homes, a fact about which my husband, neighbors, and I are not comfortable. Also, a major route would create opportunities for more business to move into the area. When we purchased our home, we specifically looked for an area with higher home values, limited traffic, and minimal businesses. The cities that did not plan for growth (such as McKinney) should not harm the communities that (like Prosper) did plan. I propose planning for the future – just as my husband and I did when we selected Prosper and Whitley Place and just as Prosper did when it laid out its town. The bypass is nothing more than a short-term fix for a long-term problem. Collin County is expected to double in size in the next 20 years. A bypass will not alleviate 380 for long. The capital expenditure and hard earned tax payer dollars required to build the bypass will be wasted in a few short years, and a long-term solution will be required. I believe there are two options: fix 380 on 380 or build a 380-type</p>	<p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>Elevated freeway sections (or double decking) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				alternative farther north. Fixing 380 on 380 could be accomplished by turning 380 into a highway and removing the poorly timed stoplights that impede current traffic patterns tremendously. It could, also, be remedied by adding a second deck (similar to Woodall Rogers or downtown Austin). A deck such as this could be built in stages as needs arise and financing is available. Building a 380-altnerative farther north (such as towards Anna or Melissa) that connects Tollway to 75 would be the ultimate long-term solution as people will continue to move northward. 380 will only become more packed as people take 380 to get to Preston to head north. By providing drivers with this option earlier will help reduce the traffic on 380 and will plan for the next 20 years. As a CPA, I firmly believe in a well-thought out use of money. By building a bypass that does not solve the problem and only minimizes the real issue for a few years is not a good use of financial resources. Please, do not allow other cities with poor planning to become the problem of Prosper – and specifically Whitley Place. As my mother (a school teacher) always says, “A failure to plan on your part does not constitute an emergency on mine.” The “school children” in other cities should not be allowed to impart their problems on the responsible planners in other areas. Vote no to the 380 bypass and stand up for responsible city planning!	
2720	Lauren Helbling	10/12/2018	Survey Question 6 - Other response	Don't destroy ManeGait!!!!	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
2721	Lauren Horvath	10/26/2018	Survey Question 6 - Other response	I'm 72 years old and live with my daughter. We moved to Robinson Ridge because it was away of busy streets. I lived in Plano for over 30 years, right on a busy corner. I would never live near a highway. Please do not make my backyard into one. We already have a highway	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				(380). Keep 380 on 380. There is no need to spend the money on a new road. Invest the money on the current highway.	
2722	Lauren Memory	10/18/2018	Survey Question 6 - Other response	Keep 380 on 380!	Comment noted.
2723	Lauren Reeves	10/15/2018	Survey Question 6 - Other response	I support the GREEN alignment for Hwy 380 as the optimal and most efficient path for east/west traffic flow through McKinney and Prosper. A bypass is not necessary and would negatively impact the area in many ways. I am especially concerned about one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been (and continues to be) a beacon of hope for so many families (including ours) over the past 11 years. It provides life-changing therapy for hundreds of children and adults with disabilities as well as provides enriching volunteer opportunities for over 2,000 North Texas each year. Thank you for time and consideration. I trust you will make the best decision for all involved.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
2724	Lauren Williams	10/19/2018	Survey Question 6 - Other response	Our family owns the land at the corner of Cr 406. This would not be suited as a improvement. As 380 would.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
2725	Laurence G Salisbury	10/23/18	Comment Form	Keep 380 on 380! No bypass through Prosper, Texas.	Comment noted.
2726	Laurence G Salisbury SR.	10/14/2018	Survey Question 6 - Other response	Keep 380 on 380. NO bypass.	Comment noted.
2727	Laurie Benzick	10/5/2018	Survey Question 6 - Other response	380 should be left on 380. People bought homes away from a major highway purposefully. It's not right to bring a freeway into their back yards.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2728	Laurie Dean	10/12/2018	Survey Question 6 - Other response	Mane Gait is one of McKinneys largest nonprofit organization and benefits many special needs families and former military!	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
2729	Laurie Dobbs	10/15/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
2730	Laurie Kohl	10/11/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole.	Comment noted.
2731	Laurie McGuire	10/22/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
2732	Laurie Taylor	10/9/2018	Survey Question 6 - Other response	Something must be done to further remediate the excessive traffic noise on 380 regardless of which alignment option is chosen. It's ridiculous now, more traffic will only make it worse.	Comment noted. A traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
					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 would be shared with the community before preparing the final design.
2733	Laurie Taylor	10/10/2018	Survey Question 6 - Other response	I support the red alignment option B because it offers the least disruptive to already-existing residential and commercial developments in the city of McKinney. Widening US 380 would destroy many of the businesses along 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, red option B, will also encourage economic growth in our northern corridor. I strongly oppose red option A which I feel would have the most negative impact on McKinney as a whole.	Comment noted.
2734	Laurie Taylor	10/10/2018	Survey Question 6 - Other response	Something MUST be done to remediate traffic noise on 380 regardless of what decision is made as a result of this study. In the 3-1/2 years we have lived in our home, traffic on 380 has increased dramatically and with it the noise. Cars and motorcycles race up and down that road at all hours of the day and night like they think it's Texas Motor Speedway. Revving their engines and far surpassing the speed limit. They cause wrecks which then result in increased EMT traffic (more noise), and traffic jams. It's a ridiculous mess that makes us want to sell our house and move out of McKinney!	Comment noted. A traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic 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 would be shared with the community before preparing the final design.
2735	Laurnyn Townsend	10/26/2018	Survey Question 6 - Other response	KEEP 380 ON 380!!!!!!!	Comment noted.
2736	Lawrence Keller	10/12/2018	Survey Question 6 - Other response	With our growing population and the growth of development, it will increase traffic, decrease the value of our homes, and increase our taxes.	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
					cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
2737	Lawrence Lee	10/13/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
2738	Lea	10/10/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
2739	Lea Jones	10/9/2018	Survey Question 6 - Other response	I would prefer to expand 380, even build a tollway rather than put the tax payers homes, businesses and risk. 121 was a two way road prior to 2007, and it is now an even flow of commuters with room for future expansion. Learn from 121! Service roads with a tollway for the long commuters.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com. Tolling is not being considered as an option for funding.
2740	Leah Cox	10/10/2018	Survey Question 1 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2741	Leah Cox	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
2742	Leah Griffin	10/30/18	Comment Form	Negative impacts "A" & "B": 1) ROW requirements will require the relocation of families & impose significant impacts on adjoining residential properties. Greater wt should be given to these neg impacts placed on families when compared to commercial properties. 2) Higher safety risks than the green option. The road design will likely require drivers to slow down to negotiate the curves. 3) It increases traffic in Town of Prosper on 1st Street, Prosper Trail & Frontier Pkwy. 4) It does not relieve traffic on arterials in McKinney south of existing US Highway 380. 5) It does not comply with the stated values & comprehensive long term plans for either Town of Prosper or City of McKinney's 2040 plan. 6) Both will significantly negatively impact, yet to be built schools & already designated & city approved residential developments. 7) Commercial development will inevitably develop along this new corridor which will negatively impact home values & designated green space. 8) Negatively impact One McKinney Place for trails & open space. Conflicts with Town of Prosper's Comprehensive Plan. 9) Runoff from proposed development in N. Collin County may substitute increase the flood zone area in future years.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted</p> <p>TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable.</p> <p>As currently proposed, the red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road</p>
2743	Leah Justice	10/25/2018	Survey Question 6 - Other response	fix 380 on 380	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2744	Leah Justice	10/30/18	Commen t Form	<ul style="list-style-type: none"> - I support fixing 380 on 380. - I oppose bypass on 380. 	Comment noted.
2745	Leah M Griffin	10/21/20 18	Survey Question 6 - Other response	<p>380 is the major East/West through fare for Collin County and the businesses and residents that purchased and developed along that road did so knowing it was the major highway. They knowingly accepted the benefits such as convenience and foot traffic and lower cost. That was part of their purchase decision and I'm sure the purchase price for the property reflected this. Those of us who purchased property 2 miles north of 380 should NOT be burdened after the fact. Our property purchase decision did not assume those risks. I mean why would they? Why in anybody's wildest dreams would they think that they should consider the risk of a 6 plus lane freeway deing built just 2 miles north of TX State Highway 380. It goes against any logic. It goes against TEXDot's own prescribed "best practices" for highway spacing and optimal traffic use and flow. Furthermore, a freeway going through the City of McKinney's designated green space area and Erwin Park goes against the City's own 2040 Plan. We as new home owners should not be forced to take on the economic and quality of life burdens associated with living in close proximity to a State Freeway due to poor planning. We did not plan poorly. In fact, we planned to live away from the noise , congestion, pollution, bright lights, traffic and much more. We planned to live with arterial roads, some even probably eventually being like Ridge Road. But, there was no reason to think that a 6 lane, 70 mph State Freeway would be pushed upon us as part of the equation. Believe me there are plenty of other places we would have chosen. The City of McKinney is being short sighted and is going against everything they purport this City to be in all the bright shiny, smiley brochures. This 380 ByPass plan goes against the values the City boasts about in</p>	<p>Comment noted. The location of Erwin Park was taken into consideration when draft alignments were developed. None of the proposed alignments directly impact Erwin Park. The proposed red alignment option is adjacent to the southern property line but does not cross into the park. Any future improvement projects would include assessment of the potential impact on the human and natural environments. TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				Money Magazine's list of Best Places to Live in America. A 380 ByPass State Freeway will give McKinney, Texas' #1 Best Place To Live, Unique By Nature has a whole new meaning. The City Of Preston is against the 380 ByPass options and as such will not support any development that would dovetail into a McKinney 380 ByPass option. If a 380 ByPass is built it will not move traffic as hoped and will cost tax payers and the state millions of dollars. It will be inefficient, costly and a scar through the City of McKinney's most beautiful county. It is not an option. The 380 ByPass is poorly conceived and I think we deserve better. I support the Green Option. Keep 380 on 380. Make this road safe and use all means technical to uplift this TX State highway. In the meanwhile I strongly suggest fast tracking the development of The Outer Loop. Please, let's get ahead of this congestion issue and make that a priority so this horrible situation of always being behind the eight ball does not happen again and again to other folks.	
2746	Leah Young	10/8/2018	Survey Question 6 - Other response	Please don't make Prosper congestion worse.	Comment noted.
2747	LeAnn Smith	10/26/2018	Survey Question 6 - Other response	Keep 380 on 380. Keep mckinney unique by Nature NOT by concrete!	Comment noted.
2748	Leda Ledo	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
2749	Lee Crowder	10/12/2018	Survey Question	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response	Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year."	TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
2750	Lee-Anne Marshall	10/13/2018	Survey Question 6 - Other response	Keep 380 on 380.	Comment noted.
2751	Leigh Ann Scheibe	10/22/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
2752	Leigh Hays	10/10/2018	Survey Question 6 - Other response	This should have been an Interstate (built many years ago instead of waiting until all the growth is happening). There are too many lights on 380 and it is a mess. However, since I am in Stonebridge Ranch the Red Alignment Option B is the least invasive to Stonebridge Ranch neighborhood. Moving here from Amarillo, I was just used to I-40 and I-27 running in the city, but adding something like that now would take years. Just make sure all traffic lights are synchronized to have less congestion. Good luck!	Comment noted. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.
2753	Leigh Taylor	10/11/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the city of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. I strongly oppose Red Option A which I feel would have the most negative impact on McKinney as a whole & uses significantly more citizen tax dollars. Red option B is the most logical & most economical.	
2754	LeighAnn Wood	10/10/2018	Survey Question 6 - Other response	I SUPPORT RED ALIGNMENT OPTION B- it offers least amount of disruption to already existing homes and businesses. Widening 380 would destroy multiple businesses and be cost prohibitive.	Comment noted.
2755	Leilani Grace	10/8/2018	Survey Question 6 - Other response	Re-routing 380 across Custer road (near 1st street) and reconnecting with 380 west of Custer but east of Coit will increase traffic on Prosper roads for commuters looking to access 380 and it would have an impact on property values and bring high density developments along the rerouted section HWY 380.	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
2756	Leilani Warrick	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
2757	Lena Milstead	10/24/2018	Survey Question 6 - Other response	I feel it is important for the citizens of Collin County to have two east-west routes instead of one. As the Collin County population increases, this is critical to the movement of traffic.	Comment noted.
2758	Lena Smith	10/13/2018	Survey Question	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response	Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year."	TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
2759	Leona L. Eimandoust	10/13/2018	Survey Question 6 - Other response	Please help keep 380 where it is & has been for so many years. Please also spare our & nearby communities from any unnecessary intrusions while keeping 380 on its designated course.	Comment noted.
2760	Lesley	10/13/2018	Survey Question 6 - Other response	Go farther north of Prosper to connect the Tollway and 75. Frontier Rd /Lake Forest is an obvious alternative	Comment noted. Traffic analysis concluded an alignment at Frontier Pkwy or further north did not significantly reduce congestion on US 380.
2761	Lesli Istre	10/13/2018	Survey Question 6 - Other response	Everyone I speak with prefers the green alignment. I would hate to see Mane Gait disappear with the bypass coming into Prosper at Custer. It is a therapeutic horse farm that is centrally located to the disabled people it helps with its services. Think of all the good it does with this group. Check out their sight or talk to the owners the Darlings and find out all they do.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
2762	Lesli Laughter	10/13/2018	Survey Question 6 - Other response	Do not put a bypass near expensive homes or businesses, such as Mane Gait.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
2763	Leslie Allcorn	10/14/2018	Survey Question 6 - Other response	I support Red Alignment- Option B because it offers the least disruption to already existing residential and commercial developments in McKinney. Widening US 380 would destroy many of the businesses along 380 which would negatively affect the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass (Red Option B) will also encourage economic growth in our northern corridor. I strongly oppose Red	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				Option A which would have the most negative impact on the city of McKinney as a whole.	
2764	Leslie Coleman	10/8/2018	Survey Question 1 - Other response	Stay on 380, do not build in Prosper	Comment noted.
2765	Leslie Coleman	10/8/2018	Survey Question 6 - Other response	Please do not put in Prosper!	Comment noted.
2766	Leslie Duke	10/14/2018	Survey Question 6 - Other response	What about options through the southern part of Princeton and around Lucas?	Comment noted. TxDOT studied a new location freeway south of US 380 near Princeton. The traffic volumes were too low to sufficiently alleviate congestion on the existing US 380. Therefore TxDOT did not include this alignment as one to be studied further.
2767	Leslie James	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
2768	Leslie King	10/12/2018	Survey Question 6 - Other response	Please don't tear down Main Gait. I've volunteered with them and they are such an amazing organization.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
2769	leslie lindsey	10/27/2018	Survey Question 6 - Other response	Please don't disrupt lives, businesses and homes.	Comment noted.
2770	Leslie Reeves	10/10/2018	Survey Question 1 - Other response	Red Alignment B	Comment noted.
2771	Leslie Reeves	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	
2772	Leslie Tillisch	10/16/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
2773	Leslie White	10/14/2018	Survey Question 6 - Other response	Far East Collin County needs no changes to Hwy 380. It is perfectly fine the way it is and stealing (imminent domain IS theft no matter what) homes and land from people is not okay.	Comment noted. All right of way acquisitions would be performed according to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. When acquiring right of way, TxDOT compensation is determined based on an independent appraiser and fair market value.
2774	Letha A Pilgrim-Castro	10/20/2018	Survey Question 6 - Other response	The Green Alignment allows for the least amount of change for citizens and businesses. Please consider this first!!	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
2775	LeTia Laskey	10/11/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2776	Levi Fernandez	10/9/2018	Survey Question 6 - Other response	I do not want to grow up with a highway under construction and completed within 250 ft of my family home where I live, play and go to my neighborhood school. Fix 380 on 380. Thank you!	Comment noted.
2777	Lexi Leffingwell	10/26/2018	Survey Question 6 - Other response	Please just stop the road construction, for once just let us drive!	Comment noted. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.
2778	Liam Blake	10/24/2018	Survey Question 6 - Other response	Please fix 380 on 380.	Comment noted.
2779	Liam Carr	10/14/2018	Survey Question 4 - Other response	W	Comment noted.
2780	Libby Lynn white	10/11/2018	Survey Question 6 - Other response	Keep 380 on 380!! I live in prosper near Custer and am very opposed to a by pass here!!	Comment noted.
2781	Lila Jimerson	10/13/2018	Survey Question 6 - Other response	Keep 380 on 380 Representatives of the Whitley Place neighborhood have lobbied for almost a year that TxDOT's Green Option for improvements to US Highway 380 main lanes adjacent to the neighborhoods of Tucker Hill and Stonebridge Ranch in McKinney should be depressed with cantilevered service roads in order to reduce the impacts of noise and provide safety to these existing residential neighborhoods along existing US Highway 380. McKinney developers, home builders and home buyers chose to locate along a US Highway that has been a US Highway for over 70 years. It pleases us to see that the final proposal and financial analysis for keeping 380 on 380 includes those mitigation suggestions. TxDOT's proposed Red By-Pass 3B crosses through low to medium density housing per the Prosper Comprehensive Land Use Plan of 2016. Unless it is the intent of TxDOT to dictate future land use to a sovereign municipal entity,	<p>Comment noted. Depressing the mainlanes is not a viable option in all locations. In addition, cantilevering the frontage roads does not significantly reduce the amount of right of way needed, nor does it contribute to safe entry and exit of a freeway.</p> <p>Please see Drive380.com for more details on proposed alignments.</p>

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				<p>financial analysis of proposed route 3B (recently re-named US Highway 380) must include depressed main lanes (mitigate sound) and cantilevered service roads (to allow safe ingress/egress and limit the footprint of the highway) for the entire pathway through the Town of Prosper. Increased costs to include these modifications should be added to the project cost for the Red By-Pass 3B alignment. Analysis of the "green alignment" continues to include depressing existing US Highway 380 main lanes (now proposed to be renamed Business 380) through the residential neighborhoods of Tucker Hill and Stonebridge Ranch in McKinney. In summary, TxDOT should remove this expensive mitigation along now 380 Business in McKinney from financial analysis of 3B. The projected financial impacts should be redirected to be included in the financial analysis of proposed Red By-Pass 3B to mitigate newly renamed US 380 through future residential neighborhoods in the Town of Prosper. Failure to do so makes the Red By-Pass 3B proposal look "less expensive" and transfers problems caused by poor planning in the past by the City of McKinney to necessitate revising the comprehensive land use plan for Prosper. Costs to revise the entire Prosper Comprehensive Land Use plan needs to be added to the cost analysis for the proposed 3B alignment - since the undesired interruption of the Comprehensive Land Use Plan significantly impacts the long range plans for the entire Town. SUMMARY: Red By-Pass alignment 3B maintains newly renamed Business 380 as it always existed. Proposed "new US Highway 380" through Prosper disrupts Prosper's entire Comprehensive Plan and places a US Highway through a large residential neighborhood. Therefore, no transportation dollars should be used to mitigate the existing alignment of newly designated Business 380. Instead the budget</p>	

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				for the 3B By-Pass should include sound and safety mitigation for the entire route through the the residential properties in Prosper's Land Use Plan. Costs for revising the Town of Prosper's Comprehensive Land Use Plan should also be included.	
2782	Lillian Clark	10/14/2018	Survey Question 6 - Other response	Don't ruin neighborhoods with the belt routes. Keep the roads where they are and widen them!	Comment noted.
2783	Lilly Baldwin	10/9/2018	Survey Question 4 - Other response	Why not continue the loop north of New Hope?! If loop is meant to relieve traffic from 380	Comment noted. The yellow alignment located to the north of New Hope has been eliminated due to impacts to the planned North Texas Municipal Water District's Sister Grove Regional Water Recovery Facility. Additionally, this alignment did not work well with the Spur 399 traffic movements.
2784	Lilly Baldwin	10/9/2018	Survey Question 2 - Other response	Why not build south? Figure it out?! Alternatives neither option is a good permanent solution traffic still ends up on 380	TxDOT studied a new location freeway south of US 380. The traffic volumes were too low to justify construction of a freeway. Therefore TxDOT did not include this alignment as one to be studied further.
2785	Lilly Baldwin	10/9/2018	Survey Question 5 - Other response	Extend from above alternative	Comment noted.
2786	LILY GOLONDZINIER	10/19/2018	Survey Question 6 - Other response	McKinney Planning Department did a disservice when they allowed the Tucker Hill Development to build so close to HWY 380. People who bought property less than a thousand feet off this road are now wanting to push Red Option B unto Prosper residents who did their due diligence researching Prosper's comprehensive plan and knowing that no highways would be coming near their neighborhoods. Keeping 380 on 380 is the most direct, efficient, and cheapest route to go. It will not impact quiet neighborhoods, school districts as it already a business friendly route. Don't make Prosper suffer becuase of Tucker Hill and Mckinney's poor planning. It is not fair.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2787	Lincoln Judd	10/6/2018	Survey Question 6 - Other response	Residents that currently purchased and reside near the existing 380 Hwy were aware of the ramifications of purchasing near a busy Hwy and paid a reduced price for their homes. Proposed alternatives outside of keeping 380 on the 380 negatively effect home values of those who paid a premium for their homes at a distance from the existing 380, as to not have a busy Hwy near their homes. A bypass should not be considered and future expansion of the 380 should be kept on the 380 where these known economic impacts to Home owners were already known at time of purchase and development.	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
2788	Linda	10/26/2018	Survey Question 6 - Other response	It's fine the way it is!-to ruin the area is sad	Comment noted.
2789	Linda B. West	10/11/2018	Survey Question 6 - Other response	NO RED ALIGNMENT!	Comment noted.
2790	Linda Bonner	10/12/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year."	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
2791	Linda C Beene	10/15/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage growth in our northern corridor. I strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole. I have lived in McKinney for nearly 30 years, and feel that widening 380 through the city limits would change the entire character of the city. Many of the businesses and subdivisions along 380 have been there a long time. We would lose so many "mom and pop" businesses!	
2792	Linda Elliott	10/13/2018	Survey Question 6 - Other response	The most efficient route for east-west traffic on US 380 from the North Dallas Tollway to Greenville is a straight line as delineated by the GREEN route. Bypasses will impact homes, parks such as Erwin park, life-changing non-profits such as Manegait and literally bypass existing businesses along US 380. I support the GREEN route.	Comment noted. The location of Erwin Park was taken into consideration when draft alignments were developed. None of the proposed alignments directly impact Erwin Park. The proposed red alignment option is adjacent to the southern property line but does not cross into the park. Any future improvement projects would include assessment of the potential impact on the human and natural environments. TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
2793	Linda Finley	10/14/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
2794	Linda French	10/10/2018	Survey Question	I do not support this option - would disrupt too many new & long time businesses & residents.	Comment noted. Both the green alignment option A and B displace 1 business. Option A

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			3 - Other response		displaces 6 homes, and Option B displaces 2 homes.
2795	Linda French	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years as well as long time established businesses and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
2796	Linda fuller	10/18/2018	Survey Question 6 - Other response	We like our country like setting and that's why we moved here if it changes we'll change to another county other than collin	Comment noted.
2797	Linda Fusco	10/5/2018	Survey Question 6 - Other response	When we moved to Prosper three years ago from McKinney we choose Whitley Place after researching city maps for both future development and roadways. We knew there would someday be an outer loop, (well north) and that 380 would eventually need to be enlarged. We choose our location very carefully. Our area will be drastically changed if the bypass comes across Custer Rd, the commercial development that comes with a freeway would greatly reduce our property value. Prosper planned for 380 growth, McKinney should have done a better job planning. Please, keep 380 where it belongs, on 380	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
2798	Linda Girouard	10/13/2018	Survey Question 6 - Other response	380 should remain on 380. A bypass will NOT help much with traffic and cause more problems than it solves. Keep 380 where it is!!!	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
2799	Linda Gooding	10/11/18	Commen t Form	Upon review of the entire project I recommend construction be set to handle the most areas from Denton county to east side of McKinney where the money can benefit the largest population.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2800	Linda Hefner	10/13/2018	Survey Question 3 - Other response	Prefer RED option B - question 2 Coit to FM 1827	Comment noted.
2801	Linda Hefner	10/13/2018	Survey Question 4 - Other response	Prefer RED option B - question 2 Coit to FM 1827	Comment noted.
2802	Linda Hefner	10/13/2018	Survey Question 5 - Other response	Prefer RED option B - question 2 Coit to FM 1827	Comment noted.
2803	Linda Hefner	10/13/2018	Survey Question 6 - Other response	Prefer RED option B -question 2 Coit to FM 1827. I support RED alignment option B because it offers the least disruption to already existing residential and commercial developments in the city of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
2804	Linda Lack	10/11/2018	Survey Question 6 - Other response	I support the red alignment option B because it offers the least disruption to already existing residential and commercial developments in the city of McKinney. Widening US 380 would destroy many of the business and would effect the tax base. Widening 380 would also destroy homes more than any other option. A regional bypass, red option B will also encourage economic growth. I strongly oppose red option A which I feel would have the most negative impact on McKinney.	Comment noted.
2805	Linda Louise	10/23/2018	Survey Question 3 - Other response	Should be determined by locals in that particular area that are impacted by it.	Comment noted. Public input is one of the many factors that goes into TxDOT's decision-making process in regards to this study.
2806	Linda Louise	10/23/2018	Survey Question 4 - Other response	Should be determined by locals in that area that are impacted it.	Comment noted. Public input is one of the many factors that goes into TxDOT's decision-making process in regards to this study.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2807	Linda Louise	10/23/2018	Survey Question 5 - Other response	Should be determined by locals in that area that are impacted by it.	Comment noted. Public input is one of the many factors that goes into TxDOT's decision-making process in regards to this study.
2808	Linda Louise	10/23/2018	Survey Question 6 - Other response	<p>We are multi-generational native Californians that witnessed what poor highway planning did to the state and that was one of the reasons we chose Texas. I can actually give you the history of how California got into the mess that it did and doing things like the bypass through McKinney into Prosper, or even coming down Custer Rd, which will affect Prosper, is a great example of why the California road system is such a mess today, and highly unsafe. One of the things that impressed us the most about Texas was TxDot and the superior, well thought out road systems. We know a young, but brilliant road engineer on the east coast that came to visit Texas and was thoroughly impressed with how it was done here, the ideal way, saving lives, fuel, and making traffic flow better. Another thing that he mentioned was that the best way to reconstruct a road, although initially more costly, was the way that TxDot improved 75 in Collin County. They basically dug up the road and started fresh. This not only makes the road safer, last longer, but saves a great deal in the long run in every aspect of road maintenance and safety. Part of the consideration of cost should be that the present 380, whether by-passed or not, will need upgrades and need to be maintained. Keeping 380 on 380, although perhaps more expensive initially will save in the long run in many aspects, primarily monetarily, fuel consumption, and lives. The flow is already better at the points between Prosper and Frisco where this has been done. It also gives one a choice to use the local frontage roads, or actually get on the trucking route, whichever one is more comfortable with. This will not only keep the businesses thriving that are on that route, but bring in more customers as well.</p>	<p>Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>When we drive down to Galveston on 45, we purposefully choose the areas in Houston that have this feature when we need to stop. I can spot a driver that has been transplanted recently from California in a second, because of the aggressive driving that is necessary there, just to stay alive on poorly planned roads. Once adapted to the roads, most are amazed at the courtesy and ease displayed here, mostly due to TxDots careful planning. We chose Prosper and Whitley Place because we wanted to finally be free of noise, yet have the ease of getting around safely and efficiently. We also chose it because of ManeGait, not only for their contribution to people in need of treatment, but because of the relaxed pastoral setting it provides. I also have experience with what will happen if either of the bypasses are approved. Back before GPS's were instantaneously suggestive of the quickest routes possible, I had a daily weekday drive from the southern end of the Santa Clara (Silicon) Valley, CA in order to pick up a carpool from the high school my son attended. To make the drive less stressful, and not have to go on 101, a major trucking route, I would take the backroads through farmland in the valley, very similar to what we have here in this part of Collin. It took me a bit longer, but for me the extra time was worth it and the roads were barely known and much less crowded. Any delays I had were tractors on the two lane road, which I actually enjoyed because the scenery was so lovely, as it is here. That all ended suddenly when the traffic reporter for a San Francisco station mentioned a pile up on 101, and in California, that can take hours to clear, mainly because they don't do what TxDot does and build local frontage roads. The traffic report then proceeded to detail my country route, and from that point forward, it was full of traffic. This will happen at least tenfold into Prosper and Celina with ANY bypass, because now you do</p>	

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				not even need the traffic reporter, the GPS tells you the suggested alternative routes, those routes lead directly into Prosper's local roads, which are planned for 6 lanes only for local traffic and pass by hundreds of homes. ALL of the east/west roads are subject to that, bordered by hundreds of homes. This includes the two streets north and south of Whitley Place and other neighborhoods, Prosper Trail and First Street. Prosper has carefully planned this, as they did with 380, and it was public information posted by our builders as we considered the neighborhood. We checked out the roads carefully, KNEW that 380 was a candidate for widening, because of the right of way was apparent, especially around Tucker Hill and chose not to even consider it because of that. We KNEW it was interstate and a trucking route, and we were on it in New Mexico, before we moved here. Please do not let someone else's poor planning destroy the peace and quiet we carefully chose because we had faith in TxDot.	
2809	Linda Louise	10/10/2018	Survey Question 6 - Other response	We are multi-generational native Californians that witnessed what poor highway planning did to the state and that was one of the reasons we chose Texas. I can actually give you the history of how California got into the mess that it did and doing things like the bypass through McKinney into Prosper, or even coming down Custer Rd, which will affect Prosper, is a great example of why the California road system is such a mess today, and highly unsafe. One of the things that impressed us the most about Texas was TxDot and the superior, well thought out road systems. We know a young, but brilliant road engineer on the east coast that came to visit Texas and was thoroughly impressed with how it was done here, the ideal way, saving lives, fuel, and making traffic flow better. I can spot a driver that has been transplanted recently from California in a second, because of the aggressive driving that is necessary there, just to	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				stay alive on poorly planned roads. Once adapted to the roads, most are amazed at the courtesy and ease displayed here, mostly due to TxDots careful planning. We chose Prosper and Whitley Place because we wanted to finally be free of noise, yet have the ease of getting around safely and efficiently. We checked out the roads carefully, KNEW that 380 was a candidate for widening, because of the right of way was apparent, especially around Tucker Hill and chose not to even consider it because of that. We KNEW it was interstate and a trucking route, and we were on it in New Mexico, before we moved here. Please do not let someone else's poor planning destroy the peace and quiet we carefully chose because we had faith in TxDot.	
2810	Linda Louise De Mattei	10/25/18	Email	<p>Dear Mr. Endres,</p> <p>We are multi-generational native Californians that witnessed what poor highway planning did to the state and that was one of the reasons we chose Texas. I can actually give you the history of how California got into the mess that it did and doing things like the bypass through McKinney into Prosper, or even coming down Custer Rd, which will affect Prosper, is a great example of why the California road system is such a mess today, and highly unsafe. One of the things that impressed us the most about Texas was TxDot and the superior, well thought out road systems. We know a young, but brilliant road engineer on the east coast that came to visit Texas and was thoroughly impressed with how it was done here, the ideal way, saving lives, fuel, and making traffic flow better. Another thing that he mentioned was that the best way to reconstruct a road, although initially more costly, was the way that TxDot improved 75 in Collin County. They basically dug up the road and started fresh. This not only makes the road safer, last longer, but saves a great deal in the long run in every aspect of road maintenance and safety.</p>	<p>Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>Part of the consideration of cost should be that the present 380, whether by-passed or not, will need upgrades and need to be maintained. Keeping 380 on 380, although perhaps more expensive initially will save in the long run in many aspects, primarily monetarily, fuel consumption, and lives. The flow is already better at the points between Prosper and Frisco where this has been done. It also gives one a choice to use the local frontage roads, or actually get on the trucking route, whichever one is more comfortable with. This will not only keep the businesses thriving that are on that route, but bring in more customers as well. When we drive down to Galveston on 45, we purposefully choose the areas in Houston that have this feature when we need to stop. I can spot a driver that has been transplanted recently from California in a second, because of the aggressive driving that is necessary there, just to stay alive on poorly planned roads. Once adapted to the roads, most are amazed at the courtesy and ease displayed here, mostly due to TxDots careful planning. We chose Prosper and Whitley Place because we wanted to finally be free of noise, yet have the ease of getting around safely and efficiently. We also chose it because of ManeGait, not only for their contribution to people in need of treatment, but because of the relaxed pastoral setting it provides. I also have experience with what will happen if either of the bypasses are approved. Back before GPS's were instantaneously suggestive of the quickest routes possible, I had a daily weekday drive from the southern end of the Santa Clara (Silicon) Valley, CA in order to pick up a carpool from the high school my son attended. To make the drive less stressful, and not have to go on 101, a major trucking route, I would take the backroads through farmland in the valley, very similar to what we have here in this part of Collin. It took me a bit longer, but for</p>	

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				<p>me the extra time was worth it and the roads were barely known and much less crowded. Any delays I had were tractors on the two lane road, which I actually enjoyed because the scenery was so lovely, as it is here. That all ended suddenly when the traffic reporter for a San Francisco station mentioned a pile up on 101, and in California, that can take hours to clear, mainly because they don't do what TxDot does and build local frontage roads. The traffic report then proceeded to detail my country route, and from that point forward, it was full of traffic. This will happen at least tenfold into Prosper and Celina with ANY bypass, because now you do not even need the traffic reporter, the GPS tells you the suggested alternative routes, those routes lead directly into Prosper's local roads, which are planned for 6 lanes only for local traffic and pass by hundreds of homes. ALL of the east/west roads are subject to that, bordered by hundreds of homes. This includes the two streets north and south of Whitley Place and other neighborhoods, Prosper Trail and First Street. Prosper has carefully planned this, as they did with 380, and it was public information posted by our builders as we considered the neighborhood. We checked out the roads carefully, KNEW that 380 was a candidate for widening, because of the right of way was apparent, especially around Tucker Hill and chose not to even consider it because of that. We KNEW it was interstate and a trucking route, and we were on it in New Mexico, before we moved here. Please do not let someone else's poor planning destroy the peace and quiet we carefully chose because we had faith in TxDot.</p> <p>Sincerely, Linda Louise De Mattei <div style="background-color: black; width: 100px; height: 15px; margin-bottom: 5px;"></div> <div style="background-color: black; width: 140px; height: 15px; margin-bottom: 5px;"></div> <div style="background-color: black; width: 130px; height: 15px;"></div> </p>	

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2811	Linda Messer	10/17/18	Commen t Form	We already have a highway 380. We should keep 380 on 380. Those of us who built our dream homes in our dream neighborhoods could be affected in many ways. A new highway would divide up Prosper neighborhoods & affect both the community, resale, not to mention noise. In addition, I believe most would consider an expansion was coming up soon on 380 due to growth. I doubt anyone working or living on 380 or very close had not considered this. Lastly, as a parent of a child with autism, it breaks my heart to think manegait therapeutic horse center would be affected so many kids and adults benefit from manegait.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property
2812	Linda Messer	10/9/2018	Survey Question 6 - Other response	Please fix 380 on 380. It is obvious when you build close to highway that they will likely expand the highway. It just makes sense as well. I don't see those familiar with the area switching to a bypass when we are familiar with using 380. I don't see a benefit.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
2813	Linda Montgomery	10/9/2018	Survey Question 6 - Other response	Hwy 380 has the space on each side to provide plenty of additional lanes to handle the traffic without disrupting or ruining a neighborhood	Comment noted. Additional right of way will be required and businesses and homes will be impacted and displaced if TxDOT constructs a freeway along the existing US 380.
2814	Linda Munroe	10/18/2018	Survey Question 6 - Other response	Whichever change affects the least amount of homeowners is my choice. Just make HWY 380 more lanes please.	Comment noted.
2815	Linda Neal	10/10/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
2816	Linda Pritchard	10/9/2018	Survey Question 2 - Other response	Too much from North 380 side. No FAIR	Comment noted.

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2817	Linda Pritchard	10/9/2018	Survey Question 6 - Other response	We have owned our house at [REDACTED] for 40 years & the land @ [REDACTED] since 1970	Comment noted.
2818	LINDA SUZANNE TOY	10/14/2018	Survey Question 6 - Other response	KEEP380 TRAFFIC ON 380	Comment noted.
2819	Linda West	10/11/18	Comment Form	no Red Alignment! Thank you!	Comment noted.
2820	Lindsay Maudubach	10/24/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
2821	Lindsay McDowell	10/19/2018	Survey Question 6 - Other response	My family owns property on CR406 and the red line would not be as suited to improvement as would hwy 380.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
2822	Lindsay merkley	10/21/2018	Survey Question 1 - Other response	Keep it like it is	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
2823	Lindsay S	10/10/2018	Survey Question 6 - Other response	Keep 380 on 380. It was done in prosper and Frisco. Build an over pass on 380.	Comment noted. Traffic analysis indicates that providing only overpasses, also known as grade separated intersections, along the existing US 380 would still experience a failing level of service for congestion and delay.
2824	Lindsey	10/12/2018	Survey Question 1 - Other response	Prefer red plan	Comment noted.

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2825	Lindsey Arnold	10/8/2018	Survey Question 1 - Other response	No bypass or expansion on Coit Rd. Future high school and Prosper middle on Coit Rd. Putting kids at danger.	Comment noted. Alignment options are still being evaluated and any future improvements will be designed to current design standards to enhance safety. The proposed red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road
2826	Lindsey Cavener-Sumner	10/09/18	Comment Form	Fix 380 on 380. No Red Alignment B. The bypass alignments ruin neighborhood & destroy the community. Developers can find plenty of places to develop. Commercial businesses can re-locate.	Comment noted.
2827	Lindsey Cavener-Sumner	10/4/2018	Survey Question 6 - Other response	Depress & compress the Green Alignment east of Custer at Walnut Grove, just like at Tucker Hill & Stonebridge.	Comment noted.
2828	Lindsey Hardman	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
2829	Lindsey Memory	10/18/2018	Survey Question 6 - Other response	Keep 380 on 380!	Comment noted.
2830	Lindsey Richards	10/12/2018	Survey Question 6 - Other response	Leave repairs on 380. No additional roads needed.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2831	Lindsey Sena	10/25/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole.	Comment noted.
2832	Lindy	10/6/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
2833	Linsey	10/10/2018	Survey Question 6 - Other response	Keep 380 ON 380!	Comment noted.
2834	Linzee Bearl	10/8/2018	Survey Question 6 - Other response	We live right off Bloomdale. Please don't put the new alignment there. This was supposed to be our forever home...	Comment noted.
2835	Liora Pepkin	10/24/2018	Survey Question 6 - Other response	Please do not force residents that built away from 380 have a new 390 in the or backyard or take away from the beautiful Nate McKinney has to offer. That would be ridiculous. Eventually 380 will need to be fixed anyway...why not do it right the first time?!	<p>Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p>

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2836	Lisa Birdsong	10/9/2018	Survey Question 6 - Other response	Highway 380 was anticipated to grow more than a decade ago. The land is available to widen it and was designed to be widened. A new road, the bypass, should not be added. It is an unnecessary expense and a short-term fix to a long-term problem. Even with the addition of a bypass Highway 380 would most likely have to be widened at some point anyway. The majority of traffic on Highway 380 is from nearby residents of the highway, not made up of people from the bar North, therefore it seems a bypass to the north of 380 would not alleviate the immediate problem. The solution has been known for years, widen 380. And do it now.	<p>Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p>
2837	Lisa Dunnette	10/10/2018	Survey Question 4 - Other response	I	Comment noted.
2838	Lisa Harris	10/9/2018	Survey Question 6 - Other response	Keep 380 on 380 thank you	Comment noted.
2839	Lisa Holman	10/24/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
2840	Lisa Lazar	10/19/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would displace many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also displaces more homes than any other option. A regional bypass, (Red	Comment noted.

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				Option B) will also encourage economic growth in our northern corridor	
2841	Lisa LeBlanc	10/21/2018	Survey Question 6 - Other response	It's obviously the best choice.	Comment noted.
2842	Lisa Mince	10/10/2018	Survey Question 6 - Other response	keep 380 on 380. Don't let Tucker Hill developer and McKinney Planning ineptitude, be stuck to Prosper with plans that reduce our already small tax base.	Comment noted.
2843	Lisa Norton	10/9/2018	Survey Question 6 - Other response	I have been a resident of Mckinney for 21 years. I'm a teacher and I work in the district. I bought a house in Pecan Ridge so my son would be zoned to Mckinney north for high school. I do not want to lose my home equity due to a bypass running right by my neighborhood. Thank you.	Comment noted. TxDOT continues to evaluate options in this area.
2844	Lisa Rodgers	10/13/2018	Survey Question 6 - Other response	Please please please don't have a bypass! Please keep 380 on 380!!	Comment noted.
2845	Lisa Scheffler	10/14/2018	Survey Question 6 - Other response	Please protect Erwin Park	Comment noted. The location of Erwin Park was taken into consideration when draft alignments were developed. None of the proposed alignments directly impact Erwin Park. The proposed red alignment option is adjacent to the southern property line but does not cross into the park. Any future improvement projects would include assessment of the potential impact on the human and natural environments. TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable.
2846	Lisa Smith	10/8/2018	Survey Question 6 - Other response	Please Keep 380 on 380, that truly makes the most sense for all involved.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
2847	Lisa Stewart	10/25/2018	Survey Question 6 - Other response	Why mess with it. 380 already straight shot leave it alone	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area,

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
					US 380 would still experience a failing level of service for congestion and delay.
2848	Lisa Strealy	10/13/2018	Survey Question 3 - Other response	Fix 380 on 380	Comment noted.
2849	Lisa Strealy	10/13/2018	Survey Question 6 - Other response	I support the green alignment for HWY 380, as it is the optimal path for easy-west traffic through the cities of McKinney & Prosper. Bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. It would also impact my property values and the property values of those around me, and we DID NOT choose to buy a home in a neighborhood on 380 or anywhere near a major highway. Green alignment would also preserve one of Mckinney's most prominent nonprofit organizations, Manegait, which has changed the lives of thousands of people, including people that I know and love. Thank you for your consideration!	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
2850	Lisa Wilson	10/24/2018	Survey Question 2 - Other response	Fix 380 on 380	Comment noted.
2851	Lisa Wilson	10/24/2018	Survey Question 6 - Other response	I am in heatherwood community and my life and home would be negatively impacted with an 8 lane highway 2 streets away.	Comment noted.
2852	Lisa Zabasky	10/5/2018	Survey Question 6 - Other response	Please don't make people who did not buy their homes adjacent to a highway, pay for those who did!	Comment noted.
2853	Liz Brence	10/21/2018	Survey Question 1 - Other response	Prefer Red Alignment	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2854	Lizbeth Testa	10/10/2018	Survey Question 1 - Other response	Alternate to offered solution	Comment noted. Alignment options and roadway configurations are still being evaluated.
2855	Lizbeth Testa	10/10/2018	Survey Question 6 - Other response	We love the location we lived in McKinney because is reasonable traffic and all green areas, a big reason and motivation we bought our home here!	Comment noted.
2856	Loch Blake	10/24/2018	Survey Question 6 - Other response	Please fix 380 on 380.	Comment noted.
2857	Logan	10/12/2018	Survey Question 6 - Other response	Keep 380 on 380... Coming thru Prosper will destroy the quality of life, our tax base, and the beauty of the Prosper area. It will destroy our plans for our new school and property values will go down.	<p>Comment noted. As currently proposed, the red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
2858	Logan Geisler	10/16/2018	Survey Question 6 - Other response	380 Bypass is not a desirable option. It would rip apart neighborhood, new schools, and MainGate, multiple employers and truly will not "Fix" the problem on 380. Traffic will still be heavy because of all the new business that is coming on 380. Fixing 380 on 380 "green" is the best option for everyone involved. Please consider the McKinney is Unique by Nature for the simple reason it's not cut in half by a 70 mph highway.	<p>Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p> <p>Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
2859	Lois Hanson	10/11/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it is the least disruptive to existing residences and businesses in McKinney. Widening 380 will cause relatively calm current neighborhood	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				streets to become significantly more trafficked. Red Alignment option B would allow major artery access to neighborhoods now expanding along this proposed alternative.	
2860	Lois Jagers	10/17/18	Commen t Form	<p>October 17, 2018</p> <p>TxDOT Dallas District Office Attention: Stephen Entires, P.E., [REDACTED] [REDACTED] [REDACTED] [REDACTED]</p> <p>Mr. Endres,</p> <p>I have been closely following the 380 Bypass discussion on-line, in the newspapers, and on the television. I request you vote no to the bypass, especially as it relates to Prosper Trail/Bloomdale and Custer.</p> <p>While I do not live in Prosper or McKinney, I am a very well-read, concerned citizen who believes in planning for the future. Prosper has always been a town in the top echelon of communities. It is an affluent area with quite neighborhoods and a great school system. People pay quite a bit in both home prices and taxes to live in this family-oriented community. Prosper has always been forward thinking in its development. They have ensured that development is not allowed to take place too close to 380 as it has always been inevitable that 380 will need to be widened. I am sickened to hear that other cities, such as McKinney, did not have this forethought and allowed developers (such as that of Tucker Hill) to build so close to 380 that room for expansion is not allowable.</p> <p>The proposed bypass options will only be a short-term fix, if that. I do not believe many commuters will drive several miles out of their way to miss a few lights, only to have to head</p>	<p>Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property</p>

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				<p>south again to reconnect to 380. Additionally, with the growing Collin County population, 380 must be addressed at some point. If you do not do it now, you will only have to do it again later. This will result in more tax payer dollars being spent. You should correct the problem the right way in the first place.</p> <p>I cannot imagine the impact this bypass will have on the homeowners in Prosper. Their property values will plummet with a highway right next to them. Their children will no longer be playing in a restful and quite community. Businesses will come in and take over the bedroom community aspect. Additionally, you need to consider the impact to other aspects of the community, as well, not just the homeowners along your proposed right of way. For example, Mane Gait will be destroyed by the bypass as your alignment runs right through their property. This beautiful, serene not-for-profit helps hundreds of people each year.</p> <p>Please, vote to keep 380 on 380. It is inevitable that it will need to be fixed in the future. Do it right the first time and save hassle and money in the long run.</p> <p>Sincerely,</p> <p>Lois Jagers</p>	
2861	Lois Jagers	10/17/2018	Survey Question 6 - Other response	<p>Please, keep 380 on 380! Prosper planned ahead and did not build too closely to 380. People in Prosper have high dollar homes that they specifically purchased knowing that Prosper planned its community properly. People in Whitley Place knew Prosper Trail would become 4 lanes and Custer become 6. However, now that McKinney has failed to plan, you are considering putting a bypass right next to their homes. They would not have purchased had they known you were considering putting a</p>	<p>Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				highway next to their quite community. There are several schools along Prosper Trail that will be impacted, including Cockrell Elementary. The overflow traffic will spill right next to a place where small children are playing every day. Additionally, the proposed right of way cuts right through Mane Gait, a beloved therapeutic non-profit. I cannot imagine what this will do the children and families benefiting from their services. Be smart about destroying northeast Prosper because others failed to plan. Keep 380 on 380!	
2862	Lois powell	10/24/2018	Survey Question 6 - Other response	The city and county have road expansion plans for Bloomdale, Wilmer and an outer loop. Build those and the 380 issue will be solved without having to reconfigure 380. Creates less disruption to land owners .	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
2863	Lol-Be Calderon	10/09/18	Comment Form	I would like to see the impact in property value on homes per each option. I currently own a home located in the 380 & cost area and do not want the value of my home to be negatively impacted due to this project. I don't want a free way next to my home!!!	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
2864	Lol-Be Calderon	10/9/2018	Survey Question 2 - Other response	Build the highway further north where there are no homes currently built.	Comment noted.
2865	Lora Jones	10/04/18	Comment Form	As a Collin County taxpayer I am very upset about the proposed plans to address the congestion on US Highway 380, specifically the Red Alignment B option that was recently proposed which is West of Custer Road & entering into the town limits of Prosper. In the Spring of 2018, public proposals included five options but didn't include any options into Prosper. My husband and I moved from California and did our homework when we moved into Whitley Place in Prosper. I don't	The purpose of the feasibility study is to analyze potential roadway alternatives for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed. The current proposal under consideration for the green alignment between the Tucker Hill and

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>understand how some individuals from the neighboring community of Tucker Hill can use political clout to have a new proposed alignment added at this late date in time in order to avoid having any of the originally proposed alignment put near there housing complex. Shame on the builder and, to a point, the people who purchased the homes for not being more thoughtful to where the homes were built. But now, why does it suddenly become Prosper's problem because of their lack of due diligence. I'm very happy that the Prosper Town Council has filed a resolution adamantly against bringing the 380 bypass into our town. The small but vocal folks in Tucker Hill who keep on wanting to push their problem over to us are deeply selfish, and I'm saddened by this since Texas was supposed to be such a "caring, God fearing, tight community." Is this how caring people treat others not living in the their same housing community? Shame on them and shame on TxDOT for bowing down to political pressures by individuals who would gain the most by pushing their problems onto others. I also want you to be aware that a by-pass cutting into Prosper threatens the Prosper threatens the Prosper ISD-owned land in the historic Rhea's Mill area on Custer Road between E. Prosper and Frontier Parkway. This ill-conceived by-pass not only jeopardizes the nearby historic Walnut Grove Cemetery (the oldest portion of which was established in 1852), but also the Mane Gait Therapeutic Horsemanship Center for children and adults with disabilities. Prosper resident Ben Pruett has put together a proposal which has been provided to TxDOT. It offers the solution of double-decking US Highway 380 as it passes by Tucker Hill on the north side of the highway and Stonebridge Ranch on the south side. The lower portion of the highway would provide access to home and businesses while the upper deck would provide unimpeded traffic flow between</p>	<p>Stonebridge neighborhoods for a depressed/compressed segment with an average right of way of 240 feet wide.</p> <p>Elevated freeway sections (or double decking) were evaluated but will not be further considered for the segment between the Tucker Hill and Stonebridge neighborhoods. The reason for that is that an elevated freeway does not significantly reduce the amount of right of way needed to construct it</p> <p>The red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper ISD property north of Prosper Trail. There is approximately 0.25 mile of separation between the red alignment option B and the Walnut Grove Cemetery.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				McKinney and Denton. This concept avoids destruction of homes and also minimizes the exercise of eminent domain for land necessary for right-of-way along the Tucker Hill and Stonebridge Ranch communities. In my opinion this is the only viable solution.	
2866	Lora Jones	10/4/2018	Survey Question 6 - Other response	I don't understand how Tucker Hill and Stonebridge were able to "demand" a new study that would effectively push things out of their area and into West of Custer. Their poor planning should not penalize Prosper residence. We moved out North to avoid having highways near us. This goes against everything we moved out to Prosper for.	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
2867	Loren Sharkey	10/12/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. I strongly oppose Red Option A which I feel would have the most negative impact on McKinney as a whole.	Comment noted.
2868	Lori	10/8/2018	Survey Question 3 - Other response	Not sure dont know the road	Comment noted. See Drive380.com for more information about the project.
2869	Lori	10/8/2018	Survey Question 1 - Other response	I dont know what u r asking for?	Comment noted.
2870	Lori	10/8/2018	Survey Question 4 - Other response	Not familiar with the area	Comment noted. See Drive380.com for more information about the project.
2871	Lori	10/8/2018	Survey Question 5 - Other response	Not Familiar with the area	Comment noted. See Drive380.com for more information about the project.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2872	Lori Cioletti	10/5/2018	Survey Question 4 - Other response	N	Comment noted.
2873	Lori Cook	10/8/2018	Survey Question 6 - Other response	I think 380 should be fixed on 380	Comment noted.
2874	Lori English	10/4/2018	Survey Question 6 - Other response	<p>Thank you for the consideration of residential areas. I support the growth for McKinney, but not at the cost of residential property, more specifically the values of our homes and the safety of children and their schools. Whatever decision made, the current 380 will always be over-crowded in McKinney; how can it not be with all the new commercial development currently being built? Please consider improvements to the current 380 in McKinney to better handle the current residential traffic and those who are using the retail businesses in the area. A bypass is not going to relieve that traffic. Again, thank you for taking our comments into account and good luck with the decisions to be made!</p>	<p>Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>Alignment options are still being evaluated and any future improvements will be designed to current design standards to enhance safety.</p> <p>Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.</p>
2875	Lori Finch	10/8/2018	Survey Question 6 - Other response	It's common sense to turn the existing highway into a freeway as opposed to redirecting traffic around the highway.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
2876	Lori Kornely	10/10/2018	Survey Question 6 - Other response	NO Bypass between 75 and west of Custer- too busy already	Comment noted.
2877	Lori Lauer	10/11/2018	Survey Question 6 - Other response	It is in the best interest of the citizens, primarily homeowners and commercial business for the bypass Red B option. It would result in fewer casualties to property and quality of life. Not to mention, less expensive.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2878	Lori Leavitt	10/12/2018	Survey Question 6 - Other response	Keep the 380 on the 380 in Prosper! No reason to have a bypass through residential and school areas!!	Comment noted.
2879	LORI PARRISH	10/17/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year."	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
2880	Lori Williamson	10/17/2018	Survey Question 6 - Other response	Please move expeditiously. People are frequently being killed on 380 between FM 1827 and Princeton.	Comment noted. Alignment options are still being evaluated and any future improvements will be designed to current design standards to enhance safety. TxDOT is currently constructing a safety improvement project to add a raised median on US 380 from FM 1827 to CR 985. Construction is anticipated to be complete during the fall of 2019. In addition, TxDOT is currently developing a project to widen US 380 from Airport Road in McKinney to 4th Street in Princeton from 4 lanes to 6 lanes.
2881	Lori Wise	10/4/2018	Survey Question 6 - Other response	Prefer Red Alignment - Option B. We just bought a home in Tucker and we love our neighborhood and do not want to see altered in any way. Red Option B seems to effect residents and businesses the least and the most cost effective.	Comment noted.
2882	Lorri Deems	10/25/18	Email	Dear Mr. Endres, As TxDOT gathers community sentiment through surveys and emails, please include this in the findings: Top Reasons to keep 380 on 380: 1. No one losses their home by 380 staying on	Comment noted. Existing and planned residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>380. No one losses their home by 380 staying on 380. No one losses their home by 380 staying on 380</p> <p>2. To save 12 neighborhoods (11 in McKinney and 1 in Prosper) from isolation by becoming a neighborhood located alongside a bypass as well as being negatively impacted financially through reduced property values created from a bypass. Residents in Tucker Hill and Stonebridge Ranch knowingly purchased along 380 and are now wanting to make this someone else's problem</p> <p>3. An improved 380 coupled with the future outer loop is the ultimate solution and allows the ideal 5 mile spacing between 380 and the outer loop</p> <p>4. Prosper is NOT in support of the B option recently identified. This option will go against the will of the residents and city government who oppose the use of Prosper land which will drastically change the usage of this land and negatively impact existing home values in Whitley Place as well as the loss of future tax dollars from the currently zoned residential land the bypass would cut through</p> <p>5. The B option will destroy the land where Mane Gait is located. This is a charity who has successfully helped a countless number of the area's disabled children, veterans etc.</p> <p>6. There are many McKinney residents in favor of the 380 improvement and do not stand in alignment with Tucker Hill and Stonebridge residents</p> <p>7. Prosper residents have already voted in favor of the 380 improvement and planned accordingly</p> <p>8. Businesses in McKinney located along 380 will ultimately gain consumers with the increased traffic generated from an improved 380. The interim time frame during construction will be inconvenient but that was a known risk of opening along 380. If McKinney officials guaranteed these new businesses that there would be a bypass, they over reached their</p>	<p>Neighborhoods located along a bypass route, should it be selected, would be able to access the new roadway. More detailed access plans will be determined in the schematic design phase of the the project.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>Public input is one of the many factors that goes into TxDOT's decision-making process in regards to this study.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				political boundaries. McKinney cannot have its cake and eat it too Thank you for your time, Lorri Deems [REDACTED] [REDACTED]	
2883	Lorri Deems Mathews	10/10/2018	Survey Question 6 - Other response	The bypass options affect many families and isolate neighborhoods. By improving US 380 no homes or neighborhoods are displaced. Businesses along US 380 have always known that there was a great chance that 380 would need to be improved at some point. In time once 380 is improved, these businesses will have increased customers. Residents in communities along 380 also knew this when they purchased, but sadly are the groups most opposing and wanting it to be someone else's problem. The ultimate solution is to improve US 380 and rely on the outer loop (5 miles from 380 - a distance recommended as ideal) as the long term solution. This scenario makes the most sense and does not divide neighborhoods and punish homeowners who purposely purchased in neighborhoods located north of 380. Sound reasoning should prevail.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
2884	Lorrie Fowler	10/25/2018	Survey Question 6 - Other response	The red lines offer less impact as a whole. The green line would be detrimental to far more businesses and homes. Greenville and Tyler TX have loops or bypasses 380 should as well.	Comment noted.
2885	Lou Phillips	10/14/2018	Survey Question 2 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
2886	Lou Phillips	10/14/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	
2887	Louis J Streit	10/15/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole.	Comment noted.
2888	Louise Bewley	10/10/2018	Survey Question 6 - Other response	Please restore peace to hundreds of families and businesses east of Custer and choose; **RED ALIGNMENT - OPTION B** for Coit Rd to FM 1827 which will NOT disrupt the lives and well being of existing families and businesses. In addition, this sensible option will NOT impact existing schools and businesses that invested in McKinney to help improve the community, not be thrown into chaos by this option. Thank you for your careful consideration in this critical matter.!!	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
2889	LOUISE DALEY	10/21/2018	Survey Question 6 - Other response	Northern McKinney has unique topography that should be preserved. The rolling hills and wetlands provide the opportunity for McKinney to build amazing residential areas with walking paths that incorporate the wetlands. That makes us unique by nature. Keeping 380 on 380 brings incremental changes but building a new freeway in northern McKinney will bring transformative negative change.	Comment noted.
2890	Louise Stokes	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	
2891	Lucas Hagen	10/12/2018	Survey Question 6 - Other response	Fix 380 on 380.	Comment noted.
2892	Lucas Key	10/9/2018	Survey Question 6 - Other response	The green alignment makes the most sense to improve traffic through Collin County	Comment noted.
2893	Lucy Towle	10/8/2018	Survey Question 6 - Other response	Expand 380 please	Comment noted.
2894	Luis F Ortega	10/22/2018	Survey Question 6 - Other response	Keep 380 on 380 !!	Comment noted.
2895	Luis Olmeda	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
2896	Luis Solis	10/15/2018	Survey Question 6 - Other response	Do what needs to be done to alleviate traffic and accidents.	Comment noted.
2897	Luke Andrews	10/19/2018	Survey Question 3 - Other response	both options A and B, now is the time before more expansion occurs.. perhaps even a third longer extension (toward Princeton) would be good too.	Comment noted.
2898	Luke Andrews	10/19/2018	Survey Question 6 - Other response	All bypass alignments are best for future expansion, engage your commuters for support.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2899	Luke James	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
2900	Luke Johnson	10/12/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
2901	Luke Thielmier	10/22/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>

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				enriching volunteer opportunities for over 2,000 North Texans each year.	
2902	Lydia La Fratta	10/8/2018	Survey Question 6 - Other response	Please fix 380 on 380! We intentionally bought our house away from a major highway. Furthermore, bypass options don't do enough to address safety concerns on University Drive.	Comment noted.
2903	Lynae Ellison	10/8/2018	Survey Question 6 - Other response	Please expand current 380 to a proper highway in McKinney 75 to Coit, no bypasses.	Comment noted.
2904	Lynda Douglas	10/11/18	Comment Form	We own Hilltop Storage, Hilltop Plaza. This would wipe out all 200 of our new self-storage units that were built 2 years ago, our office, and Hilltop Plaza our strip center, completely. Totally Devastated. I have put my life's savings into this business along with Blood, Sweat, and Tears. This proposal would also totally eliminate other real estate we own, billboards, and our car lot. This would also wipe out the small business community we have created on our corner property, tragically causing good people to lose jobs.	Comment noted.
2905	Lynda Landers	10/13/2018	Survey Question 6 - Other response	Green alignment with no bypass preserves our community and community needs like Mane Gait that support so many needy children and adults with disabilities.	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
2906	Lynda Tombrella	10/9/2018	Survey Question 1 - Other response	Stay out of Prosper	Comment noted.
2907	Lynda Tombrella	10/9/2018	Survey Question 6 - Other response	Just because McKinney residents whine and complain does not mean you should build in Prosper. McKinney is a bigger city and can handle a bypass better than the small town of Prosper. Stay out of Prosper.	Comment noted.
2908	Lyndon Hughey	10/15/2018	Survey Question 6 - Other response	Stay out of prosper. The city is too small and will disrupt too much. Expand 380	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2909	Lyndsay McFarland	10/6/2018	Survey Question 6 - Other response	Please do not punish the residents of Prosper who did NOT chose to live directly on 380! Fix 380 on 380 and do not ruin the natural land and habitats of many homeowners like myself. My very high property value will plummet if we have a bypass highway in our backyard. When I moved from Frisco to Prosper I never knew that I would need to be worrying about the value of my home decreasing because of the decisions of other neighborhoods who have been given more power. Prosper needs every bit of the land we have to thrive and develop, not be turned into a highway! Please do the right thing and keep 380 ON 380!	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
2910	Lyndsey Cecka-Smith	10/18/2018	Survey Question 6 - Other response	we live in willow wood. Our neighborhood is miles away from McKinney and the 380 congestion areas. I feel that it's not my responsibility to sacrifice my house value, noise levels, and pollution levels because of others choices. Their house value would stay normal but i'm expecting to loose 8-10% in house value if you put the RED route thru my neighborhood. Unacceptable to sacrifice us for their mistakes.	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
2911	Lynette Terrell	10/4/2018	Survey Question 6 - Other response	Prefer green alignment. If you choose green please consider compressing & depressing between Custer & 856 just like our neighborbors Tucker Hill & Stonebridge	Comment noted.
2912	Lynette Terrell	NA	Commen t Form	<p>Please see attached comments</p> <p>To TXDOT:</p> <p>First off, know that I am FOR FIXING 380 ON 380! I am AGAINST ANY BYPASS.</p> <p>Constructing either Red A or Red B bypass creates islands in the Northwest sector of McKinney. With the bypass inserted between the Outer Loop and the current 380, the land and developments become isolated strips. In listening to TXDOT I feel this is something you try to avoid.</p>	<p>Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>380 ALREADY HAS A FOOTPRINT. Expanding it is far less permanently disruptive than creating a new, unwanted, bypass that goes through or EXTREMELY NEAR established neighborhoods. It is shocking that a bypass would be considered that literally runs within feet SO MANY neighborhoods.</p> <p>Many of us purchased our property many years ago. We always knew 380 would be expended, but never in our wildest dreams could have imagined an 8-10 LAR destroying everything we have worked for, which is a peaceful home and quality of life. I have lived in Walnut Grove for over 40 years. The RED B bypass, as it crosses Custer Road, destroys ManeGait, therapeutic horsemanship center, and highly affects several families, mine included, in the northern portion of Walnut Grove, a community that has been established for over 45 years. Not only the 8-10 lane highway, but also the ensuing commercial and retail property would totally change the character of Walnut Grove.</p> <p>You say that 380 would become an arterial if a bypass were chosen. However, I don't think you can compare it to a Virginia Street, or an Eldorado. These arterials do not continue east of McKinney. 380 continues to Princeton and Farmersville and BEYOND. Drivers will continue to use 380 as a highway because it is and will continue to be a straight shot to the east. Also, the huge increase in commercial and retail that is planned for the current 380 corridor invites traffic to remain on 380. Some of this commercial and retail is already completed (Costco, etc.) and many other are soon to be constructed.</p> <p>Please listen to the strong wishes of the people, the stakeholder, who are directly affected by either of the Red bypasses. I believe your</p>	<p>not anticipated that it would also need to be improved into a freeway.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>surveys will continue to show, as before, that the majority of people want 380 to remain in its current footprint.</p> <p>Thank you for giving us an opportunity to have stakeholder input for such a monumental and life changing decision!</p> <p>Lynette Terrell</p> <p>██████████</p> <p>I</p> <p>████████████████████</p>	
2913	Lynette Williams	10/12/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year."	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
2914	Lynn Blair Voigt	10/9/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
2915	Lynn Cooper	10/21/2018	Survey Question 6 - Other response	Keep 380 on 380. Nothing positive will come from a bypass. 380 will still need attention. A bypass will affect me personally by taking out acreage. I did not sign up for this 19 years ago.	<p>Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
					construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.
2916	Lynn Lowrance	10/24/2018	Survey Question 1 - Other response	By pass / over pass	Comment noted.
2917	Lynn Lowrance	10/24/2018	Survey Question 6 - Other response	Get 'er done!!!	Comment noted.
2918	Lynn Voigt	10/10/2018	Survey Question 3 - Other response	Red line option B	Comment noted.
2919	Lynn Windle	10/22/2018	Survey Question 6 - Other response	380 built through my backyard will reduce my property value! Elevate or dig a tunnel, but don't build another route!	<p>Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>Elevated freeway sections were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Depressing the roadway is being considered in some sections in order to limit right of way acquisition, but it is not feasible throughout the entire corridor because it would not allow enough room for ramps. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.</p>
2920	Lynne Davis	10/17/2018	Survey Question 6 - Other response	I live on FM 1827 and am selling this year. I hate it due to traffic and expansion. The 380 alternative needs to GO even further NORTH	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				where ALL THE HOUSES ARE to relieve congestion--and lessen impact!	
2921	Lynne Weinberger	10/24/2018	Survey Question 6 - Other response	Prefer west of Custer alignment. If connecting at Stonebridge Dr., traffic, noise and pollution will negatively impact Stonebridge Ranch residents, especially those along Stonebridge Dr.	Comment noted.
2922	Lynsie Butler	10/21/2018	Survey Question 6 - Other response	380 (west of Preston to 75) does not need expansion. There is already 3 lanes of highway in each direction. This would be a waste of public funds.	Comment noted. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.
2923	M Barron	10/10/2018	Survey Question 6 - Other response	support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
2924	M Wyatt	10/14/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
2925	M. Brandt	10/16/18	Comment Form	BY PASS - RED = WASTE! I live near 380 and use .7 to commute - the most direct route is the green route and I cant get to one of the bypasses without going a long way around. I want to drive fewer miles with less congestion and better safety... not more miles with backed up intersections. The city of McKinney just wants the bypass to save them spending money on parkways to serve the northern areas.	Comment noted.
2926	Mac Fosmire	10/13/2018	Survey Question 6 - Other response	Please consider bypass options coming into US 380 west of Custer road as that intersection is already very busy & needs the relief of the bypass.	Comment noted.
2927	Mac Hendricks	10/16/2018	Survey Question 6 - Other response	Prefer the Option B red option west of Custer. Impacts far fewer homes and businesses and costs far less than other options. How could we not save more than \$200 million. Also, we leave	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				in place a functional six lane thorofare that will be more functional with a bypass.	
2928	Mace Martin	10/14/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
2929	Machelle McQueen	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year." Thank you for joining us in this effort! God has bestowed ManeGait with this beautiful land, caring community, and enduring mission. We have faith that He will continue to guide and provide for our riders and our community now and in the future.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
2930	Mack Alexander	10/8/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
2931	MacKenzie Bolen	10/11/2018	Survey Question 6 - Other response	Lowest cost, lowest impact to existing residents and businesses.	Comment noted.
2932	Mackenzie Reynolds	10/20/2018	Survey Question 6 - Other response	My parents showed me where to research the proposals on drive380.com and I see that the Red Option - B is the least expensive, displaces the fewest residents and displaces the fewest number of businesses. Thank you.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2933	Mackenzie Reynolds	10/10/2018	Survey Question 6 - Other response	My parents and I discussed the options and I decided the Red Route - Option B is the least expensive and disrupts the smallest number of businesses along 380.	Comment noted.
2934	Maddie Reidy	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year. Please do not take ManeGait away. The riders count on their therapy sessions.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
2935	Maddox Carter	10/14/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
2936	Madeleine King	10/11/2018	Survey Question 6 - Other response	Makes more sense to fix 380 on 380; it needs widened and fixed to be safe and handle the growing population	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2937	Madeline askins	10/26/2018	Survey Question 6 - Other response	380 needs to be fixed on 380. The traffic will still be an issue with all of the lights. There needs to be over and under passes. The traffic gross denser the further south you go so many people will not utilize a bypass to the north of 380.	<p>Comment noted. Traffic analysis indicates that only providing overpasses, also known as grade separated intersections, along the existing US 380 would still experience a failing level of service for congestion and delay. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.</p> <p>The freeway mainlanes of the alignments proposed do not have signalized intersections.</p> <p>Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
2938	Madelyn Hosack	10/11/2018	Survey Question 6 - Other response	Prosper has a resolution to keep 380 on 380, with NO bypass. Please honor that. Do not hurt our entire town to please two neighborhoods in Mckinney that already live off of Highway 380.	Comment noted.
2939	Maeve Lowry	10/16/2018	Survey Question 6 - Other response	Please keep 380 on 380!	Comment noted.
2940	Maggie Hudson	10/12/2018	Survey Question 6 - Other response	Please don't build this through Prosper! You'll also be eliminating ManeGait Therapeutic Horsemanship. It is a beautiful property with a beautiful purpose!!!	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
2941	Malcolm Lee Hudson	10/09/18	Comment Form	Thanks for good effort at communication! Luckily for now, proposed roadways and constructiong don't affect my property directly. Please plan and build for the future as this near McKinney area will continue to attract people to what we already know as Valhalla.	Comment noted.
2942	Malcolm Lee Hudson	10/26/2018	Survey Question 6 - Other response	The influx of new residents to this area has been and will continue to be massive. Please build for the future we know is coming or grid lock will make living in the McKinney area a nightmare.	Comment noted. TxDOT analyzed roadway options presented using a 2045 travel demand model. This model accounts for projected traffic expected in the DFW region in 2045. It also considers population growth estimates.
2943	Malea Khreish	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	
2944	Mallory Hadley	10/20/2018	Survey Question 6 - Other response	Single most effective improvement you can make would be to fix 380/75 intersection. Follow the design of 75/Spring Valley in Richardson.	Comment noted. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.
2945	Mallory Smith	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
2946	Maloree Tennison	10/9/2018	Survey Question 6 - Other response	Please do not build it on Bloomdale. We have an elementary school on Bloomdale and that is scary to have a highway right by an elementary school and a neighborhood. Please think of children who have to walk to and from school when this is their only route (Bloomdale)	Comment noted.
2947	Mandi Mccraw	10/13/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				enriching volunteer opportunities for over 2,000 North Texans every year.	
2948	Mandy Kutz	10/10/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
2949	Mandy Miller	10/5/2018	Survey Question 6 - Other response	Please improve 380 on 380.	Comment noted.
2950	Mandy Vanderhoof	10/5/2018	Survey Question 6 - Other response	Keep 380 on 380. Prosper should not suffer due to poor building management by McKinney.	Comment noted.
2951	Mandy warthan	10/8/2018	Survey Question 6 - Other response	We do NOT want the bypass on Custer or Coit. Both of these would affect our neighborhoods drastically.	Comment noted.
2952	Marajoy Kobinah	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
2953	Marc A Murrin	10/18/2018	Survey Question 6 - Other response	I understand the need to reduce congestion in the 380 corridor for current and future travelers. However, I do not think that a bypass that would negatively impact the future building of zoned single family residences, reduce tax revenues, and impact an important pillar in the community that serves disabled children and adults is the answer. Please consider that the sheer number of residents in the Tucker Hill and Stonebridge	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				developments not be weighted any differently than the future residents that would be eliminated by instituting a bypass through Prosper. Please take into consideration the additional option of lowering the road height that was recently suggested. This appears to be an option where all parties involved could win and is not listed here.	
2954	Marc Rapp	10/20/2018	Survey Question 6 - Other response	Keep 380 on 380. Those folks knew what the risk was in buying/building on the current 380. I used to live in Stonebridge Ranch and my house backed up to 380. I knew what the risk was in buying that property when I bought it. We ended up selling after 4 years and built in Prosper to move away from 380. That was a purposeful decision. Keep 380 on 380.	Comment noted.
2955	Marcella Sample	10/6/2018	Survey Question 6 - Other response	When moving to the area, it was always expected that 380 would be expanded. When purchasing our home we intentionally removed a little ways further off of 380. I feel like homes/businesses In newly built areas very close to 380 should have had a reasonable expectation that that road would have additional expansion.	Comment noted.
2956	Marcia Harding	10/10/2018	Survey Question 6 - Other response	Red Alignment Option B is the best, long term approach to solving for heavy traffic on 380 through McKinney. Fewer businesses are disrupted, fewer homeowners are affected, and long-term will provide for better traffic flow, whereas the widening of 380 will be too little-too late by the time it's completed. Please don't turn 380 through McKinney into a free-way!	Comment noted.
2957	Margaret Arnold	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2958	Margaret K Cue	10/14/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year."	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
2959	Margaret Kohl	10/11/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole	Comment noted.
2960	Margaret O'Neal	10/9/2018	Survey Question 6 - Other response	With Anna & surrounding cities north of McKinney you will have many more cars going down Hywy 75 south what do you do about that?	<p>TxDOT analyzed roadway options presented using a 2045 travel demand model. This model accounts for projected traffic expected in the DFW region in 2045. It also considers population growth estimates.</p> <p>Improvements to US 75 are currently underway.</p>
2961	Margaret Reynolds	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				streets that are not designed to carry heavy traffic flow.	
2962	Marge Helgesen	10/12/2018	Survey Question 6 - Other response	The green alignment looks more direct & and would save money!	Comment noted. The green alignment along the existing US 380 is expected to cost more than the red alignment.
2963	Margie Youngblood	10/09/18	Comment Form	<p>Oppose a 380 bypass option B - on Custer - 1st st. in Prosper.</p> <p>Violates city of Prosper Resolution (2017) opposing bypass in Prosper.</p> <p>A bypass west of Cust at 1st St. would ruin the community where we live. There are many developments that would be devastated by this bypass.</p> <p>Please fix 380 on 380. It will be the only way to help w/ traffic - people will not use the bypass because all businesses on 380 will always cause people to drive thru the area.</p>	Comment noted.
2964	Margie Youngblood	10/4/2018	Survey Question 6 - Other response	Red alignments A or B are unacceptable and would ruin the neighborhoods they would run by/through. We moved to a neighborhood that was not on or close to 380 because of the quiet, rural feel. Running a bypass/freeway right next to us would be devastating. It will divide neighborhoods, create noise and pollution and affect property values. We moved to Prosper, and NOT right on 380 in McKinney, because we valued the quiet neighborhood, It is unfair for McKinney, with their lack of planning to address the traffic conditions they created, to drop a large, noisy bypass on Prosper residents. I hope TxDot will take my comments into consideration. Thank you.	Comment noted.
2965	Margo Shearer	10/12/2018	Survey Question 6 - Other response	380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year	
2966	Margot Johnson	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole.	Comment noted.
2967	Mari Scandura	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
2968	Maria George	10/22/2018	Survey Question 4 - Other response	Extra lane in each direction on the existing 380	Comment noted.
2969	Maria George	10/22/2018	Survey Question 6 - Other response	Better light sequences on 380 may alleviate morning traffic. Also, a longer cross light at the Walmart would be preferable.	Comment noted. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.
2970	Maria Mercer	10/04/18	Comment Form	Please reference Pg. 4 of Handout: Question: If residents 3:1 support widening 380 -> why are we entertaining other options? Please listen to the residents of Prosper, Frisco	Comment noted. The referenced handout reads 3:1 support for building a freeway v. no build alternative. That statement did not specify which freeway alignment option was preferred. Public input is one of the many factors that goes into

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				& McKinney and not the self interests of members on the McKinney City Council.	TxDOT's decision making process in regards to this study.
2971	Maria Mercer	10/12/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year. God has bestowed ManeGait with this beautiful land, caring community, and enduring mission. We have faith that He will continue to guide and provide for our riders and our community now and in the future.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
2972	Maria Paulina Ayestaran	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
2973	Mariah Zagorsky	10/23/2018	Survey Question 6 - Other response	I live near 75 & 121 traveling to Farmersville daily to work. If a main highway with no lights could be built where 380 is with side access roads it would be SO much safer and most logical solution without destroying the beautiful surrounding land! The turn lane heading west	<p>Comment noted. Alignment options are still being evaluated and any future improvements will be designed to current design standards to enhance safety.</p> <p>The proposed freeway (red or green) would</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				on 380 to airport road is a daily accident waiting to happen!!! Slower speed limit sign needs placed on left side of road since no one can see it drop to 45 with trucks on the right and that turn lane needs to be twice the size probably with a double left turn. I'm terrified every day.	generally consist of 8 freeway lanes (4 in each direction), and 2 lane continuous frontage roads running parallel to each side of the freeway. With traffic only traveling in one direction, there are fewer potential points of conflict. Drivers will only be able to make left turns or U-turns where there are signalized intersections on access roads, greatly reducing the risk of collision.
2974	Marie Larson	10/14/2018	Survey Question 6 - Other response	Protect the safety of our grandchildren. We all moved here expecting a safe residential neighborhood. 380 should be a highway or add feeders to it. Nobody in their right mind would have build residential off of 380 not expecting it to be a high traffic/high commercial area. You cannot say that about those north of 380.	Comment noted.
2975	Marie Piot	10/7/2018	Survey Question 6 - Other response	Keep 380 on 380!!!	Comment noted.
2976	Mariia Arp	10/10/2018	Survey Question 6 - Other response	Please no road through CR 858. There are two major business on this road, Mane Gait and FarmHouse Fresh that are contributing in a MAJOR way to keeping McKinney's #1 Best Place to Live in America ranking in Money Magazine. A freeway running through this area will wipe out both of these businesses.	Comment noted. TxDOT will further analyze possible options for the minimizing impacts in this area.
2977	Marilyn Noble	10/11/2018	Survey Question 6 - Other response	Please avoid Whitley Place. Traffic is dangerously close to capacity. As more development comes; additional traffic follows. Let's keep 380 on 380 in Prosper.	Comment noted.
2978	Marion Yancey	10/10/2018	Survey Question 6 - Other response	We do not need any more traffic on our residential streets in Stonebridge Ranch. There are numerous schools located on the streets that funnel into Highway 380. If it is widened, those streets would have heavier cut-through traffic, thereby creating additional traffic on roads that children are using to walk and/or bicycle to/from school. The wear and tear on the roads would be significant, also.	Comment noted.
2979	Marissa Hunter	10/14/2018	Survey Question	Please do not destroy Main Gate, it has helped and impacted so many people.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response		
2980	Marissa trevino	10/23/20 18	Survey Question 3 - Other response	O	Comment noted.
2981	Marjorie A. Youngblood	10/23/20 18	Survey Question 6 - Other response	<p>a) I chose to live in Whitley Place away from US Hwy 380 understanding that Prosper zoning planning was for residential development to our south along Custer. TXDOT has violated city of Prosper Transportation Plan by proposing bypasses within our city limits. b) I don't want the charity ManeGait destroyed by the proposed Red Option B bypass. This is a unique property & charity that serves our community and would be difficult to replace. c) Money needs to be spent on solving the congestion on US 380 by keeping 380 on 380. McKinney residential and commercial development has created the primary congestion problem on 380. McKinney's poor planning for US 380 has created this problem. Proposing a bypass in Prosper doesn't solve the problem. Local residents all use 380 to get to the businesses on 380. A bypass will not relieve this traffic. d) The proposed bypasses are too close to the Collin County Outer Loop (which will ultimately serve as a bypass option for true bypass traffic) e) the Red Bypass Option B was thrust upon Prosper residents with little time to respond, thus denying due process for majority of McKinney and Prosper residents who oppose this last minute solution. f) the Red Bypass Option B will divide the neighborhoods north of US 380 overriding choices made by families that chose to live in a rural setting. It would present safety issues and depress home values. It will negatively affect planned schools along Bloomfield Way.</p>	<p>Comment noted. Alignment options are still being evaluated and any future improvements will be designed to current design standards to enhance safety. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2982	Mark Anthony Criss	10/10/20 18	Survey Question 6 - Other response	I support Red Alignment-Option B for question #2 because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
2983	Mark Baglietto	10/08/18	Email	Stephen - I have reviewed the feasibility study and the proposed routes for Highway 380. My wife and I own 3 investment properties in the Heatherwood subdivision. The proposed outer loop option would adversely affect not only the three property values, but also the income potential for each home. As a real estate Broker, I understand the adverse impacts a major thoroughfare can have on property values. Candidly, we would never have purchased these homes if there was any idea that the 380 corridor would be moved from its current location. Furthermore believe it has always been understood that Highway 380 in its current location would eventually be converted into a major thoroughfare or freeway as it bisects Collin County. Any lack of planning by the City of McKinney is just negligent on their part. Prosper and Frisco planned accordingly. While I do have friends in the Tucker Hill neighborhood and I am sensitive to their concerns, I can't support their position for an alternative route. That is akin to buying a home near the airport and complaining about the noise. Additionally, there would be less residents disturbed by the current location versus the number of residents (current neighborhoods and future developments) on the proposed bypass. Lastly, there is a future outer loop just to the north of where the 380 bypass is proposed. The 2 projects would be redundant and serve the same corridor, and neither would alleviate the traffic and congestion currently on Highway 380.	<p>Comment noted.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				Highway 380 needs to stay where it is currently located. Mark Baglietto [REDACTED] [REDACTED]	
2984	Mark Baker	10/12/2018	Survey Question 6 - Other response	I would prefer the Green Alignment route for hwy 380. My son was a rider at ManeGait Therapeutic Horsemanship, and can credit a good deal of his recovery and wellness to the existence of this facility. It is a beacon of hope to so many with Special Needs both physical, mental and emotional. This is a special place where miracles really do happen on a weekly basis. Children walk that never have, adults talk that have struggled, soldiers step that have struggled, and find their voice, their footing, and their lives again at this facility. ManeGait gave me my son back... He is now 21 and entering the workforce as a strong, happy, contribution member of his family thanks to the commitment and healing power that this facility brings to so many. Please reconsider options that would take this opportunity away from so many future families!	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
2985	Mark Brandt	10/11/2018	Survey Question 6 - Other response	from where i am at and where i go - to denton - the bypasses will not be of any use at all to me - they will be out of my way near the house (and may not have an exit or intersection for me) and they will just be a longer path to get where i am going ... Why would i want to go all the way around out in the country when i can just go on through? I noted the green because the red doesnt make any sense except for people that dont live here. most commuters will still have to use the old corridor to get to mckinney or princeton	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380. TxDOT is conducting a similar feasibility study to evaluate options to alleviate congestion along US 380 in Denton County.
2986	Mark Bunker	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to existing residential and commercial developments in the City of McKinney. I know that Prosper is against it but it barely cuts through their city and widening US 380 would destroy many of the businesses along	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				this route affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also support the growth into our northern corridor while keeping US 380 as a business route.	
2987	Mark Chalemin	10/13/2018	Survey Question 6 - Other response	<p>"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year."</p>	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
2988	Mark David	10/12/2018	Survey Question 6 - Other response	If US 380 is diverted through other areas, there will be several negative consequences: (1) it will become a much longer trip and negatively impact more areas; (2) it will change the proposed character and intended use of the land in the new route; (3) it will relegate the existing 380 route to an underused and neglected thoroughfare (see Highway 5 through McKinney).	Comment noted. Initial traffic analysis does show that travel times would likely be reduced should a freeway be constructed and traffic signals eliminated.
2989	Mark Doria	10/15/2018	Survey Question 6 - Other response	Keep 380 on 380... No Bypass!!	Comment noted.
2990	Mark Dostal	10/13/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations,	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	
2991	Mark Egger	10/6/2018	Survey Question 6 - Other response	There is no need to go any further than expanding 380 in its present alignment. Keep 380 on 380!	Comment noted.
2992	Mark Fitzgerald	10/10/2018	Survey Question 1 - Other response	Prefer RED Alignemnt - Option B	Comment noted.
2993	Mark Huffman	10/11/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
2994	Mark Johnson	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B for Coit Rd to TM 1827 because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
2995	Mark Kasperowicz	10/21/2018	Survey Question 6 - Other response	Fix 380 on 380	Comment noted.
2996	Mark Killian	10/14/2018	Survey Question 6 - Other response	I just recently moved to a property greatly affected. That was after serious consideration of city planning and zoning. There is no room in Prosper for the proposed route near Whitley Place. The present location of 380 is perfect if is built as a limited access highway similar to SH-121.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
2997	Mark Krug	10/17/2018	Survey Question 6 - Other response	I chose to live away from Hwy 380 in Heatherwood Neighborhood and do not want a noisy, congested bypass right next to my neighborhood, a bypass that would destroy homes and rural land and businesses. Fix 380 on 380!	Comment noted. Existing and planned residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
2998	Mark Miller	10/10/2018	Survey Question 6 - Other response	I prefer Red Alignment-Option B to avoid traffic on residential streets not designed to carry heavy traffic flow and resulting reduction of property value.	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
2999	Mark Millet	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B at Coit Road because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
3000	Mark Reed	10/27/2018	Survey Question 6 - Other response	Expand 380, no bypass A or B	Comment noted.
3001	Mark Rutledge	10/14/2018	Survey Question 2 - Other response	Prefer either red alignment	Comment noted.
3002	Mark Rutledge	10/14/2018	Survey Question 6 - Other response	The green alignment is a terrible option. Hundreds of businesses and homes will be negatively impacted, as opposed to dozens on either red option. Further, businesses and homes are being built now which will have to be destroyed if the green plan is adopted. This makes no sense. Finally, we should not allow the heart of McKinney be bulldozed so that vehicles can drive through it without stopping. Ditch the green plan. It is an unworkable idea.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3003	Mark S. Rutledge	10/30/18	Commen t Form	The ONLY logical option among those given to address US-380 is the RED option. Doing nothing, of course, would have serious negative effects upon McKinney and the entire region. The green option is entirely unworkable. Hundreds of homes and long-standing businesses will be uprooted or severely impacted. The studies don't take into account the latter. Further, businesses along the corridor are presently being built which will have to be torn down if the Green route is chosen. The red routes impact the fewest people, and have the added benefit of resulting in not one, but two paths through central Collin county, one expedited and the other commercial.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
3004	Mark Sharrock	10/22/2018	Survey Question 6 - Other response	Please don't make 380 a toll road!	Comment noted. Tolling is not being considered as an option for funding.
3005	mark stepanic	10/12/2018	Survey Question 6 - Other response	380 is a TX Highway and everyone knows this. People planned and bought houses based on this. Why wouldn't you expand 380 somewhat similar to 121? Safety, ruining peoples lives shouldn't be in the cards. Why are you even considering a by-pass?	Comment noted. Alignment options are still being evaluated and any future improvements will be designed to current design standards to enhance safety. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
3006	Mark Weidman	10/19/2018	Survey Question 6 - Other response	Please email me to let me know when there will be more meetings (if there are). I would also like to see more detailed information on what is happening with the Denton side of 380. Thanks!	Comment noted. Sign up for project updates and meeting notifications at Drive380.com.
3007	Mark Wilson	10/5/2018	Survey Question 6 - Other response	Keep 380, 380. No matter what you build as an alternate route it will be outdated soon and we will have the same issue. Spend the money now on keep 380 where it is now!!	Comment noted. TxDOT analyzed roadway options presented using a 2045 travel demand model. This model accounts for projected traffic expected in the DFW region in 2045. It also considers population growth estimates. TxDOT also continues to work with local governments to consider planned developments including planned residential developments.
3008	Marquita P Jackson	10/8/2018	Survey Question	We don't want this in Prosper. This is not Prosper's problem.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response		
3009	Marsela B Green	10/14/20 18	Survey Question 3 - Other response	Prefer the only green alignment, only keeping 380 on 380	Comment noted.
3010	Marsela B Green	10/14/20 18	Survey Question 6 - Other response	Please keep 380 on 380	Comment noted.
3011	Marsela Green	10/6/201 8	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
3012	Martha Fuentes	10/15/20 18	Survey Question 6 - Other response	GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life- changing therapy for hundreds of children and adults with disabilities. I support the GREEN alignment for HWY 380.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3013	Marti Gistaro	10/10/20 18	Survey Question 6 - Other response	I support Red Alignment Option B because it offers the least disruption to already existing residential and commercial development in the city of McKinney. Widening 380 would destroy many of the businesses along 380 affecting commercial tax base for years to come. Widening 380 would also destroy more homes than any other option. A regular bypass (Red, option B) will encourage economic growth in our northern corridor. I strongly oppose Red, option A which I feel would have the most negative impact on McKinney as a whole.	Comment noted.
3014	Martin B Garcia Jr	10/25/20 18	Survey Question 6 - Other response	I would prefer the highway stays on the north side of 380 so we do not lose our ski lake.	Comment noted. In order to see any impacts, please view detailed alignment maps posted at Drive380.com.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3015	Martina beebe	10/6/2018	Survey Question 6 - Other response	FIX 380 on 380!! NO BYPASS. We bought in prosper at Whitley Place because we wanted to be close to 380 but not on a 380 we expected Custer to widen to accommodate housing not a bypass. Fix 380 on 380 no bypass !	Comment noted.
3016	Martina beebe	10/6/2018	Survey Question 1 - Other response	FIX380 on 370. NO BYPASS	Comment noted.
3017	Martina beebe	10/6/2018	Survey Question 2 - Other response	FIX 380 on 380 NO BYPASS	Comment noted.
3018	Martina beebe	10/6/2018	Survey Question 3 - Other response	FIX 380 on 380. NO BYPASS	Comment noted.
3019	Martina beebe	10/6/2018	Survey Question 4 - Other response	FIX 380 on 380. NO BYPASS	Comment noted.
3020	Martina beebe	10/6/2018	Survey Question 5 - Other response	FIX 380 on 380. NO BYPASS	Comment noted.
3021	Marty Warborg	10/12/2018	Survey Question 6 - Other response	Hwy 380 has been in the master plan for development for a long time just as 635, 190, 121 and when time came they were expanded. People that didn't do their research when purchasing their homes and opening their businesses in the affected area should have. If they did, they would have seen that eventually, the roadway would become an even more major thoroughfare. I am all for the road remaining in it's current location and being expanded/widened to meet today and future demands.	Comment noted.
3022	Marvin Cure	10/5/2018	Survey Question 6 - Other response	Use existing 380 as much as possible and refocus on outer loop north of McKinney instead of a 380 bypass!	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3023	Marvin Judkins	10/8/2018	Survey Question 6 - Other response	I vote green	Comment noted.
3024	Marvin Yanof	10/08/18	Email	<p>As a long time Prosper resident, I would like to give you my input on the proposed 380 bypass proposals.</p> <p>It has become obvious that Texdot is having some issues deciding how to expand HWY 380 that will be needed to accomodate the future growth predicted in Colling County in the not too distant future. The obvious solution is to turn 380 into a freeway, as we saw with the expansion of 121, but the challenge seems to be that businesses and developers in McKinney had no regard for planning criteria so they built very close to 380. Now we have the housing area of Tucker Hill complaining about being too close to 380 if it expands. Obviously they liked high traffic and noise or they would not have built their luxury development right on 380 in the first place. Now their solution is to swing traffic away from them and right into the edge of Whitley Place in Prosper. Many of our home owners never considered building in Tucker Hill because it was so close to 380 to begin with, so why in the world would we want to pay the price for the incompetence of the planners of Tucker Hill or the City of McKinney? If there is not enough room to expand 380 in McKinney, where planners were so short- sighted, I suggest Texdot makes the same decision they made in Austin, Texas on HWY 35 South, which was the double decker concept. This concept can create an efficient highway moving traffic quickly through McKinney and Prosper heading for Denton. I request you seriously consider this proposal as it has already been proven in several areas in Texas.</p> <p>Thank you for your consideration. Marvin Yanof</p>	<p>Comment noted. Elevated freeway sections (or double decking) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3025	Marvin Yanof	10/8/2018	Survey Question 2 - Other response	Turn 380 into a freeway like 121. Double deck in McKinney as needed.	Comment noted. Elevated freeway sections (or double decking) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
3026	Marvin Yanof	10/8/2018	Survey Question 5 - Other response	Should be up to Farmersville to decide.	Comment noted. Public input is one of the many factors that goes into TxDOT's decision-making process in regards to this study.
3027	Marvin Yanof	10/8/2018	Survey Question 6 - Other response	It makes no sense to create a 380 bypass that cuts into Prosper merely because McKinney didn't follow standard planning guidelines. Double deck the area in McKinney that has businesses too close to 380 for expansion. Getting anywhere near Whitley Place in Prosper will literally kill our beautiful neighborhood. Obviously Tucker Hill doesn't mind noise and traffic as they built so close to 380 originally. Many people in Whitley Place rejected Tucker Hill so as not to be directly on 380.	Comment noted. Elevated freeway sections (or double decking) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
3028	Mary A Rodgers	10/11/18	Comment Form	PLEASE NO RED ALIGNMENT	Comment noted.
3029	Mary A. Rodgers	10/11/2018	Survey Question 6 - Other response	No Red Alignment!	Comment noted.
3030	Mary Ann Hadden	10/12/2018	Survey Question 6 - Other response	Please save Mane Gait Thearupedic horse facility. This type of therapy for disabled children is priceless.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3031	Mary Berry	10/12/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year."	
3032	Mary Carherine Gowen	10/27/2018	Survey Question 6 - Other response	380 needs to follow it's current path.	Comment noted.
3033	Mary Cash	10/27/2018	Survey Question 6 - Other response	Please avoid destroying the beautiful hills on either side of 380 east of 75, and keep 380 where it already is. Build a flyover! It will cost less all around. The red plans will do little to ease traffic and will quickly be outdated.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT analyzed roadway options presented using a 2045 travel demand model. This model accounts for projected traffic expected in the DFW region in 2045. It also considers population growth estimates. TxDOT also continues to work with local governments to consider planned developments including planned residential developments.</p> <p>Elevated freeway sections were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.</p>
3034	Mary Dell'Antonia	10/7/2018	Survey Question 6 - Other response	Widening 380 would be devastating to the homes and businesses already built along it.	Comment noted.
3035	Mary F Fisher	10/25/2018	Survey Question 6 - Other response	McKinney passed a Bond Issue for a \$70M high school football stadium then it should be able to fund the few extra million \$\$\$s needed to do the proposed HWY project correctly. That is.... if the project must be built.... then fund RED OPTION B. DO NOT MAKE MCKINNEY JUST ANOTHER CONCRETE CITY A FREEWAY	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				THROUGH ITS HEART. Or, it will never again be voted the BEST CITY too live in, in the USA. But then again, you may not really care because you live somewhere else in another City or near the area(s) of concern associated with the proposed project. Please think about what the McKinney citizens want and, NOT what you are employed or funded to do.	
3036	Mary Garcia	10/25/18	Comment Form	I support the GREEN alignment for Hwy 380. This is the optimal and most efficient path for east-west traffic through McKinney and Prosper. A bypass is unnecessary.	Comment noted.
3037	mary garcia	10/6/2018	Survey Question 2 - Other response	Fix 380 on 380	Comment noted.
3038	mary garcia	10/6/2018	Survey Question 3 - Other response	Fix 380 on 380	Comment noted.
3039	mary garcia	10/6/2018	Survey Question 4 - Other response	Fix 380 on 380	Comment noted.
3040	mary garcia	10/6/2018	Survey Question 5 - Other response	Fix 380 on 380	Comment noted.
3041	Mary Hartnett	10/08/18	Email	<p>Dear Mr. Endres,</p> <p>I live in the city of McKinney and have been following your 380 Feasibility Studies and would like to present a few thoughts/rhetorical questions.</p> <p>Looking at the data your team has collected and the analysis performed, there appears to be several things that don't make sense. For instance, purposing two big loops going north off of 380 that swing back into 380 instead of one larger loop does not seem like an option that will be desirable to any drivers. There is a lot of new housing development in the area around the black line I drew on your map, and the areas are</p>	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.</p> <p>The scope of this study is through Collin County for US 380. TxDOT is currently conducting a similar feasibility study in Denton County.</p> <p>Traffic analysis indicates that providing only overpasses, also known as grade separated intersections, along the existing US 380 would still experience a failing level of service for</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>in different cities, but that does not justify spending millions to make a less desirable path. Who designed the new interchange at Hwy 380 and Hwy 75 - are they involved with this study? The new SE corner exit off of 75 onto 380 is a complete failure. Exiting traffic is often backed up on 75 at 10 a.m., a time of the day when there is very little northbound traffic on 75, and it is much worse during rush hours. This exit is extremely dangerous and the failure of this design is unacceptable. What was the cost of this failed recently constructed intersection that is within your Hwy380 Feasibility Study? You state that the main objective in improving US380 is for truck and freight transportation from Greenville to Denton. How much of this traffic drives straight through and how much gets off to deliver to stores and businesses along the corridor between the two locations? Not considering the immense cost in terms of money and land (environmental impact) of adding realignment portions of road, would it even alleviate the congestion problems? Why not instead make intersection improvements with overhead bypasses at the most congested intersections such as was done at Preston Rd and 121? Overhead bypasses could also be performed in phases as they are needed. Who designed the Preston/121 intersection and are they involved with this study? What has happened with the outer loop that went through years of feasibility studies as you are now doing with this study? It seems that after all the time and effort that went into that project that it has been dropped/delayed (other than the 2 lane initial section from Hwy 121 to Hwy 75) and that the majority of the eastern portion of the outer loop is not in the correct location to provide the needed relief of traffic congestion from Farmersville to Denton. What is being done differently to ensure your current 380 project study is successful?</p>	<p>congestion and delay.</p> <p>Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>Lastly, have outside impartial consultants been used to verify the data presented?? Many of your time estimates and cost and impact numbers seem suspect. It is easy to make numbers say anything you want and given your past track record in the north Texas area, I have great concerns about your current efforts. I have been extremely pleased with the planning efforts that have been presented by the City of McKinney over the past 5 years, and I would like to be able to have the same confidence in the TxDOT. What are the qualifications and past performance records of the individuals who have performed your study? I would suggest that a complete reevaluation of your team and this project would be performed before any decisions are made.</p> <p>Sincerely, Mary Hartnett [REDACTED] [REDACTED]</p>	
3042	Mary Hodges	10/24/2018	Survey Question 6 - Other response	I feel that the selections should be made that have the least impact on businesses and existing homes. I am absolutely against the green alignment in Princeton! That option will collapse the progress we have made in our town to make it a growing city.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
3043	Mary Jane Journey	10/8/2018	Survey Question 2 - Other response	Prefer green alignment or Red A	Comment noted.
3044	Mary Kraemer	10/04/18	Comment Form	Ask yourselves this question Tx Dept of Transportation - what would make people happier and not take away their property and lower property values? Double decker the most high traffic areas of 380. If you go up, you displease less of the population. Millions of dollars are going to be spent, so spend wisely and make traffic flow more efficient and neighborhoods quieter and happier. Gone are the days of land-grabbing without thought of how it will affect people. Gone are the days of doing	<p>Comment noted. Initial typical sections being considered were presented at the public meeting and posted at Drive380.com. There are areas we found that it was feasible to depress or compress the proposed alignments. These will be developed further as the project processes.</p> <p>Elevated freeway sections (or double decking) were evaluated but will not be further considered for many areas because it does not significantly reduce the amount of right of way needed to</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				"business" the same old way. Please be more forward thinking. Please pretend that this new roadway is going through your neighborhood and how it would be for you personally. Thank you.	construct it. Please note that for multiple reasons, stakeholders and City representatives in several other areas of the State have requested removal of aging, elevated roadways.
3045	Mary Kuhfeldt	10/13/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year."	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
3046	Mary L Hammack	10/25/2018	Survey Question 6 - Other response	380 has been a US Highway since 1951. It is time to expand it to allow for current and future growth. Rerouting it via either Red Bypass A or Red Bypass B is not going to solve the congestion on 380 and would negatively transform existing properties affected by either bypass.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
3047	Mary Mikula	10/10/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow. It would also increase traffic for students leaving 2 high schools. Traffic that students are not yet prepared for.	Comment noted.
3048	Mary Nugent	10/04/18	Comment Form	I live in Walnut Grove and Feel the green alignment is the best overall. I accept that 380 is busy and will get worse, but with TxDot leading the way it will work. I am sure this is not the 1st	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				time you have come into a situation like this. Texas builds beautiful roads, whether under grade or multi level interchanges. It will be the most expensive I am sure but we in Collin County are worth it! We don't want a bypass. I understand comissioners have started working on Outer Loop & Preston right of way. I usee 380 on a regular basis but have alternate ways of getting where I need to go. Thank you! BTW the rep who gave your presentation was awsome!	
3049	Mary Nugent	10/9/2018	Survey Question 6 - Other response	No Bypass at all I don't care what it costs	Comment noted.
3050	Mary Nugent	10/16/18	Commen t Form	Every time I attend one of these meeting I learn something new eventho each meeting is the same. That is thanks to your TxDot employees - I am grateful to live in Texas! I don't want any bypass North of 380 thru McKinney. I know McKinney wants that, but any red option will be bad for people Please pick the green option. 380 will continue to grow but I an sure your engineering can figure ways to make it work. Go underground, do Multiple levels of highways, whatever it takes or costs. Continuing existing roads (Like Custer) North like they are south to that outer loop might help.Thanks!	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
3051	Mary Nugent	10/16/2018	Survey Question 6 - Other response	There is no need for red Bypass from Coit Rd. to 1827. Please make 380 the best it can be no matter the cost, underground, double deckers, high 5 type intersections whatever works. Save all homes and properties north of 380. Start improving and widening north - south roads like Coit, Custer, Stonebridge Drive, Lake Forest, Harden, etc. which can have immediate impact and will compliment 380 when you design an awesome highway.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380. Elevated freeway sections (or double decking) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Depressed sections have been considered for some areas to reduce right of way needs; however these would not be feasible in all areas because it would not allow

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
					enough room for ramps. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
3052	Mary O'Kelley	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
3053	Mary Oleska	10/12/2018	Survey Question 6 - Other response	Keep 380 on 380 Thank you	Comment noted.
3054	Mary Osako	10/13/2018	Survey Question 6 - Other response	KEEP 380 ON 380	Comment noted.
3055	Mary Podeschi	10/15/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the city of McKinney and nearby Fairview. A bypass is unnecessary. Use overpasses and exits like you did at 380 and Preston Road.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.</p> <p>Traffic analysis indicates that providing only overpasses, also known as grade separated intersections, along the existing US 380 would still experience a failing level of service for congestion and delay.</p>
3056	Mary Reynolds	10/25/2018	Survey Question 6 - Other response	We need a safe route for transport trucks to travel through the area.	Comment noted.
3057	Mary Shelt	10/29/2018	Survey Question 6 - Other response	We moved to Stonebridge Ranch for a quiet setting to live and retire. Please protect this unique planned community from noise, pollution, and traffic.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3058	Mary Spaulding	10/6/2018	Survey Question 6 - Other response	Thank you for the opportunity to give feedback	Comment noted.
3059	Mary Stewart	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
3060	Mary Westback	10/16/2018	Survey Question 6 - Other response	I feel like the option I chose will have the least negative impact on both residents and businesses. Thank you!	Comment noted.
3061	Mary Williams	10/13/2018	Survey Question 6 - Other response	Build above 380. Maingate- you really are serious? I wouldn't want to be the one who destroys a special needs facility. There has to be a special place for people to go when they die who make decisions like that. Good luck!	<p>Comment noted. Elevated freeway sections were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
3062	MaryAnn Hawkins	10/12/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year."	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3063	MaryAnn M Gregory	10/21/2018	Survey Question 6 - Other response	McKinney needs relief from big semis on 380 so Red B works well.	Comment noted.
3064	Mascha Morin	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow. These tree-lined arterial residential streets are "Unique by Nature" and were a top 3 reason to purchase a home nearby when we chose to move to McKinney 9 years ago. Visitors always comment on how beautiful these small-neighborhood-like streets are.	Comment noted.
3065	Mason Burnside	10/24/2018	Survey Question 6 - Other response	No bypass!! We need arterial roads going east-west before we need a giant highway in our backyard. We built a house away from 380 bc we don't want to live next to a highway.	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
3066	Mason Carter	10/14/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3067	Mathew Gurksnis	10/8/2018	Survey Question 6 - Other response	NO to RED option B.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3068	Mathew Mitlyng	10/17/20 18	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as I believe it to be the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. As a resident of this area for my entire life, I believe that a bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
3069	Matt and Kari Osborne	10/10/18	Email	<p>Dear Mr. Hudspeth,</p> <p>I am sure that you have been bombarded with messages from residents in both McKinney and Prosper, with conflicting views on if and where to construct a 380 Bypass. Please accept this email as a respectful request from my wife and me to not put the Bypass west of Custer Road in Prosper. We are owners of one of the over 550 houses in the Whitley Place community who are likely to suffer a dramatic drop in home value if we were faced with a highway next to our development. Unlike some residents in McKinney, we were thoughtful in deciding where to purchase our home, and chose a tranquil area far removed from a major roadway. I submit to you that this is an issue of fairness, and we Whitley Place residents should not be unjustly penalized for the lack of planning of other towns and housing developments.</p> <p>Thank you for your consideration of this request.</p> <p>Sincerely, Matt and Kari Osborne</p> <p>████████████████████</p> <p>██████████████████</p> <p>██████████████████</p>	<p>Comment noted.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3070	Matt Baker	10/10/20 18	Survey Question 6 - Other response	"I strongly support Red Alignment-Option B because it offers the least disruption to already-existing residential neighborhoods in which I live and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
3071	Matt Flesher	10/16/20 18	Survey Question 2 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole."	Comment noted.
3072	Matt Flesher	10/16/20 18	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole."	Comment noted.
3073	Matt Lear	10/20/20 18	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole.	
3074	Matt Lowry	10/16/2018	Survey Question 6 - Other response	Please keep 380 on 380! We just moved to Whitley Place because we love the neighborhood and Prosper community. Having a freeway built right next to us after relocating from out of state to buy the home of our dreams would be devastating to our family. Prosper is a thriving small community that needs all of it's area and resources to survive. Please do not ruin our town! Keep 380 on 380. Thank you!	Comment noted.
3075	Matt Mullikin	10/14/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole	Comment noted.
3076	Matt Nowicki	10/24/2018	Survey Question 6 - Other response	Please do not build a road close to Erwin Park. Please allow us residents to go to a place without all the noise of traffic.	Comment noted. The location of Erwin Park was taken into consideration when draft alignments were developed. None of the proposed alignments directly impact Erwin Park. The proposed red alignment option is adjacent to the southern property line but does not cross into the park. Any future improvement projects would include assessment of the potential impact on the human and natural environments, including an analysis of traffic noise impacts. TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable.
3077	Matt Peterson	10/9/2018	Survey Question 6 - Other response	Don't yield to political pressure from McKinney. When people call an entire town flat earthers they don't deserve to be heard. You're validating that kind of childish and petty behavior and telling people like him that it's ok to act like that to get what you want.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3078	Matt Pursley	10/22/2018	Survey Question 1 - Other response	Build the bypass	Comment noted.
3079	Matt sholley	10/9/2018	Survey Question 6 - Other response	The 380 alternative through Prosper will impact property values, too close to schools and prosper will in no way benefit from this as this is a McKinney issue. They should align fully within McKinney and not impose into Prosper.	Comment noted.
3080	Matt Smith	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year."	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3081	Matt Stogsdill	10/17/18	Comment Form	Please keep 380 on 380. I don't support the bypass. ManeGait is an awesome non-profit which would be destroyed. It helps lots of people with disabilities every year. They would not have anywhere else to go.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property
3082	Matt Washburne	10/9/2018	Survey Question 6 - Other response	Expanding the current 380 blueprint makes the most sense at least between 75 and DNT. A bypass through established communities and close to future school zones does not make sense and sounds very expensive.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3083	Matt Watson	10/24/2018	Survey Question	Prefer option A as long as it doesn't cut in to the Erwin Farms neighborhood	Comment noted. No proposed alignment directly impacts or displaces existing property in the Erwin Farms Neighborhood. As the red

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			2 - Other response		alignment option A is currently proposed, the planned Erwin Farms Phase III could experience some direct impacts and displacements to property.
3084	Matt Watson	10/24/2018	Survey Question 6 - Other response	I support the bypass as long as it doesn't cut into the planned Erwin Farms neighborhood	Comment noted.
3085	Matt Weyenberg	10/24/2018	Survey Question 6 - Other response	Any bypass options significantly impact homes and landowners who carefully purchased homes well away from US Hwy 380. We purchased in this area because of the unique nature, topography, and wetlands. We would hate to see it destroyed by a bypass.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
3086	Matt white	10/13/2018	Survey Question 6 - Other response	We the people in the eastern part of Collin county do not want any of this at all. What we have is fine. Take the stoplights out or build bridges over the intersections to speed up travel times. Quit trying to take peoples land and homes!	Comment noted. Traffic analysis indicates that providing only overpasses, also known as grade separated intersections, along the existing US 380 would still experience a failing level of service for congestion and delay.
3087	Matthew Cook	10/13/2018	Survey Question 6 - Other response	I am opposed to the 380 bypass options, especially the one that was added through Prosper recently	Comment noted.
3088	Matthew Delapp	10/11/2018	Survey Question 6 - Other response	Keep 380 on 380!	Comment noted.
3089	Matthew Hayes	10/17/18	Commen t Form	<p>October 17, 2018</p> <p>TxDOT Dallas District Office Attention: Stephen Endres, P.E., [REDACTED] [REDACTED] [REDACTED] [REDACTED]</p> <p>Mr. Endres,</p> <p>My name is Matthew Hayes, and my wife, daughter, and I live in Whitley Place at the corner of Prosper Trail and Custer Road in Prosper, Texas. When we were looking to build</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>our home five years ago, we selected Whitley Place and Prosper for the idyllic atmosphere and comfortable neighborhood. Whitley Place is quiet, family friendly, and enjoys a sense of community where children and adults alike are outside regularly. We knew it was a distinct possibility that Prosper Trail and Custer Road would both be widened to 4 or 6 lane roads, so we chose our homesite accordingly. We planned ahead for the future. Now, we are being faced with a bypass of 380 being positioned in our backyard - right down Prosper Trail/Bloomdale and Custer. We, along with most of our neighbors, would never have purchased our homes here if this had been a future option. Please, vote no to the bypass, especially as it relates to Prosper Trail/Bloomdale and Custer.</p> <p>By running the bypass down Prosper Trail, east Prosper will be changed negatively forever. Gone will be the days of our quite neighborhood as the increase traffic will make the noise unbearable. Additionally, the bypass would negate our idyllic, family-oriented area. I worry about the impact to the children of the community with the proposed bypass. The bypass would go right by the proposed Prosper high school on Prosper Trail, and the overflow traffic (heading towards Preston or Tollway) would run right by Cockrell Elementary in Whitley Place at Prosper Trail and Escalante. The increased traffic would negatively impact both schools. I cannot imagine my small child playing on Cockrell's playground with the bypass overflow traffic rushing by her. Additionally, the proposed right of way passes directly through Mane Gait, a therapeutic horsemanship non-profit that helps hundreds of children and persons with disabilities a year.</p> <p>I have personally known children that have gone there, and I have seen the help they have received. You cannot take this away from our</p>	value of the subject property in a negative or positive way.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>community.</p> <p>East Prosper is an affluent area with homes starting around \$500,000 and minimal business activity. This bypass would dramatically reduce the value of our homes, a fact about which my husband, neighbors, and I are not comfortable. Also, a major route would create opportunities for more business to move into the area. When we purchased our home, we specifically looked for an area with higher home values, limited traffic, and minimal businesses. The cities that did not plan for growth (such as McKinney) should not harm the communities that (like Prosper) did plan.</p> <p>I propose planning for the future - just as my wife and I did when we selected Prosper and Whitley Place and just as Prosper did when it laid out its town. The bypass is nothing more than a short-term fix for a long-term problem. Collin County is expected to double in size in the next 20 years. A bypass will not alleviate 380 for long. The capital expenditure and hard-earned tax payer dollars required to build the bypass will be wasted in a few short years, and a long-term solution will be required. I believe there are two options: fix 380 on 380 or build a 380-type alternative farther north. By building a bypass that does not solve the problem and only minimizes the real issue for a few years is not a good use of financial resources.</p> <p>Please, do not allow other cities with poor planning to become the problem of Prosper - and specifically Whitley Place. Vote no to the 380 bypass and stand up for responsible city planning!</p> <p>Sincerely,</p> <p>Matthew Hayes</p>	

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3090	Matthew Hayes	10/5/2018	Survey Question 6 - Other response	<p>My name is Matthew Hayes, and my wife, daughter, and I live in Whitley Place at the corner of Prosper Trail and Custer Road. When we were looking to build our home five years ago, we selected Whitley Place and Prosper for the idyllic atmosphere and comfortable neighborhood. Whitley Place is quiet, family friendly, and enjoys a sense of community where children and adults alike are outside regularly. We knew it was a distinct possibility that Prosper Trail and Custer Road would both be widened to 4 or 6 lane roads, so we chose our homesite accordingly. We planned ahead for the future. Now, we are being faced with a bypass of 380 being positioned in our backyard – right down Prosper Trail/Bloomdale and Custer. We, along with most of our neighbors, would never have purchased our homes here if this had been a future option. Please, vote no to the bypass, especially as it relates to Prosper Trail/Bloomdale and Custer. By running the bypass down Prosper Trail, east Prosper will be changed negatively forever. Gone will be the days of our quite neighborhood as the increase traffic will make the noise unbearable. Additionally, the bypass would negate our idyllic, family oriented area. I worry about the impact to the children of the community with the proposed bypass. The bypass would go right by the proposed Prosper high school on Prosper Trail, and the overflow traffic (heading towards Preston or Tollway) would run right by Cockrell Elementary in Whitley Place at Prosper Trail and Escalante. The increased traffic would negatively impact both schools. I cannot imagine my small child playing on Cockrell's playground with the bypass overflow traffic rushing by her. East Prosper is an affluent area with homes starting around \$500,000 and minimal business activity. This bypass would dramatically reduce the value of our homes, a fact about which my husband, neighbors, and I</p>	<p>Comment noted. As currently proposed, the red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>Our analysis shows that one freeway option (either the red or the green) should be constructed to accommodate future projected growth by 2045. It is possible if TxDOT decided to construct an alignment similar to the proposed red alignment that minor improvements might be necessary along the existing US 380.</p> <p>Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.</p> <p>Elevated freeway sections were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>are not comfortable. Also, a major route would create opportunities for more business to move into the area. When we purchased our home, we specifically looked for an area with higher home values, limited traffic, and minimal businesses. The cities that did not plan for growth (such as McKinney) should not harm the communities that (like Prosper) did plan. I propose planning for the future – just as my husband and I did when we selected Prosper and Whitley Place and just as Prosper did when it laid out its town. The bypass is nothing more than a short-term fix for a long-term problem. Collin County is expected to double in size in the next 20 years. A bypass will not alleviate 380 for long. The capital expenditure and hard earned tax payer dollars required to build the bypass will be wasted in a few short years, and a long-term solution will be required. I believe there are two options: fix 380 on 380 or build a 380-type alternative farther north. Fixing 380 on 380 could be accomplished by turning 380 into a highway and removing the poorly timed stoplights that impede current traffic patterns tremendously. It could, also, be remedied by adding a second deck (similar to Woodall Rogers or downtown Austin). A deck such as this could be built in stages as needs arise and financing is available. Building a 380-altneriative farther north (such as towards Anna or Melissa) that connects Tollway to 75 would be the ultimate long-term solution as people will continue to move northward. 380 will only become more packed as people take 380 to get to Preston to head north. By providing drivers with this option earlier will help reduce the traffic on 380 and will plan for the next 20 years. I firmly believe in a well-thought out use of money. By building a bypass that does not solve the problem and only minimizes the real issue for a few years is not a good use of financial resources. Please, do not allow other cities</p>	

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				with poor planning to become the problem of Prosper – and specifically Whitley Place.	
3091	Matthew J Friesz	10/25/2018	Survey Question 6 - Other response	Notwithstanding fair market values during the land acquisition phase, I believe avoiding the green alignment between Custer and Airport road would be the most fiscally responsible, and have the lightest impact on existing land-uses. It will be interesting to see if your traffic engineers can prevail with an effective plan in what is to become a very politicized project.	Comment noted.
3092	Matthew Kerby	10/10/2018	Survey Question 6 - Other response	We purchased our home with good faith and belief we were buying into a good and desirable community. A by-pass through the south of our neighborhood of Willow Wood would destroy the ambiance and value. The overpass options as have been done for Preston and DNT intersections should be given the strongest consideration to retain property values. Please, keep 380 on 380. Do not destroy our neighborhood.	Comment noted. Traffic analysis indicates that providing only overpasses, also known as grade separated intersections, along the existing US 380 would still experience a failing level of service for congestion and delay. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
3093	Matthew Kieffer	10/8/2018	Survey Question 6 - Other response	Prefer to keep 380 alignment as it is now and widen the existing highway to avoid disrupting residents and neighborhoods that are already in place	Comment noted. Existing and planned residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
3094	Matthew L Osborne	10/8/2018	Survey Question 6 - Other response	Please do not consider building the 380 Bypass along Custer Road in Prosper. Please do not let the failure for some Tucker Hill (McKinney) residents to plan for the future negatively impact Prosper-area homeowners who did. Thank you for your consideration. -Matt Osborne	Comment noted.
3095	Matthew Nelson	10/5/2018	Survey Question 6 - Other response	Would really like to have a turning lane from 380 east bound onto Prestwick Hallow Dr. This is a very dangerous intersection after a stop light, and were cars are still accelerating and having a	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				turning lane to avoid stopping accelerating traffic would help avoid a dangerous problem.	
3096	Matthew Skaggs	10/20/2018	Survey Question 6 - Other response	Something needs to be accomplished soon. There are so many wrecks on 380 from Airport to Princeton with no real way around. I hate to say this, but either make 380 8 lanes, or lower the speed limit to 45.	<p>Comment noted. Freeway alignment options are still being evaluated and any future improvements will be designed to current design standards to enhance safety.</p> <p>TxDOT is currently constructing a safety improvement project to add a raised median on US 380 from FM 1827 to CR 985. Construction is anticipated to be complete during the fall of 2019. In addition, TxDOT is currently developing a project to widen US 380 from Airport Road in McKinney to 4th Street in Princeton from 4 lanes to 6 lanes.</p>
3097	Matthew Stogsdill	10/13/2018	Survey Question 6 - Other response	I do not support a bypass or a northern loop which will become the new 380. It seems that it would do more harm to the county community than good. It would displace people from their homes and destroy an extremely important non-profit (Mane Gait). That place helps a lot of disadvantaged people and I certainly hope that is taken into consideration. Please keep 380 on 380.	<p>Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p> <p>TxDOT will further analyze possible options for the impacts to the ManeGait property.</p>
3098	Matthew wade	10/9/2018	Survey Question 6 - Other response	Dont cave to single source of political pressure at tucker hill	Comment noted.
3099	Maulin Agrawal	10/17/2018	Survey Question 2 - Other response	Shut down 380	Comment noted.
3100	Maulin Agrawal	10/17/2018	Survey Question 3 - Other response	Shut down 380	Comment noted.
3101	Maulin Agrawal	10/17/2018	Survey Question 4 - Other response	Shut down 380	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3102	Maulin Agrawal	10/17/2018	Survey Question 5 - Other response	Shut down 380	Comment noted.
3103	Maulin Agrawal	10/17/2018	Survey Question 1 - Other response	Do not build	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
3104	Maulin Agrawal	10/17/2018	Survey Question 6 - Other response	SHUT DOWN 380 ENTIRELY	Comment noted.
3105	Maureen Freebairn	10/12/2018	Survey Question 6 - Other response	Manegate is SO important to so many children with disabilities. I have several friends whose children go to Manegate and I have seen miracles happen. Please take my comment under serious consideration. Manegate needs to stay right where it is for the sake of its clients and their families. Thank you.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3106	Maureen McKenna	10/17/2018	Survey Question 6 - Other response	Prefer that you disrupt as few businesses and homes as possible.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
3107	Maureen Tedesco	10/8/2018	Survey Question 6 - Other response	We purposely bought a home north of 380 for the quiet. We lived in the heart of McKinney and did not want to be close to a busy road. Do not take the quiet residential area away from us. Fix 380 on 380	Comment noted.
3108	Maurice Atkinson	10/13/2018	Survey Question 6 - Other response	The green alignment makes the most sense to fix the traffic in collin county	Comment noted.
3109	Max Picco	10/9/2018	Survey Question 6 - Other response	Keep expansion to 380. Bypass is worst option.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3110	MAX TOY	10/14/2018	Survey Question 6 - Other response	KEEP 380 ON 380	Comment noted.
3111	Maxwell Johnson	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole.	Comment noted.
3112	McMurtre	10/8/2018	Survey Question 6 - Other response	The number of homes in the town of Prosper, along with the feasibility of growth, would be greatly impacted by a bypass. Keep 380 on 380!	Comment noted.
3113	Meagan	10/8/2018	Survey Question 2 - Other response	please focus on all north/south east/west roads and the outer loop - Hardin, Lake Forest, Custer, Prosper Trail, Frontier, Bloomdale, Wilmeth, etc you would be surprised if we made all those roads into 6 lanes as they should be and completed the outer loop how many people would get off 380	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
3114	Meagan	10/8/2018	Survey Question 1 - Other response	make adjustments, overpasses, turn lanes, but do not make into an official highway with feeder lanes and 6-8 highway lanes. That's what 121 and the outer loop are for.	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop, other planned roadway improvements within the study area, and select grade separated intersections, US 380 would still experience a failing level of service for congestion and delay.
3115	Meagan	10/8/2018	Survey Question 6 - Other response	Everyone is fighting for what is theirs, so it's fair for Tucker Hill to be mad (no one bought their home thinking they would be by a full-on highway), Whitely Place, Heatherwood and all surrounding areas... we don't want our homes or values to get hurt. 380 can be improved as is, the outer loop is not that much further north and	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				it's already in the plan (no surprises there like widening 380 or adding a bypass) but what's most frustrating is the lack of planning. You can fix that - fix the roads we have and stick with the plan. Widen all arterial roads, like there are on Virginia pkwy now and more people will take those routes. I hardly take 380 - I take Prosper trail, Wilmeth, Bloomdale, Lake Forest, you name it! 121 is not that far away and neither is the future loop. It's baffling that the city/state/tx dot will ruin whats up here for there lack of planning. And infuriating that residents are turning on each other over this issue. I live off of Custer - I was told it would be 6 lanes, and I expect that, so therefore I won't fight it. Same with everyone -residents and businesses alike - on 380. I could go on and on, but I am afraid it's rather pointless since I think my beliefs are probably in the minority but I really hate what it's doing between neighborhoods around here. So sad to be so ugly to each other.	Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
3116	Meagan Reynolds	10/10/2018	Survey Question 6 - Other response	My parents and I discussed the options and I decided the Red Route - Option B is both less expensive and it disrupts the smallest number of commercial businesses	Comment noted.
3117	Megan McNeal	10/8/2018	Survey Question 6 - Other response	Businesses along 380 had to always anticipate the potential for growth, but residents that intentionally built, bought and spend money on land, should not suffer losses to add an extension that adds distance to a "shortcut", when there is a current route that needs to be upgraded to handle the traffic	Comment noted.
3118	Megan Phillips	10/15/2018	Survey Question 6 - Other response	Green alignment protects land, communities and businesses. Please do not disrupt our country living.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
3119	Megan Roberts	10/12/2018	Survey Question 6 - Other response	"I'm supporting the GREEN alignment for HWY 380, as the best and most efficient path for east-west traffic through McKinney and Prosper. A bypass is unnecessary, would scar the beauty of	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year."	TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3120	Megan Sanderson	10/09/18	Commen t Form	Please keep 380 on 380! There is no reason to build through the East fork trinity flood plains or take large portions of people's property, or build so close to Erwin Park. There is already a developed cooridor where the existing 380 is, adding new impacts such as noise, light(s), degrading air quality in areas not previously impacted is REDICULOUS! The existing 380 highway is already dealing with this and land owners chase to buy property on the existing 380. Knowing this beforehand. Keep McKinney unique by nature and maintain & keep our green spaces & flood plains as long as possible.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
3121	Megan Sanderson	10/9/2018	Survey Question 6 - Other response	Please keep 380 on 380 and keep McKinney unique by nature and don't build by Erwin park or throughthe East fork Trinity.	Comment noted. The location of Erwin Park was taken into consideration when draft alignments were developed. None of the proposed alignments directly impact Erwin Park. The proposed red alignment option is adjacent to the southern property line but does not cross into the park. Any future improvement projects would include assessment of the potential impact on the human and natural environments. TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable.
3122	Megan Sanderson	10/12/2018	Survey Question 6 - Other response	Keep Highway 380 on 380!	Comment noted.
3123	Megan Sanderson	10/8/2018	Survey Question 6 - Other response	Please keep 380 on 380. This is where the 380 bypass is supposed to be. Please come up with solutions to keep highway 380 on 380!	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3124	Megan Steed	10/14/2018	Survey Question 6 - Other response	Please keep 380 on 380.	Comment noted.
3125	Megan Wallace	10/10/2018	Survey Question 6 - Other response	Ridge Rd cannot handle any additional widening.	Comment noted.
3126	Meghan Wright	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
3127	Melanie Alexander	10/10/2018	Survey Question 6 - Other response	As a resident of Whitley Place in Prosper, I am against the bypass proposal that would cut through any land in Prosper. Reasons range from air quality and noise disturbance to diminished property values. My family chose to relocate to Prosper because we wanted to be further removed from the heavy traffic. We selected this area for very specific reasons - among those being that it is a good distance from a highway bearing heavy traffic. Poor planning by a neighboring city and their subdivisions should not be shoved off onto our town. There is no reason why plans to improve 380 ON 380 should not move forward. A bypass anywhere is not a feasible solution for anyone.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.</p>
3128	Melanie Cutts	10/9/2018	Survey Question	380 should stay on 380	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response		
3129	Melanie Papier	10/12/20 18	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children, including my son and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year."	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3130	Melanie Schaab	10/25/20 18	Survey Question 6 - Other response	I don't like the idea of a new highway, but McKinney seriously needs it. There's no best alternative.	Comment noted.
3131	Melanie Smart	10/23/20 18	Survey Question 3 - Other response	keep 380 on 380	Comment noted.
3132	Melanie Smart	10/23/20 18	Survey Question 6 - Other response	keep 380 on 380, No Bypass.	Comment noted.
3133	Melinda Burnham	10/12/20 18	Survey Question 6 - Other response	It seems most logical to leave the expansion in the current 380 path. Most areas along that path have enough space for the expansion. There would be less properties to acquire on the current path. I understand growth is unstoppable, however I think the timeline projections for growth are not realistic and things are going to slow dramatically very soon. Leave the green spaces north of 380 alone as long as possible.	Comment noted. Additional right of way will be required and businesses and homes will be impacted and displaced if TxDOT constructs a freeway along the existing US 380.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3134	Melinda Robison	10/13/2018	Survey Question 6 - Other response	For Coit Road to FM 1827, I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow	Comment noted.
3135	Melinda Washburn	10/8/2018	Survey Question 6 - Other response	I am a Whitley Place homeowner in the city Prosper. For reasons related to maintaining safety, quality of life, and home values, I strongly object to any proposed 380 Bypass through Prosper. Highway 380 should remain on the current Highway 380 with upgrades and changes made on the current Highway 380.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
3136	Melinda Whitaker	10/17/2018	Survey Question 6 - Other response	Where are all the east-west surface roads? Why isn't TXDOT helping McKinney and others develop a traffic plan like other towns to the south? Plano has surface roads to handle traffic about every mile; Plano Pkwy, Park Blvd, Parker Rd, Spring Creek, Legacy, Hedgcoxe. Where are they up north of 380? TXDOT should be helping cities develop a traffic plan, as they don't seem to know how to do it.	Comment noted. The City of McKinney does have a Master Thoroughfare Plan. You can view it on the City's website. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
3137	Melissa	10/8/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
3138	Melissa Baker	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				enriching volunteer opportunities for over 2,000 North Texans each year.	
3139	Melissa Barnes	10/5/2018	Survey Question 6 - Other response	We moved to Whitley Place because it was not near a busy road like the bypass would create. We love the small town feel our neighborhood provides. Putting a bypass so close to our neighborhood will diminish home values. We paid a premium to live in our neighborhood and want to maintain our home values and small town feel. We love the area so much, we are building in the same neighborhood. This could have a double whammy on us and is very concerning. We never would have built a house here if we had any idea there would be discussion of a bypass being so close.	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
3140	Melissa Goldberg	10/12/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year."	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3141	Melissa Hay	10/15/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow and are home to neighborhood elementary schools.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3142	Melissa Hoffman	10/9/2018	Survey Question 6 - Other response	McKinney failed to plan ahead for growth so they need to take care of their own problems, not make Prosper suffer!!!	Comment noted.
3143	Melissa Matthews	10/10/2018	Survey Question 6 - Other response	It is very important to me that for the Coit Road to FM 1827 the Red Alignment Option B is chosen, as it is by far the least disruptive to my residential neighborhood.	Comment noted.
3144	Melissa Sanders	10/10/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole."	Comment noted.
3145	Melissa Shelton	10/15/2018	Survey Question 1 - Other response	Red alignment	Comment noted.
3146	Melissa Tripp	10/13/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3147	Melissa Wilson	10/8/2018	Survey Question	People and businesses who built on 380 knew that they were building near a highway, so they should have to deal with the traffic, not those of	Comment noted. Traffic analysis indicates that providing only overpasses, also known as grade separated intersections, along the existing US

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response	us who chose to build our homes away from the highway. THEY should take responsibility for their decision to build there. Please just widen/put overpasses on the existing 380 so that you don't destroy our schools and community. To do otherwise means that you will turn the homebuilders here into liars and make those of us who bought homes in Prosper feel duped for buying here. What drew us to Prosper is the peacefulness of it. The most FAIR decision is to turn 380 into a toll road and let us have what we were promised. Please, do the right thing.	380 would still experience a failing level of service for congestion and delay. Tolling is not being considered as an option for funding.
3148	Melody Linkletter	10/13/2018	Survey Question 6 - Other response	Please consider the red option would cause devastating affects to ManeGait. An organization that provides services to the disabled and is one of only a few organizations like this in the DFW area	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3149	Melody Nelson	10/8/2018	Survey Question 6 - Other response	Had to restart after info given as survey crashed my device.	Comment noted.
3150	Melody Nicholson	10/19/2018	Survey Question 6 - Other response	I prefer option B. I feel the other routes will greatly impact too many businesses and residents along 380. I also feel this to a large safety risk for neighborhoods with school zones. Between loss of business sales capabilities and safety concerns for school aged children, I feel this has a negative on a community that prioritizes being unique and family oriented.	Comment noted.
3151	Meri Linscomb	10/10/2018	Survey Question 5 - Other response	O	Comment noted.
3152	Merle Schwalen	10/10/2018	Survey Question 1 - Other response	prefer taking a northern route north of McKinney away from US380	Comment noted.
3153	Merle Schwalen	10/10/2018	Survey Question 6 - Other response	With the growth of Collin County and the McKinney area, we should avoid congesting further by using US 380. We need an alternate route of travel.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3154	Mia Stone	10/10/20 18	Survey Question 1 - Other response	Red alignment (B) preferred	Comment noted.
3155	MICHAEL ALLCORN	10/11/20 18	Survey Question 6 - Other response	On 380 between Hwy 75 going West thru Dallas North Tollway, there should be zero changes due to several factors including cost, disruption of property, and disruption of local traffic flows.	Comment noted. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.
3156	Michael Angrisano	10/24/20 18	Survey Question 6 - Other response	I was intentional about not buying a home next to a freeway. Those who build close to 380 knew what they were getting. Fix 380 on 380.	Comment noted.
3157	Michael Arthur	10/15/20 18	Survey Question 6 - Other response	If TxDot widens the 380 next to my building I feel that it would decimate my business.	Comment noted.
3158	Michael B DeMasi	10/15/20 18	Survey Question 6 - Other response	I bought a home in Tucker Hill because it was the most beautiful community in the DFW area. Don't destroy it by running a highway through it.	Comment noted.
3159	Michael Baker	10/14/20 18	Survey Question 6 - Other response	Please keep 380 on 380. As a homeowner that would be directly affected by a bypass route we want 380 to stay on 380. We specifically purchased a home that is not located on a highway for a reason. A bypass would drastically affect quality of life, noise levels and home values in a negative way. No Bypass!!!	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
3160	Michael Baughman	NA	Commen t Form	I am not in favor of the bypass. I support the green route (Keep 380 on 380, no bypass). When we purchased our home in Whitley Place, I knew 380 would be widened at some point in the future. I felt we were far back enough that it would not be a problem. The bypass would be close to our homes as well as disrupt the entire section. I really don't like that it would cut right through the middle of manegait. They are a very worth while organization & do some really good	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				work for our community. Please consider these things & keep 380 on 380.	
3161	Michael Baughman	10/12/2018	Survey Question 6 - Other response	I would hope there is an option to keep ManeGait intact. They do wonderful work for many people and are a cornerstone type of property for that area.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3162	Michael Blair	10/15/2018	Survey Question 6 - Other response	I dont know why we are building these out and not up, we need to not disrupt areas around the highway like this.	Comment noted. Elevated freeway sections were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
3163	Michael Brown	10/24/2018	Survey Question 6 - Other response	Thank you for adding the Red Alignment - Option B. It appears to have the lowest impact on existing residences and businesses and will be vital to the coming growth explosion in northwestern McKinney.	Comment noted.
3164	Michael Burkey	10/14/2018	Survey Question 6 - Other response	KEEP 380 ON 380, NO BYPASS	Comment noted.
3165	Michael Carlock	10/17/2018	Survey Question 6 - Other response	prefer alignment with the least deviation from the original 380	Comment noted.
3166	Michael Carter	10/14/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.

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3167	Michael de Jong	10/25/2018	Survey Question 6 - Other response	I commute daily from frisco to greenville, how much more time will the red option add to my commute time of an hour?	Comment noted. Initial traffic analysis shows that travel times would likely be reduced should a freeway be constructed and traffic signals eliminated.
3168	Michael Duck	10/10/2018	Survey Question 6 - Other response	Keep 380 on 380 and expand	Comment noted.
3169	MICHAEL DUFFY	10/9/2018	Survey Question 6 - Other response	380 will always have traffic given the businesses being built along it, so traffic flow needs to be fixed on 380 itself. The proposed routes north of McKinney won't address traffic on 380 at all, and will destroy existing residential communities.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
3170	Michael G Smith	10/21/2018	Survey Question 1 - Other response	I prefer whatever alignment gets the most value for the taxpayer.	Comment noted.
3171	Michael Galli	10/09/18	Comment Form	McKinney would not benefit from a 380 bypass. Keep 380 on 380	Comment noted.
3172	Michael Galli	10/22/18	Comment Form	McKinney would benefit most by avoiding a bypass of fixing 380 instead. No Bypass please!!!	Comment noted.
3173	Michael Galli	10/11/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
3174	Michael Galli	10/5/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
3175	Michael Gallo	10/9/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
3176	Michael Gorman	10/12/2018	Survey Question 6 - Other response	I believe that the loop (red line) provides the best route with the least disruption. Buying and demolishing all the businesses in McKinney would be extremely disruptive and put the	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				highway in the backyards of many homes that are located behind those businesses.	
3177	Michael Green	10/14/2018	Survey Question 6 - Other response	Keep 380 on 380 The red alignment would cause too much hardship on me & my family.	Comment noted.
3178	Michael Hammack	10/25/2018	Survey Question 6 - Other response	US 380 will need expansion, improvement and repair even without a bypass. It makes good sense economically and environmentally to make US 380 a limited access highway. A bypass as proposed is too close to the proposed outer loop and US380 and will permanently trap existing neighborhoods between ribbons of concrete and noise. It will also pass through the expanding flood plane north of US380 and could damage the ecosystem there.	<p>Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p> <p>Any future improvements would include assessment of the potential impact on the human and natural environments.</p>
3179	Michael Harrell	10/14/2018	Survey Question 6 - Other response	We live in Whitley place. We would not have bought here if we would have known a major freeway will be 2500 feet away. This is terrible. Please use alternative route.	Comment noted.
3180	Michael Hearn	10/16/2018	Survey Question 6 - Other response	Put Wilmeth and Bloomdale through to 75. This will give everyone living North of 380 west and east driving options	Comment noted. TxDOT analyzed roadway options presented using a 2045 travel demand model. This model accounts for projected traffic expected in the DFW region in 2045. It also considers population growth estimates. TxDOT also continues to work with local governments to consider planned developments including planned residential developments. This includes extension and expansion of east-west arterials such as Wilmeth Rd. Bloomdale Rd, Frontier Pkwy, and Laud Howell Pkwy.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3181	Michael Hennig	10/8/2018	Survey Question 6 - Other response	The impact to surrounding communities, parks, and land owners would far less by expanding 380 on 380. This would allow businesses currently on 380 to thrive even more.	Comment noted.
3182	Michael Husby	10/11/2018	Survey Question 6 - Other response	Appreciate the care / request for feedback. I feel very strongly about leveraging current infrastructure for continued growth (green path). To me, Hwy 380 was always a candidate for expansion when we moved to McKinney. The alternatives seem to garner a lot of support from others that would otherwise (if the option was never presented) be passive of 380 improvements because it is obvious. The ground swell for no/limited improvements to 380 and the support of the loop options seem to represent the population that will get no value out of the infrastructure investment (e.g. loop options seem to disproportionately represent the southern population) since their commuting/traffic concerns will likely be south (will not have to worry about it). Additionally, I do not see how a northern loop will significantly lessen the burden on 380. As 90+% of traffic will be south in nature so traveling would provide minimal value to the majority. Thanks for listening	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
3183	Michael Kays	10/13/2018	Survey Question 6 - Other response	Keep 380 on 380!	Comment noted.
3184	Michael L Hann	10/23/2018	Survey Question 6 - Other response	I am particularly opposed to the Red Option B bypass proposals that violates the City of Prosper Transportation Plan (i.e., no bypasses through the city of Prosper). 380 is the natural corridor for addressing congestion by widening 380.	Comment noted.
3185	Michael Liverance	10/13/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole.	
3186	Michael Mastin	10/26/2018	Survey Question 1 - Other response	Bypass	Comment noted.
3187	Michael McCarthy	10/11/2018	Survey Question 6 - Other response	Cant say that the planning has been all that thoughtful & forward thinking with this project. The cost to home & business owners, as well as the impact to the tax base gets into the \$billion far too quickly. It seems to me that a better management of the 6 lanes already in place should be able to solve the issue ESPECIALLY since dumping into 75, which is already a nightmare, is going to get worse.	Comment noted. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.
3188	MICHAEL MCNULTY	10/5/2018	Survey Question 6 - Other response	As a property owner in Prosper, and a long time resident in both Mckinney and Prosper 380 was always expected to be a major road. All of the alternative routes make little sense. Keep 380 on 380, and minimize the negative impact on those who had common sense and expected 380 to grow.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
3189	Michael Mitchell	10/12/2018	Survey Question 6 - Other response	I live in the Robinson Ridge subdivision in McKinney. We choose this are because it was not close to the highway unlike other subdivisions.	Comment noted.
3190	Michael Mueller	10/27/2018	Survey Question 6 - Other response	Need to focus on 380 west of Denton county line. The housing here is booming and the traffic is extremely congested	Comment noted. The scope of this study is through Collin County. TxDOT is currently conducting a similar feasibility study in Denton County.
3191	Michael Peterman	10/13/2018	Survey Question 6 - Other response	The Red Alignment B is not a good option for ManeGait... As a parent of a child with disabilities, there are far too few businesses and organizations that desire to meet the need that ManeGait fills. Please do not choose an option that districts disrupts this organization.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3192	Michael Peterson	10/14/2018	Survey Question	I would prefer the Red Alignment-Option B because it disrupts the least amount of homes or businesses. Widening the current route would	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response	would cost millions more due to having to move hundreds of already established homes and businesses, the latter being vitally important to the local economy. It would also bring more traffic to arterial roads that were not designed to handle the amount of traffic would come due to the widening.	
3193	Michael Powell	10/13/2018	Survey Question 6 - Other response	Pls fix 380 on 380.	Comment noted.
3194	Michael Powell	10/13/2018	Survey Question 6 - Other response	pls fix 380 on 380, no bypass.	Comment noted.
3195	Michael Powell	10/8/2018	Survey Question 6 - Other response	Fixing 380 should stay on 380.	Comment noted.
3196	Michael Powell	10/8/2018	Survey Question 6 - Other response	Pls fix 380 on 380.	Comment noted.
3197	Michael Seibold	10/13/2018	Survey Question 2 - Other response	I support the green alternative	Comment noted.
3198	Michael Seibold	10/13/2018	Survey Question 6 - Other response	Please protect the integrity of the ManeGait Horse Therapy work.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3199	Michael Sheets	10/5/2018	Survey Question 6 - Other response	The 380 bypass cannot be allowed to be built to where it intersects near Custer and 1st street. The economic impact to that area would be too damaging to the neighborhood adjacent, and too Prosper as a whole. The area should be used as planned for development, not a highway bypass.	Comment noted.
3200	Michael Shortt	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	
3201	Michael Smith	10/13/2018	Survey Question 6 - Other response	380 should be on 380, not dividing neighborhoods and neighbors, even family members	Comment noted.
3202	Michael Smith	10/11/2018	Survey Question 6 - Other response	It absolutely makes sense to make 380 a more major artery and expand it for additional traffic. Cutting back though major wooded and rural areas seems a huge waste of natural resources, and with the growth in this area you're going to have to eventually expand 380 anyway.	<p>Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p>
3203	Michael Swim	10/30/18	Comment Form	<p>Reasons to keep 380 on 380:</p> <ul style="list-style-type: none"> • "Outer Loop" ~ 5 miles from 380 - Property acquisition has begun - with outer loop, does not make sense for bypass. • Enviromental impact significant on the Beautiful topography & wetlands of northern McKinney. • Save 3 large horse rescues - maingate, mls & Tara farms as well as Erwin Park • Follow City of McKinney's comprehensive plan • Texdot study (feasibility) shows green alignment handles ~ 12,000 more cars daily • Many business owners along 380 support the green route • Long term economic impact better than bypass • Keeps a state highway on a state highway 	<p>Comment noted. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.</p> <p>Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p> <p>None of the proposed alignments directly impact Erwin Park.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3204	Michael Swim	10/4/2018	Survey Question 6 - Other response	My wife and I currently run an equine rescue on three contiguous properties that make up a 24 acre plot consisting of [REDACTED] in McKinney. We have operated the rescue since 2010, rescuing and placing over 50 horses during that time. We also have two homes (both for our family) as well as three barns on the property. The Red alignment will completely destroy all three of our properties as it goes directly through the middle of each. I am very disappointed by the decision to pursue the red route as it will not only displace my family but a significant number of equine in need as well. I am very much in favor of expanding existing 380 - while it will disturb several businesses along the route, they will ultimately have the opportunity to recover and fewer families will be displaced. It's clear the red route will be favored as it costs less and impacts fewer home owners. I'm not sure why existing roadways can't be the primary route for the bypass - for example, running north from Farmersville to the Collin county line then west. Texas is a property owners / property rights state - I will hire a lawyer and fight this unnecessary "red" route if it is chosen.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
3205	Michael Testa	10/10/2018	Survey Question 1 - Other response	Alternative bypass route different than the only option shown..	Comment noted.
3206	Michael W. Hurst	10/11/2018	Survey Question 6 - Other response	Green Route only (Need To Preserve Closest Proximity to our downtown business district	Comment noted.
3207	Michael Yon	10/4/2018	Survey Question 6 - Other response	With all the effort in this by pass, you should just stop and pick up the Outer Loop that is proposed now. Its just north of the red by pass and by the time you get going on this feasibility study its past time to start working on the loop route so you don't end up in the same position you are now with some many people wanting different things.	Comment noted. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3208	Michael Zimmerman	10/19/2018	Survey Question 6 - Other response	Taking 380 off 380 does not assist with traffic. People will stay on 380 if it is not fixed traffic will get worse. Expand 380, create overpasses for major intersections and a smooth transition to 75. 380 needs to be converted to a freeway with transitions similar to 75 with transition lanes like the 75 - 121 intersection.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
3209	Michaela & Dane Harris	10/9/2018	Survey Question 6 - Other response	The red alignment has an unfair impact on the citizens & tax-paying property owners whose land and quality of life will be impacted on it. Green alignment better improves the status quo at the least overall cost	Comment noted.
3210	Michaela Martin	10/14/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
3211	Michel Moffatt	10/6/2018	Survey Question 6 - Other response	380 is already a major road. Keep the traffic there.	Comment noted.
3212	Michele Lumley	10/11/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
3213	Michele McConnelee	10/12/2018	Survey Question 6 - Other response	Please preserve our beautiful community. We moved to Prosper because of the ambiance, country, trees....not for it to all be torn out to build roads as an after thought. You need to consider future needs when building or expanding roads (380) not expand to TODAY'S needs which are outgrow in months. PLAN AHEAD!!!	Comment noted. TxDOT analyzed roadway options presented using a 2045 travel demand model. This model accounts for projected traffic expected in the DFW region in 2045. It also considers population growth estimates. TxDOT also continues to work with local governments to consider planned developments including planned residential developments.
3214	Michele McGilvray	10/10/2018	Survey Question 6 - Other response	I recently built a house in the Willow Wood neighborhood off highway 5 at the Melissa/McKinney border. I do not want a busy highway built near our neighborhood. The quiet,	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				country feeling is why we chose the neighborhood. We just moved away from 380.	
3215	Michele pepperell	10/10/2018	Survey Question 6 - Other response	The residential area of Stonebridge Ranch is a nationally known master planned community. Additional traffic through this area is detrimental to one of McKinney's best assets. Safety of the pedestrians who walk this area is compromised with additional traffic. Downtown and Stonebridge are quintessentially McKinney. Why compromise that?	Comment noted. Alignment options are still being evaluated and any future improvements will be designed to current design standards to enhance safety.
3216	Michele Steed	10/13/2018	Survey Question 6 - Other response	Please preserve Prosper.	Comment noted.
3217	Michelle Bondietti	10/14/2018	Survey Question 6 - Other response	Keep 380 on 380.	Comment noted.
3218	Michelle Coley	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
3219	Michelle Dal Santo	10/12/2018	Survey Question 6 - Other response	I support the green alignment for hwy 380	Comment noted.
3220	Michelle DeVriend	10/9/2018	Survey Question 6 - Other response	Please do not build through prosper. We live here and it is already impossible to get through with current traffic conditions while under construction	Comment noted.
3221	Michelle Doss	10/12/2018	Survey Question 5 - Other response	Green alignment	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3222	Michelle Graham	10/04/18	Commen t Form	I am strongly opposed to the 380 Bypass due to the negative impact it will have on my home, my neighborhood, Whitley Place, and my town, Prosper. It will greatly change the surroundings of my neighborhood, the zoning, and what will come to my area. When purchasing our home just 3 years ago we studied the area, the neighborhood, the roads, the planned developments and the nearby zoning. There was no known plan for a 380 bypass on any road plans available at the time. There was a widening of Custer and we were in favor of the improvement of the existing Custer Rd. Bringing a Bypass of 380 within yards of my home changes everything... value, living conditions, noise levels , what comes near me now. I strongly feel 380 should stay on 380. Thank you.	Comment noted.
3223	Michelle Graham	10/18/2018	Survey Question 6 - Other response	I feel 380 should stay on 380. It has been known for years that 380 would be widened. The recent changes to the bypass will have a major negative effect to property/business owners who purchased property with no knowldege of these recent plan changes. The effect of leaving 380 on 380 will be minimal compared to changing to bypass.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
3224	Michelle Hatch	10/23/2018	Survey Question 6 - Other response	Please do not add additional options and use 380 as it exists today!!!!	Comment noted.
3225	Michelle Heinhold	10/8/2018	Survey Question 6 - Other response	Keep 380 on the 380! By expanding the 380 and make it a freeway connecting the 75 to the 35 for better traffic flow is the best option to help with the growth in northern counties. There is no need for a bypass and to cut through neighborhoods when expanding the 380 is the best option.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
3226	Michelle Hoffman	10/8/2018	Survey Question 6 - Other response	Please do not put Tucker Hill's lack of planning or the people who chose to live there the problem of Prosper. Prosper has planned our community and this problem should not be pushed onto Prosper. Additionally, a bypass is NOT going to solve the problem.....you need to	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				expand 380 so that it can support all of the future planned shopping etc. that is planned along 380.	
3227	Michelle hrapkiewicz	10/12/2018	Survey Question 6 - Other response	The route that affects the least people and businesses currently built should be chosen	Comment noted.
3228	Michelle Lynn Paden	10/15/2018	Survey Question 6 - Other response	I live in Prosper and don't want to have traffic from the proposed bypass tear up our community. We have a beautiful old cemetery and expensive homes built near Custer that would be affected. I know that we and our neighbors moved here because of the location, far from the busy highway traffic. Please keep the 380 on the 380, for our sake, for our neighbors and communities, we want to keep this a nice place, quiet place to live.	Comment noted.
3229	Michelle Martin	10/11/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole.	Comment noted.
3230	Michelle Maurer	10/8/2018	Survey Question 6 - Other response	Expand 380 on 380. No bypass	Comment noted.
3231	Michelle Michelson	10/26/2018	Survey Question 6 - Other response	I support Red Alignment OPTION B because it is the least offers the least disruption to existing homeowners, developments and businesses. Widening 380 would destroy many of the new homes and businesses that have been built along 380 and bring more more traffic to Stonebridge and Ridge, which were never designed for that heavy traffic flow.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3232	Michelle Norfleet	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
3233	Michelle Orr	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3234	Michelle Parkes	10/15/2018	Survey Question 6 - Other response	Why spend money on a bypass when there are already plans to build a loop in the near future?	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
3235	Michelle Pounders	10/8/2018	Survey Question 6 - Other response	Prosper planned for the 380 widening. The town of Prosper should not bear the burden of bad planning.	Comment noted.
3236	Michelle Price	10/5/2018	Survey Question 6 - Other response	Keep the highway on the highway and just expand it to handle increased flow.	Comment noted.
3237	Michelle Rodges	10/13/2018	Survey Question 6 - Other response	I'm voting for the Green alignment so a friends daughter, Callie and her friends can continue with horseback riding therapy at ManeGait	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3238	Michelle Snyder	10/13/2018	Survey Question 1 - Other response	No to this option	Comment noted.
3239	Michelle Williams	10/8/2018	Survey Question 6 - Other response	Prosper is a growing community that should not be punished because one vocal neighborhood is upset with expanding 380	Comment noted.
3240	Michelle Youtsey	10/26/2018	Survey Question 6 - Other response	It is best to keep 380 on 380 for the least disruption to communities, cost considerations and fair partnership. It is not fair to move 380 and affect property owners who did not purchase proper	Comment noted.
3241	Mickey Davison	10/13/2018	Survey Question 6 - Other response	380 elevated roadway preferred.	Comment noted. Elevated freeway sections will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
3242	Mickey Schroeder	10/12/2018	Survey Question 6 - Other response	Quit wasting time and get something done. If you drove the road every day you would understand this statement	Comment noted.
3243	Mike	10/23/2018	Survey Question 6 - Other response	I'm good with whatever plan bypasses that shithole speed trap town of Princeton.	Comment noted.
3244	Mike	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
3245	Mike & Cindy Wiles	10/09/18	Comment Form	We live on Custer Rd. in Walnut Grove and Option "B" Red alignment would be 1500 feet from my property We prefer option "A" of the Red alignment or the Green Alignment, we Do	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				Not want the bypass that clips the Northwest Corner of our Neighborhood.	
3246	Mike & Linda Pritchard	10/09/18	Commen t Form	Please Help Us this is our retirement We are dealing with here! We own land on 380 North East-Corner of & Stonebridge Drive. With all the land coming off the Nothside of 380 this is NOT fair! We also own the second lot in Walnut Grove Estates. The widen of 380 will take that as well at [REDACTED] this is SO wrong some we can live with this is too much!!	Comment noted.
3247	mike acquisto	10/10/20 18	Survey Question 6 - Other response	no need to make it difficult. keep 380 on 380. it is going to be expensive either which way. keep it simple and find a way to make it work.	Comment noted.
3248	Mike and Mary	10/26/18	Email	<p>Please count me as a vote for NO BYPASS and to fix 380 on 380. McKinney has allowed commercial and residential construction to happen far too close to US380 even though the expectation of widening US380 to accommodate the future traffic demands was recognized years ago. Now the powers that be in McKinney have decided to push their problem onto our small town of Prosper.</p> <p>No ByPass is acceptable;</p> <p>1) Any ByPass will permanently isolate and divide the smaller communities north of US380.</p> <p>2) The environmental impact north of Tucker Hill will result in worsening the already bad Flood Plane status. By the way, at the latest TxDOT presentation, how is it that TxDOT did NOT use the current map with the updated Flood Plane data in this area to show where the ByPass would be routed?</p> <p>3) A ByPass through Prosper will require a new Master plan at great expense to cope with the additional traffic on the ByPass feeder roads.</p> <p>4) The ByPass Red B will destroy the ManeGait Therapeutic Horsemanship conservatory and pass too close to the Historic Hunt Cemetery.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Floodplain data was recently updated and that updated information is now being considered.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3249	Mike Cummings	10/13/2018	Survey Question 6 - Other response	The green alignment on 380 makes the most sense to fix the traffic problems in nearby cities	Comment noted.
3250	Mike Danielson	10/21/2018	Survey Question 6 - Other response	If the bypass option is chosen it will take out over 50 homes in the 3rd phase of my neighborhood, Erwin Farms. Keep 380 on 380, where it belongs.	Comment noted. The future Phase III of Erwin Farms would have around 35 residential displacements.
3251	mike day	10/15/2018	Survey Question 6 - Other response	please don't kill our business	Comment noted.
3252	Mike Garrison	10/5/2018	Survey Question 6 - Other response	U.S. highways should accommodate higher speed commuter traffic. Ingress/egress to businesses should be provided through frtg rds, backage rds, or collector-distributor systems. Thank you for your work on this critical east-west thoroughfare for Collin County.	Comment noted.
3253	Mike Guillen	10/11/18	Comment Form	In terms of dollars, what would be the cost of one from the other. An idea of about how many retail businesses to be affected? With construction many years out, what would be the time frame from one to the other in terms of complete? Would there be any possibility of expanding in the far future for growth, say around the year 2060? or this be MAX?	Comment noted. Cost estimates and information for business impacts/displacements is available in the presentation from the public meeting posted at Drive380.com. The timeframe for the analysis is for future year 2045.
3254	Mike hitt	10/17/2018	Survey Question 6 - Other response	Need to eliminate the suicide lane on 380 from McKinney to Princeton. Also decrease speed. Too many accidents on this stretch of road.	Comment noted. TxDOT is currently constructing a safety improvement project to add a raised median on US 380 from FM 1827 to CR 985. Construction is anticipated to be complete during the fall of 2019. In addition, TxDOT is currently developing a project to widen US 380 from Airport Road in McKinney to 4th Street in Princeton from 4 lanes to 6 lanes.
3255	Mike Istre	10/8/2018	Survey Question 6 - Other response	No one will use the bypasses when their business activities are located on 380. The shortest distance between two points is a straight line. Residents have bought homes away from 380 and paid an extra premium to locate in those areas. Those that built homes or businesses next to 380 had to have known at some point the highway would be improved.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				You don't pass it off on others because of your selfishness. Why would your developer keep building closer and closer to 380 except for money. Now they are suffering the consequences of those actions and wanting to pass the alignment on to neighboring communities.	
3256	Mike Lunde	10/13/2018	Survey Question 6 - Other response	The green alignment would reduce the number of homes and communities destroyed	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
3257	Mike Placke	10/9/2018	Survey Question 2 - Other response	Green alignment w/ deck parks to tie community	Comment noted.
3258	Mike Porter	10/13/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year."	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
3259	Mike Shepherd	10/9/2018	Survey Question 6 - Other response	I live very close to 380 and keeping the highway on 380 will add more noise to my neighborhood but is still a better alternative than a loop around to the North. The options of depressed highway will help with sound and affect less residents/neighborhoods. Even if a loop was built, we will still have traffic and need to address the current 380. The 288 loop around Denton is a great example that it did not relieve the pressure on 380 that goes thru town. The Outer loop is already planned and will help with future	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				growth to the North. Adding another 8 lane freeway between 380 and the outer loop cuts the community and divides areas. Keep 380 on 380 please.	
3260	Mike Smith	10/21/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year."	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
3261	Mike Strong	10/14/2018	Survey Question 6 - Other response	FIX 380 ON 380!	Comment noted.
3262	Mike Sunderland	10/19/2018	Survey Question 6 - Other response	380 needs to be improved to a limited access highway and should be run along the existing alignment. Some business and homes will inevitably be impacted, but that is the case with any alignment. Keep 380 straight!	Comment noted.
3263	Mike Zaleski	10/7/2018	Survey Question 6 - Other response	Fix 380 on 380.	Comment noted.
3264	Mikel St. John	10/22/2018	Survey Question 6 - Other response	Something needs to be done about 380	Comment noted.
3265	Mikka James	10/6/2018	Survey Question 6 - Other response	Keep 380 on 380!	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3266	Mildred Salas	10/24/2018	Survey Question 6 - Other response	Colt Rd to FM 1827 Red Alignment Option B is the one with less impact to the communities that are around these points	Comment noted.
3267	Millie Abbott	10/12/2018	Survey Question 6 - Other response	Save ManeGait and the land surrounding it	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3268	Millie Stuessy	10/17/2018	Survey Question 6 - Other response	Every community from Prosper to the Hunt County Line needs to participate to make this work—even though there will be inconveniences.	Comment noted.
3269	Mina Tam	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year." Thank you for joining us in this effort! God has bestowed ManeGait with this beautiful land, caring community, and enduring mission. We have faith that He will continue to guide and provide for our riders and our community now and in the future.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3270	Minal Karsen	10/15/2018	Survey Question 6 - Other response	Hope this project doesn't take a long time and disrupt travel patterns for a very long time during construction.	Comment noted. TxDOT makes every effort to minimize impacts during construction of its projects.
3271	Misha Jill Fung	10/14/2018	Survey Question 6 - Other response	Safety for the citizens of Prosper and McKinney is number one importance. Expansion of 380 as designed is the only viable option in Prosper/McKinney.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
3272	Missy Clay	10/10/2018	Survey Question	To those it concerns, KEEP 380 ON 380!!! Coit to 1827 (Red option B) absolutely MUST not be considered! Expansion of HWY 380 must stay	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response	<p>on the current HWY 380 and be built in the existing easements that were planned for by the state years ago! In fact, the entire widening of HWY 380 should ALL stay on the existing HWY 380. It's incredibly irresponsible by the state to create a separate "Bypass" that only diverges the traffic a few miles and then merges them again. This does not solve anything and will only create additional traffic issues and bottlenecks at all newly created merging points and intersections. The amount of vehicles traveling HWY 380 is the same either way. It makes absolutely zero sense to encroach on Prosper or McKinney home owners, land owners and business owners when the state already has an existing ROW along the existing HWY 380 route. I ask you to NOT punish the many because of a few! The Red options A and B were only offered up as sacrificial options because of the poor planning of the developers of Tucker Hill, who built homes too close to the existing HWY 380 easements. These people are only a .03 mile piece of the entire HWY 380 expansion and they should not be allowed to forcibly push their issues/problems on all those surrounding them. Hijacking land west of Custer that is already planned for Prosper's development is wrong! It's also wrong to do the same to McKinney residents. Therefore, I ask you to please keep HWY 380 on the existing HWY 380 and exercise your use of the existing ROW. Respectfully, Missy Clay Prosper homeowner, McKinney Business Owner and daily commuter</p>	<p>factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>Our analysis shows that one freeway option (either the red or the green) should be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic analysis was conducted and According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. The green alignment would need an additional 130'-180' of right of way.</p> <p>Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p>
3273	Misti Brand	10/12/2018	Survey Question 6 - Other response	<p>I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations,</p>	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year."	
3274	Misti Greer	10/8/2018	Survey Question 6 - Other response	The possibility of a bypass on bloom dale road is not on this survey, but this is the one that would impact me the most, as I live in pecan ridge which is right beside bloomdale. This would negatively impact the value of my property and cause noise pollution that I originally moved to pecan ridge to avoid. I support the green line.	Comment noted. See Drive380.com for alignments currently under consideration. There is not an alignment being considered that is along Bloomdale road running south of the Pecan Ridge neighborhood.
3275	Misty Clayton	10/8/2018	Survey Question 6 - Other response	Tucker Hill residents knew that this could happen. We moved to Prosper 6 years ago, and decided against Tucker Hill because of the likelihood of this scenario. It's not fair to residents above 380 to encroach on their land and peaceful residence. When you buy a house right next to a major highway, it comes with certain risks. Keep this on 380. It makes more sense monetarily and in a timely manner both with build and commute. Save the vast majority of tax payers and don't pander to a subdivision that already had these facts when they purchased.	Comment noted.
3276	Misty Grambow	10/9/2018	Survey Question 6 - Other response	Please keep 380 on 380!!!	Comment noted.
3277	Mitch Phillips	10/10/2018	Survey Question 6 - Other response	We bought our home because there was not going to be a freeway near it. We could have bought many other places but researched and made sure there was not going to be a freeway near here. Please keep 380 on 380 especially in Prosper.	Comment noted.
3278	Mitch Sheffield	10/22/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				streets that are not designed to carry heavy traffic flow.	
3279	Mitchell Hesse	10/22/2018	Survey Question 6 - Other response	The alignment should be moved further south from the Willow wood subdivision off highway 5 in McKinney.	Comment noted.
3280	Miyaka Fusi	10/8/2018	Survey Question 6 - Other response	Entire 380 needs to be expanded from prosper to Denton too.	Comment noted. The scope of this study is through Collin County. TxDOT is currently conducting a similar feasibility study in Denton County.
3281	Monica	10/5/2018	Survey Question 6 - Other response	Please do not build into people's existing neighborhoods.	Comment noted.
3282	Monica Cascio	10/14/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole.	Comment noted.
3283	Monica Clift	10/22/2018	Survey Question 6 - Other response	Businesses and homes near 380 between Coit and 75 are already established and should not be destroyed or impacted by this road. The Green alignment in this area would destroy tax revenue and cause a huge amount of upheaval for residents and businesses alike. The Red alignment would have less of an impact on existing businesses and homes. The Red alignment is the better choice for this area.	Comment noted.
3284	Monica L Nairn	10/15/2018	Survey Question 6 - Other response	I support the green alignment for HWY 380 because it is the most efficient path to not disturb our community and growth in this area. It also preserves ManeGait who are one of the best nonprofit organizations I have ever been involved with. They help so many children and	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				adults with disabilities and bless them as well as the families. Please preserve this wonderful place!	
3285	Monica Martin	10/12/2018	Survey Question 6 - Other response	Please keep 380 traffic on 380. Stop using up our land for roads and houses	Comment noted.
3286	Monica McClellan	10/20/2018	Survey Question 6 - Other response	My desire to Keep 380 on 380 is for several reasons. As I live near Virginia Parkway, to build a bypass will not encourage people to take yet another route, but will further congest both Virginia Pkwy and El Dorado. As a result, these roads will have to be widened as well. Secondly, Mane Gait is a therapeutic horse farm serving those with special needs through equestrian therapy. How shameful to remove this facility for a bypass when Mane Gait has benefitted so many! To Keep 380 on 380 is the best choice. Why create more byways which will soon exceed its capacity? 380 was designed to be a highway. Keep it there. TXDOT has done a great job at intersections such as Spring Valley and 75, and 121 and Preston. Improve 380.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.</p> <p>TXDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
3287	Monica Quiros	10/5/2018	Survey Question 6 - Other response	380 is such a disasterous mess through McKinney (new hope road to about stonebridge) that no matter what, 380 will have to be fixed in some way. I just don't feel the bypass will help much of the congestion based on where it would be placed. You'll have a bypass that a few residents use, but the vast majority will just stay on 380 based on convenience of where they are traveling to (generally, right off 380). 380 with proper modifications in my opinion would be the best method to absorb the population growth.	<p>Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TXDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3288	Monica Sharapata	10/12/2018	Survey Question 6 - Other response	Expand hwy 380 versus bypass hways!	Comment noted.
3289	MONIQUE BEDFORD	10/14/2018	Survey Question 6 - Other response	As a commuter, I believe the 380 is well positioned to be expanded to carry the traffic it is intended to - the bypass options will not solve the issue as commuters will be more likely to remain on 380 anyway. It is inevitable that the 380 will require expansion, thus it isn't cost-effective to build a bypass when 380 will ultimately need to be expanded regardless.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.
3290	Monte Self	10/4/2018	Survey Question 6 - Other response	The GREEN route would destroy McKinney, Princeton, and Farmersville for economic development & growth for years. Red route B would cause limited or less damage.	Comment noted.
3291	Monte Self	10/19/2018	Survey Question 6 - Other response	380 should be left alone as a business route (like most cities have) . Since growth is going to North & West of 380 road to accommodate growth should be Red B. This route would not affect 178 or more businesses on 380 and hundreds of homes. It will definitely affect fewer homes & businesses and is \$200 to \$300 million less in costs.	Comment noted.
3292	Monty Forrester	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
3293	Morgan	10/15/2018	Survey Question 6 - Other response	No bypass	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3294	Morgan Ackley	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
3295	Morgan Perez	10/5/2018	Survey Question 6 - Other response	doing a bypass rather than expanding 380 will not be a permanent fix. Expanding 380 would be a long term fix. Anyone along 380 purchased their home/business along a hwy	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
3296	Morgan Perumal	10/11/2018	Survey Question 6 - Other response	We don't want 380 next to our neighborhood! We worry for the safety of our children.	Comment noted.
3297	Murray Giles	10/10/2018	Survey Question 6 - Other response	I prefer Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney.	Comment noted.
3298	Myra Anderson	10/8/2018	Survey Question 6 - Other response	I feel like 380 should be expanded where it is now. I bought in Prosper over 21 years ago and have always thought 380 would be several lanes wide. We do not need to go through Prosper.	Comment noted.
3299	Nancy & John Kearns	10/04/18	Comment Form	Please keep 380 on 380! We moved to Prosper from Austin to get away from congestion & noise. We love growth, just not a bypass @ our back door. Also, ManeGait does so much good for families and veterans. That can't just be taken away!!	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3300	Nancy Abel	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3301	Nancy C Ketcherside	10/14/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
3302	nancy debolt	10/24/2018	Survey Question 6 - Other response	Not in prosper. Too small of a community and too full already	Comment noted.
3303	Nancy Evelyn	10/26/18	Comment Form	We moved to Texas to retire in 2014. I am a native Texan. I lived in California for 40 years for my husband & my professional requirements. We were so happy to get back to Texas because we love this state & Calif. Rules its inhabitants lives in the most intrusive way. We bought in Whitley Place & we love it here but 4 years later we find the state of Texas is considering putting a bypass within less than 1 mile of our home. I object to this because: #1 we did our due diligence on this community before we made the most important move of our life. No Bypass was in consideration until 3 weeks ago #2 This community wasn't given time to fight this - no due process! #3 This highway will bring crime to our neighborhood - unfair! I would have expected this in Calif - not in Texas - Keep 380 on 380	Comment noted.
3304	Nancy Evelyn	10/16/2018	Survey Question 6 - Other response	Right of way requirements are less for US Highway 380 than for all other options.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3305	Nancy Filiatrault	10/5/2018	Survey Question 6 - Other response	If the goal is to get traffic from 75 to the DNT perhaps extending DNT to 82 would provide a northern alternate for that traffic. Also expediting the widening of Virginia and 1461 to 4 lanes ASAP would get some vehicles off 380. Thanks for your consideration.	Comment noted. North/south route studies are being led by the North Central Texas Council of Governments as part of the Collin County Strategic Roadway Plan. The regional travel demand model used assumes future widenings of arterials will be in place in 2045.
3306	Nancy Kearns	10/6/2018	Survey Question 6 - Other response	Do not bring 380 by pass through prosper! Keep 380 on 380!!! Prosper is so small ... why take valuable land away for this...	Comment noted.
3307	Nancy Kearns	10/12/2018	Survey Question 6 - Other response	Need to stay away from ManeGait and prosper. ManeGait does so much good for needy families. Prosper families moved here for the quaint feel and family quality of life... no 380 by pass!	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
3308	Nancy Kearns	10/10/2018	Survey Question 6 - Other response	Don't put 380 in Prosper. Keep 380 on 380. The people in tucker hill will probably be gone by the time this gets built! Keeping it on 380 is the best plan for the future! Prosper ISD has a third HS planned on the land you're proposing to use...	Comment noted. As currently proposed, the red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.
3309	Nancy Lovnander	10/26/2018	Survey Question 6 - Other response	Please do not tear down beautiful neighborhoods where so many have poured their money and hearts into their homes and property for the sake of poor planning and lack of mass transit.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
3310	Nancy Moreles	10/20/2018	Survey Question 6 - Other response	Please consider pedestrian crossing at the beginning of the project.	Comment noted. Accommodations for pedestrians are being considered for the proposed project, although detailed design of pedestrian pathways and crossings will be done later in the project.
3311	Nancy Porter	10/13/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year."	
3312	Nancy Preston	10/10/2018	Survey Question 6 - Other response	Red alignment B is the least expensive, and impacts the fewest businesses and homes in McKinney.	Comment noted.
3313	Nancy Robertson	10/4/2018	Survey Question 6 - Other response	Nancy Robertson	Comment noted.
3314	Nancy Robertson	10/04/18	Comment Form	Presentation was boring & not informative enough - NO Q&A!!	Comment noted. TxDOT staff and the consultant team were available during the open house portion of the meeting to answer questions.
3315	Nancy Russell	10/25/2018	Survey Question 6 - Other response	No toll roads	Comment noted. Tolling is not being considered as an option for funding.
3316	Nancy Stogsdill	10/17/18	Comment Form	I am opposed to all bypass options for 380. The costs of putting a bypass through Prosper would be higher than that I think the estimates have been. TxDOT should take into account the need to pay for a new comprehensive study for Prosper as that bypass was never an option previously. Also the cost for Red Option B should be updated to include the depressed and cantilevered roadway as the Red Option A and the other options were priced. When taking these, among other considerations it is more costly to go through Prosper than the other options. Keeping 380 on 380 also does not punish those who chose to tie further away from the highway intentionally. Those who built along 380 should have had every opportunity to do their research as much as those who chose to live further away It is only reasonable & prudent that the expectation of a highway widening along its current path be taken into consideration when	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				selecting a home or business. Thank you for your consideration.	
3317	Nancy Stogsdill	10/4/2018	Survey Question 6 - Other response	Residents who purchased homes on 380 should of made a different decision, clearly. That was their poor decision not ours. We chose to not live near a big highway and chose a neighborhood away from it. Don't put the bypass near our homes. Keep 380 on 380 where it belongs.	Comment noted.
3318	Nancy Swift	10/17/2018	Survey Question 6 - Other response	Please select the Red B alignment to save our homes and businesses.	Comment noted.
3319	Nancy Villar	10/11/2018	Survey Question 1 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. It is also the least expensive of the options. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole."	Comment noted.
3320	Nancy Villar	10/11/2018	Survey Question 3 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. It is also the least expensive of the options. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole."	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3321	Nancy Villar	10/11/20 18	Survey Question 4 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. It is also the least expensive of the options. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole."	Comment noted.
3322	Nancy Villar	10/11/20 18	Survey Question 5 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. It is also the least expensive of the options. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole."	Comment noted.
3323	Nancy Villar	10/18/20 18	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole. Red Option B is also the cheaper option.	Comment noted.
3324	Nancy Villar	10/11/20 18	Survey Question	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response	City of McKinney. It is also the least expensive of the options. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole."	
3325	Nancy Welwood	10/12/2018	Survey Question 6 - Other response	I support ManeGate and would hate for the bypass to jeopardize this amazing non profit organization which helps so many people in our community.	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
3326	Nashrah Sadaf	10/16/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
3327	Natalie	10/5/2018	Survey Question 6 - Other response	When purchasing our home we made our choice for Whitley Place over Tucker Hill because we didn't want to purchase in 380. Additionally, Prosper is only 27 square miles the option that takes land that could be used for the purposes of tax revenue for our town seems unacceptable. Especially since our schools are already so impacted by students from surrounding towns. Driving our property values down is also unacceptable. We made our decision to purchase based on our understanding of future growth potential.	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3328	Natalie Swanick	10/6/2018	Survey Question 6 - Other response	Just keep 380 on 380! Why destroy 100's of acres of farmland and beautiful areas just to appease people who bought a house directly in front of 380. It makes no sense!	Comment noted.
3329	Nataly Huddleston	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
3330	Nathan Baldwin	10/8/2018	Survey Question 6 - Other response	Please keep 380 on 380. Do not take a highway through the town of Prosper, which would disrupt many family's lives and significantly impact the livelihood and property values for many people.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
3331	Nathan Clark	10/20/2018	Survey Question 6 - Other response	Please bypass Princeton, Farmersville, and through Collin. I commute on 380 five days a week 140 miles round trip and the congestion is already bad at 6 am.	Comment noted.
3332	Nathan Horn	10/8/2018	Survey Question 6 - Other response	Keep 380 on 380. This options promotes economic growth. It also saves money as 380 will still need to be wider to handle increasing traffic. A bypass would cause unnecessary commute delays, destroy natural public lands, and displace thousands of residents. The safety of children would also be compromised with the close proximity to schools.	<p>Comment noted. The proposed green alignment along the existing US 380 is expected to cost more than the red alignment.</p> <p>The proposed red alignment is expected to displace more residential properties than the green alignment. See Drive380.com for more information.</p>
3333	Nathan Loewen	10/22/2018	Survey Question 6 - Other response	Erwin park needs to stay full and intact. It is a valuable resource to the community and must not be touched. Also, some of those reroutes are a complete waste of taxpayer money. If you really want to speed up travel through princeton and farmersville then build an overpass and	Comment noted. The location of Erwin Park was taken into consideration when draft alignments were developed. None of the proposed alignments directly impact Erwin Park. The proposed red alignment option is adjacent to the southern property line but does not cross into

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				access road instead of an entirely new path around the city.	the park. Any future improvement projects would include assessment of the potential impact on the human and natural environments. TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable.
3334	Nathan Mitchell	10/13/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth, education and high-quality development in the northwest sector of Collin County. There is no reason 380 needs to be anywhere but on the existing 380. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
3335	nathan stellman	10/15/2018	Survey Question 6 - Other response	Please keep the expansion along US 380. I live in Prosper and do not want 380 coming through the community, Horse parks and others amenities that make Prosper what it is.	Comment noted.
3336	Nathan Swanick	10/7/2018	Survey Question 6 - Other response	It makes the most sense to spend the money to keep 380 on 380 and not impact the residents of Prosper. The Tollway was successful with the same plan.	Comment noted.
3337	Nathaniel	10/13/2018	Survey Question 6 - Other response	Red routes for 380 bypass would not solve the problem because it is further out of the way compared to the current/legacy 380. Since the current 380 would still be the fastest route for most commuters, expansion/creating overpasses seems the most effective option, albeit logistically challenging. Red routes would waste money and not be fully utilized for a decade or more.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
3338	Navy Villar	10/11/2018	Survey Question 1 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. It is also the least expensive of the options. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole."	
3339	Navy Villar	10/11/2018	Survey Question 3 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. It is also the least expensive of the options. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole."	Comment noted.
3340	Navy Villar	10/11/2018	Survey Question 4 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. It is also the least expensive of the options. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole."	Comment noted.
3341	Navy Villar	10/11/2018	Survey Question 5 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. It is also the least expensive of the options. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				which we feel would have the most negative impact on McKinney as a whole.”	
3342	Navy Villar	10/18/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole. Red Option B is also the cheaper option up for consideration.	Comment noted.
3343	Navy Villar	10/11/2018	Survey Question 6 - Other response	“I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. It is also the least expensive of the options. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole.”	Comment noted.
3344	Ned Siegel	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3345	NEELIMA NADIMPALLI	10/5/2018	Survey Question 6 - Other response	RED ALIGNMENT	Comment noted.
3346	Nelli	10/25/2018	Survey Question 6 - Other response	Keep 380 a highway	Comment noted.
3347	Nelson Smith	10/10/2018	Survey Question 1 - Other response	Traffic needs improvements, too many lights	Comment noted. A freeway would limit access to the roadway to only on and off ramps and does not have signalized intersections. See the typical section drawings in the public meeting boards posted at Drive380.com.
3348	Ngoc Ta	10/9/2018	Survey Question 6 - Other response	Please keep 380 going. No bypassing. Thank you.	Comment noted.
3349	Nicholas Cantey	10/13/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities, along with military veterans, and offering enriching volunteer opportunities for over 2,000 North Texans each year. I have been in treatment there for over two years and it has really made a difference in my life. Maingate is very important to me and my family.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
3350	Nicholas Gray	10/25/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	minimizing the impacts to the ManeGait property.
3351	Nicholas Lee	10/22/2018	Survey Question 6 - Other response	Build through Prosper would impact therapeutic equestrian farm. It makes no sense that due to McKinney's poor planning Prosper would suffer the consequence. Prosper is taking care of 380 at Preston and DNT. The fact that a Prosper route was added and downselected late in the process seems a bit contrite. Please do the right thing and just fix 380 on 380.	<p>Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p> <p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p>
3352	Nicholas Miller	10/23/2018	Survey Question 6 - Other response	It would be beneficial for TXDoT to provide a noise and light pollution study for the impact of the highway to neighboring residences. This could impact residents' decision in voting.	<p>Comment noted. A traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared.</p> <p>Public input is one of the many factors that goes into TxDOT's decision-making process in regards to this study; however, voting is not part of the process.</p>
3353	Nicholas Nordman	10/5/2018	Survey Question 6 - Other response	Use 380 Daily and fixing the current configuration is the best tonhelp people get to 75 and to 35.	Comment noted.
3354	Nicholas Parra	10/10/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole	
3355	Nicholas Pitts	10/21/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Red Alignment Option A is not enough of a bypass from 75 to warrant the cost and impact of disruption to existing businesses and residential areas. Widening US 380 would absolutely destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
3356	Nichole Johnson	10/25/2018	Survey Question 6 - Other response	KEEP 380 ON 380!!!	Comment noted.
3357	Nichole Johnson	10/25/18	Email	Mr. Endres: I am a resident of Whitely place in Prosper. I am writing in support of the Green Alignment of 380 to fix 380 on 380 and minimize the impact of this highway on my residence where we moved to because of it's quiet location away from highways but still easy access to highways such as 380. I am requesting you please take this into consideration in making your decision. KEEP 380 on 380, NO TO OPTION RED B!!!! Thanks you for your time and consideration. Sincerely, Nichole Johnson	Comment noted.
3358	Nichole Johnson	10/04/18	Comment Form	My husband & I moved our family to Whitley Place neighborhood in Prosper to raise our children in a quiet yet thriving area. We previously liven in Dallas near major highways & busy roads & when we adopted our children we vowed to raise them in a smaller community like we had been raised. We chose Whitley Place over other communities due to it's location & away from 380. People in communities right off	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				380 knew that they would be in close proximity to a major highway when they purchased their homes & now want to be away from that. These are things we did, that they should have considered before buy. We do not want 380 in our neighborhood!!	
3359	Nichole sammon	10/19/2018	Survey Question 6 - Other response	Do not widen 380. Build a bypass.	Comment noted.
3360	Nick Dietrick	10/12/2018	Survey Question 6 - Other response	I can't imagine what advantages a bypass would bring? If we are planning for all of the future growth you're eventually going to have to build a future road to the north of Prosper/Mckinney to accommodate as well as fix 380. The more immediate need would be fixing 380. By the way, the traffic on 380 east of the DNT is not even that bad. Please do something with the 75/380 intersection though.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
3361	Nick Nordman	10/05/18	Email	Just wanted to take a few minutes to email you concerning the TXDOT 380 Feasibility study. I am currently a homeowner in Whitley Place in Prosper TX. I am also a homeowner in McKinney and Frisco as well. I feel this gives me a bit of a different view on the current situation. With the upcoming expansion I feel it is vital to the continued growth of our area to expand and Fix 380 in its current location. I will discuss those items below. The reasons for fixing 380 on 380 are vast and a few of those are. In talking with TXDot representatives at the first meetings, The Prosper council meeting, and personal phone calls they have stated that even if a bypass is constructed that 380 will still need to be improved. If we are going to have to fix 380 anyway why would we spend twice the amount of money to acquire new land, displace current homeowners and then construct a new hwy. That same money could be used to fix 380 which will happen anyway and the additional money would be used to help build the feeder roads like Custer and Bloomdale road to note a	<p>Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>few. Also in talking with TXDOT they stated that is is optimal to have Hwys within 5 miles of each other which is the distance from Custer and 380 to the Outer loop. With the amount of time and planing going into the outer loop the construction of the bypass would not be optimal to meet the Future and current needs of our area. Also the changes to 380 would be incremental where are the changes due to a bypass with be transformative. Another reason not to move forward with a Bypass is the amount of harm to current homeowners who took the time to build their homes away from the highway. Even in looking at the future building plans of both Prosper and McKinney Bloomdale road was only to be a 4/6 lane road. To change this to a limited access freeway wont fix the problem but will cause more issues in the long run and the arterial streets in these area are not built to handle that type of traffic due to the change in traffic patterns. Another reason for not building a bypass is allowing the Cities to plan how they want to design their city for future growth. The city of Prosper since last year has stated they do not want a bypass in Prosper and want to widen 380. Also that was shown to be taken into account with no bypass routes in the Prosper area. By not following the city it is undermining all the work they had put in to make sure the city is ready for the future. Propers is only 27 sq miles is size while McKinney is 66 square miles, plus and additional 50 square miles of ETJ to have tax revenue from. By putting in a Bypass thru Prosper it will take away the small portion of land on 380 that was currently have for retail and commercial tax base. This is vital for our small town to help ease the burden on its homeowners. The last reason for not expanding with a bypass is safety. My children attend Prosper Isd which has a planned High School off Bloomdale road. It scares me to think that they and others children would have to drive on a</p>	

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				freeway to get to school. Thus changing our way of life which we took a lot of time to Plan. We looked in Tucker Hill and in Stonebridge when purchasing and desired against those areas due to hwy 380. Please take these points into account when planning out the expansion of 380. Thanks Nick Nordman	
3362	Nick Paden	10/15/2018	Survey Question 6 - Other response	Please keep the 380 on the 380. I don't want to have cars almost driving through my backyard, as we live close to Custer. Don't destroy our neighborhood, we moved here because it is a peaceful place. Keep the 380 on the 380 where businesses can be more easily moved than the people and potential tax revenues for Prosper are protected.	Comment noted.
3363	Nick Thomas	10/22/2018	Survey Question 6 - Other response	Keep 380 on 380!	Comment noted.
3364	Nicole Middleton	10/10/2018	Survey Question 6 - Other response	It is very important to use Red Alignment OPTION B. This is the only option that will be far enough away from multiple established neighborhoods. Any other option will bring lowered property values, non residential traffic and unsightly roads and noise. All of which will destroy the beauty and tranquility of our quiet, suburban unique by nature neighborhoods.	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
3365	Nicole Quisling	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				and offering enriching volunteer opportunities for over 2,000 North Texans each year.	
3366	Nicole Steel	10/09/18	Comment Form	<p>I support the improvements to US 380 and oppose the bypass proposals, for these reasons:</p> <ul style="list-style-type: none"> • Businesses and residents along US Highway 380 should reasonably expect future widening to accommodate growth. Homeowners in existing suburban neighborhoods should not reasonably expect construction of a major highway adjacent to their neighborhood. • The bypass through Prosper was not one of the original TxDOT proposals. It is clear that it was created only due to political influence of some influential county residents. • The Perryman study has shown that the expansion of U.S. Highway 380 into a limited-access highway would provide a huge boost to the economy. • The bypass routes will only dump more traffic onto an already congested parts of US Highway 380. Widening 380 will still be required for the section from Custer Road to the Collin County line. • Slide 7 of TxDOT's own Power Point presentation shows that the majority of respondents to a TxDOT survey from Prosper, McKinney and Frisco do not want a by-pass but rather, prefer to improve US Highway 380 by making it a limited access freeway. • We just recently moved to Prosper and are dismayed that TxDOT and elected Collin County officials are considering bypass proposals that will negatively impact the quality of life and reduce property values of existing Prosper residents. 	<p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>Any future improvement projects would include assessment of the potential impact on the human and natural environments.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>Public input is one of the many factors that goes into TxDOT's decision-making process in regards to this study.</p>
3367	Nicole Steel	10/17/2018	Survey Question 6 - Other response	<p>I support improvements to U.S. Highway 380 (Green alignment) and oppose both 380 Coit Road to FM 1827 bypass options (Red alignment) for these reasons:</p> <ul style="list-style-type: none"> • Businesses and residents along U.S. Highway 380 should have reasonably anticipated widening to accommodate growth. Homeowners in remote existing suburban neighborhoods should not reasonably expect construction of a major 	<p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>highway through or adjacent to their neighborhoods. • It is evident from Dallas Morning News and other published reports that the Prosper Bypass (Red alignment B) was created only due to political influence by elected officials who are residents of affected communities. In particular, Collin County Judge Keith Self should step aside and recuse himself from any vote on 380 Coit Road to FM 1827 bypass options. • The Perryman study has shown that the expansion of U.S. Highway 380 into a limited-access highway would provide a huge boost to the economy, far outweighing the TxDOT cost estimates for a 380 expansion:</p> <p>> The area studied by The Perryman Group extends along U.S. Highway 380 from the Collin-Denton county line east to U.S. Highway 75 and includes property within a half-mile on the north and south sides of the road. Among the benefits of a limited-access highway: "a notable increase in economic indicators including estimated gains as of 2040 of some \$14.8 billion in real gross product and almost 75,900 jobs in the study area as well as 160,600 jobs and \$19.4 billion in real gross product in Collin County as a whole." • In addition to improvements to U.S. Highway 380, Collin County officials and TxDOT should focus on accelerating development of the long-planned Collin County Outer Loop. • TxDOT's own findings of public comments show that the majority of respondents from Prosper, McKinney and Frisco do not want a bypass but instead prefer improvements to U.S. Highway 380 by making it a limited access freeway. • In summary, I believe the 380 Coit Road to FM 1827 bypass options will negatively impact the quality of life and reduce property values of existing Collin County residents, and therefore support the Green alignment to improve U.S. Highway 380 and accelerated development of the Collin County Outer Loop to alleviate current and future traffic.</p>	<p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>Public input is one of the many factors that goes into TxDOT's decision-making process in regards to this study.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3368	Nicole West	10/26/2018	Survey Question 6 - Other response	380 needs to be fixed on 380. We really do not want a bypass.	Comment noted.
3369	Nicole Williams	10/8/2018	Survey Question 6 - Other response	The extension of 380 is needed, but should not be placed on the residents of Prosper as our town has made significant efforts to plan for growth. Our residents/property should not be affected because of the City of McKinney's lack of growth planning.	Comment noted.
3370	Nicolle Pala	10/15/2018	Survey Question 6 - Other response	Please do not choose the bypass that goes through Prosper, this will basically turn every homebuilder into a liar and have effectually duped everyone who has bought a house in Prosper.	Comment noted.
3371	Nikki Gray	10/26/2018	Survey Question 6 - Other response	Please keep the bypass out of Prosper. Thank you.	Comment noted.
3372	Nikki Gray	10/25/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
3373	Nikki Salinas	10/8/2018	Survey Question 6 - Other response	This is absolutely unacceptable to change original planning to bring this into Prosper.	Comment noted.
3374	Nils Haterius	10/15/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				enriching volunteer opportunities for over 2,000 North Texans each year.	
3375	Nirmal shukla	10/9/2018	Survey Question 6 - Other response	No 380 bypass near bloomdale	Comment noted.
3376	Nita Slaughter	10/12/2018	Survey Question 6 - Other response	Please do not take Manegate therapeutic horseback riding away! My special-needs granddaughter has been able to do amazing things and is contributing to the community because of the therapy she receives at Manegate. She along with many others need this therapy to keep their muscle strong!	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
3377	Nixon Webb	10/11/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole.	Comment noted.
3378	Niyah Howard	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3379	No name	10/25/20 18	Survey Question 6 - Other response	From your data provided, Red Alignment appears to be least expensive option so I prefer my tax dollars to be spent on this option.	Comment noted.
3380	No name	10/25/20 18	Survey Question 1 - Other response	Prefer red alignment	Comment noted.
3381	No name	10/24/20 18	Survey Question 1 - Other response	put in bypass	Comment noted.
3382	No name	10/24/20 18	Survey Question 1 - Other response	4 lane both east and west	Comment noted.
3383	No name	10/20/20 18	Survey Question 1 - Other response	Red alignment	Comment noted.
3384	No name	10/14/20 18	Survey Question 1 - Other response	Don't care want traffics to flow faster	Comment noted.
3385	No name	10/12/20 18	Survey Question 1 - Other response	Red option B	Comment noted.
3386	No name	10/11/20 18	Survey Question 1 - Other response	I	Comment noted.
3387	No name	10/10/20 18	Survey Question 1 - Other response	Prefer red alignment	Comment noted.
3388	No name	10/27/20 18	Survey Question 2 - Other response	Lauwd Howell	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3389	No name	10/14/2018	Survey Question 2 - Other response	I think he would be fastest	Comment noted.
3390	No name	10/13/2018	Survey Question 2 - Other response	D	Comment noted.
3391	No name	10/12/2018	Survey Question 2 - Other response	If re-routing necessary, then definitely A. Otherwise stay with green alignment.	Comment noted.
3392	No name	10/25/2018	Survey Question 3 - Other response	Red alignment	Comment noted.
3393	No name	10/25/2018	Survey Question 5 - Other response	E	Comment noted.
3394	No name	10/25/2018	Survey Question 5 - Other response	We	Comment noted.
3395	No name	10/12/2018	Survey Question 5 - Other response	B	Comment noted.
3396	No name	10/8/2018	Survey Question 5 - Other response	Hey	Comment noted.
3397	No name	10/24/2018	Survey Question 6 - Other response	Don't build	Comment noted.
3398	No name	10/23/2018	Survey Question 6 - Other response	No 380 bypass!	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3399	No name	10/23/2018	Survey Question 6 - Other response	Keep in on the 380 path. Seems silly to build another road so close to serve same purpose when you can improve roadway you have (e.g.- overpasses, widening, etc)	Comment noted.
3400	No name	10/23/2018	Survey Question 6 - Other response	Having more direct drive through access with less lights and slower speeds would be nice.	Comment noted.
3401	No name	10/22/2018	Survey Question 6 - Other response	A bypass provides a northern commercial corridor which will be needed.	Comment noted.
3402	No name	10/22/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
3403	No name	10/22/2018	Survey Question 6 - Other response	Our company has invested over \$2M and we certainly want the option that will adversely impact our location the least. As a convenience store, high traffic counts are crucial to the viability of our business. We employ 6 people at this store and it contributes "approximately" 7% of our company's store profits.	Comment noted.
3404	No name	10/21/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
3405	No name	10/20/2018	Survey Question 6 - Other response	Please don't mess up 380 any more than it already is.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3406	No name	10/19/2018	Survey Question 6 - Other response	fix 380 on 380.	Comment noted.
3407	No name	10/19/2018	Survey Question 6 - Other response	As the county center, McKinney needs a loop / bypass to divert through traffic from the congested US75/US380 nexus.	Comment noted.
3408	No name	10/14/2018	Survey Question 6 - Other response	Thank you.	Comment noted.
3409	No name	10/14/2018	Survey Question 6 - Other response	Preserve McKinney homes and business tax base.	Comment noted.
3410	No name	10/14/2018	Survey Question 6 - Other response	McKinney needs businesses along the route and established neighborhoods exist.	Comment noted.
3411	No name	10/14/2018	Survey Question 6 - Other response	Don't destroy established neighborhoods and blossoming business tax base.	Comment noted.
3412	No name	10/13/2018	Survey Question 6 - Other response	Don't destroy current development or impact current housing development. Go north!	Comment noted.
3413	No name	10/12/2018	Survey Question 6 - Other response	Keeping with primarily green route allows for ManeGait to remain unaffected and continuing to serve patrons well without interruption.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3414	No name	10/12/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3415	No name	10/11/2018	Survey Question 6 - Other response	support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
3416	No name	10/11/2018	Survey Question 6 - Other response	I would not like more traffic through my residential area. One of the reasons we moved to McKinney was the quiet neighborhood feel. thanks	Comment noted.
3417	No name	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential developments in the City of McKinney. Widening US 380 would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
3418	No name	10/9/2018	Survey Question 6 - Other response	Leave prosper alone, just because McKinney doesn't want the bypass in their city didn't mean you should push it onto prosper. Prosper is dealing with 380 as it should be dealt with, leave it where it is!	Comment noted.
3419	No name	10/6/2018	Survey Question 6 - Other response	Please do not put a bypass through Prosper. This is not appropriate. Please expand 380 on 380 directly with no bypass.	Comment noted.
3420	No name	10/5/2018	Survey Question 6 - Other response	Green through McKinney with the current and planned development is unacceptable and will cost millions more than red b	Comment noted.
3421	No name	10/5/2018	Survey Question 6 - Other response	Please do not build it through Custer road. Keep it on the 380.	Comment noted.
3422	No name	10/9/2018	Survey Question 6 - Other response	380 Bridges over Preston & N Dallas Tollway is an astrocity	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3423	No name	10/26/2018	Survey Question 6 - Other response	Keep parks and green spaces in tact.	Comment noted. Any future improvement projects would include assessment of the potential impact on the human and natural environments. TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable.
3424	No name	10/24/2018	Survey Question 6 - Other response	Keep 380 on 380. Whether that means building a double-decker road or something else, it will be better than creating lower home values if 380 is placed anywhere else.	<p>Comment noted. Elevated freeway sections (or double decking) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
3425	No name	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
3426	No name	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
3427	No name	10/12/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year."	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
3428	No name	10/5/2018	Survey Question 3 - Other response	Should be part of red B extension	Comment noted.
3429	No name	10/11/2018	Survey Question 2 - Other response	Make it vertical to prevent loss of revenue and ranchers or animals can survive on farms.	<p>Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p> <p>North/south route studies are being led by the North Central Texas Council of Governments as part of the Collin County Strategic Roadway Plan.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3430	No name	10/9/2018	Survey Question 1 - Other response	dont understand difference between #2 & #3. this is not clear - need more info.	Comment noted. The green alignment proposes expanding US 380 along the existing alignment to 330'-350' right of way. Preferring the no-build option means you prefer that no improvements are made to the existing US 380.
3431	No name	10/5/2018	Survey Question 1 - Other response	? whats the difference? this makes no sense. green line is current 380 alignment. what are you asking - it looks exactly like it crrently is?	Comment noted. The green alignment proposes expanding US 380 along the existing alignment to 330'-350' right of way. Preferring the no-build option means you prefer that no improvements are made to the existing US 380.
3432	No name	10/23/2018	Survey Question 6 - Other response	alternate aligments would work nice for a time however growth will bring more red lights on the new alternate alignments then will will have two bad paths. whatever we do we need to fix it so we cut out all the traffic lights	Comment noted. The proposed freeway (red or green) would generally consist of 8 freeway lanes (4 in each direction), and 2 lane continuous frontage roads running parallel to each side of the freeway. Only the access roads will have traffic signals.
3433	No name	10/26/2018	Survey Question 1 - Other response	You need to start a bypass at 1385, not Custer	Comment noted. The scope of this study is through Collin County. TxDOT is currently conducting a similar feasibility study in Denton County.
3434	No name	10/17/2018	Survey Question 4 - Other response	build where the road doesn't go so far down than go over princeton make it where it goes North of New hope and slowly go southeast bypassing north Princeton.	Comment noted. The yellow alignment located to the north of New Hope has been eliminated due to impacts to the planned North Texas Municipal Water District's Sister Grove Regional Water Recovery Facility. Additionally, this alignment did not work well with the Spur 399 traffic movements.
3435	No name	10/15/2018	Survey Question 2 - Other response	Or something south of Mckinney	TxDOT studied a new location freeway south of US 380. The traffic volumes were too low to justify construction of a freeway. Therefore TxDOT did not include this alignment as one to be studied further.
3436	No name	10/15/2018	Survey Question 4 - Other response	Needs to go south of mckinney	TxDOT studied a new location freeway south of US 380. The traffic volumes were too low to justify construction of a freeway. Therefore TxDOT did not include this alignment as one to be studied further.
3437	No name	10/24/2018	Survey Question 6 - Other response	Some of the options will go through the mental health crisis center for Collin County and unless there is an option for replacement of building space, bringing the new roads through would be	Comment noted. If the green alignment is selected and the crisis center displaced, TxDOT's right of way agents would work with the owners of the center regarding relocating the

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				detrimental to the help we are providing for the mentally ill in Collin County.	center so that the community resource is not lost.
3438	No name	10/23/2018	Survey Question 6 - Other response	If we are actually going to widen 380, then why was all this building allowed along it??	Comment noted.
3439	No name	10/20/2018	Survey Question 6 - Other response	I support red alignment option B. It offers the least disruption to already existing residential and commercial developments in McKinney. Widening it would destroy many businesses along 380 and bring more traffic to arterial residential streets that are not built for such traffic. ALSO, many high school students take 380 to McKinney North High School. Widening 380 causing more traffic especially truck traffic would make it more dangerous for our high school drivers.	Comment noted. The proposed freeway (red or green) would generally consist of 8 freeway lanes (4 in each direction), and 2 lane continuous frontage roads running parallel to each side of the freeway. With traffic only traveling in one direction, there are fewer potential points of conflict. Drivers will only be able to make left turns or U-turns where there are signalized intersections on access roads, greatly reducing the risk of collision.
3440	No name	10/17/2018	Survey Question 6 - Other response	Don't build the bypass to far North where it will make less people drive on bypass that would make a lot of people on old 380 still.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted, and our analysis did show that red alignment options would attract traffic from the existing US 380.
3441	No name	10/17/2018	Survey Question 6 - Other response	Please make sure that traffic volumes actuals and estimates you are using to calculate demand excludes all of the commercial traffic related to current build out for 380 business and residential. Once these build outs are complete this traffic will go away and offset incremental increases from population growth in the area. Lets just make sure we trying to solve a problem that actually exists. Which I am not 100% sure does.	Comment noted. TxDOT analyzed roadway options presented using a 2045 travel demand model. This model accounts for projected traffic expected in the DFW region in 2045. It also considers population growth estimates. TxDOT also continues to work with local governments to consider planned developments including planned residential developments.
3442	No name	10/15/2018	Survey Question 6 - Other response	No one wants to drive a bypass to the north if they are going to go south towards Dallas when they get to Mckinney.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted, and our analysis did show that red alignment options would attract traffic from the existing US 380.
3443	No name	10/15/2018	Survey Question 6 - Other response	Definitely opposed to any alternative that uses current 380 ROW from Custer to Hwy 5.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3444	No name	10/14/2018	Survey Question 6 - Other response	THIS BUILD IS HARMFUL, DISRUPTIVE, AND MISMANAGED IN THE WAY THIS IS BEING HANDLED. THE ROUTES MAKE NO SENCE, WHAT HAPPENED TO RUNNING A DOUBLE DECKER OVER THE TOP OF THE EXISTING 380 FROM 75. THIS MAKES SINCE AND RUN WHEREVER YOU WANT.	<p>Comment noted. TxDOT must consider many factors when developing alignments. Please review the environmental constraints maps available at Drive380.com.</p> <p>Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>Elevated freeway sections (or double decking) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.</p>
3445	No name	10/14/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
3446	No name	10/13/2018	Survey Question 6 - Other response	Too much disruption and lower cost	Comment noted.
3447	No name	10/13/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3448	No name	10/13/2018	Survey Question 6 - Other response	I chose red alignment, option B because it offers the least disruption to already existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow. I live off Stonebridge Dr and believe it would greatly impact the traffic which is already getting crowded as the area grows. These streets weren't designed to be major thoroughfares, but neighborhood pass through.	Comment noted. TxDOT would expect Stonebridge traffic to increase at the normal growth rate expected in Collin County. There might be a slight increase due people choosing to use US 380 as opposed to Virginia Parkway.
3449	No name	10/12/2018	Survey Question 6 - Other response	Leave Mane Gait and surrounding homes alone and plan better in the future.	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
3450	No name	10/12/2018	Survey Question 6 - Other response	keep the road on the road. just a person thinking it would cost less of our money in taxes to be used for another project down the line.	Comment noted. The green alignment along the existing US 380 is expected to cost more than the red alignment.
3451	No name	10/12/2018	Survey Question 6 - Other response	Why was Route through Prosper added? Not on original 5 alternates. We will NOT be trampled on by McKinney. This bypass is for their benefit so they need to be responsible for it.	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
3452	No name	10/12/2018	Survey Question 6 - Other response	ManeGait is important for my friend Callie	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
3453	No name	10/12/2018	Survey Question 6 - Other response	It is unclear why the red alignment is being considered in Prosper. 380 already exists, is wide and fast, has overpasses in the works at Preston and at DNT, and doesn't currently negatively impact homes and businesses. The red alignment seems completely unnecessary, a waste of taxpayer dollars, and highly disruptive to personal and business properties. Keep it	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				simple and stock with the green alignment in Prosper.	Both the red and the green alignments presented were viable when traffic analysis was conducted, and our analysis did show that red alignment options would attract traffic from the existing US 380. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
3454	No name	10/12/2018	Survey Question 6 - Other response	The only way that makes sense is to put in a bypass on 380 that spares businesses and residents along the existing road in McKinney!	Comment noted. The proposed green alignment along the existing US 380 would displace more businesses and residences than the red alignment. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
3455	No name	10/11/2018	Survey Question 6 - Other response	I support Green Alignment for the Coit Road to FM 1827 section because it is the most convenient option for all nearby residents. I am a 20+ year resident of Stonebridge Ranch and a 28 year resident of McKinney. The very vocal directors of the Stonebridge Ranch Community Association do not have my permission to claim representation on this issue and DO NOT represent my views or those of my family. They cannot claim to represent anyone other than themselves in this issue. As 4 out of 7 of them live within a half mile of highway 380, it is clear that they are attempting to use the Stonebridge Ranch Community Association for their personal benefit. Please take this into account when hearing all of their claims. Widening US 380 is way overdue and creating carve-outs for people who bought property this close to a major thoroughfare knowing that the road would be widened and are now trying to fraudulently claim that the SRCA membership backs their position. This also applies to residents of Tucker Hill.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3456	No name	10/10/2018	Survey Question 6 - Other response	These towns are blowing up rapidly. We need a good bypass to Greenville to reduce congestion. Most folks are going to Frisco for retail from West McKinney because the traffic is lighter. 380 and 75 is a mess.....	Comment noted. The scope of this study is through Collin County. TxDOT is currently conducting a similar feasibility study in Denton County.
3457	No name	10/9/2018	Survey Question 6 - Other response	Please stay away from Prosper. It is a small community that is already busting at the seams!! Building "west" as that movement proposes will further hurt future schools and the town is tapped as it is right now. Just keep the building along 380 please.	Comment noted. As currently proposed, the red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.
3458	No name	10/12/2018	Survey Question 1 - Other response	I	Comment noted.
3459	No name	10/09/18	Comment Form	It is TOTALLY Ridiculous to put a By pass right behind a neighbor that has a 70 mph speed limit if McKinney had wanted that permission should never have been give to build house there - irresponsible - children are in an elementary school there. Build 380 so people have easier access to the businesses there!!! I am so sorry I moved to McKinney.	Comment noted.
3460	No name	No Date	Comment Form	Please use the green alignment to expand 380 without bypass around it.	Comment noted.
3461	No name	No Date	Comment Form	Please expand 380 using the green alignment and do not red alignment bypasses! They do not make sense for commuters who will always choose the most direct route using the current 380 highway.	Comment noted.
3462	No name	10/11/18	Comment Form	3 Spur 399 Extension 2 like Green Option A But I feel it would better serve Hwy 380 residents east of McKinney if it ran further east off FM 546 & connected to FM 982 at CR 400. Possibly east of FM 982 on CR 400 to connect on the east side of CR 452 Princeton at 380 & CR 457 & CR 458	Comment noted. TxDOT studied a new location freeway south of US 380. The traffic volumes were too low to justify construction of a freeway and local municipalities were already planning future roadway projects in the area. Therefore TxDOT did not include this alignment as one to be studied further.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3463	No name	10/16/18	Commen t Form	For all the engineers & project managers... if you are still there and Red is selected (any bypass) then you should resign immediately. When the bypass get going (if they do) then your resume will be toast. Or you will just have to leave a gap for those years because that will be easier to explain than association with the debacle that will ensue from the bypass fallout.	Comment noted.
3464	No name	10/16/18	Commen t Form	STOP THE WASTE! There are two or three projects along 380 right now and none of these are coordinated with this project. We don't need bypasses - we need coordinated projects that together get something meaningful done. No medians either!	Comment noted.
3465	No name	10/09/18	Commen t Form	I appreciate all the work TxDOT has done. Especially adding the new options that seem to take in consideration of all business and neighborhoods that will be affected. I feel there are other options that should be considered before tearing down and building highways. There are other roads that could be fixed to keep with traffic flow.	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
3466	No name	10/16/18	Commen t Form	FOR GREEN! üüüü(Stop the Red!) We don't need medians and we don't need more restaurants and businesses approved along the route (thank you McKinney for trying to influence the outcome by approving development as fast as possible. What we need is an expanded - highway - existing route - with limited access and frontage for slower and local traffic and we need it built at the same speed as the newer 121.	Comment noted. The proposed freeway (red or green) would generally consist of 8 freeway lanes (4 in each direction), and 2 lane continuous frontage roads running parallel to each side of the freeway.
3467	No name	10/16/18	Commen t Form	Txdot => Just say no to local Politicians & posturing by McKinney! Build your green route as efficiently & quickly as you can. The politicians want bypasses because a vocal minorite wants them. These politicians may not	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				be in office later. McKinney is actively approving development along the green route to influence your decision. Make them stop! It has to be clear & obvious that the circuitous bypass spaghetti is just a mess. Build your road in the existing route!	<p>compared that the proposed alignments were viable and should be further analyzed.</p> <p>Commercial development is not under TxDOT jurisdiction. Any local public agency (LPA), such as a City, that chooses to execute advance acquisition of right of way is done at their financial risk, including the risk of jeopardizing prospective federal funding if the acquisition prejudices the environmental review process. Advance acquisition also may cause considerable problems when displacements are involved since relocation funding cannot be set up prior to completion of public involvement and final environmental clearance. The LPA would be responsible for relocation costs. Cities cannot require property owners to preserve right of way because it is considered reverse condemnation</p>
3468	No Name	10/11/18	Comment Form	It would be helpful to provide alternate route from Lowery's Crossing to connect to 546 that feet into Hwy 5 to gain access to 75N and/or S	Comment noted. TxDOT studied a new location freeway south of US 380. The traffic volumes were too low to justify construction of a freeway and local municipalities were already planning future roadway projects in the area. Therefore TxDOT did not include this alignment as one to be studied further.
3469	No Name (illegible)	NA	Comment Form	<p>Please keep 380 on the 380 (the green route) for the additional following reasons:</p> <ol style="list-style-type: none"> 1. Red Option B cuts thru some very beautiful land and trees, and comes very close to Whitley Place a large expensive development that has ponds and Wilson Creek running through it. People bought in this area due to the great master plan for what Prosper will be doing for years to come. 2. Due diligence has not been given to Prosper and the environment Option B would cut through. There is a beautiful and important horse farm Mane Gait Therapy Farm that provides a great service to the people of our area. We were informed on October 4th of this new option and given only 22 days to respond to it. McKinney 	<p>The purpose of the feasibility study is to analyze potential roadway alternatives for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Public input and cost are two of the many factors that TxDOT will consider when making a decision on an alignment.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>and other area have had close to a year to study this new Highway and comment on it. Twenty two days hardly seems to be due process.</p> <p>3. It is our understanding that TxDot was ordered to come up with another alternative to Red Option A that goes by Tucker Hill. Interesting that the Judge who ordered it live in Tucker Hill. Is Prosper to be the alternative because McKinney's Planning and Development made a huge mistake in letting Tucker Hill build so close to the highway? The people bought there chose to do so and now want us to pay the price???</p> <p>4. The price for Prosper would be a realignment of HWY 380 thru our eastern portion, cutting through Mane Gait Farm, going very close to a historic cemetery, interfering with the Prosper ISD future school locations, and ruining the peace and beauty of the country atmosphere for the residents of Whitley Place and others north and to west of us. We also are concerned for our water resources with a huge highway coming through and hazardous materials that will be transported through our community.</p> <p>5. This has got to be more expensive in the long run as</p> <ul style="list-style-type: none"> a. Prosper residents will expect to be paid for a new comprehensive plan, b. Prosper will insist on the road being designed to have the smallest impact possible on the environment (which Tucker Hill has already been promised) and it will be much longer than the approximate one mile thru Tucker Hill and Stonebridge area c. Prosper taxes will be affected since so many single family expensive home will be lost that are on the master plan d. Right of way issues will be complicated and expensive e. If current US 380 is not improved, by 2045 it will need major expansions anyway more than doubling the costs and Prosper will have had to 	<p>The red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper ISD property north of Prosper Trail. There is approximately 0.25 mile of separation between the red alignment option B and the Walnut Grove Cemetery.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>endure this huge swath of roadway for nothing.</p> <p>f. Prosper has carefully planned for the expansion of US 380 through its town on the current route, making sure there is adequate right of way for the anticipated freeway along that route, making sure there is adequate right of way for the anticipated freeway along that route. Why should Prosper be singled out to "rescue" and sacrifice its environment and ambience for Tucker Hill and Stonebridge. It is not right.</p> <p>g. Also, it is my understanding that Red Option B highway is actually going to be a realignment of US Hwy 380 and the current 380 will be designated US Business 380. Where is the common sense in running a major highway through a peaceful neighborhood when a perfect route is already in existence and supports the business life of the towns it goes through?</p> <p>6. The bypass will have a huge incremental impact on a community of people who bought in Prosper because of its excellent land management plans. The current green 380 route has already been designed to have minimal impact on the communities around it and provides an excellent route for getting to the Dallas Tollway or US 75 to the east. The additional distance added with the "bypass" does not seem worth the cost and heartache for the communities it will impact.</p> <p>7. It is just too expensive monetarily to build a bypass. Please select the green 380 route and improve what already exists there.</p>	
3470	Noah Horn	10/26/2018	Survey Question 6 - Other response	Keep 380 on 380.	Comment noted.
3471	Noah Huddeston	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	minimizing the impacts to the ManeGait property.
3472	Noah Hunter	10/15/2018	Survey Question 6 - Other response	The suggestions to route traffic away US hwy 380 into residential areas of Prosper are not in the best interest of Collin county residents. US 380 is a highway, built exactly for the purpose of accommodating heavy traffic. Roads like Coit, Custer, etc are not. Widening 380 is the only option that makes logical sense. Don't create multiple problems when trying to solve a single one.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
3473	Noah Martin	10/14/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
3474	Noah Velez	10/26/2018	Survey Question 6 - Other response	<p>-380 requires widening and managing of all traffic between 75-Denton County line. - Bypass west of Custer will compromise Prosper ISD school growth eliminating land purchased by the school district. -Prosper land is zoned for city residential and commercial growth. Using it for a bypass reduces tax growth be necessary for this small town. -Improving 380 is #1. Other options such as elevated or cantelever options should be considered to minimize impact. -Any bypass consideration should be in McKinney city limits only. -Erwin Park and rural preservation is #1. These areas provide recreation and support the land owners choices to live where the are. City of McKinney's traffic mismanagement and planning should not negatively impact communities north of 380.</p>	<p>Comment noted. The proposed red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.</p> <p>Elevated freeway sections and cantilevered frontage roads will not be further considered for most of the corridor because they do not significantly reduce the amount of right of way needed to construct the improvements. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.</p> <p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
					<p>compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>The location of Erwin Park was taken into consideration when draft alignments were developed. None of the proposed alignments directly impact Erwin Park. The proposed red alignment is adjacent to the southern property line but does not cross into the park.</p> <p>Any future improvement projects would include assessment of the potential impact on the human and natural environments. TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable.</p>
3475	Noah Ward	10/10/2018	Survey Question 6 - Other response	Utilizing the existing path of 380 makes the most sense. It would follow the same format as Dallas Pkwy/DNT, 121/SRT, 190/PGBT, 635/LBJ & others like them.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
3476	Noelle Donaldson	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year."	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
3477	Nolan Kipp	10/9/2018	Survey Question 6 - Other response	Build 380 on 380	Comment noted.
3478	Nolan Kipp	10/6/2018	Survey Question 6 - Other response	I strongly believe 380 should be built on the existing alignment. I commute to Denton every day and am shocked on how bad the traffic is now. In order to promote both future residential	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				and economic growth, I personally feel like this is the best option. Sure, some of the businesses may take an initial hit, but what about long term growth? Do you really think they are going to get the maximum amount of customer volume if a bypass is built? Probably not. I understand this is not an easy project or decision, but it seems evident that the green alignment is the clear choice, not only for sustained economic growth, but to ultimately allow the residential areas of North McKinney to grow in organically, not be forced around a bypass. Thank you for all that you guys do. Regards, Nolan Kipp [REDACTED] [REDACTED]	
3479	Norma Barrenada	10/25/2018	Survey Question 6 - Other response	At least provide overpasses at the Princeton - Frisco area	Comment noted. Traffic analysis indicates that providing overpasses, also known as grade separated intersections, along the existing US 380 would still experience a failing level of service for congestion and delay.
3480	nurmin dubravac	10/15/2018	Survey Question 6 - Other response	These loops provide no better alternatives to traffic flow problems. The outer loop should be completed immediately.	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
3481	Olga	10/21/2018	Survey Question 6 - Other response	Keep 380 on 380!!! Build on top or beside! Don't mess with property owners! You have that choice!	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Elevated freeway sections (or double decking) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered and evaluation matrices for the alternatives under consideration are available in

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
					the public meeting boards and presentation posted on Drive380.com. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
3482	Olga Klappenbach	10/13/2018	Survey Question 6 - Other response	The safety studies show the green alignment to be the safest for public safety.	Comment noted.
3483	Olga Nowik	10/11/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
3484	oliver Cromwell	10/4/2018	Survey Question 1 - Other response	Red B	Comment noted.
3485	oliver Cromwell	10/4/2018	Survey Question 6 - Other response	The Red B line from 75 to Coit is the only feasible option. Is it lower cost and impacts less residents and businesses. The green line will drive consumers away from all the 380 businesses that already have built and plan to build on 380. Businesses along 121 have always struggled to stay in business. A MAJOR FACTOR NOW is to stop the City of McKinney from allowing new businesses to open along 380 between 75 and Custer. The bypass will take close to 10 years to build and under the current construction plans the city has, will result in 380 GRID LOCK in 2 to 3 years. STOP the city of McKinney from issuing building permits NOW. Thank You	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT does not determine issuance of building permits by cities.
3486	Olivia Horn	10/26/2018	Survey Question 6 - Other response	Keep 380 on 380.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3487	Olivia Ogren-Hrejsa	10/22/2018	Survey Question 6 - Other response	McKinney is a treasured destination for many of us to visit for shopping and for nature exploration. We LOVE Erwin Park for hikes, mountain biking and scout events. We would hate to see the Park negatively impacted, diminished or downsized. A large nature area is increasingly difficult to find in our booming area, which helps keep McKinney unique. Don't loose this jewel to more concrete.	Comment noted. The location of Erwin Park was taken into consideration when draft alignments were developed. None of the proposed alignments directly impact Erwin Park. The proposed red alignment option is adjacent to the southern property line but does not cross into the park. Any future improvement projects would include assessment of the potential impact on the human and natural environments. TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable.
3488	Olivia Roberts	10/12/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
3489	Olivia Roberts	10/12/2018	Survey Question 2 - Other response	Keep 380 on 380. Do not involve Prosper with McKinneys issues	Comment noted.
3490	Ophelia Godwin	10/15/2018	Survey Question 3 - Other response	Take opt A all south of Princeton to intersection with 380 and red north loop	Comment noted.
3491	Ophelia Godwin	10/15/2018	Survey Question 4 - Other response	Needs to bypass north of new hope	Comment noted. The yellow alignment located to the north of New Hope has been eliminated due to impacts to the planned North Texas Municipal Water District's Sister Grove Regional Water Recovery Facility. Additionally, this alignment did not work well with the Spur 399 traffic movements.
3492	Ophelia Godwin	10/15/2018	Survey Question 6 - Other response	Credit 559 in Princeton would be a better alternative route than north of Princeton. Take it from hwy 5 all the way south of 380. The north loop around McKinney should meet and intersection of 380 and CR559 to join north and south loop.	Comment noted. TxDOT studied a new location freeway south of US 380. The traffic volumes were too low to justify construction of a freeway and local municipalities were already planning future roadway projects in the area. Therefore TxDOT did not include this alignment as one to be studied further.
3493	Ophelia Godeern	10/11/2018	Survey Question 3 - Other response	Relieve congestion Green option A down FM 546 to CR 398 to FM 982 at CR 400/452 & 559 to connect to 380	Comment noted. TxDOT studied a new location freeway south of US 380. The traffic volumes were too low to justify construction of a freeway and local municipalities were already planning future roadway projects in the area. Therefore

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					TxDOT did not include this alignment as one to be studied further.
3494	Ophelia Godeern	10/11/20 18	Survey Question 4 - Other response	Hoor into CR 557/CR559 to green option A & relieve congestion on 380	Comment noted.
3495	Owen Moss	10/12/20 18	Survey Question 6 - Other response	<p>Thank you for allowing me to voice my opinion on this very important decision. I SUPPORT THE GREEN ALIGNMENT as the most beneficial to all in the area. As a resident of Whitley Place in Prosper, my family heavily researched the city and the communities around it. Knowing that 380 was set to expand its boundaries, we chose to live in a neighborhood well away from 380. Now it is being considered to push Mckinney's poor planning and development problems into our quiet neighborhood by creating the bypass along Custer Road. Those who developed and purchased homes along 380 should have known about the potential for 380 expansion prior to purchasing along 380. Do not dump someone else's problem into our neighborhood. Their lack of research and planning should not constitute my problem. Furthermore, the 380 bypass along Custer road would disrupt the plans for City of Prosper commercial development and the construction of a new high school. Everyone is aware of the politics involved in this decision and the push by Tucker Hill to support the bypass. I strongly urge TxDoT to do the right thing. Do NOT listen to bogus alternatives imaginatively drawn on a map by politicians who's homes may be impacted by the 380 expansion. KEEP 380 ON 380. APPROVE THE GREEN ALIGNMENT. This will best serve everyone involved and retain the original intent of 380 and TxDoT. Thank you for your consideration.</p>	<p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>As currently proposed, the red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3496	Owen Powell	10/7/2018	Survey Question 6 - Other response	Fix 380 on 380! Prosper does not want a by pass to take away from the beauty, small town feel and economic possibilities. We need the land for the single family homes already planned for the land to help with taxes for our city. We want to limit the traffic thru Prosper to ensure that the kids that are going to the new HS properties selected are safe and not driving anywhere near a by pass or major highway. Keep Prosper unique in it current plans and not ruin it with adding a by pass thru it.	<p>Comment noted. As currently proposed, the red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.</p> <p>The proposed freeway (red or green) would generally consist of 8 freeway lanes (4 in each direction), and 2 lane continuous frontage roads running parallel to each side of the freeway. If US 380 is reconstructed as a freeway, then the roadway will be built to current design standards for a high speed roadway enhancing safety.</p>
3497	P Reuter	10/13/2018	Survey Question 6 - Other response	Please preserve ManeGait in its present form; it is a valuable resource and asset for Collin County residents.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3498	P. Potter	10/16/18	Commen t Form	<p>No bypass! - the highway (380) definitely needs more capacity but given its use and need - bypasses will not help traffic - they will make traffic delays and backlogs worse! It seems that a lot of the desire for bypasses comes from those that a) purchase in a location adjacent, near, or served by the highway or b) are more concerned about noise & view than about traffic & commuter impact so those opposing are asking to not be impacted by those who caused their own hardship.</p> <p>Green route = good name = fewer miles of impact, fewer miles of concrete, fewer intersections causing backups. Call the two - into one places will back-up daily = long term less smog & congestion -</p> <p>The Outer loop will route thru traffic around! - all the local traffic needs to be in the existing corridor.</p>	<p>Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted. A freeway would limit access to the roadway to only on and off ramps and does not have signalized intersections, except on the frontage roads.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3499	Paige	10/8/2018	Survey Question 6 - Other response	My personal vote is to just keep the roads where/how they are. Fix and put the infrastructure and resources into fixing and expanding those instead of creating any type of bypass along the route.	Comment noted.
3500	Paige Bray	10/9/2018	Survey Question 6 - Other response	Expand 380! Why in the world would you do anything besides keeping 380 on 380 - with possible lanes expansions?	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
3501	Paige H. Wheeler	10/11/2018	Survey Question 6 - Other response	US380 is an existing highway. Fixing 380 on 380 between DNT and HWY 75 will have the least impact on plans made by existing home and property owners based on the information available when home purchase decisions were made. Any bypass plans are effectively "moving the goal post" and are not in alignment with the expectations of stakeholders and have the potential for severe adverse outcomes for those of us who already live here.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
3502	Paige Smith	10/25/2018	Survey Question 6 - Other response	Optins other than green move business from commuters away, and disrupt property owners who purchased based on published growth plans.	Comment noted.
3503	Pam	10/25/2018	Survey Question 6 - Other response	Leave 380 on 380!	Comment noted.
3504	Pam Johnson	10/9/2018	Survey Question 3 - Other response	Leave 380 ON 380! + I don't understand this visual...what is A and B?	Comment noted. The green alignment option A generally runs to the east of the McKinney Airport. The green alignment option B generally runs to the west of the McKinney Airport. See Drive380.com for more information.
3505	Pam Johnson	10/9/2018	Survey Question 6 - Other response	Leave 380 ON 380! It is much better to expand 380 in its current location than to relocate it. It is less destructive to relocate a business than a homeowner. Homeowners/neighborhoods/schools should be the first priority...NOT businesses.	Comment noted. The proposed green alignment along the existing US 380 would displace more businesses and residences than the red alignment. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3506	Pam Sardo	10/11/2018	Survey Question 6 - Other response	Keep taxes low - keep 380 where it is which will be less expensive (lower taxes)	Comment noted.
3507	Pam Schelldorf	10/12/2018	Survey Question 6 - Other response	Please don't take all the beautiful acreages north of hwy 380, especially the MainGait Therapeutic Horsemanship property. Special needs persons don't need that stress in their lives. Don't turn north Collin County into a concrete jungle!!	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3508	Pam Stringfellow	10/24/2018	Survey Question 6 - Other response	Keep 380 on 380; but please make it better. Thank you.	Comment noted.
3509	Pamela Nishimoto	10/10/2018	Survey Question 6 - Other response	We extensively researched future strategic plans and economic development issues prior to moving to Prosper in 2005. Based on this substantive research, we invested our lives savings and planned to live the rest of our lives in Prosper. We work hard - and volunteer every week - helping make Prosper and Collin County vibrant communities. 380 was always intended to be a major thoroughfare. EVERYONE purchasing property on 380 knew this - and many have benefited greatly. Whereas shifting your massive traffic to our small-town streets and neighborhoods will destroy not only quality of life, but greatly increase the likelihood of vehicular accidents and massively decrease property values. Keep 380 on 380!	<p>Comment noted. The proposed freeway (red or green) would generally consist of 8 freeway lanes (4 in each direction), and 2 lane continuous frontage roads running parallel to each side of the freeway. With traffic only traveling in one direction, there are less potential points of conflict. Drivers will only be able to make left turns or U-turns where there are signalized intersections on access roads, greatly reducing the risk of collision</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
3510	Pamela Sherry	10/04/18	Comment Form	<p>I strongly oppose any bypass option for 380 for the following reasons:</p> <ul style="list-style-type: none"> • The proposed bypasses (A&B) will dissect the area north of 380 irreplaceable, esp. considering that an outer loop has been approved. • The proposed bypasses disrupt many homes and businesses, including manegait therapeutic Horse Farm, as well as going through an historic cemetery (Opt B). <p>Option B was originally suggested to TxDOT by</p>	The purpose of the feasibility study is to analyze potential roadway alternatives for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.

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				<p>Judge Keith Self (who resides in Tucker Hill) who has a vested interest in keeping highway growth away from HIS home in Tucker Hill.</p> <ul style="list-style-type: none"> • Prosper City Council and developer LandPlan (who owns the land which Option B will dissect) have vehemently stated that they oppose any bypass through Prosper, and will not cooperate w/ TxDOT in any fashion. • Fixing 380 on 380 conforms w/ McKinney's 2040 comprehensive plan. • Bypass option A and B do not support Prosper's Comprehensive Plan nor McKinney's • Red Options A and B disrupt future school sites of Prosper ISD. • McKinney's motto is "Unique by Nature". Bypasses disrupt/negatively impact McKinney's plan for trails and open spaces. • Bypass options negatively impact Erwin Park. • most residents of Prosper and North McKinney (North of 380) moved to this area and (invested many \$\$ in their homes and land) to enjoy raising their families in rural areas. Any bypass will negatively impact many lives in this fashion. • 380 will need to have improvements whether a bypass is built or not. • The green option (fixing 380) has the least impact to residences. 	<p>Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p> <p>Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>The location of Erwin Park was taken into consideration when draft alignments were developed. None of the proposed alignments directly impact Erwin Park. The proposed red alignment option is adjacent to the southern property line but does not cross into the park. Any future improvement projects would include assessment of the potential impact on the human and natural environments. TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable.</p> <p>The proposed red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper ISD property north of Prosper Trail. There is approximately 0.25 mile of separation between the red alignment option B and the Walnut Grove Cemetery.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
3511	pamela sherry	10/8/2018	Survey Question 6 - Other response	<p>I am strongly opposed to any bypass route, especially one crossing west of Custer rd. We built our home (in Whitley Place sub) to live in a rural area. Any bypass will strongly affect our quality of life (noise, more close- by traffic, and isolation from nearby neighbors). It is my understanding that an outer loop is already planned for farther north (of 380). Putting a bypass in between THAT route and the current 380 would divide our area into islands</p>	<p>Comment noted. We considered the construction of the Collin County Outer Loop in our study and found that Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				surrounded by highway. I am in strong agreement with fixing 380 and keeping traffic on that route.	
3512	Pastor Charles Faultry	10/11/18	Commen t Form	Galloway Memorial Church of God in Christ is located at [REDACTED]. The church is 104 years old (built in 1914, the first black church in Farmersville. Currently it has been placed in the historical perservation of Farmersville, TX. The church currently is on 380.	Comment noted. The current proposed green alignment does not impact or displace the Galloway Memorial Church of God in Christ.
3513	Pat Farmer	10/12/20 18	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year."	Comment noted. Both the red and the green alignments presented were viable when traffic anasis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3514	Pat Justice	10/11/20 18	Survey Question 6 - Other response	Fix 380 on 380	Comment noted.
3515	Pat Justice	10/5/201 8	Survey Question 6 - Other response	Fix 380 on 380. The Tucker Hill developers came up with the plan to push this over onto Prosper and Custer Road. I do not believe their pockets are anymore important than the Town of Custer—the schools we have planned that would be very close to a Bypass freeway IF you choose Plan B. Not to mention the 500+ homes in Whitley Place that will see a decline in our investments. Tucker Hill has what—140? Why does Tucker Hill developers have so much clout on the issue? There are many here who would like to know that.	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
					business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
3516	Pat Sumrow	10/11/18	Commen t Form	#5 CR. 559 to Hunt Co. Line Prefer Green Alignment	Comment noted.
3517	PATRICE MARTIN	10/15/20 18	Survey Question 6 - Other response	Please keep 380 on the 380. We want to minimize disruption to residential areas and the tax base the city has with building those properties. We moved to the town of Prosper, and to the neighborhood we live in, because we wanted to be away from major highways and live in a community that has a more rural feel to it. We have worked hard all our lives and invested much to move here, so please keep the 380 on the 380!	Comment noted. Existing and planned residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
3518	Patrice Paden	10/15/20 18	Survey Question 6 - Other response	Please keep the 380 on the 380 and out of the residential areas of Prosper. We want to preserve the peace of the community we live in-- we never would have moved here if we thought a bypass would be built so close by to us. This will destroy the value of our home, that we have worked so hard for.	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
3519	Patrice Wheeler	10/09/18	Commen t Form	FM 1827 to CR 559 Red Option Drastically affects my business and overall beauty of the country side I live & work in. Please Green Option Only	Comment noted.
3520	Patricia Hickman	10/9/201 8	Survey Question 6 - Other response	380 is already in existence...it has been and will continue to be a highway. makes the most sense to build it out as it was intended. dont disrupt neighborhoods or farms anymore than necessary.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.

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3521	Patricia De La Cruz	10/25/2018	Survey Question 6 - Other response	We want to see all construction/expansion remain on 380. Too many homes and lives will be adversely affected by major route changes and new roads coming into our rural areas. That's why we have chosen these places to live and we want it to, for the most part, retain the "country" feel,	Comment noted.
3522	Patricia Dietz	10/25/18	Comment Form	<p>Dear Texas Dept. of Transportation</p> <p>I am a resident of the Whitley Place subdivision in Prosper, Texas. I am writing in regards to the proposed expansion/bypass of highway 380. I am asking that you do not approve a bypass through Prosper, but instead expand the highway where it currently runs. My husband and I purchased our home in Whitley Place because it was near enough to 380 to allow an easier commute but far enough to avoid the noise and congestion of a major highway in our backyard. The north bypass option would create the problem we had sincerely hoped to avoid by purchasing a home in Whitley Place.</p> <p>I am also concerned what a bisection of Prosper would do for the town's progress. We are just now getting businesses in town to service its growing population. I feel a highway bypass through our town would disrupt the small town, community feel we are trying to preserve especially since the bypass would run so near residential areas. Thank you for your time and consideration of my concerns.</p>	Comment noted.
3523	Patricia Eldridge	10/9/2018	Survey Question 6 - Other response	I am opposed to the bypass options because they will be extremely inconvenient to use and will greatly increase travel distance for many communities in the area. I believe that the best option would be to improve 380 on its current footprint.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.</p> <p>Initial traffic analysis does show that travel times would likely be reduced should a freeway be constructed and traffic signals eliminated.</p>
3524	Patricia Hickman	10/09/18	Comment Form	I believe 380 was designed to be a highway and individuals that built businesses along it were 100% aware that they were building on/near a	Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future

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				<p>highway. I think 380 should be improved in the least intrusive way possible in other words not to disrupt existing businesses if possible.</p> <p>People who bought land or homes in neighborhoods off 380 did so knowing that the roads near them would be built out at some point - they did not anticipate a major highway in their yard. Even if a bypass option is selected, 380 still needs to be improved. It is difficult to get around on it as it is. When the future arterials are built out traffic will naturally ease up some. The outer loop will be viable option for those who do not have business in McKinney.</p> <p>Many of us are already being negatively impacted by Laud Howell pkwy and should not also have to deal with a bypass.</p>	<p>projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p> <p>Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p>
3525	Patricia Jones	10/16/2018	Survey Question 6 - Other response	<p>We bought our house in Prosper based upon the current location of 380 not being near our home or community. I firmly believe that the government should not make changes to locations of major freeways after the fact. It impacts the citizens in detrimental ways. We spend a lot of money in purchasing our homes and creating a peaceful community and should not have that disturbed by a change in plans from TXDOT in relocating a major highway through our community. Please do NOT move 380 into our community. It should be kept where it is!</p>	Comment noted.
3526	Patricia Morgan	10/9/2018	Survey Question 6 - Other response	<p>West Custer Bypass going through Prosper only option that does not devalue home values and take out homes</p>	<p>Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>

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					Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
3527	Patricia Norton	10/9/2018	Survey Question 6 - Other response	Widening of 380 would destroy much of the commercial businesses along 380 and be very detrimental to the city of McKinney.	Comment noted.
3528	Patricia Picco	10/5/2018	Survey Question 6 - Other response	Need to expand 380 and stay away from bypasses.	Comment noted.
3529	Patricia Rexford	10/22/2018	Survey Question 6 - Other response	<p>The only logical solution is to fix 380 on 380. Any other option ruins neighborhoods, creates intolerable noise levels near homes and schools, compromises the safety of children who must travel to current and future schools along the proposed bypass routes and destroys recreational areas like Erwin Park. Also the proposed bypass routes are public health threats to homeowners due to increased noise and pollution thereby decreasing quality of life. This is no small concern as is the devastating loss to property values along any proposed bypass route. When we bought in Heatherwood we fully expected an artery type road to be added behind our home on Bloomdale Road along the lines of the Lake Forrest expansion north of 380. We however never expected a 70mph multilane highway to be built within 20 feet of our home. This option is it just not acceptable to us and makes no logical sense especially considering that an outer loop in Collin County is already in the works and the proposed bypass will be within 3 miles of 380 and within 3-5 miles of the outer loop. This seems like a poor use of resources and is creating unnecessary angst in the community. There is no possible way to mitigate the negative impacts of a bypass as I understand that there are issues with depression</p>	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p> <p>The proposed freeway (red or green) would generally consist of 8 freeway lanes (4 in each direction), and 2 lane continuous frontage roads running parallel to each side of the freeway. With traffic only traveling in one direction, there are fewer potential points of conflict. Drivers will only be able to make left turns or U-turns where there are signalized intersections on access roads, greatly reducing the risk of collision.</p> <p>Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>The location of Erwin Park was taken into consideration when draft alignments were developed. None of the proposed alignments</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				near Heatherwood due to creeks and quite frankly jersey walls are a hideous ugly option and would create line of sight issues when exiting the neighborhoods. So to recap the bypass option brings noise, pollution, environmental damage, safety issues for homeowners and for the children who would have to traverse it to get to current and proposed schools, intolerable quality of life for residents, and devastating property value losses which is why I say Fix 380 on 380 or let it stand as is and improve the arterials and get going on the outer loop. I implore you not to choose this totally illogical and devastating bypass option.	<p>directly impact Erwin Park. The proposed red alignment is adjacent to the southern property line but does not cross into the park. Any future improvement projects would include assessment of the potential impact on the human and natural environments. TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
3530	Patricia Spaeth	10/7/2018	Survey Question 6 - Other response	We do not want the Prosper alternative. Find something else, please. Thanks,	Comment noted.
3531	Patricia Sparrow	10/22/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
3532	Patricia Williams	10/10/2018	Survey Question 6 - Other response	Unfortunate that the city of McKinney did not prepare for this traffic issue but believe going to the North would provide the least amount of disruption to existing business and homes.	Comment noted.
3533	Patrick Beckett	10/10/2018	Survey Question	I support Red Alignment Option B because it offers the least disruption to already existing	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response	residential and commercial developments in McKinney	
3534	Patrick Carr	10/14/2018	Survey Question 6 - Other response	Prosper has decided to do overpasses why should we have a bypass	Comment noted. Traffic analysis indicates that providing overpasses, also known as grade separated intersections, along the existing US 380 would still experience a failing level of service for congestion and delay.
3535	Patrick Cicalese	10/14/2018	Survey Question 6 - Other response	I am for increasing the efficiency of 380 to facilitate the future development of businesses that will help lower taxes.	Comment noted.
3536	Patrick Jackson	10/12/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year."	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3537	Patrick Ollila	10/9/2018	Survey Question 6 - Other response	Current option I have seen shifts more north, bordering Willow Wood community, we have a LARGE new community there that will fight having 380 run too close to our homes.	Comment noted.
3538	Patrick Piejak	10/10/2018	Survey Question 6 - Other response	Keep it down 380... Any other alternative will impact neighborhoods and private citizens.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
3539	Patrick Rodriguez	10/11/2018	Survey Question 1 - Other response	Alternate Route B	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3540	Patrick Skinner	10/17/18	Email	<p>Stephen, Surely someone has thought about merging the 380 Extension/Bypass with Custer Road, south to 380, then west – right? It would be a heck of an interchange – like a mini High 5 (75/365); 75/190; 75;121?</p> <p>Both McKinney and I think Prosper would be OK with it Probably costly and tough for the Custer north of 380 section and 380 West, but could very possibly stop the protests? I appreciate what ya'll do and know it's tough sledding to get this one done.</p> <p>██</p> <p>████████████████████</p>	Comment noted. Additional analysis of the alignments is being done in this area.
3541	Patrick Thomson	10/12/2018	Survey Question 6 - Other response	Go Mean Green!	Comment noted.
3542	Patrick Warfle	10/8/2018	Survey Question 6 - Other response	No bypass in prosper tx	Comment noted.
3543	Patsie Vaughan	10/10/2018	Survey Question 6 - Other response	Green line thru Princeton would wipe out a lot of major businesses in a community that is very small, making it difficult for Princeton to thrive.	Comment noted.
3544	Patsy Plaxco	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
3545	Patti Seei	10/04/18	Comment Form	Thank you for setting up the maps and providing so many resources to answer questions. The presentation was good and gave enough information to ease my concerns. It was nice to not have to rely on hearsay and see everything in one spot. The choice to not do anything is not feasible. However, I feel like McKinney as the larger city than Prosper and being the county	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				seat needs to own the growth & have either 380 expanded or Red Option A implemented. McKinney should have planned better. Thank you.	
3546	Patti Seei	10/4/2018	Survey Question 2 - Other response	If green alignment is not chosn then I want red alignment option A. Thank you	Comment noted.
3547	Patti Seei	10/4/2018	Survey Question 6 - Other response	I have driven along 380 since 1995. It should have been master planned all along for 8 lanes & the elevated scenarios will look great as well as be effective. 380 expansion	Comment noted. Elevated freeway sections were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
3548	Patty Braselton	10/25/18	Commen t Form	<p>We have lived in Walnut Grove for 38 years. We raised our kids here and celebrate life events here. It's our home. Last year it became more than that; it became a sanctuary as I walked these roads during my battle with breast cancer. What the chemo, surgery and radiation took from me, God gave back through the breeze, sunrise and sunsets, clouds and rainbows, through the cry of the red wing hawk, doves and mockingbirds, through visits with and encouragement from neighbors and all the while showing His majesty in the changing of all four seasons. It bought peace, comfort and healing.</p> <p>Keep McKinney Unique by Nature. Please fix 380 on 380 with no bypass.</p>	Comment noted.
3549	Patty Braselton	10/26/2018	Survey Question 6 - Other response	380 is going to be forever with us. It has to be widened and fixed. Period. McKinney continues to add businesses on 380 before building sufficient infrastructure. What are they thinking?	Comment noted.
3550	Patty Kedora	10/10/2018	Survey Question 6 - Other response	No bypass through Custer and 1st Street. Widening 380 makes way more sense.	Comment noted.
3551	Patty Strawmyer	10/4/2018	Survey Question	Options A & B on red alignment solves nothing. No one will drive that far out of their way to get	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response	to 75. Only solution is keep 380 on 380. No Bypasses!	
3552	Patty Woessner	10/6/2018	Survey Question 6 - Other response	380 should be fixed on 380 not go to residential areas like Timber Creek.	Comment noted.
3553	Pauk	10/5/2018	Survey Question 6 - Other response	Keep 380 on 380. Not through prosper.	Comment noted.
3554	Paul Campbell	10/11/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. I strongly oppose Red Option A which I feel would have the most negative impact on McKinney as a whole."	Comment noted.
3555	Paul Clark	10/10/2018	Survey Question 3 - Other response	Red optionB	Comment noted.
3556	Paul Clark	10/10/2018	Survey Question 4 - Other response	Red, option B	Comment noted.
3557	Paul Clark	10/15/2018	Survey Question 6 - Other response	Strongly support Red Option B	Comment noted.
3558	Paul Clark	10/14/2018	Survey Question 6 - Other response	Keep it simple. Keep the roads where they already are. Don't ruin neighborhoods	Comment noted. Existing and planned residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3559	Paul Dietz	10/9/2018	Survey Question 6 - Other response	Green option is the best economic outcome for tax payers.	Comment noted.
3560	Paul Henderson Powell	10/13/2018	Survey Question 6 - Other response	We have had a thoroughfare plan in Collin County and McKinney for years. Stay with the existing plan and build Wilmeth, Bloomdale, Laud Howell and Outer Loop.	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
3561	Paul Knippel (Director of Engineering - Frisco)	10/04/18	Comment Form	The Frisco City Council has passed a resolution in support of U.S. 380 being a limited access freeway. The City of Frisco supports the alignment between the Denton county line and Coit Rd. that follows the existing alignment of U.S. 380.	Comment and resolution noted.
3562	Paul Marshall	10/10/2018	Survey Question 6 - Other response	For Coit Road to FM 1827 - Red Alignment - Option B causes the least changes to existing McKinney businesses. I also DON'T WANT a bunch of traffic being dumped into residential streets that weren't designed for it.	Comment noted.
3563	Paul Parkes	10/14/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3564	Paul R. Smart	10/23/2018	Survey Question 1 - Other response	Keep 380 on 380, No Bypass	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3565	Paul R. Smart	10/23/2018	Survey Question 3 - Other response	Keep 380 on 380, No Bypass	Comment noted.
3566	Paul R. Smart	10/23/2018	Survey Question 4 - Other response	Keep 380 on 380, No Bypass	Comment noted.
3567	Paul R. Smart	10/23/2018	Survey Question 5 - Other response	Keep 380 on 380, No Bypass	Comment noted.
3568	Paul R. Smart	10/23/2018	Survey Question 6 - Other response	Keep 380 on 380, No Bypass	Comment noted.
3569	Paul Rancuret	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B between Coit Road and FM 1827 because (according to the data provided in your slides) not only does it result in the lowest impact to existing homes and businesses lower, it also has the lowest projected "build" cost. What your slides did not provide was an estimated completion data for each of the "build" options. However, I would expect that Red Option B could completed the earliest since it has the lowest impact and lowest estimated cost. And at the rate Collin County is growing, an early completion date is just as important as everything else.	Comment noted. The overall project would likely be broken up into segments for proceeding to construction. The timing of which segments would be constructed in which order has not yet been determined; however it could take as much as 10-20 years for the entire corridor to be completed.
3570	Paul Scheibe	10/22/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
3571	Paul Schlittler	10/10/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	
3572	Paul Wheeler	10/9/2018	Survey Question 6 - Other response	The properties affected by widening 380, are already affected by 380. If a home or business was built near 380, it will still be near 380 after its widened. These are not transformative changes. Going in and adding a bypass (which will NOT decrease congestion and you will end up needing to widen 380 anyway) will destroy a good portion of Prosper. The "undeveloped" land there HAS PLANS for use. It will not stay undeveloped. As the town grows, the land is utilized. That's how growth works. I am sorry the folks that built by 380 are sorry they made that decision. The solution is not to destroy a previously unaffected area so as not to upset the folks by the highway. That would be a monumental and dare I say criminal offense.	<p>Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p>
3573	Paul Wood	10/19/2018	Survey Question 2 - Other response	Green with red B later as a bypass	Comment noted. According to our analysis, only one freeway option would need to be constructed to accommodate future projected growth by 2045.
3574	Paul Wood	10/19/2018	Survey Question 4 - Other response	Green with red in future for bypass	Comment noted. According to our analysis, only one freeway option would need to be constructed to accommodate future projected growth by 2045.
3575	Paul Zanno	10/10/2018	Survey Question 6 - Other response	Using the Red B route would minimize already high traffic noise and congestion in highly residential areas near current 380 & Stonebridge and negatively impact current town commercial plans like Restaurant row	Comment noted.
3576	Paula Bodine	10/6/2018	Survey Question 6 - Other response	Fix 380 on 380 now, or we will just be having this same conversation in the future. Additionally, I am extremely frustrated that a bypass option thru Prosper that was "just a suggestion" in July is presented as an real option when the previous 5 options were reduced to 3. The western bypass option would have a transformative impact on a	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				significant amount of area and residents in our small town of Prosper.	
3577	Paula Correll	10/25/2018	Survey Question 6 - Other response	Reference to use for green alignment is Hwy 54 in Wichita, Ks. Take a look at the expansion of a major Hwy done correctly	Comment noted.
3578	Paula Ford	10/7/2018	Survey Question 6 - Other response	KEEP 380 ON 380! We Prosper residents do NOT want a bypass coming through our community. Period.	Comment noted.
3579	Paula Lombardo	10/13/2018	Survey Question 6 - Other response	Please preserve ManeGait Therapeutic Horsemanship and surrounding homes. Hwy 380 flows just fine going east/west.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3580	Paula Murdock	10/12/2018	Survey Question 6 - Other response	West of custer is the option that would make more sense impact the least amount of people. Disrupt the least amount of businesses while continuing to making McKinney functional. Growth is head out of town so why not put the by pass there?	Comment noted.
3581	Paula Murdock	10/4/2018	Survey Question 6 - Other response	Red option B makes the most sense for homeowners and businesses AND commuters.	Comment noted.
3582	Paula Warner	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
3583	Paulina	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	
3584	Pearie Jones	10/23/2018	Survey Question 6 - Other response	Why mess with this. Is it that special interest are trying to change it for there own benefit? Do not change 380 keep it the same	Comment noted. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.
3585	Peggy Hughes	10/17/18	Comment Form	I select the green route Keep 380 on 380 No bypass	Comment noted.
3586	Peggy Wilmotte	10/10/2018	Survey Question 6 - Other response	As a resident of Whitley Place in Prosper, I am very concerned that our small, rural community will be drastically impacted by the 380 bypass proposal from our immediate neighbors in Tucker Hill in McKinney. While I understand the need to meet future transportation needs, the proposed bypass option through Prosper appears to be a scapegoat for lack of planning by McKinney officials and developers. Also, ANY of the proposed bypass options would turn Prosper into a pass through town for commuters and heavy trucks. Please consider improving 380, on 380, to accommodate future needs and avoid any 380 bypass option that will fundamentally transform our communities, in Prosper and McKinney. Thank you	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
3587	Peter Carey	10/16/2018	Survey Question 6 - Other response	Keep 380 on 380!	Comment noted.
3588	Peter Carey	10/04/18	Comment Form	I support the green alignment for Hwy 380. A bypass through Prosper is unnecessary and would scar the beauty of our community. The green alignment preserves Manegate theraputic Horsemanship which provides life changing therapy to hundreds of children and adults with disabilities.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				Keep 380 on 380!	
3589	Peter Dilley	10/9/2018	Survey Question 6 - Other response	The Green Alignment with Option B for Spur road has the highest Average Daily Volume. Although more costly initially it is the best investment in the long term as the cost spread over the total average daily volume and then over the entirety of the years of service the freeway will be in operation makes this the most attractive option for the spend of monies. To deviate from the green option is fiscally irresponsible for achieving potential short term gains but to create the largest long term losses.	Comment noted.
3590	Peter Villa	10/9/2018	Survey Question 1 - Other response	Lane widening	Comment noted.
3591	Peter Villa	10/9/2018	Survey Question 6 - Other response	No freeway built on 380 from Preston rd to Custer rd	Comment noted.
3592	PETER ZAMECNIK	10/17/2018	Survey Question 6 - Other response	The green alignment keeps the highway adjacent to, both, home and business owners who already made the CHOICE to reside/operate next to a state highway. Building a bypass - regardless of the orientation - will unnecessarily dissect a significant amount of area in Collin County and (wastefully) neglects to leverage the existing thoroughfare as part of the overall solution.	Comment noted.
3593	PeterHang	10/13/2018	Survey Question 6 - Other response	Stop! Your taking away our nature.	Comment noted.
3594	Phila Parr	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				streets that are not designed to carry heavy traffic flow.	
3595	Philip Arnold	10/11/2018	Survey Question 6 - Other response	Improving US 380 is the only logical solution	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
3596	Philip Lombardo	10/13/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year."	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3597	Philip Neve	10/18/2018	Survey Question 6 - Other response	With regard to realignment for Coit Road to FM 1827, I support the Red Alignment - Option B because it's the least disruptive to already-existing residential and commercial developments in McKinney. I do NOT agree with widening US 380 as this would destroy many of the new businesses that have been built there in the last few years, and this realignment option would bring more traffic to arterial residential streets not designed to carry heavy traffic flow.	Comment noted.
3598	Philip Rickert	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3599	Phillip Blackmon	10/8/2018	Survey Question 6 - Other response	I am strongly opposed to any bypass option, as I would rather see highway 380 fixed along its current route. We live in the Whitely Place neighborhood, I've been very involved in both my local community and throughout this process with TxDOT. I have been to many of the meetings, provided feedback as asked and stayed very cordial to all throughout this process. It is very disappointing that an option that for the past 2 years has not been discussed is all of the sudden impacting my city of Prosper and my current home. I understand that no matter what option someone is going to be unhappy.... and I am not one that thinks my livelihood matters more than anyone else. However when I bought my home a year ago, I did my due diligence. I researched the upcoming changes to the community, in fact I even reviewed the current process by the City of McKinney to propose a bypass, and it even weighed on my decision of where to buy. I do not support any bypass alignment as I don't think it really solves the problem.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
3600	Phillip Dailey	10/10/2018	Survey Question 6 - Other response	Commuters will not use a bypass. 380 needs to be updated on 380 without a bypass option. The bypass will be a waste of tax dollars in the long run and remove substantial retail space from the Town of Prosper. Keep 380 on 380!	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
3601	Phillip Thompson	10/15/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				and offering enriching volunteer opportunities for over 2,000 North Texans each year.	
3602	Phyllis baxter	10/13/2018	Survey Question 1 - Other response	Outer loop bypass	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
3603	Phyllis baxter	10/19/2018	Survey Question 6 - Other response	A Collin and Denton county outer loop is what is needed. Relying upon one meager east/ west corridor and developing these small band-aid bypasses for a booming area is not the answer.	Comment noted. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop. A similar feasibility study is currently underway for Denton County.
3604	Phyllis Davis	10/25/2018	Survey Question 6 - Other response	The current location of 380--Green Route--is the best for all concerned. Other routes destroy too many neighborhood settings and lengthen route--also too close to the already planned Outer Loop. Please Go Green!!!	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p>
3605	Phyllis Grady	10/16/2018	Survey Question 6 - Other response	I prefer the green alignment for travel through McKinney and Prosper and believe no bypass is necessary in that area. My main concern is the damage that ManeGait Therapeutic Horsemanship would suffer. This nonprofit organization is one of the most successful and prominent in our North Texas area. It has changed the lives of countless children and adults with conditions and situations that respond positively to this unique therapy. It also provides opportunities for thousands of people in our area to offer their volunteer services yearly. I travel this section of 380 often and at varied times of the day and night and have since 2014. The unique beauty of that area would be scarred and I feel we need to do what we can to preserve and enhance the beauty of that area.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				Please do not take MainGait away from those who need it nor scar this beautiful area!	
3606	Pierson Everett	10/14/2018	Survey Question 6 - Other response	I prefer to keep 380 on 380 as it stands today. All of the other options do not make sense.	Comment noted.
3607	Pierson Kedora	10/6/2018	Survey Question 6 - Other response	Do not want any bypass thru Prosper, will affect our tax base, Keep 380 on 380!!	Comment noted.
3608	Piper Lehman	10/24/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
3609	Priscilla Wertenberger	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
3610	Prosper ISD	10/19/18	Letter	<p>October 19, 2018</p> <p>Mr. Stephen Endres, P.E., Project Manager Texas Department of Transportation [REDACTED] [REDACTED] [REDACTED]</p> <p>CERTIFIED MAIL #7015 1660 0000 4500 8522 RETURN RECEIPT REQUESTED</p> <p>Dear Mr. Endres,</p>	Comment and resolution noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>On Monday, October 15, 2018, the Prosper ISD Board of Trustees approved Resolution 2018-03 opposing TxDOT options (Red A and Red B) as they pertain to the U.S. Highway 380 Bypass within the boundaries of Prosper Independent School District.</p> <p>Enclosed you will find a copy of the Resolution. If you would like to contact me, I may be reached at [REDACTED] or by email at [REDACTED]</p> <p>Regards,</p> <p>Dr. Drew Watkins Superintendent</p> <p>Enclosure</p> <p>PROSPER INDEPENDENT SCHOOL DISTRICT</p> <p>RESOLUTION 2018-03</p> <p>A RESOLUTION OF THE PROSPER INDEPENDENT SCHOOL DISTRICT OF PROSPER, TEXAS, SUPPORTING U.S. HIGHWAY 380 AS A LIMITED ACCESS ROADWAY BUT STRONGLY OPPOSING RED AUGMENT OPTION A AND RED ALIGNMENT OPTION B FOR U.S. HIGHWAY 380 WITHIN THE DISTRICT BOUNDARIES OF PROSPER ISD; DECLARING THE ISD'S OPPOSITION TO ANY ALIGNMENT OF U.S. HIGHWAY 380 WITHIN THE ISD THAT IS NOT CONSISTENT WITH THE CURRENT ALIGNMENT OF SAID HIGHWAY.</p> <p>WHEREAS, Prosper ISD currently owns a future school site for a fully comprehensive high school with an expected enrollment of 3,000+ students and a future school site for a middle school with</p>	

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>an expected enrollment of 1,200+ students that is dangerously close to Red Alignment Option A and Red Alignment Option B.</p> <p>WHEREAS, Prosper ISD has been and is currently negotiating a future elementary school site dangerously close to Red Alignment Option A and Red Alignment Option B prior to the notification of these particular alternates.</p> <p>WHEREAS, by this Resolution, the Board of Trustees for the Prosper Independent School District, in a public meeting held on Monday, October 15, 2018, desires to express strong opposition to Red Alignment Option A and Red Alignment Option B and the ISD will not support such alternates.</p> <p>WHEREAS, the Board of Trustees, in a public meeting held on Monday, October 15, 2018, further declares its opposition to any alignment of U.S. Highway 380 within the boundaries of Prosper Independent School District that is not consistent with the current alignment of U.S. Highway 380.</p>	
3611	Qi Yu	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
3612	Quinton	10/11/2018	Survey Question 6 - Other response	I support Red Alignment Option B to loop US380 West of Custer road. Areas adjoining US380 east of Custer Rd as predominantly residential with the roads supporting those communities not able to accommodate overflow from increased volumes that would be expected with either widening US380 east of Custer Rd or with looping east of Custer near Tucker Hill. Option B	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				will also have the least impact to established businesses and residential neighborhood's, schools.	
3613	R L Potter	10/4/2018	Survey Question 6 - Other response	prefer to use only existing road path - no bypasses build the outer loop first (then all of the bypasses will be much to close to the outer loop to make any sense) the go around from spur 399 should go on thru but the intersection has to be designed to carry the traffic	<p>Comment noted. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.</p> <p>Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.</p>
3614	R. Moore	10/15/2018	Survey Question 1 - Other response	Option B	Comment noted.
3615	R.W. Arnold	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
3616	Rachana Patel	10/10/18	Email	<p>Mr. Stephen</p> <p>I wanted to reach out to you regarding the red route for the 380 bypass. We would request you to use the green route instead of red one. We are a community of ranchers and farmers. We moved out here to develop a farm to grow organically grown fruits and vegetables to serve the growing population of McKinney as well for personal use. Farmers and ranchers feed the community and are necessary for the community. Besides the farming and ranching, there are many species of migrating birds and animals who populate this area twice a year. In addition to that, FM 2933 is used as a bicycle route for yearly events as well as a family bike rides. Having a major highway in our front</p>	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>pasture will destroy the land not only for farming but for natural habitat of migrating birds and animals. Looking at the information provided last night at the meeting, please reconsider and not take the cheapest route. It might not have as many houses but it provides locally grown food for the people living in those houses. We might not have the strength of a big developer or a might of a big corporation but our voice is just as important. McKinney is unique by nature and please keep a portion of it just as it is to portray that mission. The green route would make better sense if it was developed as 635 in North Dallas or I-35 in Austin. Thank you.</p> <p>Sincerely Rachana Patel RN "We can't solve problems by using the same kind of thinking we used to create them" -Albert Einstein</p>	
3617	Rachana Patel	10/12/2018	Survey Question 6 - Other response	<p>It would be cost effective and conducive, business savvy, and better for city of mckinney in the long run to bulit either and overpass or underpass similar to 635. Let the local ranchers, farmers and community land owners continue with their farming and ranching to provide necessary farm fresh local produce which is healthy and much needed in this day of chemically infused produce.</p>	Comment noted.
3618	Rachel	10/13/2018	Survey Question 6 - Other response	<p>I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year</p>	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3619	Rachel Hansen	10/12/2018	Survey Question 6 - Other response	Understand the need for growth but not at the expense of taking away useful land	Comment noted.
3620	Rachel Hisle	10/24/2018	Survey Question 6 - Other response	We just moved to Stonebridge Ranch and it would be devastating for our neighborhood to go with option A on 380. Please consider option B!!!	Comment noted.
3621	Rachel Hisle	10/11/2018	Survey Question 6 - Other response	Option A in question #2 would be devastating to many of the established neighborhoods near by including Stonebridge!!!	Comment noted. None of the properties in Stonebridge have property impacts by any of the proposed alignments.
3622	Rachel Kelly	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
3623	Rachel Kinder	10/4/2018	Survey Question 2 - Other response	No to option B!!	Comment noted.
3624	Rachel Kinder	10/4/2018	Survey Question 6 - Other response	Kindly, stay out of Prosper.	Comment noted.
3625	Rachel Krider	10/5/2018	Survey Question 6 - Other response	The Texas Department of Transportation has blindsided the people of Prosper. As a Prosper resident, we moved to Whitely Place with the knowledge that the TXDOT was going to build 380 based on the options originally submitted in April 2018 (or around that time period). Additionally, we were notified directly by the TXDOT at the Prosper town meeting this past summer that they were not even considering a bypass option West of Custer. Therefore, we did not expect that the TXDOT would completely change the route's previously released publicly to cut through Prosper, right near our home. We	<p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>TxDOT must consider many factors when developing alignments. None of the numbers or information presented at the public meetings were determined or gathered by developers.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>have been publicly lied to and due to that lie, we invested in a home that will now be subjected to the impacts of a bypass 380 (if Bypass Option B is selected). Additionally, we now have several people putting their homes on the market, which has significantly dropped our home value.</p> <p>Overall, you need to stick with original plans or should have been more forthcoming about a West of Custer bypass option rather than blindsiding the residents of Prosper. Additionally, a US Highway 380 is the most popular decision amongst the citizens of Frisco, McKinney and Prosper, even taking into consideration the higher cost. Lastly, I am very skeptical of the data presented in the TXDOT meeting on 10/4 due to the background knowledge of how this option came about (presented by the residents of Tucker Hill and the Southern Land Company). Please provide at the next meeting more details as to how these numbers were gathered and whether these numbers were obtained by a party other than the Tucker Hill/Southern Land Company.</p>	<p>TxDOT developed its own cost estimates, has been partnering with NCTCOG on the traffic analysis, and continues to work with local governments to consider existing and planned developments.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
3626	Rachel Lucero	10/14/2018	Survey Question 6 - Other response	Keep 380 on 380, NO BYPASS	Comment noted.
3627	Rachel Lynch	10/8/2018	Survey Question 6 - Other response	I don't understand why it's even an issue to not build out 380 as it's an existing highway. WHY would we cut into neighborhoods and ruin property values, children's safety and school zones for out of the way roads??	<p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County.</p> <p>Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p>
3628	Rachel Naty	10/14/2018	Survey Question 6 - Other response	The Green choice preserves MainGait and surrounding established companies thriving.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3629	Rachel Payne	10/5/2018	Survey Question 6 - Other response	Bringing a bypass through Prosper is not the answer.	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
3630	Rachel Stogner	10/13/2018	Survey Question 6 - Other response	Manegait would be no longer if the bypass came through Prosper. That is my main concern. Those special needs kids...	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
3631	Rachelle Mossinger	10/08/18	Email	<p>Dear Sir/Madame,</p> <p>I am writing this letter to indicate my strong opposition to the bypass proposed in Prosper. I moved to Texas three years ago and chose Prosper for many reasons, but the main reasons were the location away from lots of traffic, schools and the small town feel. I am so disappointed that Prosper is even a possibility of getting this bypass. These are the main reasons I DO NOT support a bypass running through Prosper. Prosper was never supposed to be involved in the 380 bypass to begin with, the traffic issue is in McKinney NOT Prosper. Whitley Place and many more homes (approximately 5,000) are impacted by the bypass rather than keeping the alignment of 380. Don't let a developers greed of building too close to 380 (Tucker Hill) become our problem. The proposed bypass would pass very close to two new high school sites and represent safety, noise and other negative impacts. Lastly, and the one that impacts me the most is Whitley Place property values would go down considerably. According to your own slide presentation MOST residents in Prosper, Frisco and McKinney prefer freeway along existing US 380. Again, I strongly oppose a bypass in Prosper and urge you to keep 380 on 380.</p> <p>Rachelle Mossinger Resident of Whitley Place</p>	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3632	Rachelle Mossinger	10/5/2018	Survey Question 6 - Other response	Purchased our home far away from 380 to be away from busy road. Also, would impact our property values and way too close to cemeteries if bypass is in Prosper.	<p>Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>As currently proposed, the red alignment option B is over 1,350 ft (approximately 0.25 mile) away from the Walnut Grove Cemetery and approximately 100 ft away from the Hunt Cemetery.</p>
3633	Rafael Smith	10/25/2018	Survey Question 6 - Other response	Red Line Option B has the least amount of negative impact on existing communities.	Comment noted.
3634	Rafael Smith	10/25/2018	Survey Question 1 - Other response	red line	Comment noted.
3635	Rahul Pupala	10/10/2018	Survey Question 6 - Other response	West of Custer is the most realistic option and least costly	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
3636	Raidt	10/21/2018	Survey Question 6 - Other response	Keep 380 on 380's current footprint. We bought out of town to get away from all your road BS.	Comment noted.
3637	Ralph French	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B. This option provides a solution with the least disruption to existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380, impacting services and the tax base for the city. Arterial roads that would be affected were not designed to carry the heavy traffic flow that would result from other plans.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3638	Ramona Woodring	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
3639	Randall Hickman	10/09/18	Comment Form	Do not build bypasses for 380. These affect homeowners and landowners. Keep 380 on 380 and either build it up, down, or wider. Businesses chose to be on 380 for business reasons. Homeowners and landowners chose to not be on or near 380 for family and privacy reasons. 380 has always been a highway. Keep it where it is now in all the towns. Do like Prosper is doing and fix the problem, not create another one. Don't make us like Denton. Fix 380 on 380!!!	Comment noted.
3640	Randall Hickman	10/9/2018	Survey Question 6 - Other response	Keep 380 on 380 without additional bypasses which affect homeowners. businesses are already affected by 380 and they have chosen to be situated there on 380. Homeowners did not choose to be on a bypass when they purchased their properties.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
3641	Randall Lewis	10/15/2018	Survey Question 6 - Other response	Building along the existing structure makes the most sense to me. The affects on homeowners and businesses that would be displaced and/or put out of business seem unnecessary. Many businesses were located along this route for the very that it offered great possibilities.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
3642	Randall O Wilder	10/09/18	Comment Form	I think that Red is the better plan it makes more logic and displaces less business and houses I have lived in the same house since 1975 and do not want to move. Green is not a good plan.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3643	Randall Wilder	10/15/2018	Survey Question 6 - Other response	I believe Red is better for the following (1) displaces the fewest people (2). the green will cause hardship on both businesses and employment from hwy 5 to 75 and will cost more tax money on right of way compared to red line which is mostly just vacant lots .	Comment noted.
3644	Randall Wilkinson	10/19/2018	Survey Question 6 - Other response	380 already nearing 100% capacity and area around Princeton expected to grow 160% in coming years. Make 380 a double decker (like in Frisco) and build for the future instead of always playing catch-up.	Comment noted. Elevated freeway sections (or double decking) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
3645	Randy Carr	10/19/2018	Survey Question 6 - Other response	write: "I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole."	Comment noted.
3646	Randy Carr	10/11/2018	Survey Question 6 - Other response	Yes to West! Option B would cost us tax payers much less.	Comment noted.
3647	Randy Dempsey	10/9/2018	Survey Question 1 - Other response	Don't favor this plan at all	Comment noted.
3648	Randy Hickman	10/15/2018	Survey Question 6 - Other response	The choices in this survey are because of the negative impact on my property and the surrounding neighborhoods	Comment noted.
3649	Randy Routon	10/23/2018	Survey Question	Connect red options north of New Hope and Princeton	Comment noted. The yellow alignment located to the north of New Hope has been eliminated due to impacts to the planned North Texas

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			4 - Other response		Municipal Water District's Sister Grove Regional Water Recovery Facility. Additionally, this alignment did not work well with the Spur 399 traffic movements.
3650	Randy Routon	10/23/20 18	Survey Question 6 - Other response	The proposed option in McKinney that expands the current 380 would result in the closure of our Crisis Center, an integral part of Mental Health Crisis Response for Collin County. We invested over \$4 million in renovations last year in this facility. It is a specially designed program and facility. If lost, local Emergency Rooms will see an significant increase in mental health traffic.	Comment noted. If the green alignment is selected and the crisis center displaced, TxDOT's right of way agents would work with the owners of the center regarding relocating the center so that the community resource is not lost.
3651	Ray Baum	NA	Commen t Form	To whom it may concern: My family and I just moved here from high-priced, noisy, dirty, Southern California looked at several Texas cities and developments and chose Timber Creek in McKinney, specifically for it's location, solitude, proximity to services & schools, and affordability. Our specific house location is located in the upper NW corner of the development on cul-de-sac- called Bamboo Trail. I suffer from a hearing impairment called Meniere's Disease. This ailment unfortunately comes with constant ringing (think Tinnitus but 10x worse), dizziness and pressure inside my head. With this disease, background noise makes it difficult to distinguish voices from one another unless a person is talking directly to me. I write this letter to inform you the reason we chose our house location was specifically for the lack of any street or background noise except those found in nature. In selecting this location, we knew our property taxes were going to be higher, but we looked at it from the standpoint of having our FIRST HOME in such a quiet place. The 380 Bypass now puts it all in jeopardy! I understand the need for road expansion. we lived in Orange County it is extremely over-crowded and polluted. However, when faced with building new roads, the CA mentality was to improve existing causeways before building new	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>ones. Case in point, the current expansion of the 405 Freeway, currently underway in OC. Rather than build new roads, they are widening the freeway by one lane in each direction for 16 miles. they are also adding express lanes which function as toll lanes for those who wish to run the full 16 mile distance. You can read all about it here: http://www.octa.net/Projects-and-Programs/Under-Construction/I-405-Improvement-Project/?fm=7135 As I sit and write this note, I am looking out the back of my house at Erwin Park as the rain falls. I open my window and all I hear is the wind, rain, the occasional bird, and the flowing creek as it drains past my house. This is why we moved here. NOT to have a highway built in our back yard. If we wanted that, we would have stayed in Orange County. I implor your to consider the credo that states, "Just because you can do a thing, doesn't mean you should do a thing. McKinney is a beautiful town with a lot to offer. It's attractive and affordable. However, I firmly believe that constructing a new highway right through the middle of the most beautiful part of the town is a mistake.</p>	
3652	Ray Pace	10/23/2018	Survey Question 6 - Other response	<p>I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.</p>	Comment noted.
3653	Raylan Eckenrode	10/12/2018	Survey Question 6 - Other response	<p>Since there are solutions that allow 380 to be expanded in its current location, that is the best option available. This would allow more land to be preserved, reducing the environmental effects. Also, fewer neighborhoods would be affected - the main neighborhoods affected would only be ones where the residents knowingly chose to live near a major highway</p>	<p>Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

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				(380) in the first place in an area where the population is growing rapidly. Furthermore, we adamantly oppose the alignment that cuts through Prosper. (1) Our town planned for the expansion of 380 in its current location. (2) Prosper needs that land for businesses and residents to help its tax base. (3) The residents in Prosper nearest that alignment intentionally bought away from 380. (4) The Prosper alignment would destroy ManeGait, a non-profit charity in McKinney. Please keep 380 on 380! Thank you!	
3654	Reba Owens	10/9/2018	Survey Question 6 - Other response	Please save all the established business on 380	Comment noted.
3655	Rebecca	10/11/2018	Survey Question 6 - Other response	Please please for the sake of all the business owners on current 380, please choose red route. Thank you!	Comment noted.
3656	Rebecca Easterwood	10/10/18	Email	Additional Information: Attached is the "red route" – my property is right above the 500 mark. If you see it cuts off our front pasture almost ½ way. We have horses and cows that graze on that front pasture. We also as a community have an arena at the ranch on the right – above the 1500 mark (another ranchers property) that we do training and practice for equestrian eventing and just plain fun. The pasture to the left of us is totally natural that we do trail rides on (Glazers property). The property directly across from us (Glazers) have a big herb garden that Ms. Glazer comes out and tends to weekly. So we have nature trails, herb gardens, horses and also this is a major bicycle route for pleasure for hundreds of bikers. I was told that you have not heard much from people from my area....that is because we are all ranchers that live on 10+ acres – so we do not have that "community of hundreds" to rally around us – however, I feel we are JUST as important and our voice matters just as much.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				PLEASE consider altering this route to not mess us what we have worked for so hard to maintain around [REDACTED].....Red route would destroy what we have Please do not do the RED route. We bought our retirement ranch and are heartbroken that there may be a 380 bypass going through our Front pasture – 6 lanes. If possible keep 380 on 380. This makes NO sense. This would destroy our retirement plans. We bought our heaven on earth.....now they want to take it away. We live on [REDACTED] and it is a MAJOR bicycle route – horse and cow country – WHY? Please help us keep our little slice of heaven exactly that. I have been to the meetings and am very despondent that the ONLY choices now are the RED route and the 380 on 380. The RED route is cheaper of course – which will make it the easy choice. I don't think they care about our properties. Please pass this on so we can keep our ranches exactly that.	
3657	Rebecca Easterwood	10/10/2018	Survey Question 3 - Other response	380 on 380	Comment noted.
3658	Rebecca Easterwood	10/24/18	Email	<p>Dear Mr. Endres,</p> <p>This letter is in regards to the Red bypass alignment that was unveiled at the October 9, 2018 presentation at Collin College. I appreciated your comment that adjustments could be made and to send specific concerns and proposals about the section east of Hwy 5/ McDonald that connects with FM 2933.</p> <p>I was told that during the meeting that the least number of public responses came from the red route area that is east of Hwy 75, running southeast across CR 331 toward FM 2933 and then turning south. I can see why people would say that – it's fewer people living on large acres of cattle and horse farms and crop producing</p>	<p>Comment noted. Public input is one of the many factors that TxDOT will consider when making a decision on an alignment.</p> <p>Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p> <p>The Perryman study completed January 2017 analyzed potential economic effects of converting portions of the existing US 380 corridor into a freeway. The study did not analyze economic effects of new location alignments.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>land, These roads are used weekly by cycling groups for training and competition as well as for recreational purposes. FM 2933 and CR 331 are also daily used by farmers transporting hay and cattle to market as they were originally built to do. Because properties here range from a minimum of 10 acres to several hundred, our population is much lower and we cannot compete with the number of protests generated by Tucker Hill & others neighborhoods.</p> <p>Of the 4,000 responses TxDOT received, nearly 1900 voted for an alignment along the existing US 380. That was the preference of RESIDENTS of Prosper, Frisco, and McKinney. Commuters routinely look for the most direct route to their destination (primarily Hwy 75-S and 121-S) which 380 provides. This has been the acknowledged major east/west route for many years.</p> <p>The study in 2017 by the Perryman Group, commissioned by Collin County leaders, found that while businesses would be disrupted in the short-term, the long-term result would be very favorable to McKinney. It would appear that the potential temporary loss of business tax dollars is the driving force behind the McKinney City Council's recommendations, not the welfare of the vast majority of their constituents.</p> <p>With the outer loop only partially built, there is no data for how much relief it will provide. Is it wise or fiscally responsible to build an entire new bypass without that knowledge? We have to look no further than Denton's little-used bypass. At the working city council meeting on Monday, October 15 it was acknowledged that 380 will be improved regardless of whether a bypass is built. That's quite a price tag that no one seems to be addressing.</p>	

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>When we moved to McKinney 8 years ago, we searched for our retirement home that was well away from both 75 and 380. Our ranch 2 miles north of 380 and 2 miles east of 75. We are in a part of McKinney that has been designated agricultural/ green space in its master plan. When the bypass proposals were announced, two of which (yellow and red) would cut our ranch front pasture in two. We were further shocked when NTMWD's plan to build a sewage treatment plant 1/4 mile up from us.</p> <p>Because we live in the ETJ (not by choice) we have no representation or protection. It appears that the best we can do is emphasize our support for Expanding 380 or provide input in the hope that some adjustment will be made to the red alignment (if chosen) to preserve our neighborhood of farms and ranches if not the peace, quiet, and night sky we treasure and expected to enjoy for our remaining years.</p> <p>Best choice: Expand 380- It will have to be done and is the wish of the majority of residents</p> <p>Finish the outer loop before building a bypass - see if it alleviates traffic issues first before committing funds for yet another road</p> <p>If all else fails: Move the red alignment east of Hwy 5 and north of 380 fully into the floodplain- it is a short section and will preserve the working farms and businesses. We are aware it costs more, but what price do you place on homes and farms families have spent years, even generations, building? One of our neighbors lives in one of the oldest houses in Collin County.</p> <p>Last resort: If the red route gets further study, please modify the stretch that curves from the floodplain onto FM 2933.</p>	

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>As currently drawn, this alignment cuts off the front of our neighbors farm and those of our northern neighbors. For us, that means losing prime hay production acreage and the resulting income, our front entry gate, pasture for the horses and cows grazing and the entire front fencing for that pasture.</p> <p>We will lose mature, producing pecan trees as well as trees planted for shade and for hiding 2933 from our view. Our neighbors will lose an equestrian center, pasture, hay production, and we will end up with a bypass nearly in our living room.</p> <p>The property owner on the west side of FM 2933 across from us is absentee. Mrs. Glazer lives in Dallas and is in declining physical and mental health. Indeed, she has never resided on the property. Her son has reported an "organic farm" on the tract, but the caretaker's house, cabin, and small garden plot appear abandoned. We propose that the red route shift west to be completely on that side of FM 2933 as there are no structures that would be lost on that property!! Why disrupt 4 ranches when it could be re-routed to truly not disrupt anything on the west side?</p> <p>I understand that this is a long explanation of our position. I appreciate your thoughtful consideration of it as you move toward a decision.</p> <p>A final thought: the geographical boundary of the east fork of the Trinity River has thus far prohibited development in this part of the county. Population projections show this area will not increase much in years to come. Property owners, therefore, will not be able to rely on development to help sell devalued land lost to a</p>	

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>bypass that will not benefit them.</p> <p>Sincerely, Rebecca Easterwood [REDACTED] [REDACTED] [REDACTED] [REDACTED]</p>	
3659	Rebecca Easterwood	10/10/2018	Survey Question 6 - Other response	Please do NOT go the RED route. You are taking about 6 ranchers that I know of - their front pastures. We bought our ranch to retire on and enjoy. NOT to have a 6 lane bypass going through our FRONT PASTURE. PLEASE NO RED.	Comment noted.
3660	Rebecca Smith	10/9/2018	Survey Question 6 - Other response	Do not build through Prosper! A small town should not have to bear the responsibility for this. Either turn 380 into a freeway or keep the bypass East of Custer!	Comment noted.
3661	Rebecca Sock	10/12/2018	Survey Question 6 - Other response	Mane gate is an essential organization in our community. They provide a service to our special needs families that is essential to the growth and development of their children.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3662	Rebecca Tuggle	10/12/2018	Survey Question 6 - Other response	I dont support any new changes that impact existing businesses NOT currently along 380. Keep 380 ON 380... make your changes there.	Comment noted.
3663	Rebecca turner	10/11/2018	Survey Question 6 - Other response	<p>Just makes more sense (and seems cheaper) to keep 380 on what's already 380...instead of winding it all around different towns, creating roads where none are needed, affecting people's livelihood and investments in their homes and property, creating longer routes "around" and taking out "green" areas. Not sure why/how this came up as a viable option when it wasn't ever in any original option! There are not that many businesses to be affected (and they certainly knew this was going to happen down the line before they ever built). How were they allowed to build w/o being told? Developers in Tucker Hill HAD TO KNOW all along this was going to happen. How can they make this change to an unsuspecting, small community</p>	<p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed. The green alignment along the existing US 380 is expected to cost more than the red alignment.</p> <p>Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in</p>

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				like Prosper at the last minute? PLEASE don't put it through a small town when it makes more sense to just keep 380 where it is...on 380. 🙏	the public meeting boards and presentation posted on Drive380.com.
3664	Reese Lord	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3665	Reese Philips	10/13/2018	Survey Question 6 - Other response	Just make the road better and bigger you can't take people land away for a road that has other options	Comment noted. There is not a way to construct a freeway in this area that will reduce regional traffic delay without impacting or displacing residential properties.
3666	Regis Zurchin	10/23/2018	Survey Question 6 - Other response	Make 380 a highway and improve the vehicle throughput on the main parallel and feeder roads in McKinney. It is too late to correct for poor planning with poor solutions. Increase the bandwidth on the currently available roads.	Comment noted.
3667	Reid Kunde	10/10/2018	Survey Question 6 - Other response	I commute from McKinney to Greenville, so bypasses in Princeton & Farmersville will save time	Comment noted.
3668	Reid Smith	10/25/18	Comment Form	Keep 380 on 380! NO to any ByPass! - Due Process! McKinney Gets a Year to Respond & you give Prosper Days! Could this be anymore corrupt?! Prove me wrong! I thought TX would be at the forefront of Accountability & Honor! Prosper have been Railroaded and Treated as 2nd Class Citizens. Where did we move? Did we go back in time when we crossed the State Line??? - No one but Tucker Hill wants a bypass. People want to use 380 on 380!!	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<ul style="list-style-type: none"> - 380 on 380 is the safest best route! - Stay away from my Childrens Schools! - We bought a home in a neighborhood that is all about tranquility! We don't have extra amenities it's about nature! 380 should never be close to it! Sorry just in shock over this. But City of Prosper doesn't want it. MainGate, PISD, developers...Please keep your promise that you want build in a city that says no. Thank You. 	
3669	Remington smith	10/8/2018	Survey Question 6 - Other response	No Custer bypas thru prosper!	Comment noted.
3670	Rene Sinclair	10/21/2018	Survey Question 6 - Other response	As a mom of a special needs child, Mane Gait is our ONLY option for special needs riding. Anything that jeopardizes that is wrong!!	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3671	Renee Hicks	10/16/2018	Survey Question 6 - Other response	Fully support the GREEN alignment for HWY 380 100%!!	Comment noted.
3672	Renee Jones	10/15/18	Commen t Form	I select the green route Keep 380 on 380 No bypass	Comment noted.
3673	Renee Joyce	10/15/2018	Survey Question 6 - Other response	I strongly agree with my selection. I feel if we loose business on 380 heading east and west due to widening we are impacting thriving business which drive business tax dollars into her area and less disruption to established homes and neighborhood. Put growth with the less amount of disturbance as possible to the commercial and residential areas as much as possible.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
3674	rex evans	10/8/2018	Survey Question 6 - Other response	keep it on 380 as shortest distance in straight line.	Comment noted.
3675	Rheanell Farrill	10/4/2018	Survey Question 6 - Other response	The maps for red alignment - does not include all of the housing developments that will be affected by the Bypass.	Comment noted. Maps and evaluation matrices, including the categories for impacts and displacements, will be updated as the project moves forward.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3676	Rheanell Farrill	10/5/2018	Survey Question 6 - Other response	<p>Fix 380 on 380, please do not penalize 13 other housing developments because others made a poor choice and bought next to a US Hwy. the red route will demolish homes, endanger neighborhoods environmentally, create too much traffic on Prosper Roads, not designed to carry the load. It will also make our neighborhood virtually an island, trapped by On Ramp Traffic on first street, Custer road massive traffic and over crowded traffic on Prosper Trail. Our housing development will sit in the middle of this affecting our home values, and our health. We chose our neighborhood carefully, far away from 380, this is unjust to move this loop to our area ruining our beautiful neighborhood. Others will completely loose their homes, the traffic on Bloomdale near the proposed new High School will be a nightmare for first time drivers. Bloomdale was planned to be an Improved road and that should be what is done. A Hugh Hwy backing up to many housing developments, creating More island s stuck between highways is not the answer. McKinney needs to stop adding more and more commercial space along 380. A bypass will not help because people will not drive North to get around 380, especially if their shopping is located on 380. 380 needs to be improved on 380,</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p> <p>As currently proposed, the red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.</p> <p>The proposed freeway (red or green) would generally consist of 8 freeway lanes (4 in each direction), and 2 lane continuous frontage roads running parallel to each side of the freeway. With traffic only traveling in one direction, there are fewer potential points of conflict. Drivers will only be able to make left turns or U-turns where there are signalized intersections on access roads, greatly reducing the risk of collision.</p>
3677	Rheanell Farrill	10/11/2018	Survey Question 6 - Other response	<p>Fixing 380 on 380; building the Outer loop as planned, putting in Bloomdale Road as planned, NOT A 380 LOOP, widen existing roads in McKinney where the problem exists is the solution. This lproposed loop will be a failure like the one in Denton 288. Can you afford to throw all of this money into a far less traveled road? NO! Do not allow our town to be HIJACKED by poor McKinney City planning. The proposed new commercial development just west of Stonebridge will only increase traffic and why would they drive 2 miles out of the way to reach it? No one will. 380 will have to be improved because of the careless over</p>	<p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				commercialism by McKinney. No thought, no plan. Only a Judge and his political cronies could cause you to even think This feasible. We want to believe you will see through the political power play that is threatening to ruin out side of our little town and do the right thing. The bypass will be a mistake and a very harmful one to 17 communities, as opposed to two communities in McKinney. Their are many political moves an\$ powerplays going on, we need someone to stand up and do the right thing. Will you?	and cost analysis was conducted. According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.
3678	Rhett Preston	10/9/2018	Survey Question 6 - Other response	Use Laud Howell & Outer Loop for Northern Traffic no need for another road for Northern Access E & West	Comment noted.
3679	Rhonda	10/12/2018	Survey Question 6 - Other response	As a commuter, I prefer the green line that stays on the current 380 path. Going out on the loops would take me out of the way going from Denton county line to Mckinney.	Comment noted.
3680	Rhonda Colgrove	10/12/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. My daughter has ridden at ManeGait for 8 years. She has cerebral palsy. Riding horses has increase her core strength and her stability in a way that no other exercise could. She actually started riding at the recommendation of an orthopedist at Children's Hosptial. ManeGait provides life-changing therapy to hundreds of children and adults just like Callie,and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3681	Rhonda Wilson	10/8/2018	Survey Question	380 should remain as it is.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response		
3682	Rhonda Wilson	10/9/2018	Survey Question 6 - Other response	Prosper should not have to make up for McKinney's traffic issues.	Comment noted.
3683	Ricardo Carrion	10/19/2018	Survey Question 6 - Other response	My wife and I purchased our home north of US Highway 380 based on McKinney's plan to put an arterial road on CR 123, not a 70+ MPH bypass. Please develop 380 and get on the approved CC Outer Loop project. Thank you!	Comment noted.
3684	Rich	10/18/2018	Survey Question 6 - Other response	Build 380 on 380	Comment noted.
3685	Rich Jenkins	10/22/2018	Survey Question 6 - Other response	Besides being the more direct and efficient route, the current 380 is in such disrepair, razing the area would be an improvement for the citizens of the county if you compensate the effected fairly.	Comment noted. All right of way acquisitions would be performed according to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. When acquiring right of way, TxDOT compensation is determined based on an independent appraiser and fair market value.
3686	Rich Laskiewicz	10/13/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year."	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3687	Rich Longarello	10/13/2018	Survey Question 6 - Other response	380 in general is not as congested as people think. If anything should be done to improve roads it should be to impact ones already a main road.	Comment noted. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3688	Rich Moll	10/19/2018	Survey Question 6 - Other response	We deliberately bought in Prosper knowing that 380 could someday grow into a major highway. However we did our research and found no indications in any zoning plans for Prosper or McKinney that a bypass would be considered so close to our property in Whitley Place in Prosper. We strongly oppose this option. 380 needs to stay on 380.	Comment noted.
3689	Richard Bonaparte	10/10/2018	Survey Question 6 - Other response	Do not bisect my neighborhood and destroy my property value.	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
3690	Richard Clare	10/17/2018	Survey Question 6 - Other response	The obvious and logical solution is to FIX 380 ON 380!! It is already a highway with a footprint. Other options place freeways much too close together, have to deal with flood plains, destroy natural ecosystems, and ruin the lives of thousands of taxpaying homeowners. The few businesses that will be displaced along 380 will be given sufficient financial assistance to recover. However, homeowners will have a much more difficult time recovering...if they ever do!! Any solution other than fixing 380 on 380 will cause irreparable damage. Please do the right thing and don't cater to local politicians who have placed their own personal gain above the citizens who elected them!!	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>The proposed green alignment along the existing US 380 would impact over 100 business and displaces over 300 businesses and residences. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p>
3691	RICHARD CLAYTON LANDEL	10/16/2018	Survey Question 6 - Other response	I support Red alignment B because it offers least disruption to existing residences and commercial businesses in the City of McKinney. Widening 380 and other alignments would destroy many more homes and businesses than necessary with a substantial reduction in property tax revenue for years to come. I also strongly oppose Red option A as I believe it would have the most negative impact on Mckinney as a whole.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3692	Richard D Thompson	10/25/18	Commen t Form	I live in Red Bud Estates and back up to 380. TXDOT has already taken land from us once. I feel another east-west route is needed other than 380. Turning 380 into a freeway will not stop congestion. 75 no matter how many lanes is still congested. I prefer Red Alignment Option A for Coit Road to FM 1827, spur 399 green alignment option B, FM 1827-559 Red alignment, CR 559 to Hunt County line red alignment.	Comment noted. All alignment options would be expected to reduce regional traffic delay.
3693	Richard Herrera	10/18/20 18	Survey Question 1 - Other response	I prefer a loop rather than expanding 380. Expanding 380 will not solve the issue.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
3694	Richard Herrera	10/18/20 18	Survey Question 6 - Other response	Loops that go around the city are good to reduce congestion in one particular route that goes through the city. Unless 380 is expanded and changed to a freeway.	Comment noted.
3695	Richard J. Waldschmidt	10/11/20 18	Survey Question 6 - Other response	I support Red Alignment - Option B from Coit Rd to FM 1827 because it minimizes impact to home and property owners in McKinney. I also support an acceleration of development of the Collin County Outer Loop which provides an even better solution.	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
3696	Richard Jung	10/12/20 18	Survey Question 6 - Other response	The 380 needs to stay on 380. While businesses can absorb the cost of a move or imminent domain, homeowners would be deeply hurt by a loop or extension through their properties.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
3697	Richard Karch	10/26/18	Commen t Form	<p>This image shows the overview. Dashed lines are the new proposal. Call it "Red C" if you will. It also shows the transition of the current US 380 to a LAR just east of the Preston intersection. Small (but visible) are two small boxes just north of Red B that locate two proposed Prosper schools. And to the right of those is the Erwin Park location.</p> <p>This Google map shows the intersection of the Red bypass at US 75 on the right side. The red</p>	Comment noted. Initial traffic analysis was performed to evaluate the ability of an alignment to draw traffic off the existing US 380 and the regional congestion impact of various alignments. Three of the previous alignments we looked at closely resembled the current green alignment, the current red alignment (basically Bloomdale Road in this area) and an alignment that ran down Frontier Parkway. This initial analysis has served as our benchmark to determine where might be the best location for

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				<p>diagonal line is the proposed change to the current Red proposal. It comes close to three structures. Stepping Stones Church, Pure Land Farm and D'Vine Vineyards (in that order). As you can see, the line stays well west of Trinity Falls. The red box in the center is Erwin Park.</p> <p>This last image shows the proposed track from US75 to Celina. The east/west road is 125. It is the current location of the Outer Loop. The SE/NW red line would be a new addition to the already proposed plans. Let me know if these images are adequate. I'm sure more details will be required.</p> <p>Thanks for your consideration,</p> <p>Dick Karch</p> <p>BTW at our end, we are no longer referring to this proposal as "Red C". Figure that it has a bad connotation for some. For now we will call it the Dallas Turnpike Project.</p> <p>It's all about perception.</p>	<p>an alignment that would draw traffic to it and away from areas of expected regional congestion.</p> <p>The green alignment drew the most traffic from the existing US 380 of any alignment. The red alignment (Bloomdale Road) drew 1/3 less traffic than the green alignment for US 380 drivers. The Frontier Parkway alignment drew 1/3 less traffic than the red alignment (Bloomdale Road) for US 380 drivers. Based on that we can conclude that the further north of US 380 the alignment is located, the less traffic it will draw from the existing US 380. Basically, an alignment along or near the Outer Loop, would be even less attractive for the people who use 380 than the Frontier Parkway alignment.</p>
3698	RICHARD KARCH	10/21/2018	Survey Question 2 - Other response	combine RED bypass with the Outer Loop starting at Erwin Park west bound to the Dallas North Tollway	<p>Comment noted. Initial traffic analysis was performed to evaluate the the ability of an alignment to draw traffic off of the existing US 380 and the regional congestion impact of various alignments. Three of the previous alignments we looked at closely resembled the current green alignment, the current red alignment (basically Bloomdale Rd in this area) and an alignment that ran down Frontier Parkway. This initial analysis has served as our benchmark to determine where might be the best location for an alignment that would draw traffic to it and away from areas of expected regional congestion.</p> <p>The green alignment drew the most traffic from the existing US 380 of any alignment. The red alignment (Bloomdale Road) drew 1/3 less traffic</p>

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					than the green alignment for US 380 drivers. The Frontier Parkway alignment drew 1/3 less traffic than the red alignment (Bloomdale Road) for US 380 drivers. Based on that we can conclude that the further north of US 380 the alignment is located, the less traffic it will draw from the existing US 380. Basically, an alignment along or near the Outer Loop, would be even less attractive for the people who use 380 than the Frontier Parkway alignment.
3699	RICHARD KARCH	10/21/2018	Survey Question 6 - Other response	If Red route cannot be merged with an Outer Loop ROW then I would prefer a "no build" option with expansion of arterial roads north of US380 and development of the current Outer Loop design and traffic/safety enhancements to the existing US380.	<p>Comment noted. Initial traffic analysis was performed to evaluate the the ability of an alignment to draw traffic off the existing US 380 and the regional congestion impact of various alignments.</p> <p>Three of the previous alignments we looked at closely resembled the current green alignment, the current red alignment (basically Bloomdale Rd in this area) and an alignment that ran down Frontier Parkway. This initial analysis has served as our benchmark to determine where might be the best location for an alignment that would draw traffic to it and away from areas of expected regional congestion. The green alignment drew the most traffic from the existing US 380 of any alignment. The red alignment (Bloomdale Road) drew 1/3 less traffic than the green alignment for US 380 drivers. The Frontier Parkway alignment drew 1/3 less traffic than the red alignment (Bloomdale Road) for US 380 drivers. Based on that we can conclude that the further north of US 380 the alignment is located, the less traffic it will draw from the existing US 380. Basically an alignment along or near the Outer Loop, would be even less attractive for the people who use 380 than the Frontier Parkway alignment.</p>
3700	Richard Larson	10/14/2018	Survey Question 6 - Other response	We are grandparents of three wonderful children. We all moved here to live away from freeways, ect. Do not build a freeway where our grandchildren are growing up.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3701	Richard Logelfo	10/10/2018	Survey Question 6 - Other response	No bypass!	Comment noted.
3702	Richard Massetti	10/13/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3703	Richard Niedenfuehr	10/14/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year."	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3704	Richard Petty	10/14/18	Email	I urge you to reconsider the Prosper option. We back up to first street and vehemently oppose the bypass in our backyard. Expanding 380 is the only solution; Tucker hill residents knew that 380 was just outside their neighborhood, yet they chose to build there. I urge you to find an alternative solution to ruining Prosper. Richard Petty	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3705	Richard Petty	10/14/2018	Survey Question 6 - Other response	Why are you invading on Whitley Place? Very sad	Comment noted. None of the proposed alignments will have property impacts or displacements to Whitley Place. The closest alignment is over 0.25 mile from the closest home in the neighborhood. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
3706	Richard Pounds	10/17/2018	Survey Question 6 - Other response	380 is a known highway. Fix the highway and do not disrupt other people that chose not to build or open business on the highway. The outer loop and finishing out bloomdale to 75 and other roads will solve the problem. So much angst for a problem that has not been developed out yet.	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
3707	Richard R Godfrey	10/15/2018	Survey Question 6 - Other response	None.	Comment noted.
3708	Richard Swift	10/17/2018	Survey Question 6 - Other response	The red B alignment would be least disruptive and the most cost effective alignment.	Comment noted.
3709	Richard Thrasher	10/4/2018	Survey Question 6 - Other response	I am a business owner and home owner on 380. While the green alignment is the most disruptive to both of my interests and is the most expensive option, it is the only acceptable option to provide long term solutions to the traffic and population concerns in Collin County over the next 50 years.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
3710	Richard Thrasher	10/4/2018	Survey Question 6 - Other response	considering the future of collin county in this area, I do think it is irresponsible to do anything other than follow the green alignment. While the initial disruption is greater in expense to other options, it is the best long term solution considering the next 50yrs.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
3711	Richard Turner	10/9/2018	Survey Question 6 - Other response	Expansion of 380 should be the primary direction for the traffic relief. Pushing the "new" highway in to the middle of housing and school developments is a distorted way to support the	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. Existing and planned businesses and residences would be impacted

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				local population. Hwy 380 should be expanded as necessary.	and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
3712	Rick Baker	10/10/2018	Survey Question 6 - Other response	380 is a vital corridor. Spend the money there rather and widen and improve it. This is MUCH smarter than buying up property and affecting other homeowners with a new highway through their neighborhood.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
3713	Rick D Rude	10/21/2018	Survey Question 6 - Other response	I drive from McKinney to Denton daily. Issue is the number of lights, the middle lane is crazy dangerous allowing turns where people use it to pass. Disturbed by a high school off 380 where no school zone. Accidents are daily and need a fix.	Comment noted. TxDOT is currently constructing a safety improvement project to add a raised median on US 380 from FM 1827 to CR 985. Construction is anticipated to be complete during the fall of 2019. In addition, TxDOT is currently developing a project to widen US 380 from Airport Road in McKinney to 4th Street in Princeton from 4 lanes to 6 lanes. Any future improvements will be designed to current design standards to enhance safety. The scope of this study is through Collin County. TxDOT is currently conducting a similar feasibility study in Denton County.
3714	Rick Graziane	10/12/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year."	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3715	Rick Hakes	10/14/2018	Survey Question 6 - Other response	Anything that can not disturb existing homes and businesses is preferred.	Comment noted. There is not a way to construct an east-west freeway in this area and reduce regional traffic delay without impacting or displacing homes and businesses. TxDOT

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
					attempts to reduce impacts as much as practicable, however.
3716	Rick Hildebrandt	10/9/2018	Survey Question 6 - Other response	attempt should be made to have little to no impact on home property values.	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
3717	Rick LaCoume	10/16/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
3718	Rick Moon	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole.	Comment noted.
3719	Rick Reeder	10/13/2018	Survey Question 6 - Other response	Do not spend money buying land for a 380 bypass that only goes north for a small portion of McKinney. Tucker Hill is not the only McKinney neighborhood affected by making 380 a	Comment noted. No Prosper ISD properties are directly impacted or displaced by proposed alignments.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				freeway. Look at Prosper ISD. It is the school district mainly affected by Option A and B on the red line. It does not make sense to go north for only a portion of the way and not go north all the way around McKinney. The green line makes the most sense for travel as well as economics. If Option A or B on the red line are approved, the value of my farm will be reduced drastically. The green line makes sense for improving U.S. 380.	
3720	Rick Tremaine	10/12/2018	Survey Question 6 - Other response	I support the green alignment as the most direct and efficient passage east-west through McKinney, Prosper, and Princeton. A bypass is unnecessary on many levels but three significant reasons: 1) it was tried in Denton and did not alleviate the traffic problem because it is out of the way of the shops, and 2) local traffic would need the 380 corridor to frequent the shops along its route, not something north of 380. 3) The future bypass north of the 380 bypass will alleviate most thru traffic but not local traffic. Build more right turn lanes on 380 to alleviate slow downs and traffic accidents.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
3721	Rick vanderheiden	10/5/2018	Survey Question 1 - Other response	Prefer an elevated highway extension	Comment noted. Elevated freeway sections were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
3722	Rick vanderheiden	10/5/2018	Survey Question 6 - Other response	Prefer an elevated highway like i35 in Austin with pedestrian crossovers	Comment noted. Elevated freeway sections were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
3723	Ricky Danner	10/12/2018	Survey Question 6 - Other response	It has been my experience that bypasses do not work. The 380 bypass going North around Denton has done nothing to alleviate the traffic on 380 in Denton. If a bypass were to be built to the north, the only commuters that would use it would be those headed out of McKinney	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				northbound on 75. For anyone that's destination is on 380/75 or south, they would not take a detour 6 miles north to come back south. Additionally McKinney continues to hold retail further west on 380 from Hardin to Lake forest. No commuter going there would utilize a bypass either. At the end of the day, no bypass would solve the congestion problem.	
3724	Ricquel Townsend	10/26/2018	Survey Question 6 - Other response	Keep 380 on 380! PLEASE do not put a bypass next to my neighborhood in Prosper. It will negatively impact many schools that my children will attend. We purposefully moved away from 380 to enjoy the beautiful town of Prosper. In doing so we have spent close to \$1,000,000 on our home. We do not want poor planning of other neighborhoods and cities to impact our thoughtful and carefully planned investment.	Comment noted.
3725	Riherd	10/17/2018	Survey Question 6 - Other response	There is room to widen 380. Just do it. Extensions will cause an issue. Counties do have highways with "business" options. 121 or 121 business if there is excessive growth. We haven't widened or separated lanes from 380 to even consider extensions yet. Come on man!	Comment noted. Additional right of way will be required and businesses and homes will be impacted and displaced if TxDOT constructs a freeway along the existing US 380.
3726	Riki Beesley	10/10/18	Email	I am writing today to express my opposition to any of the bypass options that TXDOT presented last week in respect to US Highway 380 traffic improvements. I refrained from writing earlier as I thought there would be no need for it since a bypass through Prosper was never an option before. I could state the obvious facts but I'm going to give you my personal experience of why I chose to live in Whitley Place. Four years ago my family & I were living in another nearby city. My oldest son started having random symptoms. For six months we were running tests and going from specialist to specialist. One of these specialists diagnosed him and put him on a medicine that not only changed his life but our entire family's as well. Our lives were turned upside down. He was not on the correct medicine and not only did his bones start to break, but he started having mental issues as	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>well. After six months we finally got the answers and help we needed but the damage was done. He will have to be on medicine the rest of his life and he has severe post traumatic stress disorder with panic attacks. We had an intense therapy treatment 3 times a week for over a year. After a year with the improvement of his physical and mental health, we decided we needed a change. We had friends that had lived in Whitley Place and we were always drawn to it, it felt like home to us. We loved how quaint it felt and how everybody took pride in their yards and homes. We visited the schools and spoke to the counselors to make sure this would be the best move for our not only our oldest son, but our younger son as well. We spoke to our kids about moving and they were ready for change, a fresh start as well as we all felt like we didn't have the support of our neighbors nor school during our traumatic experience. We did our due diligence when making our final decision to purchase a home here. We were well aware that Custer had plans of improving/expanding as well as First St. We made sure the land around us was zoned for single family residential. We chose a location in the neighborhood that we felt was best for both changes. We made the move and it has been such a blessing. We have neighbors that have become our closest friends. Both of my sons have made wonderful friends throughout the neighborhood and both are thriving in school and sports. If a bypass is built, it will only be 2500 feet from our house & neighborhood. Home values will decrease and I believe the reputation of Prosper will go downhill as well. This will affect the wonderful schools we have and the ones Prosper is on track to build. Zoning around our neighborhood will change due to a bypass through what is suppose to be residential single family homes. This isn't just about how wonderful Prosper & Whitley place has been to my family, this is also about taking away the</p>	

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>opportunity for other families to have the same wonderful experience. We didn't buy or build a home backing up to a highway for a reason. Our family needs a peaceful, safe & secure home. The bypass without a doubt will take that away from us. Please keep 380 on 380 without any bypasses in Prosper. McKinney's lack of planning should not be my family's burden nor Prosper's.</p> <p>Thank you, Riki Beesley [REDACTED] [REDACTED] [REDACTED]</p>	
3727	Riki Beesley	10/18/18	Comment Form	<p>I support the GREEN alignment for Hwy 380 as the optimal & most efficient path for east-west traffic. Prosper is properly planned for the expected 380 growth/expansion. A bypass will not resolve traffic issues & money will need to be spent to improve the current 380. The land around the bypass will need to be rezoned & Prosper/Collin County will lose tax dollars from potential nice home as well as lost tax dollars for existing homes in Whitley Place. Proposed Prosper ISD schools would be affected from the bypass. Huge safety concern with the bypass as it is the most dangerous option of the three.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. All alignment options would be expected to reduce regional traffic delay.</p>
3728	Riki Beesley	10/5/2018	Survey Question 6 - Other response	<p>I am against a 380 bypass. It will not resolve traffic issues & our home values will decrease. We chose this neighborhood due to distance from 380.</p>	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3729	Riley	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
3730	Riley Ereno	10/26/2018	Survey Question 6 - Other response	We just moved into a new house that my parents picked because it was away from 380. I know they don't want 380 near them now. Also the red option B bypass will be too close to our elementary school and it will interfere with the new high school that my sister will attend in the future. I know my Mom is worried about my sister going to High School right by the bypass when it wasn't anywhere near it to begin with.	Comment noted.
3731	Riley Legner	10/13/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
3732	Riley Perumal	10/11/2018	Survey Question 6 - Other response	We don't want to live next to 380 and that is why we live where we do	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3733	Rita Springer	10/17/2018	Survey Question 1 - Other response	I can't see enough info of where it's going.	Comment noted. More information, including alignment maps, is posted at Drive380.com.
3734	Rita Torres	10/11/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
3735	rob	10/21/2018	Survey Question 6 - Other response	shortest distance between 2 points is.....if you want to build it so bad for 2050 projections just widen it. Its your fault you allowed the growth along hwy 380 before u widened it. Late to the party not fault of communities. Pay to widen.	Comment noted. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.
3736	Rob Enright	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3737	Rob Sippl	10/15/2018	Survey Question 6 - Other response	widen 380, look at how other cities are getting smart about traffic and traffic control. Smart Cities is the wave of the future and you guys are still operating in 1942.	Comment noted.
3738	Rob Stogsdill	10/17/18	Comment Form	I support keeping 380 on the current 380. I do not support any bypass, loop or other road improvement taking 380 in and alternate route, especially through Prosper or North McKinney. I've done extensive research on the options	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				provided. It is apparent there is no easy answer. However, in looking at the options provided, the fairest appears to keep 380 on it's current alignment & widen it appropriately. Fair does not always mean equitable. It is fair for those who did their research, chose their homes off of a major highway to not be put in a position where the highway comes to them. It is fair to the town of Prosper to be reimbursed for their comprehensive town study if a decision is made to go through Prosper. It is fair that the option of going through Prosper be considered to have the same considerations as those in McKinney if the road is developed. Meaning, a depressed and cantilevered roadway be built. Both of these significantly increase the price of going through Prosper. It will no longer be the cheapest option. It is not fair to ask members of our community to pay additional dollars towards solutions which are not supported.	
3739	Rob Stogsdill	10/4/2018	Survey Question 6 - Other response	Please do not punish those of us who did our due diligence and built our homes away from 380 by building a bypass through our neighborhoods. We did literally months of research to find the ideal place for our family and I'm still in disbelief that it's even being discussed. Prosper was never part of even a potential plan until a few short months ago. Please keep 380 on 380.	Comment noted.
3740	Rob Stokes	10/25/2018	Survey Question 6 - Other response	Save Erwin Park!	The location of Erwin Park was taken into consideration when draft alignments were developed. None of the proposed alignments directly impact Erwin Park. The proposed red alignment is adjacent to the southern property line but does not cross into the park. Any future improvement projects would include assessment of the potential impact on the human and natural environments. TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3741	ROBERT AURAND	10/14/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
3742	Robert Bailey	10/17/2018	Survey Question 6 - Other response	We have to move traffic but we cannot sacrifice homes and businesses in already established neighborhoods.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
3743	Robert Beesley	10/8/2018	Survey Question 6 - Other response	The work around for the Tucker Hill sub in McKinney into the town of Prosper is completely unacceptable. The poor planning on 380 in McKinney should be their problem to solve. Prosper is too small and needs the residential development and tax revenue. The bypass option both impedes the growth along Custer Rd and the existing subdivisions in the area. This is an unaccepted and unwanted bombshell for the Prosper residents.	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
3744	Robert Benson	10/5/2018	Survey Question 6 - Other response	My family had worked hard, we investigated a multitude of areas and specific residential developments before moving to Prosper from S/W PLANO. We have been committed and involved with our neighbors in Whitley Place to develop a "community " within and one that reaches out to others to keep the "Closeness of Prosper " growing but controlled. The "B" option bypass that splits through a key area of Prosper is a ridiculous stick in the eye to me as a Proud Texas Homeowner. 4-5 years ago, even 1 year ago this was NOT an option for ALL the reasons it	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				should NOT be one today...I am confident in TxDOT and trust that this option of decimating Prosper will NOT occur. Thank you	
3745	Robert Carter	10/4/2018	Survey Question 6 - Other response	Regarding the section from Coit Road to FM 1827, I strongly prefer the Green alignment.	Comment noted.
3746	Robert Danielson	10/4/2018	Survey Question 6 - Other response	380 needs to be widened and modified similar to the building of 75 through Highland Park, Dallas	Comment noted.
3747	Robert Danielson	10/12/2018	Survey Question 6 - Other response	With the newly proposed alignment B bypass into Prosper, It is imperative TxDot give more time for study and response to this alignment B proposal beyond the Oct. 26 input deadline. It is the right thing to do.	Comment noted. Alignment options and roadway configurations are still being evaluated.
3748	Robert Draper	10/6/2018	Survey Question 6 - Other response	Fix 380 on 380. Bypasses are a terrible idea, especially when they run straight through neighborhoods and businesses that already exist. The least amount of collateral damage to the community involves staying on 380 instead of bypassing through neighborhoods and past schools.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
3749	Robert Fuller	10/15/2018	Survey Question 6 - Other response	The worst backups on the current 380 from Greenville to McKinney just past 75 are the turn at Airport. There is so much traffic turning that the road essential becomes a one lane. An intersection with no light for left turns would be needed to alleviate that. Any rerouting would also require that type of intersection to prevent the same issues in a different location. Next slow spot is all the red lights in both Mckinney and Princeton. Princeton is probably a little worse.	Comment noted. TxDOT is currently constructing a safety improvement project to add a raised median on US 380 from FM 1827 to CR 985. Construction is anticipated to be complete during the fall of 2019. In addition, TxDOT is currently developing a project to widen US 380 from Airport Road in McKinney to 4th Street in Princeton from 4 lanes to 6 lanes.
3750	Robert Goldstein	10/21/2018	Survey Question 6 - Other response	Green alternative is best for the McKinney residents and businesses	Comment noted.
3751	Robert Graham	10/21/2018	Survey Question 6 - Other response	I think to move the road back through Floyd so it can be a train station for Dart someday	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3752	Robert J. Matlock	10/11/2018	Survey Question 6 - Other response	Highway 380 needs to be widened to handle the existing and future traffic. The proposed bypass on the west side of McKinney will not resolve those problems. A bypass will be very expensive, displace a large number of home owners, and interfere with some recreation areas. Bottom line - the expansion of 380 along its current route is the only feasible solution.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.</p> <p>Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p>
3753	Robert Kessler	10/8/2018	Survey Question 6 - Other response	Thanks for asking our opinion	Comment noted.
3754	Robert Krist	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
3755	Robert Larson	10/14/2018	Survey Question 6 - Other response	As a resident of Prosper living off of Custer north of 380, we cannot permit a major highway in our backyard. This would create a very dangerous situation for all the children that live, play and go to school here.	Comment noted. Alignment options are still being evaluated and any future improvements will be designed to current design standards to enhance safety.
3756	Robert Laseak	10/23/2018	Survey Question 6 - Other response	Just improve, expand current 380. Add bridges for intersections. Add access roads.	Comment noted. Traffic analysis indicates that providing overpasses, also known as grade separated intersections, along the existing US 380 would still experience a failing level of service for congestion and delay.
3757	Robert Lee Midkiff	10/19/2018	Survey Question 6 - Other response	Almost 200 million more to widen 380 vs red option B. McKinney will lose sales tax revenue and long time business will close for good and employees will be with out a job if widening 380 is selected.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3758	Robert M Lopez	10/24/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least amount of disruption to an already existing residential and commercial developments in McKinney. Widening US380 would destroy many of the new businesses and other developments that have been built along US380 over the past few years. It would also bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow. Thank you for the consideration! :)	Comment noted.
3759	Robert M Santistevan	10/09/18	Comment Form	I welcome the entire project. I use 380 to drive to Decatur as well as Greenville. Daily I drive to Frisco from McKinney. Under the worst circumstances, it can take 1.5 hours each way to drive to work... for a 17 mile drive. The bypasses are needed as well as the freeway style expansions. Population growth will not be forgiving if ignored.	Comment noted.
3760	Robert M. Santistevan	10/9/2018	Survey Question 6 - Other response	The 380 coit to Farm Rd 1827 is needed. Under poor traffic conditions it can take 1.5 hours to drive from McKinney to Frisco to go to work. 121 and 380 are packed 7 am to 930 am every day. Similar to Colorado's I-25 and powers Blvd extension lesson learned do not ignore population growth	Comment noted.
3761	Robert M. Santistevan	10/9/2018	Survey Question 4 - Other response	both green & red	Comment noted. According to our analysis, only one freeway option would need to be constructed to accommodate future projected growth by 2045.
3762	Robert M. Santistevan	10/9/2018	Survey Question 5 - Other response	both green & red	Comment noted. According to our analysis, only one freeway option would need to be constructed to accommodate future projected growth by 2045.
3763	Robert Matlock	NA	Comment Form	Unfortunately, the TxDOT bypass proposals divert attention from the real problem - heavy traffic on Highway 380 between Custer and Highway 75. That roadway needs to be widened via the TxDOT proposal that takes the minimal right of way area. Attention should be focused on improving Highway 380 along the existing route.	Comment noted. According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>The proposed bypass routes run from Highway 380 north to Bloomdale. Both of those routes will adversely affect a number of residential neighborhoods without providing any relief for the drivers who need to move through McKinney.</p> <p>The TxDOT proposal does not include highway similar to LBJ or George Bush that circumvent a metropolitan area. Instead, the bypass will move travelers from a highway (Highway 380) to a city street (Bloomdale). Spending a huge sum of money on that purpose makes no sense at all.</p> <p>Bottom line - The existing route of Highway 380 requires attention - a bypass will not remedy that problem.</p>	demand model, it is not anticipated that it would also need to be improved into a freeway.
3764	Robert Nist	10/13/2018	Survey Question 6 - Other response	Fix 380 on 380.	Comment noted.
3765	Robert Nolden	10/14/2018	Survey Question 6 - Other response	Keep 380 on 380 !!	Comment noted.
3766	Robert O'Dell	10/12/2018	Survey Question 6 - Other response	As a resident of Prosper I prefer Hwy 380 be expanded to help traffic on that road. I believe it is unnecessary to build an additional highway that goes through the middle of the town for traffic flow from West to East sides of Collin County.	Comment noted.
3767	Robert P. Seei	NA	Comment Form	<p>The recently added NEW Red Route B crossing through low to medium density housing in the Town of Prosper is currently projected to be the "least expensive pathway" per the recently distributed financial analysis of the the two routes by TxDOT. Any financial comparison of the remaining routes by TxDOT must include the following:</p> <p>1. Include the cost of mitigating the impact to</p>	Comment noted. Depressing the freeway is not a viable in all locations, for instance in locations that fall within the floodplain. Cantilevering the frontage roads will not significantly reduce the overall right of way width. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.

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				<p>residential neighborhoods. Red Route B in the Town of Prosper is adjacent to existing residential neighborhoods and cuts through low to medium density housing as planned in the Town of Prosper Comprehensive Land Use Plan of 2016. Therefore, mitigation for Red Route B should include depressed main lanes and cantilevered service roads for the entire pathway of Red Route B in the Town of Prosper. The inclusion of these mitigation costs fairly replicates the mitigation already included in the financial analysis of the Green Route keeping 380 on 380 as it passes through the housing developments of Tucker Hill and Stonebridge Ranch in the City of McKinney.</p> <p>2. Include the cost of revising Prosper's 2016 Comprehensive Land Use Plan. Placing a highway through land slated for low to mid-density homes will have rippling disruptive impacts throughout the entire comprehensive land use plan of this small, 27 square mile community who has proactively planned a low to medium density housing community.</p> <p>Not including the costs of mitigating the impacts to current and future housing in the Town of Prosper when comparing Red Route B and the Green Route shows preferential treatment to residential communities in McKinney who chose to locate homes along an existing US Highway and artificially deflates the cost of placing the highway through the Town of Prosper. More importantly, not including the cost of mitigation forces replication of the problems created by poor planning in the past by one city to an adjacent city in the future or worse, dictates future land use to a sovereign municipal entity,</p> <p>In summary, any fair cost comparison of Red Route 3B to the Green Route must include mitigation to current residential neighborhoods and future residential neighborhoods planned for</p>	

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				in the Town of Prosper Comprehensive Land Use Plan of 2016 and the cost of re-evaluating the Town of Prosper's Comprehensive Land Use Plan. Not to do so artificially deflates the true cost of placing the highway through the Town of Prosper.	
3768	Robert Rodriguez	10/25/2018	Survey Question 6 - Other response	I did not build on a highway, please don't build on the red alignment. 380 is Best fixed on 380. Just like 121, the business effect on 380 will be minimal. The preference is no build. I commute 380 daily, you just have to know the times to travel.	Comment noted. Should the decision be made to construct the green alignment as currently proposed, it would impact over 100 business and displace over 300 businesses. Please see the evaluation matrices in the public meeting boards posted on Drive380.com.
3769	robert soltysik	10/15/2018	Survey Question 6 - Other response	Immediate traffic relief can be obtained by timing the stoplights to prevent jams at every traffic light and keep traffic moving. Stopping at every intersection creates needless jams.	Comment noted. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop. If a freeway were constructed, there would be no traffic lights on the mainlanes.
3770	Robert V Durone	10/24/2018	Survey Question 6 - Other response	Please Keep as much traffic out of Prosper as possible...	Comment noted.
3771	Robert Williams	10/22/2018	Survey Question 6 - Other response	Fix 380 on 380. A bypass does not make sense and all data points to fixing 380 on 380 as the solution	Comment noted.
3772	Robert Wootten	10/9/2018	Survey Question 6 - Other response	380 through Prosper is flowing well except for areas currently under construction. Once completed the flow through prosper will be perfect. No loop is needed to reduced traffic. Not through Prosper/Celina along Frontier Pkwy for sure.	Comment noted.
3773	Roberto Lopez	10/24/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3774	Roberto Parga	10/22/2018	Survey Question 6 - Other response	Why is there not a study exploring the bypass through Frontier parkway, straight shot west to both arteries Dallas Parkway and Preston?	Comment noted. Traffic analysis concluded an alignment at Frontier Pkwy or further north did not significantly reduce congestion on US 380.
3775	Robin	10/8/2018	Survey Question 6 - Other response	With the widening of arterial roads and the outer loop, fixing 380 on 380 makes the most sense.	Comment noted.
3776	Robin	10/28/2018	Survey Question 6 - Other response	stonebridge is one of the oldest and established neighborhood/master plans. Do not disrupt it.	Comment noted. None of the properties in Stonebridge have property impacts by any of the proposed alignments.
3777	Robin & Ron Lucero	10/26/18	Email	<p>Mr. Endres,</p> <p>Please be advised that the Lucero household does not support the proposed plans to address the congestion on US Highway 380, specifically using Line B which is west of Custer Road and entering the town limits of Prosper. In the Spring of 2018, public proposals included five options but didn't include any options into Prosper. My husband and I investigated development plans when we moved from California and chose Whitley Place in Prosper, based on our findings of no planned infrastructure development impacting our community. We are very frustrated that some individuals from Tucker Hill can use political favors to create a new proposal to avoid having the by-pass put near their community. We do not believe we should bear the impact to our Prosper home value as a result of these home owners' and their builder's lack of consideration for future infrastructure requirements. We're very happy with and fully support the Prosper Town Council's filing of a resolution which is adamantly against bringing the 380 bypass to our town. The small, vocal group from Tucker Hill who are trying to push their problem to others are deeply selfish and it is shameful that they are not taking accountability for their home buying decisions. We're deeply saddened by this, as well as, TxDOT's willingness to be influenced by the</p>	<p>The purpose of the feasibility study is to analyze potential roadway alternatives for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>Public input and cost are two of the many factors that TxDOT will consider when making a decision on an alignment.</p> <p>Elevated freeway sections (or double decking) were evaluated but will not be further considered for the segment between the Tucker Hill and Stonebridge neighborhoods. The reason for that is that an elevated freeway does not significantly reduce the amount of right of way needed to construct it.</p> <p>The current proposal under consideration for the green alignment between the Tucker Hill and Stonebridge neighborhoods for a depressed/compressed segment with an average right of way of 240 feet wide. In order to do this, this segment would not have access ramps.</p> <p>The proposed red alignment option B is</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>political pressures of those who would gain the most at the expense of their neighbors. It's also critical you're aware that a by-pass cutting into Prosper threatens the Prosper ISD-owned land in the historic Rhea's Mill area on Custer Road between E. Prosper Trail and Frontier Parkway. This ill-conceived by-pass plan not only jeopardizes the nearby historic Walnut Grove Cemetery (the oldest portion of which was established in 1852), but also the Mane Gait Therapeutic Horsemanship Center for children and adults with disabilities. Frankly, this potential impact to these areas is absolutely unacceptable! We strongly urge you to review and seriously consider a proposal provided to TxDOT by Prosper resident Ben Pruett. It offers the solution of double-decking US Highway 380 as it passes by Tucker Hill, to the north, and Stonebridge Ranch, to the south. The lower portion of the highway would provide access to homes and businesses while the upper deck would provide unimpeded traffic flow between McKinney and Denton. This concept avoids destruction of homes and minimizes the exercise of eminent domain of land necessary for right-of-way along the Tucker Hill and Stonebridge Ranch communities. In our opinion this is the only viable solution that doesn't push McKinney's problem to Prosper and keeps 380 on 380 where it belongs! We appreciate your time and thoughtful consideration of our input. Very sincerely, Robin & Ron Lucero</p>	<p>approximately 0.3 miles away from the property line of the proposed Prosper ISD property north of Prosper Trail. There is approximately 0.25 mile of separation between the red alignment option B and the Walnut Grove Cemetery. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
3778	Robin Benyak	10/8/2018	Survey Question 1 - Other response	Keep it on 380! Double deck it like I-635 in Dallas.	<p>Comment noted. Elevated freeway sections (or double decking) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3779	Robin Benyak	10/8/2018	Survey Question 2 - Other response	Keep it on 380! Double deck it like I-635 in Dallas!	Comment noted. Elevated freeway sections sections (or double decking) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
3780	Robin Black	10/22/2018	Survey Question 6 - Other response	Please keep Erwin Park as is. It is an amazing little piece of nature and so peaceful to get away to this little gem in McKinney.	Comment noted. The location of Erwin Park was taken into consideration when draft alignments were developed. None of the proposed alignments directly impact Erwin Park. The proposed red alignment option is adjacent to the southern property line but does not cross into the park. Any future improvement projects would include assessment of the potential impact on the human and natural environments. TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable.
3781	Robin Brown	10/10/2018	Survey Question 1 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow	Comment noted.
3782	Robin Brown	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
3783	Robyn Birdsell	10/14/2018	Survey Question 6 - Other response	Keep 380 on 380. Homeowners who bought/built miles from 380 shouldn't be forced to have a highway like 380 in their backyards.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3784	Rod Kraft	10/10/2018	Survey Question 6 - Other response	Please start ASAP!!!	Comment noted.
3785	Rodney Lackey	10/11/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
3786	Rodney Young	10/8/2018	Survey Question 6 - Other response	I conclude the best remedy is to expand 380. This will be the least disruptive and I feel businesses will be drawn to that corridor.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
3787	Roger Barfield	10/5/2018	Survey Question 6 - Other response	The amount of traffic, noise, pollution and light pollution generated by 380 are big reasons it needs to stay within it's current footprint. Many Prosper and McKinney residents purchased their properties purposefully away from 380 for this reason. The bypass solutions bring these problems closer to and through neighborhoods and affect peoples way of life. The number of schools and young drivers will be increasing in the near future. I've watched the wrecks,traffic and problems that happen at Custer and Prosper Trail as a result of commercial vehicles interacting with residential areas. This is nothing compared to what happens daily on 380. Bypass routes will bring this nightmare into neighborhoods they touch. I see diesel smoke bellow and constantly hear the roar of Custer from my home just north of Posper trail. I can't imagine if 380 is moved closer by way of a bypass. Please consider the environmental impacts and devastation these bypass routes will cause. In addition as a Prosper resident, our city needs all the 380 frontage opportunities	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				possible for retail growth. Our business tax base is just beginning to grow. Some bypass routes will cut through and inhibit those opportunities. Please keep 380 within it's current footprint through expansion and/or elevation to provide the needs of our area. Please don't damage or eliminate the way of life that has attracted people to buy a home and make their life here north of 380.	
3788	Roger Rion	10/17/2018	Survey Question 6 - Other response	380 is main through fair. Proper planning would keep it that way. Congestion at junctions can be increased with bypass roads. Costs maybe initially higher but returns for the state is much higher maintaining the surrounding land and allowing communities to spread.	Comment noted.
3789	Roger Thedford	10/7/2018	Survey Question 6 - Other response	Expand the existing Hwy 380 to a raised freeway. That may have some impact on existing businesses but limits the impact on homeowners.	Comment noted. Elevated freeway sections were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
3790	Rogers smith	10/13/2018	Survey Question 1 - Other response	Other proposed options. Bias wording	Comment noted.
3792	Ron & Pat Justice	10/09/18	Comment Form	1. Our home is located at corner of Cust & 1st St. 2nd house from the end. The Bypass B comes off of 380 in Prosper heading straight to our house crossing just before the Custer Rd. 1st street intersection. Our entire neighborhood will have terrific noise & pollution. 2. Prosper is still developing - TxDOT will be taking planned commercial land AND Housing Land. A Bypass changes everything for Prosper's plans & that is just NOT right. 3. This plan to put McKinney's bad decisions of on Prosper reminds me of the story of Goliath & David. This ALL started in Tucker Hill!!! Wrong!!	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
3793	Ron Blume	10/10/2018	Survey Question	Keep out of existing residential areas where roads are not designed for heavy traffic. Also be aware of significant impact to existing	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response	commercial entities along 380 from Coit to east of McKinney.	
3794	Ron Brand	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year."	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3795	Ron Bunger	10/28/2018	Survey Question 6 - Other response	Why not double deck 380 as Austin did.. We lived there when it occurred and it seemed to solve many problems with land use and disruption of bussenesses.	Comment noted. Elevated freeway sections (or double decking) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
3796	Ron Downing	10/25/2018	Survey Question 6 - Other response	Should have been studied 15 years ago and built by now	Comment noted.
3797	Ron Draeger	10/5/2018	Survey Question 6 - Other response	I don't believe the extension should run through Prosper. Both Prosper and Frisco decided to expand 380 and should not be penalized because McKinney decided against that. This is McKinney's problem now and Prosper should not be penalized for their lack of planning by their City Council.	Comment noted.
3798	Ron Fellows	10/9/2018	Survey Question 6 - Other response	Thank you for considering this new option	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3799	Ron Jones	10/15/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. I strongly oppose Red Option A which would have the most negative impact on McKinney as a whole.	Comment noted.
3800	Ron Jones	10/11/2018	Survey Question 6 - Other response	Seems that routes that effect as few homeowners and businesses as possible would be the right choice. But I'm sure other factors (i.e. economic growth) come into play. A LONG term outlook is the best approach.	Comment noted. Evaluation matrices including support of future economic growth and impacts/displacements for proposed alignments were presented at the public meetings and posted on Drive380.com.
3801	Ron Justice	10/13/18	Comment Form	<p>I am for converting the existing 380 into a limited access freeway. I am against any bypass for 380.</p> <p>I believe 380 under its current design is a major safety issues with all the multiple access points and crossing, many areas where 'u' turns occur, stop & go traffic, etc.</p> <p>A limited access freeway would resolve these safety issues.</p>	Comment noted.
3802	Ron Justice	10/10/18	Email	<p>Stephen, Thanks for talking with me last night at the TxDot meeting. I have included some comments from Ken Seguin our Whitley Place HOA President that better address some of my points. Ron Justice</p> <p>Ron,</p> <p>Excellent thoughts. You hit the mark when you pointed out that the cost estimates on the TxDOT slide #15 don't tell the whole story. While superficially it appears that a Prosper bypass is the least expensive route (\$645 million)</p>	<p>Comments noted. The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>Public input and cost are two of the many factors that TxDOT will consider when making a decision on an alignment.</p>

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				<p>versus a "Fix 380 on 380" approach (\$916 million), it fails to factor in that even with a by-pass, Hwy 380 will still need to be improved to handle the increasing traffic as Collin County grows in the next 12 years. Those costs are not stated.</p> <p>It's also puzzling why TxDOT would cater to a community (Tucker Hill) over 3/10 of a mile of frontage road, and consider spending \$600 - \$800 million for a by-pass to please them. It's clear as you pointed out, that by a 3:1 margin (Slide #7), survey respondents in Frisco, Prosper, and McKinney favor improving Hwy 380 rather than building any by-pass. Tucker Hill simply doesn't represent the views of all McKinney residents.</p> <p>Ken Seguin</p> <p>To All, Tucker Hill is 3/10 of a mile along 380. As a result of this, TxDot has spent a tremendous amount of valuable resources to develop multiple bypass proposals primarily to appease this community. What a waste of time and money. These resources could have been spent developing a "best practices" proposal for converting the current 380 into a state-of-the-art freeway. I cannot believe anyone at TxDot would sign off on any bypass proposal. TxDot's own survey says it is not wanted by a margin of 3 to 1, but you still continue to pursue these options. If you do not fix 380 now, you will have to fix it eventually. As far as I can tell, none of your bypass proposals include the eventual cost of actually fixing 380. If you want to fix 380 correctly, use the engineering methods Ben Pruett has submitted to you. They would significantly shrink the footprint and noise level of the freeway in sensitive areas like Tucker Hill. Ben's approach is not new to TX Dot and has</p>	<p>Elevated freeway sections were evaluated but will not be further considered for the segment between the Tucker Hill and Stonebridge neighborhoods. The reason for that is that an elevated freeway does not significantly reduce the amount of right of way needed to construct it.</p> <p>The current proposal under consideration for the green alignment between the Tucker Hill and Stonebridge neighborhoods for a depressed/compressed segment with an average right of way of 240 feet wide. In order to do this, this segment would not have access ramps. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p> <p>Input TxDOT received in the Spring of 2018 stated that there was 3:1 support for building a freeway than doing nothing, otherwise called a no build alternative. This statement was not specific to either the green or the red alignment.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>been used on 75(Central Expressway) and the North Dallas Tollway in Highland Park and University Park. If these engineering methods were good enough for them, they should be good enough for Tucker Hill and McKinney residents. I am asking TxDot managers and executives to not bow to all the political pressure and do the right thing by making 380 a freeway with no bypasses.</p> <p>Thanks for your consideration, Ron Justice [REDACTED] [REDACTED] [REDACTED]</p>	
3803	Ron Lucero	10/14/2018	Survey Question 6 - Other response	Keep 380 on 380; NO BYPASS	Comment noted.
3804	Ron Newlin	10/9/2018	Survey Question 6 - Other response	380 should do what it was designed to do, be the main traffic flow. Widen, improve, and provide overpasses to the major intersections, that is what is best for everyone that lives near 380 like I do. Thank you for your time.	Comment noted.
3805	Ron Ryan	10/4/2018	Survey Question 2 - Other response	Widen Custer Rd to 6-8lanes to Laud Howell then build/ widen Wilmeth from Lake forest to Custer 6 lanes, widen Bloomdale 6-8 lanes, to 75, widen Laud Howell 6 lanes to 75. Proceed east with 2 more North-South options.	<p>Comment noted. TxDOT analyzed roadway options presented using a 2045 travel demand model. This model accounts for projected traffic expected in the DFW region in 2045. It also considers population growth estimates and full build out of roadways in the county. This includes Virginia and Eldorado Pkwy, as well as Wilmeth Rd, Bloomdale Rd, and Laud Howell Pkwy and other arterial roadways.</p> <p>North/south route studies are being led by the North Central Texas Council of Governments as part of the Collin County Strategic Roadway Plan.</p>
3806	Ronald Hill	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	
3807	Ronald Justice	10/8/2018	Survey Question 6 - Other response	No bypasses North of 380. 380 should have been fixed 20 years ago and will ultimately need to be fixed even if a bypass is done. If I was with TxDOT, I would not want my name on one of the North of 380 bypasses.	<p>Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p>
3808	Ronald L Potter	10/09/18	Comment Form	<p>My First choice is to use the Hwy you already have.</p> <p>Your bypass goes all over the place. When you think about all the roads you will have to cross its quicker to take 380.</p> <p>Everyone along 380 knew that someday that hwy would have to be widened and improved.</p>	Comment noted.
3809	Ronald L Potter	10/11/2018	Survey Question 6 - Other response	by the time this is finished it will be outdated its going to be a never ending project	Comment noted. TxDOT analyzed roadway options presented using a 2045 travel demand model. This model accounts for projected traffic expected in the DFW region in 2045. It also considers population growth estimates. TxDOT also continues to work with local governments to consider planned developments including planned residential developments.
3810	Ronald Potter	10/11/18	Comment Form	<p>I would like some answers as to where and how the Road intersections will work are not.</p> <p>There is already right of way along 380. It would be faster and cheaper to use that route.</p> <p>The red line seem to go every wick direction and make no sence.</p>	Comment noted. The proposed freeway (red or green) would generally consist of 8 freeway lanes (4 in each direction), and 2 lane continuous frontage roads running parallel to each side of the freeway. Interchanges will occur at arterial streets. No interchanges will occur at local or collector roadways.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				By the time you finish this it will be way out dated. It looks like a never ending project.	
3811	ronald potter	10/9/2018	Survey Question 6 - Other response	there is already hwy 380 rthere fix that	Comment noted.
3812	Ronald Simmons	10/8/2018	Survey Question 6 - Other response	Keep 380 where it is. Widen if needed but no need to put a highway in someone's backyard.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
3813	Ronald Underwood	10/18/2018	Survey Question 6 - Other response	I am adamantly opposed to any bypass coming to, or through Custer Road!!	Comment noted.
3814	Ronda Cowgill	10/18/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year."	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
3815	Ronnie Tucker	10/6/2018	Survey Question 6 - Other response	McKinney did not plan Prosper did. Do not punish Prosper for McKinneys mistakes.	Comment noted.
3816	Rosalind	10/22/2018	Survey Question 6 - Other response	Just fix 380 and I know you can spend the money and let people keep their homes I move here before you chance to the 2040 plan I build a nice pool and make it my retreat and now I would have a highway in my back yard please don't do this	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3817	ROSE M SARIKAYA	10/22/2018	Survey Question 6 - Other response	Please keep the school and residential zones safe. Thank you	Comment noted. Alignment options are still being evaluated and any future improvements will be designed to current design standards to enhance safety.
3818	Rosemary G Wilson	10/12/2018	Survey Question 6 - Other response	Keep 380 on 380.	Comment noted.
3819	Rosemary Groce	10/9/2018	Survey Question 6 - Other response	It would be helpful to provide visualization models and also understand if there is a masterplan for development in Collin and Denton County.	<p>Comment noted. Please see typical section drawings from the public meeting materials posted on Drive380.com.</p> <p>Collin County has a mobility plan and thoroughfare plan posted on its website collincountytx.gov. The North Central Texas Council of Governments helps plan transportation for the DFW region. Many plans including the Metropolitan Transportation Plan are posted on their website at www.nctcog.org/trans/plan.</p> <p>The scope of this study is through Collin County. TxDOT is currently conducting a similar feasibility study in Denton County.</p>
3820	Ross Laughter	10/6/2018	Survey Question 6 - Other response	I don't understand why poor planning on McKinney's part is now a Prosper problem. If they want a bypass, then build it in McKinney. They shouldn't be allowed to pass the buck to Prosper. My family specifically didn't move into Tucker Hill because we didn't want to be that close to 380. What did the residents of Tucker Hill expect, did they think 380 was never going to be expanded? Now as a resident of Whitely Place, you're trying to bring 380 closer to us. Either keep the bypass in McKinney or don't build one at all.	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
3821	Ross Pulliam	10/16/2018	Survey Question 6 - Other response	US highways have grown into limited access freeways since the system began. The most direct route between 2 points is a straight line, and there's no reason to deviate from that existing process. A bypass around McKinney would do very little to eliminate 380 congestion,	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				thought it might spur some growth around the north side of McKinney. If you want to improve congestion and commuter safety, the only solution is to build 380 where it currently sits.	
3822	Roxane Blanchard	10/15/2018	Survey Question 6 - Other response	If we build all these bypasses it just seems like we are not fixing a problem, we are postponing the problem. Expand 380 where it is. That is the cleanest, simplest solution. Unfortunately it will upset people. But there just is no solution to this that won't upset someone.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
3823	Roxanne Owens	10/12/2018	Survey Question 6 - Other response	Please keep the green alignment and do not disrupt a major Collin County Non profit like Manegate therapeutic horsemanship	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3824	Roy Craig Simpson	10/5/2018	Survey Question 6 - Other response	Straighten out Custer Road and widen so we can stay off 75. That's the next "big thing".	Comment noted.
3825	Roy Fanning	10/13/2018	Survey Question 6 - Other response	Mass transit- reduces pollution- traffic-auto accidents - streets - fossil consumption- peoples land - destruction of nature - make lots bigger - less homes per acre- quite the greed !!!!	Comment noted.
3826	Roy Gray	10/18/2018	Survey Question 6 - Other response	380 should stay on its current alignment between DNT and US75. Also, Collin County Outer Loop segments 1 and 3 should be constructed as soon as possible which will relieve a portion of the traffic load from 380.	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
3827	Roy Smith	10/24/2018	Survey Question 6 - Other response	Thanks for your consideration to help traffic on McKinney 380.	Comment noted.
3828	RP	10/23/2018	Survey Question 6 - Other response	Keep 380 on 380. Prosper should have never been an option.	Comment noted.
3829	Ruben Rodriguez	10/12/2018	Survey Question 6 - Other response	Please expand 380.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3830	Ruby McDowell	10/19/2018	Survey Question 6 - Other response	My family owns property on CR406 and it would not be as suited to improvement as would hwy380.	Comment noted.
3831	Rudy Guerrero	10/25/2018	Survey Question 6 - Other response	I prefer expansion of US 380 on US 380. If a loop is immanent, my preference is Option A where the loop is not crossing into Prosper City Limits. The loop is essentially benefitting McKinney businesses and residences on US 380, therefore the entry and exit to the loop should remain in McKinney City Limits. I am also wishing to protect the current Prosper Land Development Plan and the existence of ManeGait Therapeutic Horsemanship Center.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3832	Russell & Roxanne Fuentes	10/8/2018	Survey Question 6 - Other response	Absolutely against a bypass on Bloomdale Rd!	Comment noted.
3833	Russell Creel	10/18/2018	Survey Question 6 - Other response	Would be nice if you could straighten out the Spur 399 alignment so it did not add as much additional travel distance to Hwy/5.	Comment noted. TxDOT must consider many factors when developing alignments. Please review the environmental constraints maps available at Drive380.com.
3834	Russell Goetz	10/20/2018	Survey Question 6 - Other response	Other routes, besides the Green Alignment, will cause more homeowners to leave McKinney and surrounding areas while property values plummet.	<p>Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
3835	Ruth Ann	10/25/2018	Survey Question 6 - Other response	Very important that we get this right!	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3836	Ruth Creme	10/13/2018	Survey Question 3 - Other response	I don't know where this is	Comment noted. See Drive380.com for maps and more information.
3837	Ruth Creme	10/13/2018	Survey Question 2 - Other response	Or between Tucker hill and walnut grove	Comment noted. TxDOT's previously presented Blue Alignment ran between Walnut Grove and Tucker Hill. It was eliminated because it impacted an existing soil conservation lake and was closer to neighborhoods than other proposed alignments.
3838	Ruth Lopez	10/26/2018	Survey Question 6 - Other response	2. I support Red Alignment Option B. This would be least destructive to businesses fronting 380 from 75 to Custer. Furthermore, and most importantly, it would be horrible for thousands of homeowners who bought/built brand new homes within the last 10 years to have 380 widened and/or the bypass to empty onto 380 east of Custer.	Comment noted.
3839	Ryan	10/18/2018	Survey Question 4 - Other response	Raise 380 over/through princeton similar to 75 over/through mckinney	Comment noted. Elevated freeway sections will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
3840	Ryan	10/18/2018	Survey Question 5 - Other response	Raise 380 over/through similar to 75 over/through McKinney	Comment noted. Elevated freeway sections will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
3841	Ryan	10/18/2018	Survey Question 6 - Other response	Making 380 a raised/bridged highway from prosper through farmersville would help eliminate congestion from the continually growing number of lights between prosper and McKinney and help immensely with the constant wrecks that occur between McKinney and princeton.	Comment noted. Traffic analysis indicates that providing overpasses, also known as grade separated intersections, along the existing US 380 would still experience a failing level of service for congestion and delay.
3842	Ryan	10/11/2018	Survey Question	It is crucial to the residential areas surrounding the 380 Corridor thru McKinney to be bypassed and resume west of Custer Rd. There are too	Comment noted. Alignment options are still being evaluated and any future improvements

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response	many children in the area to have a high level of track outside of residential communities. The danger level increases dramatically.	will be designed to current design standards to enhance safety.
3843	Ryan	10/5/2018	Survey Question 6 - Other response	I would prefer to see 380 to go the way of 121 and make it a toll road. This is the least invasive option for existing and future residents. It also helps with the flow of 380 traffic and everyone around here is used to toll roads.	Comment noted. Tolling is not being considered as an option for funding.
3844	Ryan Brown	10/24/2018	Survey Question 6 - Other response	I prefer Erwin Park to remain a suburban outdoor sanctuary for athletes and recreational park users. The park and the surrounding area is beautiful and should be preserved as an escape from the urban and suburban grind. A freeway built next to it would spoil the area and the peaceful escape it provides.	Comment noted. The location of Erwin Park was taken into consideration when draft alignments were developed. None of the proposed alignments directly impact Erwin Park. The proposed red alignment option is adjacent to the southern property line but does not cross into the park. Any future improvement projects would include assessment of the potential impact on the human and natural environments. TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable.
3845	Ryan Contreras	10/10/2018	Survey Question 6 - Other response	Existing 380 is commercial and should not be considered a highway. A west bi-pass is ideal.	Comment noted.
3846	Ryan Crocker	10/12/2018	Survey Question 6 - Other response	This plan would be costly to Prosper and surrounding community	Comment noted.
3847	Ryan Dahle	10/9/2018	Survey Question 6 - Other response	Concered about entrance and exit of Kensington @ Stonebridge	Comment noted. Alignment options and roadway configurations are still being evaluated.
3848	Ryan Doleh	10/26/2018	Survey Question 6 - Other response	Construction on 380 to help with traffic.	Comment noted.
3849	Ryan Duong	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	
3850	Ryan Guyton	10/20/2018	Survey Question 6 - Other response	Build 380 on 380. You guys know how to get this done without destroying homes.	Comment noted.
3851	Ryan Hembree	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3852	Ryan Mansell	10/6/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
3853	Ryan Merryman	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3854	Ryan Mince	10/11/2018	Survey Question 6 - Other response	Don't let a developer's greed of building too close to 380 (Tucker Hill) become our problem in Prosper. Tax money would be lost for residents of Prosper.	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
3855	ryan nichols	10/9/2018	Survey Question 6 - Other response	3 Years ago my wife and I spent our whole lives savings building our dream house. We studied future development and also didn't choose to build on a highway. The 380 bypass would greatly diminish our home value and peacefulness. Don't Push mckinneys problems on to Prosper just so we don't inconvenience .3 miles of a few businesses and homeowners. Many families will loose there houses if the bypass is chosen. Don't let that happen. This is not "rural" area!	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a way to construct an east-west freeway in this area and reduce regional traffic delay without impacting or displacing homes. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p>
3856	Ryan Scobee	10/13/2018	Survey Question 6 - Other response	Quit building roads and making the population sky rocket. Y'all are taking the country out of this world and making it all city.	Comment noted.
3857	Ryan T Ballew	10/10/2018	Survey Question 6 - Other response	My name is Ryan Ballew and I live at [REDACTED], Whitley Place in Prosper, TX. It has come to my attention the TXDOT is considering a 380 Bypass cutting thru Prosper near First Street and Custer Road. This will be located dangerously close to our neighborhood. My family and I chose to live in Whitley Place, in part, due to its location AWAY from U.S.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				highways. I am very concerned this proposal will negatively impact our neighborhood in the future.	
3858	Ryan Tod French	10/22/2018	Survey Question 6 - Other response	A bypass on 380 will do far more harm than good, running right through the ManeGait Therapeutic Horsemanship Center. ManeGait has been a life changing for so many children and adults with disabilities. My wife and I have been volunteering there for 2 years now and it has been one of the most incredible and rewarding experiences. Building a bypass through this land would be tremendously detrimental to the riders, horses, staff, and volunteers of this wonderful organization.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3859	Ryan Townsend	10/09/18	Comment Form	Keep 380 on 380. Under no circumstances do I support a bypass through Prosper. We chose to live in Prosper knowing the future would hold development plans along 380. For anyone to claim they did not consider that US Hwy 380 would be expanded & improved over time is naive. Just like TXDOT widened US Hwy 121 in place to create the Sam Rayburn tollway, the same exact resolution to congestion should be employed to expand 380 ALONG the CURRENT FOOTPRINT. To decide it is ok to impact the town of Prosper simply at the suggestion of Tucker Hill residents is irresponsible. The increased cost of expanding 380 in place should not be considered material over the time horizon & projected population growth in this area.	Comment noted. Additional right of way will be required and businesses and homes will be impacted and displaced if TxDOT constructs a freeway along the existing US 380.
3860	Ryan Townsend	10/9/2018	Survey Question 6 - Other response	Please consider the potential limited use of depressed highway w/ access roads covering or partially covering the highway to help with right away concerns. Where needed to keep 380 on 380.	Comment noted. Please see typical section drawings from the public meeting materials posted on Drive380.com. TxDOT determined it is feasible in some select segments for the proposed alignments to be depressed/compressed roadways; however this would not be feasible in all areas because these compressed sections do not allow enough space for ramps.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3861	Ryan Tubbs	10/8/2018	Survey Question 6 - Other response	Stay on 380 and out of Prosper please.	Comment noted.
3862	Ryder Swanick	10/7/2018	Survey Question 6 - Other response	It makes the most sense to spend the money to keep 380 on 380 and not impact the residents of Prosper. The Tollway was successful with the same plan.	Comment noted.
3863	Rylie Dare	10/12/2018	Survey Question 6 - Other response	The bypass would change the zoning in Prosper and affect a future high school location. It would also take away the openness and beauty of Northern Collin County. We picked the location we bought in due to its distance from 380. The bypass would bring 380 too close to our area when it should be on the existing 380.	Comment noted. As currently proposed, the red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.
3864	S storm	10/14/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year."	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3865	S. Potter	10/16/18	Comment Form	Once upon a time - there was an older highway that pre-dates the current 380. I believe it was Hwy 24, much of what's left of it is still used but no longer hwy. You should look up and reference the older path. Point is that the current pass was an expansion/update that also moved the road around towns and obstacles - its already been looked at for an optimum path and the current right of way was selected. Look what happened to the old right of way vs. today, thats what will happen again if you change it again. It's just a failure of logic to believe in the	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				proposed bypasses - they are more political than logical - the road needs to stay where it is and become a limited access highway to promote quality growth of the area.	
3866	S. W. Hillcrest/ 380 LP	10/4/2018	Survey Question 1 - Other response	You need to buy the easement ASAP before anybody build anything	Comment noted.
3867	Sabre Clayton	10/10/2018	Survey Question 6 - Other response	380 from Denton County through McKinney is already hazardous enough with all the current traffic. Red option B offers much less disruption of businesses and residences, many of which were constructed recently. McKinney also does not need any more traffic pushed through our internal corridors	Comment noted.
3868	Sabrina Holbrook	10/15/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3869	Sai Shashank yerrabacha	10/22/2018	Survey Question 6 - Other response	Us380 highway please do not build it on 123 ,heatherwood residents are effected with noise pollution	Comment noted.
3870	Saira Tabassam	10/12/2018	Survey Question 6 - Other response	Green alignment please.	Comment noted.
3871	Sal Lazar	10/13/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.

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				growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year."	TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3872	Sally Purdy	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
3873	Sam Baugh	10/12/2018	Survey Question 6 - Other response	Please fix 380 on 380 - various bybass' all over Collin county would only be short term solutions	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
3874	Sam Bedford	10/14/2018	Survey Question 6 - Other response	Directing traffic away from the 380 won't have an impact on the businesses in that area, and if anything the development of the 380 would have a positive impact. In addition, this form of "mini" bypass in no way solves the traffic issues and won't reduce the traffic flow on the 380 at all.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
3875	Sam Ellis	10/12/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year."	
3876	Sam Gurksnis	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year." We bought our house because there never was a RED B option. It should not now be included. We made our decision believing this to be true.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
3877	Sam Leahy	10/8/2018	Survey Question 6 - Other response	380 should remain in the existing corridor and should be expanded if TXDOT decides that expansion is necessary. It seems as though this would be the lowest-cost approach to the issue and would remove issues associated with land acquisition, as well as additional mileage that would be a consequence of routes that veer significantly away from the current 380 route. Thank you for the opportunity to participate in the survey.	Comment noted. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.
3878	Samantha C Vanness	10/10/2018	Survey Question 6 - Other response	Please consider the many long standing, established, iconic and successful businesses that would be displaced by widening 380. Furthermore the extra traffic that would be brought to the established residences and pedestrian areas of Stonebridge and Ridge by allowing a bypass to empty on either of these	Comment noted. Alignment options are still being evaluated and any future improvements will be designed to current design standards to enhance safety.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				roads. Many of the sidewalks that line these roads are frequented by children. An exponential increase in traffic would present a danger to the many children, cyclists and residents that frequent these roads.	
3879	Samantha gray	10/24/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
3880	Samantha McComas-Baker	10/13/2018	Survey Question 6 - Other response	When we were searching for the perfect home site. We purposely chose to build our dream home far from HWY 380. Please remember that you will be taking away our largest retirement asset if 380 is moved. Keeping 380 where it is will be the best for McKinney too. There are so many business already on 380 that's the reason theres so much traffic. The Bypass will not help due to the lack of access to the existing businesses.	Comment noted.
3881	Samantha Swofford	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3882	Samit Khan	10/18/2018	Survey Question 6 - Other response	Questions and option could be more clear in the survey.	Comment noted. See Drive380.com for more information.
3883	Sammi Hicks	10/25/2018	Survey Question 6 - Other response	Don't want to lose all of the new business development along 380 in McKinney between Ridge Rd. and 75.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3884	Samuel Paul Lehman	10/24/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
3885	Samuel Robert Larson	10/14/2018	Survey Question 6 - Other response	I am a student at Rogers Middle School and I live in Whitley Place. My friends and I enjoy ride our bikes throughout the community and are very feareful a highway in our backyard will create a very dangerous situation.	Comment noted. Alignment options are still being evaluated and any future improvements will be designed to current design standards to enhance safety.
3886	Samuel Rodriguez Jr	10/14/2018	Survey Question 6 - Other response	Please move the bypass further away from the Heatherwood neighborhood.	Comment noted.
3887	Samuel Stone	10/12/2018	Survey Question 1 - Other response	Red alignment (B) preferred	Comment noted.
3888	Samuel Willingham	10/12/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year."	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3889	Sandi Pace	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	
3890	Sandra Cutler	10/5/2018	Survey Question 6 - Other response	When I purchased my home I checked proposed highway implications and this bypass was proposed in the Stonebridge area, and never mentioned in the Prosper area. Just because Stonebridge built near the proposed bypass and now want it moved, it shouldn't be pushed on my community. I chose not to purchase a home near the proposed bypass area and now my home would be severely negatively impacted by this change.	Comment noted.
3891	Sandra Edinger	10/9/2018	Survey Question 6 - Other response	I am in favor of NO BYPASS. No one is going to travel north to go south. Fix 380 on 380.	Comment noted.
3892	Sandra Katada	10/10/2018	Survey Question 6 - Other response	Keep traffic out of Stonebridge Ranch! Lots of children walking and riding bikes to school, built for recreation not thru traffic!	Comment noted.
3893	Sandra Ottenbreit	10/10/2018	Survey Question 6 - Other response	Please keep this road out of Prosper Tx!!!!	Comment noted.
3894	Sandra Simons	10/11/18	Comment Form	Our church Galloway Memorial will be affected by this process. Our church is a historical landmark, so I'm requesting that you consider that information during your decision process.	Comment noted. The current proposed green alignment does not impact or displace the Galloway Memorial Church of God in Christ.
3895	Sandy Diener	10/12/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year." "I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year."	
3896	Sandy Dutton	10/10/2018	Survey Question 6 - Other response	FarmHouse Fresh is on CR 858 and our business is recognized nation and world wide with a location address of McKinney TX. We boast of McKinney and farm land. A step away from the city if you will. We have major clients and visitors that come to our location just because of where it is at and the farm land and our animal rescue. We are not just a "small" business. The therapy center across from us, Main Gate has supporters and people come in from all over the country. They help so many people and the location is perfect for what they do to help so many.	Comment noted. TxDOT will further analyze possible options for the minimizing impacts in this area.
3897	Sandy Farrar	10/09/18	Comment Form	<p>Thank you for holding this meeting and having knowledgeable people available to ask questions!</p> <p>I think you have worked hard to find a green option can meet many of the objections.</p> <p>1. I support the green alignment because it impacts the least environmental.</p> <p>2. I support Red B because it has the fewest</p>	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				displacements. 3. I do not support Red A.	
3898	Sandy Generali	10/8/2018	Survey Question 6 - Other response	Please do not ruin Prosper with even more traffic and even higher taxes. Keep our town beautiful and small-ish. Thank you.	Comment noted.
3899	Sandy Jendul	10/4/2018	Survey Question 6 - Other response	Use the Collin County Outer Loop! All growth is headed north.	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
3900	Sandy Malos	10/11/2018	Survey Question 6 - Other response	Why are we looking at affecting residential/people versus business. Also, let's keep the traffic on 380 as planned. I live in the area and the road does not need a bypass - the traffic is light.	Comment noted. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop. There is not a way to construct an east-west freeway in this area and reduce regional traffic delay without impacting or displacing homes. freeway in this area that will reduce regional traffic delay without impacting or displacing residential properties.
3901	Sangani Properties	10/4/2018	Survey Question 1 - Other response	You need to buy the easement before anyone build anything on US HWY 380	Comment noted.
3902	Sara	10/12/2018	Survey Question 3 - Other response	Double stack 380	Comment noted. Elevated freeway sections (or double decking) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
3903	Sara	10/12/2018	Survey Question 6 - Other response	We do not need to expand onto people's businesses or homes. We need to come up with another solution. Austin has a great system in place where they built a double decker hwy. why can't we do something like that? I think it is criminal we want to have people move from their homes and land all because a good system was	Comment noted. Elevated freeway sections (or double decking) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				never built in the first place. And more growth is only going to keep happening so expanding outward really won't curb the problems on 380.	considered are available in the public meeting boards posted on Drive380.com.
3904	Sara Bowersox	10/13/2018	Survey Question 6 - Other response	Prefer green alignment.	Comment noted.
3905	Sara Collins	10/10/2018	Survey Question 6 - Other response	I am in favor of Red Alignment/Option B. It is the route that have the smallest negative effect on existing neighborhood and businesses. The other options would route traffic onto smaller streets not meant for high traffic. I support Option B!	Comment noted.
3906	Sara Hennig	10/8/2018	Survey Question 6 - Other response	Keep 380 on 380. Businesses near the current 380 will benefit from the pass by traffic and will thrive. I especially oppose the route that would cut through Prosper as Prosper would be negatively impacted (through decreased land availability, lower property values and would receive no benefits from the bypass). Those who have chosen to build their businesses and homes on Current 380 frontage have the expectation that they live next to a highway already. Building a bypass on the alternative routes disrupts and negatively impacts city planning, neighborhoods, and communities.	Comment noted.
3907	Sara Lewis	10/5/2018	Survey Question 1 - Other response	Fix 380	Comment noted.
3908	Sara Lewis	10/5/2018	Survey Question 6 - Other response	We would like to see 380 improved and not have a bypass running through bloomdale rd.	Comment noted.
3909	Sara Sharratt	10/13/2018	Survey Question 6 - Other response	Bypass options will demolish homes and property of private citizens.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3910	Sarah	10/9/2018	Survey Question 6 - Other response	Prosper is a very small neighborhood town. Making a bypass thru this town would affect our taxes greatly. Mckinney is significantly larger and can accommodate this. Prosper simply cannot and shouldn't even be considered.	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
3911	Sarah Byrne	10/9/2018	Survey Question 6 - Other response	We purchased our property at Custer and Frontier knowing it was not a highway. Those that purchase along Highway 380 knew it was a highway upon recent purchase. I envision 380 becoming the next Sam Rayburn Tollway. No need to over complicate the issue.	Comment noted.
3912	Sarah East	10/9/2018	Survey Question 6 - Other response	The sheer number of homeowners affected by red alignment A and 380 expansion is untenable. Please protect our beautify city	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
3913	Sarah Eichenlaub	10/11/2018	Survey Question 1 - Other response	Red alignment-option B	Comment noted.
3914	Sarah Eichenlaub	10/11/2018	Survey Question 6 - Other response	Please go with red alignment option B for 380 by pass!!	Comment noted.
3915	Sarah James	10/15/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3916	Sarah McGuire	10/12/2018	Survey Question 6 - Other response	I support the green alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
3917	Sarah Nordman	10/8/2018	Survey Question 6 - Other response	as a commuter that uses current 380 from west to east frequently to get to 75 South- makes more sense to improve 380 on 380 opposed to taking 380 north into residential areas where tax payers live and change their property values due to the addition of a bypass which did not exist when we all bought our homes well north of 380. Makes the most feasible sense to improve the current 380 on 380 as that is where the highway currently resides and should continue to reside.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
3918	Sarah Oister	10/10/2018	Survey Question 6 - Other response	At FarmHouse Fresh, we are contributing in a MAJOR way to keeping McKinney's #1 Best Place to Live in America ranking in Money Magazine. We do more than just skincare. We have a rescue for farm animals that would have otherwise been sent to slaughter. We have an amazing place for celebrities, major spas, county officials, and more to come visit. We work hard every day to create a safe space for our animals and an amazing place to work. Accross the street, ManeGait provides equine therapy for children with illnesses, depression, and more. We have carnivals, charity events, hay rides, and more that would all be lost if a highway when down CR858. Please save our little community that is a piece of charm in McKinney that is SO cherished.	<p>Comment noted. TxDOT will further analyze possible options for minimizing impacts in this area.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3919	Sarah Reyna	10/15/2018	Survey Question 6 - Other response	Red option B for the 390 alignment near Custer is the best alternative related to cost, impact, and future growth opportunities	Comment noted.
3920	Sarah Ross	10/13/2018	Survey Question 1 - Other response	KEEP 380 on 380	Comment noted.
3921	Sarah Ross	10/13/2018	Survey Question 2 - Other response	KEEP 380 on 380	Comment noted.
3922	Sarah Ross	10/13/2018	Survey Question 4 - Other response	KEEP 380 on 380	Comment noted.
3923	Sarah Ross	10/13/2018	Survey Question 5 - Other response	KEEP 380 on 380	Comment noted.
3924	Sarah Ross	10/13/2018	Survey Question 6 - Other response	KEEP 380 on 380!!!!!!!!!!!!!!	Comment noted.
3925	Sarah Tallman	10/13/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
3926	Sarah Van Trump	10/19/2018	Survey Question 6 - Other response	Make improvements to 380. Keep 380 on 380. A bypass would run too close to my home & my child school. I bought well north of 380 so I would not be affected by its expansion. The	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				bypass in Denton has done nothing to relieve congestion on that portion of 380. Make 380 improvements and focus on the Collin county outer loop.	traffic from the existing US 380. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.
3927	Sarah Williams	10/11/2018	Survey Question 6 - Other response	Fix 380 on 380. Please do not hurt the entire town of Prosper just to give two neighborhoods in Mckinney that already live off the 380 Highway what they think they want. Please honor Prosper's resolution to keep 380 on 380. NO BYPASS	Comment noted.
3928	Sarah Zimmermann	10/5/2018	Survey Question 2 - Other response	Green, but if it has to be red, red A	Comment noted.
3929	Sarah Zimmermann	10/5/2018	Survey Question 6 - Other response	No bypass at all. Fix 380 where it is. I bought a home very near 380 (prestwyck subdivision at Coit) and knew it would be expanded. Those poor folks in North mckinney and prosper intentionally bought away from 380. If a bypass must be done, please do red A... There is no need to come so far west...	Comment noted.
3930	Sarpong Obiri-yeboah	10/9/2018	Survey Question 5 - Other response	Jun	Comment noted.
3931	Sasha Moss	10/24/2018	Survey Question 6 - Other response	Thank you for allowing me to voice my opinion on this very important decision. I SUPPORT THE GREEN ALIGNMENT through Prosper as the most beneficial to all in the area. As a resident of Whitley Place in Prosper, my family heavily researched the city and the communities around it. Knowing that 380 was set to expand its boundaries, we chose to live in a neighborhood well away from 380. Now it is being considered to push Mckinney's poor planning and development problems into our quiet neighborhood by creating the bypass along Custer Road. Those who developed and purchased homes along 380 should have known about the potential for 380 expansion prior to	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed. The proposed red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				purchasing along 380. Do not dump someone else's problem into our neighborhood. Their lack of research and planning should not constitute my problem. Furthermore, the 380 bypass along Custer road would disrupt the plans for City of Prosper commercial development and the construction of a new high school. Everyone is aware of the politics involved in this decision and the push by Tucker Hill to support the bypass along Custer Road. I strongly urge TxDOT to do the right thing. Do NOT listen to bogus alternatives imaginatively drawn on a map by politicians who's homes may be impacted by the 380 expansion. KEEP 380 ON 380. APPROVE THE GREEN ALIGNMENT. This will best serve everyone involved and retain the original intent of 380 and TxDOT. Thank you for your consideration.	
3932	Saurabh Gupta	10/13/2018	Survey Question 6 - Other response	It seems simplest to keep 380 traffic on 380, any bypass would increase distance and impact communities and residents in that area.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
3933	savannah rubio	10/15/2018	Survey Question 6 - Other response	please do not go through monte carlo....that is not a good option to go around princeton as that is where major development is happening and a lot of the same issue will pop up there later on.	Comment noted. None of the proposed alignments go through Monte Carlo.
3934	Savath Howard	10/8/2018	Survey Question 3 - Other response	380 on 380	Comment noted.
3935	Savath Howard	10/8/2018	Survey Question 4 - Other response	380 on 380	Comment noted.
3936	Savath Howard	10/8/2018	Survey Question 6 - Other response	Please keep 380 on 380!!! Does not make sense to make a bypass.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3937	Scott	10/13/2018	Survey Question 6 - Other response	please done Run the beauty of Mainegait and what they do for children and others. You can do this without ruining a wonderful thing they do and provide to this community. Keep 380 on 380!	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
3938	Scott Bates	10/22/18	Comment Form	For the section of Hwy. 380 expansion that goes through Farmersville, I like the red alignment best. I do not like the green alignment because it is too wide and it affects my wife's business ([REDACTED]). My wife & I together have purchase a piece of land at [REDACTED] for her to relocate her dental office and we are going to build a shopping center there as well. Unfortunately, the green alignment runs through this land right where we were going to build starting next year. Please consider the red alignment around Farmersville so that nothing affects our business.	Comment noted.
3939	Scott Beamish	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
3940	Scott Bovaird	10/10/2018	Survey Question 6 - Other response	Whatever the solution, it is becoming clear that there will be a major east/west expansion. PLEASE work closely with local street departments to ensure every effort is made to minimize neighborhood traffic. For me, this is a major concern on north/south Stonebridge and also Community and Hardin where there is a concentrated number of newer drivers.	Comment noted. TxDOT would expect Stonebridge traffic to increase at the normal growth rate expected in Collin County. There might be a slight increase due people choosing to use US 380 as opposed to Virginia Parkway.
3941	Scott Call	10/11/2018	Survey Question 6 - Other response	Thank you for seeking community feedback.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3942	Scott Cleare	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
3943	Scott Ehrman	10/11/18	Comment Form	The CR 559 to Hunt County Line needs to be the "Red" Alignment. Any other route is unnecessary. I prefer the southern Red Route.	Comment noted.
3944	Scott Ehrman	10/11/2018	Survey Question 6 - Other response	The CR 559 to Hunt County line needs to be the "Red" Route. Any other route does not make sense	Comment noted.
3945	Scott Froehlich	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow	Comment noted.
3946	Scott McLinden	10/10/2018	Survey Question 6 - Other response	We strongly urge TX DOT and government officials to consider the Green Alignment of 380 through McKinney between Hwy. 75 and Coit Road. We strongly urge you to avoid selecting either of the Red A/B options. Red Option B would cause the severe impact and dislocation of two major businesses (FarmHouse Fresh and Mane Gait), both of which use the beautiful open space, greenery and pastures to provide for the rescuing of animals, therapeutic horse riding for those with special needs, tours, and carnivals for	Comment noted. TxDOT will further analyze possible options for minimizing impacts in this area.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				local residents and visitors alike. FarmHouse Fresh also hosts spas and resort hotels from around the country, including tours, meals and events here on our rural property. Collectively, these two nationally-renowned businesses are helping contribute to keeping McKinney's ranking as #1 Best Place to Live in America in Money Magazine. Putting a major thoroughfare through this serene, hilly, majestic area will significantly impact the beautiful outdoors that McKinney promotes and residents of this area have come to cherish. A much better alternative is the Green Alignment, whereby 380 has already been expanded for, and due to, the commercial growth and can be further expanded without harming or taking away from the area's "Unique by Nature" quality of life.	
3947	Scott Oberle	10/12/2018	Survey Question 6 - Other response	As a resident and homeowner in Tucker Hill, and located very near the entrance to Tucker Hill (Tremont Blvd. and 380), I am STRONGLY OPPOSED to both the Red Bypass Alignment Option A and the Green Alignment through McKinney between Custer Road and Airport Road. I believe the option that makes the most sense for McKinney for home and property owners, as well as business owners and taxpayers, is Red Alignment Option B. The existing corridor has numerous new businesses and serves as either the only or the primary local access to schools, shopping and churches for many planned communities and very expensive homes (Stonebridge Ranch, Tucker Hill, Auburn Hills). I do not believe any residents that live near 380 between Custer and Highway 5 want a freeway, or believe they would be better served by a freeway, in place of the existing 380 / University Drive. Many businesses would be hurt and property values adversely affected, both of which would hurt tax revenues for the City of McKinney, McKinney I.S.D. and Prosper I.S.D. Red Alignment Option B would have a minimal effect upon homes and businesses in	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				Prosper. I also prefer Red Alignment Option B because it is the most affordable alignment at \$645M.	
3948	Scott Rodes	10/14/2018	Survey Question 6 - Other response	Keep 380 on 380.	Comment noted.
3949	Scott Roller	10/26/2018	Survey Question 6 - Other response	We purposefully purchased our home in Prosper to be near 380 but not right on the highway. If we had wanted to be on a freeway, we would have purchased on a freeway. Our property value and quiet setting are now in danger because of those who purchased on a freeway and want to displace the consequences of that on others. It's disgraceful.	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
3950	Scott Roulet	10/14/2018	Survey Question 6 - Other response	We built a new home in Whitley Place in Prosper in 2016. Part of the attraction was the charm of surrounding farms and relaxing community. At the time construction began, there was no possibility of a major freeway system running through Prosper. Such a major construction project would disrupt the community that attracted our family to the area. Prior to moving to Prosper, we lived in McKinney so we are very familiar with this area. It has been clear for many years a freeway system is needed and the most logical solution is using the existing footprint of Highway 380.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
3951	Scott S. Bechthold	10/11/2018	Survey Question 4 - Other response	Keep it North	Comment noted.
3952	scott templeton	10/24/2018	Survey Question 6 - Other response	growth will happen. building bypasses is the right thing to do while land is available and impact is minimal. I own home/acreage on CR123 and will certainly be a victim of eminent domain, but its the right thing to do long term.	Comment noted.
3953	Scott Winn	10/10/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	
3954	Sean Eichenlaub	10/11/2018	Survey Question 1 - Other response	RED Alignment- Option B	Comment noted.
3955	Sean Eichenlaub	10/11/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
3956	Sean McCord	10/11/2018	Survey Question 6 - Other response	Keep 380 on 380!	Comment noted.
3957	Sean Murphy	10/13/2018	Survey Question 6 - Other response	Especially interested in keeping 380 on 380 west of 75. Do not want any bypass at all, especially through ManeGait. ManeGait provides an invaluable community service and should not be disturbed by an unnecessary bypass. I Support Green option to keep 380 on 380.	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
3958	Sean Patrick	10/24/2018	Survey Question 6 - Other response	380 is centrally located for McKinney residents. A loop north would make this route inconvenient and put more traffic on Virginia Pkwy and Eldorado to maintain travel convenience going east to west.	Comment noted. If a bypass alignment is selected, the existing US 380 will remain in place as a business route.
3959	Sean Sojack	10/10/2018	Survey Question 6 - Other response	Please don't force even more traffic down 380, a road that was never intended to have the amount of traffic that it does. Trying to shop on this road is nearly impossible with all of the commuter traffic. If you moved that to the Red option B it would free up turn in and turn out traffic on 380. Thank you for your time.	Comment noted.
3960	Seth Botts	10/8/2018	Survey Question	Keep 380 on 380	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response		
3961	Seth Pepkin	10/7/2018	Survey Question 6 - Other response	Please do not bring the bypass thru prosper. Although I am in Celina, it will be really close to my home and subdivision. I moved here to get AWAY from a highway. Please fix 380 on 380... the residents there CHOSE to purchase or build a home next to a highway. I did NOT	Comment noted.
3962	Shahneila Farrukh	10/9/2018	Survey Question 1 - Other response	No bypass	Comment noted.
3963	Shalana Evert	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole.	Comment noted.
3964	SHANA BENTSON	10/12/2018	Survey Question 6 - Other response	I choose not to believe that you would want to take away a place such as ManeGait, that helps so many disabled children.	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
3965	Shanda Smith	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				enriching volunteer opportunities for over 2,000 North Texans each year	
3966	Shane Beach	10/23/2018	Survey Question 6 - Other response	Erwin Park needs to be a consideration on the 380 alignments. Bloomdale would affect too many homes in McKinney. Is wrapping around North of Erwin park and connecting to 1461/frontier not an option?	<p>Comment noted. The location of Erwin Park was taken into consideration when draft alignments were developed. None of the proposed alignments directly impact Erwin Park. The proposed red alignment is adjacent to the southern property line but does not cross into the park. Any future improvement projects would include assessment of the potential impact on the human and natural environments. TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable.</p> <p>Traffic analysis concluded an alignment at Frontier Pkwy or further north did not significantly reduce congestion on US 380.</p>
3967	Shane Humphrey	10/11/2018	Survey Question 6 - Other response	Would be a TOTAL WASTE OF TAX PAYERS \$\$ to construct a by pass in this area. There are too many businesses already established to warrant any other roadway options, than to revise the present 380 corridor! Past City of McKinney (P&Z) and TXDOT did a very poor job in their decision makings processes in previous years to not have the proper set back to allow for a future 380 roadway expansion. Now due to those failures, we the present City of McKinney tax payers and property owners have to deal with the possibility of losing substantial equities, quality of life ,etc... TXDOT has a fiduciary responsibility to the taxpayers to find the least path of resistance at the lowest price point, while maintaining quality of life for the majority!	Comment noted.
3968	Shane Pahlavan	10/23/2018	Survey Question 2 - Other response	keep 380 on 380, no bypass, this is stupid that this is even a topic	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3969	Shane Pahlavan	10/23/2018	Survey Question 6 - Other response	Displacing any business along 380 will recover in time with the new traffic through an expanded 380. Nothing can recover a bypass through cemeteries, farmland, new residential development, and work the Mane Gait does for kid with mental and physical disabilities.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
3970	Shane white	10/5/2018	Survey Question 6 - Other response	Prefer to keep 380 on 380	Comment noted.
3971	Shannon	10/8/2018	Survey Question 6 - Other response	It just doesn't make sense to zig zag the current 380. Deviating from the current alignment the way you are proposing seems quite unnecessary and will add mileage for most of us who use the roadway currently.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
3972	Shannon & Steve MacDonald	10/25/18	Comment Form	My family recently moved to Prosper after living for many years in Dallas near the Tollway. One of the Reasons we moved was to get away from traffic and the noise associated with high volume thoroughfares. We are opposed to the 380 Bypass option through Prosper. It would change the landscape, the traffic, and the overall slower paced, quieter life we moved to prosper to find. Please keep 380 on 380.	Comment noted.
3973	Shannon Bettencourt	10/8/2018	Survey Question 6 - Other response	Let's keep 380 on 380!	Comment noted.
3974	Shannon Blake	10/09/18	Comment Form	Red Option This highway cuts through our land. It is 500 ft from our back door. It cuts our property in half making it impossible to access the other part of our property. It destroys our privacy. It destroys our peace and quiet. It destroys our woods, creek, pecan tree, the place our children run cross country our ability to hunt. The reason we moved away from 380 was to avoid the city. We carefully researched where to live. 380 is a mess & needs to be fixed on 380. A northern bypass will not be used as much as fixing 380 on 380. Look at the denton bypass. We have 6 children	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				& we bought this property so we could let them roam free on our land.	
3975	Shannon Blake	10/11/2018	Survey Question 6 - Other response	Please fix 380 Coit to 75 and keep it on 380. People will continue to use 380	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
3976	Shannon E.	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole.	Comment noted.
3977	Shannon Gumaer	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
3978	Shannon Humphrey	10/13/2018	Survey Question 6 - Other response	I think it makes the most sense to build the bypass where the fewest number of residents would be affected.	Comment noted.
3979	Shannon Kimiye Sanchez	10/10/2018	Survey Question 1 - Other response	Red Alignment-Option B	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3980	Shannon Kmak	10/22/20 18	Survey Question 6 - Other response	For Question #2: I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
3981	Shannon Mccarthy	10/14/20 18	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
3982	shannon mclinden	10/10/20 18	Survey Question 6 - Other response	Mane Gait and our property, FarmHouse Fresh, are in a predicament that will remove both of us from McKinney if a freeway is placed along Red option B. It's a shame. I know it weighs very little, but both our businesses are high-profile (national and international), \$12m + sales, with a focus on nature, rescue, farming and rehabilitation. Our businesses rely on McKinney's natural spaces and pastures. And our core business focuses bring distinction to the community, with customers flying in from all over the country to visit, attend events and take tours.	<p>Comment noted. TxDOT will further analyze possible options for minimizing impacts in this area.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				Our 2 properties share parking lots, carriage and tractor rides, and more. I would hope that when you see "2" businesses displaced under Red Option B, you consider the value of what we've grown here, and what our national advertising and philanthropies contribute to McKinney. We ensure McKinney, TX is printed on tens of millions of full page advertisements in magazines, newspapers, and more across our 2 companies. I would ask that our voices be heard, so that we do not have to move to another city and rebuild what we've spent so many years developing.	
3983	Shannon Patterson	10/24/2018	Survey Question 6 - Other response	I think the outer loop would be a better alternative to the bypass and help leave McKinney and Prosper residents alone.	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
3984	Shannon Presley	10/13/2018	Survey Question 6 - Other response	I am a mother of 2 young girls and I don't want their health to be impacted by increased pollution from cars traveling on a freeway bypass through our lovely town of Prosper. We specifically moved to Prosper for its rural ambience, the quiet, and the small town feel. The last thing I want is to have safety issues, traffic congestion, and noise pollution from a freeway bypass. This will drive resident out of Prosper and destroy the town. Keep 380 on 380!	Comment noted. Alignment options are still being evaluated and any future improvements will be designed to current design standards to enhance safety.
3985	Shannon Raines	10/8/2018	Survey Question 1 - Other response	S	Comment noted.
3986	Shannon Raines	10/8/2018	Survey Question 3 - Other response	Fix 380	Comment noted.
3987	Shannon Raines	10/8/2018	Survey Question	Fix 380	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			4 - Other response		
3988	Shannon Raines	10/8/2018	Survey Question 5 - Other response	Fix 380	Comment noted.
3989	Shannon Raines	10/8/2018	Survey Question 6 - Other response	What a massive waste of money for only 2 1/2 miles of a Bypass which no one will use.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
3990	Sharilyn Garner	10/8/2018	Survey Question 6 - Other response	380 is a highway. Keep the cars on 380.	Comment noted.
3991	Sharla cassatt	10/14/2018	Survey Question 6 - Other response	Rd work done close to farmersville was done poorly. Broke my car window shortly after it was completed. Hope this work is done better. I picked A instead of B for airport because that intersection between A and B has horrible accidents regularly. Please study it	Comment noted.
3992	Sharon Buchen	10/12/2018	Survey Question 6 - Other response	Slow down with these crazy roads!!!! We don't want to become a mini LA, Houston or NY to get somewhere a little faster!	Comment noted. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.
3993	Sharon Burris	10/22/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow." Our company has invested over \$2M and we certainly want the option that will adversely impact our location the least. As a convenience store, high traffic counts are crucial to the viability of our business. We employ 6 people at this store and it contributes "approximately" 7% of our company's store profits.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
3994	Sharon D Mathews	10/10/2018	Survey Question 1 - Other response	Red alignment	Comment noted.
3995	Sharon D Mathews	10/10/2018	Survey Question 3 - Other response	red alignment	Comment noted.
3996	Sharon D Mathews	10/10/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
3997	Sharon Davis	10/4/2018	Survey Question 6 - Other response	Prefer the Green Alignment; three years ago we were moving to the Prosper/McKinney area and after much research decided against Tucker Hill and for Whitley Place. Whitley Place was further away from major highways etc. Prosper has much less square miles than McKinney and does not need to lose tax revenue from future homeowners/businesses due to a bypass taking use of the land. If a bypass goes thru Prosper, TxDot will be hurting the small town of Prosper. Also, Prosper, as a small area, should not have to widen Prosper Trail or First Street to accommodate exits/traffic off of a bypass- where truckers etc would be wanting to go straight west to reach Preston Rd. The town where we drive would be totally overtaken with the bypass effects. In the spring of 2018 TxDot Bypass recommended two bypass choices closer to Tucker Hill; there were none near Whitley Place. Wish we had two county judges living in our neighborhood! If a Bypass is chosen, MUCH prefer the Option A. Thank you.	Comment noted.
3998	Sharon Harrison	10/10/2018	Survey Question	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response	City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	
3999	Sharon Hockensmith	10/10/20 18	Survey Question 6 - Other response	I am concerned about traffic using residential streets for shortcuts.	Comment noted.
4000	Sharon Rosemond	10/12/20 18	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
4001	Sharon Steadman	10/9/201 8	Survey Question 6 - Other response	Please expand 380. Also, a large reason for morning/evening rush hour is the backup from the intersection of 380 and FM 1385. The light turns red too fast for east/west traffic on 380. Lastly, the left turn lane going northbound on FM 423 onto 380 should have something like delineator posts, because many drivers consistently cut left over to the left turning lane right crossing painted lane dividers (not dedicated merge/turning lanes). I've seen so many close calls for accidents because of people cutting other drivers off or squeezing in very tight spaces between cars. It's frightening to drive around that intersection.	Comment noted. The scope of this study is through Collin County. TxDOT is currently conducting a similar feasibility study in Denton County.
4002	Sharon Stephens	10/12/20 18	Survey Question	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response	Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year."	TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
4003	Sharon Travers	10/13/2018	Survey Question 3 - Other response	Prefer green alignment	Comment noted.
4004	Shawn Copeland	10/11/2018	Survey Question 6 - Other response	The bypass B option would be best for not affecting homes and businesses.	Comment noted.
4005	Shawn Mullican	10/9/2018	Survey Question 6 - Other response	Running a bypass through Prosper is detrimental to their already small tax base, hurts property owners who planned appropriately to not live on a major highway that needed future expansion and will not alleviate the traffic problems on that specific corridor of 380 as the majority of commuters do not live North of 380 so they will not traveling on a proposed bypass.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
4006	Shawn Stephens	10/8/2018	Survey Question 6 - Other response	People that bought homes or existing businesses near a US highway must be aware highways expand. There is no benefit to disrupting other home and landowners. Also, we want the shortest fastest route possible. Improve the existing 380 highway and stop with all the diversion proposals.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
4007	Shawna Hilliard	10/13/2018	Survey Question 1 - Other response	Please relieve traffic however you need to	Comment noted.
4008	Shawna Nevins	10/4/2018	Survey Question	I live in the Heatherwood neighborhood and recently purchased. I purchased in this area because I am a military service members widow	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response	with three young children that needed a low traffic, family area to call home, Heatherwood was the best area for that. A bypass running behind Heatherwood would make the neighborhood unlivable for our family.	
4009	Shawna Wright	10/26/2018	Survey Question 6 - Other response	Living at Bloomdale and 75, I am adamantly opposed to the blue option (not presented in this survey) That would put the highway 100 feet from my home and subdivision and an elementary school. It would drastically change this community. Please vote red option and go as far north as possible. Thank you!	Comment noted. See Drive380.com for alignments currently under consideration. There is not an alignment being considered that is along Bloomdale road running south of the Pecan Ridge neighborhood.
4010	Sheena Sharapata	10/21/2018	Survey Question 6 - Other response	In my work I travel Hwy 380 a lot during the month. I would prefer the current Hwy be expanded like Hwy 121 versus any by passes. Would also be a shame to eliminate Main Gate for a by pass.	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
4011	Shelley Malazzo	10/8/2018	Survey Question 6 - Other response	I feel confident NO Prosper resident wants anything other than the green option. When I closed on my property in May going through my neighborhood was not even on the table.	Comment noted.
4012	Shelley Nunley	10/23/2018	Survey Question 6 - Other response	We need more east/west roads in Collin county. Doing anything with 380 is only a temporary fix.	Comment noted. The Collin County thoroughfare plan shows expansion and extension of several major east-west arterials throughout the county. These roads were modeled in TxDOT's traffic demand model.
4013	Shelley Schraegle	10/11/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
4014	Shelley Tengvall	10/8/2018	Survey Question 6 - Other response	Expansion should stay along 380. People that purchased along 380 knew that this would happen one day. It's not fair to readjust based on influential people living in Tucker Hill.	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
					through Prosper is a viable option that should be further analyzed.
4015	Shelly Eckenrode	10/22/18	Commen t Form	<p>Since there are solutions that allow 380 to be expanded in its current location, that is the best option available. This would allow more land to be preserved, reducing the environmental effects. Also, fewer neighborhoods would be affected - the main neighborhood affected would only be ones where the residents knowingly chose to live near a major highway (380) in the first place in an area experiencing rapid population growth.</p> <p>Furthermore, we adamantly oppose the alignment that cuts through Prosper (Red Option 1) Prosper planned for the expansion of 380 in its current location. Why should we be punished? (2) Prosper needs that land for businesses and residents to help its tax base. (3) The residents and land owners in Prosper nearest that alignment bought property away from 380 intentionally. (4) The Prosper alignment (Red option B) would destroy ManeGait an irreplaceable, non-profit charity in McKinney.</p> <p>Please keep 380 on 380 and support the majority of Collin County citizens, not just a minority group (Tucker Hill and the north border of Stonebridge). Thank you!</p>	<p>Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
4016	Shelly Eckenrode	10/8/2018	Survey Question 6 - Other response	<p>I believe the current 380 alignment should be expanded where it currently is. There are solutions that TXDOT has used in the past with limited right of way. Why sacrifice people's homes and land when it is possible to expand the current highway. The people living near 380 bought houses near 380 in full awareness of the highway's location. People that bought away from 380 did so intentionally. The construction of a bypass would have more environmental impacts than expanding the current 380. I specifically oppose the bypass entering into Prosper west of Custer, as we live near that</p>	<p>Comment noted. Existing and planned residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p> <p>Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>proposed alignment. This proposed alignment will be detrimental to our town and our tax base, taking away land that could be used for businesses and more housing. I do not believe a bypass would alleviate the traffic congestion as people living near the current 380 will continue using this route rather than driving out of their way north just to turn back south to get to 380 & 75; this making an expansion of 380 inevitable in addition to a potential bypass. Expanding 380 does not displace any homeowners; whereas a bypass would. To opt for something that will alter people's lives so drastically and negatively when another option is available is WRONG. Yes, any and all options will benefit certain areas while hurting others, but expanding 380 only causes incremental changes, good and bad; a bypass causes transformative, negative changes to the land through which it cuts. Please keep 380 on 380 and support the majority of Collin county citizens, not just the residents of the Tucker Hill neighborhood.</p>	<p>Our analysis shows that one freeway option (either the red or the green) should be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p>
4017	Shelly Kendall	10/10/2018	Survey Question 6 - Other response	A no build alternative is the best option so that there's no further increases in traffic to 380, Stonebridge, or Ridge. Keep our children and community safe.	<p>Comment noted. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.</p> <p>TxDOT would expect Stonebridge traffic to increase at the normal growth rate expected in Collin County. There might be a slight increase due people choosing to use US 380 as opposed to Virginia Parkway.</p>
4018	Shemica S. Allen	10/14/2018	Survey Question 6 - Other response	I support the GREEN alignment for Highway 380.	Comment noted.
4019	Shepherd Jerry	10/10/2018	Survey Question 1 - Other response	Red Alternative B	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4020	Shepherd Jerry	10/10/2018	Survey Question 4 - Other response	Red Alternative B	Comment noted.
4021	Shepherd Jerry	10/10/2018	Survey Question 6 - Other response	West of Custer would be better for north Collin County development and not disrupt existing community's roads that are not constructed to handle excess traffic. Which would Indangering community school and walking pedestrian.	Comment noted.
4022	Shepherd Martin	10/14/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
4023	Sheri Hay	10/9/2018	Survey Question 6 - Other response	Prosper cannot afford to loose the land. The city is not that big! McKinney created this problem and Prosper should not have to sacrifice for it.	Comment noted.
4024	Sheri Lowry	10/09/18	Comment Form	It is with strong hope/desire that I request you all consider going with a green alignment option. My husband I very intentionally made the choice to move to Wilmeth Ridge as opposed to Tucker Hill, Stonebridge, or Arbor Hills because of the proximity of our neighborhood to 380. We realized 380 will be under construction for a while and we chose a further drive to work, off the beaten path, in order to have a more peaceful at-home life. Realizing it is possible that expansion of 380 will be a short-term challenge, our goal in being here today is that you will make that decision. We very much enjoy morning evening walks around our neighborhood without any noise of a freeway, or all of the other pain points that come with it. It is a logical fix to keep 380 on 380.	Comment noted.
4025	Sheri Lowry	10/9/2018	Survey Question 6 - Other response	We intentionally sought out our home to get away from the congestion and business of our former neighborhood (also in McKinney). We moved further north with a hope & purpose of having the privacy/peace we have. Please do not change this by putting a bypass near our backyard	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4026	Sherri Jones	10/8/2018	Survey Question 6 - Other response	380 & Coit Rd Intersection needs to be a bypass once the 2nd high school opens to reduce accidents.	Comment noted.
4027	Sherry Campbell	10/25/2018	Survey Question 6 - Other response	I think using cantilevered roads like Hwy 75 and Mockingbird would make it possible to expand Hwy 380 in its current path. This would minimize displacement of people and natural habitats. It will keep traffic flowing in the commercial areas already in place. If the Hwy is moved, businesses along the old route may not flourish. Example: Hwy 75 reroute in Sherman, Tx. The cantilevered road would only need to be constructed in tight ROW's within the cities. Much of the highway east of McKinney is not developed close to the highway's boundary. The same for areas east of Princeton to Hunt County.	Comment noted. Alignment options and roadway configurations are still being evaluated.
4028	Sherry Dissinger	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
4029	Sherry Jackson	10/13/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4030	sherry sommer	10/9/2018	Survey Question 6 - Other response	It saddens me to see neighbors pitted against neighbors in once was one of the happiest places we have ever lived. As a neighbor in Tucker Hill I am shocked to think anyone would ever consider putting this bypass near or through here. Thank you	Comment noted.
4031	sherry warren	10/25/2018	Survey Question 6 - Other response	there is no good solution. this area has grown too fast with no infrastructure to accomadate growth	Comment noted.
4032	Sherry White	10/09/18	Commen t Form	I am not in favor of a bypass route through McKinney. I live off Hwy 5, about 1/2 mile from 75. I can not imagine ever using this expensive bypass, and most McKinney residents won't either, I predict. It would mainly benefit motorist commuting to Denton or to Princeton, in other words, through traffic. McKinney still is developing commercial property along 380 & most residents will need to drive BUS 380 to shop or other things. Fix 380 on 380 now, or fix it later - because it will need widening.	Comment noted. According to our analysis, the red alignment freeway option would attract traffic from the existing US 380.
4033	Sherryl Sheil	10/24/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
4034	Shervin	10/6/2018	Survey Question 6 - Other response	Do a double decker road over 380 in McKinney with express lane on top.	Comment noted. Elevated freeway sections (or double decking) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
4035	Shirley McRae	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
4036	Shobhan Jha	10/22/2018	Survey Question 6 - Other response	Do it fast, 380 is very crowded.	Comment noted.
4037	Sieglinde Schupp	10/10/2018	Survey Question 6 - Other response	I have reviewed all options and support Red Alignment-Option B. This option offers the least damage to existing residential and commercial developments in the City Of McKinney. Investing in widening 380 by far, destroys many business and the tax base that is generated. It will take years to recover that loss. Widening of 380 also impacts/destroys more homes than any other option. A regional bypass e.g. Red Opt B, will offer new economic/additive growth to the northern corridor. I strongly oppose Red Option A which will clearly have the most unfavorable impact on McKinney as a whole. Please don't ruin the investments and dreams of those who purchased "forever homes" along 380 whose investments and dreams for the future will be shattered with the ink in a pen!	Comment noted.
4038	Sierra Nevins	10/11/2018	Survey Question 6 - Other response	I live by where red A and B would run behind. Please don't put a highway behind my house because we moved in this neighborhood to not be by a busy road and to have quiet. Fix 380 on 380 as it is a shorter line and those people and businesses chose to be on a busy road.	Comment noted.
4039	Sigrún I Clariot	10/19/2018	Survey Question 6 - Other response	Just fix 380 on 380 please	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4040	Silas Hannawald	10/14/2018	Survey Question 6 - Other response	Homeowners are unset about this proposal. We brought in the area for a reason. 380 needs to remain where 380 is currently.	Comment noted.
4041	Slayde Ortiz	10/15/2018	Survey Question 6 - Other response	Keep Prosper the way it is. The business corridor will grow if 380 is widened.	Comment noted.
4042	Sloane Thielmier	10/22/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
4043	Sofia Ortega	10/22/2018	Survey Question 6 - Other response	Keep 380 on 380 ! We moved all the way from Chicago when selected this property and now you guys are going to completely change the dynamics. Not fair	Comment noted.
4044	Sonja Boles	10/17/2018	Survey Question 1 - Other response	Widen with free access. No toll.	Comment noted. Tolling is not being considered as an option for funding.
4045	Sonja Boles	10/17/2018	Survey Question 6 - Other response	No more toll roads.	Comment noted. Tolling is not being considered as an option for funding.
4046	Sonya Fischer	10/21/2018	Survey Question 6 - Other response	380 is already a very dangerous road. Once the construction is done, it should be left alone. Not to mention people who purposely built their homes in Prosper, TX do not want a highway backed up to their backyard.	Comment noted.
4047	Sophia Cascio	10/14/2018	Survey Question	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response	City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole.	
4048	Sophia Grant	10/8/2018	Survey Question 5 - Other response	Hi	Comment noted.
4049	Sophia Grant	10/8/2018	Survey Question 6 - Other response	Protect homes and businesses on 380 in McKinney. Protect the commercial tax base for McKinney and help relieve congestion off of it. Build west of Custer in open land.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
4050	Sophie	10/25/2018	Survey Question 6 - Other response	If 380 is extended and becomes a freeway, students in my area would need to drive across it every day to McKinney North High school. During the many years of construction, it would be very congested and dangerous for us.	Comment noted. The proposed freeway (red or green) would generally consist of 8 freeway lanes (4 in each direction), and 2 lane continuous frontage roads running parallel to each side of the freeway. If US 380 is reconstructed as a freeway, then the roadway will be built to current design standards for a high speed roadway enhancing safety.
4051	Sophie Carter	10/14/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4052	Soujanya Naraharisetti	10/21/20 18	Survey Question 6 - Other response	I strongly support the Green Alignment as I am a member of ManeGait, an organization allowing disabled children to develop motor skills through learning horseriding. An alignment other than the Green alignment would disrupt the organization, as well as the land surrounding it, because the horses need the space. Because there is an alternative which preserves ManeGait, I hope that the Green Alignment is the chosen option for the expansion of HWY 380, on behalf of the children, founders, instructors, and many volunteers of ManeGait.	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
4053	Spencer Weber	10/26/20 18	Survey Question 6 - Other response	Outer loop should be finished first. Do not think bypass will help with commute traffic, it's in the wrong direction, so not helpful.	<p>Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p> <p>Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
4054	Spinivas Gunjala	10/24/20 18	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
4055	sridevi chettipilli	10/13/20 18	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	
4056	Stacey Blackford	10/12/2018	Survey Question 6 - Other response	I voted Green alignment so Callie and her friends can continue with horseback riding therapy at ManeGait.	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
4057	Stacey eubank	10/9/2018	Survey Question 6 - Other response	Keep 380 on 380!	Comment noted.
4058	Stacey Gomez	10/9/2018	Survey Question 6 - Other response	Want to keep 380 on 380. The bypass looks to damage more homes and land than is necessary and will only hurt the town of prosper's homes, businesses and future school sites. Doesn't make sense to tear up valuable land for a road when there is already a road that can be built upon and expanded. We moved here away from the highway for a better life for our 3 children. We would have to move elsewhere if the bypass were to go through prosper	<p>Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options in both Prosper and McKinney. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p> <p>As currently proposed, the red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.</p>
4059	Stacey Gomez	10/4/2018	Survey Question 6 - Other response	Do not want bypass going through prosper at all. Have lived here for 2 years and chose our neighborhood because we loved how quiet and away from major roads it was. We want a safe neighborhood for our children. Do not want future schools and business, homes to be negatively impacted by this. Would like to keep 380 on 380	<p>Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com. As currently proposed, the red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.</p>
4060	Stacey Jenks	10/12/2018	Survey Question	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response	Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year."	TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
4061	Stacey Lowe	10/13/2018	Survey Question 6 - Other response	I don't believe one town should have to pay the penalty because another city didn't plan well. We planned our town we should have to alter it because they didn't in McKinney. Also we have a great horse therapy ranch (Mane Gait) that is needed and should have to pay for their bad planning at Tucker Hill.	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
4062	Stacey Vansant	10/25/2018	Survey Question 6 - Other response	This is a six lane and dies not need to be a major highway. Too many homes and businesses will be affected and I would rather sit in traffic.	Comment noted.
4063	Staci	10/5/2018	Survey Question 6 - Other response	Please don't rebuild 380!!!! I take it everyday and it would be a nightmare for years	Comment noted. TxDOT makes every effort to minimize impacts during construction of its projects.
4064	Staci tucker	10/6/2018	Survey Question 6 - Other response	Pls pls keep 380 on 380	Comment noted.
4065	Stacie Glenn	10/8/2018	Survey Question 6 - Other response	Widen 380. The bypass plans for the option running next to Heatherwood is ridiculous. That highway will be in my front yard not to mention all the people who will lose their homes along the way. It will kill resale for all of us effected.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
4066	Stacy Coleman	10/9/2018	Survey Question 6 - Other response	Not in prosper	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4067	Stacy E Solomon	10/10/20 18	Survey Question 1 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
4068	Stacy E Solomon	10/10/20 18	Survey Question 2 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
4069	Stacy E Solomon	10/10/20 18	Survey Question 3 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
4070	Stacy E Solomon	10/10/20 18	Survey Question 4 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
4071	Stacy E Solomon	10/10/20 18	Survey Question 5 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	
4072	Stacy E Solomon	10/10/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
4073	Stacy Monson	10/25/2018	Survey Question 6 - Other response	No Bypass. McKinney should stay Unique by Nature and 380 should be built out as freeway to support McKinney's continued commercial development. Most commuters are not going to go north on a bypass either to then have to go south where most jobs are. Large retailers and commercial companies can afford to be temporarily displaced or find other suitable locations but residents and small business owners who purchased land away from the highway cannot recover the same way. Shame on the City of McKinney for continuing to allow new development on 380 while already being aware of this issue and abandoning its motto of Unique by Nature.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
4074	Stan Case	10/19/2018	Survey Question 6 - Other response	To avoid legal complications and costsreconstruct 380 to solve the issue as Dallas did with 635.	Comment noted.
4075	Stanley B Youngblood	10/09/18	Comment Form	Has TXDOT measured through traffic on 380? A) traffic counts leaving (west)/ entering (east) @ coit rd? B) traffic counts moving west/east @ state hwy 5? I contend that most of traffic congestion is result of development in McKinney (both commercial & residential) along McKinney 380 corridor ∴ Bypass options will not fix this congestion	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed. Both the red and the green alignments presented were viable when traffic analysis was conducted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>Bypass traffic will be heavy vehicles introducing noise, pollution into rural morther Collin County (over)</p> <p>TXDOT's late introduction of Bypass Option B is in direct violation of City of Prosper resolution (2017) Opposing any bypasses within Prosper city limits How did large investment in feasibility study miss this option? They didn't - TXDOT bowed to parochial Tucker Hill/Stonebridge minority, ignoring results of expensive prior studies!</p>	
4076	Stanley B Youngblood	10/23/2018	Survey Question 6 - Other response	<p>1) Chose to live in Whitley Place away from US Hwy 380. Don't shove a freeway by my neighborhood based on minority of McKinney residents and developer advocating to pass their congestion problems over to Prosper. They chose to live along a major US Hwy, without any long term planning to address the congestion that McKinney residential & commercial development has created! 2) Red Option B violates City of Prosper Transportation Plan and Prosper has stated in most recent Resolution, no bypasses within city limits! 3) Funding resources need to be focused on fixing congestion on 380 by making it an LAR through McKinney. 4)The proposed red bypass options are too close (redundant with) the Collin County Outer Loop to the north. Has TXDOT measured through traffic at Hwy 5 east of US 75 and Coit Road west of US 75. I contend that most of the congestion on US 380 is from local residents going to businesses on 380 or passing from north or south across 380. Proposed bypasses will not solve congestion created by this traffic flow.</p>	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
4077	Stanley B Youngblood	10/4/2018	Survey Question 6 - Other response	<p>Survey 2) Red Alignments Option A or B are unacceptable: a) destroys rural character north of 380 in both Prosper and McKinney; introduces noise, emissions, and traffic that residents of these communities specifically chose to avoid by</p>	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				choosing to invest in homes in these areas; b) violates city of Prosper explicit statement opposing any bypass through Prosper city limits; c) will divide northern Collin County neighborhoods from southern neighbors; d) will create adverse impacts for planned Prosper school on Bloomdale road; e) will not solve the congestion on 380 that is a result of intense residential and commercial development along 380 by city of McKinney (ie this traffic is not trying to bypass McKinney!!!! Has TXDOT performed traffic counts measuring thru traffic from Coit to Highway 5 during peak and off-peak times? How much of 380 traffic is current intra-city (McKinney), i.e. persons entering 380 from north or south to access businesses located between Lake Forest and US 75, and US 75 and Hwy 5???? Finally, I am very offended that TXDOT would even consider a bypass through Prosper to address McKinney's lack of responsible traffic planning given both the residential and commercial development between Tucker Hill and US Hwy 75 that McKinney has approved.	<p>compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.</p> <p>As currently proposed, the red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.</p>
4078	stanley jurries	10/20/2018	Survey Question 6 - Other response	Fix 380 on 380	Comment noted.
4079	Stanley Youngblood	10/09/18	Comment Form	<p>Oppose 380 Bypass Options Especially "B"!</p> <p>1) Violates City of Prosper Resolution (2017) opposing bypass in Prosper</p> <p>2) Resources must be devoted to fixing traffic on 380 - Keep 380 on 380! - add'l McKinney Development along 380 will make this imperative!</p> <p>3) As Whitley Place resident, do not want noise, emissions, & adverse development accompanying a bypass option.</p>	Comment noted.
4080	Stanton Lauderdale	10/13/2018	Survey Question	If you go with option A for spur 399, come off of it and continue south to come into 380 west of Princeton	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			4 - Other response		
4081	Stanton Lauderdale	10/13/20 18	Survey Question 2 - Other response	Follow bloomdale road to north dallas tollway and Preston.	Comment noted. Traffic analysis concluded an alignment north of Prosper did not significantly reduce congestion on US 380.
4082	Stanton Lauderdale	10/13/20 18	Survey Question 3 - Other response	B makes more sense than A, but neither one make much sense at all	Comment noted. Traffic analysis indicated that providing an extension of Spur 399 will help relieve traffic congestion on US 75 and SH 5.
4083	Stanton Lauderdale	10/13/20 18	Survey Question 6 - Other response	I drive 380 every day from stonebridge to 75. If the need is for a bypass then it needs to bypass 380 in McKinney altogether. Makes sense for all the businesses that are and are being built on 380 now. Take it off of dallas north tollway and Preston road and stay north. If the proposed outer loop gets built north then commercial traffic will more than likely take it. Building this makes no sense when you have the outer loop and 121 so close to each other	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
4084	Stefani	10/12/20 18	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
4085	Stefani Lear	10/15/20 18	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole.”	
4086	Stefanie Smith	10/12/2018	Survey Question 6 - Other response	Please pass the green alignment so Callie and her friends can continue to ride at ManeGait. Thank you!	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
4087	Stefanie Williams	10/11/2018	Survey Question 6 - Other response	Please do not destroy my home value in Tucker Hill. We have worked hard to be able to have a nice home in this area and it would devastate us financially to lose our home equity in an instant.	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
4088	Steffanie Andrews-Broome	10/11/18	Comment Form	I would much rather the red line be approved as I live right across the road from Walmart and of course moved to Princeton because it was affordable in 2009. I see many businesses will be taken out if the green line goes right through 380 existing lines. I have quite a few years left to worry about my homestead. I hope.	Comment noted.
4089	Stella	10/13/2018	Survey Question 6 - Other response	I support the green alignment for highway 380 as the optimal and most effective for east - west traffic through cities of prosper and McKinney . A bypass is unnecessary and would scar the beauty of our community .	Comment noted.
4090	Stella Frances van Tassell	10/26/2018	Survey Question 1 - Other response	Green but NO freeway. 6 lanes, overpasses	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay. Traffic analysis indicates that providing only overpasses, also known as grade separated intersections, along the existing US 380 would still experience a failing level of service for congestion and delay.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4091	Stella Frances van Tassell	10/26/2018	Survey Question 2 - Other response	Red B but move west & north a few feet to avoid taking of homes in two subdivisions west of Custer	Comment noted. None of the alignments proposed by TxDOT displace any homes west of Custer Rd.
4092	Stephanie	10/9/2018	Survey Question 6 - Other response	Do whatever it takes to releave the congestion!!! Expansion also needs to go from tollway west on 380 in Denton county.	Comment noted. The scope of this study is through Collin County. TxDOT is currently conducting a similar feasibility study in Denton County.
4093	Stephanie Allam	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
4094	Stephanie Camangian	10/15/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
4095	Stephanie Cleveland	10/12/2018	Survey Question 6 - Other response	I prefer preserving as much of the natural landscape as possible while still alleviating traffic	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
4096	Stephanie Cleveland	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
4097	Stephanie Gladney	10/24/2018	Survey Question 6 - Other response	Please keep 380 as is.	Comment noted. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4098	Stephanie Gunnerson	10/15/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
4099	Stephanie Johnson	10/09/18	Comment Form	Thank you for listening to feedback and making changes favorable to Tucker Hill, reducing negative impact to our community. Base on impact to residences, businesses, and cost - Red Option B is the best alignment choice. It minimizes impact to all of the region.	Comment noted.
4100	Stephanie LaGroue	10/10/2018	Survey Question 6 - Other response	380 needs to be widened to accommodate traffic. The bypass is out of the way and will disrupt many communities and take land from owners.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.</p> <p>Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p>
4101	Stephanie LaGroue	10/5/2018	Survey Question 6 - Other response	I am against the bypass through Prosper. 380 should be widened on 380	Comment noted.
4102	Stephanie Lewey	10/24/2018	Survey Question 6 - Other response	Northern McKinney has unique topography that should be preserved. The rolling hills and wetlands provide the opportunity for McKinney to build amazing residential areas with walking paths that incorporate the wetlands. That makes	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				us unique by nature. Keeping 380 on 380 brings incremental changes but building a new freeway in northern McKinney will bring transformative negative change.	
4103	Stephanie N Johnson	10/13/2018	Survey Question 6 - Other response	Red Option B is by far the best option because it has the least impact on residences and businesses. It is also the most cost-effective route and provides the best opportunities for future growth to the north. Please proceed with Red Option B as a regional solution.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
4104	Stephanie Nance	10/15/2018	Survey Question 6 - Other response	Prefer green alignment as I am a volunteer for ManeGait and have friends that have benefited from them. They truly help.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
4105	Stephanie palmer	10/12/2018	Survey Question 6 - Other response	I support the green alignment for HWY 380. This would preserve the beautiful manegait property. My daughter has been coming here for four yrs for horse therapy and I couldn't imagine her not being able to do this - please think about all the lives that this will affect.	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
4106	Stephanie Parker	10/8/2018	Survey Question 6 - Other response	Those in Prosper didn't buy a home near a highway, those who bought off 380 knew they were by a highway and are now regretting it. Prosper residents shouldn't have to deal with a bypass because of the choices Tucker Hill residents made.	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County.
4107	Stephanie Potter	10/4/2018	Survey Question 6 - Other response	need access to green option A from Allen or Plano	Comment noted.
4108	Stephanie Potter	10/9/2018	Survey Question 6 - Other response	bypasses are a waste of money and land - there is no need to build all that extra road when you can expand it where it is... people along the existing road purchased their land along a highway, those away from the highway purchased their land to be away from highways... both should get to keep their wishes	Comment noted.
4109	Stephanie Reis	10/10/2018	Survey Question 5 - Other response	I have no preference; however, it makes more sense to utilize the existing Highway 380. I'm not 100% sure about this because the red alternative looks like it would affect the least # of homes, but it would probably plow through the	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				middle of farmland which isn't fair, either. People living along 380 already know that there's a potential for expansion & should have already considered that when buying property along that route.	matrices included in the public meeting boards and presentation posted on Drive380.com.
4110	Stephanie Reis	10/10/2018	Survey Question 6 - Other response	Utilizing the existing path of 380 makes the most sense. It would follow the same format as Dallas Pkwy/DNT, 121/SRT, 190/PGBT, 635/LBJ & others like them.	Comment noted.
4111	Stephanie Thomas	10/10/2018	Survey Question 6 - Other response	I do not believe this highway should be in Prosper	Comment noted.
4112	Stephanie Weyenberg	10/25/2018	Survey Question 6 - Other response	Keep 380 on 380. A bypass in McKinney is in opposition to McKinney's recently passed comprehensive plan. It has impacts to unique non-profits such as two horse rescues that cannot easily relocate. Residents that purchased homes miles away from 380 should not bear the burden of McKinney's failure to plan for growth along the 380 corridor.	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
4113	Stephanie Williams	10/21/2018	Survey Question 6 - Other response	Keep 380 on 380. Save ManeGait. Honor Prosper's wishes to keep 380on380.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
4114	Stephanie Williams	10/5/2018	Survey Question 6 - Other response	Please keep 380 on 380. It will have to be fixed anyway.... Many of us moved away from it on purpose. Please honor the town of Prosper's wishes to keep 380 on 380.	Comment noted.
4115	Stephanie Williams	10/09/18	Comment Form	My family and I recently moved from Stonebridge Ranch, Mckinney (two blocks from 380), to Whitley Place in Prosper. We hoped to get away from HIGHWAY 380 and love our new neighborhood. I am so disappointed that TXDot has been swayed by political pressure to propose a by pass starting in Prosper. A proposal that was not in the 5 proposals given this spring!! The Prosper City Council has stated it's opposition to a by-pass through Prosper, and has supported the plan to fix 380 on 380. The Prosper Citizens also do not want a by-pass according to the survey.	<p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>Public input is one of the many factors that TxDOT will consider when making a decision on an alignment. Input TxDOT received in the Spring of 2018 stated that there was 3:1 support</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>TXDot citizen survey showed that Mckinney, Prosper, and Frisco residents prefer fixing 380 over a by-pass 3:1. That is surely a large percentage of people who want to FIX 380 on 380!!!! HIGHWAY 380 will eventually be expanded. The growth in Collin County will demand it. Surveys also showed that the long term economic impact for keeping 380 on 380 is excellent for all cities involved.</p> <p>A by-pass through Prosper will create an unsafe situation for a future Prosper ISD High School, one that my neighborhood will surely be zone for. I do not want my children placed in needless danger. I already lost a cousin years ago to an accident in front of her High School near Austin Texas. The unsafe roads surrounding her High School-and accident involved with careless teenagers- put her in a coma, and eventually took her life two years later. Teens are brand new drivers. There is no reason they should be faced with having to drive on a highway to get to school. There are enough accidents just in the carpool lines and parking lots</p> <p>A by-pass through Prosper will also wipe out Maingate. Not only has my oldest daughter been blessed to volunteer at Maingate, but a close friend has a son and family that have benefited from services at Maingate. The work the do there has changed her son's life for the better!!! Hundreds of children and families will lose big if Maingate has to cease to exist because of a by-pass created by two neighborhoods that have not one single existing house to lose.</p> <p>Tucker Hill and Stonebridge already have a highway between them, it is one reason we ruled out moving to Tucker Hill. Creating a by-pass through Prosper and Mckinney will chop north Collin County in half. It will completely destroy</p>	<p>for building a freeway than doing nothing, otherwise called a no build alternative. This statement was not specific to either the green or the red alignment.</p> <p>As currently proposed, the red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>the beauty the of the area, and it will plow through peoples home and land-People that sacrificed and planned just to get away from Highway!</p> <p>The proposals of a by-pass have created a situation that has pitted West Mckinney residents against East Prosper residents East Prosper residents. What a mess this has created. All the while, everyone knows that fixing 380 is inevitable.</p> <p>Born and raised in Collin County, I've seen this area change and grow quite a lot. I also am aware of some very difficult situations TXDot has faced developing roads in the area. TXDot, YOU have the creativity, intelligence, and engineering genius to fix 380 on 380.</p>	
4116	Stephen Cole Remington	10/15/2018	Survey Question 6 - Other response	<p>I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole. Widening 380 through an already busy and development McKinney residential and business area would be detrimental to local businesses and residents. Through traffic routed through a less congested bypass, suited for pass-through traffic is a better option to preserve the community's existing infrastructure and economic growth.</p>	Comment noted.
4117	Stephen D Remington	10/9/2018	Survey Question 6 - Other response	<p>By providing bypass options (red B near Custer and red on the easterns pieces) you mitigate pass-through traffic to the bypass and allow local residents and business to enjoy local traffic with</p>	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				less congestion. You also allow artery roads to serve commuters that need to go N and S, but give E and W pass-through traffic a less congested option.	
4118	Stephen Edwin Sherry	10/5/2018	Survey Question 1 - Other response	Possible outer loop enhancement following Dallas North Tollway?	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
4119	Stephen Eldridge	10/9/2018	Survey Question 6 - Other response	The green alignment on 380 makes the most sense to keep traffic moving efficiently.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
4120	Stephen harlan	10/9/2018	Survey Question 6 - Other response	No bypass please!	Comment noted.
4121	Stephen Jones	10/16/2018	Survey Question 6 - Other response	Keep 380 where it is and do not move it into Prosper! We have a quiet community and bought our homes based on the current location of 380. Keep 380 on 380!	Comment noted.
4122	Stephen Kerby	10/8/2018	Survey Question 6 - Other response	Either bypass option would impact the value of our home (Heatherwood). We purposely bought AWAY from 380 2 years ago - and were careful to look at the future plans for the roads in our area - this is not fair. AND, even if the bypass is built, 380 STILL needs to be fixed. So, please fix 380 ON 380.	<p>Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p>
4123	Steve Girouard	10/11/2018	Survey Question	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response	City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	
4124	Steve jarosz	10/5/2018	Survey Question 1 - Other response	Prefer bypass north of 380	Comment noted.
4125	Steve jarosz	10/5/2018	Survey Question 2 - Other response	Bypass west of coit	Comment noted.
4126	Steve jarosz	10/5/2018	Survey Question 6 - Other response	Prefer a bypass west of Coit.	Comment noted.
4127	Steve Kennedy	10/23/2018	Survey Question 6 - Other response	The bypass HAS to be figured out!	Comment noted.
4128	Steve Lester	10/5/2018	Survey Question 6 - Other response	I have noticed that the City of McKinney is looking to push an issue that they have created through poor planning on to other cities.	Comment noted.
4129	Steve Lilley	10/13/2018	Survey Question 6 - Other response	Realize we are growing but general preference is to minimize additional land grabs for traffic enhancements.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
4130	Steve Lorenzo	10/10/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4131	Steve Lytle	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B for 380 bypass because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow	Comment noted.
4132	steve marston	10/16/2018	Survey Question 6 - Other response	please continue to develop the outer loop to compliment 380 development as both will be necessary	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
4133	Steve Roberts	10/8/2018	Survey Question 6 - Other response	YOU WILL DESTROY THE TOWN OF PROSPER IF YOU BYPASS 380 TO THE NORTH. THE HIGHWAY WILL RUIN HOMESITES AND PROPERTY VALUES OF EXISTING HOMES	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
4134	Steve Roquemore	10/15/2018	Survey Question 6 - Other response	Do not use Frontier or Custer for any by pass	Comment noted.
4135	Steve Taylor	10/09/18	Comment Form	<p>1) Which option can become REALITY most quickly.</p> <p>2) How does the "Outer Loop" figure into your calculations?</p> <p>3) Why hasn't Wilmeth Rd been used as a viable E-W artery in the interim?</p> <p>- Stop worrying about how much the developers are going to lose on their bets.</p> <p>- Get it started 2040 is not far off. Everytime one of these project is completed, it is already obsolete!</p> <p>- Don't use any contractor too involved with #121 in Melissa.</p>	<p>Comment noted. Timelines for construction of alignment options have not been developed.</p> <p>Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4136	Steve Wood	NA	Commen t Form	Hello, I do not want to widen 380 or any other highway, road, street, etc. The more we accommodate the newcomers the more they will keep moving here to north Texas. We have had enough! Make them sit in traffic for hours every day!! That's what they deserve for moving here and destroying our country towns! Us that have been here all our lives are having to pay high taxes for new streets, new highways, new schools, upgrading highways, etc. We all should not have to pay for "their" upgrades. If the schools were full, and the roads and highways couldn't support them they would move somewhere else, wouldn't that be nice!! Also, if we upgrade the highways, etc. that will give these demonic, greedy "developers" more incentive to build more houses that we don't need or want. AMEN!	Comment noted.
4137	Steven Channell	10/20/2018	Survey Question 6 - Other response	Prefer the Green route thru Prosper and McKinney. Let's provide the best solution for those that presently live in Prosper and McKinney and had the foresight to build a homestead with acreage and lets not determine the solution based on those that don't yet live here.	Comment noted.
4138	Steven Clay	10/5/2018	Survey Question 6 - Other response	To those it concerns, Coit to 1827 (Red option B) absolutely MUST not be considered! Expansion of HWY 380 must stay on the current HWY 380 and be built in the existing easements that were planned for by the state years ago! In fact, the entire widening of HWY 380 should ALL stay on the existing HWY 380. It's incredibly irresponsible by the state to create a separate "Bypass" that only diverges the traffic a few miles and then merges them again. This does not solve anything and will only create additional traffic issues and bottlenecks at all newly created merging points and intersections. The amount of vehicles traveling HWY 380 is the same either way. It makes absolutely zero sense to encroach on Prosper or McKinney home owners, land owners and business owners	<p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic analysis was conducted and According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. The</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>when the state already has an existing ROW along the existing HWY 380 route. I ask you to NOT punish the many because of a few! The Red options A and B were only offered up as sacrificial options because of the poor planning of the developers of Tucker Hill, who built homes to close to the existing HWY 380 easements. These people are only a .03 mile piece of the entire HWY 380 expansion and they should not be allowed to forcibly push their issues/problems on all those surrounding them. Hijacking land west of Custer that is already planned for Prosper's development is wrong! It's also wrong to do the same to McKinney residents. Therefore, I ask you to please keep HWY 380 on the existing HWY 380 and exercise your use of the existing ROW. Respectfully, Steven Clay Prosper home owner, McKinney Business owner and daily commuter</p>	<p>green alignment would need an additional 130'-180' of right of way.</p> <p>Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p>
4139	Steven Earles	10/20/2018	Survey Question 6 - Other response	I prefer red option B because: 1) lowest cost option 2) least amount of business impact 3) fewest number of residence displacements 4) supports future growth	Comment noted.
4140	Steven Hitt	10/17/2018	Survey Question 6 - Other response	<p>380 should follow the green route with freeway being elevated when necessary to mitigate impact on businesses and to eliminate 380 and 75 congestion. TxDOT keep it simple. With all the highway improvements in Dallas County, cost seemed to be no issue. Now you raise cost as an issue in Collin County. That, pure and simple, is bullshit!!</p>	<p>Comment noted. Elevated freeway sections were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.</p> <p>Public input and cost are two of the many factors that TxDOT will consider when making a decision on an alignment.</p>
4141	Steven Savary	10/14/2018	Survey Question 6 - Other response	Please do not choose the 380 bypass to Stonebridge. There are too many negative implications to house values, quality of life, and future business, within the largest and oldest master plan communities in North Texas. Thank you.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4142	Steven Schroeder	10/15/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
4143	Steven Wade	10/21/2018	Survey Question 6 - Other response	Go green!	Comment noted.
4144	Stuart Blasingame	10/23/2018	Survey Question 6 - Other response	Keep it on 380. It's the right choice. Keith Self should have no pull with TXDOT. it's simply not right to do it any other way. This should not cut through Prosper except on 380.	Comment noted.
4145	Stuart Gorsky	10/9/2018	Survey Question 6 - Other response	Green with Option B Spur has the most daily traffic. I live in Los Angeles and I know traffic more than most in Texas will ever experience in their lives. We don't need alternate, longer delayed routes that go off the 380. You need to get as quick as possible from one location to another. Green alignment with B is the best.	Comment noted.
4146	Stuart King	10/11/2018	Survey Question 6 - Other response	Please keep 380 on 380	Comment noted.
4147	Su Brude	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY380, as the optimal and most efficient past for the east-west traffice through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the north-west sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
4148	Sue Loganbill	10/24/2018	Survey Question 6 - Other response	If you think truckers are going to go on the red lines around Princeron and McKinney, you have never traveled much! Widen 380 as much as you can and finish the outer loop that's started between Anna and Van Alstyne.	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area,

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
					US 380 would still experience a failing level of service for congestion and delay.
4149	Sue Massetti	10/13/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
4150	Sue McLain	10/11/18	Comment Form	What are the plans for road repairs caused by increased traffic during the earliest of construction on through until the end?	Comment noted. Alignment options and roadway configurations are still being evaluated. Construction plans would not be developed until after a preferred alignment is identified and the environmental study and design schematic is completed.
4151	Sue Mitchell	10/10/2018	Survey Question 6 - Other response	For Coit Road to FM 1827, I support Red Alignment - Option B because it provides the least disruption to existing neighborhoods and businesses as well as avoid extra traffic to arterial streets not designed to handle heavy flow of traffic. In addition, any plans to widen US 380 could interfere significantly with newly built businesses along the route.	Comment noted.
4152	Sue Ramsey	10/14/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	
4153	Sue Reishus	10/9/2018	Survey Question 6 - Other response	Fix 380 on 380 Built our home away from 380 Bypass will put it in my back yard Bypass will not help local traffic widen 380	Comment noted.
4154	Sue Sleirvin	10/4/2018	Survey Question 2 - Other response	Not sure but NOT A	Comment noted.
4155	Sue stephensAllen	10/13/2018	Survey Question 6 - Other response	Mane Gait helps many disabled kids and adults	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
4156	Sue Vanness	10/18/2018	Survey Question 6 - Other response	I support Red Alignment-Option B. It protects existing residential and commercial development (including newly-constructed businesses), supports the economic growth and health of McKinney, and eliminates overflow into neighborhoods that are not designed to handle excess traffic flows safely.	Comment noted.
4157	Suresh Kumar	10/9/2018	Survey Question 6 - Other response	Green Alignment is the way to go.	Comment noted.
4158	Susan Cane	10/5/2018	Survey Question 6 - Other response	We moved to Whitley Place a year ago and choose this neighborhood in Prosper for its rural location. We understand that our city of Prosper is going to grow considerably in the next 10 years. We never expected that a major highway would be at our back door. It seems to me that the best option to protect all homeowners and not just a select few would be to build an overhead highway for the commuters on 380. Along I believe that all the commercial property being developed on 380 mostly in the McKinney community would like to have exposure to people traveling on 380. The more tax money they bring in ultimately helps all people in the community. I would also like to add that I have personally seen how land developers of	Comment noted. Elevated freeway sections were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				residential areas have a major affect on politics of an area. I'm all for capitalism but not at the expense of current property owners. Thank you for reading my comment.	
4159	Susan cordell	10/14/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow." I do NOT want extra traffic through Stonebridge!! It is SO crowded now. People who do not live here travel through on a daily basis. We do not need more of that. We chose to live in Stonebridge 20 years ago because of the way it was set up and the low traffic, safe streets. Now that has already changed. I do not approve of this! Thank you for your consideration.	Comment noted. TxDOT would expect Stonebridge traffic to increase at the normal growth rate expected in Collin County. There might be a slight increase due people choosing to use US 380 as opposed to Virginia Parkway.
4160	Susan Cox	10/12/2018	Survey Question 6 - Other response	Don't disrupt existing neighborhoods and businesses such as Man Gait.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
4161	Susan Dianto	10/18/2018	Survey Question 6 - Other response	Please do NOT widen 380 any more in prosper. The completed lane expansions and additional bridges are already making it too noisy for our neighborhoods.	Comment noted. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.
4162	Susan Fuldauer	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				streets that are not designed to carry heavy traffic flow.	
4163	Susan Gleghorn	10/5/2018	Survey Question 6 - Other response	Keep 380 on 380. Its the only thing that makes any sense.	Comment noted.
4164	Susan Horak	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year. I am a donor to ManeGait and have seen first hand the work that they do to enable children and Veterans with disabilities become more independent through therapeutic horsemanship. Please do not let this facility be lost because of a highway expansion.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
4165	Susan Martin	10/14/2018	Survey Question 6 - Other response	I prefer the green alignment because it doesn't impact country places such as main gait, and it keeps the traffic concentrated in the same area all the E-W traffic is today.	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
4166	Susan Oakes	10/5/2018	Survey Question 6 - Other response	Please just expand 380 to handle the traffic increases, like 121 was expanded. Fewer residential disruptions that way.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
4167	Susan olson	10/8/2018	Survey Question 6 - Other response	No bypass built in Prosper, TX	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4168	Susan Pepin	10/19/2018	Survey Question 6 - Other response	Please do not bring these roads thru our small quiet towns!	Comment noted.
4169	Susan Podeschi	10/15/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary. Use overpasses and exits like you did at 380 and Preston Road.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.</p> <p>Traffic analysis indicates that providing only overpasses, also known as grade separated intersections, along the existing US 380 would still experience a failing level of service for congestion and delay.</p>
4170	Susan Rutledge	10/12/2018	Survey Question 6 - Other response	Keep 380 where it was originally planned. Please don't do anything to interfere with the tremendous work Maingate does for special needs children. They impact so many children.	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
4171	Susan Salisbury	10/14/2018	Survey Question 6 - Other response	Keep 380 on 380. NO BYPASS.	Comment noted.
4172	Susan Schultz	10/14/2018	Survey Question 6 - Other response	I'm opposed to the proposed red alignment B going through Prosper. It was unfair to include this at the last minute and limit feedback to only three weeks	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
4173	Susan Wilson	10/14/2018	Survey Question 6 - Other response	KEEP 380 ON 380, THIS WOULD MINIMIZE DISRUPTIONS FOR HOME OWNERS AND LOCAL BUSINESSES ON 380. THANK YOU	Comment noted. The proposed green alignment along the existing US 380 would displace more businesses and residences than the red alignment. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
4174	Susan Worrell	10/10/2018	Survey Question 6 - Other response	I would like to see 380 stay on 380.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4175	Sushma	10/8/2018	Survey Question 6 - Other response	NO BYPASS 380 PLEASE	Comment noted.
4176	Susie Miles	10/09/18	Comment Form	I don't understand why you would not build in flood plain. The land is not good for anything else. The small town country feeling is what draws people to the area on the eastside of 75. My grandparents bough this land in 1954. I plan on my grandchildren raising their children there.	Comment noted. Any impacts to USACE property and environmentally sensitive areas would be minimized to the extent practicable and mitigated if necessary. Appropriate USACE permits would be acquired for any impacts to waters of the U.S. or wetlands.
4177	Suzanna Meilahn	10/10/2018	Survey Question 6 - Other response	Please curtail or limit commercial development along existing 380. This is our main east to west route from west texas to east texas, and it is so clogged and choke with local traffic and trucks that it is dangerous, frustrating, and time consuming. It will drive you crazy to drive from Decatur to Greenville. Put the 7/11s, etc, in the towns. Make 380 a more limited access high speed highway.	Comment noted. Commercial development is not under TxDOT jurisdiction.
4178	Suzanne Groom	10/14/2018	Survey Question 6 - Other response	Don't see a need to add additional roads. Just need to widen 380. A large number of us intentionally purchased homes away from traffic and noise for good amounts of money without any knowledge of the area changing. We wanted the "country" feel of living and DO NOT want this to change. We invested most of our savings to have this and cannot afford to move and start over!	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
4179	Suzanne P Darte	10/26/2018	Survey Question 6 - Other response	Your red option, ruins the reason we moved to Farmersville, to be out in the country. Farmland will be lost and noise will be unbearable. There is no reason to go the red option when the green option has all the land required to expand without ruining our lives!	Comment noted.
4180	Suzanne Powell	10/8/2018	Survey Question 6 - Other response	I feel that action does need to be taken to relieve congestion on 380. I support fixing 380 on 380. Businesses have already located in that area so people will want to continue to travel to that area. Those who use it as a connector to US 75 are mostly heading south. Those people will not want to go further north to go south. Those who do want to go north will have the option of the	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380. Existing and planned businesses and residences would be impacted and displaced by

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				Outer Loop. The bypass west of US75 will adversely impact numerous existing subdivisions which account for about 5000 homes. The McKinney Master Plan has show that CR123/Bloomdale would eventually become a major four lane east-west artery, but not a freeway. Development of this artery should be done promptly, this will divert some traffic from 380. Again, I support the green alignment.	both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
4181	Suzanne Smith	10/26/2018	Survey Question 6 - Other response	I am concerned for the health of my child (who has asthma...which studies point to issues when living within a mile of a highway) as well as ALL the individuals in Heatherwood and the 800+ students at Baker Elementary whose health could be negatively impacted by the red alignment. This would also negatively impact students who will attend the future Prosper high school which will be built on Cr 123/Bloomdale. We just moved here 2 years ago to get away from 75 (Our previous home was near Eldorado and Medical.). The lack of respect and concern for citizens' health and well-being is beyond disappointing and disheartening. Punishing people who made specific, purposeful decisions about where to buy their homes because a) the city did a poor job of planning and b) a bunch of wealthy people from Tucker Hill are throwing a tantrum over their own poor choices is absolutely despicable.	Comment noted. Alignment options are still being evaluated. Any future improvements will be designed to enhance safety and would include assessment of the potential impact on the human and natural environments. Public input is one of the many factors that goes into TxDOT's decision-making process in regards to this study.
4182	Suzee Bolton	10/24/2018	Survey Question 1 - Other response	Not in that area	Comment noted.
4183	Suzee Bolton	10/24/2018	Survey Question 2 - Other response	Not in that area	Comment noted.
4184	Suzee Bolton	10/24/2018	Survey Question 6 - Other response	What ever is done do it soon as 380 is a death trap.	Comment noted. Alignment options are still being evaluated and any future improvements will be designed to current design standards to enhance safety.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4185	Swaminathan Jayaraman I	10/8/2018	Survey Question 6 - Other response	My backyard faces 380... I don't want any extension. Because it will be right up against my backyard or even brushing my back wall.	Comment noted.
4186	Swamy Ganesh	10/10/2018	Survey Question 6 - Other response	Please don't destroy the livelihood of many family owned businesses in McKinney of allowing bypass through it. Please use the vacant land in prosper. This way, there is very minimal impact to livelihood of people.	Comment noted.
4187	Sy Shahid	10/11/18	Comment Form	I like the red alignment as it impacts the least. Hwy 380 needs improvement to meet current and future transportation needs.	Comment noted.
4188	Sydney Baker	10/26/2018	Survey Question 6 - Other response	My family moved to Whitley Place in Prosper for the location. Nestled safely away from a major highway for family friendly safe living with a nature like feel. We do not want a bypass cutting just south of our neighborhood taking away from the reasons we moved here and devaluing our homes and reducing the security we feel. No 380 Bypass!!	Comment noted.
4189	Sydney Bobbitt	10/26/2018	Survey Question 6 - Other response	No bypass... keep 380 on 380	Comment noted.
4190	Sydney East	10/13/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year."	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
4191	Sylvia Mahoney	10/17/2018	Survey Question 6 - Other response	green creates less confusion and short route	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4192	Sylvia McCrory	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to residential streets that are not designed to carry heavy traffic flow.	Comment noted.
4193	T Kistler	10/23/2018	Survey Question 3 - Other response	Either of greens	Comment noted.
4194	T Potter	10/10/2018	Survey Question 6 - Other response	the bypasses will not help me (or many others) - to get from Princeton to McKinney I will still have to use the existing 380 corridor (the bypass will be far out of my way and waste time getting around)... many people will still have to use the old road to get to where they are going so apparently only through traffic will be bypassing the area building the bypasses will create 3 east west corridors about 3 - 5 miles apart from each other (old 380, bypass, and the outer loop) - so we would have 3 east west corridors but still only one main north south that is near the middle of the county (preston is almost in denton county and 78 is almost in hunt county)... why would we have 3 east west fed by the one north-south ???	Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted. According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. North/south route studies are being led by the North Central Texas Council of Governments (NCTCOG) as part of the Collin County Strategic Roadway Plan. TxDOT continues to partner with the NCTCOG and Collin County.
4195	T.J. Estes	10/12/2018	Survey Question 6 - Other response	Mane Gait Therapeutic Horseback Riding would be adversely affected by the 380 red option. My daughter rides there and is helped greatly by this organization.	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
4196	T.L. Potter	10/16/18	Comment Form	All of the Red Plans are appropriately named! - Red equals stop! These bypasses are an ill conceived and near catastrophic plan. They will add to congestion, add more roads converging into other roads and create two or three east west route, within miles of each other. The outer loop should be the solution for the bypass traffic and all other construction should be on the current 380 path! Also need to stop spending on the absurd	Comment noted. Adding medians is a safety improvement that is needed to reduce crashes.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				median construction! - just dumb to do that before reconstructing the road. Reduce speed limits in the interim!	
4197	T.W. Potter	10/09/18	Commen t Form	<p>1) No Bypasses Intersection/interchanges with areas of common route between 1827 & neat red area = all of traffic has to be in one roadway = traffic jam. Cost of bypasses may be lower today but can't be when road is actually built - all the near plus interchanges = \$ = tax.</p> <p>in many area - local traffic will still use the existing corridor - because the live in the area - only pass-thru traffic will use the longer routs -- build the outer loop instead.</p>	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
4198	T.W. Potter	10/12/18	Commen t Form	The little stretch of green between the proposed (dumb) McKinney bypass and the proposed (dumb) Princeton bypass is an excellent example of how silly this whole Red scheme is. So two converge east bound onto the small area between the bypasses (merging always=backups at peak) then separate in some road about a mile away). Opposite going the other way - So that little stretch has to be about 14 lanes wide to accomodate the double supply? Worse - all those that went around McK to get to Princeton will just stay on the existing 380 because its the direct route to their destination (especially if south of the *illegible*). Opposite going west - if going to McKinney then just stay on old road. so - if bypass then you are doing BOTH Red and Green?	<p>Comment noted. The proposed freeway (red or green) would generally consist of 8 freeway lanes (4 in each direction), and 2 lane continuous frontage roads running parallel to each side of the freeway.</p> <p>Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p>
4199	Tabatha Sullivan	10/5/2018	Survey Question 6 - Other response	Keep 380 on 380. No one uses the bypass in Denton. Businesses on the frontage, that remain, will benefit and the least amount of residential homes will be impacted.	Comment noted.
4200	Tabetha Motes	10/13/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	
4201	Taffney Wilson	10/9/2018	Survey Question 6 - Other response	I chose not to buy a home near 380 for a reason! I don't want it in my front or back yard.	Comment noted.
4202	Takoda Deitz	10/14/2018	Survey Question 6 - Other response	I prefer to widen 380 on 380 from McKinney to Prosper with no bypass. I understand that there is impact in any case, but do not think that McKinney's issue should be passed on to Prosper to resolve.	Comment noted.
4203	Talia Skorupa	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
4204	Talitha	10/25/2018	Survey Question 6 - Other response	If you could build the high way on top of each other, like in Austin, you could make the top high way able to get off on side roads and the top highway would have 1-3 places to get off for safety and for low traffic places but feeding them into high traffic places. (They would get off 5-6 roads before they needed too. Thus not making a back up on the highways or side roads)	Comment noted. Elevated freeway sections (or double decking) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
4205	Talon Burton	10/25/2018	Survey Question	It would be great if 1 project was finished before ya'll start tearing up more roads between Preston and 423. The commute time now to go	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response	about 5 miles can be anywhere from 15 minutes to over an hour. Thanks	
4206	Talon Huddleston	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
4207	Tamara OBrien	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
4208	Tami Johnston	10/22/18	Commen t Form	I strongly oppose Option B bypass and feel the best way to solve 380's issues would be to keep 380 on 380. Prosper has done everything right in its planning, ie not building homes close to 380 like Tucker Hill & Stone bridge in McKinney. It is clearly unfair for Prosper to take the hit for the McKinney's poor planning when everyone has known all along than 380 would be expanded. We bought our house in Whitley Place vs. Tucker Hill or Stonebridge for that very reason. Option B would also cut through MainGait (a therapeutic horse farm that serves so many children w/ disabilities as well as veterans) and would cause traffic/safety issues for Prosper school that have been planned for the future.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4209	Tami Johnston	10/4/2018	Survey Question 6 - Other response	It seems that everything except cost supports the green alignment to reduce traffic congestion & improve safety, the green alignment also reflects the majority of the public's wishes.	Comment noted.
4210	Tamira Shallenberger	10/12/2018	Survey Question 6 - Other response	I support the red alignment option B that takes bypass slightly west of Custer because it is least disruptive to existing residential and commercial development. Thanks.	Comment noted.
4211	Tammie belknap	10/12/2018	Survey Question 6 - Other response	Please consider keeping MainGate preserved. This is such an amazing non profit and the therapy is so important for the children that use it.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
4212	Tammie Bloomer	10/12/2018	Survey Question 6 - Other response	Keep MainGait where it is. It helps so many people with disabilities!	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
4213	Tammy Biggio	10/25/2018	Survey Question 6 - Other response	Would like to see 380 stay on the original 380 where it has been planned.	Comment noted.
4214	Tammy Burden	10/16/2018	Survey Question 6 - Other response	Let McKinney deal with their own issues and leave Prosper out of it, plz	Comment noted.
4215	Tammy Cavender	10/18/18	Comment Form	<p>Oppose Bypass! Keep 380 on 380!</p> <p>1) Our community of Whitley Place in Prosper is just now finding out about the Red bypass that cuts to the south of our neighborhood. Some residents still don't know about this proposal. NO due process! McKinney has known about proposals and had months almost a year to be informed.</p> <p>2) Put's tax burden on Prosper residents. Lost tax dollars onto Prosper, then we have to pay for the HWY! Seriously</p> <p>3) Tucker Hill knew where they bought their homes. Should not have bough or built that close to 380.</p> <p>4) Don't push McKinney's failures of building so close to 380 onto a small town of Prosper.</p>	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4216	Tammy Cavender	10/11/2018	Survey Question 2 - Other response	Keep 380 on 380!	Comment noted.
4217	Tammy Cavender	10/11/2018	Survey Question 6 - Other response	We bought our home far enough from 380. Did not plan on a bypass close to our neighborhood. This would effect Prosper's tax revenue for commercial property. McKinney should have planned better for their commercial projects. The bypass takes up a portion of Prosper's commercial tax dollars. Prosper is so much smaller than McKinney. Please don't dump McKinney's failure to plan better on Prosper! The bypass is too close to the Northern outer loop. Why waste the tax dollars on a bypass that will not help with traffic. People will still stay on 380! Keep it on 380. Oppose the bypass red option B.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
4218	Tammy Eaton	10/12/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year."	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
4219	Tammy Ervin	10/5/2018	Survey Question 6 - Other response	Intersection of 380 and 1385 needs to be fixed now!! Not a few years. Build extra lanes at the 1385 intersection with 4 total to get more traffic through on green like at Navo. 2 for going left on 380, one straight, and another to turn right on 380. Then maybe you can increase the time the light stays green for 380 to go straight. This one light backs up traffic past Paloma Creek in the morning and afternoon past Windsong Ranch. People will use the middle lane to cut drivers off	Comment noted. The scope of this study is through Collin County. TxDOT is currently conducting a similar feasibility study in Denton County.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				last minute and go through parking lots like Kroger to save a few seconds.	
4220	Tammy France	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
4221	Tammy Jungmann	10/12/2018	Survey Question 6 - Other response	It's a shame the City of McKinney put pressure on the road development to not go through McKinney, so now Prosper area are the choices!! VERY WRONG.	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
4222	Tammy Mahan	10/24/2018	Survey Question 6 - Other response	I am concerned about the green line that would destroy 1416 N. Church Street in McKinney. This is the LifePath Crisis Center. We provide extended observation and crisis residential services in order to stabilize those non-insured/low income individuals with a psychiatric crisis outside of an inpatient hospitalization. Without this service, those needing a psych bed would increase by 12 - 15 individuals per day. We currently do not have enough inpatient beds to provide services for those requiring this level of care. This would further destabilize our crisis service system.	Comment noted.
4223	Tammy Pennington	10/9/2018	Survey Question 6 - Other response	We bought our home to be further away from a busy rode. We use to live closer to 380. We don't want a bypass near our neighborhood. No bypass. This is our retirement home and we	Comment noted. Alignment options are still being evaluated and any future improvements will be designed to current design standards to enhance safety.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				want peace, which is what we bought. 380 is dangerous and needs to be improved anyway. It should be a highway, without lights. So many deaths and serious accidents every year. And I know because I've lived near it for 13 years. We've even had friends killed on 380. Please fix 380. Don't destroy peoples dreams in their homes and neighborhoods.	<p>Our analysis shows that one freeway option (either the red or the green) should be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p>
4224	Tammy Scerbo	10/26/2018	Survey Question 6 - Other response	McKinney has a master plan for roadways. Before you consider any kind of bypass, build out your master plan. Bloomdale & Wilmeth are existing roads that parallel 380 and should be built out first. This bypass option is in effect throwing the master plan out. There is no reason to disregard the existing and add a major freeway when not needed. All other options need to be seriously considered and proper planning followed!	<p>Comment noted. TxDOT analyzed roadway options presented using a 2045 travel demand model. This model accounts for projected traffic expected in the DFW region in 2045. It also considers population growth estimates. TxDOT also continues to work with local governments to consider planned developments including planned residential developments.</p> <p>Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p>
4225	Tamra Bragg	10/22/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the city of McKinney. Widening US380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4226	Tamra Bragg	10/22/2018	Survey Question 2 - Other response	Save Lone Star #57!!!	Comment noted.
4227	Tamra Bragg	10/22/2018	Survey Question 4 - Other response	Save Lone Star #33!!!	Comment noted.
4228	Tana Hartman	10/26/2018	Survey Question 6 - Other response	Please do not take our homes.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
4229	Tani Pratt	10/7/2018	Survey Question 6 - Other response	In regards to putting a bypass in McKinney and Prosper. When people bought their homes a bypass was not part of the plans. Now you have schools and neighborhoods along with residents that do not want their land eminent domains by a bypass. It also endangers kids that live in these neighborhoods and attend these schools. Tha plan should be fix 380 on 380, put four lanes on Wilmeth to Lake Forest, from 75 to Custer on Bloomdale make that four lanes and take you bypass up to the Outer Loop where there are less problems. This will relieve some of the congestion on 380. Neighborhoods, schools and those that own land should not have feel like their decision to buy their property away from traffic and highways not worth considering. The options you gave are unfair to those that own homes an land. I know you cannot please everyone but you could be more willing to look at other ideas that will help alleviate traffic off 380. Thank you.	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
4230	Tara Erwin	10/8/2018	Survey Question 6 - Other response	Fix 380 on 380	Comment noted.
4231	Tara Gentry	10/8/2018	Survey Question 6 - Other response	No 380 bypass near Heatherwood	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4232	Tara Mazzocchi	10/8/2018	Survey Question 6 - Other response	I think expanding/fixing 380 is the least invasive to everyone involved.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
4233	Tara Mericle-Voigt	10/04/18	Comment Form	<p>McKinney along with Prosper & Frisco residents overwhelmingly prefer 380 to stay on 380!</p> <p>Please consider the impact by teaming up w. county for a bypass!</p> <p>US380 is 40 years old and deserves to be modernized in it's current location.</p> <p>Don't let developers - or - a single development make this decision. Please!</p>	Comment noted.
4234	Tara Mericle-Voigt	10/9/2018	Survey Question 6 - Other response	Would like to see Collin County and TxDOT complete the Outer Loop expeditiously and all arterials and then update 380 in its current location.	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
4235	Tara Watkins	10/12/2018	Survey Question 6 - Other response	As a Prosper resident I cannot believe that after the overwhelming majority of people 3 to 1 support keeping 380 on 380 that you would suggest a bypass through Prosper so late in the study. We have not been given the correct due process, and it seems unfair that McKinney has had over a year to input and comment and we only have a couple of weeks. Surely this cannot be legal. I would not use the bypass anyway, I would not go miles out of my way and would continue to use 380 as it is. Prosper should not be penalized for Mckinneys poor planning and putting a highway next to one of the proposed Prosper High Schools is unsafe and poor planning. I question the numbers that say Prosper is the cheapest option, are you taking into account making the roads like you would in Tucker Hill or on existing 380 ? Costs should	<p>Comment noted. Alignment options and roadway configurations are still being evaluated. Public input is one of the many factors that TxDOT will consider when making a decision on an alignment. Input TxDOT received in the Spring of 2018 stated that there was 3:1 support for building a freeway than doing nothing, otherwise called a no build alternative. This statement was not specific to either the green or the red alignment.</p> <p>Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.</p> <p>As currently proposed, the red alignment option</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				include sound and safety mitigation for the entire route through the the residential properties in Prosper's Land Use Plan. Costs for revising the Town of Prosper's Comprehensive Land Use Plan should also be included.	B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.
4236	Taralee Neve	10/18/2018	Survey Question 6 - Other response	Question #2- Coit Rd to FM1827 I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
4237	Tate Barrett	10/25/2018	Survey Question 6 - Other response	Save Erwin Park, it is a wonderful oasis from the urban area, we don't need a major highway ruining it!!	The location of Erwin Park was taken into consideration when draft alignments were developed. None of the proposed alignments directly impact Erwin Park. The proposed red alignment is adjacent to the southern property line but does not cross into the park. Any future improvement projects would include assessment of the potential impact on the human and natural environments. TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable.
4238	Tatum Ewing	10/22/2018	Survey Question 6 - Other response	KEEP 380 ON 380.	Comment noted.
4239	Taylor	10/8/2018	Survey Question 6 - Other response	Expand 380 on 380. The neighborhoods there purposefully bought near a highway.	Comment noted.
4240	Taylor Adkins	10/8/2018	Survey Question 6 - Other response	The Prosper option of 380 is ridiculous. Please leave 380 where 380 is.	Comment noted.
4241	Taylor Humphrey	10/12/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year."	minimizing the impacts to the ManeGait property.
4242	Taylor Youtsey	10/26/2018	Survey Question 6 - Other response	It is best to keep 380 on 380 for the least disruption to communities, cost considerations and fair partnership	Comment noted.
4243	Ted Snowert	10/10/2018	Survey Question 1 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
4244	Ted Snowert	10/10/2018	Survey Question 3 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
4245	Ted Snowert	10/10/2018	Survey Question 4 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4246	Ted Snowert	10/10/2018	Survey Question 5 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
4247	Ted Snowert	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
4248	Ted Sprunger	10/9/2018	Survey Question 6 - Other response	I realize this is a major, long-term ordeal, but it seems to me that a short-term, quick and inexpensive help for traffic is to make the existing 380 west of US 75 a "no truck left lane" zone, as they do on some Interstate highways. This would help traffic by not having 3 semi-trucks abreast with traffic backing up behind them, especially at traffic lights and busy intersections.	Comment noted.
4249	Templeton	10/22/2018	Survey Question 6 - Other response	Keep 380 on 380. Preserve the nature in McKinney.	Comment noted.
4250	Terence Shaw	10/10/2018	Survey Question 1 - Other response	red plan B	Comment noted.
4251	Teresa Chase	10/26/2018	Survey Question 6 - Other response	Just put extra lane on each side and lower speed limit, probably cheapest and save tax payers money....	Comment noted. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.
4252	Teresa Dempsey	10/9/2018	Survey Question	More Road	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			1 - Other response		
4253	Teresa Dempsey	10/9/2018	Survey Question 2 - Other response	I would settle for A Red option but do NOT want green	Comment noted.
4254	Teresa Dempsey	10/9/2018	Survey Question 3 - Other response	either green option - just more road	Comment noted.
4255	Teresa Dempsey	10/9/2018	Survey Question 6 - Other response	McKinney is too big to have a major road going through it. We need a way to move traffic away while there are fewer houses to disturb, Princeton is soon going to be the same	Comment noted.
4256	Teresa Drown	10/5/2018	Survey Question 1 - Other response	K	Comment noted.
4257	Teresa McDaniel	10/15/2018	Survey Question 6 - Other response	Until you slow down traffic in the right lanes you aren't going to be successful	Comment noted.
4258	Teresa Murphy	10/13/2018	Survey Question 6 - Other response	I support the green option that would keep 380 on 380. I volunteer at ManeGait and see personally how people's lives are changed dramatically for the better. Please do not take away this wonderful place!	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
4259	Teresa Robinson	10/5/2018	Survey Question 6 - Other response	Prefer to keep 380 on 380. Build up if you need a fast lane	Comment noted.
4260	TeRon Lawrence	10/6/2018	Survey Question 6 - Other response	There is absolutely NO reason to re-align 380, except political pressure from some in McKinney who don't want the traffic so close. Anyone who thought 380 wouldn't eventually need to expand to accommodate more traffic did NOT do due diligence when they built so close to it! ...homeowners and business owners alike.	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4261	Terra Towne	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
4262	Terrance E.	10/24/2018	Survey Question 6 - Other response	Leave US 380 free of cost and on the same path it's on currently.	Comment noted. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.
4263	Terrance Grant	10/12/2018	Survey Question 6 - Other response	Do not ruin the most beautiful land in McKinney	Comment noted.
4264	Terrence Jones	10/14/2018	Survey Question 6 - Other response	We would prefer to build a freeway with exits or a tollway. Do not disrupt the homeowners.	<p>Comment noted. All alignments proposed in October 2018 are freeway options. There is not a way to construct an east-west freeway in this area and reduce regional traffic delay without impacting or displacing homes.</p> <p>Tolling is not being considered as an option for funding.</p>
4265	Terri	10/13/2018	Survey Question 6 - Other response	Preserve MainGait	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
4266	Terri	10/8/2018	Survey Question 6 - Other response	With additional business on people will take 380 and not go elsewhere. So 380 needs to be built up. When we moved to McKinney we were told there would not be a major highway behind our house. By passing with 70 mile an hour speed limit should not be where children go to an elementary school	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4267	Terri Hammack	10/17/2018	Survey Question 6 - Other response	Always take the path of least resistance. 380 already exists. It makes more sense to work with what's already there.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
4268	Terri McCutcheon	10/8/2018	Survey Question 6 - Other response	Custer Road is already a dangerous road, and aligning near Prosper and Custer Road intersection will not only impact and significantly devalue residential property at the Prosper's First St & Custer Rd area but will increase traffic along an already very dangerous section of Custer Road that is not capable of supporting additional traffic even if the road is widened to the proposed 6 lanes based on the traffic increases, population growth and road realignments to the north. I am curious as why the already planned Collin County Outer Loop is not being considered to relieve traffic along 380. I agree that the traffic levels are extremely high along 380, and it is a danger thoroughfare but I think there are alternatives to relieve traffic in less populated areas that impact fewer businesses and homeowners.	<p>Comment noted. Alignment options are still being evaluated and any future improvements will be designed to current design standards to enhance safety. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p> <p>Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
4269	Terri Reitmeier	10/10/2018	Survey Question 6 - Other response	Prefer Red Option B alternative	Comment noted.
4270	Terry Evans	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				streets that are not designed to carry heavy traffic flow.	
4271	Terry Evans	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
4272	Terry John Scott	10/15/2018	Survey Question 1 - Other response	Red Alignment-Option B	Comment noted.
4273	Terry Reishus	10/21/2018	Survey Question 6 - Other response	380 will still need to be fixed if you do a bypass costing millions more. You are only 5 miles away from the outer loop and by the time this is built the population will be there. Fix 380 on 380	<p>Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p>
4274	Terry Stephenson	10/15/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. I strongly oppose Red	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				Option A which I feel would have the most negative impact on McKinney as a whole.	
4275	Terry Worthy	10/24/2018	Survey Question 1 - Other response	Loop just like 288	Comment noted.
4276	Terry Worthy	10/24/2018	Survey Question 6 - Other response	There is no need to widen 380. Improve? Yes but widen, no. A loop just like 288 in Denton would be perfect and encourage more growth to the north. That is the way to go.	Comment noted.
4277	Tess Sucher	10/10/2018	Survey Question 6 - Other response	I would hate for a main corridor/freeway to be in the backyard of my community. The second that happens, it won't be too long before my house will be put up for sale. We chose this neighborhood because of its position relative to busy streets.	Comment noted.
4278	Thamarie Devito	10/24/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
4279	The Steed Family	10/04/18	Comment Form	We moved to Prosper to get away from freeways and overpasses. I work in downtown Dallas and we chose to live far away - I purposely chose to have a long commute - because we wanted to be in a smaller, more rural community. We do NOT want an overpass in Prosper. More specifically, if the overpass is meant to serve drivers who are driving through McKinney (and must be driving through McKinney in order to use the overpass) then the overpass should be in McKinney and not in Prosper! Please put the overpass in McKinney.	Comment noted. Traffic analysis indicates that providing overpasses, also known as grade separated intersections, along the existing US 380 would still experience a failing level of service for congestion and delay. Currently under consideration is the construction of a freeway which would consist of 8 freeway lanes (4 in each direction), and 2 lane continuous frontage roads running parallel to each side of the freeway.
4280	Thelma Sunderland	10/12/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year."	TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
4281	Thelma Sunderland	10/8/2018	Survey Question 6 - Other response	The residents of Tucker Hill and Stonebridge Ranch along with the businesses along 380 made the choice to build there with out doing their due diligence. Prosper should not pay with our precious land for other's mistakes. Expand 380 ON 380!!!!	Comment noted.
4282	Theodore Golondzinier	10/19/2018	Survey Question 6 - Other response	keep 380on 380.	Comment noted.
4283	Theodore Goloundzenier	10/09/18	Comment Form	<p>Please keep 380 on the 380 for the additional following reasons:</p> <ol style="list-style-type: none"> 1. Prosper has a comprehensive Master Plan for development of its city. People have bought property based on that Master Plan that included plenty of access and right away for the 380 to come through Prosper and be expanded to a freeway on its present route. 2. To cut through the eastern half of Prosper will mean the devaluation of a major housing development where the buyers purchased based on the Master Plan and will interfere with the Prosper Independent Schools use of land and community development. 3. To put an 8 lane highway with frontage roads and lights and pollution through a beautifully wooded area and go through a prized member of the community, Mane Gait Therapy Ranch, would be horrible for the community. 4. Trucks carrying hazardous materials create a danger for this lovely area and our water table. 	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>a. Evacuation during a hazardous material spill could be quite difficult.</p> <p>5. Tucker Hill owners knowingly bought property along HWY 380 and the developer was allowed to build very close to this major road which obviously would someday need expansion. Why should the quiet residential communities of Prosper (especially Whitley Place) be penalized for Tucker Hills' and the McKinney Planning Dept's lack of forethought in development.</p> <p>6. Suggesting this new route option at such a late date in the study for Hwy 380 on October 4 and giving Prosper resident 22 days to respond seems to exhibit a lack of respect for due process. All at the behest of the Judge of Commissioners who also happens to live in Tucker Hill and some residents of Stonebridge. TXDOT has a design for that approximately 3/10 of a mile roadway that would keep the 380 on a straight path through town instead of the extra expense of a bypass that will cost much more in right away and construction and mitigation of resources.</p> <p>7. If Red Option B is adopted, Prosper residents would expect no less accommodation than that planned for the section through Stonebridge and Tucker Hill in a depressed road, minimal lighting and cantilevered access ramps. All very expensive and much longer than what is needed in the current green plan</p>	
4284	Theresa & Nathan Baldwin	10/04/18	Comment Form	<p>Please keep HWY 380 on 380. We are residents of Whitley Place in Prosper and we are incredibly saddened by the prospect of a bypass freeway so close to our neighborhood. We have invested heavily in our home and built a life for our family to enjoy the open space and nature that are a large part of Whitley Place. I invite you to walk the trails and creek and fish in our ponds in our neighborhood to see why the residents of this area have chosen to live here. We also love the Manegait charity so near us and cannot imagine seeing it replaced by a highway. Please</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				do not choose money or politics over families by creating a bypass through our corner of Prosper, or through any neighborhood. 380 is already a Hwy and should remain the main thoroughfare.	
4285	Theresa Baldwin	10/8/2018	Survey Question 6 - Other response	Please do not take a highway through Prosper off of 380. We have built our life here and invested heavily in our home. We have a beautiful community and it would greatly disrupt many lives and families to have a highway through our town. Please keep 380 on 380.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
4286	Theresa Benedicto	10/26/2018	Survey Question 6 - Other response	I would like to see 380 stay where it is with overpasses and underpasses	Comment noted. Traffic analysis indicates that providing overpasses, also known as grade separated intersections, along the existing US 380 would still experience a failing level of service for congestion and delay.
4287	Theresa Geisler	10/8/2018	Survey Question 6 - Other response	McKinney is called Unique by Nature for a reason. Anything other than the green line is going to destroy that. I still don't understand why Frontier cannot be used. Less homes, business and more open land.	Comment noted. Traffic analysis concluded an alignment at Frontier Pkwy or further north did not significantly reduce congestion on US 380.
4288	Theresa Martin	10/14/2018	Survey Question 2 - Other response	Or elevate 380.	Comment noted. Elevated freeway sections were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
4289	Theresa Mendenhall	10/15/2018	Survey Question 3 - Other response	Which ever has the least amount of disruption.	Comment noted.
4290	Theresa Mendenhall	10/15/2018	Survey Question 1 - Other response	I'm not sure what this question means.	Comment noted. See Drive380.com for more information.
4291	Therese Kubala	10/11/2018	Survey Question 3 - Other response	Fix 380 on 380	Comment noted.
4292	Therese Kubala	10/11/2018	Survey Question	Fix HWY 380 On HWY 380	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response		
4293	Therese Pennington	10/24/2018	Survey Question 6 - Other response	Mane Gait provides services that impact so many in the community. Cutting that property in half would have a major negative, possibly life changing impact on the special needs community. Please don't undo what has been a labor of love for our children.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
4294	Thom vars	10/8/2018	Survey Question 6 - Other response	Tucker Hill developers made a mistake building as close to 380, that should not be one the backs of everyone else!	Comment noted.
4295	Thomas Childers	10/14/2018	Survey Question 6 - Other response	I prefer Red alignment - Option B for the portion of 380 near Custer because it provides the least impact to the existing residents and businesses as well as being the least expensive option. Why would any other option be considered?	Comment noted.
4296	Thomas George	10/11/2018	Survey Question 1 - Other response	Route to the north to avoid existing businesses	Comment noted.
4297	Thomas Grimes	10/17/2018	Survey Question 6 - Other response	Prosper should not be involved in McKinney's 380 options. Prosper has already, preemptively done it's construction on 380 and the Preston over pass.	Comment noted.
4298	Thomas L. Laney	10/15/2018	Survey Question 1 - Other response	Red, Option B	Comment noted.
4299	Thomas L. Laney	10/15/2018	Survey Question 3 - Other response	Red, Option B	Comment noted.
4300	Thomas L. Laney	10/15/2018	Survey Question 4 - Other response	Red, Option B	Comment noted.
4301	Thomas L. Laney	10/15/2018	Survey Question 5 - Other response	Red, Option B	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4302	Thomas L. Laney	10/15/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole ."	Comment noted.
4303	Thomas Larriviere	10/21/2018	Survey Question 6 - Other response	The green alignment makes the most sense.	Comment noted.
4304	Thomas Noble	10/11/2018	Survey Question 6 - Other response	Please do not build near Whitley Place. Traffic is nearly at capacity now. We prefer the developing land to remain residential.	Comment noted.
4305	Thomas Patterson	10/8/2018	Survey Question 6 - Other response	Preference is to have 380 built out to support additional capacity and further improvements versus any bypass options	Comment noted.
4306	Thomas Potter	10/4/2018	Survey Question 6 - Other response	1) Build the outer loop first! it may take enough load away 2) Build out the industrial/airport go around (it really should have started further south, the intersection of the new by pass and hwy 5 is going to be a cluster-@ \$#% 3) Use the existing right of way a. already own most of it b. those along the roadway - purchased along a highway so they should anticipate possible expansion c. ALL of the versions that by pass the current r.o.w are a farce... the common sections will still have to carry the load to the interchanges will just turn into multiple backups and bottlenecks (you all are about to spend a lot of time and money and if you use bypass routes it will leave a mark on your career for having done a very bad thing - because the bypasses will not work!) STOP the cities along the way	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				from continuing to approve development along the existing row until a decision has been made (they are intentionally making it hard to choose the existing corridor option)	
4307	Thomas Thompson	10/20/2018	Survey Question 3 - Other response	Red Line option B	Comment noted.
4308	Thomas Thompson	10/20/2018	Survey Question 6 - Other response	I prefer to leave businesses along 380 in place. The Red line provides the least disruption in commerce and neighbor hoods. I only live 4 blocks off 380 and I get enough traffic noise from 75.	Comment noted.
4309	Thomas Walker	10/11/2018	Survey Question 6 - Other response	Please consider existing homes and homeowners when deciding where to place this road thru McKinney. Understandably, Prosper would like it to not impact their city at all, but option B would place the road in a currently undeveloped portion of their city and would therefore have the least impact on existing construction and homeowners and their property values and quality of life.	<p>Comment noted. Existing and planned developments and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
4310	Tiffany Cartwright	10/4/2018	Survey Question 6 - Other response	Thank you for all the work you are doing to make 380 a safer road for all of us. It's easy to get wrapped up in talk about property values, but thank you for keeping your focus on keeping everyone safe, first and foremost.	Comment noted.
4311	Tiffany Laine	10/5/2018	Survey Question 6 - Other response	No Bloomdale bypass! We bought our home knowing lake forest & 123 would eventually be arterial roads, that is fine! People along 380 knowingly bought homes on a highway! Keep the highway on the highway! The bypass in Denton that was built is useless and a ghost town most of the time. All of the development along 380 has caused heavier traffic. More	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				businesses and neighborhoods mean people are still going to be on 380, it's delusional to think a bypass is going to magically make that better.	
4312	Tiffany Lowman	10/13/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
4313	Tiffany schaefer	10/14/2018	Survey Question 6 - Other response	No 380 bypass expansion into Prosper ... keep McKinney traffic in McKinney. Horrible idea to expand a few home builders in McKinney issues on Prosper businesses, schools, and residents	Comment noted.
4314	Tiffany Smith	10/10/2018	Survey Question 6 - Other response	Please take into consideration the residents that will be affected by these overpasses. Property value, the safety concerns, and noise.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
4315	Tiffney Wilson	10/09/18	Comment Form	I purposely avoided buying my home away from 380. It is busy and I didn't want anything to do with it. I have clients that didn't mind being off 380. They like that it was convenient. That was their choice. They knew they were buying on a highway. I do not want 380 in my front yard! I understand that growth is coming but never imagined a highway would be a part of that growth.	Comment noted.
4316	Tim	10/18/2018	Survey Question 6 - Other response	Do whatever it takes to not put business out of business !!	Comment noted.
4317	Tim Anders	10/10/2018	Survey Question	If a bypass is chosen, move to north of Erwin park and through vacant land to 380 at Ridge	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response		
4318	Tim Biggio	10/25/20 18	Survey Question 6 - Other response	Provided the expansion was done with a combination of below grade and other aesthetic and noise reducing components, expanding the existing 380 is the most consistent with reasonable expectations of all residents. Everyone who is honest knows it was a small road that has and will continue to grow as population grows. Unfortunately, the City of McKinney planners allowed businesses too close which now raises the costs.	Comment noted.
4319	Tim Daniel	10/5/201 8	Survey Question 6 - Other response	The extension should not run through areas that were not expecting a large road. If people bought property/businesses on a major highway (380), they should except that major road to grow over time and accept the consequences of buying property right on a highway.	Comment noted.
4320	Tim haselden	10/15/20 18	Survey Question 6 - Other response	Save mane gait. Its very helpful for children w special needs. Please	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
4321	Tim Hunt	10/22/20 18	Survey Question 6 - Other response	Do not allow the developer of Tucker Hill to push McKinney's problem onto Prosper. Any development that was built directly off Hwy. 380 has contributed to the current problem. They knew what they were creating and getting into. Both of the red alignments will destroy the ManeGait therapeutic horsemanship center, which cannot be easily relocated. Residents of McKinney ETJ who purposefully bought land or north of Hwy. 380 in the last 5-10 years did so because they wanted to avoid 380, not have a by-pass in their backyard.	<p>The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>Only the red alignment option B displaces ManeGait. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
4322	Tim Kihm	10/11/20 18	Survey Question 6 - Other response	I'm disappointed than that DOT is caving to the political pressure coming from Tucker Hill and Stonebrige residents, as well as So. Land Co., who didn't do their due diligence when building/buying. The bypass options now added, at the request of those residents, represent a	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				transformative impact to the Cory of Prosper and the northern part of McKinney. Further, it makes no sense to build a bypass when there is an additional, approved loop just 2 miles further north. I sincerely hope that common sense will prevail, and that the mistakes of the City of McKinney and So. Land Co. are not forced upon McKinney's northern residents, as well as the neighboring Town is for Town is for targets of Prosper.	through Prosper is a viable option that should be further analyzed. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
4323	Tim Martin	10/12/2018	Survey Question 6 - Other response	Whatever you do make sure it will be sufficient for more than a year. Be forward thinking.	Comment noted. TxDOT analyzed roadway options presented using a 2045 travel demand model. This model accounts for projected traffic expected in the DFW region in 2045. It also considers population growth estimates. TxDOT also continues to work with local governments to consider planned developments including planned residential developments.
4324	Tim Pogany	10/12/2018	Survey Question 6 - Other response	380 highway should be built as by-passes instead of on current 380 alignment to preserve existing and newly constructed businesses along 380. the by-pass alignments would allow for space for new businesses to be constructed along the new highway in areas with little to no existing development allowing for much increased business tax revenue	Comment noted.
4325	Tim Skauge	10/12/2018	Survey Question 6 - Other response	I support Red alignment Option B ("Coit Road to FM 1827"), as it minimizes impact to existing businesses and homes. This option also provide commercial development on the northern Collin County	Comment noted.
4326	Tim Smith	10/27/2018	Survey Question 6 - Other response	Please consider staying away from bedroom communities.	Comment noted.
4327	Tim Stanwix	10/13/2018	Survey Question 6 - Other response	Expand 380 where it is.	Comment noted.
4328	Tim Sudderth	10/10/2018	Survey Question	Red alternative B	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			1 - Other response		
4329	Tim Wanasek	10/8/2018	Survey Question 6 - Other response	As a Prosper resident, I am NOT in support of the 380 bypass being routed through Prosper.	Comment noted.
4330	Tim Warren	10/13/2018	Survey Question 6 - Other response	p[lease do not put a median on 380	Comment noted.
4331	Timothy Anders	11/01/18	Commen t Form	Please keep 380 on 380. Think of the saying - the shortest path is a straight line between two points. Think of the extra miles/gas that will be used on the extra distance that would be used by not going in a straight line. Also 380 will still need to be improved especially at 380 and 75. This junction of two highways is a nightmare to get through Monday through Saturday from 7 am (or earlier) to 10 pm. Keep 380 on 380! Also those on 380 knew they were on highway.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
4332	Timothy J. Sicula	10/10/2018	Survey Question 6 - Other response	I used to be a city councilman and president of the Plan Commission before I moved to Texas. The lack of foresight and unbridled development has created facts on the ground that are hard to undo. With the current development patterns on US 380 already set I would advise improving 380 and working as quickly as possible to complete the plan/path for the "Outer Loop." This will give folks an opportunity to determine whether or not they want to live in close proximity to arterial roads and allow developers to plan their land use accordingly. You guys can call me for further comment if you wish at [REDACTED]. Best of luck to you.	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
4333	Timothy Ryan Elmore	10/9/2018	Survey Question 6 - Other response	Taking the bypass west of custer road will destroy our property value. Additional, the added cost of an additional major intersection (Custer and Bypass) combined with added length to the bypass should make it cost prohibitive.	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these

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					impacts will impact the value of the subject property in a negative or positive way.
4334	Tina Adair	10/23/2018	Survey Question 6 - Other response	380 is way to backed up from Prosper to Farmersville it takes 45mins which should be 25-30 tops please fix the issues.	Comment noted. Initial traffic analysis does show that travel times would likely be reduced should a freeway be constructed and traffic signals eliminated. However, if TxDOT opts to not move forward with constructing a freeway, we will continue to find ways to enhance safety and improve traffic flow.
4335	Tina Cauller	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380 as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year. It would be irreversibly detrimental to this important community organization to relocate or lose this facility, and goes against the long-established standard of deploying eminent domain conservatively in cases that benefit and enhance the public good. There are alternatives that satisfy the needs to improve transportation infrastructure without causing harm to the community.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
4336	Tina Iburg	10/12/2018	Survey Question 6 - Other response	Green on question #2 preserves Manegait therapeutic horsemanship. A nonprofit that provides services for children and adults living with disabilities. It is so important for many families including mine living with a disability. My son has autism and Manegait has been a blessing. It provides families a safe place full of hope. Please save it. Thank you.	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4337	Tina Marr	10/11/2018	Survey Question 6 - Other response	I do not believe a bypass in McKinney would be beneficial to McKinney residents, they would not be the ones using the road. It would be used by commuters wanting to bypass businesses, lights, etc when traveling longer distances and in that case would utilize the Collin County Outer Loop. Why destroy the nature of McKinney and turn it into highways when it won't directly benefit it's own citizens.	<p>Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p> <p>Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.</p>
4338	Tina McCarville	10/18/2018	Survey Question 6 - Other response	People will take the fastest route over shorter route, however if the timing is similar they'll take the shorter route.	Comment noted. Initial traffic analysis does show that travel times would likely be reduced should a freeway be constructed and traffic signals eliminated.
4339	Tish Ashley	10/23/18	Email	<p>Hello, Stephen. I am a resident of Whitley Place Estates in Prosper and I, along with literally every Prosper resident I have spoken with, am vehemently opposed to any Bypass option that cuts through Prosper. Most of us moved to Whitley Place for the quite creek and tranquil environment it offered, full of nature and peace & quiet. We all paid a premium to be a bit removed from the hustle of state highway 380. Most, if not all, of our residents would not have chosen this community had the new Custer/1st Street proposal been a factor. Building a freeway on this route disrupts and/or destroys many communities and positive attributes to our Prosper community:</p> <ul style="list-style-type: none"> · ManeGate is a therapeutic horse farm dedicated to serving disabled children and adults. http://www.manegait.org/ · Walnut Grove Cemetery and Wear Cemetery would both be in the path. · Many homes in Whitley Place Estates and other communities would be greatly impacted despite this not having been a proposed path at the time the homes were purchased. The 	<p>The purpose of the feasibility study is to analyze potential roadway alternatives for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>The red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper ISD property north of Prosper Trail. There is approximately 0.25 mile of separation between the red alignment option B and the Walnut Grove Cemetery.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>

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				<p>communities currently backing up to Hwy 380 purchased their homes at a price reflective of the highway being present. They reasonably could have expected that 380 would need to expand to accommodate the rapid growth in the area. Their home values reflected such realities. These communities tend to have extended entries to create a gap between them and the highway. The land is already largely established for right of way for the current Hwy 380 path. There is no need to bypass and disrupt so much of the Prosper community when the existing path will work. The No Bypass option is wildly popular with Prosper residents and simply makes sense.</p> <p>Tish Ashley [REDACTED] [REDACTED] [REDACTED] [REDACTED]</p>	
4340	Tish Ashley	10/5/2018	Survey Question 6 - Other response	<p>From Denton County Line to 75, the only fair option is to keep the current path of 380. The neighborhoods that built close to 380 were aware of its presence when they purchased, and their price reflected that reality. Any path through Prosper will be very damaging to a quiet township of people that moved to Prosper specifically for the peaceful lifestyle. A freeway cutting through the community would negatively impact property values and quality of life for people who specifically chose to NOT back up to 380.</p>	<p>Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
4341	Tisha Poncio	10/14/2018	Survey Question 6 - Other response	<p>I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers</p>	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>

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				enriching volunteer opportunities for over 2,000 North Texans each year.	
4342	TJ Ross	10/15/2018	Survey Question 6 - Other response	Appreciate the study and effort in work. Have lived in McKinney Prosper area for 12+ years. The growth on 380 has become a very negative mark due to safety and commuting concerns. Resolving with something like a freeway will be immensely helpful to our quality of life and growth for the area.	Comment noted.
4343	TM Lovell	10/11/18	Comment Form	I support keeping Hwy 380 with extension on both sides of Hwy 380 & Proceeding east to Greenville, TX - Do not support alternate route	Comment noted.
4344	Todd	10/16/2018	Survey Question 6 - Other response	380 seems to be the logical location for the build. It can go up or under, but not around. We all already drive a long distance to get to places, we don't need to drive further to get around traffic.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
4345	Todd	10/9/2018	Survey Question 6 - Other response	Make 380 8 lanes from end to end. Do not attempt a by pass. Widen the current road.	Comment noted.
4346	Todd Beavers	10/24/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
4347	TODD FOLKERTS	10/16/2018	Survey Question 6 - Other response	Please do not build the 380 bypass through Prosper	Comment noted.
4348	Todd H Stoneking	10/9/2018	Survey Question 6 - Other response	No bypass in Prosper!	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4349	Todd Hancock	10/12/2018	Survey Question 6 - Other response	We don't need more roads and highways...make what we have better do not to take away from the whole reason why people moved here and build more highways!	Comment noted.
4350	Todd Huthmaker	10/10/2018	Survey Question 6 - Other response	I strongly support Red Alignment-Option B because it is the least disruption to my family, school, and community. Widening US 380 would encourage several families, including my own, to leave the area.	Comment noted.
4351	Todd Justice	10/25/2018	Survey Question 6 - Other response	no bypasses	Comment noted.
4352	Todd Justice	10/30/18	Comment Form	– I support fixing 380 on 380. –I oppose bypass on 380.	Comment noted.
4353	Todd Payne	10/10/2018	Survey Question 6 - Other response	For #2, I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
4354	Tom	10/5/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
4355	Tom Fredricks	10/10/2018	Survey Question 6 - Other response	By-Pass around McKinney needs to keep traffic off 380 as much as possible to be the most effective way of keeping the traffic flow moving. Needs to re-enter past Custer.	Comment noted.
4356	Tom Hanson	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it is the least disruptive to existing residences and businesses in McKinney. Widening 380 will cause relatively calm current neighborhood streets to become significantly trafficked. Red Alignment-Option B would allow major artery access to neighborhoods now expanding along this proposal.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4357	TOM MIEGER	10/11/2018	Survey Question 6 - Other response	KEEP 380 on 380 !!!!	Comment noted.
4358	Tom Milson	10/24/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
4359	Tom Noble	10/5/2018	Survey Question 6 - Other response	Please avoid our Whitley Place neighborhood in Prosper. Excessive traffic and road noise is already a problem. It can only get worse as expansion moves northward.	Comment noted.
4360	Tom Strawmyer	10/4/2018	Survey Question 6 - Other response	I will not use option B or A. makes no sens. The best value is the green alignment	Comment noted.
4361	Tom Strawmyer	10/9/2018	Survey Question 6 - Other response	The Green option is the only viable option. It makes no sense to travel north to 75 if you plan to travel into Dallas. There is greater value in expanding 380 as a direct route. Prosper is a smaller community and there would be greater impact to business development in this community. McKinney is larger and can absorb any impact better.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
4362	Tom Szabo	10/11/2018	Survey Question 6 - Other response	We bought our house here because of the rural feel and I grew up next to a freeway all my life and I don't want another one practically next to my house again.. not fair to us that this was not mentioned by anyone as a possibility 2 years ago when we where looking.	Comment noted.
4363	Tom W. Cowlishaw	10/15/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4364	Tom Zandi	10/25/2018	Survey Question 6 - Other response	When you build the roads in McKinney/prosper please don't affect the horse farm for disabled children	Comment noted. TxDOT will further analyze possible options for the impacts to the ManeGait property.
4365	Tommy Bracey	10/22/2018	Survey Question 6 - Other response	I think that the commercial and retail businesses along 380 thru Princeton built at these locations because of the traffic flow thru this area. Making a loop around this area would hurt these businesses and at the same time be up rooting families who have bought land to build their homes and raise their families. If you look at other areas such as Hwy 82 thru Fannin county into Lamar county these smaller towns have been hurt due to the traffic being re-routed around these towns. I know that something has to be done with the traffic on 380 and it's going to effect a lot on people but I vote to widen the existing 380 because of the positive economic impact that would come as a result of the widening of the existing 380.	Comment noted. Public input is one of the many factors that goes into TxDOT's decision-making process in regards to this study; however, it is not a vote.
4366	Tommy Graham	10/04/18	Comment Form	We have lived at our current Prosper address for almost three years now. I choosing our current property, we took great paines in researching for future possibilites for roads and zoning. We moved from Lakes of LaCima in Prosper because an apartment complex was built just a few hundred yards from our home. We had three theifs with one year of the complex opening. If by-pass is put in the proposed location, not only will traffic and noise increase, but possible code will change from residential. Please keep 380 on 380. I feel these new by-pass options have been sprung on us. Thanks so much for your consideration. Tommy Graham	Comment noted.
4367	Tommy Graham	10/18/2018	Survey Question 6 - Other response	Red has a negative impact on too many residential areas that had no knowldege of this plan when purchaseing property. We have always known 380 would be a busy area. These new plans seem to have to come out all at once.	Comment noted. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4368	Tommy Morris	10/26/2018	Survey Question 6 - Other response	existing road location fits the development of the area - bypasses will not be used by people going to mckinney or princeton - will ruin businesses in mckinney and princeton if everyone goes around town - we dont need no stinking bypasses	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
4369	Tommy Saenz	10/26/2018	Survey Question 6 - Other response	Fix 380 on 380. Please stay away from Bloomdale/CR123.	Comment noted.
4370	Toni Junio	10/13/2018	Survey Question 6 - Other response	It is important the new construction does not go through ManeGait as they do incomparable work for the developmentally disabled!	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
4371	Toni Kindiger	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
4372	Toni Westfall	10/13/2018	Survey Question 6 - Other response	I prefer the green alignment as it expands the current road Already there.	Comment noted.
4373	Tonica Griffin	10/13/2018	Survey Question 6 - Other response	I am convinced that there is a better alternative than disrupting neighborhoods and pitting neighboring towns/cities against each other. Get creative!	Comment noted.
4374	Tony	10/14/2018	Survey Question 6 - Other response	I still think DNT north to bypass (ok if toll) to bypas all of McKinney & Princeton is the best solution.	Comment noted. Tolling is not being considered as an option for funding.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4375	Tony cordero	10/21/2018	Survey Question 6 - Other response	Nice job on survey	Comment noted.
4376	Tony Eggers	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B to connect west of Custer because it offers less disruption to already existing residential and commercial developments along 380 in the city of McKinney. Widening 380 would negatively impact or destroy many of the new businesses that have been built along 380 in the last few years AND would bring more traffic flow to arterial residential street that are not design to carry heavy traffic flow.	Comment noted.
4377	Tony Ferrell	10/12/2018	Survey Question 6 - Other response	My investment in my home and community, the place we will be raising children for the next 20 years, will be greatly and negatively impacted if a bypass comes through Prosper.	Comment noted.
4378	Tony Maranto	10/26/2018	Survey Question 6 - Other response	Fix 380 on 380!!!!	Comment noted.
4379	Tony Spera	10/8/2018	Survey Question 6 - Other response	380 needs to stay in its current location. Moving it into Prosper jeopardizes the safety of our students in schools already built as well as future school sites. The option to bypass 380 through Prosper should not even be a consideration when there is plenty of room to expand 380 where it is.	<p>Comment noted. Alignment options are still being evaluated and any future improvements will be designed to current design standards to enhance safety. As currently proposed, the red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.</p> <p>Additional right of way will be required and businesses and homes will be impacted and displaced if TxDOT constructs a freeway along the existing US 380. Existing and planned businesses and residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4380	Tony Yunt	10/10/2018	Survey Question 6 - Other response	I prefer Red Option-B for Question #2 because it preserves existing businesses and thus current and potential future economic growth while not increasing traffic on existing residential streets, yet resolves the current / future traffic issues on US 380. Appears to be a "WIN-WIN" for all!	Comment noted.
4381	Tonya Folkerts	10/16/2018	Survey Question 6 - Other response	Please do NOT build the 380 bypass through Prosper	Comment noted.
4382	Tonya Folkerts	10/8/2018	Survey Question 6 - Other response	We purchased our home considering future growth and development plans. It is unfair to make us shoulder the consequence of others poor planning. Please expand the existing 380...we planned for it.	Comment noted.
4383	Tonya McLouth	10/11/2018	Survey Question 6 - Other response	I live in Deer Run Estates in Prosper. We are already experiencing heavier traffic due to an influx of new neighborhoods, and McKinney needs to figure out its own traffic issues without making it an issue for people in Frisco and Prosper.	Comment noted.
4384	Tonya Norton	10/14/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
4385	Tonya Riggs	10/25/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	
4386	Torrie Levins	10/11/2018	Survey Question 6 - Other response	The 380 red option B destroys the fewest homes and commercial property while also providing 380 traffic relief.	Comment noted.
4387	Tosin Laja-Akintayo	10/9/2018	Survey Question 1 - Other response	No prosper	Comment noted.
4388	Trace Girouard	10/11/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
4389	Tracey Connolly	10/14/2018	Survey Question 6 - Other response	I support the Green alignment on US 380 as the best alternative for east-West traffic through the cities of McKinney and Prosper. The Green alignment preserves MainGait which is a nonprofit organization that not only serves children and adults with disabilities but also provides volunteer opportunities for over 2000 North Texans each year.	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
4390	Traci Olivares	10/09/18	Comment Form	Keep 380 on 380. The green route is the most cost effective and most driver friendly route. Who wants to go an extra 10 to 14 miles to get from the 75 to Dallas Tollway area. Lots of great shops are coming in that area of Preston & 380. It is not fair to Prosper residents to suddenly decide to create Red Option B & put in just below an historic cemetery & huge residential area. The incremental impact to east Prosper	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. The red alignment would be approximately 2 miles north of the existing US 380. From the point that the red alignment options leaves US 380 in Prosper/McKinney to the point where the alignments tie back into US 380 near FM 1827, the red alignments are longer than the green

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				will be horrible. Keep the original 380 route - it is safer for drivers, the environmental & good for businesses.	alignment by approximately 4 miles and 3.28 miles, respectively. Even with the additional length, our analysis showed that red alignment options would attract traffic from the existing US 380. There is approximately 0.25 mile of separation between the red alignment option B and the Walnut Grove Cemetery.
4391	Traci Olivares	10/19/2018	Survey Question 6 - Other response	Keep 380 on 380. No one is going to want to go through all the bypasses and extra miles. The least expensive route is the shortest distance between two points. Too bad for Tucker Hill. Red Option B is totally unfair to Prosper who has much time in detailed community planning. McKinney Planning Dept messed up letting them build so close to Highway. Depress road by them and keep the the 380 on 380. The bypass round Denton is not used that much.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380. The green alignment along the existing US 380 is expected to cost more than the red alignment.
4392	Traci Phillips	10/12/2018	Survey Question 6 - Other response	As a homeowner, I would prefer the green alignment to maintain the beauty and integrity of the land and properties north of 380. Many moved out here to live in the country and NOT have a large highway in our back yard.	Comment noted.
4393	Traci Smith	10/10/2018	Survey Question 1 - Other response	Prefer red alignment B	Comment noted.
4394	Tracie Moon	10/10/2018	Survey Question 6 - Other response	Want Red Option B. Least expensive. Least disruption for homes and businesses.	Comment noted.
4395	Tracie Nabors	10/21/2018	Survey Question 6 - Other response	Leave the highway as it is. Do not take land and farms from families.	Comment noted.
4396	Tracy Adelman	10/14/2018	Survey Question 6 - Other response	If 380 can't be widened in its current footprint, or at places where it can't be widened, then leave it as is. Do a double decker highway or some other alternative that will keep 380 where it is today.	Comment noted. Elevated freeway sections (or double decking) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
					considered are available in the public meeting boards posted on Drive380.com.
4397	Tracy Bucey	10/14/2018	Survey Question 6 - Other response	Red alignment option b offers least disruption to homes and small businesses.	Comment noted.
4398	Tracy Gilmore	10/21/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
4399	Tracy hull	10/28/2018	Survey Question 6 - Other response	Let's work to make 380 a major route. Bigger. Safer.	Comment noted. Alignment options are still being evaluated and any future improvements will be designed to current design standards to enhance safety.
4400	Tracy Lynn Cutler	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
4401	Tracy Moore Dugas	10/17/18	Comment Form	Please keep 380 on 380 Priority should be given to homeowners instead of commercial businesses. The Bypass of 380 through Prosper is more costly than expanding the existing Hwy 380. Would also negatively impact existing property values in Prosper due to	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				changed TxDot plans after we purchased our home North of 380.	
4402	Tracy Moore Dugas	10/13/2018	Survey Question 6 - Other response	Keep 380 on 380 where it has always been, and was there when we purchased our home. The Bypass through Prosper will hurt my existing property value.	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
4403	Tracy Nuttall	10/13/2018	Survey Question 6 - Other response	We chose to purchase our property off of US380 rather than on it. If the bypass option would have been in place, we would not have purchased where we did. I find it unreasonable for people which purchased property on US380 to now want the highway moved. I do not understand the logic nor their reasoning as they will continue to have the road where it is today.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
4404	Tracy Orchowski	10/13/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
4405	Tracy Powell	10/25/2018	Survey Question 6 - Other response	No Bypass, expand 380 on 380.	Comment noted.
4406	Tracy Thomas	10/4/2018	Survey Question 6 - Other response	US Highway 380 is a major US Highway expanding across 2 states and well over 600 miles. This was known to be a major highway for YEARS. As Prosper and Frisco also continue to grow, we need 380 fixed in it's existing footprint to ease traffic flow. Frisco and Prosper did the right thing and planned accordingly leaving room for ROW and they are continuing to build businesses along 380. It will bottleneck in McKinney headed east if it is not fixed.	Comment noted. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop. Additional right of way will be required and businesses and homes will be impacted and displaced if TxDOT constructs a freeway along the existing US 380.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				Businesses coming in also will not want their businesses bypassed. The Perryman economic study that taxpayers spent \$278,000 on also agrees that the long term economic impact for McKinney will be much better. People who intentionally built away from a highway should not be forced to live next to one. McKinney is in need of business growth and fixing 380 would put us in much better shape to be able to get new businesses. All major corporations typically build along a major highway. It makes it easier for them to attract top talent from all over the metroplex. People should not lose their homes in the north. People south of 380 will not drive north of 380 simply to get to 75 and turn south. They will take the arterials south of 380. Let's build out the arterials in the north as indicated in the McKinney 2040 Comprehensive Plan and keep 380 on 380. Please don't cut off neighborhoods by sticking a bypass in between highway 380 and the Outer Loop that is coming. Thank you.	Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
4407	Tracy Thornewell	10/14/2018	Survey Question 6 - Other response	Please keep it green. Seems to be the most logical route and less money.	Comment noted.
4408	Travis Bryant	10/7/2018	Survey Question 6 - Other response	Please consider the impact to residents of Stone bridge Ranch in McKinney. How are we supposed to vote to fund this without knowing what is going to be done?	Comment noted. There are zero residential property impacts or displacements to Stonebridge Ranch by any of the proposed alignments.
4409	Travis Justice	10/25/2018	Survey Question 6 - Other response	no bypasses, fix 380	Comment noted.
4410	Travis Justice	10/30/18	Comment Form	Please fix 380 on 380 & eliminate a major safety hazard on 380. No bypasses.	Comment noted.
4411	Travis Kirsch	10/10/2018	Survey Question 6 - Other response	We live in Prosper and expected 380 to be the main highway/thoroughfare. It is extremely frustrating to see these alternatives considered that would remove homeowners & disrupt	Comment noted. The proposed green alignment along the existing US 380 would displace more businesses and residences than the red alignment. Please see the evaluation matrices

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				communities in my town. Not at all what we signed up for when we moved here a decade ago.	included in the public meeting boards and presentation posted on Drive380.com.
4412	Trecia Chandler	10/13/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
4413	Trenton B. Ross	10/13/2018	Survey Question 1 - Other response	KEEP 380 on 380	Comment noted.
4414	Trenton B. Ross	10/13/2018	Survey Question 4 - Other response	Keep 380 on 380	Comment noted.
4415	Trenton B. Ross	10/13/2018	Survey Question 5 - Other response	Keep 380 on 380	Comment noted.
4416	Trenton B. Ross	10/13/2018	Survey Question 6 - Other response	Keep 380 on 380 and out of prosper!	Comment noted.
4417	Trenton Landreth	10/27/2018	Survey Question 6 - Other response	Collin County has prided itself on being a beautiful balance of suburban and country living. The more we cut through green space and semi-rural properties, taking their homes and devaluing nearby neighborhoods, the more we eliminate the roots of Collin County. The 380 corridor is already a major thoroughfare. Expanding it is the best choice in keeping Collin	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				County, and especially McKinney, a desirable place to live.	
4418	Trevor Cook	10/24/2018	Survey Question 6 - Other response	Plan for the future ahead of the current. Build the 380 bypass 20 miles north of 380, not a stone skip away.	Comment noted. A bypass that far north would not alleviate traffic from US 380.
4419	Trevor Ewing	10/22/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
4420	Trevor white	10/13/2018	Survey Question 6 - Other response	Please keep 380 on its ipresent location and just build and upgrade to meet the needs	Comment noted.
4421	Tricia	10/12/2018	Survey Question 6 - Other response	Please preserve Maine Gate it has helped and touched many lives	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
4422	Tricia Stowe	10/21/2018	Survey Question 6 - Other response	To the developers: Stop building more houses until the road situation is under controll!!	Comment noted. TxDOT does not have jurisdiction over residential development.
4423	Trisa Humphreys	10/14/2018	Survey Question 6 - Other response	Please don't run a highway thru ManeGait. This would be a terrible loss for the special needs community.	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
4424	Trish Donaghey	10/16/2018	Survey Question 6 - Other response	Disrupting private property where landowners have lived for decades is NOT a good or fair solution. Enlarging the already existing Hwy. 380 is the BEST idea, especially if the road can change from multi-stoplights to a freeway.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
4425	Tristan Smith	10/19/2018	Survey Question 6 - Other response	- Town of Prosper should not be responsible for the poor planning of the city of McKinney - Those who built there homes or businesses on a highway chose to do that. Those of us who did not, should not have a highway moved to now run by their neighborhood.	Comment noted.
4426	Troy Hogue	10/10/2018	Survey Question 1 - Other response	Do full 380 bypass (east Mckinney to west Denton)	Comment noted. The scope of this study is through Collin County. TxDOT is currently conducting a similar feasibility study in Denton County.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4427	Troy Hogue	10/10/20 18	Survey Question 2 - Other response	Go all the way to other side of Denton!!	Comment noted. The scope of this study is through Collin County. TxDOT is currently conducting a similar feasibility study in Denton County.
4428	Troy Hogue	10/10/20 18	Survey Question 6 - Other response	Think long-term! Why create a by-pass to just dump it right back into itself and create a worse issue. Think Princeton to the Far East side of Denton!!!	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
4429	Troy Maudabach	10/24/20 18	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
4430	Troy Norwood	10/14/20 18	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
4431	Troy Whitaker	10/17/20 18	Survey Question 6 - Other response	Timing of the traffic lights along 380 from Coit to US 75 would make more impact to traffic than your expensive bypass or limited access alternatives.	Comment noted. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.
4432	Trudy Sheek	10/23/20 18	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				streets that are not designed to carry heavy traffic flow.	
4433	Tuan Chieu	10/9/2018	Survey Question 6 - Other response	Do not extend 380 close to Willow Wood community.	Comment noted.
4434	Tucker Ross	10/13/2018	Survey Question 3 - Other response	Keep 380 on 380-	Comment noted.
4435	Tucker Ross	10/13/2018	Survey Question 4 - Other response	Keep 380 on 380	Comment noted.
4436	Tucker Ross	10/13/2018	Survey Question 5 - Other response	Keep 380 on 380	Comment noted.
4437	Tucker Ross	10/13/2018	Survey Question 6 - Other response	Keep 380 on 380 and out of PROSPER!	Comment noted.
4438	Ty Galli	10/09/18	Comment Form	McKinney would not benefit from a 380 bypass. Keep 380 on 380	Comment noted.
4439	Ty Galli	10/17/18	Comment Form	McKinney would NOT benefit from a bypass. Fix 380 on 380. NO bypass please!!	Comment noted.
4440	Ty Galli	10/9/2018	Survey Question 2 - Other response	keep 380 on 380	Comment noted.
4441	Ty Galli	10/5/2018	Survey Question 6 - Other response	Keep 380 On 380	Comment noted.
4442	Ty Galli	10/9/2018	Survey Question	Keep 380 on 380	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response		
4443	Tyler Hull	10/4/2018	Survey Question 6 - Other response	Please look at the fact of how the residential homes and area's will suffer with 380 not staying on 380. As a residential real estate professional it is dire that it stays on its established road.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Evaluation matrices for the full alignments and sections of the alignments are available in the presentation boards posted at Drive380.com.
4444	Tyler Summers	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
4445	Tyrel Gear	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
4446	Uwe Duenhoelter	10/4/2018	Survey Question 6 - Other response	Just keep 380 on 380 - we intentionally built a residence away from highway / freeway	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4447	Valeria Marques	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
4448	Valerie Bixler	10/12/2018	Survey Question 1 - Other response	Double deck	Comment noted. Elevated freeway sections (or double deck) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
4449	Valerie Bixler	10/12/2018	Survey Question 2 - Other response	Double deck	Comment noted. Elevated freeway sections (or double deck) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
4450	Valerie Bixler	10/12/2018	Survey Question 3 - Other response	Double deck	Comment noted. Elevated freeway sections (or double deck) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
4451	Valerie Bixler	10/12/2018	Survey Question	Double deck	Comment noted. Elevated freeway sections (or double deck) were evaluated but will not be further considered for most of the corridor

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			4 - Other response		because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
4452	Valerie Bixler	10/12/20 18	Survey Question 5 - Other response	Double deck	Comment noted. Elevated freeway sections (or double deck) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
4453	Valerie Bixler	10/12/20 18	Survey Question 6 - Other response	The bypass north of Princeton will negatively impact our "rural" neighborhood. We currently enjoy a quiet environment where we all have 10 acre or larger lots. We have livestock. We believe that this route will ruin our current standard of living and decrease our property values. It will also make it impossible to sell our properties as no one will want to live out here with the noise that will be generated from the traffic. One of my neighbors has a multi million dollar horse property that the proposed bypass will impact negatively as it will go within feet of his house. No wall will even be built to reduce the sound or visibility of the highway. Should there be a traffic wreck and injure or kill one of his horses or one of mine there will be lawsuits. The only feasible solution is to improve the Green proposal or to reroute the Red so it does not impact our neighborhood. Most of us have been out here for decades, long before the cities began allowing the overdevelopment that created the problem on 380. We should not be punished or displaced because of their irresponsible lack of planning and greed. By the way, by the time this is built in 10-20 years it will be outdated and the same problems will still exist. Therefore the proposed "solutions" are ridiculous. Fix the existing 380 route. Fix the Green route.	<p>Comment noted. Alignment options are still being evaluated. Any future improvements will be designed to enhance safety and would include assessment of the potential impact on the human and natural environments.</p> <p>Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT analyzed roadway options presented using a 2045 travel demand model. This model accounts for projected traffic expected in the DFW region in 2045. It also considers population growth estimates. TxDOT also continues to work with local governments to consider planned developments including planned residential developments.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4454	Valerie Fitzau	10/23/2018	Survey Question 6 - Other response	There should be no reason to change the current alignment of US380. There is plenty of room along the current road for addition of access roads. Just because the city of McKinney favors interests of a few business owners over those of hundreds of residents and property owners doesn't mean TxDot should bend over backwards to the city	Comment noted. Additional right of way will be required and businesses and homes will be impacted and displaced if TxDOT constructs a freeway along the existing US 380.
4455	Valerie Phelan	10/22/2018	Survey Question 6 - Other response	Mane Gait serves so many families in our community. Their quality of life is most important.	Comment noted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
4456	Valerie Potash	10/8/2018	Survey Question 3 - Other response	Which either one does the least damage to the airport	Comment noted. None of the proposed alignment options impact the existing McKinney Airport or future expansion.
4457	Valerie Potash	10/19/2018	Survey Question 6 - Other response	I believe in red option B because it causes the least destruction of homes and businesses along 380. The loss of those businesses will effect McKinneys commercial tax base. Also, more businesses will be able to build along 380 which improves McKinneys tax base. There is less destruction caused by choosing Red Option B.	Comment noted.
4458	Valerie Weadock	10/24/2018	Survey Question 6 - Other response	Connecting a new road west of Custer Rd is the most logical and least impactful option. It will help prevent the adding of a lot more traffic on neighborhood streets where people (kids, too) walk, run, etc and were not designed to accommodate a high volume of cars. Expanding the existing 380 will split our city in half, add noise and pollution to our neighborhoods, and negatively impact so many businesses.	Comment noted. A traffic noise analysis would be conducted during the environmental study stage of project development. Any future improvements would include an assessment of the potential impacts to the natural and human environments.
4459	Valinda Bruce	10/4/2018	Survey Question 6 - Other response	The red alignment destroys the buildable acreage on our property leaving us with only floodplane. We are definitely against that route & see the green option which destroys no homes as the best, least invasive course of action.	Comment noted.
4460	Valinda Bruce	10/4/2018	Survey Question 6 - Other response	The realignment for the red route comes right through the middle of the buildable acreage on our property, leaving us with unsellable flood plane property. We are very against this route as it destroys our property.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4461	Van Nguyen	10/9/2018	Survey Question 6 - Other response	I am opposed to the bypasses because they will make the drive much longer and not fix the traffic problems on 380	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.</p> <p>Initial traffic analysis does show that travel times would likely be reduced should a freeway be constructed and traffic signals eliminated.</p>
4462	Vanessa Blutrigh	10/19/2018	Survey Question 6 - Other response	I support Red Alignment-option B because it offers the least disruption to already existing residential and commercial developments in the city of McKinney. Widening 380 would be detrimental to businesses already established and bring more traffic to residential streets that are not designed for high traffic flow.	Comment noted.
4463	Vanessa Deaton	10/6/2018	Survey Question 6 - Other response	380 is a US Highway. It stands to reason that people who built homes and businesses along this highway, knew it would be improved and widened at some point. News stories for the past ten years have been focused on the growth in Collin County. It makes more sense to fix the burgeoning traffic situation on 380 itself. Building a bypass through people's homes along Bloomdale Rd. will not prevent the need for 380 to eventually be widened and improved. A bypass seems unnecessary when there is a perfectly usable US Hwy already going through McKinney.	<p>Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p>
4464	Velvet Robertson	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4465	VENKATA MUDUNURI	10/5/2018	Survey Question 6 - Other response	RED ALIGNMENT	Comment noted.
4466	Veronica Heathcock	10/16/2018	Survey Question 6 - Other response	Why can't you just double deck 380 with a Passover above and business below?	Comment noted. Elevated freeway sections (or double decking) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
4467	Veronica Jones	10/11/18	Comment Form	Keep Green Plan don't want higher taxes new roads cost more - no good just widen businesses on 380 will loose business and that will be bad - businesses would close	Comment noted.
4468	Veronica Jones	10/11/2018	Survey Question 6 - Other response	don't want higher taxes - keep them (drawing)	Comment noted.
4469	Veronica Thompson	10/14/2018	Survey Question 6 - Other response	Please don't use same company that redid rd between Greenville and farmersville. Rd was not done right. Lose and many broken windshields	Comment noted.
4470	Veronica Traupman	10/10/2018	Survey Question 6 - Other response	Please take into consideration of how many Melissa and Anna residents travel on 380 everyday so the Proposed Collin County Outer Loop will be a tremendous help in this area and I don't feel anymore bypasses are needed. Just extend 380 like all the other cities have done. No fair McKinney would have to be the one to do a bypass when Frisco and Prosper expanded 380 very easily. There is plenty of room on both side to expand it.	Comment noted. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop. Additional right of way will be required and businesses and homes will be impacted and displaced if TxDOT constructs a freeway along the existing US 380.
4471	Vi Hoang	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	
4472	Vicki Horne	10/12/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year."	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
4473	Vicki Moore	10/5/2018	Survey Question 6 - Other response	Just leave 380 where it is, people can deal with traffic. DO NOT take away peoples property and affect their property values.	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
4474	Vicki Sutherland	10/4/2018	Survey Question 6 - Other response	Build outer loop - it won't be too far north in 10 years	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
4475	Victor Buendia	10/21/2018	Survey Question 6 - Other response	Please keep 380 on 380... families' lifetime savings are in jeopardy.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4476	Victor Glover	10/9/2018	Survey Question 6 - Other response	Do more with 380 and no bypass.	Comment noted.
4477	victor primacio	10/19/2018	Survey Question 6 - Other response	na	Comment noted.
4478	Victoria Belmont	10/25/2018	Survey Question 6 - Other response	Please do not remove any parking spots for the LifePath Crisis Center on 380, this center helps out several people and they need mental health. This facility is very important and needs all the space it has to help those in need.	Comment noted. If the green alignment is selected and the crisis center displaced, TxDOT's right of way agents would work with the owners of the center regarding relocating the center so that the community resource is not lost.
4479	Victoria Dilley	10/9/2018	Survey Question 6 - Other response	The Green Alignment with Option B for Spur road extension services the most amount of daily average traffic. Do not be short-term sighted and cost the most in the long-term by servicing less average daily volume by deviation from the Green Alignment with Option B spur road. This freeway will exist over many decades, perhaps century of use. The population in this area by 2040 demands the most amount of traffic throughput that the Green Alignment brings, Spur road Option B.	Comment noted.
4480	Victoria Gallagher	10/12/2018	Survey Question 6 - Other response	I support the Green alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary. This alignment would also preserve one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
4481	Victoria Harlan	10/8/2018	Survey Question 6 - Other response	Try considering building another level higher over 380 to create two levels on the same road as seen in Austin TX if really necessary.	Comment noted. Elevated freeway sections were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4482	Victoria Ndiaye	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
4483	Victoria Spencer	10/23/2018	Survey Question 6 - Other response	No to Red Option B. Please choose the Green Option as the only equitable decision for the vast majority of McKinney and Prosper, Texas residents.....	Comment noted.
4484	Vikas Rohal	10/23/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
4485	Vilma Negrete	10/22/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
4486	Vince Turriziani	10/21/2018	Survey Question 6 - Other response	We need to keep 380 on 380 as it was intended	Comment noted.
4487	Vincent & Betty Damiano	NA	Comment Form	Please, if you do bypass for 380, make it the Green Option. Our family has been turned upside down and inside out since 2007 when the city of McKinney, tried to take our family estate - for the Wilmeth Rd expansion. Now we are going to court with the DOT over their preposterous offer for our property for the Custer	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				Rd widening project. We live in the ETJ McKinney area - and do not have a voters right to protest the stupidity of the City of McKinney for not preparing for the widening of 380 like other cities have for 11 years, our lives and our property have been in turmoil. Please give us a break - and also respect our 4th Amendment rights - under the Constitution of the US. Thank you.	
4488	Vincent Damiano	10/13/2018	Survey Question 6 - Other response	I have the ability to fight this and already am fighting with the DOT over Custer Rd's inadequate offer for our property, improvements and our 11 hundred foot well, please do not add this to the equation as it is really a heavy burden on our three families liesving on our 28.5 acres. And our two business.Thank you	Comment noted.
4489	Vincent Sena	10/24/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole.	Comment noted.
4490	Virginia Cotten	10/13/2018	Survey Question 6 - Other response	It is unfair to farm lands and homes north of Tucker Hill to route 380 west or east of Custer. Tucker Hill residents bought the homes knowing that a major highway was running south of the development. In addition the proposed alignments along Bloomdale affect many homeowners and farm owners plus an elementary school already exists in the area and traffic will be greatly increased if Option A or B are chosen. US 380 should be made a freeway along the green option. The City of McKinney is asking for options (A and B) that give the city priority over other cities who are also affected by any changes in 380. The City of McKinney did	<p>Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				not propose an option that went entirely north of the city----their proposal was to protect Tucker Hill. If Option A or B are chosen, my land value will truly be diminished. US 380 can be made a freeway with overpasses and exits for needed areas. It appears that the Green Option is the most economical and fair way to improve US 380.	
4491	Virginia Deibel	10/10/2018	Survey Question 6 - Other response	Disruption of the Stonebridge community, one that pays high taxes and has been a good neighbor for 30 years is not conducive to a long term solution. Disruption to exist businesses on 380 will be expensive for Collin County and takao step backward to growth of opportunities for McKinney residents in terms of choices.	Comment noted. There are zero residential property impacts or displacements to Stonebridge Ranch by any of the proposed alignments.
4492	Virginia DeSilva	10/26/2018	Survey Question 6 - Other response	Green alignment all the way.	Comment noted.
4493	Virginia Lea	10/09/18	Comment Form	A concern is properties along route having access to the 380 loop. If controlled access, sideroads are needed. Water run off will need to be controlled, proper drainage features, detention ponds, etc.	Comment noted. The proposed freeway (red or green) would generally consist of 8 freeway lanes (4 in each direction), and 2 lane continuous frontage roads running parallel to each side of the freeway. Drainage is typically evaluated after a preferred alignment is identified and in the design schematic phase of project development.
4494	Virginia Rippley	10/26/2018	Survey Question 5 - Other response	Double Deck	Comment noted. Elevated freeway sections (or double decking) were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
4495	Virginia Roush	10/10/2018	Survey Question 6 - Other response	Would prefer to have the least impact on businesses because loss of commercial tax money means increased property taxes.	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4496	Viviana & Miro	10/8/2018	Survey Question 6 - Other response	Prosper residents want 380 to stay on 380!!	Comment noted.
4497	Viviano Gomez	10/13/2018	Survey Question 6 - Other response	No bypass, it doesn't make sense to build it so far away	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.
4498	W Beavers	10/9/2018	Survey Question 6 - Other response	Keep 380 on 380 please... no need to mess up neighborhoods for people who live away from 380 for people who live right on 380 anyway (and knew that when they purchased there).	Comment noted.
4499	W Sterchak	10/19/2018	Survey Question 3 - Other response	Is not option B current state? If NOT, prefer 'NO-BUILD'	Comment noted. Green alignment option B does follow much of the existing Airport Rd. but would function as a freeway.
4500	W Sterchak	10/19/2018	Survey Question 6 - Other response	Many improvements would be realized with better traffic control from synchronized traffic signals used INTELLIGENTLY. People REALIZE this is a challenge for ANY STATE agency.	Comment noted. Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.
4501	Walker Butler	10/15/2018	Survey Question 6 - Other response	Please keep 380 on 380 through McKinney. Don't cut into Prosper!	Comment noted.
4502	Wallace DesChamps	10/9/2018	Survey Question 6 - Other response	If the proposed "by-passes" can be built as limited access roads, I feel (any of) these options are best. The whole impetus for these projects is to meet future traffic needs and allow traffic to flow; keeping things where traffic lights will clog traffic is not feasible. I also am not a fan of sharp curves; so making more "crescent-shaped" routes seems more safe and allows for smoother traffic flow.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>Traffic analysis indicates that in order to relieve traffic congestion in the region, an east-west freeway is needed in addition to the planned Outer Loop.</p> <p>A freeway, or limited access roadway, will not have any traffic signals on the mainlanes; traffic signals would only be on the frontage roads.</p>
4503	Wally Morgan	10/11/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose Red Option A which we feel would have the most negative impact on McKinney as a whole.	
4504	Walt Rich	10/18/2018	Survey Question 6 - Other response	Please advise when the construction will begin.	Comment noted. Construction could begin for high priority segments as soon as 6-9 years; however, it would take up to 20 years to construct the entire corridor. Specific timelines, should TxDOT decided to move forward with its planning process, have not been determined.
4505	Walt True	10/11/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already existing residential and commercial developments in the city of McKinney, Widening US 380 would destroy many of the existing and new businesses and would direct non residential traffic through neighborhoods that were not built to carry heavy traffic flow	Comment noted.
4506	WALTER FLETCHER	10/26/2018	Survey Question 6 - Other response	I have owned a business on us380 for more 10 years and do not understand why McKinney is allowing large businesses with lots of in/out traffic to be developed. If alternate routes are built they should have limited, if any, access and used to get traffic through McKinney and on to their destination.	Comment noted.
4507	Walter Sitter	10/11/2018	Survey Question 6 - Other response	If you put center barriers before this construction begin, should turn around with hieght	Comment noted.
4508	Walter Wong	10/15/2018	Survey Question 6 - Other response	Please keep the 380 on the 380.	Comment noted.
4509	Ward Eastman	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.
4510	Warren McDonald	10/10/2018	Survey Question 6 - Other response	Keep 380 on 380!	Comment noted.
4511	Warren Pala	10/15/2018	Survey Question 6 - Other response	Please do not choose the bypass that goes through Prosper, this will basically turn every homebuilder into a liar and have effectually duped everyone who has bought a house in Prosper.Fix 380 on 380. Thanks	Comment noted.
4512	Wayne Gerdes	10/10/2018	Survey Question 1 - Other response	No to green	Comment noted.
4513	Wendelin Gallagher	10/10/2018	Survey Question 6 - Other response	FarmHouse Fresh & Mane Gait are the major companies that would be effected poorly by this if the answer is anything other than the Green Line solution. These 2 multi-million dollar companies are both unique and are MAJOR in bringing a lot of good attention to McKinney with their rescuing of animals, therapeutic horse riding to help the disabled and highlighting why McKinney's #1 Best Place to Live in America according to Money Magazine. FarmHouse Fresh & Mane Gait have a positive effect on the environment with all of their beautiful greenery, please don't destroy this. Too much of our beautiful, open preen land is being torn away for highways that cause both air & noise pollution. How can McKinney maintain the title of "unique" if you destroy FarmHouse Fresh & Mane Gait. Both these companies help bring both financial success and country wide publicity to McKinney.	Comment noted. TxDOT will further analyze possible options for minimizing impacts in this area.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				Help save these 2 companies and keep McKinney unique and #1!!	
4514	wendell burch	10/11/2018	Survey Question 6 - Other response	I support Red Alignment Option B because it offers the least disruption to already existing residential and commercial	Comment noted.
4515	Wendi Berge	10/12/2018	Survey Question 6 - Other response	ManeGait is a nonprofit that helps special needs kids and adults through the use of horses. The land they use now (Custer north of 380) is necessary for the continued success of the program.	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
4516	Wendy Garcia	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
4517	Wendy Purdin	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B, where a route of US 380 bypass to connect WEST of Custer Road because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
4518	Wendy russell	10/8/2018	Survey Question 1 - Other response	Fix 380 on 380	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4519	Wendy russell	10/8/2018	Survey Question 2 - Other response	Fix 380 on 380	Comment noted.
4520	Wendy russell	10/8/2018	Survey Question 3 - Other response	Fix 380 on 380	Comment noted.
4521	Wendy Slaughter	10/12/2018	Survey Question 6 - Other response	I'm voting for the Green alignment so Callie and her friends can continue with horseback riding therapy at ManeGait.	Comment noted. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
4522	Wes Bridgeman	10/25/2018	Survey Question 6 - Other response	Another east west freeway to be proposed further north between 35E and 75.	Comment noted.
4523	Wes Murdock	10/4/2018	Survey Question 6 - Other response	Red Option B appears the most reasonable option of the West side of Mckinney. Has less impact on residences and businesses.	Comment noted.
4524	Wesley Potter	10/4/2018	Survey Question 6 - Other response	NO BYPASSES - ALL OPTIONS = OUTER LOOP bypasses would be silly close to the outer loop. If bypasses then congestion @ merge & exit points.	Comment noted.
4525	Wesley Potter	10/11/2018	Survey Question 6 - Other response	Don't need more miles of concrete - just need enough of it in the correct place (existing corridor) - think green	Comment noted.
4526	Wesley Potter	10/25/2018	Survey Question 6 - Other response	HWY 380 Corridor has been in its current location for at least 50 years... before that is was HWY 24 (renamed when slightly re-routed in the 1950's or 1960's) The bypasses will not take enough traffic off of the road to offset the need for major changes in the existing corridor. Traffic moving either direction going to Mckinney will have to take the current routing to get into town. The extended distances going around will not help for even those that are going to 75. Traffic going to Princeton will have the same need to use the existing corridor. All of those that are destined for a location south of the current corridor (Most of Mckinney and Princeton and all	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT analyzed roadway options presented using a 2045 travel demand model. This model accounts for projected traffic expected in the DFW region in 2045. It also considers population growth estimates. TxDOT also continues to work with local governments to consider planned developments including planned residential developments. TxDOT will consider various interchange designs in the schematic phase of project development. TxDOT will be evaluating</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>of the area in between the two) will have to use the existing corridor. [you have to know where traffic is going to determine if the bypasses will help, offsetting truck traffic will not be enough]. Creating multiple interchanges to get on and off of the bypasses will not only be expensive - it will create multiple backup spots for merging and exiting (just have to look at previous work to prove that txdot cant design an interchange that works). This effect will create a possibly faster route to the next backup. Moving the airport road route to the east (to line up with FM1827) WILL NOT reduce the traffic - it will only move the bottleneck to a new location (the new intersection) and possibly make it worse due to light timing at 1827. BUILD THE OUTER LOOP SO THAT THRU TRAFFIC CAN GO COMPLETELY AROUND! IF the outer loop is done - then the bypassed will look really stupid as there will be up to three east west corridors that are only a few miles apart. Business owners that are concerned about the impact... they need to be concerned about the number of customers that could go around them on a bypass - effectively reducing their business dramatically.</p>	<p>using different typical sections along US 380 corridor.</p> <p>Traffic analysis indicated that providing an extension of Spur 399 will help relieve traffic congestion on US 75 and SH 5.</p> <p>Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p>
4527	Wesley Potter	10/4/2018	Survey Question 2 - Other response	Outer Loop!	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
4528	Wesley Potter	10/4/2018	Survey Question 1 - Other response	Build Outer Loop!	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4529	Wesley Potter	10/4/2018	Survey Question 3 - Other response	# problem @ option A intersection with spur (hwy 5) - can't handle turn traffic	Comment noted. Traffic analysis indicated that providing an extension of Spur 399 will help relieve traffic congestion on US 75 and SH 5.
4530	Wesley Potter	10/11/2018	Survey Question 6 - Other response	Regarding Spur 399... the intersection and turn lanes at the southern end are not sufficient for the traffic and the size of the vehicles (large trucks and thru traffic)... When considering the intersection with hwy 380 at the northern end - there will be an impact to the timing of the traffic light which will impact the backup at that intersection... bottom line = unless that is planned out and engineered really well (better than your fancy simulations, you have to get out there and understand the flow and load) then you are just going to end up changing the location of one bottleneck (the south one) and creating a new one at the other end. If you do that as badly as I anticipate - then your participation in this project will look really good on your resume'. We dont need the bypasses - no matter how you all do your cost calculations - it is more miles of concrete and more intersections. It is also more east west and not enough north south. We dont have any reason to be concerned about the right of way along the existing corridor (green). Those that are there either purchased land adjacent to a highway or inherited it, maybe some won it in a raffle - but they all know that they moved there to live beside a highway. The folks that live around the bypasses got their land with the intention of being away from one.	<p>Comment noted. Traffic analysis indicated that providing an extension of Spur 399 will help relieve traffic congestion on US 75 and SH 5.</p> <p>Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.</p> <p>The green alignment along the existing US 380 is expected to cost more than the red alignment. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p>
4531	Wesley Potter	10/9/2018	Survey Question 6 - Other response	First Preference is NO BYPASSES Concerned that additional traffic on bypasses will still converge in the common areas (where green and red overlap)... thus the green alignment is going to require rebuild in those areas anyway... Intersections where the two converge will become bottlenecks (bypasses dont fix the problem - they just confine it to the intersections	<p>Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
					existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.
4532	Whitney	10/21/2018	Survey Question 6 - Other response	I would love to see 380 as an upper deck highway option without lights or tolls.	<p>Comment noted. Elevated freeway sections were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.</p> <p>Tolling is not being considered as an option for funding.</p>
4533	Whitney	10/21/2018	Survey Question 2 - Other response	Build a 380 upper deck or underground deck.	Comment noted. Elevated freeway sections were evaluated but will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
4534	Whitney Agee	10/9/2018	Survey Question 6 - Other response	I support expanding 380 to lessen transformative change to established residential areas.	Comment noted. Existing and planned residences would be impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
4535	Whitney Martinez	10/13/2018	Survey Question 6 - Other response	The red line will run through far too many residential properties. People who moved to McKinney to be in the outskirts of town, while still in the country, are here to enjoy McKinney's unique by nature surroundings. Don't destroy McKinney by bullying people out of their own property.	Comment noted.
4536	Whitney Oestreich	10/22/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	
4537	Whitney Ray	10/9/2018	Survey Question 6 - Other response	We would like to see 380 built on current 380. Is the new improved hey 635 high/low design an option for this area to minimize impact outward?	Comment noted. Depressing or elevating the roadway would not significantly reduce the amount of right of way needed.
4538	Whitney Reishus	10/15/2018	Survey Question 6 - Other response	Please keep the changes only on 380 through McKinney! The bypass affects too many residents that did not choose to live off of a busy interstate and would be displaced by the decision to put an interstate through their backyard. In addition, 380 will still need updates and to be expanded in the coming years anyways due to the population growth in McKinney and the bypass will not help out enough with this to make it a better option.	<p>Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p>
4539	Wilda JOAN Pyne	10/5/2018	Survey Question 6 - Other response	No Bypass	Comment noted.
4540	Will Austin	10/6/2018	Survey Question 6 - Other response	If this highway went through Prosper, it destroys the reason we moved here. You cannot let 1 subdivision (Tucker Hill) determine the outcome. 1 subdivision vs 10+ subdivision. Why does 1 neighborhood get to determine the best route. They are not engineers	The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
4541	Will Driskell	10/13/2018	Survey Question 6 - Other response	Waste of money. No need to destroy two communities	Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4542	Will Rupert	10/8/2018	Survey Question 6 - Other response	As a teacher and Pastor we invested our entire life savings to buy a Home that was far away from busy highways. 380 needs to stay at 380 where all home buyers knew full well they were buying a home near a busy highway.	Comment noted.
4543	Will Telford	10/5/2018	Survey Question 6 - Other response	Prosper has no need for a bypass and has a development plan in place for 380. If McKinney requires a bypass then it should be in McKinney city limits. 380 was always intended to expand in place and will require expansion with or without a bypass.	<p>Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380. Should TxDOT decide to construct a new location alignment, it is possible that the existing US 380 might need minor improvements but based on the demographics used in our regional travel demand model, it is not anticipated that it would also need to be improved into a freeway.</p>
4544	William (Nelson) Hewitt	10/10/2018	Survey Question 6 - Other response	Red Alignment, Option B would provide the least disruption to the Stonebridge Community, which is highly desirable.	Comment noted. There are zero residential property impacts or displacements to Stonebridge Ranch by any of the proposed alignments.
4545	William A. Guernsey	10/12/18	Email	<p>October 12, 2018</p> <p>Stephen Endres, P.E. TxDot Project Manager</p> <p>Dear Mr. Endres:</p> <p>I am writing to strongly endorse the green alignment option for US 380 in Collin County and oppose any "by-pass" alternatives, especially red alignment option B that passes through Prosper.</p> <p>My reasons are two-fold:</p> <p>1) Outside consultants have previously endorsed the concept of making the existing 380 a limited</p>	<p>Comment noted. The scope of the study completed by AECOM in 2016 was to identify potential short-term and long-term improvements along only the US 380 corridor from on the east side of the Denton County line through Prosper and McKinney, and up to FM 1827. It did not evaluate options county-wide or consider regional mobility. Scope for this study did not include public involvement or development of alignments.</p> <p>Potential options studied by AECOM include minor improvements such as turn lane improvements and some grade separated intersections; to moderate improvements such as constructing overpasses and underpasses at select intersections (also referred to as grade</p>

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				<p>access highway; and,</p> <p>2) Expansion on 380 involves marginal change to existing stakeholders on that route vs. excessive disruption to life for those along a new "by-pass".</p> <p>Let me expand.</p> <p>Regarding point one, in August 2016, TxDOT funded a study by AECOM, a highly regarded consulting firm, to look at the 380 issue. AECOM recommended converting 380 into a limited access freeway with continuous frontage roads, a solution that was technically and economically feasible. In January 2017, The Perryman Group undertook a similar exercise and once again recommended that 380 become a limited access roadway. Neither study recommended a "by-pass." In recent public meetings/presentations, TxDOT has not referenced these studies, although one individual I spoke with assured me they "were taken into account" in your analysis. I had hoped these prior efforts would have taken a more prominent role in your analysis because their conclusions are persuasive and unclouded by any political sway.</p> <p>With regard to my second point, a redirection of 380 into a "by-pass" alignment will permanently disrupt lives of individuals who deliberately chose not to live near or adjacent to a major thoroughfare. Such an option would:</p> <ul style="list-style-type: none"> - Unnecessarily divide neighbors and neighborhoods in a rural/semi-rural area. - Permanently disrupt lifestyles of those who chose to live in a quiet area that was not immediately proximate to a major highway. - Negatively affect economics of several stakeholders included possible adverse property 	<p>separating intersections); and major improvements such as a freeway.</p> <p>Ultimately, the study recommended that a freeway along US 380 "provides the best mobility and safety, and addresses the long term needs of the communities" but "an additional detailed study covering Denton, Collin, and Hunt Counties is likely necessary to further evaluate the economic, environmental, right of way, and traffic". Again, AECOM did not identify or develop alignments in specific locations during this study.</p> <p>The Perryman study completed January 2017 also only analyzed potential economic effects of converting portions of the existing US 380 corridor into a freeway. The study did not identify or develop alignments or analyze economic effects of new location alignments.</p> <p>Any future improvement projects would include assessment of the potential impact on the human and natural environments.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>values and lost tax base to the town of Prosper. - Forever change for the worse the quality of life for those located along the proposed "by-pass" route; increased noise and potential conflict with planned public schools/parks are but a few of my concerns.</p> <p>I realize this is an emotionally charged issue for many and that you are no doubt receiving opinions from all fronts. That said, common sense should serve well in this decision. To wit, US 380 is located in its present location for a reason, and people/businesses located along its path accordingly. Expanding US 380 in situ should surprise no one as it represents only a marginal change to those existing stakeholders who chose to locate there to begin with. Don't introduce a "by-pass" that is a disruptive change to those who did not request it; instead, stay the course of 380 and let those who elected to locate on that path adapt accordingly. Besides that, consider the wisdom of the adage: better the devil you know than the devil you don't.</p> <p>Sincerely,</p> <p>William A. Guernsey, Jr.</p>	
4546	William Ackley	10/10/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
4547	William A\$4,547.00rmistead	10/13/2018	Survey Question 6 - Other response	380 has been the through road for decades, KEEP 380 on 380. People KNEW the highway was coming!	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4548	William Brian Memory	10/9/2018	Survey Question 6 - Other response	I am a resident of Whitley Place and an attorney. There are far better options than running a new highway right next to Whitley Place and through the beautiful and residentially occupied property of Prosper and McKinney. 380 should stay at 380. The possible displacement of a few businesses should not trump the personal property rights and expectations of the actual residents. I understand that Tucker Hill doesn't want the road on top of them. However, those homeowners and the developer purchased with full knowledge and expectations of 380 being exactly where it is. There is absolutely no viable economic, legal or ethical reason to put the road anywhere except for where it is.	<p>Comment noted. The proposed green alignment along the existing US 380 would displace more businesses and residences than the red alignment. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.</p> <p>Both the red and the green alignments presented were viable when traffic analysis was conducted and our analysis did show that red alignment options would attract traffic from the existing US 380.</p>
4549	William Bruce McFadden	10/13/2018	Survey Question 6 - Other response	Build up, not away. Follow the DNT and 289 intersection midle to refuxe congestion.	Comment noted. Traffic analysis indicates that providing only overpasses, also known as grade separated intersections, along the existing US 380 would still experience a failing level of service for congestion and delay.
4550	William Campbell	10/15/2018	Survey Question 1 - Other response	Prefer true bypass North with minimal impact to Residential and Business properties while addressing future growth	Comment noted. Traffic analysis concluded an alignment north of Prosper did not significantly reduce congestion on US 380.
4551	William Claunch	10/11/2018	Survey Question 6 - Other response	Red alignment option B clearly disturbs far fewer existing homes.	Comment noted.
4552	William Cook	10/20/2018	Survey Question 6 - Other response	Consider north-south pedestrian connectivity before construction. pedestrian bridges would be great for families since they offer the least amount of stress when crossing streets.	Comment noted.
4553	William Docekal	10/10/2018	Survey Question 1 - Other response	Red Option B	Comment noted.
4554	William Docekal	10/10/2018	Survey Question 3 - Other response	Red option B	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4555	William Essington	10/10/20 18	Survey Question 6 - Other response	Please use red b going west of Custer	Comment noted.
4556	William Gross	10/23/20 18	Survey Question 6 - Other response	Keeping 380 on 380 makes the most sense.	Comment noted.
4557	William Hester	10/13/20 18	Survey Question 6 - Other response	There may be some complexities to building where it already is, but given the development if we choose to make the bypass go around the current path in west McKinney, all the current businesses will suffer.	Comment noted.
4558	William Hughes	10/24/20 18	Survey Question 6 - Other response	Please keep 380 along it's original path (green route) through eastern Prosper.	Comment noted.
4559	WILLIAM M MEILAHN	10/10/20 18	Survey Question 6 - Other response	Commercial development along existing 380 should be suppressed. It seems to me to be utterly insane to put more drive-in, local commercial businesses along a major, East-West, trans-Texas highway that is already choked with local traffic. Put the car washes and fast food businesses in the downtowns of Decatur, Denton, Prosper, Farmersville, Greenville. We need the East-West access to be a higher speed, limited access highway, not a local shopping center access road.	Comment noted.
4560	William McDowell	10/19/20 18	Survey Question 6 - Other response	My family owns property on CR406 and would not be as suited to improvement as would hwy 380.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
4561	William McIntosh	10/23/20 18	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also destroys more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor. We strongly oppose	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				Red Option A which we feel would have the most negative impact on McKinney as a whole.	
4562	William Phillips	10/17/18	Commen t Form	I support keep 380 on 380, green route all the way. The green route has the least impact on residential properties and communities. Anyone who would even consider putting a highway through maingait that would destroy some of the most beautiful land in North Texas and more importantly impact the terrific things they do for the disabled would be one cold hearted SOB. Keeping everything on 380 is best for businesses. The Green route conforms to McKinney 2040 plan and Prosper zoning and tax plans. The noise abatement plans on 380 will reduce current noise levels. The costs of any bypass need to include the same noise abatement techniques and would therefore make the cost of any bypass significantly greater than the green route.	Comment noted. TxDOT will further analyze possible options for the impacts to the ManeGait property. Any future improvements would include an assessment of the potential impacts to the natural and human environments.
4563	William Phillips	10/8/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
4564	William S Ullom	10/4/2018	Survey Question 6 - Other response	Prefer NO BYPASS on Coit Rd to FM 1827. If Bypass is needed I prefer Option A	Comment noted.
4565	William Sager	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because option A will destroy my property value by bringing external traffic through Ridge Rd which my house backs up to with very little clearance. It was never designed to handle a larger load. Road noise with four lanes is already terrible, increasing the capacity and traffic will obliterate my property value. I can't even see how there is room to increase the lanes. Increased traffic is going to just increase noise and introduce additional safety concerns for all residents. We will have to wall ourselves off from the road, add traffic lights, etc. The entire Stonebridge neighborhood will be destroyed, all for the	<p>Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>Alignment options are still being evaluated and any future improvements will be designed to current design standards to enhance safety.</p> <p>There are zero residential property impacts or</p>

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				benefit of non-residents from other areas to "cut-through". This is a plan which must be discarded.	displacements to Stonebridge Ranch by any of the proposed alignments.
4566	William Sano	10/4/2018	Survey Question 2 - Other response	I prefer Option B as a Thru Truck Route especially to handle HAZMAT.	Comment noted.
4567	William Sano	10/4/2018	Survey Question 3 - Other response	stakeholders should have input here	Comment noted.
4568	William Sano	10/4/2018	Survey Question 6 - Other response	Bypass options should by Truck Routes and future HAZMAT Routes!	Comment noted.
4569	William Sano	10/4/2018	Survey Question 4 - Other response	stakeholders should have input.	Comment noted. Multiple stakeholder meetings have been held to date. Public input is one of the many factors that goes into TxDOT's decision-making process in regards to this study.
4570	William Sano	10/4/2018	Survey Question 5 - Other response	stakeholders should have input.	Comment noted. Multiple stakeholder meetings have been held to date. Public input is one of the many factors that goes into TxDOT's decision-making process in regards to this study.
4571	William Sano	10/19/2018	Survey Question 6 - Other response	I prefer the bypass options that would route through truck traffic away from the residential and business districts of the cities. Bypass options that have the least impact on residences and business alike. For the future, the truck routes could serve as hazardous materials routes.	Comment noted.
4572	William Savage	10/10/2018	Survey Question 6 - Other response	While improvements are needed, these improvements should not be made on or near existing homes and subdivisions.	Comment noted. There is not a way to construct an east-west freeway in this area and reduce regional traffic delay without impacting or displacing homes. freeway in this area that will reduce regional traffic delay without impacting or displacing residential properties.
4573	William Shelt	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years	Comment noted.

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				and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	
4574	William Smith	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing impacts to the ManeGait property.</p>
4575	William Stroud	10/04/18	Comment Form	The traffic issues of 380 will not be fixed by creating a bypass. There is still a lot of undeveloped land - both residential & commercial - on 380. Traffic will only continue to increase along 380 as development and growth continues. The bypass through Prosper may be the cheaper option now, however this does not foresee or include the cost of fixing 380 in the future. It is unfortunate that many businesses will need to be displaced by widening 380 now, but this will allow for better planning and development in McKinney to prevent the future displacement of even more businesses and homes. Fix 380 now rather than put a bandaid bypass through the farms and homes and nature that makes Collin County unique. Expanding 380 now will be more efficient, effective, cheaper and less destructive in the long run.	<p>Comment noted. Both the red and the green alignments presented were viable when future traffic analysis was conducted.</p> <p>Cost is one of the many factors that TxDOT will consider when making a decision on an alignment.</p>
4576	William Webb	10/10/2018	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				streets that are not designed to carry heavy traffic flow.	
4577	William Yackinous	10/10/20 18	Survey Question 6 - Other response	I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow.	Comment noted.
4578	Woodwards	10/19/20 18	Survey Question 1 - Other response	We support the Red Alignment—Option B bypass route. This option would route a US 380 bypass to connect WEST of Custer Road. We DO NOT support Red Alignment—Option A, nor the Green Alignment to widen US 380, because these options are the most destructive to homes and businesses in the McKinney 380 corridor.	Comment noted.
4579	Woodwards	10/19/20 18	Survey Question 3 - Other response	“I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would displace many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also displaces more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor.”	Comment noted.
4580	Woodwards	10/19/20 18	Survey Question 6 - Other response	“I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would displace many of the businesses along US 380 affecting the commercial tax base for years. Widening 380 also displaces more homes than any other option. A regional bypass, (Red Option B) will also encourage economic growth in our northern corridor.”	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4581	Wyatt Baker	10/26/2018	Survey Question 6 - Other response	My family moved to Whitley Place in Prosper for the location. Nestled safely away from a major highway for family friendly safe living with a nature like feel. All the reasons we moved here would be completely negated if a bypass is built south of our neighborhood. Please no 380 bypass!!!	Comment noted.
4582	Wyatt Campbell	10/12/2018	Survey Question 6 - Other response	I like our hoe, and this will destroy our neighborhood. The bypass will be <5 miles, around 3 miles from the outerloop.. destroying so much green space, for a detour? please fix 380 on 380!	Comment noted.
4583	Wyndi Marston	10/11/2018	Survey Question 6 - Other response	We live in Red Bud Estates between Coit and Custer. Our neighborhood only has one entrance in and out. Please take this into consideration. Will there be a way for us to turn left toward Coit or will we be forced to go all the way to Custer before going West?	Comment noted.
4584	Yanniello Allison	10/12/2018	Survey Question 6 - Other response	"I support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow."	Comment noted.
4585	Yasmin Hashem	10/15/2018	Survey Question 3 - Other response	Prefer Red Alignment Option B	Comment noted.
4586	Yasmin Hashem	10/15/2018	Survey Question 4 - Other response	Prefer Red Alignment Option B	Comment noted.
4587	Yasmin Hashem	10/15/2018	Survey Question 6 - Other response	I'm only in favor of the Red Alignment Option B	Comment noted.
4588	Yegor Zhelezny	10/15/2018	Survey Question	Double-deck solution on 380 seems best, similar to 121	Comment noted. Elevated freeway sections (or double decking) were evaluated but will not be further considered for most of the corridor

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
			6 - Other response		because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.
4589	Yolanda Ryan	10/4/2018	Survey Question 2 - Other response	Widen Custer Rd 6-8 lanes to Laud Howell, then widen Wilmeth from Lake Forest to Custer 6 lanes, widen Bloomdale 6-8 lanes to 75. Widen Laud Howell 6 lanes to 75. Proceed east with 2 more North, South options.	<p>Comment noted. TxDOT analyzed roadway options presented using a 2045 travel demand model. This model accounts for projected traffic expected in the DFW region in 2045. It also considers population growth estimates and full build out of roadways in the county. This includes Virginia and Eldorado Pkwy, as well as Wilmeth Rd, Bloomdale Rd, and Laud Howell Pkwy and other arterial roadways.</p> <p>North/south route studies are being led by the North Central Texas Council of Governments as part of the Collin County Strategic Roadway Plan.</p>
4590	Yoli Dederichs	10/14/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait provides life-changing therapy to hundreds of children and adults with disabilities and offers enriching volunteer opportunities for over 2,000 North Texans each year.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
4591	Yongling	10/17/2018	Survey Question 6 - Other response	No	Comment noted.
4592	Yoshie Cheung	10/4/2018	Survey Question 6 - Other response	I truly feel that improving 380 on 380 would be the best option to help improve the traffic situation in Collin County while minimizing the impact to residents. I am opposed to any of the 380 Bypass Options since it will negatively	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>Existing and planned residences would be</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				impact and transform large numbers of communities in the McKinney and Prosper areas.	impacted and displaced by both the red and green alignment options. Please see the evaluation matrices included in the public meeting boards and presentation posted on Drive380.com.
4593	Ysabelle Haggard	10/15/2018	Survey Question 6 - Other response	"I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year."	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>
4594	Yvonne A Thomsen	10/24/2018	Survey Question 6 - Other response	I moved out here to be in the country, NOT to have more traffic near my neighborhood and surrounding streets	Comment noted.
4595	Yvonne Spain	10/09/18	Comment Form	<p>What about all the properties you(TXDOT) doesn't aquire eminent domain, just going to flood all the properties left. (Cutting down all trees and making drainage ditches (Rout 5 Industrial Area). County Lane.</p> <p>Four drainage ditches like you ARE doing to mine</p> <p>It is illegal tot divert water to Private Property</p> <p>(Drawing)</p>	Comment noted.
4596	Zac Beckerley	10/12/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year	minimizing the impacts to the ManeGait property.
4597	Zach Bayley	10/11/2018	Survey Question 6 - Other response	support Red Alignment-Option B because it offers the least disruption to already-existing residential and commercial developments in the City of McKinney. Widening US 380 would destroy many of the new businesses that have been built along US 380 in the last few years and would bring more traffic to arterial residential streets that are not designed to carry heavy traffic flow	Comment noted.
4598	Zach Roberts	10/12/2018	Survey Question 1 - Other response	Keep 380 on 380	Comment noted.
4599	Zach Roberts	10/12/2018	Survey Question 6 - Other response	Keep 380 on 380. Green line is preferred	Comment noted.
4600	Zachary Harper	10/11/2018	Survey Question 6 - Other response	Don't move an expanded highway towards homeowners who built away from the 380, in favor of developers who built on top of this major roadway and now want a "redo"	Comment noted.
4601	Zachary Kihm	10/23/2018	Survey Question 6 - Other response	I support the GREEN alignment for HWY 380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
				hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year.	
4602	Zachary Krider	10/5/2018	Survey Question 6 - Other response	380 should be kept on 380. The loops that are proposed will cut into new neighborhoods and drive down property value on these homes which are investments of families. The proposed loops will also force landowners to give up their land to the state when 380 can just be expanded on 380.	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
4603	Zachary Schneider	10/11/2018	Survey Question 6 - Other response	I strongly support keeping the green alignment for the expansion of HWY 380 into a Limited Access Freeway. I strongly oppose Bypass Red Option B.	Comment noted.
4604	Zachary Stauffer	10/19/2018	Survey Question 6 - Other response	Please keep 380 on 380--no bypass! Thank you.	Comment noted.
4605	Zak Krider	10/4/2018	Survey Question 2 - Other response	No to west of Custer	Comment noted.
4606	zoe campbell	10/24/2018	Survey Question 6 - Other response	We moved here 4 years ago, I do not want a interstate next to my house. My brother is disabled and we'd have to move (loud sounds bother him), plus losing mane gait.. horrific loss for us.	Comment noted. A traffic noise analysis would be conducted during the environmental study stage of project development. TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.
4607	Zoe Sanchez	10/11/2018	Survey Question 6 - Other response	Keep 380 on 380	Comment noted.
4608	Zoey Fernandez	10/9/2018	Survey Question 6 - Other response	I do not want to grow up with a highway under construction and completed within 250 ft of my family home where I live, play and go to my neighborhood school. Fix 380 on 380. Thank you!	Comment noted.

Com ment num ber	Commenter Name	Date Received	Source	Comment Topic	Response
4609	Zosh Shearer	10/12/20 18	Survey Question 6 - Other response	380, as the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary, would scar the beauty of our community, and would impair growth and high-quality development in the northwest sector of Collin County. GREEN alignment also preserves one of McKinney's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. ManeGait has been a beacon of hope in North Texas for 11 years, providing life-changing therapy for hundreds of children and adults with disabilities and offering enriching volunteer opportunities for over 2,000 North Texans each year	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>TxDOT will further analyze possible options for minimizing the impacts to the ManeGait property.</p>



A2 Petition Response Matrix

Petition Number	Submitter Name	Date Received	Source	Number of Signatures on Petition	Comment Topic	Response
1	380 Bypass Opposition Leadership Team	6/5/2018	Online - https://www.thepetitionsite.com/331/121/935/no-to-380-bypass-yes-to-alternative-options/	1,456	<p>We, the undersigned, McKinney/ETJ residents, taxpayers and voters, are overwhelmingly opposed to the construction of any proposed 380 Bypass options due to the negative impact of hundreds of families, homes, neighborhoods, and communities. We implore the City of McKinney to vigorously pursue the construction of the long planned Collin County Outer Loop and improvements to, if not expansion of, US 380.</p> <p>The three proposed 380 Bypass options presented on February 9, 2017, by City Planners for existing Wilmeth, Bloomdale/CR 123 and CR 1461/Laud Howell Parkway do not represent "One Community, One Vision." The options certainly are not the "vision" of the hundreds who will lose their homes and land, suffer financial hardships, and displacements. These are the residents of McKinney and Collin County whom you represent. We also believe the City of McKinney made a commitment to our communities, specifically to the neighborhoods that all Bypass options will affect, when they were shown as arterial roads on the 2004 plan.</p> <p>Homes now located in safe, quiet neighborhoods would be subjected to busy through-traffic, as well as adversely affected by:</p> <ul style="list-style-type: none"> - Loss of property (homes, land) - Increased safety risks to children at 1 planned and 2 existing elementary 	Comment Noted
2	Pam Sardo	2/26/2019	Email	57	<p>To: US Highway Route 380 Decision Makers</p> <p>This is to share a diverse cross section of residents and business owners of Farmsville, including business owners located on RT 380 (Audie Murphy) have a signed petition **AGAINST moving RT 380 south of its current location** (therefore AGAINST the red proposed plan.) Please place this in your files and permanent records as the will of the townspeople. Please only consider the Green Proposal or other proposals which leave Route 380 in its current location. This petition was shared with Farmsville City Council and is in the minutes/ permanent record. This volume of signatures was gathered quickly, is not large compared to McKinney, but represents a large constituency, slightly less than 20% of the voters who voted in the Farmsville city elections. Please let me know if you have any questions. Best regards,</p> <p>Pam Sardo 469-352-4556</p>	Comment Noted
3	Jon Dell'Antonio	10/2/2018	Online - https://www.thepetitionsite.com/766/770/384/no-to-widening-380-yes-to-380-prosper-bypass-west-of-custer-road/	2,571	<p>We, the undersigned City of McKinney, TX residents and/or property owners, respectfully petition the City to NOT approve the widening of Highway 380, making it a limited access freeway, or supporting any future bypass alignment that enters Highway 380 East of Custer Road for the following reasons: 1. If Highway 380 were widened or made a limited access freeway through McKinney, it would destroy a huge part of Tucker Hill as well as be extremely detrimental to Stonebridge Ranch, Auburn Hills, Meadow Ranch Estates, Ridgecrest, Buckner Place, and many nearby businesses. While not all of these areas are in the Northridge District, we support the City of McKinney in their efforts to protect these areas. 2. The bypass must also protect McKinney's main assets in the Northridge District, Tucker Hill, and Stonebridge Ranch. 3. It would have a devastating impact on the businesses located along Highway 380 by removing many of them to provide space for the proposed Highway 380 widening or freeway options. This would result in the inability to replace those businesses due to a lack of space resulting in a significant loss of tax revenue to the city of McKinney. We do support an alternative bypass route North of Highway 380, crossing Custer Road and entering Highway 380 WEST of Custer Road, utilizing as much open, undeveloped space as possible to provide the thoroughfare. Extending the bypass slightly west into Prosper accounts for less than 4% of the total distance. This option will both save money and preserve existing homes and businesses making this option the best solution for the City of McKinney and the region. Update #15 months ago: We are at a critical point and need your help. We need more signatures to preserve our commercial tax base and save countless homes and businesses that would be detrimentally impacted if 380 is widened to a Limited Access Roadway. TxDOT will have 2-3 final alignments on October 4th. Opposition is mounting, and we need our position solidified by the constituents of McKinney that we prefer a bypass West of Custer Road. Please have one friend, neighbor, or business owner sign today.</p>	Comment Noted



Section B. Notices

Section	Document
B1	Public Meeting Notice Schedule
B2	Notice (English and Spanish)
B3	Venue Maps
B4	Mailing Lists
B5	Newspaper Affidavits and Advertisements
B6	TxDOT Website Notices



B1 Public Meeting Notice Schedule



Public Meeting Notice Schedule

This schedule provides for the public meetings to be held on

- **Thursday, October 4 – Prosper/Frisco**
- **Tuesday, October 9, 2018 – McKinney**
- **Thursday, October 11, 2018 – Farmersville/Princeton**

Newspaper Publications

The Public Meeting Notice for the above project will be/has been published in the following newspapers:

- *Dallas Morning News*
- *Al Dia*
- *The Anna-Melissa Tribune*
- *Celina Record*
- *Collin County Commercial Record*
- *Community Impact – Frisco*
- *Farmersville Times and Princeton Herald*
- *Frisco Enterprise*
- *McKinney Courier Gazette*
- *Prosper Press*

Publication	Publication Date for 21-Day Notice
Dallas Morning News	9/12
Al Dia	9/12
The Anna-Melissa Tribune	9/13
Celina Record	9/14
Collin County Commercial Record	9/13
Community Impact – Frisco	9/9
Farmersville Times and Princeton Herald	9/13
Frisco Enterprise	9/14
McKinney Courier Gazette	9/16
Prosper Press	9/12



Section B. Notices

Section	Document
B1	Notice (English and Spanish)
B2	Venue Maps
B3	Mailing Lists
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B2 Notice (English and Spanish)



NOTICE OF PUBLIC MEETINGS

Proposed Improvements to US 380 from Denton County Line to Hunt County Line Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

The Texas Department of Transportation (TxDOT) is conducting a feasibility study for improvements to US 380 through Collin County, a distance of approximately 32 miles. **TxDOT will conduct three public meetings to discuss and receive public comments on the proposed project. All three meetings will present the same information and will be held in an open house format with a formal presentation at 7:00 p.m.** Representatives from TxDOT and project consultants will be available to answer questions about the proposed project improvements. The meeting dates, times, and locations are listed below.

Thursday, October 4, 2018

6:00 p.m. to 8:00 p.m.

**Independence High School
10555 Independence
Parkway
Frisco, TX 75035**

Tuesday, October 9, 2018

6:00 p.m. to 8:00 p.m.

**Collin College
Central Park Campus
Conference Center
2400 Community Avenue
McKinney, TX 75071**

Thursday, October 11, 2018

6:00 p.m. to 8:00 p.m.

**Princeton High School
1000 E. Princeton Drive
Princeton, TX 75407**

The purpose of the study is to analyze potential roadway options for US 380, including improving the existing alignment or utilizing a new alignment. Alignment options could require additional right-of-way to accommodate the project.

Study data and maps showing roadway alignments will be available for viewing at the public meetings. This information will also be available for public inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the TxDOT Dallas District. Meeting information will also be available online at www.Drive380.com.

All interested persons are invited to attend any of these public meetings. Written or electronic comments from the public are requested and will be accepted for a period of 15 calendar days. Written comments may be submitted either in person at the public meeting, online, or by mail to: Stephen Endres, P.E., TxDOT Dallas District Office, 4777 East US Highway 80, Mesquite, TX 75150-6643, or by email addressed to Stephen.Endres@txdot.gov. **Written comments must be postmarked on or before Friday, October 26, 2018 to be included in the documentation of the public meeting.**

The public meeting will be conducted in English. Persons interested in attending the meetings who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to contact the TxDOT Dallas District Public Information Office at (214) 320-4480. Requests should be made at least two days prior to the public meeting. TxDOT will make every reasonable effort to accommodate these needs. If you have general questions or concerns regarding the proposed project, you may contact the TxDOT project manager, Mr. Stephen Endres, P.E. by phone at (214) 320-4469 or by email at Stephen.Endres@txdot.gov.

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 16, 2014, and executed by FHWA and TxDOT.



AVISO DE REUNIONES PÚBLICAS

**Propuestas para mejorar la US 380 desde el Límite del Condado de Denton
hasta el Límite del Condado de Hunt
Condado de Collin, Texas**

CSJ: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

El Departamento de Transporte de Texas (TxDOT) está llevando a cabo un estudio de factibilidad para mejorar la US 380 a lo largo del Condado de Collin, en una distancia de aproximadamente 32 millas. **El TxDOT llevará a cabo tres reuniones públicas para discutir y recibir comentarios públicos sobre el proyecto propuesto. En las tres reuniones, se presentará la misma información y serán realizadas a las 7:00pm en formato de asamblea abierta sin presentación formal.** Representantes del TxDOT y los consultores del proyecto estarán disponibles para contestar preguntas sobre el proyecto. Las fechas, horas y lugares de las reuniones serán:

jueves, 4 de octubre de 2018

6:00 p.m. a 8:00 p.m.

**Independence High School
10555 Independence Parkway
Frisco, TX 75035**

martes, 9 de octubre de 2018

6:00 p.m. a 8:00 p.m.

**Collin College Central Park
Campus Conference Center
2400 Community Avenue
McKinney, TX 75071**

jueves, 11 de octubre de 2018

6:00 p.m. a 8:00 p.m.

**Princeton High School
1000 E. Princeton Drive
Princeton, TX 75407**

El propósito del estudio es analizar opciones de carreteras potenciales para la US 380, incluyendo mejorando la alineación existente o utilizando nuevas alienaciones. Las opciones de alineación pudieran requerir derechos de vía adicionales para acomodar el proyecto.

Los datos y mapas del estudio que muestran las opciones de alineación de las carreteras estarán disponibles para su visualización en las reuniones públicas. Esta información también estará disponible para inspección pública de lunes a viernes entre las 8:00 a.m. y las 5:00 p.m. en el TxDOT, Distrito Dallas. La información de la reunión también estará disponible en línea www.Drive380.com.

Todas las personas interesadas están invitadas para asistir a cualquiera de estas reuniones públicas. Se solicitarán y aceptarán los comentarios por escrito o electrónicos del público por un periodo de 15 días calendario después de la reunión pública. Los comentarios por escrito pueden ser entregados personalmente en las reuniones públicas, en línea, o por correo a: Stephen Endres, P.E., TxDOT Dallas District Office, 4777 East US Highway 80, Mesquite, TX 75150-6643, o por correo electrónico a la dirección Stephen.Endres@txdot.gov. **Los comentarios escritos, deben enviarse por correo antes del viernes, 26 de octubre del 2018 para ser incluidos en la documentación de la reunión pública.**

Las reuniones públicas será realizada en inglés. Las personas interesadas en asistir a las reuniones que tienen necesidades de comunicación o de alojamiento, como la necesidad de un intérprete, se les sujiere que contacten al TxDOT, Distrito Dallas, Oficina de Información Pública al (214) 320-4480. Las solicitudes deben realizarse por lo menos dos días antes de cada reunión pública. El TxDOT hará todos los esfuerzos razonables para adaptar esas necesidades. Si usted tiene preguntas o preocupaciones generales en relación con el proyecto propuesto, puede contactar al gerente de proyecto del TxDOT, Sr.

Stephen Endres, P.E. por teléfono al (214) 320-4469 o por correo electrónico a Stephen.Endres@txdot.gov.

La revisión ambiental, consulta y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido, llevado a cabo por TxDOT – en virtud de 23 USC 327 y el Memorando de Entendimiento del 16 de diciembre de 2014, y ejecutado por la FHWA y el TxDOT.



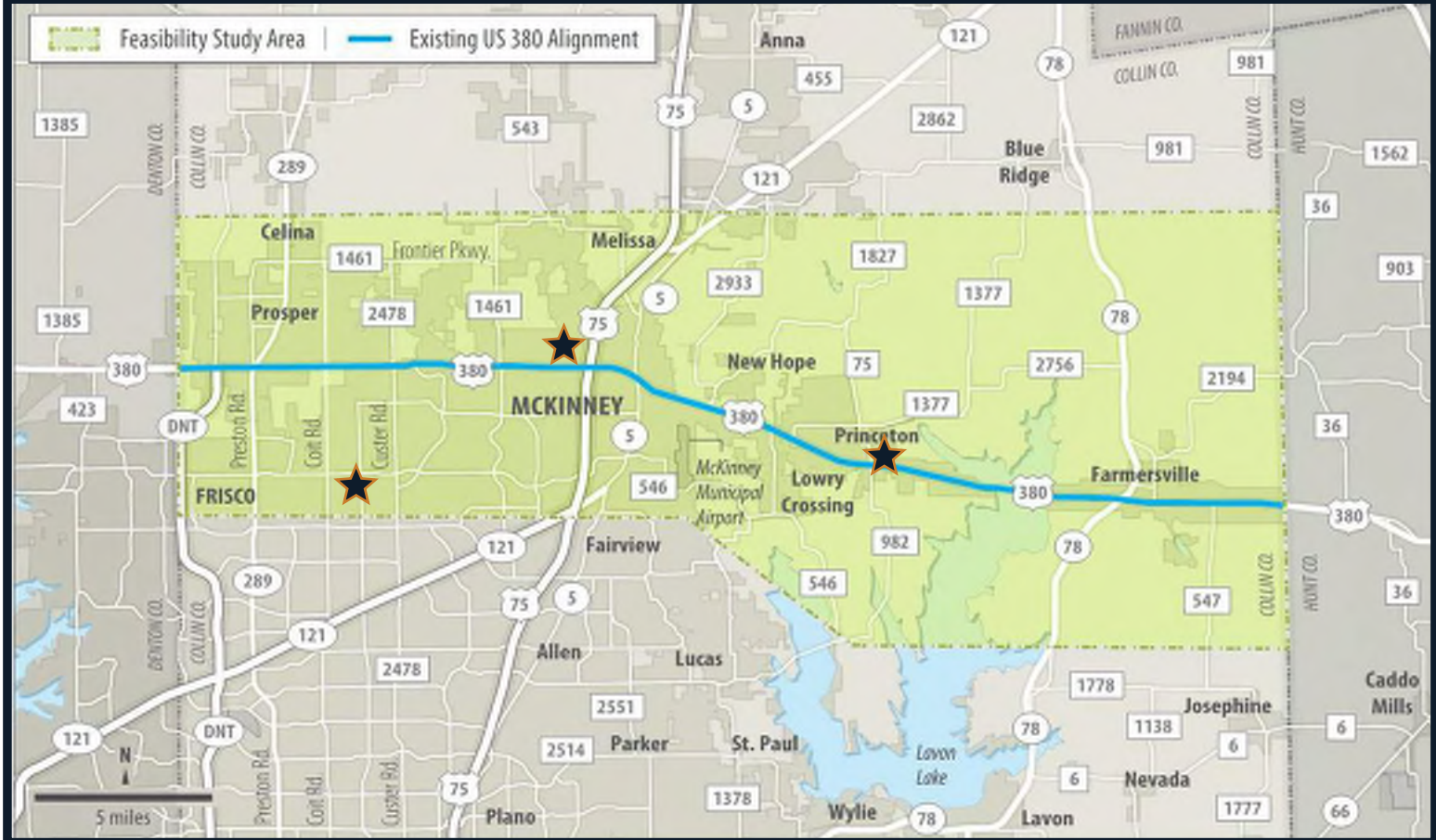
B3 Venue Maps

US 380 Collin County Feasibility Study

Proposed Improvements to US 380

Public Open House Meetings

MEETING LOCATIONS



**TxDOT will host a series of Public Meetings to discuss the future of US 380.
For more information about the study, visit www.Drive380.com.**

No admission or parking fees will be charged. These are free events.



★ Independence High School

Cafeteria

Thursday, October 4, 2018

6:00 p.m. - 8:00 p.m.



★ Collin College

Central Park Campus - Conference Center

Tuesday, October 9, 2018

6:00 p.m. - 8:00 p.m.



★ Princeton High School

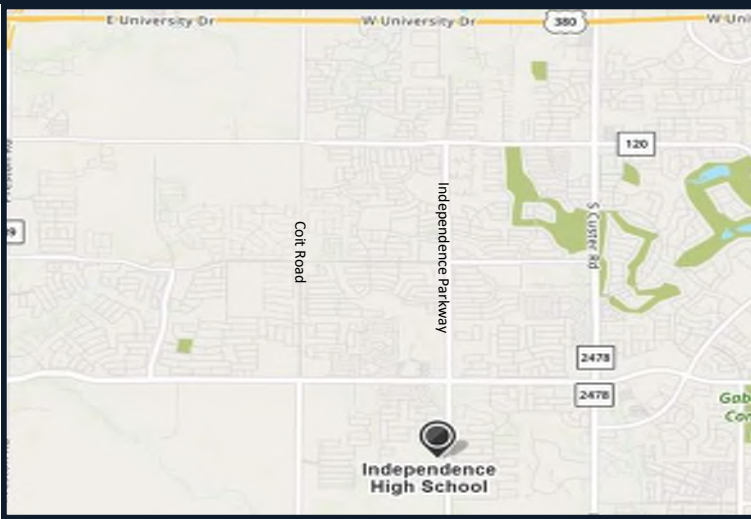
Atrium and Cafeteria

Thursday, October 11, 2018

6:00 p.m. - 8:00 p.m.

US 380 Collin County Feasibility Study - Public Meetings

OPEN HOUSE - Independence High School



★ Independence High School Cafeteria

Thursday, October 4, 2018

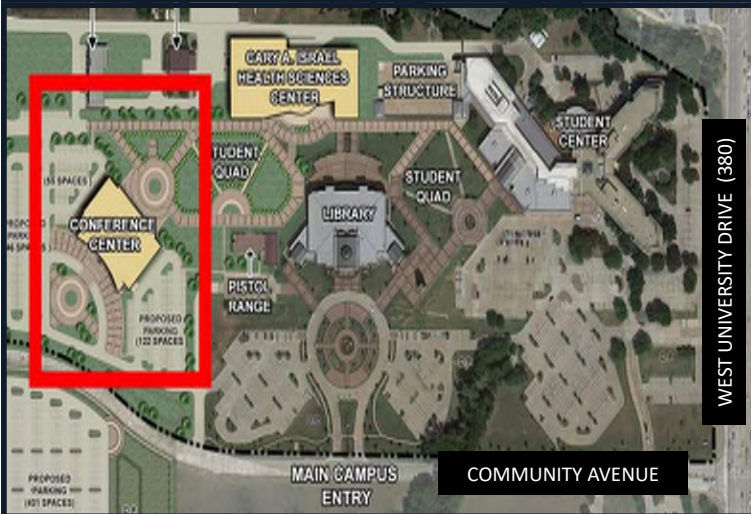
6:00 p.m. - 8:00 p.m.

10555 Independence Parkway, Frisco, TX 75035

From US 380

- Head south on Coit Road
- Turn east on Eldorado Parkway
- Turn south on Independence Parkway
- School is on right

OPEN HOUSE - Collin College CPC Campus Conference Center



★ Collin College Central Park Campus

Conference Center

Tuesday, October 9, 2018

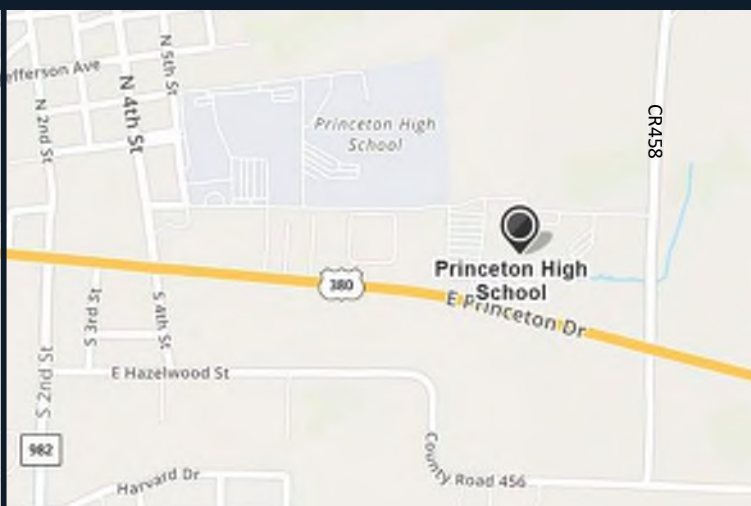
6:00 p.m. - 8:00 p.m.

2400 Community Avenue, McKinney, TX 75071

From US 380

- Turn north on Community Avenue
- Drive past the main campus and bookstore
- Conference center is on right

OPEN HOUSE - Princeton High School



★ Princeton High School Cafeteria

Thursday, October 11, 2018

6:00 p.m. - 8:00 p.m.

1000 E Princeton Drive, Princeton, TX 75407

From the East

- Head west on US 380

From the West

- Head east on US 380
- After you pass 4th Street, school is on left



B4 Mailing Lists – Property Owner & Elected Official/City Staff/Agency

US 380 Feasibility Study
Property Owner /Resident/Drive380.com Mailing list
August 30, 2018

Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
2756743	Property Owner or Resident	MCKINNEY SH I LTD					
2635943	Property Owner or Resident	MCNEILL INVESTMENTS LLC					
2637241	Property Owner or Resident	SEMINOLE BLOOMINFIVE LP					
2504450	Property Owner or Resident	BERTRAND ANTHONY & PATRICIA					
2711769	Property Owner or Resident	FRANZMEIER NATHAN					
2508076	Property Owner or Resident	N VENTURES LLC					
2706485	Property Owner or Resident	LADEHOFF SLOANE B &					
1122984	Property Owner or Resident	MATT ABERNATHY - HOUK AIR CONDITIONING INC					
2688468	Property Owner or Resident	NEMETH JENNIFER TRUST					
2693750	Property Owner or Resident	OHM VERTEX LLX					
2566425	Property Owner or Resident	HARMON LINDA J					
2752720	Property Owner or Resident	EXMAR INC					
2504409	Property Owner or Resident	C & T CONNECTION LLC					
		HARMON LINDA J					
		Kristy Campbell					
		EDLER RAYMOND W &					
		MOSHER PAUL DAVID &					
1721220	Property Owner or Resident	GRIFFIN J KENNETH					
2671481	Property Owner or Resident	YOUNGBLOOD GRANTSIE ANN					
2504478	Property Owner or Resident	DEVRIES CRAIG LEE					
1131643	Property Owner or Resident	CARAWAY STEVE					
2614776	Property Owner or Resident	CARAWAY STEVE L					
		CARAWAY STEVE					
		ESNARD STEPHEN M & CRISTINA M					
2508224	Property Owner or Resident	HAYES CHRIS W					
1247412	Property Owner or Resident	CASSITY EDDIE					
2704415	Property Owner or Resident	ZINN CYNTHIA R					
2560715	Property Owner or Resident	HARBER PAUL J					
2560721	Property Owner or Resident	MCCURRY ROBERT SCOTT					
2655639	Property Owner or Resident	HOOKER RYAN RAY & PATRICIA ANNE					
2560716	Property Owner or Resident	LUTES MARK W					
2560720	Property Owner or Resident	KENDALL TRACY & DANIELLE					
2560717	Property Owner or Resident	HALL JARED W & MELINDA M					
2674432	Property Owner or Resident	NEIGHBORS SUSAN					
2560719	Property Owner or Resident	MILLIER DRAKE & CALLIE					
2655638	Property Owner or Resident	STANKIEWICZ BRIAN M & ALISON R					
2560718	Property Owner or Resident	LEWIS MARK WARREN					
2582209	Property Owner or Resident	RAU CARL R & KATHY J					
2674433	Property Owner or Resident	SANDERS JAMES HENRY JR & CERIL CARLETTA					
2655637	Property Owner or Resident	GUSTOVICH BRYAN & CARLA					
2674434	Property Owner or Resident	CHATFIELD THOMAS L & KATHERINE E					
2655582	Property Owner or Resident	PARK TINA IRIS					
2655583	Property Owner or Resident	MCCAFFREE CLINTON W & TRACEY L					
2560842	Property Owner or Resident	COLARUOTOLO JOHN J & LAUREN E					
2554821	Property Owner or Resident	ROCKETT KRISTIE L					
2560844	Property Owner or Resident	YATES DEAN R & THERESA M					
2560723	Property Owner or Resident	HAMPTON BRADLEY P & RACHEL R					
2655584	Property Owner or Resident	RANEY TIMOTHY &					

US 380 Feasibility Study
Property Owner /Resident/Drive380.com Mailing list
August 30, 2018

Property ID	Title	Name (Owner and Resident)					
2706503	Property Owner or Resident	RHONE SHANNON & COREY					
2560846	Property Owner or Resident	SALLAWAY JOHN R III & CHERISE R					
2560725	Property Owner or Resident	MUELLER JOSEPH & KAROL					
2664355	Property Owner or Resident	CASEY ABC INVESTMENTS LLC					
2560847	Property Owner or Resident	CARTWRIGHT ANDREW B & HILA A					
1193130	Property Owner or Resident	PRINCETON FOODS LLC					
2560727	Property Owner or Resident	MARK ANTHONY & JULIE M ARCHULETA					
2560848	Property Owner or Resident	HICKEY PATRICK C & PHYLLIS A					
2560728	Property Owner or Resident	GOUND NORMAN A & NANCY E					
2560729	Property Owner or Resident	LYONS JASON & JENNIFER					
2560850	Property Owner or Resident	FROMMER DALE T & ALISON P					
2560730	Property Owner or Resident	SHAVOR GREGG ALLEN & MELISSA					
2560796	Property Owner or Resident	MABREY CHARLES R					
2560797	Property Owner or Resident	KLINE BRADLEY E & JENNA H					
2560732	Property Owner or Resident	ELLIOTT ROBERT A II & MELISSA M					
2560798	Property Owner or Resident	DAVID S & KATHERINE ATCHISON					
2560733	Property Owner or Resident	TURNER KELLIANNE B					
2560799	Property Owner or Resident	BLOZIS CATHERINE R & STEVEN A					
2560800	Property Owner or Resident	LONG KELSEY J & RENEE E					
2560735	Property Owner or Resident	JOHNSON PAGE					
2560801	Property Owner or Resident	FRANCIS JOHN & LYNICE					
2560802	Property Owner or Resident	LEE JEFFREY D & ANDREA					
2560737	Property Owner or Resident	FENLEY NOAH &					
2560738	Property Owner or Resident	KANG KWON IL & SUNMI LEE					
2560739	Property Owner or Resident	HUTCHINS HEATHER ESQUEJO					
2529138	Property Owner or Resident	DIAMOND ROBERT A					
2560740	Property Owner or Resident	LUCAS ROBERT T & CAREN E					
2560756	Property Owner or Resident	VIARS WILLIAM L & TRACY L					
2560757	Property Owner or Resident	MARSE DAVID M &					
2560742	Property Owner or Resident	STARK JENNIFER M & MATHEW F					
2560758	Property Owner or Resident	PEREZ DAVID & JENNIFER					
2560743	Property Owner or Resident	KORSAN JOHN &					
2560744	Property Owner or Resident	BRUCE DALE T & RACHELLE C					
2517542	Property Owner or Resident	SECURE RV INC					
2580614	Property Owner or Resident	ANAND VISHAL & JEANNIE PATEL					
2706904	Property Owner or Resident	PENNAH JEREMY SCOTT & RACHEL					
2691845	Property Owner or Resident	NT SMITH ELEVATION LLC					
2674431	Property Owner or Resident	ROGELIO & ANGELITA AYALA					
2560736	Property Owner or Resident	DUNNING ANGELA DEE &					
1089538	Property Owner or Resident	ESQUENAZI LORRI ROBIN					
2731624	Property Owner or Resident	ZHENG GENE CHUANGEN & FAN CHEN					
2003445	Property Owner or Resident	GRAYLAND HOLDINGS LLC					
1203236	Property Owner or Resident	HARGIS JIM					
2590749	Property Owner or Resident	SONTZ TREVOR FRANKLIN & TAYLOR CHRISTIAN					
2631195	Property Owner or Resident	THRASHER RICHARD D & HEATHER L					
2646015	Property Owner or Resident	TCAH PROPERTIES LLC					
2770114	Property Owner or Resident	LOWRANCE RILEY CLINTON					
2735755	Property Owner or Resident	PROSPER INDEPENDENT SCHOOL DISTRICT					

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2582180	Property Owner or Resident	ST ROMAIN DAVID E & LINDA S					
2582281	Property Owner or Resident	ERIC M & STACEY A ANDERSON					
2582199	Property Owner or Resident	KISLER KENTON D & JAMIE					
2582200	Property Owner or Resident	KANG STEVEN					
2582280	Property Owner or Resident	SCHAACK JONATHAN P & LISA W					
2585573	Property Owner or Resident	REEVES MICHAEL &					
2582201	Property Owner or Resident	WRIGHT PRENTISS E					
2504455	Property Owner or Resident	BLACKMORE JOHATHAN & HALEY					
2582279	Property Owner or Resident	WATSON BRIAN SCOTT & TAMMY					
2704407	Property Owner or Resident	JULIANO TEMPIE MARIE					
2582202	Property Owner or Resident	COTTONE THOMAS G & BARBARA M					
2582278	Property Owner or Resident	CAPSHAW CHRISTOPHER K & STEPHANIE D					
2582203	Property Owner or Resident	JOSE DAVE & GINGER JOSE					
2582277	Property Owner or Resident	HELLERMAN CHRISTOPHER M & SHANNON M					
2582204	Property Owner or Resident	WEED MALCOLM & FORRESTINE WEED					
2582276	Property Owner or Resident	BRANDVOLD KEVIN & MELISSA					
2582205	Property Owner or Resident	WARD JONATHAN & DANIELLE M					
2582275	Property Owner or Resident	ROBLES BERTHA CLAUDIA & JOSE EDUVIGES					
2560741	Property Owner or Resident	HARDIN NICHOLAS & ROSSI NIKOLOVA					
2582274	Property Owner or Resident	KAIP DARRYL R & TRACIE A					
2582273	Property Owner or Resident	BICKNELL JORDAN KENT & JESSICA WILLIAMS					
2582208	Property Owner or Resident	RODRIGUEZ ANA MARIA					
2033986	Property Owner or Resident	10015 YAK SERIES					
2050657	Property Owner or Resident	10030 WACO SERIES					
2655585	Property Owner or Resident	RODGERS STEVE &					
2655643	Property Owner or Resident	EVERS PATRICK GERARD & MICHELLE M					
2655586	Property Owner or Resident	HENDRICKSON CHARLES E JR & MICAYLA L					
2655642	Property Owner or Resident	LONG MICHAEL E & AMY					
2674429	Property Owner or Resident	JAMES & GLORIA ASHBY					
2655641	Property Owner or Resident	WILLIAMS GARY DEAN & ELIZABETH A					
2674430	Property Owner or Resident	LUCAS JOHN					
2761127	Property Owner or Resident	ZHANG JIE					
2761121	Property Owner or Resident	ZHU XIAOBIN					
2655640	Property Owner or Resident	PELAN DANA J & FRANCINE M					
2688455	Property Owner or Resident	NUSBAUM MARK &					
965717	Property Owner or Resident	CUSTER STORAGE CENTER LLC					
2728738	Property Owner or Resident	TOWN OF PROSPER					
2571161	Property Owner or Resident	PROSPER TOWN OF					
2745144	Property Owner or Resident	1997 T4 LLC					
973290	Property Owner or Resident	ZARATE MARIO M & JUANITA					
1113459	Property Owner or Resident	BOMAR WILLIAM & DEBRA					
2645945	Property Owner or Resident	PROSPER PLAZA (CPR)					
2647980	Property Owner or Resident	PROSPER PLAZA (CPR)					
2594965	Property Owner or Resident	JEREMIAH HORN SURVEY					
2656074	Property Owner or Resident	U-HAUL 380 ADDITION (CPR)					
2710278	Property Owner or Resident	PROSPER COMMONS (CPR)					
2632829	Property Owner or Resident	PROSPER COMMONS (CPR)					
2632828	Property Owner or Resident	PROSPER COMMONS (CPR)					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
2667182	Property Owner or Resident	ESTATES AND MANSIONS OF PROSPER THE (CPR)					
2667183	Property Owner or Resident	ESTATES AND MANSIONS OF PROSPER THE (CPR)					
2723735	Property Owner or Resident	PROSPER PLAZA (CPR)					
2664355	Property Owner or Resident	HUNTER GATEWAY CENTRE (CPR)					
2672919	Property Owner or Resident	HUNTER GATEWAY CENTRE (CPR)					
2517542	Property Owner or Resident	COLLIN COUNTY SCHOOL LAND #12 SURVEY					
2560715	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560716	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560717	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560741	Property Owner or Resident	HARDIN NICHOLAS & ROSSI NIKOLOVA					
2560718	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560719	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560720	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560721	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560842	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560844	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560845	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560846	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560847	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560848	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560849	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560722	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560723	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560724	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560725	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560726	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560727	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560728	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560729	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560730	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560731	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560732	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560733	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560734	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560735	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560736	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560737	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560738	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560739	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560740	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560741	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560742	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560743	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560744	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560850	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560796	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560797	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560798	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					

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2560799	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560759	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560758	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560757	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560756	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2560755	Property Owner or Resident	LAKES OF LA CIMA PHASE ONE (CPR)					
2582180	Property Owner or Resident	WILLOW RIDGE PHASE THREE (CPR)					
2582199	Property Owner or Resident	WILLOW RIDGE PHASE THREE (CPR)					
2582200	Property Owner or Resident	WILLOW RIDGE PHASE THREE (CPR)					
2582201	Property Owner or Resident	WILLOW RIDGE PHASE THREE (CPR)					
2582202	Property Owner or Resident	WILLOW RIDGE PHASE THREE (CPR)					
2582203	Property Owner or Resident	WILLOW RIDGE PHASE THREE (CPR)					
2582208	Property Owner or Resident	WILLOW RIDGE PHASE THREE (CPR)					
2582204	Property Owner or Resident	WILLOW RIDGE PHASE THREE (CPR)					
2582205	Property Owner or Resident	WILLOW RIDGE PHASE THREE (CPR)					
2582206	Property Owner or Resident	WILLOW RIDGE PHASE THREE (CPR)					
2582207	Property Owner or Resident	WILLOW RIDGE PHASE THREE (CPR)					
2582209	Property Owner or Resident	WILLOW RIDGE PHASE THREE (CPR)					
2582210	Property Owner or Resident	WILLOW RIDGE PHASE THREE (CPR)					
2582281	Property Owner or Resident	WILLOW RIDGE PHASE THREE (CPR)					
2582273	Property Owner or Resident	WILLOW RIDGE PHASE THREE (CPR)					
2582274	Property Owner or Resident	WILLOW RIDGE PHASE THREE (CPR)					
2582280	Property Owner or Resident	WILLOW RIDGE PHASE THREE (CPR)					
2582275	Property Owner or Resident	WILLOW RIDGE PHASE THREE (CPR)					
2582276	Property Owner or Resident	WILLOW RIDGE PHASE THREE (CPR)					
2582279	Property Owner or Resident	WILLOW RIDGE PHASE THREE (CPR)					
2582277	Property Owner or Resident	WILLOW RIDGE PHASE THREE (CPR)					
2582278	Property Owner or Resident	WILLOW RIDGE PHASE THREE (CPR)					
2655586	Property Owner or Resident	WILLOW RIDGE PHASE FOUR A (CPR)					
2674429	Property Owner or Resident	WILLOW RIDGE PHASE FOUR A (CPR)					
2674430	Property Owner or Resident	WILLOW RIDGE PHASE FOUR A (CPR)					
2674433	Property Owner or Resident	WILLOW RIDGE PHASE FOUR A (CPR)					
2674434	Property Owner or Resident	WILLOW RIDGE PHASE FOUR A (CPR)					
2655583	Property Owner or Resident	WILLOW RIDGE PHASE FOUR A (CPR)					
2655643	Property Owner or Resident	WILLOW RIDGE PHASE FOUR A (CPR)					
2655642	Property Owner or Resident	WILLOW RIDGE PHASE FOUR A (CPR)					
2655641	Property Owner or Resident	WILLOW RIDGE PHASE FOUR A (CPR)					
2655640	Property Owner or Resident	WILLOW RIDGE PHASE FOUR A (CPR)					
2655639	Property Owner or Resident	WILLOW RIDGE PHASE FOUR A (CPR)					
2655638	Property Owner or Resident	WILLOW RIDGE PHASE FOUR A (CPR)					
2655637	Property Owner or Resident	WILLOW RIDGE PHASE FOUR A (CPR)					
2655582	Property Owner or Resident	WILLOW RIDGE PHASE FOUR A (CPR)					
2674432	Property Owner or Resident	WILLOW RIDGE PHASE FOUR A (CPR)					
2674431	Property Owner or Resident	WILLOW RIDGE PHASE FOUR A (CPR)					
2655585	Property Owner or Resident	WILLOW RIDGE PHASE FOUR A (CPR)					
2655584	Property Owner or Resident	WILLOW RIDGE PHASE FOUR A (CPR)					
2751969	Property Owner or Resident	TXHR ADDITION (CPR)					
2719822	Property Owner or Resident	LA CIMA CROSSING ADDITION (CPR)					

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2755213	Property Owner or Resident	CVS PROSPER ADDITION (CPR)					
2731328	Property Owner or Resident	PROSPER PLAZA (CPR)					
2737927	Property Owner or Resident	GATES OF PROSPER PHASE 1 (CPR)					
2737926	Property Owner or Resident	GATES OF PROSPER PHASE 1 (CPR)					
2645948	Property Owner or Resident	PROSPER PLAZA (CPR)					
		Scott Martin					
		Denise Percival					
		Quentin Vanderlaan					
		Ben Pruett					
		Dawn Hagerty					
		Christopher Michael Kern					
		Tammy					
		Mark & Caren Wilson					
		Will Telford					
		Jerry Rayburn					
		Dan Mikes					
		WILSON JAKIN & STEPHANIE					
		BEEBE FAMILY TRUST					
		BENNETT WALTER MARK & ALISA ANN					
		PATIN HAROLD & MAUREEN					
		REID MICHELLE D &					
		NOBLE THOMAS E & MARILYN K					
		PRIESTLEY DAVID ARTHUR & DONNA BREEDLOVE					
		OSBORNE MATTHEW L & KARI A					
		SPRIGGS KEVIN W & LINDSAY					
		MALOS SANDY S & DEAN Z					
		FOLLETT RICHARD L II & CHERYL					
		PENNINGTON KYLE					
		MOTTL BRET D & BRIDGET C					
		WILKINS RICARDO LAMONTE					
		HUGHES JONAH & MARGARET WILLIS LIVING TRUST THE					
		BODINE PAULA KATHRYN &					
		COLON- RIVERA JORGE I & VANESSA PEREZ					
		BONEY DOROTHY L					
		KERR LLOYD S & DIANNE					
		WHITE DAVID LEE & DANIELLE MARIE PITTS					
		BROWN CHRISTOPHER & JENNIFER					
		ELLIOTT KELLY M & JASON M					
		TOWNSEND RYAN M & RICQUEL ROBISON					
		MACDONALD DIANNA					
		BENSON ROBERT S &					
		MARTIN TERRY SCOTT & PATRICE					
		GARRIGUES DAVID GERARD & MYRA ELLEN					
		BELLIA PAUL					
		CUDD BRANDY & BRADY					
		CEDERBERG CHARLES ALLEN & ROBERTA MAE LIVING TRUST THE					
		PAUL FAMILY TRUST THE					
		LUISFER-YANA TRUST					

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		JAIN ATUL & RASHMI					
		VILLAROSA ANN K & REYNALDO S					
		HOROWITZ KEVIN A &					
		ALMEIDA VICTOR E & CATHERINE					
		ROWLAND STEVE & VAIL ELIZABETH					
		PENNINGTON LARRY					
		LESKO ALEXANDER W &					
		DUNCAN EDDIE L & BEVERLY					
		JONES TERRENCE & LEA					
		JONES MARK K & PAMELA C					
		OMET JEFFREY R &					
		BAUGHMAN MICHAEL & CARRIE DEHAVEN					
		DOBMEIER SHELLEY &					
		RANDALL CHRISTOPHER M					
		SMITH WILLIAM RYAN					
		CARVER CRAIG & MANON W					
		PETTY RICHARD WAYNE & JUDITH LYNN					
		JOHN MARACHERIL & MARIAMMA					
		FISCH GLORIA B & AARON					
		VAN ROOYEN KEITH & LESLEY					
		BALLEW RYAN T & AMANDA G					
		ALEXANDER MACK III & MELANIE					
		PAI MUHAMMAD JAVED & LALA ROOKH					
		FUNK CECIL & STEPHANIE					
		RUIZ RAFAEL & EVELYN LOPEZ					
		TUCKER DYLAN &					
		COSTA FRED					
		HUDSPETH DAEN & BRANDI					
		SAWYER FREEMAN &					
		MINCE JOHN DAVID & LISA ANN					
		KERANS PATRICIA L REVOCABLE TRUST					
		MCDONALD BOBBY & YVONNE					
		JOURNEY FAMILY LIVING TRUST					
		PIEPENBROK PAUL					
		JETT JAMES FREDRICK & DEVON ADAMS					
		SLAUGHTER JAMES EDWARD III & JONNA CHARLENE					
		CURRY SCOTT & TATUM					
		LIGHT DONALD L &					
		NORDMAN SARAH B & NICHOLAS R					
		ASTOLFO KRISTEN N & SEAN T					
		WITTE ERIC & ANNE					
		SHANNON THOMAS & AMY					
		CHEUNG JASON & YOSHIE					
		MIEGER THOMAS DOUGLAS & JODI WARNER LITTLETON					
		GUPTA SAURABH					
		PRUETT BEN PAUL & MARTHA DEAN					
		WIGGER DANIEL J & KRISTINA M					
		WALKER AARON M &					

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		MOLL RICHARD F & KAREN A					
		PIRKEY SAMUEL C &					
		FOLKERTS TODD H & TONYA M					
		ALEXANDER CHRISTOFER JAYMES & STEPHANIE LEIGHANN					
		THIELMIER JOHN & CHRISTINE					
		WELLS BRENT D & DEBORAH D					
		KEATING JOHN C & KATHRYN					
		FEIRO BRIAN MARK & KATHERINE ANNE					
		SMITH TIMOTHY DAUNT					
		DESAI ARPAN NARENDRA					
		DAY RANDALL E					
		ALLEN JENNIFER CALVERY & JOSHUA JOHN					
		MAHONE-MCKEEHAN MICHELLE &					
		BOURGER- DIAZ MARLENE & JUAN CARLOS DIAZ					
		BLUJ GERARD & KRISTI					
		HILDEBRANDT RICKY & LORI REVOCABLE TRUST					
		KIESEWETTER JOE & KIM					
		STEIN BRAD R & EMILY E					
		YOUNGBLOOD FAMILY LIVING TRUST THE					
		FREDERICK CHASE R & JENNIFER H					
		FOX KEVIN J & THERESA A					
		SETTY NAVEEN & GITA					
		BRESLIN BRIAN & ASHLEY					
		BIMSON ROBERT A & GABRIELLE L					
		REEVES MICHAEL W					
		MCNULTY MICHAEL J & SUSAN E					
		MISSLER BRADLEY S					
		ASHLEY REVOCABLE TRUST					
		STAIGER STACY JEAN					
		RUTHERFORD MARK & LYNN					
		STRINGER JARED D & LEANN W					
		MESSER GLENN &					
		BLANKS ALLEN & MARIA WARREN					
		HYDER MARC EARL &					
		SCHAEFFER JOHN C & JHO LEA					
		BURKEY MICHAEL A & DENISE J					
		WILSON CHESTER & REBECCA					
		KRAEMER C JEFF & MARY V KRAEMER					
		TATE STEPHEN ZANE					
		WILLIAMS EVAN & STEPHANIE					
		CHAVES- TRAUTMANN MARISOL					
		VILELLO MICHAEL & CYNTHIA					
		GEIGER SAMUEL O					
		SIMMONS HOWARD R & IMOJEAN					
		PRIESTLEY ROBERT N & DONNA P					
		ZALESKI KELLY L & MICHAEL J					
		CURAC MIROSLAV & VIVIANA BACA					
		BURKHARDT ERIK MICHAEL & KARI MICHELLE					

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		WHEELER PAUL & AMY					
		STALLINGS WINSTON B &					
		CAREY FAMILY TRUST THE					
		REEVES MICHAEL W ETUX					
		HENRY D RICHARD & JAMYE ANN					
		DEMASES DANIEL G & KATHERINE B					
		STEEL JEFFREY C & ADRIANE L					
		BEAN ARTHUR L JR & MARIA M					
		JUSTICE RONALD EUGENE &					
		SMITH BRADLEY & GABRIELLE					
		SHOEMAKER MARK A & CHEREEN A					
		JONES LORA M & J KEVIN					
		LESKO LAURA					
		KENNEDY JEFFREY					
		HARRELL MICHAEL E & CHRISTIANE P HARRELL PIMENTEL					
		STONEKING TODD HARVEY & CHRISTINE YVONNE - LE					
		YANOF MARVIN &					
		VANDERHOOF TROY INSLEE & MANDY ANN					
		DANIELSON ROBERT L &					
		MOSSINGER FAMILY 2001 TRUST THE					
		DI RUSCIO JOHN JAY & ANDREA					
		HUNTER DAVID ALAN & JULIE LANG					
		ROSS BEAU & SARAH					
		BEYER DONALD & JENNIFER H					
		SOLAN JOHN B & SHARON S					
		MUNJOMA BRIGHTON & PATIENCE MUTUKA					
		WILMOTTE DAVID M & PEGGY S					
		EMERTON JILL & PRESTON					
		HARVEY VIRGINIA & FLOYD					
		HANLEY BRYAN A & AMANDA K					
		COSNER ROBBIE G & MARIA A					
		SMART PAUL RANDOLPH & MELANIE LAT					
		GREEN MICHAEL & MARSELA BERMEMA					
		KEITH CHARLES & TERESA					
		PEAIRS DAVID & LORI					
		FRASER DOUGLAS M & DIANA M					
		D'ERRICO KATHRYN &					
		PROSPER ISD					
		DISMUKE MARCUS CRAIG & KARINA J					
		HOLLEK PRESTON & KRISTIN					
		SHEELY ROBERT ALLEN &					
		STROUD LIVING TRUST - LE					
		HUGHES PEGGY					
		ABSHIER ZACHARY & HEATHER LYNN					
		MOORE THOMAS D & CRYSTAL C					
		KELLY CHRISTOPHER JOHN & JILL ANN					
		TRUMP THOMAS MATTHEW & ELIZABETH MARSH					
		HOEPPNER BRENT L & NICOLE					

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		HOFFMAN THOMAS A & MICHELLE L					
		ROLLER AMY J & SCOTT D					
		HULL PAUL					
		HAVENS MARY JEAN AKA MARY JEAN ULGADO HAVENS &					
		SMITH AARON & HOLLY					
		WHITWORTH JASON & ASHLEY					
		FREITAG CHALISE & DEREK					
		SCHROEDER STEVEN J &					
		BONDIETTI MICHELLE A SELVA & BRIAN					
		PRINDIVILLE TS FAMILY TRUST					
		RAGSDALE FRED A & JANIE E					
		HOMBAL ELIZABETH SHALINI					
		JOHNSON NICHOLE & NICHOLAS					
		LEVINE ANTHONY CHARLES &					
		VENTURA ANTHONY K & AMANDA J					
		KIHM FAMILY TRUST					
		RAJAN DEEPAK & SHEREE EWING					
		PARSONS AMANDA FAE &					
		KEDORA JOHN C & DIANA					
		RODES SCOTT & MARISA FORMENTO					
		GUERNSEY WILLIAM A & GEORGETTE F					
		KEADY ANN E & JASON S KEY					
		NORDMAN NATALIE RENEE					
		BLACKMON PHILLIP H					
		JUDD LINCOLN & KACEY					
		GRAHAM DANIEL LROY & KAREN LYNN					
		NUTTALL TRACY & STEPHANIE					
		FULLER DOUGLAS W &					
		YOUNG RODNEY M &					
		COLLINS DEAN & CATHERINE					
		WOLFE CLINT DAVID & JANA CATHERINE					
		GUYTON JOSEPH R & MELISSA K					
		STEED JASON & MICHELE BARKER					
		MULLICAN SHAWN PAUL & KAYLA RENEE					
		SCHMALZRIED ERNEST LEE JR & JAYME H					
		CROWE DANIEL GEORGE					
		TOY MAX E &					
		DUGAS CHRISTOPHER L &					
		WILSON KERT & AIMEE					
		MEMORY WILLIAM BRIAN & AIMEE RAE					
		MARTIN JAMES & CHRISTI					
		ULLOM WILLIAM STANLEY JR &					
		KURI CLAUDIA & LUIS F ORTEGA					
		HOWARD ANTOINE LAMONT & SAVATH					
		BUTLER FAMILY TRUST THE					
		WOMACK KEITH MARTIN & JANET SUE					
		VELEZ JUSTIN J & NATALIE J					
		SMITH MICHAEL J & KYLA JO					

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		KLINE KELLEY A & STEPHEN M					
		MILLER JESSI H & NICHOLAS R					
		WOOD JOHN BENTON &					
		RAPP MARC AARON & SARAH ADRIENNA					
		DIETZ STEVEN W &					
		FARRILL REVOCABLE LIVING TRUST THE					
		POLLOCK JOHN & KRISTA					
		LEWIS HARRISON III					
		GARCIA MARY DILLON					
		JUNG RICHARD CHIKEUNG &					
		KETZLE JEFFREY &					
		ROULET SCOTT E & KIMBERLY E					
		MCWARD ROBERT & SUSANNE					
		HARTMAN RYAN J & COURTNEY E					
		WILSON DANIEL R & SUSAN J					
		STEPANIC MARK EDWARD &					
		HALL LAWRENCE J & JUDITH P					
		RUBIN MARK LAWRENCE & INDIA MONIQUE					
		O'CONNELL MICHAEL DANIEL & JAMI LEE					
		RINKER MATTHEW &					
		NINEMIRE FAMILY LIVING TRUST					
		HAMMACK MICHAEL &					
		BUENDIA VICTOR HUGO & MARIA GABRIELA					
		MCLAUGHLIN THOMAS LEETH & WHITNEY REAGAN					
		HAYES LAUREN E & MATTHEW J					
		JIMENEZ PAUL & NATALIE					
		REEVES MICHAEL W & JANE G					
		VOLASKI NEIL A & GRETCHEN					
		PASSARELLI KYLE & SHELBY					
		PANNELL JESSICA H & JACOB P					
		MILLS CHRIS					
		MOORE ASHLEY R					
		PARKER STEVEN & MARILYN					
		KRISHNAMURTHY SUSHMA & ARVIND NATHAMUNI MURALI					
		JOHNSON BRUCE &					
		WITMEYER MICHAEL J JR & TABITHA T					
		HARPER ZACHARY SCOTT & JENNIFER LEE					
		DAILEY PHILLIP & ASHLEY					
		LAGROUE STANLEY JOSEPH & STEPHANIE MARIE					
		TEEL THOMAS CREE & CHRISTINA ANGELA					
		PHILLIPS WILLIAM WAYNE & DEBORAH LEIGH					
		JONES JUDSON & LISA					
		FUSCO DOUG & LINDA					
		PAAPE SCOTT & RACHEL RENE					
		WHITE CEDRIC DONNELL & MICHELLE KAY					
		FERRELL TONY BRENT & STORMY LEE					
		FORSETT JUSTIN E JAMES					
		OHLMEYER CHRISTOPHER M					

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		LEGGETTE KIM DARRYL & CYNTHIA DENNEY					
		MCPHERSON FRANKLIN & KATIE					
		ISCH FAMILY TRUST THE					
		BRISTING JANNA & KRISTOPHER FRYMAK					
		LEIGH RICKEY D & MELISSA A					
		PARRISH GEORGE E & BARBARA B					
		TENNISON MICHAEL A & ANN M					
		WASHBURN FAMILY TRUST THE					
		HANNAWALD DEENA & SILAS JR					
		DAVIS GARY WILLIAM & SHARON GAYLE					
		CHAPPO JAMES &					
		SHERRY STEPHEN E & PAMELA S					
		CROUCH BARBARA D'ANNE					
		SMITH WILLIAM EDWARD & NATALIE MARIE					
		CAVENDER KELLY P & TAMMY L					
		DRAPER HOLLY JOY & ROBERT WILSON					
		DEEMS LORRI C &					
		DUENHOELTER JENNIFER ANN NOLDEN &					
		NELSON JESSICA & BRADLEY SCOTT					
		BARNETT APRIL D & DAVID M					
		BIRDSONG LISA & DENNY					
		NITSCHKE DARRYL J & ANN M					
		RELLOS JOHN E & KAREN L					
		CAMARENA RICHARDSON REVOCABLE TRUST					
		KENDIG JOHN WARREN &					
		ISTRE MICHAEL JAMES & BRENDA PETIT JEAN					
		DEMATTEI DENNIS JOHN &					
		AUSTIN WILLIAM I JR					
		VINES REVOCABLE TRUST					
		CANE RICHARD M &					
		POWELL EUGENE PRESTON & HEATHER RENE					
		CUTLER SANDRA					
		KEMP MATTHEW					
		THRASHER RICHARD & HEATHER					
		MCCAFFREY ANDREW & AMANDA SHAW					
		GRAHAM THOMAS E JR & MICHELLE M					
		MILLER CHARLES A					
		AYALA LIVING TRUST					
		IMES SARA & SCOTT					
		CARTER MICHAEL ANDREW &					
		SAVOY MATTHEW S					
		GAITHER BRIAN LEE &					
		LEGNER AARON & AARAN					
		ELMORE TIMOTHY R &					
		WHATLEY JAMES A & JENNIFER REBECCA					
		HOLLENBACH DANIEL &					
		DENSON GREGORY S &					
		SCHUSTER KATHLEEN & GLENN					

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		DANNER RICHARD K JR & EMILY					
		MACDONALD STEVEN R & SHANNON S					
		DOTY RALPH & JENNIFER MOLINE					
		BOBBITT JEFFREY HOLLAND & CHERYL ALLISON					
		EVERETT ADAM & LAUREN					
		MARTIN DANA & TARRY BENJAMIN JR					
		KEARNS JOHN & NANCY					
		ROMANS CORTNEY L & REBECCA RIDDELL					
		MCDONALD WARREN L & COURTNEY L					
		SHROYER DENNIS L					
		SVENDSEN FELIZIA H					
		POYNOR RITA					
		JACOBSON MORGAN & NICHOLAS PEREZ					
		KILLIAN MARK RUSSELL					
		HENNIG MICHAEL ALLAN & SARA ANNE					
		SWARTZ JAMES G & SHANNON M PRESLEY					
		SHERER ROBERT LEE					
		MACPHERSON JODI &					
		PAHLAVAN SHANE & DANIELLE					
		BRAZEAL STEPHEN					
		SANTA MARGARITA FAMILY TRUST THE					
		LEGATE EDWARD HENDRIX II & KRISTIN COOKE					
		BROWN DAVID O'NEAL					
		CANADA CLAIR ELIZABETH					
		PRICE FAMILY LIVING TRUST THE					
		MIDDLETON ADAM T & JAMIE B					
		BROWN JENNIFER &					
		SINGLETON JEFFREY & AMY					
		ROEPSCH TED J & JODI A					
		KIRANGA JUDY N & GEORGE M WAINAINA					
		ALTMANN BRUCE JOHN					
		BOMGREN ERIC-PAUL & JULIE A					
		WHITE SHANE					
		WORTHAM DANIEL D &					
		STERLACCI ROBERT &					
		SCOTT JONATHAN K & AMBER D					
		DAVIS PERRY OVERTON JR & SANDRA L					
		COOPER JULIE A					
		FINCH DIANA & CARY					
		GOMEZ JEFFREY GEORGE JR & STACEY MICHELLE					
		CLARK PAUL D & JULIE J REVOCABLE TRUST					
		STURROCK MATTHEW R & MICHAEL A					
		KIRKENDALL JIMMY DUSTIN					
		SCARBO JAY JORGEN & CHRISTINE CATHERINE					
		KIM HANNAH S &					
		TOTTEN JOSEPH J &					
		PENNINGTON KEVIN S & TAMMY L					
		NORBURY JAMES W JR & DONNA B					

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		LOWRY MATTHEW & KATE					
		PICKETT JAMES L JR & PAMELA					
		WATKINS JOHN J & TARA L					
		HILL ANNE LEE					
		SAYERS MICHAEL SEAN & LORI					
		SMITH MICHAEL J & TRUDY L					
		STOWELL SHANE D & STACEY E					
		NELSON JON N II					
		MORGAN JONATHAN DAVID & SHELBY SUDDUTH					
		SHEDD KRISTINA P & CHRISTOPHER S					
		HENRY KRISTOPHER & CHELSI					
		ENNEN JODY K & DEBORAH S					
		GUILLORY CRAIG & MELISSA					
		GOLONDZINIER THEODORE M & LILY D					
		NOE DANIEL &					
		BLACK KEITH - LE & BLACK FAMILY LIVING TRUST					
		PHILLIPS MITCHELL &					
		SEGUIN KENNETH E & SHARON L					
		LUNA SAMMY JASON &					
		DOUGHERTY JAMES F &					
		CARROLL CARY &					
		HUDSON CHRISTOPHER & STEPHANIE					
		NOBLE GREGORY THOMAS & JENNIFER ELAINE					
		CARVER SCOTT A &					
		MARTIN JAMES RICHARD & ANDREA SUZANNE					
		DORIA MARK JOSEPH &					
		RUSSELL RANDALL P &					
		KIRBY BRENT					
		SEEI KATHLEEN A & ROBERT P SR					
		COOK DARNELL & IRENE LASHUNDRA					
		ZAMECNIK PETER JOHN & KIMBERLY RENEE					
		BARNES BRYANT A & MELISSA S					
		GURKSNIS MATHEW W & KRISTEN Y					
		BEESLEY ROBERT M & RIKI M					
		CARDWELL AARON & KELLY					
		RICHEY JONATHAN DAVID & ASHLIE B					
		JOHNSTON JAMES BRADLEY & TAMI J					
		BEDFORD SAM PLEYDELL & MONIQUE CLAIR					
		VERRELLI DAVID A & ROXANNE E					
		LOWE STACEY					
		CROW ALLISON D & JASON R					
		ARDINGER SHARON L					
		BOYD LUCAS BENJAMIN & ALIYA					
		HECKE MATTHEW & STEPHANIE					
		SALISBURY LAURENCE G & SUSAN K					
		IBANEZ ALEXANDER L					
		MCCLAIN WILLIAM C & ERICA L					
		DEREBERY JASON & CYNTHIA					

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		NOBLE AISHA & TREY					
		HILLMAN JON R &					
		GREER ZACHARY					
		DEITZ ANDREA M & CHRISTOPHER J					
		ECKENRODE CHRISTOPHER RYAN & SHELLY LEHR					
		PERUMAL ANDREI & BARBARA J					
		LARSON ROBERT T					
		FARLOW KEVIN TW & DAWN MARIE					
		STOGSDILL ROBERT W					
		EWING TREVOR &					
		CLAY STEVEN R					
		HUFFMAN TODD A & MARGIE A					
		ALLEN BARTON & ANN					
		SHARAPATA GARY & MONICA FAMILY TRUST					
		HAVENS JAMES & MIA					
		ZIMMERMAN MICHAEL &					
		CARPENTER RICKY & TAMMIE					
		BAXTER JOSEPH W & PHYLLIS					
		PAGE JOHN WILLIAM & KERRI A					
		BRENNER STEWART L & ELLIE GRUPP					
		SAMPLE DERRICK E & MARCELLA L					
		TOLBERT DAVID R & DARCI D					
		JACKSON DANIEL HUGH & ASHLEY ELIZABETH					
		BERLIN MARVIN WADE & LEAH					
		MARTIN KENNETH R & JERRE					
		FOURNIER JASON & LINDSAY					
		BETTENCOURT SHANNON ELIZABETH & JAMES EARLE					
		S & C FAMILY TRUST THE					
		MCGREGOR PERRY J & MICHELLE PAULINE					
		MANSELL MATTHEW ELLIS					
		BAKER MICHAEL A &					
		CHELF BRADLEY L & JESSI L					
		BALL WILLIAM LAWRENCE &					
		OSAKO ALAN & MARY BOONYINDEE					
		DREES CUSTOM HOMES LP					
		HIGHLAND HOMES-DALLAS LLC					
		SANDERS CUSTOM BUILDER LTD					
		DREES CUSTOM HOMES LP					
		DREES CUSTOM HOMES LP					
		DREES CUSTOM HOMES LP					
		DREES CUSTOM HOMES LP					
		GARAKANI TONY & SHERYL					
		SANDERS CUSTOM BUILDER LLC					
		DREES CUSTOM HOMES LP					
		DREES CUSTOM HOMES LP					
		DREES CUSTOM HOMES LP					
		DREES CUSTOM HOMES LP					
		SPENCER GEORGE W &					
		BUCHANAN OTIS T & CZETTE K					

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		ALEXANDER MACK III & MELANIE					
		HIGHLAND HOMES-DALLAS LLC					
		HIGHLAND HOMES-DALLAS LLC					
		DESAI ARPAN NARENDRA					
		HIGHLAND HOMES-DALLAS LLC					
		DREES CUSTOM HOMES LP					
		CC JOINT VENTURES LTD					
		DREES CUSTOM HOMES LP					
		DREES CUSTOM HOMES LP					
		REEVES MICHAEL W ETUX					
		HENRY D RICHARD & JAMYE ANN					
		DREES CUSTOM HOMES LP					
		DREES CUSTOM HOMES LP					
		HIGHLAND HOMES - DALLAS LLC					
		PRIDDY CHRISTOPHER & REBECCA					
		BAUMLI GREGORY L & JOAN M					
		SANDERS CUSTOM BUILDER LLC					
		PROSPER ISD					
		EVELYN CHARLES W III & NANCY C					
		DREES CUSTOM HOMES LP					
		DREES CUSTOM HOMES LP					
		TIM JACKSON CUSTOM HOMES LP					
		SANDERS CUSTOM BUILDER LTD					
		DREES CUSTOM HOMES LP					
		DREES CUSTOM HOMES LP					
		HIGHLAND HOMES-DALLAS LLC					
		SANDERS CUSTOM BUILDER LTD					
		DREES CUSTOM HOMES LP					
		HIGHLAND HOMES-DALLAS LLC					
		TANDEM REAL ESTATE LLC					
		HIGHLAND HOMES - DALLAS LLC					
		DREES CUSTOM HOMES LP					
		HIGHLAND HOMES-DALLAS LLC					
		CC JOINT VENTURES LTD					
		DREES CUSTOM HOMES LP					
		SANDERS CUSTOM BUILDER LLC					
		DREES CUSTOM HOMES LP					
		DREES CUSTOM HOMES LP					
		DREES CUSTOM HOMES LP					
		WHITE CEDRIC DONNELL & MICHELLE KAY					
		SANDERS CUSTOM BUILDER LTD					
		HIGHLAND HOMES-DALLAS LLC					
		HIGHLAND HOMES-DALLAS LLC					
		HIGHLAND HOMES-DALLAS LLC					
		DREES CUSTOM HOMES LP					
		HIGHLAND HOMES-DALLAS LLC					
		HIGHLAND HOMES - DALLAS LLC					
		TIM JACKSON CUSTOM HOMES LP					

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		HIGHLAND HOMES - DALLAS LLC					
		DREES CUSTOM HOMES LP					
		DREES CUSTOM HOMES LP					
		PREMIER RENOVATIONS INC dba RON DAVIS CUSTOM HOMES					
		DREES CUSTOM HOMES LP					
		SANDERS CUSTOM BUILDER LTD					
		DECKER ALAN & TUUYEN					
		DREES CUSTOM HOMES LP					
		HIGHLAND HOMES-DALLAS LLC					
		DREES CUSTOM HOMES LP					
		HIGHLAND HOMES-DALLAS LLC					
		SANDERS CUSTOM BUILDER LTD					
		DREES CUSTOM HOMES LP					
		SANDERS CUSTOM BUILDER LLC					
		DREES CUSTOM HOMES LP					
		DREES CUSTOM HOMES LP					
		HIGHLAND HOMES-DALLAS LLC					
		PREMIER RENOVATIONS INC dba RON DAVIS CUSTOM HOMES					
		BALKIN KEVIN &					
		SANDERS CUSTOM BUILDER LLC					
		HIGHLAND HOMES-DALLAS LLC					
		DREES CUSTOM HOMES LP					
		HIGHLAND HOMES - DALLAS LLC					
		DREES CUSTOM HOMES LP					
		HIGHLAND HOMES-DALLAS LLC					
		WU QIANG & TING FENG &					
		DREES CUSTOM HOMES LP					
		HIGHLAND HOMES-DALLAS LLC					
		CC JOINT VENTURES LTD					
		HIGHLAND HOMES-DALLAS LLC					
		CC JOINT VENTURES LTD					
		MEKLER JOHN TUCKER JR & REBECCA ANN					
		HIGHLAND HOMES - DALLAS LLC					
		PREMIER RENOVATIONS INC dba RON DAVIS CUSTOM HOMES					
		MOSHER PAUL DAVID &					
		SANDERS CUSTOM BUILDER LTD					
1593485	Property Owner or Resident	GARRETT DONALD L JR ETUX					
2558257	Property Owner or Resident	BISSELL BRIAN S & KRISTIE					
2558256	Property Owner or Resident	ESSER WILLIAM &					
2558255	Property Owner or Resident	WALDON MARIBEL					
2725167	Property Owner or Resident	BROWN CHRIS R & MARTHA					
2098771	Property Owner or Resident	THOMPSON MICHAEL & JULIE					
2555660	Property Owner or Resident	MACDOUGALL REVOCABLE TRUST					
1155626	Property Owner or Resident	TROTTER EMILY JO &					
2560339	Property Owner or Resident	MC CALLISTER ROGER L & TERRI A					
2098717	Property Owner or Resident	SIMON HARPER JEWEL					
1156698	Property Owner or Resident	CORONEL MARIBEL					
2137938	Property Owner or Resident	IGLESIA BETHEL MPM					

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2555603	Property Owner or Resident	SUTTON FARON KYLE					
2560338	Property Owner or Resident	KUSTERBECK BRANDY & JOHN					
1135480	Property Owner or Resident	ANDERSON LIVING TRUST					
2555609	Property Owner or Resident	CARPENTER GEORGE K					
2560288	Property Owner or Resident	ROBINSON DREW & ASHLYNN					
2120650	Property Owner or Resident	MCPAHAN ALICE ANN & JACKIE D					
2555604	Property Owner or Resident	HENTON KIMBERLY					
1193942	Property Owner or Resident	CURRAN SANDI K					
2560243	Property Owner or Resident	PURDY HAL S					
2555610	Property Owner or Resident	MALONE JACK M &					
1146441	Property Owner or Resident	HOBSON RICHARD DUANE					
1193791	Property Owner or Resident	LIFEWAY FELLOWSHIP OF PRINCETON					
2560341	Property Owner or Resident	SANCHEZ CHAD R & LINDSAY					
2098718	Property Owner or Resident	COTTON AURELIA M & TIMOTHY D					
1147155	Property Owner or Resident	LIMON REYES &					
1964101	Property Owner or Resident	FRANKUM LTD					
1194326	Property Owner or Resident	FRANKUM LTD & BRANCH ACRES LTD					
2555611	Property Owner or Resident	SHIPP DONNIE					
2560307	Property Owner or Resident	HALL LATISHA D					
2098748	Property Owner or Resident	OFFUTT JEFFREY A & DAWN L					
2560340	Property Owner or Resident	LAWSON HEATHER					
1147342	Property Owner or Resident	PIVOTAL PROPERTIES LLC					
2633821	Property Owner or Resident	CALDWELL DANIEL LEE &					
2628927	Property Owner or Resident	DAY MATTHEW DANIEL &					
2751091	Property Owner or Resident	DAY SANDY &					
2560306	Property Owner or Resident	FITZ NATHANIEL C II & ESTELLA E					
2056424	Property Owner or Resident	JOHNSON DARIN & LILIANA MADERA					
2731609	Property Owner or Resident	TORRES JOSE &					
1181429	Property Owner or Resident	LOPEZ ERICA GUADALUPE MANZO					
2625176	Property Owner or Resident	DIAZ RAFAEL					
2098719	Property Owner or Resident	THOMPSON MICHAEL W					
2731611	Property Owner or Resident	NISBET IAN MOORE & NINA DIEN					
2098749	Property Owner or Resident	WHITE HARRY L JR & TRACY L					
1203067	Property Owner or Resident	PEVEHOUSE BOB					
2731608	Property Owner or Resident	SILVA RANDY & CHELSEA					
1155519	Property Owner or Resident	BEVERLY MEGHANN					
1155421	Property Owner or Resident	HOOD BENJAMIN LEE					
2731612	Property Owner or Resident	GILSTRAP STEPHANIE					
2731607	Property Owner or Resident	ROBINSON RONALD N					
2098720	Property Owner or Resident	LEWIS JAMES E JR &					
1156545	Property Owner or Resident	HARDEN GLEN & SHIRLEY					
1101337	Property Owner or Resident	BRACEY TOMMY L ETUX					
2599314	Property Owner or Resident	NEAL ISAAC R &					
2560305	Property Owner or Resident	SIMON MARIO & SHANNON					
1193951	Property Owner or Resident	DAVIS RANDY LYNN & LULA LEONA					
1593494	Property Owner or Resident	SPITZNER JAMES R & SANDRA L					
2761144	Property Owner or Resident	BRISON MICHAEL VALJENE					
2599316	Property Owner or Resident	HORTON BRANDON GENE &					

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2599350	Property Owner or Resident	VERDUGO MARINA PEREZ					
2599313	Property Owner or Resident	SUNSKI ROBERT					
2599263	Property Owner or Resident	DEFRATUS MARY E & MICHAEL J					
2761088	Property Owner or Resident	VAQUEZ ARTURO DUENAS & SANDRA CASTILLO MARTINEZ					
2599323	Property Owner or Resident	HOUNSEL JAMES RUSSELL					
2599297	Property Owner or Resident	DURAN MARCUS JASON					
2599315	Property Owner or Resident	HENNIGAR DEREK					
2761142	Property Owner or Resident	RUSSELL DAMON DEVON & TAMALA TAYLOR					
2599312	Property Owner or Resident	LEWIS JOSEPH &					
2761089	Property Owner or Resident	WU JER FU &					
2761120	Property Owner or Resident	LOGAN KIRSTEN KENSELL					
2599324	Property Owner or Resident	LLERENA HERIBERTO					
2599298	Property Owner or Resident	OMBATI ATANAS & MARTHA					
2599296	Property Owner or Resident	JERRY ANTHONY					
2761115	Property Owner or Resident	BUSA MUSA & MARIAM DOL					
2761141	Property Owner or Resident	KOTAGIRI MADHU VINAY THEJA & SUBHA NANDANA DAMERA					
2599348	Property Owner or Resident	DOUGLAS WALTER D JR & PEGGY					
2599311	Property Owner or Resident	LAUREL VICTOR ALEJOS					
2599261	Property Owner or Resident	CROWDER CLAY ALLEN & SHANNON DENISE TALLEY					
2599299	Property Owner or Resident	JONES TOBY R & DYNELLE A					
2599295	Property Owner or Resident	CHAMBERS JASON					
2761114	Property Owner or Resident	JAIME RENNEE ARNOLD					
2761140	Property Owner or Resident	ZHANG STEVEN QIN & LICHUAN BAI					
2599347	Property Owner or Resident	SPRINGER DANIEL R					
2599310	Property Owner or Resident	WILLIS JOHNNY & YVETTE					
2599260	Property Owner or Resident	SAHRA ENTERPRISES LLC					
2761091	Property Owner or Resident	SONG PING					
2599309	Property Owner or Resident	SLATON KYLE					
2560308	Property Owner or Resident	SALAZAR ANTONIO ALBERTO & NOU					
2560392	Property Owner or Resident	MURRAY FRANCIS JOSEPH					
2599259	Property Owner or Resident	SHIVERS ANGELA					
2761092	Property Owner or Resident	BROWN SHONDA SHEREE					
2761123	Property Owner or Resident	OCONNOR MICHAEL RICHARD					
2599327	Property Owner or Resident	CARREON JUAN CARLOS & ENIDH AGUIRRE					
2599301	Property Owner or Resident	LAYTON CY RANDAL & ANNA ELIZABETH					
2599293	Property Owner or Resident	STUEVER LEAH M & JONATHAN M					
2599345	Property Owner or Resident	DING YUWEI					
2599308	Property Owner or Resident	DORUM DAVID					
2599258	Property Owner or Resident	SILVA ANGELICA					
2761093	Property Owner or Resident	CHEN LIN					
2761124	Property Owner or Resident	RAGAZINCKY BRADLEY MICHAEL & KRISTIN ELIZABETH					
2599302	Property Owner or Resident	PAPA KATHERINE CAROL & CYRIL LEWIS					
2599292	Property Owner or Resident	MCQUESTION STACY & THOM C JR					
2761111	Property Owner or Resident	MARQUEZ NEHEMIAS					
2599344	Property Owner or Resident	CARLISLE TISHA L					
2599307	Property Owner or Resident	CHAPUREDIMA TINASHE &					
2599329	Property Owner or Resident	STREETER JAMES G & ANN M					
2599291	Property Owner or Resident	SCRANTON WINFREDAH NYABOKE &					

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2599343	Property Owner or Resident	BAUMGART RICHARD EARL &					
2599256	Property Owner or Resident	JOHNSON TIMOTHY R					
2761095	Property Owner or Resident	MASSEY ITMER					
2761126	Property Owner or Resident	HAWS MATTHEW C					
2761109	Property Owner or Resident	CARLSON ANDREW BRIAN & ANDREA PAULETTE VARGAS					
2599305	Property Owner or Resident	JONES L A					
2761108	Property Owner or Resident	THANGAVEL PRABHAKARAN & GAYATHRI THANGAMANI					
2599341	Property Owner or Resident	SPENCE LEAH CLYDENE					
2599304	Property Owner or Resident	MITCHELL MATTHEW A					
2560304	Property Owner or Resident	ROBERTS SHARRON LEE & EDWARD OWEN JR					
1155528	Property Owner or Resident	POE JARON CHRISTOPHER					
2599254	Property Owner or Resident	ELIASON WILLIAM & MELISSA					
2761128	Property Owner or Resident	FULLER ANGEL					
2599332	Property Owner or Resident	VICKERY JASON DONALD & STARR ANN					
2599303	Property Owner or Resident	CASTLEBERRY JUBAL D &					
2599253	Property Owner or Resident	CAPONI FAMILY LIVING TRUST THE					
2761129	Property Owner or Resident	ESTRADA MILTON GERARDO CALDERON & TANIA GIL CALDERON					
2599333	Property Owner or Resident	PACHECO JANINE ANN					
2761106	Property Owner or Resident	KENCHIA MALLIKARJUN					
2599252	Property Owner or Resident	CUI YING &					
2599334	Property Owner or Resident	STARKS CLAUDE TORRAIL					
2599338	Property Owner or Resident	FRANCO MICHAEL D & DIANNA					
2599251	Property Owner or Resident	DUNN VANESSA					
2761100	Property Owner or Resident	HERNANDEZ ISMAEL WILFREDO & MEGAN LENEIA					
2761131	Property Owner or Resident	DYNES CAROLYN SHANTE					
2599337	Property Owner or Resident	NWANZE VITALIS					
2599250	Property Owner or Resident	SATTERTHWAITE CAMERON W					
2761101	Property Owner or Resident	SOUNDARARAJAN ANITHA					
2761103	Property Owner or Resident	MATTHEWS WILLIAM H JR & FAITH					
2599336	Property Owner or Resident	BAKIE FAMILY LIVING TRUST					
2560393	Property Owner or Resident	TAYLOR MICHAEL L & LISA L					
1192792	Property Owner or Resident	PAYNE RONNY DALE					
2762746	Property Owner or Resident	PRINCETON CITY OF					
2599249	Property Owner or Resident	BROWN EDNA LORETTE & DAVID LESLIE					
2761102	Property Owner or Resident	HSIUNG WANG PIN					
2761040	Property Owner or Resident	PUSTKA MICHELLE ERIN					
2599246	Property Owner or Resident	MIRELES ERON					
2560303	Property Owner or Resident	JONES WILLIAM JACOB & ANNIE CODERRE					
2560365	Property Owner or Resident	KEYES MATTHEW JOHN & LYNDIE KAY					
2560310	Property Owner or Resident	FOSTER LOYD					
2560394	Property Owner or Resident	YANCEY NEELY L					
1155582	Property Owner or Resident	KELLOGG ERNIE					
1193167	Property Owner or Resident	MORGAN KELLY REGINALD & DEBORAH B					
2560302	Property Owner or Resident	MALDONADO ENRIQUE & MARIA					
2560366	Property Owner or Resident	KRUM MATTHEW B &					
2560395	Property Owner or Resident	DICKENS STEVEN & CARSON MARION					
1155537	Property Owner or Resident	MAST DANIELLE NICOLE					
2560312	Property Owner or Resident	TORRES EDGAR					

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2560396	Property Owner or Resident	GILLESPIE WILLIAM R & LEIA NICOLE					
1155449	Property Owner or Resident	DELAROSA FILBERT J					
1088566	Property Owner or Resident	MARRUFO ASCENCINO H & STELLA					
2560368	Property Owner or Resident	JENKINS KAREN P					
1593500	Property Owner or Resident	MANTSCH JOHN &					
2731594	Property Owner or Resident	COPELAND GUILLERMINA N & JOSE J ARAUZ SAMANIEGO					
2546596	Property Owner or Resident	FISHELL ROBERT					
2523686	Property Owner or Resident	LOWRANCE CLINTON B					
2731595	Property Owner or Resident	LIN STEPHANIE DEMEL &					
2731579	Property Owner or Resident	ISHAQUE HAMID & SHAISTA HAMID					
2560313	Property Owner or Resident	ROETS MICHAEL J SR & LINDA D					
2560397	Property Owner or Resident	MCGINN JEFFREY W					
2731596	Property Owner or Resident	MUELLER ERIC JR &					
2731580	Property Owner or Resident	DELCOL KELLEY &					
2731578	Property Owner or Resident	DODGE JOHN ROSS & MARICELA GONZALEZ					
2731559	Property Owner or Resident	RASHEED WALEED					
2731597	Property Owner or Resident	LIN WILLIAM & LUCY LIVING TRUST					
2731577	Property Owner or Resident	BORGES JULIO CESAR CONTRERAS & YUNNUEN RAMIREZ NAMBO					
2731526	Property Owner or Resident	YANEZ ISAMAR ESMERALDA & SUSY					
2731558	Property Owner or Resident	SIMMONS DEIDRA					
2731598	Property Owner or Resident	WILLIAMS RICHARD ALLEN					
2731582	Property Owner or Resident	WAUGH WILLIAM CRAIG					
2560369	Property Owner or Resident	ORTIZ JACK & JACQUELYNN					
2731557	Property Owner or Resident	HSU PI YU & KO YUEH CHANG					
2520577	Property Owner or Resident	CAPLINGER MANDRA L					
2731575	Property Owner or Resident	GONZALEZ-MARTINEZ MIGUEL &					
2731556	Property Owner or Resident	PATEL VIDITA ASHISHKUMAR					
2731584	Property Owner or Resident	MANOHARARAJ JANATHKUMAR					
2731574	Property Owner or Resident	DUNLAP KEITHA					
2560314	Property Owner or Resident	ERICA LYNN ANDERSON					
2560398	Property Owner or Resident	GONZALEZ ALEJANDRO & ARMIDA					
2646100	Property Owner or Resident	SANTIBANEZ SOFIA & REGINO SANTIBANEZ-SOTO &					
2731573	Property Owner or Resident	CHIMAL CARLOS ERNESTO & LILIANA					
2560298	Property Owner or Resident	SMITH ETHEL &					
2560370	Property Owner or Resident	WOLF SHAWN PATRICK & MICHELLE					
2560399	Property Owner or Resident	JOHNSON GLEN E & DEBORAH A					
1155458	Property Owner or Resident	CHEN CORINNA					
2560297	Property Owner or Resident	MAKWORO WALTER O					
2560371	Property Owner or Resident	YIN HSAIO YING					
1155546	Property Owner or Resident	BRAMLETT DENNIS O & BILLIE JEAN					
1148047	Property Owner or Resident	SOMMERS JILL					
2560316	Property Owner or Resident	MARTINEZ DANIEL &					
2560400	Property Owner or Resident	ROBERTS FAMILY LIVING TRUST					
2599593	Property Owner or Resident	HOY RHONDA DALE					
2560296	Property Owner or Resident	VERDE-DE-BORTONE YAMILA C &					
2560372	Property Owner or Resident	CARPESO MICHAEL JOHN & RHONDA					
2054975	Property Owner or Resident	OSBORNE GLENN A & HOLLY A					
2560295	Property Owner or Resident	LEDESMA KIMBERLY JOY & MARTIN JOSE					

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1155555	Property Owner or Resident	MCCRARY CODY L & AMANDA					
1593519	Property Owner or Resident	HOVIND STEVE L & DEANA R					
2731601	Property Owner or Resident	VINCENT ROXANNE					
2731572	Property Owner or Resident	BOWER MARCUS & EMILY OWENS					
2731602	Property Owner or Resident	CHEN MING					
2731495	Property Owner or Resident	HEMPSTEAD PATRICIA ANN					
2731603	Property Owner or Resident	KENNEDY JANET L					
2560318	Property Owner or Resident	MAHOGANY MUBARAK &					
2560402	Property Owner or Resident	MAXWELL LYNDIA J					
1566264	Property Owner or Resident	KAY DAVID ANDREW & AMANDA L					
2731604	Property Owner or Resident	SALGADO ELIZABETH					
2731623	Property Owner or Resident	LANDERS BEAU & SARAH					
2560403	Property Owner or Resident	BAIRD MATTHEW THOMAS & CARRIE CRIDER BAIRD					
2629773	Property Owner or Resident	VELASCO JOSE R & AURORA					
2731626	Property Owner or Resident	LUTON TERRY & SHERI					
2045442	Property Owner or Resident	SNYDER MARIE P & ROBERT T					
1191766	Property Owner or Resident	BARTLETT DANIEL A & DARLA J					
2560293	Property Owner or Resident	RUYLE TYLER &					
2560375	Property Owner or Resident	ORTA JUAN					
2560320	Property Owner or Resident	COWAN KALE BLAKE					
2560404	Property Owner or Resident	CHAVEZ RUDY D & LAURA					
2560292	Property Owner or Resident	GARCIA RAMON &					
2731619	Property Owner or Resident	PATTON ANTRON S					
2560405	Property Owner or Resident	WARMINGTON SAMUEL H & FALLON M					
2045443	Property Owner or Resident	TILLEY CHARLES M & MILDRED					
2560406	Property Owner or Resident	BYRD GARY D					
1804630	Property Owner or Resident	WILLOW POND ENTERPRISES OF PRINCETON LLC					
2560290	Property Owner or Resident	RUGGLES MARION D & LORRAINE E					
1593528	Property Owner or Resident	HALVORSON BRUCE D ETUX					
2731627	Property Owner or Resident	VILAKONE SUSAN					
2731628	Property Owner or Resident	CLARK JASON					
2599592	Property Owner or Resident	KEITH A & STEPHANIE BAILEY					
13179	Property Owner or Resident	KEITH ALLEN BAILEY					
2560407	Property Owner or Resident	PURCELLA RICHARD W & ANDREA					
2560379	Property Owner or Resident	HARVEY THOMAS A					
2560409	Property Owner or Resident	TURSKIS SIGITAS					
2731621	Property Owner or Resident	GLADSON BROOKE ANN					
2560381	Property Owner or Resident	KYLE BRETT B & MARSHA E					
2731622	Property Owner or Resident	RAYBOURN RUSSELL T III & NADINE					
1593537	Property Owner or Resident	DARNELL ROBERT LES & KATHRYN M					
2560384	Property Owner or Resident	THOMAS ALISSA					
1193997	Property Owner or Resident	CAMPBELL ROWENA DAYAG					
2560385	Property Owner or Resident	YEN YU-CHEN					
2560386	Property Owner or Resident	THOMPSON MARK A					
2560387	Property Owner or Resident	MCMANNAMA DORA DARLENE &					
2560388	Property Owner or Resident	MARQUEZ SERGIO & LOURDES					
2577190	Property Owner or Resident	JOHNSON MICHELLE					
2560389	Property Owner or Resident	HARVEY NEIL & PATRICIA					

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2577192	Property Owner or Resident	MILLS ASHLEY					
2577193	Property Owner or Resident	KENDRICK JOHN MARK					
2577194	Property Owner or Resident	LEWIS JAMEE L & ROBERT W					
2577196	Property Owner or Resident	WILLIAMS AMANDA					
2577197	Property Owner or Resident	PADON ERIC STEVEN &					
2577199	Property Owner or Resident	COLLIN & HEATHER ANDERSON					
2577200	Property Owner or Resident	HORTON AUSTIN					
2577201	Property Owner or Resident	FELDMAN ALLISON PATRICIA					
2560390	Property Owner or Resident	JAMES R ALEXANDER					
2577202	Property Owner or Resident	WISDOM SYLVIA					
2577203	Property Owner or Resident	SPINDLE CARL &					
1101293	Property Owner or Resident	WESTER BARBARA K					
2560321	Property Owner or Resident	BORCHERT JOANNE M & GLENN E					
2560240	Property Owner or Resident	MCCUTCHEON LAURA					
2560246	Property Owner or Resident	BIDDLE JEAN MONEY					
1203334	Property Owner or Resident	PETTY ROY LEE &					
2714781	Property Owner or Resident	LONGORIA-LAM SANDY & JONATHAN C					
2714799	Property Owner or Resident	TIGH RYAN M & IZAMAR GARCIA					
2577072	Property Owner or Resident	BELL EZEKIEL MELVIN & LORENE SKINNER FIDDLER					
2714785	Property Owner or Resident	CORTEZ LORENZO D & ROSA E NEVAREZ					
2714800	Property Owner or Resident	CHRISTENSON REBECCA					
2577146	Property Owner or Resident	KNEZHA VOLDEMAR & DEANNA					
2577122	Property Owner or Resident	HENDERSON ERIN &					
2714786	Property Owner or Resident	IVY MARGO					
2577084	Property Owner or Resident	RUTLEDGE CARMESHA & JAISEN					
2577145	Property Owner or Resident	RIGGS GERALD & PATRICIA					
2577074	Property Owner or Resident	DOSS TAMI J					
2577121	Property Owner or Resident	DAUGHTERS DANIEL ADAM					
2714787	Property Owner or Resident	GONZALEZPARRILLA & ALIZA CARABALLO					
2577085	Property Owner or Resident	HORN PETER T &					
2714802	Property Owner or Resident	RHOADS JON L					
2577144	Property Owner or Resident	BOWMAN AMY & TODD					
2714788	Property Owner or Resident	GARCIA EVA &					
2577155	Property Owner or Resident	GARCIA JUAN & LILY					
2577086	Property Owner or Resident	WORTH ANDREW					
2577133	Property Owner or Resident	CABAN LOUIS JR &					
2714803	Property Owner or Resident	SEVILLANO RICARDO & MONIQUE					
2577143	Property Owner or Resident	MONTELONGO CARLOS II & VICTORIA C					
2577076	Property Owner or Resident	SENTHILNAYAGAM SHANMUGARAJA & RADHA SALUJA GABRIEL DURAI					
2577119	Property Owner or Resident	WELLS BRANDI					
2714789	Property Owner or Resident	FITZSIMMONS MONICA- LE					
2577156	Property Owner or Resident	PERCIVAL REBECCA &					
2577087	Property Owner or Resident	SUMMERS DOZIER MILFORD II					
2577134	Property Owner or Resident	VASQUEZ RUBY C &					
2725174	Property Owner or Resident	RYAN E & ELYSE R BAKER					
2714804	Property Owner or Resident	POWERS ROBERT A JR & SONIA JOSHI					
2714790	Property Owner or Resident	BATES CHAD WILLIAM & JENNIFER S					
2577088	Property Owner or Resident	TCHATOKY SAM					

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2577135	Property Owner or Resident	FADELE TONY D & CHERYL MARIE WILLIS					
2725173	Property Owner or Resident	WARDEN TODD A & ROSEMARY					
2714805	Property Owner or Resident	LAUGHLIN THOMAS & REBECCA					
2577141	Property Owner or Resident	CERVANTES NAZARIO & DOMINGA T					
2577078	Property Owner or Resident	GARAY ALICIA					
2714791	Property Owner or Resident	MCKENZIE CARRIGAN V & BRITNY J					
2577089	Property Owner or Resident	FENNELL FRED & LYNNETT					
2577136	Property Owner or Resident	THOMASON ERIN &					
2725172	Property Owner or Resident	BLAKE DARIENNE &					
2714806	Property Owner or Resident	MATSON KATELYN S &					
2577079	Property Owner or Resident	GILLETTE DOUGLAS L					
2577116	Property Owner or Resident	SAVADOGO MATHIEU & MARIE-CHRISTINE INGRID					
2725171	Property Owner or Resident	KVIZ ROBERT D & SARAH R MORGAN					
2577080	Property Owner or Resident	NATHANIEL ROBINSON OKPE & CHINELO ROBINSON					
2577115	Property Owner or Resident	JONES BETTY B					
2577091	Property Owner or Resident	POLITZ BRANDON SHANE &					
2577092	Property Owner or Resident	BURRIS KATRINA					
2577139	Property Owner or Resident	MATHEW ACHENKUNJU & MOLEY					
2577174	Property Owner or Resident	SHEPPARD AMETRIC					
2577140	Property Owner or Resident	MAZZO ANNE					
2577112	Property Owner or Resident	PORTEE DENNIS R					
2577094	Property Owner or Resident	BARTON BILLY JOE					
2577098	Property Owner or Resident	PIERCE JOSHUA ROLAND & JESSICA					
2577095	Property Owner or Resident	PHILLIPS SUEANNE & JOSHUA DANIEL JOE					
2577177	Property Owner or Resident	SEYMORE JAMES C & CLARA M					
2577096	Property Owner or Resident	MANTEPAQUE JOSELINE					
2577178	Property Owner or Resident	WRIGHT ERICA JO					
2577097	Property Owner or Resident	DUZYK JAMES E & CHRISTY					
2577179	Property Owner or Resident	NABORS STEVE CLIFTON					
2577180	Property Owner or Resident	MCCRACKEN ASHLEY					
1077266	Property Owner or Resident	EDWARD J & JANICE NELL ARMSTRONG					
2714792	Property Owner or Resident	VARGA SANDRA K					
2725170	Property Owner or Resident	BLOODWORTH PHILLIP M & ALLIE					
2714807	Property Owner or Resident	MARTINEZ-PEREZ YAMIL & LIZBETH H HORNEDO					
2714793	Property Owner or Resident	NARTEY SHADRACH & JEMILLAH LARTEY					
2725169	Property Owner or Resident	YE RONG HUI					
2714794	Property Owner or Resident	KAUFMAN JENI R					
2725165	Property Owner or Resident	DUNCAN CHRISTINE ELIZABETH					
2714795	Property Owner or Resident	CANEDO EDUARDO G &					
2714796	Property Owner or Resident	WEBSTER AUSTIN &					
2714797	Property Owner or Resident	LOPEZ JOSE EVELIO &					
2714798	Property Owner or Resident	PETERSON JESSE C					
2744329	Property Owner or Resident	JEFFREY P ALLEN					
2744335	Property Owner or Resident	PHIPPS CRAIG					
2744336	Property Owner or Resident	FLETES ADRIANA E					
2744337	Property Owner or Resident	SPIVEY DOUGLAS & KACI					
2744408	Property Owner or Resident	TORRES DENA L					
2744423	Property Owner or Resident	NGUYEN THANH Q					

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2714809	Property Owner or Resident	NGUYEN THANH QUACH HOAI					
2744416	Property Owner or Resident	HUTCHERSON DIANE WARREN					
2744402	Property Owner or Resident	GOLIGHTLY JUDIE & ROBERT					
2744400	Property Owner or Resident	BARNFIELD ALLEN & TIFFANY ELISE					
2744426	Property Owner or Resident	DYE DAVID & STEPHANIE					
2744413	Property Owner or Resident	PUENTE ROBERT &					
2744399	Property Owner or Resident	CARTER JULLIAN & CUNEKIA TURNER-CARTER					
2744339	Property Owner or Resident	BOBBY G & SHELLY L BAILEY					
2744398	Property Owner or Resident	KOHR'S JOSEPH & TONYA MARIE					
2744388	Property Owner or Resident	HONG MINH T & THU T KHONG &					
2744340	Property Owner or Resident	OLENACK JOSHUA &					
2744390	Property Owner or Resident	HOEKSTRA JOSHUA					
2744391	Property Owner or Resident	PARKS GARTH A &					
2744345	Property Owner or Resident	MOTT RANDALL E & JESSICA					
2744394	Property Owner or Resident	MAJSZAK JONATHAN & JERIANNN					
2744346	Property Owner or Resident	MACALLISTER SIDNEY & ROBYN					
2744395	Property Owner or Resident	ALONZO & MARIA ALVARADO					
2744347	Property Owner or Resident	FISHER JONATHAN & TIFFANY					
2744396	Property Owner or Resident	MCCUNE DONALD & DEBORAH D					
2744348	Property Owner or Resident	TRUITT JEFFREY & CHERYL					
2599317	Property Owner or Resident	DE HART MICHAEL W & SHIRLEY ANN					
2731647	Property Owner or Resident	SONG JIAWEN & HOOI BEAN GOI					
2584820	Property Owner or Resident	FISHER CRAIG M & KIMBERLY A					
2599245	Property Owner or Resident	SHARMA ROHIT & GURPREET					
1102853	Property Owner or Resident	CHAVIRA REINALDO & THELMA A					
2584826	Property Owner or Resident	SELVAGE JENNIFER R &					
1593555	Property Owner or Resident	WADE TIMOTHY CALEB & JESSICA LYNN					
2508072	Property Owner or Resident	FINCH BEVERLY					
2508140	Property Owner or Resident	STEELE JEREMY MICHAEL & DARCI JANE					
2508220	Property Owner or Resident	HEROD ELMA					
2508071	Property Owner or Resident	MARTIN JASON DAVID					
2508141	Property Owner or Resident	JEFFERSON MICHAEL W & MARY L					
2508218	Property Owner or Resident	GUZMAN ERICA					
2508070	Property Owner or Resident	FAUST CHRISTOPHER					
2508142	Property Owner or Resident	FRAGOSO JESUS M					
2508217	Property Owner or Resident	ALI KAUSER & KIMBERLY L					
2508222	Property Owner or Resident	JONES-CRAIG TONYA D					
2599265	Property Owner or Resident	WHITNEY GAIL SHARON					
2584980	Property Owner or Resident	LOBBAN CHRIS & LISA					
2599290	Property Owner or Resident	CUELLAR CARLOS					
1344263	Property Owner or Resident	BOBBY WAYNE BARKER					
1156714	Property Owner or Resident	RIGNEY PATRICIA &					
2549770	Property Owner or Resident	TURLEY LESLIE B & JAN B REVOCABLE LIVING TRUST THE					
2120650	Property Owner or Resident	DAVID CHERRY SURVEY					
2508223	Property Owner or Resident	RENTERIA GUADALUPE ISABEL &					
2508068	Property Owner or Resident	MIMMS LISA E					
2098730	Property Owner or Resident	SU KEITH CHUNCHI &					
2599244	Property Owner or Resident	SITTER WALTER S &					

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2508067	Property Owner or Resident	AMOL FREDERICK OTIENO					
2508066	Property Owner or Resident	GENTRY ERIC & JULIE WINGLER					
2599266	Property Owner or Resident	WEDDLE WILLIAM					
2584979	Property Owner or Resident	COONE JOYCE					
2599289	Property Owner or Resident	MURPHY WILSON SHANE & SHANNON M					
1148895	Property Owner or Resident	ZAVALA AGUSTIN					
2581356	Property Owner or Resident	ROBERTS MATTHEW D & JENNIFER LEIGH					
2508064	Property Owner or Resident	HARRED JACK & BEVERLY					
2508063	Property Owner or Resident	HOPSON WILL D & MELISSA R					
2599319	Property Owner or Resident	GURFINKEL IOSIF & NELLI PARSADANOVA					
2731648	Property Owner or Resident	MOLES JENNA					
2584839	Property Owner or Resident	MORENO DOUGLAS E					
2599243	Property Owner or Resident	JONES ALPHONSO & JACQUELINE					
1194139	Property Owner or Resident	WILLEFORD PAULA					
1148010	Property Owner or Resident	WHITACRE PAUL F &					
2585017	Property Owner or Resident	WALKER RODNEY					
2599267	Property Owner or Resident	MAO HONG & HUJIE CAI					
1156055	Property Owner or Resident	HERNANDEZ ENRIQUE JR &					
2581357	Property Owner or Resident	KAUFMAN JOSEPH D					
2752242	Property Owner or Resident	PEASE BETTY IRENE &					
2599320	Property Owner or Resident	REZA MARIA LETICIA					
2584840	Property Owner or Resident	JONES CRYSTAL DIANNA					
2599235	Property Owner or Resident	MITCHELL TERMAINE DESHUN					
2731671	Property Owner or Resident	MOSS JAMES					
1566898	Property Owner or Resident	WHITE CLAUDIA M					
2599268	Property Owner or Resident	VILLANUEVA DANIEL					
2584977	Property Owner or Resident	MONSON MARSHA M &					
2599287	Property Owner or Resident	EDWARDS STEPHANIE L					
2731645	Property Owner or Resident	FREED JESSICA RENEE					
2584862	Property Owner or Resident	ADABAH LILIAN & OKECHUKWU					
2599321	Property Owner or Resident	KIRK DEYONA					
2731649	Property Owner or Resident	CHAU TOMMY C					
2584841	Property Owner or Resident	NAIR DAAMU D					
2098729	Property Owner or Resident	BOLAN MARK H & AMBER L					
2599236	Property Owner or Resident	SUNDAR SHAM					
13733	Property Owner or Resident	GROVES CHRISTOPHER W					
1194095	Property Owner or Resident	PERRON JOHN P & LESLIE					
1148001	Property Owner or Resident	MEUIR LEAH					
2744359	Property Owner or Resident	EVANS KAREEM D & KENYA S					
2744371	Property Owner or Resident	SHOOK CHRISTOPHER & ASHLEY HARRIS					
2744358	Property Owner or Resident	JONES MARCIA					
2744372	Property Owner or Resident	NGUYEN BINH & HONG DINH					
2599269	Property Owner or Resident	DOLBY JEFFREY W & LINDA M					
2584976	Property Owner or Resident	GRIGGS PETER JR &					
2599286	Property Owner or Resident	WIKE TYLER LEE					
1192364	Property Owner or Resident	ZAJDL DEBRA A					
2744356	Property Owner or Resident	HENRY-AGUILAR JULIE ELLEN & JASON GERARD AGUILAR					
2744375	Property Owner or Resident	WAKENE ASKALECH					

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2744366	Property Owner or Resident	NGUYEN TIN					
2744354	Property Owner or Resident	JEFFREY RANDALL					
2744376	Property Owner or Resident	SOTO TIRZE JENNIFER VENEGAS &					
2744365	Property Owner or Resident	PORTER AMANDA M & MICHAEL D					
2744353	Property Owner or Resident	LOPEZ CHRISTINE					
2744364	Property Owner or Resident	CALDWELL LISA & JM					
2599275	Property Owner or Resident	BENITEZ CYNTHIA MARILINDA					
2731670	Property Owner or Resident	KIRGIS GABRIELA					
2584819	Property Owner or Resident	CORNETTE DAVID W JR					
2744352	Property Owner or Resident	SHELBY D BAKER					
2744363	Property Owner or Resident	JOSHUA MALAINA & CAMILLE					
2744349	Property Owner or Resident	POLLARD TOMMY J & BRETT A WATERS					
2744381	Property Owner or Resident	CVIKEL ELIZABETH R					
2744382	Property Owner or Resident	ABAD KRISTIAN I & MARIA F					
2599270	Property Owner or Resident	FRAUSTO RICARDO					
2584975	Property Owner or Resident	CASTILLO RICARDO					
2599237	Property Owner or Resident	MARTIN BACH J					
2584860	Property Owner or Resident	RODRIGUEZ DAVID H & DIANA L					
2054825	Property Owner or Resident	ZIOLA TERRY JAMES					
1235452	Property Owner or Resident	DE LA GARZA MARIA TERESA &					
2731650	Property Owner or Resident	PEREZ CARLOS &					
2599276	Property Owner or Resident	LEE CARLOTTA R					
1148449	Property Owner or Resident	VARELA LAUREN N & JOE A JR					
1194120	Property Owner or Resident	WHITACRE FRED &					
1147994	Property Owner or Resident	MEUIR DAVID R ETUX					
2584827	Property Owner or Resident	EDWARDS DARRELL D & DENA M					
1170039	Property Owner or Resident	HOLLAND GERALD C					
2054823	Property Owner or Resident	CASTRO ROGELIO					
2599271	Property Owner or Resident	GONZALEZ JUANITA					
2584974	Property Owner or Resident	VANDIVER LAURA E					
1147967	Property Owner or Resident	SAUL ALVAREZ					
2584859	Property Owner or Resident	COBURN CRYSTAL					
2584844	Property Owner or Resident	SPARR SCOTT					
2529136	Property Owner or Resident	GENNALEE MUSIC 2005 TRUST					
2599272	Property Owner or Resident	TORRES CARLOS ARTURO					
2584973	Property Owner or Resident	GREEN CHASE A & HONG VU					
1148948	Property Owner or Resident	RIOS DOLORES					
1156723	Property Owner or Resident	BROYLES MICHAEL &					
2731555	Property Owner or Resident	PATEL BHAVESH CHANDUBHAI & DHRUTI					
1566273	Property Owner or Resident	ROBERTSON KAREN D & WILLIAM					
2731651	Property Owner or Resident	TATUM JEFFERSON PERRY					
2584845	Property Owner or Resident	CHEN I CHUN					
1154725	Property Owner or Resident	RICHARDSON STEVEN B JR & JORDAN					
2599278	Property Owner or Resident	TRAN DENNIS & VAN MY THAI					
1148957	Property Owner or Resident	GUZMAN ANTONIO & OFELIA					
2584829	Property Owner or Resident	DOCKERY DOUGLAS W & AMY					
1566282	Property Owner or Resident	VEGA JOSE CARMEN					
2599279	Property Owner or Resident	SOTO GABRIEL					

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2731668	Property Owner or Resident	KINLAW CAMERON & BRITTANY					
2584830	Property Owner or Resident	HUDDLESTON DANIEL L					
2599274	Property Owner or Resident	EDWARDS SHELLEY B					
2584971	Property Owner or Resident	CROKER SHAUN					
2098723	Property Owner or Resident	CROSBY JADON D & TERESA L					
2731642	Property Owner or Resident	COLLINS JEFFREY S					
1566291	Property Owner or Resident	REED MICHAEL R & KAREN					
2584856	Property Owner or Resident	TAYLOR ROBERT					
2731652	Property Owner or Resident	DOSS DALE S & MARY L					
2584847	Property Owner or Resident	KHALEQUE RAIHAN & FARZANA SHARMIN					
2098727	Property Owner or Resident	SINGER STUART & SHELLY SINGER					
2731547	Property Owner or Resident	HALSOR BRET ALAN					
2584831	Property Owner or Resident	NELSON DEBORAH					
2584970	Property Owner or Resident	BREDE JUSTIN & JACLYN					
1194200	Property Owner or Resident	FREUDENRICH ALLEN & DANA					
2731543	Property Owner or Resident	PINEDA LORENZO JR					
1566308	Property Owner or Resident	NARDECCHIA MERIDETH &					
2584855	Property Owner or Resident	PALAFIX JOSE SAUL &					
2599281	Property Owner or Resident	CHAPMAN MARIANNE M					
2731592	Property Owner or Resident	CHAPMAN JACK VAN & JACQUELYNN JONETTA LYLES					
2584832	Property Owner or Resident	PIERCE THRESE E					
2584969	Property Owner or Resident	BOYE ISHMAEL					
1148822	Property Owner or Resident	RIVERA PASTOR ANIBAL					
1156741	Property Owner or Resident	TIMMONS GERALD A & JOAN L					
2731653	Property Owner or Resident	REEL ALEXANDER & KAYCE GARRETT					
1156705	Property Owner or Resident	MEYER CODY A & KRISTEN L					
2731548	Property Owner or Resident	EVANS JACKIE LYNN & ASHLEY FRANCIS					
2584833	Property Owner or Resident	VAN HASSEL REESE					
2098724	Property Owner or Resident	FERGUSON SCOTT & TRACY					
2731542	Property Owner or Resident	MASON KOURTNEY SHARI					
2584853	Property Owner or Resident	RAMAGE JOYCE J					
2098726	Property Owner or Resident	RIZZOLO DAVID BELL & ELENA ESTHER					
2731591	Property Owner or Resident	RAHMAN SABBIR MAHBUBUR & SHAHNAZ					
2584834	Property Owner or Resident	JACKSON SONIA TAYLOR					
2584967	Property Owner or Resident	VARDEMAN THOMAS DWAYNE & KAREN J					
2731553	Property Owner or Resident	DANIEL ALCANTARA & PEDRO ALCANTARA HERRERA					
2146462	Property Owner or Resident	DELAMATER STEPHEN WAYNE					
2584852	Property Owner or Resident	BUDA SAM &					
2599284	Property Owner or Resident	SPORE DAVID EUGENE JR & SAVANNAH K					
1996414	Property Owner or Resident	HARP BENJAMIN & DEEAMBER					
2584835	Property Owner or Resident	ESPINOZA ROLANDO &					
2584966	Property Owner or Resident	GERALDINE V AUSTIN					
2731541	Property Owner or Resident	BOLDT ALISEN MARIE & JEREMY ADAM					
2551078	Property Owner or Resident	STOWE JEFF & PATRICIA					
2599285	Property Owner or Resident	BLAIR EUGENE DOUGLAS III & DENISE MARIE					
1192426	Property Owner or Resident	FLORES GUADALUPE &					
2584965	Property Owner or Resident	LAPIS TIMOTHY J &					
2731552	Property Owner or Resident	ZHANG XIAOXI BRUCE & HUIJIN HE					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
1203799	Property Owner or Resident	PETTIS JEREMY D & MARY LOU					
2584964	Property Owner or Resident	DAVIS STEPHANIE L					
2731589	Property Owner or Resident	RAMIREZ ELIAS R & ROSANNA					
2584963	Property Owner or Resident	CLAYTON BOBBIE L					
1156750	Property Owner or Resident	MITCHELL CARRIE CRAWFORD					
2731551	Property Owner or Resident	COLLIE JOSEPH VAN &					
1156670	Property Owner or Resident	HERNANDEZ PEDRO &					
2731539	Property Owner or Resident	LIN FRANK					
2731588	Property Owner or Resident	TINDELL LESTER L & TONIA L					
1077024	Property Owner or Resident	SERENO ELISEN					
1203771	Property Owner or Resident	WILSON VIRGINIA I ESTATE OF THE					
1076962	Property Owner or Resident	BROWN BILLY CHARLES					
1591469	Property Owner or Resident	SERENO CARLOS					
2731537	Property Owner or Resident	FAIRCHILD MAE EILEEN &					
2731586	Property Owner or Resident	BOX JERRY DALE					
2731536	Property Owner or Resident	NJINGANG LEM					
1300755	Property Owner or Resident	SINGLETERRY STELLA KAY					
1300942	Property Owner or Resident	TURPIN GLORIA R					
1300764	Property Owner or Resident	GUEVARA LUIS F					
1300951	Property Owner or Resident	WARREN GERALD R & LYNDA M					
1300773	Property Owner or Resident	MURILLO RAFAEL					
1301040	Property Owner or Resident	LUTON SHIRLEY L					
2517472	Property Owner or Resident	HARWELL RITA &					
2550871	Property Owner or Resident	CALDWELL D L &					
2520530	Property Owner or Resident	FISHER J DUANE SR					
2658095	Property Owner or Resident	FISHER JONATHAN DUANE SR & CAROLYN SUE					
2529848	Property Owner or Resident	PRINCETON MEADOWS 19 LLC					
2054833	Property Owner or Resident	MORRELL JAMES C & ANGELA S					
2648942	Property Owner or Resident	YRUEGAS CAROLINE & LEOPOLDO					
2054832	Property Owner or Resident	NEER GREGORY LAWRENCE					
2664271	Property Owner or Resident	PRINCETON PROFESSIONAL BUILDING LLC					
2664274	Property Owner or Resident	GMV PROPERTY LLC					
2664269	Property Owner or Resident	LOST HIGHWAY CLASSIC CARS LLC					
2054837	Property Owner or Resident	LAM AMY					
2054828	Property Owner or Resident	MEDCALF FORREST &					
2054831	Property Owner or Resident	RUTLEDGE THOMAS L & KANDRA J					
2054824	Property Owner or Resident	SWIER DELBERT A & VALERIE K					
2054820	Property Owner or Resident	WILLIAMS THURMAN & DOLORES - LE					
2098728	Property Owner or Resident	MUSIC JEFFREY D & APRIL D					
2604524	Property Owner or Resident	BORG FAMILY LTD					
2054821	Property Owner or Resident	BORG PATRICIA ANNE					
1156625	Property Owner or Resident	HAMM JIMMY & SHIRLEY					
1092276	Property Owner or Resident	CORONADO MARCELINO J					
1594019	Property Owner or Resident	ZUELLY JESSE &					
2584824	Property Owner or Resident	DELEON JORGE A					
1154734	Property Owner or Resident	CALDWELL SHIRLEY A					
2508163	Property Owner or Resident	KRANZ EDWARD & JANICE					
2508084	Property Owner or Resident	WINBURN TOMMY J & JUDY G					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
2508162	Property Owner or Resident	ROGERS JACQUELYN SUE					
2584947	Property Owner or Resident	LAVENDER JULIA R					
1194228	Property Owner or Resident	SCHWARZE DAVID					
2508093	Property Owner or Resident	DUNN CHARLES L & HELEN					
2508160	Property Owner or Resident	MILLER AMBER MICHELLE &					
2508159	Property Owner or Resident	MARTINEZ CARLOS V &					
2584948	Property Owner or Resident	TOMLIN DUSTIN DWAYNE & AMANDA					
1154743	Property Owner or Resident	COFFEY LARRY C					
2508095	Property Owner or Resident	MITCHELL NANCY T					
2508157	Property Owner or Resident	BEEMAN MICHAEL & NATALIE					
2508096	Property Owner or Resident	LIONEL ROBERT JR					
2508097	Property Owner or Resident	COFFEY VANESSA					
2508074	Property Owner or Resident	DYKES RONALD W					
2584946	Property Owner or Resident	RAMOS ALFREDO					
2731535	Property Owner or Resident	WANG HONG JUN					
2034605	Property Owner or Resident	BOONE RANDALL DEAN ETAL					
1181312	Property Owner or Resident	DIMAURO PAUL M & PATSY					
2508098	Property Owner or Resident	EUCEDA VICTOR & JUANA					
2508075	Property Owner or Resident	GEE WILLIAM ROBERT & HEIEN CINDY &					
2584949	Property Owner or Resident	GANN JENNIFER LEE					
1148635	Property Owner or Resident	MOLINA-PARRA CAROLINA					
2508077	Property Owner or Resident	SCHNELL STEPHEN & JENNIFER					
2508078	Property Owner or Resident	GAYTAN JOBY & VIRGINIA					
1593957	Property Owner or Resident	AUCHTER THOMAS CLINTON					
2584945	Property Owner or Resident	ITURRINO BLANCA A					
1194255	Property Owner or Resident	REYNOLDS DANNY W					
2589890	Property Owner or Resident	CARTER JOSHUA & TRISHA					
1593813	Property Owner or Resident	DYESS MARCUS F & KATHY					
2584950	Property Owner or Resident	LAFON JEREMY K					
1154761	Property Owner or Resident	GARCIA JUAN DE JESUS					
2761038	Property Owner or Resident	MAHADAR AMIT VIJAY & ARUNDHATI MADHUSUDAN SOLAPURKAR					
1148467	Property Owner or Resident	YORK TIMOTHY & CINDY					
2731534	Property Owner or Resident	GOGOLIN MICHAEL PAUL					
1989024	Property Owner or Resident	MEIER CATHY					
1154770	Property Owner or Resident	COFIELD DWIGHT K					
1148644	Property Owner or Resident	MONTALVO CELESTINO					
1156028	Property Owner or Resident	SEYMOUR THOMAS DWAYNE					
2584943	Property Owner or Resident	HORN RICKY J &					
1194246	Property Owner or Resident	REEVES KARA B &					
1148699	Property Owner or Resident	SWOPE MARK					
2098732	Property Owner or Resident	GARCIA MARTIN B JR					
1594000	Property Owner or Resident	BOND JENEVA L & JOHN BARTLEY					
2584952	Property Owner or Resident	STEWART MATTHEW E					
1593877	Property Owner or Resident	WILSON DOUGLAS L & BETTY J					
2761061	Property Owner or Resident	TILAHUN YARED					
2584942	Property Owner or Resident	LAFON LARRY W & MARILYN					
2584953	Property Owner or Resident	REED SARA MARIE					
1154798	Property Owner or Resident	CHARLES W & KAYLA Y ANDERSON					

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2761077	Property Owner or Resident	MEDINA ALEXANDER					
1148742	Property Owner or Resident	SERENO MONDRAGON FRANCISCO					
1156019	Property Owner or Resident	MAYFIELD JAMES R &					
2761062	Property Owner or Resident	HERNANDEZ MICHAEL PAUL					
2584954	Property Owner or Resident	TRAVIS STACEY D					
2098752	Property Owner or Resident	ALARCON JOSE J & MARTHA V					
1593966	Property Owner or Resident	MARTIN SARAH R & CLAYTON D					
2584940	Property Owner or Resident	BOYER PATRICIA SHELL &					
2731532	Property Owner or Resident	WELCH BRITTNEY RASHAUN SHIELDS & EDDIE XAVIER					
1154814	Property Owner or Resident	BOHANNON MICHAEL D					
2509570	Property Owner or Resident	PRINCETON ISD					
1156000	Property Owner or Resident	GARDNER PEGGY NELL					
2761064	Property Owner or Resident	KAZI MOHAMMAD SOHEL &					
2584939	Property Owner or Resident	ACRE MADELYNN					
2584956	Property Owner or Resident	CONKLIN RICHARD J					
1154823	Property Owner or Resident	GONZALEZ JAIRO &					
2584938	Property Owner or Resident	NGUYEN THUY N &					
1593993	Property Owner or Resident	DOUGLAS LANE L & CHERYL					
1593886	Property Owner or Resident	WEBB JOE D					
1193773	Property Owner or Resident	MAYFIELD CLIFTON RAY					
2761066	Property Owner or Resident	CRUZ ANDRES RICARDO					
2584937	Property Owner or Resident	LONG MAEGAN & JOSEPH					
1203389	Property Owner or Resident	PRINCETON ISD					
2736471	Property Owner or Resident	DICKSON DENNIS D &					
2584958	Property Owner or Resident	MONK PAMELA T					
2761067	Property Owner or Resident	TORRES HERNAN					
2584936	Property Owner or Resident	CASTANEDA SALVADOR & MARLEN					
1156108	Property Owner or Resident	KENT SHIRLEY					
2584959	Property Owner or Resident	FERGUSON MELISSA J					
2761068	Property Owner or Resident	DURGA JAJESH VENKATA-GANGA & VANDANA					
1593797	Property Owner or Resident	GILROY BONNIE J					
2584960	Property Owner or Resident	MEDINA JESSICA NICOLE					
2761069	Property Owner or Resident	PILOT KARI					
2584934	Property Owner or Resident	WESTERFIELD ROGER E					
2098735	Property Owner or Resident	WHETSTONE DANIEL J					
2584961	Property Owner or Resident	HAND JOSHUA & TIFFANY					
2584933	Property Owner or Resident	TSAI CHEN TIEN &					
1148840	Property Owner or Resident	DECKER KENNETH WAYNE					
2584962	Property Owner or Resident	MADRID BRENDA &					
1593788	Property Owner or Resident	TORRES DAVID &					
1593920	Property Owner or Resident	CORRELL JACOB ALVIN III					
1593975	Property Owner or Resident	RAMEY TERRI LYNN					
1193247	Property Owner or Resident	MONDRAGON JESUS					
2773359	Property Owner or Resident	GARCIA JUAN					
1593911	Property Owner or Resident	MIKELL CHRISTOPHER H					
1593706	Property Owner or Resident	BROUSSARD JOEY					
1593724	Property Owner or Resident	LIPKA BRIAN EDWARD &					
2508156	Property Owner or Resident	SHELLENBERGER MARC					

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2508091	Property Owner or Resident	FRANKLIN CONNOR & RHONDA					
2508123	Property Owner or Resident	BREWER BRANDON DEAN &					
2508086	Property Owner or Resident	VRBA JERRY A & KRISTEN A					
2508154	Property Owner or Resident	ALEXANDRIA A ARATA					
2508090	Property Owner or Resident	GEDEON JOSEPH M					
2508124	Property Owner or Resident	COUNCIL NATHAN & SARA					
2584919	Property Owner or Resident	WILLIAMS STEPHANIE & HERBERT					
2508126	Property Owner or Resident	SAUCEDA HILBERTO					
2508088	Property Owner or Resident	HELMS GREGORY A					
2508127	Property Owner or Resident	HULING TYLER DV					
2584920	Property Owner or Resident	ELIZABETH A & CHARLES L ALEXANDER					
2508129	Property Owner or Resident	BROWN KELLY S					
2508150	Property Owner or Resident	HOLOWINSKI KAREN					
2508130	Property Owner or Resident	MARTINEZ BRENDA &					
2508149	Property Owner or Resident	SANDERS KASSIE R &					
2508137	Property Owner or Resident	CHALEMIN MARK R					
2508148	Property Owner or Resident	SQUARE KEYSLA DAWN					
2098736	Property Owner or Resident	MCCARTHY BRIAN E & JAMIE R MCCARTHY					
2584918	Property Owner or Resident	COOK CHRIS L					
2508138	Property Owner or Resident	POPOOLA JOSEPH S &					
2584921	Property Owner or Resident	JOSE ALEJOS					
1193666	Property Owner or Resident	DE LA CUEVA JOSE &					
2584917	Property Owner or Resident	MAYS AURORA					
1593902	Property Owner or Resident	BRADLEY MATTHEW					
1623201	Property Owner or Resident	HEATHER ABBOTT					
2584922	Property Owner or Resident	GERIK TRACY N & MARJORIE R					
2584916	Property Owner or Resident	RILEY-MCGEE BRIAN D					
1148528	Property Owner or Resident	LOUIE L & KATHY ASKEW					
2584915	Property Owner or Resident	MARTINEZ JESUS G &					
1623210	Property Owner or Resident	REEVES CHONTE' RENEE'					
1147128	Property Owner or Resident	PERALES BRENDA O					
2584914	Property Owner or Resident	SCHOBERT CYNTHIA					
1156689	Property Owner or Resident	WEYRENS AMANDA					
1148519	Property Owner or Resident	TAYLOR JAMES B					
2584913	Property Owner or Resident	MAGGIO JOSEPH A & GERALDINE F					
1623229	Property Owner or Resident	NEVAREZ ANABEL					
2098739	Property Owner or Resident	MILLER DEVIN K & ASHLEY					
1192836	Property Owner or Resident	GILLICK JOSEPH & LINDA					
2584912	Property Owner or Resident	ESCOBEDO JUAN & CHRISTINE					
2098767	Property Owner or Resident	HAZAN-COHEN MARK &					
2584927	Property Owner or Resident	MALDONADO-ZAMBRANA AMARILYS					
1623238	Property Owner or Resident	EARNHART LOTTIE D - LE					
2584928	Property Owner or Resident	WALKER DAVID CLINTON					
2584910	Property Owner or Resident	LOGAN RICHARD					
2098768	Property Owner or Resident	SILVERS GREGG KENNEDY & VINETTE					
2584929	Property Owner or Resident	STANTON TIMOTHY					
1065322	Property Owner or Resident	VALENCIA ALEJANDRO					
1639551	Property Owner or Resident	HERNANDEZ AUXILIADORA					

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2584930	Property Owner or Resident	MARTINEZ JESUS &					
2584908	Property Owner or Resident	PAGE DEAN					
2141111	Property Owner or Resident	TURNER W G					
2098769	Property Owner or Resident	ISLAND DAVID & TRACY					
2584931	Property Owner or Resident	HOFFMAN MICHAEL D & ESTELLE					
1623256	Property Owner or Resident	MCCULLOUGH MARY ANN					
2584932	Property Owner or Resident	WEAVER VERNARD LEWIS & CRISTY					
2098742	Property Owner or Resident	CRAWFORD DAMON & TOWANDA					
1623265	Property Owner or Resident	CLARK DAVID					
2098744	Property Owner or Resident	RYAN & CATHERINE AKKERMAN					
2054829	Property Owner or Resident	ROJAS DANIEL					
1077159	Property Owner or Resident	HOOTEN DICKIE					
2603315	Property Owner or Resident	MCCORMACK BENNY & LOUIE JEAN					
1077220	Property Owner or Resident	TABERNACLE OF NEW TON BETHEL NATIONAL & INTERNATIONAL EVANGELISTIC					
1077015	Property Owner or Resident	PATE WM D ET UX					
2577090	Property Owner or Resident	COPP JIM					
1147146	Property Owner or Resident	COPP JIMMY					
1593822	Property Owner or Resident	COOK TEDDY E					
2509295	Property Owner or Resident	FAHRENTHOLD KYLE & DEBORAH					
1822852	Property Owner or Resident	KRAMER ARTHUR S					
1593751	Property Owner or Resident	MOSELEY KEVIN B ETUX					
1102899	Property Owner or Resident	WALSH FAMILY INVESTMENTS LTD					
1611679	Property Owner or Resident	WFTI LTD					
1194282	Property Owner or Resident	FISHER HERSHEL DALE JR					
1192729	Property Owner or Resident	ZAMORA MARIO A					
2098747	Property Owner or Resident	FIELDING BRIAN & NAUREEN FIELDING					
2584899	Property Owner or Resident	MCAVOY ANTHONY					
2098746	Property Owner or Resident	DOUGLAS & EVELYN ABBOTT					
2584900	Property Owner or Resident	LEE-ARKANSAS DEVALON					
2584901	Property Owner or Resident	SUMBA-DAVILA CARLOS E					
1593760	Property Owner or Resident	BARBARA ANN ANDERSON					
2584903	Property Owner or Resident	JACKSON KAREN					
2545757	Property Owner or Resident	WEDDLE BRANDON L & LILLI A					
2584906	Property Owner or Resident	WILLIAMS KEYON					
2584907	Property Owner or Resident	SWOPE KEITH R &					
1203138	Property Owner or Resident	CALDWELL MACON R IRREVOCABLE TRUST					
1593779	Property Owner or Resident	FULCHER ANGELA M &					
1846603	Property Owner or Resident	MALUF BILLIE ANN					
1102791	Property Owner or Resident	DANIELS BILLY					
1147976	Property Owner or Resident	ORTIZ NOEMI G					
2075680	Property Owner or Resident	ROBINSON MARY L					
1904853	Property Owner or Resident	FIGUEROA JULIO & MARIA					
2644318	Property Owner or Resident	OSORNIA ROBERTO & CAROLINA G					
2098772	Property Owner or Resident	LOCKMAN ERIC & TANGY					
1916591	Property Owner or Resident	REYES JOSE MARIO &					
1148733	Property Owner or Resident	WHITACRE PAUL FRED &					
2098785	Property Owner or Resident	BRINKERHOFF MICHAEL					
1617584	Property Owner or Resident	ROBERTS JEFFREY W & KIMBERLY N					

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1822861	Property Owner or Resident	SEXTON ROBERT LYNN					
2098776	Property Owner or Resident	THOMPSON REVOCABLE TRUST					
2584911	Property Owner or Resident	VAZQUEZ ALFREDO & VIRGINIA CUELLAR GONZALES					
2098751	Property Owner or Resident	ROBBIE ALEXANDER					
2526956	Property Owner or Resident	BECKWITH EARL & PATRICIA LIVING TRUST					
2584875	Property Owner or Resident	RAJSKI DANIEL VICTOR & GENEVA MARIE					
2584821	Property Owner or Resident	ROSTAM-NEJAD FARZAD					
2584876	Property Owner or Resident	BARSTOW DAVID MICHAEL & ANGELA REON					
2584874	Property Owner or Resident	BROOME TIMOTHY J &					
2584866	Property Owner or Resident	LING TERESA SAU-NGAN, CHUI ALBERT KONG TAI &					
2584877	Property Owner or Resident	BARRERA JUAN					
2584873	Property Owner or Resident	WEAVER MANDY KAY					
2584867	Property Owner or Resident	JOHNSON JEFFREY L					
2584878	Property Owner or Resident	WALLACE CHRISTY					
2584872	Property Owner or Resident	WAGNER JO LYNN					
2584868	Property Owner or Resident	CAMARGO CARMENZA RUIZ &					
2584879	Property Owner or Resident	JONES TOMMY & BETH					
2584850	Property Owner or Resident	RODRIGUEZ CHRISTOPHER JR & ANGELICA					
2584869	Property Owner or Resident	HATCH WESLEY T & MARISELA GONZALEZ					
2584849	Property Owner or Resident	TURNER ADAM K & MEAGAN C					
2584870	Property Owner or Resident	SMITH JEREMY RICHARD					
2665864	Property Owner or Resident	LOVELACE MICHAEL R DDS PA dba PRINCETON FAMILY DENTAL					
2584881	Property Owner or Resident	HAYDEN TYRONE &					
1192783	Property Owner or Resident	CALDWELL KATHY JEAN					
2665862	Property Owner or Resident	SCHMID PROPERTY HOLDINGS LLC					
2584883	Property Owner or Resident	NIMALARATNE MUDITHA & SHARMAINE N					
1192827	Property Owner or Resident	ESPINOZA SONIA R					
2584884	Property Owner or Resident	KOONS THAD W					
2584885	Property Owner or Resident	BURKINS TROY & SHERRI Y					
2034543	Property Owner or Resident	WILLIAM L & SANDRA S ABBOTT					
2584887	Property Owner or Resident	SMITH GREG					
2584889	Property Owner or Resident	GIBSON RUDOLPH					
2584893	Property Owner or Resident	MCMAHON DENNIS K & CAMBRI A					
2584895	Property Owner or Resident	BRICKER BRIAN					
2584897	Property Owner or Resident	HOENER WAYNE G &					
2584825	Property Owner or Resident	VALDEZ-MORALES MARTIN & PATRICIA IBANEZ-SORIA					
1972580	Property Owner or Resident	COPELAND DAVID W					
1203165	Property Owner or Resident	COPELAND DAVID W & DEBBIE					
2671411	Property Owner or Resident	COPELAND LIVING TRUST					
1081395	Property Owner or Resident	GOOCH DONNA SUE					
1193318	Property Owner or Resident	RICHARDSON STELLA L - LE					
2065521	Property Owner or Resident	WATERS JAMES & SUSAN					
1716851	Property Owner or Resident	OVERTON KENNETH & KAREN					
2609320	Property Owner or Resident	BIGGS MONTRA MARIE					
2133107	Property Owner or Resident	RAY JEFFREY D SR & MARIA M					
1893678	Property Owner or Resident	RAY MICHAELLE &					
2121835	Property Owner or Resident	STRONG ROBERT E JR					
1529082	Property Owner or Resident	WORLEY JOHN M					

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13175	Property Owner or Resident	PHILIP P HAMILTON ADDITION (GCN)					
13175	Property Owner or Resident	COMBEST RANDY D &					
2038164	Property Owner or Resident	MONDOUX ALFRED					
13177	Property Owner or Resident	PHILIP P HAMILTON ADDITION (GCN)					
13177	Property Owner or Resident	BRADFORD DEVI K					
1089379	Property Owner or Resident	GOMEZ-GAYTAN ARACELI					
1623247	Property Owner or Resident	HARDIN LARRY					
1524988	Property Owner or Resident	VERA B. BALLANTYNE TRUST % DIANE DUNCAN					
13744	Property Owner or Resident	RHODES ARTHUR					
1142221	Property Owner or Resident	CORONADO FRANCISCO					
1142203	Property Owner or Resident	JIMENEZ FRANCO C & MARCELINO C					
2585019	Property Owner or Resident	HAYES FLORENCE - LE					
1593804	Property Owner or Resident	WADDELL GARY D & JACQUELINE E - LE					
2089664	Property Owner or Resident	DAVIS PAUL E					
2538336	Property Owner or Resident	HILL JOHN & ROSANNE					
2098817	Property Owner or Resident	PRINCETON LAKES POA INC					
1193906	Property Owner or Resident	STROUP CHRISTOPHER D & SHIRLEY					
2599255	Property Owner or Resident	DELAROSA JOSEPH					
1344325	Property Owner or Resident	BOURQUE ROBERT					
1154805	Property Owner or Resident	FRIX GLENN D JR					
1182277	Property Owner or Resident	CITIZENS STATE BANK-PRINCETON					
1181349	Property Owner or Resident	COPE INVESTMENTS LLC					
1992341	Property Owner or Resident	DEC INVESTMENTS LLC					
1181385	Property Owner or Resident	PEMBERLEY INVESTMENTS LLC					
1194317	Property Owner or Resident	FUNDERBURK WOODLEY O & OLGA L SANCHEZ					
1194264	Property Owner or Resident	HAZELWOOD 421					
2506181	Property Owner or Resident	RHODES ARTHUR G &					
1148680	Property Owner or Resident	FORT JAMES T ETUX					
1101373	Property Owner or Resident	GOLDEN DONALD M ETAL					
1175613	Property Owner or Resident	THIRUMALA ESTATE LLC					
1148136	Property Owner or Resident	MURLEY JAMES RAY					
2744333	Property Owner or Resident	SAUCIER RANDY &					
2529849	Property Owner or Resident	HOME OWNERS ASSOCIATION OF PRINCETON MEADOWS INC					
1193327	Property Owner or Resident	WELBORN TOMMY					
1193960	Property Owner or Resident	PRINCETON CHURCH OF CHRIST					
2040218	Property Owner or Resident	PRUETT GREGORY SCOTT ETAL					
2545621	Property Owner or Resident	SCHIFF ROBERT JAMES					
1181401	Property Owner or Resident	COPELAND COMMERCIAL REAL ESTATE LTD					
2666824	Property Owner or Resident	COPELAND DANNY L & DAVID COPELAND & CATHY JACKSON					
2666825	Property Owner or Resident	SMITH M C					
1990243	Property Owner or Resident	ROBINSON WILLIAM & LAVENA					
1194219	Property Owner or Resident	SULC JIMMY G & ISAE					
2585016	Property Owner or Resident	WILLARD RONNIE D					
2629529	Property Owner or Resident	PURSER LEE ROY					
1194184	Property Owner or Resident	COSGROVE BILLY JACK					
1193087	Property Owner or Resident	COKER B J					
1156732	Property Owner or Resident	FRANCIS KATHRYN SEWELL					
1192453	Property Owner or Resident	DUNN CHARLES L					

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1203110	Property Owner or Resident	COWART VANESSA					
1156082	Property Owner or Resident	STAFFORD JIMMY DON					
2039235	Property Owner or Resident	LOFTICE BILLY					
1203147	Property Owner or Resident	LOFTICE WILLIAM NEAL JR					
2509579	Property Owner or Resident	OWEN CLAUDE I & PATRICIA J					
1156634	Property Owner or Resident	STONE JERRY R					
1194031	Property Owner or Resident	WELBORN FREDDIE NELL					
1194059	Property Owner or Resident	PRINCETON MASONIC LDG #1436					
1193880	Property Owner or Resident	WELBORN ALMA ETAL					
2705909	Property Owner or Resident	MOORE LEE & YVONNE LIVING TRUST					
1155500	Property Owner or Resident	CARTMILL OBIE D JR ET UX					
2144230	Property Owner or Resident	HERNANDEZ BERNARDINO & BEATRIZ					
2144657	Property Owner or Resident	HERNANDEZ BERNARDINO A					
1148868	Property Owner or Resident	PEARSON NOAH E					
1155494	Property Owner or Resident	FUNSCH JAMES S ET UX					
2584880	Property Owner or Resident	HILL JOANN RUTH					
1155430	Property Owner or Resident	FAITH BAPTIST CHURCH OF					
2599294	Property Owner or Resident	WILLIAMS ROBERT ANDREW					
13658	Property Owner or Resident	PRINCETON CEMETERY ASSN					
1148458	Property Owner or Resident	DAVIS LAQUITA L					
1146398	Property Owner or Resident	JAMES LAQUITA					
1937275	Property Owner or Resident	VEAL JAMES H					
2122109	Property Owner or Resident	VARNER JAMES H					
2120651	Property Owner or Resident	ROBINSON RAYMOND J & MARY E REVOCABLE LIVING TRUST THE &					
1193737	Property Owner or Resident	CALDWELL D L					
1193363	Property Owner or Resident	CALDWELL DURRIE LEE					
1148065	Property Owner or Resident	PATRICIA DIANE ANDOR					
1193808	Property Owner or Resident	CULLEOKA WATER SUPPLY CORP					
1155993	Property Owner or Resident	CARR HELEN					
2765548	Property Owner or Resident	PRINCETON COMMUNITY DEVELOPMENT CORPORATION					
2584925	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584899	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584882	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584944	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584924	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584881	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584921	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584885	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584897	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584880	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584929	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584935	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584926	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2603838	Property Owner or Resident	JACOB SNIVLEY SURVEY					
1147379	Property Owner or Resident	PRINCETON ORIGINAL DONATION (CPN)					
1077159	Property Owner or Resident	JACOB SNIVLEY SURVEY					
2584868	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584888	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
2584928	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584891	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2038164	Property Owner or Resident	PHILIP P HAMILTON ADDITION (GCN)					
2609320	Property Owner or Resident	DAVID CHERRY SURVEY					
2584934	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584927	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584887	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584825	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584938	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584879	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584900	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584884	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584960	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584883	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584915	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
1611679	Property Owner or Resident	DAVID CHERRY SURVEY					
1614435	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1593528	Property Owner or Resident	WOOD CREEK COUNTRY ESTATES (CLC)					
2584963	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
1617584	Property Owner or Resident	A E MCGRAW SUBDIVISION (GCN)					
2581545	Property Owner or Resident	BATES FIRST ADDITION (CPN)					
2581544	Property Owner or Resident	BATES FIRST ADDITION (CPN)					
2584950	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584972	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584952	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584958	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584951	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584973	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584949	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584912	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584909	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584957	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584974	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584959	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584976	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584975	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584971	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584905	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584910	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584906	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584911	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584964	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584953	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
1156769	Property Owner or Resident	SCOTT WILSON ADDITION (CPN)					
1102247	Property Owner or Resident	DAVID CHERRY SURVEY					
1102041	Property Owner or Resident	DAVID CHERRY SURVEY					
1156750	Property Owner or Resident	SCOTT WILSON ADDITION (CPN)					
1566889	Property Owner or Resident	SCOTT WILSON ADDITION (CPN)					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
1148644	Property Owner or Resident	CAVENS SOUTH ADDITION (CPN)					
1146398	Property Owner or Resident	PRINCETON ORIGINAL DONATION (CPN)					
1194246	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1194237	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1526058	Property Owner or Resident	SCOTT WILSON ADDITION (CPN)					
1147912	Property Owner or Resident	BATES FIRST ADDITION (CPN)					
1154805	Property Owner or Resident	MAR-LYN ADDITION (CPN)					
1156037	Property Owner or Resident	WILLIAMS HEIGHTS ADDITION (CPN)					
1154716	Property Owner or Resident	MAR-LYN ADDITION (CPN)					
1154725	Property Owner or Resident	MAR-LYN ADDITION (CPN)					
1147958	Property Owner or Resident	BATES FIRST ADDITION (CPN)					
1185309	Property Owner or Resident	JOHN SNYDER SURVEY					
1191766	Property Owner or Resident	ISAAC WALTERS SURVEY					
1154761	Property Owner or Resident	MAR-LYN ADDITION (CPN)					
2625175	Property Owner or Resident	CAVENS SOUTH ADDITION (CPN)					
1996414	Property Owner or Resident	PRINCETON ORIGINAL DONATION (CPN)					
1566898	Property Owner or Resident	SCOTT WILSON ADDITION (CPN)					
1156689	Property Owner or Resident	SCOTT WILSON ADDITION (CPN)					
1194219	Property Owner or Resident	HARDIN WRIGHT SURVEY					
2625176	Property Owner or Resident	CAVENS SOUTH ADDITION (CPN)					
1194255	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1146450	Property Owner or Resident	PRINCETON ORIGINAL DONATION (CPN)					
1156714	Property Owner or Resident	SCOTT WILSON ADDITION (CPN)					
1194317	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1101293	Property Owner or Resident	DAVID CHERRY SURVEY					
2599593	Property Owner or Resident	DAVID CHERRY SURVEY					
1193657	Property Owner or Resident	HARDIN WRIGHT SURVEY					
13179	Property Owner or Resident	PHILIP P HAMILTON ADDITION (GCN)					
1156643	Property Owner or Resident	SCOTT WILSON ADDITION (CPN)					
1639551	Property Owner or Resident	SCOTT WILSON ADDITION (CPN)					
1156661	Property Owner or Resident	SCOTT WILSON ADDITION (CPN)					
1148948	Property Owner or Resident	CAVENS SOUTH ADDITION (CPN)					
1148813	Property Owner or Resident	CAVENS SOUTH ADDITION (CPN)					
1156652	Property Owner or Resident	SCOTT WILSON ADDITION (CPN)					
1593957	Property Owner or Resident	WOOD CREEK COUNTRY ESTATES (CLC)					
1193345	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1593984	Property Owner or Resident	WOOD CREEK COUNTRY ESTATES (CLC)					
1593760	Property Owner or Resident	WOOD CREEK COUNTRY ESTATES (CLC)					
1593966	Property Owner or Resident	WOOD CREEK COUNTRY ESTATES (CLC)					
1593911	Property Owner or Resident	WOOD CREEK COUNTRY ESTATES (CLC)					
1593920	Property Owner or Resident	WOOD CREEK COUNTRY ESTATES (CLC)					
1593975	Property Owner or Resident	WOOD CREEK COUNTRY ESTATES (CLC)					
1155626	Property Owner or Resident	TEAK-WOOD CREEK ESTATES (CPN)					
1155519	Property Owner or Resident	TEAK-WOOD CREEK ESTATES (CPN)					
1155591	Property Owner or Resident	TEAK-WOOD CREEK ESTATES (CPN)					
2045442	Property Owner or Resident	DAVID CHERRY SURVEY					
1593886	Property Owner or Resident	WOOD CREEK COUNTRY ESTATES (CLC)					
1593939	Property Owner or Resident	WOOD CREEK COUNTRY ESTATES (CLC)					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
1203833	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1155494	Property Owner or Resident	TEAK-WOOD CREEK ESTATES (CPN)					
1192364	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1155467	Property Owner or Resident	TEAK-WOOD CREEK ESTATES (CPN)					
2549770	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1593902	Property Owner or Resident	WOOD CREEK COUNTRY ESTATES (CLC)					
1593751	Property Owner or Resident	WOOD CREEK COUNTRY ESTATES (CLC)					
1076944	Property Owner or Resident	JACOB SNIVLEY SURVEY					
1155537	Property Owner or Resident	TEAK-WOOD CREEK ESTATES (CPN)					
2045443	Property Owner or Resident	DAVID CHERRY SURVEY					
2629530	Property Owner or Resident	DAVID CHERRY SURVEY					
1593724	Property Owner or Resident	WOOD CREEK COUNTRY ESTATES (CLC)					
1593742	Property Owner or Resident	WOOD CREEK COUNTRY ESTATES (CLC)					
1194102	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1593715	Property Owner or Resident	WOOD CREEK COUNTRY ESTATES (CLC)					
2646100	Property Owner or Resident	LOST HIGHWAY ADDITION THE (CPN)					
2664271	Property Owner or Resident	LOST HIGHWAY ADDITION THE (CPN)					
1155617	Property Owner or Resident	TEAK-WOOD CREEK ESTATES (CPN)					
1611660	Property Owner or Resident	DAVID CHERRY SURVEY					
1524988	Property Owner or Resident	JOHN SNYDER SURVEY					
1194291	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1155412	Property Owner or Resident	TEAK-WOOD CREEK ESTATES (CPN)					
1148010	Property Owner or Resident	BATES FIRST ADDITION (CPN)					
1148706	Property Owner or Resident	CAVENS SOUTH ADDITION (CPN)					
1194095	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1148635	Property Owner or Resident	CAVENS SOUTH ADDITION (CPN)					
1566282	Property Owner or Resident	TEAK-WOOD CREEK ESTATES SECOND INSTALLMENT (CPN)					
1148626	Property Owner or Resident	CAVENS SOUTH ADDITION (CPN)					
1146414	Property Owner or Resident	PRINCETON ORIGINAL DONATION (CPN)					
1154743	Property Owner or Resident	MAR-LYN ADDITION (CPN)					
1867073	Property Owner or Resident	JOHN H STANFORD SURVEY					
2584939	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2520578	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1566273	Property Owner or Resident	TEAK-WOOD CREEK ESTATES SECOND INSTALLMENT (CPN)					
2526956	Property Owner or Resident	CAVENS SOUTH ADDITION (CPN)					
1193988	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1155421	Property Owner or Resident	TEAK-WOOD CREEK ESTATES (CPN)					
1155403	Property Owner or Resident	TEAK-WOOD CREEK ESTATES (CPN)					
1156000	Property Owner or Resident	WILLIAMS HEIGHTS ADDITION (CPN)					
1566317	Property Owner or Resident	TEAK-WOOD CREEK ESTATES SECOND INSTALLMENT (CPN)					
1148822	Property Owner or Resident	CAVENS SOUTH ADDITION (CPN)					
1194004	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1154814	Property Owner or Resident	MAR-LYN ADDITION (CPN)					
1154734	Property Owner or Resident	MAR-LYN ADDITION (CPN)					
1146405	Property Owner or Resident	PRINCETON ORIGINAL DONATION (CPN)					
2584920	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
1193112	Property Owner or Resident	HARDIN WRIGHT SURVEY					
2589890	Property Owner or Resident	CAVENS SOUTH ADDITION (CPN)					

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2584870	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
1566308	Property Owner or Resident	TEAK-WOOD CREEK ESTATES SECOND INSTALLMENT (CPN)					
1147164	Property Owner or Resident	PRINCETON ORIGINAL DONATION (CPN)					
1156670	Property Owner or Resident	SCOTT WILSON ADDITION (CPN)					
2629773	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1146432	Property Owner or Resident	PRINCETON ORIGINAL DONATION (CPN)					
2122110	Property Owner or Resident	JOHN H STANFORD SURVEY					
1148877	Property Owner or Resident	CAVENS SOUTH ADDITION (CPN)					
1148458	Property Owner or Resident	CAVENS SOUTH ADDITION (CPN)					
1148742	Property Owner or Resident	CAVENS SOUTH ADDITION (CPN)					
1148733	Property Owner or Resident	CAVENS SOUTH ADDITION (CPN)					
2584980	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2526955	Property Owner or Resident	CAVENS SOUTH ADDITION (CPN)					
1155993	Property Owner or Resident	WILLIAMS HEIGHTS ADDITION (CPN)					
2584913	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
1077024	Property Owner or Resident	JACOB SNIVLEY SURVEY					
2584940	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584942	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584943	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584937	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584902	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584945	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
1181429	Property Owner or Resident	JOHN H STANFORD SURVEY					
1566291	Property Owner or Resident	TEAK-WOOD CREEK ESTATES SECOND INSTALLMENT (CPN)					
13733	Property Owner or Resident	CAVENS SOUTH ADDITION (CPN)					
1566264	Property Owner or Resident	TEAK-WOOD CREEK ESTATES SECOND INSTALLMENT (CPN)					
2584947	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584969	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
1193906	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1192426	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1148699	Property Owner or Resident	CAVENS SOUTH ADDITION (CPN)					
1193899	Property Owner or Resident	HARDIN WRIGHT SURVEY					
13744	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1154770	Property Owner or Resident	MAR-LYN ADDITION (CPN)					
1147360	Property Owner or Resident	PRINCETON ORIGINAL DONATION (CPN)					
1148671	Property Owner or Resident	CAVENS SOUTH ADDITION (CPN)					
2584978	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
1156741	Property Owner or Resident	SCOTT WILSON ADDITION (CPN)					
1156028	Property Owner or Resident	WILLIAMS HEIGHTS ADDITION (CPN)					
1156046	Property Owner or Resident	WILLIAMS HEIGHTS ADDITION (CPN)					
1155430	Property Owner or Resident	TEAK-WOOD CREEK ESTATES (CPN)					
1154823	Property Owner or Resident	MAR-LYN ADDITION (CPN)					
1147949	Property Owner or Resident	BATES FIRST ADDITION (CPN)					
1148519	Property Owner or Resident	CAVENS SOUTH ADDITION (CPN)					
1156698	Property Owner or Resident	SCOTT WILSON ADDITION (CPN)					
1147155	Property Owner or Resident	PRINCETON ORIGINAL DONATION (CPN)					
2584869	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584916	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					

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2584946	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584896	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
1146441	Property Owner or Resident	PRINCETON ORIGINAL DONATION (CPN)					
2584979	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584917	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584889	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584977	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584823	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
1147137	Property Owner or Resident	PRINCETON ORIGINAL DONATION (CPN)					
1147967	Property Owner or Resident	BATES FIRST ADDITION (CPN)					
1972717	Property Owner or Resident	CAVENS SOUTH ADDITION (CPN)					
2584878	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584872	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584892	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584932	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584936	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
1181312	Property Owner or Resident	JOHN H STANFORD SURVEY					
1193997	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1194120	Property Owner or Resident	HARDIN WRIGHT SURVEY					
2584956	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584873	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
1155458	Property Owner or Resident	TEAK-WOOD CREEK ESTATES (CPN)					
1154789	Property Owner or Resident	MAR-LYN ADDITION (CPN)					
2584965	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
1147994	Property Owner or Resident	BATES FIRST ADDITION (CPN)					
2584962	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
1077257	Property Owner or Resident	JACOB SNIVLEY SURVEY					
1593788	Property Owner or Resident	WOOD CREEK COUNTRY ESTATES (CLC)					
1593797	Property Owner or Resident	WOOD CREEK COUNTRY ESTATES (CLC)					
1593779	Property Owner or Resident	WOOD CREEK COUNTRY ESTATES (CLC)					
1593706	Property Owner or Resident	WOOD CREEK COUNTRY ESTATES (CLC)					
2016582	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1203281	Property Owner or Resident	HARDIN WRIGHT SURVEY					
2054975	Property Owner or Resident	DAVID CHERRY SURVEY					
2571727	Property Owner or Resident	CAVENS SOUTH ADDITION (CPN)					
1567655	Property Owner or Resident	CAVENS SOUTH ADDITION (CPN)					
2584968	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
1148788	Property Owner or Resident	CAVENS SOUTH ADDITION (CPN)					
1194068	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1156019	Property Owner or Resident	WILLIAMS HEIGHTS ADDITION (CPN)					
1193933	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1193087	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1148546	Property Owner or Resident	CAVENS SOUTH ADDITION (CPN)					
2584948	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
1148528	Property Owner or Resident	CAVENS SOUTH ADDITION (CPN)					
1156732	Property Owner or Resident	SCOTT WILSON ADDITION (CPN)					
2584970	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584918	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					

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2092595	Property Owner or Resident	SCOTT WILSON ADDITION (CPN)					
2584955	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584966	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
1193309	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1203263	Property Owner or Resident	HARDIN WRIGHT SURVEY					
2584890	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584866	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584907	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584894	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584904	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584893	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
1102808	Property Owner or Resident	DAVID CHERRY SURVEY					
1148680	Property Owner or Resident	CAVENS SOUTH ADDITION (CPN)					
1155449	Property Owner or Resident	TEAK-WOOD CREEK ESTATES (CPN)					
1154798	Property Owner or Resident	MAR-LYN ADDITION (CPN)					
2584914	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584923	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
1193096	Property Owner or Resident	HARDIN WRIGHT SURVEY					
2584908	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
1193167	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1154752	Property Owner or Resident	MAR-LYN ADDITION (CPN)					
2584871	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584931	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
1147351	Property Owner or Resident	PRINCETON ORIGINAL DONATION (CPN)					
1156723	Property Owner or Resident	SCOTT WILSON ADDITION (CPN)					
1593733	Property Owner or Resident	WOOD CREEK COUNTRY ESTATES (CLC)					
1750723	Property Owner or Resident	DAVID CHERRY SURVEY					
2584919	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584922	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
1193666	Property Owner or Resident	HARDIN WRIGHT SURVEY					
13734	Property Owner or Resident	CAVENS SOUTH ADDITION (CPN)					
1193871	Property Owner or Resident	HARDIN WRIGHT SURVEY					
2584901	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584867	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2034605	Property Owner or Resident	HARDIN WRIGHT SURVEY					
2584961	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584933	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
1148715	Property Owner or Resident	CAVENS SOUTH ADDITION (CPN)					
2584903	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584850	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584849	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584851	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584862	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584860	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584861	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584863	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584847	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584846	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					

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2584845	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584840	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584838	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584858	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584857	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584843	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584842	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584930	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
1194228	Property Owner or Resident	HARDIN WRIGHT SURVEY					
2005114	Property Owner or Resident	HARDIN WRIGHT SURVEY					
2634686	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1194184	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1193318	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1193283	Property Owner or Resident	HARDIN WRIGHT SURVEY					
2551078	Property Owner or Resident	JOHN SNYDER SURVEY					
1193327	Property Owner or Resident	HARDIN WRIGHT SURVEY					
2584874	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
1102880	Property Owner or Resident	DAVID CHERRY SURVEY					
1101202	Property Owner or Resident	DAVID CHERRY SURVEY					
1102817	Property Owner or Resident	DAVID CHERRY SURVEY					
1893678	Property Owner or Resident	PRINCETON ORIGINAL DONATION (CPN)					
1147342	Property Owner or Resident	PRINCETON ORIGINAL DONATION (CPN)					
1697113	Property Owner or Resident	PRINCETON ORIGINAL DONATION (CPN)					
2584877	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
1102844	Property Owner or Resident	DAVID CHERRY SURVEY					
2584864	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584859	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584841	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584839	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
1193238	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1803828	Property Owner or Resident	HARDIN WRIGHT SURVEY					
2111990	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1593804	Property Owner or Resident	WOOD CREEK COUNTRY ESTATES (CLC)					
1593868	Property Owner or Resident	WOOD CREEK COUNTRY ESTATES (CLC)					
1593822	Property Owner or Resident	WOOD CREEK COUNTRY ESTATES (CLC)					
1593813	Property Owner or Resident	WOOD CREEK COUNTRY ESTATES (CLC)					
1593831	Property Owner or Resident	WOOD CREEK COUNTRY ESTATES (CLC)					
1594000	Property Owner or Resident	WOOD CREEK COUNTRY ESTATES (CLC)					
1593993	Property Owner or Resident	WOOD CREEK COUNTRY ESTATES (CLC)					
1593877	Property Owner or Resident	WOOD CREEK COUNTRY ESTATES (CLC)					
2699956	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1594019	Property Owner or Resident	WOOD CREEK COUNTRY ESTATES (CLC)					
2709739	Property Owner or Resident	DAVID CHERRY SURVEY					
1300755	Property Owner or Resident	GREENFIELD (UNRECORDED) (CPN)					
1199839	Property Owner or Resident	M H LANGFORD SURVEY					
2517472	Property Owner or Resident	DAVID CHERRY SURVEY					
1614578	Property Owner or Resident	JOHN RUSSELL SURVEY					
2121835	Property Owner or Resident	JOHN RUSSELL SURVEY					

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1529082	Property Owner or Resident	JOHN RUSSELL SURVEY					
1148617	Property Owner or Resident	CAVENS SOUTH ADDITION (CPN)					
1101337	Property Owner or Resident	DAVID CHERRY SURVEY					
1148608	Property Owner or Resident	CAVENS SOUTH ADDITION (CPN)					
1077015	Property Owner or Resident	JACOB SNIVLEY SURVEY					
1203147	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1203129	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1203165	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1300924	Property Owner or Resident	GREENFIELD (UNRECORDED) (CPN)					
1192827	Property Owner or Resident	A E MCGRAW SUBDIVISION (GCN)					
1193130	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1148074	Property Owner or Resident	T F BROWN ADDITION (CPN)					
1148083	Property Owner or Resident	T F BROWN ADDITION (CPN)					
1148092	Property Owner or Resident	T F BROWN ADDITION (CPN)					
1148911	Property Owner or Resident	CAVENS SOUTH ADDITION (CPN)					
1193103	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1344263	Property Owner or Resident	CAVENS SOUTH ADDITION (CPN)					
1156545	Property Owner or Resident	RUSSELL WILSON ADDITION (CPN)					
1148038	Property Owner or Resident	T F BROWN ADDITION (CPN)					
1148056	Property Owner or Resident	T F BROWN ADDITION (CPN)					
1175613	Property Owner or Resident	T F BROWN ADDITION (CPN)					
1182286	Property Owner or Resident	T F BROWN ADDITION (CPN)					
1193764	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1193808	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1156581	Property Owner or Resident	RUSSELL WILSON ADDITION (CPN)					
1156616	Property Owner or Resident	RUSSELL WILSON ADDITION (CPN)					
1193942	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1148868	Property Owner or Resident	CAVENS SOUTH ADDITION (CPN)					
13661	Property Owner or Resident	GANTT ADDITION (CPN)					
1804836	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1193078	Property Owner or Resident	HARDIN WRIGHT SURVEY					
2659718	Property Owner or Resident	CALDWELL ADDITION (CPN)					
2659720	Property Owner or Resident	CALDWELL ADDITION (CPN)					
1193755	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1193719	Property Owner or Resident	HARDIN WRIGHT SURVEY					
2648325	Property Owner or Resident	AUTOZONE PRINCETON ADDITION (CPN)					
2649692	Property Owner or Resident	JACK IN THE BOX PRINCETON NO 1 (CPN)					
1156554	Property Owner or Resident	RUSSELL WILSON ADDITION (CPN)					
1300773	Property Owner or Resident	GREENFIELD (UNRECORDED) (CPN)					
1300764	Property Owner or Resident	GREENFIELD (UNRECORDED) (CPN)					
1960387	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1156091	Property Owner or Resident	WILLIAMS HEIGHTS ADDITION (CPN)					
1300951	Property Owner or Resident	GREENFIELD (UNRECORDED) (CPN)					
1300933	Property Owner or Resident	GREENFIELD (UNRECORDED) (CPN)					
1300942	Property Owner or Resident	GREENFIELD (UNRECORDED) (CPN)					
1156082	Property Owner or Resident	WILLIAMS HEIGHTS ADDITION (CPN)					
1148065	Property Owner or Resident	T F BROWN ADDITION (CPN)					
2521465	Property Owner or Resident	T F BROWN ADDITION (CPN)					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
1182277	Property Owner or Resident	T F BROWN ADDITION (CPN)					
1193791	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1148957	Property Owner or Resident	CAVENS SOUTH ADDITION (CPN)					
1156536	Property Owner or Resident	RUSSELL WILSON ADDITION (CPN)					
1203307	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1623265	Property Owner or Resident	CEDAR RIDGE ADDITION (CPN)					
1623256	Property Owner or Resident	CEDAR RIDGE ADDITION (CPN)					
1623247	Property Owner or Resident	CEDAR RIDGE ADDITION (CPN)					
1623238	Property Owner or Resident	CEDAR RIDGE ADDITION (CPN)					
2122109	Property Owner or Resident	JOHN SNYDER SURVEY					
1623194	Property Owner or Resident	CEDAR RIDGE ADDITION (CPN)					
1623229	Property Owner or Resident	CEDAR RIDGE ADDITION (CPN)					
1623201	Property Owner or Resident	CEDAR RIDGE ADDITION (CPN)					
1203236	Property Owner or Resident	HARDIN WRIGHT SURVEY					
2510924	Property Owner or Resident	JOHN SNYDER SURVEY					
2658095	Property Owner or Resident	JOHN SNYDER SURVEY					
2122106	Property Owner or Resident	JOHN SNYDER SURVEY					
1937275	Property Owner or Resident	DAVID CHERRY SURVEY					
2137342	Property Owner or Resident	DAVID CHERRY SURVEY					
1682735	Property Owner or Resident	DAVID CHERRY SURVEY					
1156108	Property Owner or Resident	WILLIAMS HEIGHTS ADDITION (CPN)					
1193951	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1156055	Property Owner or Resident	WILLIAMS HEIGHTS ADDITION (CPN)					
1989024	Property Owner or Resident	WILLIAMS HEIGHTS ADDITION (CPN)					
1156073	Property Owner or Resident	WILLIAMS HEIGHTS ADDITION (CPN)					
1623210	Property Owner or Resident	CEDAR RIDGE ADDITION (CPN)					
2633821	Property Owner or Resident	JOHN SNYDER SURVEY					
1185185	Property Owner or Resident	JOHN SNYDER SURVEY					
2663813	Property Owner or Resident	DAVID CHERRY SURVEY					
2546596	Property Owner or Resident	ISAAC WALTERS SURVEY					
2671411	Property Owner or Resident	ISAAC WALTERS SURVEY					
2509579	Property Owner or Resident	ISAAC WALTERS SURVEY					
1192783	Property Owner or Resident	A E MCGRAW SUBDIVISION (GCN)					
1750037	Property Owner or Resident	A E MCGRAW SUBDIVISION (GCN)					
1102791	Property Owner or Resident	DAVID CHERRY SURVEY					
1822861	Property Owner or Resident	A E MCGRAW SUBDIVISION (GCN)					
1102853	Property Owner or Resident	DAVID CHERRY SURVEY					
1102826	Property Owner or Resident	DAVID CHERRY SURVEY					
1566102	Property Owner or Resident	JOHN RUSSELL SURVEY					
2561151	Property Owner or Resident	380 CROSSING (CPN)					
1202996	Property Owner or Resident	HARDIN WRIGHT SURVEY					
2550669	Property Owner or Resident	ISAAC WALTERS SURVEY					
1822852	Property Owner or Resident	A E MCGRAW SUBDIVISION (GCN)					
2584852	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584856	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
1203771	Property Owner or Resident	HARDIN WRIGHT SURVEY					
2146462	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1148895	Property Owner or Resident	CAVENS SOUTH ADDITION (CPN)					

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1146423	Property Owner or Resident	PRINCETON ORIGINAL DONATION (CPN)					
2120653	Property Owner or Resident	DAVID CHERRY SURVEY					
1529117	Property Owner or Resident	JOHN RUSSELL SURVEY					
2584853	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
1203227	Property Owner or Resident	HARDIN WRIGHT SURVEY					
2613984	Property Owner or Resident	CALDWELL / GFC ADDITION (CPN)					
2584837	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584836	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2585018	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2585017	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2585016	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584826	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584821	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584835	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584833	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584819	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584876	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584875	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584831	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584830	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584829	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584828	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
1846603	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1194282	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1526174	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1147930	Property Owner or Resident	BATES FIRST ADDITION (CPN)					
2676593	Property Owner or Resident	HUDDLESTON ADDITION (CPN)					
2584834	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584832	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2584827	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
2585019	Property Owner or Resident	CREEKVIEW ADDITION (CPN)					
1836749	Property Owner or Resident	PRINCETON VILLAGE (CPN)					
1528582	Property Owner or Resident	HARDIN WRIGHT SURVEY					
2545757	Property Owner or Resident	CALDWELL ADDITION (CPN)					
1192836	Property Owner or Resident	A E MCGRAW SUBDIVISION (GCN)					
1192729	Property Owner or Resident	A E MCGRAW SUBDIVISION (GCN)					
2055058	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1192809	Property Owner or Resident	A E MCGRAW SUBDIVISION (GCN)					
1203076	Property Owner or Resident	HARDIN WRIGHT SURVEY					
17903	Property Owner or Resident	A E MCGRAW SUBDIVISION (GCN)					
1904853	Property Owner or Resident	A E MCGRAW SUBDIVISION (GCN)					
13038	Property Owner or Resident	A E MCGRAW SUBDIVISION (GCN)					
1990593	Property Owner or Resident	A E MCGRAW SUBDIVISION (GCN)					
2509295	Property Owner or Resident	DAVID CHERRY SURVEY					
1194326	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1194264	Property Owner or Resident	HARDIN WRIGHT SURVEY					
2075680	Property Owner or Resident	A E MCGRAW SUBDIVISION (GCN)					
2107896	Property Owner or Resident	MCDONALDS ADDITION (CPN)					

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2680960	Property Owner or Resident	A E MCGRAW SUBDIVISION (GCN)					
1194139	Property Owner or Resident	HARDIN WRIGHT SURVEY					
2115983	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1194200	Property Owner or Resident	HARDIN WRIGHT SURVEY					
2680958	Property Owner or Resident	A E MCGRAW SUBDIVISION (GCN)					
2690801	Property Owner or Resident	HARDIN WRIGHT SURVEY					
2741790	Property Owner or Resident	7-ELEVEN ADDITION (CPN)					
2555660	Property Owner or Resident	AVALON ADDITION (CPN)					
2555603	Property Owner or Resident	AVALON ADDITION (CPN)					
2555604	Property Owner or Resident	AVALON ADDITION (CPN)					
2555611	Property Owner or Resident	AVALON ADDITION (CPN)					
2555610	Property Owner or Resident	AVALON ADDITION (CPN)					
2555609	Property Owner or Resident	AVALON ADDITION (CPN)					
2555602	Property Owner or Resident	AVALON ADDITION (CPN)					
2545759	Property Owner or Resident	DANMARK ADDITION (GCN)					
2098785	Property Owner or Resident	PRINCETON LAKES (CPN)					
2098776	Property Owner or Resident	PRINCETON LAKES (CPN)					
2098773	Property Owner or Resident	PRINCETON LAKES (CPN)					
2098766	Property Owner or Resident	PRINCETON LAKES (CPN)					
2098767	Property Owner or Resident	PRINCETON LAKES (CPN)					
2098768	Property Owner or Resident	PRINCETON LAKES (CPN)					
2098769	Property Owner or Resident	PRINCETON LAKES (CPN)					
2098770	Property Owner or Resident	PRINCETON LAKES (CPN)					
2098736	Property Owner or Resident	PRINCETON LAKES (CPN)					
2098735	Property Owner or Resident	PRINCETON LAKES (CPN)					
2098771	Property Owner or Resident	PRINCETON LAKES (CPN)					
2098737	Property Owner or Resident	PRINCETON LAKES (CPN)					
2098752	Property Owner or Resident	PRINCETON LAKES (CPN)					
2098738	Property Owner or Resident	PRINCETON LAKES (CPN)					
2098739	Property Owner or Resident	PRINCETON LAKES (CPN)					
2098740	Property Owner or Resident	PRINCETON LAKES (CPN)					
2098742	Property Owner or Resident	PRINCETON LAKES (CPN)					
2098751	Property Owner or Resident	PRINCETON LAKES (CPN)					
2098726	Property Owner or Resident	PRINCETON LAKES (CPN)					
2098731	Property Owner or Resident	PRINCETON LAKES (CPN)					
2098727	Property Owner or Resident	PRINCETON LAKES (CPN)					
2098746	Property Owner or Resident	PRINCETON LAKES (CPN)					
2098750	Property Owner or Resident	PRINCETON LAKES (CPN)					
2098730	Property Owner or Resident	PRINCETON LAKES (CPN)					
2098728	Property Owner or Resident	PRINCETON LAKES (CPN)					
2098729	Property Owner or Resident	PRINCETON LAKES (CPN)					
2098749	Property Owner or Resident	PRINCETON LAKES (CPN)					
2098747	Property Owner or Resident	PRINCETON LAKES (CPN)					
2098724	Property Owner or Resident	PRINCETON LAKES (CPN)					
2098723	Property Owner or Resident	PRINCETON LAKES (CPN)					
2098720	Property Owner or Resident	PRINCETON LAKES (CPN)					
2098717	Property Owner or Resident	PRINCETON LAKES (CPN)					
2098772	Property Owner or Resident	PRINCETON LAKES (CPN)					

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2098748	Property Owner or Resident	PRINCETON LAKES (CPN)					
2599274	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599273	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599272	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599271	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599270	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599269	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599268	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599267	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599266	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599265	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599264	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599263	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599262	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599261	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599260	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599259	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599258	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599257	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599256	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599255	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599254	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599253	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599252	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599251	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599250	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599249	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599248	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599247	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599246	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599243	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599235	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599236	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599275	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599276	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599277	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599278	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599279	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599280	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599281	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599282	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599283	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599284	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599285	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599350	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599349	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599346	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599345	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
2599344	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599343	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599341	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599340	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599339	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599338	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599337	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599336	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599239	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599335	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599334	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599333	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599332	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599331	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599330	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599329	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599328	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599327	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599326	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599325	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599324	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599323	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599322	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599321	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599320	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599319	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599318	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599317	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599316	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599315	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599314	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599313	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599312	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599311	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599310	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599309	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599308	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599307	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599306	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599305	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599304	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599303	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599238	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599240	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599296	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599295	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599292	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599291	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
2599290	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599289	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599287	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599286	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599237	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599297	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599298	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599299	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599300	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599301	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2599302	Property Owner or Resident	CYPRESS BEND PHASE 1 (CPN)					
2054820	Property Owner or Resident	HILLSIDE ADDITION (CPN)					
2054837	Property Owner or Resident	HILLSIDE ADDITION (CPN)					
2648942	Property Owner or Resident	HILLSIDE ADDITION (CPN)					
2054834	Property Owner or Resident	HILLSIDE ADDITION (CPN)					
2054833	Property Owner or Resident	HILLSIDE ADDITION (CPN)					
2054832	Property Owner or Resident	HILLSIDE ADDITION (CPN)					
2054830	Property Owner or Resident	HILLSIDE ADDITION (CPN)					
2054829	Property Owner or Resident	HILLSIDE ADDITION (CPN)					
2054827	Property Owner or Resident	HILLSIDE ADDITION (CPN)					
2054825	Property Owner or Resident	HILLSIDE ADDITION (CPN)					
2054824	Property Owner or Resident	HILLSIDE ADDITION (CPN)					
2054823	Property Owner or Resident	HILLSIDE ADDITION (CPN)					
2054821	Property Owner or Resident	HILLSIDE ADDITION (CPN)					
2054831	Property Owner or Resident	HILLSIDE ADDITION (CPN)					
2054843	Property Owner or Resident	HILLSIDE ADDITION (CPN)					
2054844	Property Owner or Resident	HILLSIDE ADDITION (CPN)					
2054847	Property Owner or Resident	HILLSIDE ADDITION (CPN)					
2560339	Property Owner or Resident	FOREST GROVE PHASE I (CPN)					
2560338	Property Owner or Resident	FOREST GROVE PHASE I (CPN)					
2560243	Property Owner or Resident	FOREST GROVE PHASE I (CPN)					
2560341	Property Owner or Resident	FOREST GROVE PHASE I (CPN)					
2560340	Property Owner or Resident	FOREST GROVE PHASE I (CPN)					
2560289	Property Owner or Resident	FOREST GROVE PHASE I (CPN)					
2560288	Property Owner or Resident	FOREST GROVE PHASE I (CPN)					
2560241	Property Owner or Resident	FOREST GROVE PHASE I (CPN)					
2560305	Property Owner or Resident	FOREST GROVE PHASE I (CPN)					
2560304	Property Owner or Resident	FOREST GROVE PHASE I (CPN)					
2560303	Property Owner or Resident	FOREST GROVE PHASE I (CPN)					
2560302	Property Owner or Resident	FOREST GROVE PHASE I (CPN)					
2560301	Property Owner or Resident	FOREST GROVE PHASE I (CPN)					
2560300	Property Owner or Resident	FOREST GROVE PHASE I (CPN)					
2560299	Property Owner or Resident	FOREST GROVE PHASE I (CPN)					
2560298	Property Owner or Resident	FOREST GROVE PHASE I (CPN)					
2560297	Property Owner or Resident	FOREST GROVE PHASE I (CPN)					
2560296	Property Owner or Resident	FOREST GROVE PHASE I (CPN)					
2560293	Property Owner or Resident	FOREST GROVE PHASE I (CPN)					
2560292	Property Owner or Resident	FOREST GROVE PHASE I (CPN)					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
2560291	Property Owner or Resident	FOREST GROVE PHASE I (CPN)					
2560290	Property Owner or Resident	FOREST GROVE PHASE I (CPN)					
2560322	Property Owner or Resident	FOREST GROVE PHASE I (CPN)					
2560321	Property Owner or Resident	FOREST GROVE PHASE I (CPN)					
2560306	Property Owner or Resident	FOREST GROVE PHASE I (CPN)					
2560307	Property Owner or Resident	FOREST GROVE PHASE I (CPN)					
2560308	Property Owner or Resident	FOREST GROVE PHASE I (CPN)					
2560309	Property Owner or Resident	FOREST GROVE PHASE I (CPN)					
2560310	Property Owner or Resident	FOREST GROVE PHASE I (CPN)					
2560311	Property Owner or Resident	FOREST GROVE PHASE I (CPN)					
2560312	Property Owner or Resident	FOREST GROVE PHASE I (CPN)					
2560313	Property Owner or Resident	FOREST GROVE PHASE I (CPN)					
2560314	Property Owner or Resident	FOREST GROVE PHASE I (CPN)					
2560315	Property Owner or Resident	FOREST GROVE PHASE I (CPN)					
2560316	Property Owner or Resident	FOREST GROVE PHASE I (CPN)					
2560317	Property Owner or Resident	FOREST GROVE PHASE I (CPN)					
2560318	Property Owner or Resident	FOREST GROVE PHASE I (CPN)					
2560319	Property Owner or Resident	FOREST GROVE PHASE I (CPN)					
2560320	Property Owner or Resident	FOREST GROVE PHASE I (CPN)					
2560240	Property Owner or Resident	FOREST GROVE PHASE I (CPN)					
2560246	Property Owner or Resident	FOREST GROVE PHASE I (CPN)					
2560391	Property Owner or Resident	FOREST GROVE PHASE II (CPN)					
2560390	Property Owner or Resident	FOREST GROVE PHASE II (CPN)					
2560389	Property Owner or Resident	FOREST GROVE PHASE II (CPN)					
2560388	Property Owner or Resident	FOREST GROVE PHASE II (CPN)					
2560387	Property Owner or Resident	FOREST GROVE PHASE II (CPN)					
2560386	Property Owner or Resident	FOREST GROVE PHASE II (CPN)					
2560385	Property Owner or Resident	FOREST GROVE PHASE II (CPN)					
2560384	Property Owner or Resident	FOREST GROVE PHASE II (CPN)					
2560383	Property Owner or Resident	FOREST GROVE PHASE II (CPN)					
2560382	Property Owner or Resident	FOREST GROVE PHASE II (CPN)					
2560381	Property Owner or Resident	FOREST GROVE PHASE II (CPN)					
2560380	Property Owner or Resident	FOREST GROVE PHASE II (CPN)					
2560379	Property Owner or Resident	FOREST GROVE PHASE II (CPN)					
2560378	Property Owner or Resident	FOREST GROVE PHASE II (CPN)					
2560377	Property Owner or Resident	FOREST GROVE PHASE II (CPN)					
2560376	Property Owner or Resident	FOREST GROVE PHASE II (CPN)					
2560375	Property Owner or Resident	FOREST GROVE PHASE II (CPN)					
2560373	Property Owner or Resident	FOREST GROVE PHASE II (CPN)					
2560372	Property Owner or Resident	FOREST GROVE PHASE II (CPN)					
2560371	Property Owner or Resident	FOREST GROVE PHASE II (CPN)					
2560370	Property Owner or Resident	FOREST GROVE PHASE II (CPN)					
2560369	Property Owner or Resident	FOREST GROVE PHASE II (CPN)					
2560368	Property Owner or Resident	FOREST GROVE PHASE II (CPN)					
2560367	Property Owner or Resident	FOREST GROVE PHASE II (CPN)					
2560366	Property Owner or Resident	FOREST GROVE PHASE II (CPN)					
2560363	Property Owner or Resident	FOREST GROVE PHASE II (CPN)					
2560392	Property Owner or Resident	FOREST GROVE PHASE II (CPN)					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
2560393	Property Owner or Resident	FOREST GROVE PHASE II (CPN)					
2560394	Property Owner or Resident	FOREST GROVE PHASE II (CPN)					
2560395	Property Owner or Resident	FOREST GROVE PHASE II (CPN)					
2560396	Property Owner or Resident	FOREST GROVE PHASE II (CPN)					
2560397	Property Owner or Resident	FOREST GROVE PHASE II (CPN)					
2560398	Property Owner or Resident	FOREST GROVE PHASE II (CPN)					
2560399	Property Owner or Resident	FOREST GROVE PHASE II (CPN)					
2560400	Property Owner or Resident	FOREST GROVE PHASE II (CPN)					
2560402	Property Owner or Resident	FOREST GROVE PHASE II (CPN)					
2560403	Property Owner or Resident	FOREST GROVE PHASE II (CPN)					
2560404	Property Owner or Resident	FOREST GROVE PHASE II (CPN)					
2560405	Property Owner or Resident	FOREST GROVE PHASE II (CPN)					
2560406	Property Owner or Resident	FOREST GROVE PHASE II (CPN)					
2560407	Property Owner or Resident	FOREST GROVE PHASE II (CPN)					
2560409	Property Owner or Resident	FOREST GROVE PHASE II (CPN)					
2558257	Property Owner or Resident	PRINCETON MEADOWS WEST-PHASEII (CPN)					
2558256	Property Owner or Resident	PRINCETON MEADOWS WEST-PHASEII (CPN)					
2558255	Property Owner or Resident	PRINCETON MEADOWS WEST-PHASEII (CPN)					
2508064	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508065	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508066	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508067	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508068	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508069	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508070	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508071	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508072	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508073	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508074	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508075	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508076	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508077	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508078	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508098	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508097	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508096	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508095	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508094	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508093	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508092	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508091	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508090	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508089	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508088	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508087	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508086	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508083	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508027	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
2508124	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508126	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508127	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508129	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508130	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508137	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508138	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508139	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508123	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508028	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508148	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508149	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508150	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508151	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508152	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508153	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508154	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508156	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508157	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508159	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508160	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508162	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508165	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508219	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508218	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508217	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508220	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508221	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508222	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508223	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508224	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508225	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508063	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2508163	Property Owner or Resident	PRINCETON MEADOWS WEST - PHASE I (CPN)					
2538343	Property Owner or Resident	FIRST BANK OF FARMERSVILLE PHASE I (CPN)					
2141074	Property Owner or Resident	MONTE CARLO SUBDIVISION PHASE I (CPN)					
2581356	Property Owner or Resident	MONTE CARLO SUBDIVISION PHASE I (CPN)					
2581357	Property Owner or Resident	MONTE CARLO SUBDIVISION PHASE I (CPN)					
2577072	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577074	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577084	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577075	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577085	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577076	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577122	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577086	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577087	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577078	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					

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2577120	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577088	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577079	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577119	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577089	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577080	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577133	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577118	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577090	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577081	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577134	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577117	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577091	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577135	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577146	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577116	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577092	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577174	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577136	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577145	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577115	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577093	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577137	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577144	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577175	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577114	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577094	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577143	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577138	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577176	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577113	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577095	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577155	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577142	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577139	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577112	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577177	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577096	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577178	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577156	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577141	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577140	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577098	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577097	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577179	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577190	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577193	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577194	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
2577195	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577196	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577197	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577198	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577199	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577200	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577201	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577202	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2577203	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
2714781	Property Owner or Resident	ABBAY CROSSING AT FOREST GROVE PHASE 1A (CPN)					
2714785	Property Owner or Resident	ABBAY CROSSING AT FOREST GROVE PHASE 1A (CPN)					
2714786	Property Owner or Resident	ABBAY CROSSING AT FOREST GROVE PHASE 1A (CPN)					
2714787	Property Owner or Resident	ABBAY CROSSING AT FOREST GROVE PHASE 1A (CPN)					
2714788	Property Owner or Resident	ABBAY CROSSING AT FOREST GROVE PHASE 1A (CPN)					
2714789	Property Owner or Resident	ABBAY CROSSING AT FOREST GROVE PHASE 1A (CPN)					
2714790	Property Owner or Resident	ABBAY CROSSING AT FOREST GROVE PHASE 1A (CPN)					
2714791	Property Owner or Resident	ABBAY CROSSING AT FOREST GROVE PHASE 1A (CPN)					
2714792	Property Owner or Resident	ABBAY CROSSING AT FOREST GROVE PHASE 1A (CPN)					
2714793	Property Owner or Resident	ABBAY CROSSING AT FOREST GROVE PHASE 1A (CPN)					
2714794	Property Owner or Resident	ABBAY CROSSING AT FOREST GROVE PHASE 1A (CPN)					
2714795	Property Owner or Resident	ABBAY CROSSING AT FOREST GROVE PHASE 1A (CPN)					
2714796	Property Owner or Resident	ABBAY CROSSING AT FOREST GROVE PHASE 1A (CPN)					
2714797	Property Owner or Resident	ABBAY CROSSING AT FOREST GROVE PHASE 1A (CPN)					
2714798	Property Owner or Resident	ABBAY CROSSING AT FOREST GROVE PHASE 1A (CPN)					
2714782	Property Owner or Resident	ABBAY CROSSING AT FOREST GROVE PHASE 1A (CPN)					
2714799	Property Owner or Resident	ABBAY CROSSING AT FOREST GROVE PHASE 1A (CPN)					
2714800	Property Owner or Resident	ABBAY CROSSING AT FOREST GROVE PHASE 1A (CPN)					
2714801	Property Owner or Resident	ABBAY CROSSING AT FOREST GROVE PHASE 1A (CPN)					
2714802	Property Owner or Resident	ABBAY CROSSING AT FOREST GROVE PHASE 1A (CPN)					
2714803	Property Owner or Resident	ABBAY CROSSING AT FOREST GROVE PHASE 1A (CPN)					
2714804	Property Owner or Resident	ABBAY CROSSING AT FOREST GROVE PHASE 1A (CPN)					
2714805	Property Owner or Resident	ABBAY CROSSING AT FOREST GROVE PHASE 1A (CPN)					
2714806	Property Owner or Resident	ABBAY CROSSING AT FOREST GROVE PHASE 1A (CPN)					
2714807	Property Owner or Resident	ABBAY CROSSING AT FOREST GROVE PHASE 1A (CPN)					
2714808	Property Owner or Resident	ABBAY CROSSING AT FOREST GROVE PHASE 1A (CPN)					
2714809	Property Owner or Resident	ABBAY CROSSING AT FOREST GROVE PHASE 1A (CPN)					
2509982	Property Owner or Resident	DAVID CHERRY SURVEY					
2677455	Property Owner or Resident	HARDIN WRIGHT SURVEY					
1193292	Property Owner or Resident	HARDIN WRIGHT SURVEY					
2709542	Property Owner or Resident	DOMINOS PIZZA ADDITION (CPN)					
2725174	Property Owner or Resident	ABBAY CROSSING AT FOREST GROVE PHASE 1B (CPN)					
2725173	Property Owner or Resident	ABBAY CROSSING AT FOREST GROVE PHASE 1B (CPN)					
2725172	Property Owner or Resident	ABBAY CROSSING AT FOREST GROVE PHASE 1B (CPN)					
2725171	Property Owner or Resident	ABBAY CROSSING AT FOREST GROVE PHASE 1B (CPN)					
2725170	Property Owner or Resident	ABBAY CROSSING AT FOREST GROVE PHASE 1B (CPN)					
2725169	Property Owner or Resident	ABBAY CROSSING AT FOREST GROVE PHASE 1B (CPN)					
2725197	Property Owner or Resident	ABBAY CROSSING AT FOREST GROVE PHASE 1B (CPN)					
1155546	Property Owner or Resident	TEAK-WOOD CREEK ESTATES (CPN)					

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1155555	Property Owner or Resident	TEAK-WOOD CREEK ESTATES (CPN)					
1155564	Property Owner or Resident	TEAK-WOOD CREEK ESTATES (CPN)					
1155582	Property Owner or Resident	TEAK-WOOD CREEK ESTATES (CPN)					
2731532	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731533	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731534	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731524	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731525	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731526	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731535	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731536	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731537	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731579	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731578	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731577	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731576	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731575	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731574	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731573	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731572	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731495	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731538	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731653	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731539	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731580	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731581	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731582	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731583	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731584	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731585	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731540	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731586	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731641	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731652	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731541	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731587	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731651	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731642	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731549	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731668	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731550	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731542	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731588	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731548	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731650	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731643	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731589	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731552	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					

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2731644	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731649	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731670	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731543	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731590	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731553	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731547	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731648	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731645	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731671	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731544	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731591	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731545	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731672	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731646	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731554	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731647	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731592	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731546	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731562	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731561	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731555	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731560	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731593	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731559	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731558	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731622	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731557	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731628	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731627	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731626	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731556	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731625	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731624	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731623	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731621	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731594	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731676	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731595	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731596	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731620	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731597	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731598	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731619	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731600	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731618	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731603	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731617	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
2731604	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731616	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731615	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731605	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731614	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731606	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731613	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731607	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731612	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731608	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731609	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731610	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
2731611	Property Owner or Resident	CYPRESS BEND NO 2 (CPN)					
1942394	Property Owner or Resident	JOHN H STANFORD SURVEY					
2666825	Property Owner or Resident	DAVID CHERRY SURVEY					
1716851	Property Owner or Resident	JOHN RUSSELL SURVEY					
2736471	Property Owner or Resident	PRINCETON LAKES (CPN)					
2736470	Property Owner or Resident	PRINCETON LAKES (CPN)					
2740245	Property Owner or Resident	ABBAY CROSSING AT FOREST GROVE PHASE 2 (CPN)					
2744329	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744335	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744336	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744333	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744405	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744337	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744406	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744404	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744338	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744417	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744407	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744403	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744423	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744416	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744408	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744402	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744424	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744415	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744409	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744401	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744425	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744414	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744410	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744400	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744387	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744426	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744413	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744388	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744427	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
2744334	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744412	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744398	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744389	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744339	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744390	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744340	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744391	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744341	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744371	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744372	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744373	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744374	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744375	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744376	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744377	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744378	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744392	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744379	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744380	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744342	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744381	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744382	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744393	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744343	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744344	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744394	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744370	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744369	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744368	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744367	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744366	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744365	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744364	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744363	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744362	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744361	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744360	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744331	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744395	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744345	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744396	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744346	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744347	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744397	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744359	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744356	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744355	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					

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2744354	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744353	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744352	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744351	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744350	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744349	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744330	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2744348	Property Owner or Resident	DE BERRY ESTATES PHASE 1 (CPN)					
2141111	Property Owner or Resident	JACOB SNIVLEY SURVEY					
1203003	Property Owner or Resident	HARDIN WRIGHT SURVEY					
2752721	Property Owner or Resident	PRINCETON ADDITION (CPN)					
2705909	Property Owner or Resident	JOHN SNYDER SURVEY					
2757847	Property Owner or Resident	HAZELWOOD LOFTS ADDITION (CPN)					
2757843	Property Owner or Resident	HAZELWOOD LOFTS ADDITION (CPN)					
2757849	Property Owner or Resident	HAZELWOOD LOFTS ADDITION (CPN)					
2757848	Property Owner or Resident	HAZELWOOD LOFTS ADDITION (CPN)					
2757851	Property Owner or Resident	HAZELWOOD LOFTS ADDITION (CPN)					
2757850	Property Owner or Resident	HAZELWOOD LOFTS ADDITION (CPN)					
2757853	Property Owner or Resident	HAZELWOOD LOFTS ADDITION (CPN)					
2757852	Property Owner or Resident	HAZELWOOD LOFTS ADDITION (CPN)					
1193693	Property Owner or Resident	HARDIN WRIGHT SURVEY					
2761071	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761070	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761144	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761069	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761068	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761143	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761142	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761141	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761140	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761139	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761067	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761066	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761065	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761118	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761119	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761120	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761121	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761122	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761123	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761124	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761125	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761126	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761127	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761128	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761129	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761064	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761063	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
2761078	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761117	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761116	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761115	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761114	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761113	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761112	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761111	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761110	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761109	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761108	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761107	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761106	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761105	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761104	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761103	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761040	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761062	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761077	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761061	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761076	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761060	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761075	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761039	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761088	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761089	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761090	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761091	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761092	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761093	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761094	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761095	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761096	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761097	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761098	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761099	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761100	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761101	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761102	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761036	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2761038	Property Owner or Resident	CYPRESS BEND NO. 3 (CPN)					
2764020	Property Owner or Resident	DE BERRY ESTATES PHASE 2 (CPN)					
2764019	Property Owner or Resident	DE BERRY ESTATES PHASE 2 (CPN)					
2763941	Property Owner or Resident	DE BERRY ESTATES PHASE 2 (CPN)					
2763934	Property Owner or Resident	DE BERRY ESTATES PHASE 2 (CPN)					
2763955	Property Owner or Resident	DE BERRY ESTATES PHASE 2 (CPN)					
2771507	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771510	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
2771511	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771537	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771536	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771535	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771534	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771533	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771532	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771531	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771530	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771529	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771528	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771527	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771526	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771525	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771524	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771523	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771521	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771512	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771513	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771514	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771572	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771573	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771574	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771575	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771576	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771577	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771578	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771579	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771580	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771581	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771582	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771583	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771584	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771585	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771586	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771587	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771588	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771515	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771516	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771562	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771561	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771560	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771559	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771558	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771557	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771556	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771553	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771552	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
2771551	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771550	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771549	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771548	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771547	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771546	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771544	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771517	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771518	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771519	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771612	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771611	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771610	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771609	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771608	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771607	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771606	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771605	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771604	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771603	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771602	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771601	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771600	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771599	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771598	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771597	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771596	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771595	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771592	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2771520	Property Owner or Resident	PARK TRAILS PHASE 2 (CPN)					
2663814	Property Owner or Resident	DAVID CHERRY SURVEY					
2773444	Property Owner or Resident	CREEKVIEW AT 380 ADDITION (CPN)					
2773445	Property Owner or Resident	CREEKVIEW AT 380 ADDITION (CPN)					
2659972	Property Owner or Resident	JACOB SNIVLEY SURVEY					
1077220	Property Owner or Resident	JACOB SNIVLEY SURVEY					
1593859	Property Owner or Resident	WOOD CREEK COUNTRY ESTATES (CLC)					
2577180	Property Owner or Resident	PARK TRAILS - PHASE 1 (CPN)					
		LEDEZMA ADRIAN					
		THOMAS LEONARD R					
		LEDEZMA ADRIAN					
		MARRUFO ASCENCINO H & STELLA					
		Darla Bartlett					
		Regina Bain					
		Russel Strawn					
		Clayton H Harris					
		Sid MacAllister					
1080779	Property Owner or Resident	SASANI NADERI LLC					
2609683	Property Owner or Resident	ROSENBERG IRREVOCABLE TRUST THE					

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2620889	Property Owner or Resident	NESHYBA RYAN & MISTY					
2054818	Property Owner or Resident	SOLIS-LIRA TOMASA					
1235292	Property Owner or Resident	EISENHAEUER TIMOTHY W & PATRICIA					
1088842	Property Owner or Resident	HUNTER & KALINKE LP					
2590753	Property Owner or Resident	LOISELLE MATT ALAN					
2674999	Property Owner or Resident	MCDANIELS SCOTT & JENNIFER					
2590680	Property Owner or Resident	JOSHI VINAY					
2539663	Property Owner or Resident	MEJIA CARLOS A & ROSA I					
1148715	Property Owner or Resident	THOMAS BILLIE JO					
		MULLINS PATRICK & CLAUDIA					
		COLBURN PAMELA S &					
		WANTLAND ROBERT					
1201149	Property Owner or Resident	NELSON NOEL G JR &					
1198135	Property Owner or Resident	BATES CAROLE L DDS PA					
1247127	Property Owner or Resident	LIRA JUAN & VICTORIA					
1565764	Property Owner or Resident	MASSEY JAMES D					
2550919	Property Owner or Resident	POTTER JAMES & DORIS					
1246912	Property Owner or Resident	TORTES LEO D &					
2506180	Property Owner or Resident	RIOS THOMAS C &					
1232437	Property Owner or Resident	GARRISON LILA					
1235443	Property Owner or Resident	JOAN R AREY					
2671323	Property Owner or Resident	COPELAND MICHAEL D					
1231438	Property Owner or Resident	COPELAND VIVIAN GAIL					
2506182	Property Owner or Resident	MARIA GUADAUPE CABALLERO & ENRIQUE AGUILAR					
1246967	Property Owner or Resident	DONNA K & TOM ANDERSON					
1232428	Property Owner or Resident	THAIN REX L JR & SHERRY R					
1247172	Property Owner or Resident	DOLVIN JERALD L					
1247573	Property Owner or Resident	JUAREZ MIGUEL					
1231688	Property Owner or Resident	JUAREZ MIGUEL ANGEL & MARINA					
1246903	Property Owner or Resident	PICKETT DALE					
1232393	Property Owner or Resident	LANDAVERDE MARTHA					
1582282	Property Owner or Resident	HENRICH RICHARD R & CATHY A					
1582273	Property Owner or Resident	CHISHOLM BENNY RAY JR					
1232400	Property Owner or Resident	OLVERA ALFREDO & CELINA					
2508397	Property Owner or Resident	MARTINEZ BENEDICTO &					
14446	Property Owner or Resident	MARTINEZ BENEDICTO & GREGORIA					
2705647	Property Owner or Resident	RUIC FRED NELSON & DALIA INES					
2508396	Property Owner or Resident	RODRIGUEZ ROSALBA JIMENEZ					
1198652	Property Owner or Resident	STUART EDWARD E					
2581376	Property Owner or Resident	R & P LEASING					
1232179	Property Owner or Resident	RUDICILE RYAN L & JIMALEE B					
1220985	Property Owner or Resident	HEINDREX KELLY H SEPARATE PROPERTY TRUST					
1220994	Property Owner or Resident	TEDFORD ROBERT A JR &					
1231483	Property Owner or Resident	HALL BRANDI R					
2071249	Property Owner or Resident	HOWARD JOSHUA					
1201390	Property Owner or Resident	KENNEDY KENNETH L					
2045381	Property Owner or Resident	KENNEDY KENNETH L & KATHY					
1966739	Property Owner or Resident	CITY OF FARMERSVILLE - C/O ALAN HEIN,CITY MGR					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
1948600	Property Owner or Resident	THOMAS JOHN ETAL					
1607602	Property Owner or Resident	GRAY ANTHONY & HEATHER					
1247350	Property Owner or Resident	GRAY TONY L					
1201318	Property Owner or Resident	GRAY TONY L & HEATHER GRAY					
14448	Property Owner or Resident	TAD & VERNITA ALTEKRUSE					
14423	Property Owner or Resident	MCDONALD TIMOTHY E & PATRICIA F					
14425	Property Owner or Resident	GRAY SHERRI					
14447	Property Owner or Resident	MALDONADO JULIO					
14426	Property Owner or Resident	POWELL ROY S & KATHY L					
14427	Property Owner or Resident	MCCONNELL DANIEL					
14445	Property Owner or Resident	FRANKLIN MELVIN & LOREN MAE BARBER					
14429	Property Owner or Resident	SANDERS KATIE MARIE & JEREMIAH JUSTIN					
2134150	Property Owner or Resident	HENDRICKS JACK					
1198297	Property Owner or Resident	HENDRICKS JACK W					
14432	Property Owner or Resident	STUBBLEFIELD BROOKE E & COLTON M					
14434	Property Owner or Resident	COUNTS DOUG & DEBBIE					
14436	Property Owner or Resident	BLANKENSHIP RICHARD LEON &					
14435	Property Owner or Resident	SALLEE ROBERT H & REBECCA Y					
1065714	Property Owner or Resident	RUDD PAULA F					
2676998	Property Owner or Resident	MEGUIRE REAL ESTATE INVESTMENTS LLC					
1302405	Property Owner or Resident	VAMVAKAS PETE B III & DRUCILLA					
1234122	Property Owner or Resident	MOSS MARK & ALISHA					
1201274	Property Owner or Resident	MOSS MARK E & ALISHA A					
2121643	Property Owner or Resident	GRAY GARY L & CONNIE L - LE					
2652799	Property Owner or Resident	JOSE ARRAMBIDE					
1232071	Property Owner or Resident	JAMES JESSE MRS					
1198064	Property Owner or Resident	SPANGLER JOHN & SHARON M					
1198055	Property Owner or Resident	NELSON LAYNE & CRYSTAL					
2544243	Property Owner or Resident	THOMAS PATSY JEAN					
2644298	Property Owner or Resident	HARVEST PROPERTY HOLDINGS LLC					
2687888	Property Owner or Resident	BATES CAROLE L & HENRY S					
2122427	Property Owner or Resident	RODGERS MARY A					
1198634	Property Owner or Resident	LAFON FAMILY TRUST & LAFON SURVIVOR'S TRUST					
2652445	Property Owner or Resident	RODRIGUEZ ROMEO & SONIA R					
1220958	Property Owner or Resident	STONE HOLLY LE MCIVER & JOHN WESLEY MCIVER III					
1232491	Property Owner or Resident	NESMITH MICHAEL TESTAMENTARY TRUST					
1234319	Property Owner or Resident	BOND DAVID					
1235489	Property Owner or Resident	DOUDNEY MELODY ANN &					
1247074	Property Owner or Resident	THURMAN HAROLD					
1201443	Property Owner or Resident	FARMERSVILLE CITY OF					
2630109	Property Owner or Resident	CITY OF FARMERSVILLE					
1235504	Property Owner or Resident	FULLER ROXANNA S					
2680073	Property Owner or Resident	ACMT LLC					
2637766	Property Owner or Resident	MC GEE J EDD					
2666389	Property Owner or Resident	SEAL LARRY L					
1235470	Property Owner or Resident	BOBITT CARLENE SHINN					
1567931	Property Owner or Resident	COOPER DICKIE LYNN					
2526991	Property Owner or Resident	REDWINE JANIE					

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1234337	Property Owner or Resident	HANEY ALLEN J & JOAN M					
1234649	Property Owner or Resident	HALL CHERRIE LEE					
1235568	Property Owner or Resident	MARTIN JOSHUA L & AMBER J					
1232124	Property Owner or Resident	NELSON APRIL DAWN					
1231660	Property Owner or Resident	COLLIER DEREK & ASHLEY					
1234328	Property Owner or Resident	JIMENEZ SERAFIN					
1221591	Property Owner or Resident	LORANCE ELIZABETH & JAMES F JR					
1201372	Property Owner or Resident	BRUNDRETT BRADLEY K & THERESA R					
1234140	Property Owner or Resident	REDWINE LISA A					
1235149	Property Owner or Resident	JACKSON JENNIFER					
1235210	Property Owner or Resident	LANE STACEY &					
1235595	Property Owner or Resident	JAMES REBECCA					
1197751	Property Owner or Resident	KELLEY REBECCA J					
1971204	Property Owner or Resident	GARNER PENNY WALSTON					
1221608	Property Owner or Resident	LAVIGNE LAUREN					
13647	Property Owner or Resident	OLVERA ALFREDO					
1233631	Property Owner or Resident	MARTINEZ SUAMY & SARA					
2740572	Property Owner or Resident	CHAVOYA CINDY					
1201336	Property Owner or Resident	GARCIA MARIA G					
1530132	Property Owner or Resident	EWING ANTHONY W TRUST					
2646456	Property Owner or Resident	A & A LANDSCAPE & IRRIGATION LP					
1197591	Property Owner or Resident	DAVID ANDERTON					
2121649	Property Owner or Resident	WYNN MICHAEL					
1247314	Property Owner or Resident	GARCIA IDALIA					
1234462	Property Owner or Resident	JONES JAMES E					
1235229	Property Owner or Resident	GILL DORIS M ETAL					
1235666	Property Owner or Resident	HENDRICKS DONELLE					
1231991	Property Owner or Resident	COPELAND C L					
1231973	Property Owner or Resident	COPELAND CLOYD					
1232044	Property Owner or Resident	COPELAND CLOYD ETUX					
1232204	Property Owner or Resident	PRATT SCOTT NELSON &					
1235577	Property Owner or Resident	FAILLE NOELLE					
1235639	Property Owner or Resident	RIDGE LINDA SUE					
2650009	Property Owner or Resident	CHOWDHURY MOHAMMED S					
1232286	Property Owner or Resident	COOPER TIMOTHY DALE & KRISTIN					
1232534	Property Owner or Resident	WASHAM ANDREW & ANNA					
1809537	Property Owner or Resident	PRATT DAVID					
1247047	Property Owner or Resident	GRABOWSKI JEFFREY GERARD & MELISSA JOYCE					
1231982	Property Owner or Resident	CARD PAMELA					
1247136	Property Owner or Resident	EQUITY TRUST CUSTODIAN FBO BARBARA WILLIAMS IRA					
1235309	Property Owner or Resident	WILLIAMS LUTHER & BARBARA					
2701096	Property Owner or Resident	JONES PERRY & KIMBERLY					
1235620	Property Owner or Resident	MERRITT CAROL E					
1232712	Property Owner or Resident	MONDY BILLY D					
2526998	Property Owner or Resident	MONDY CARLOS W					
1235390	Property Owner or Resident	RADCLIFF HAILEY					
1232525	Property Owner or Resident	STROUP MARY - LE					
2089181	Property Owner or Resident	RUIZ FRANCISCO & NANCY					

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1232721	Property Owner or Resident	CLARK CHARLIE RUTH					
2624235	Property Owner or Resident	THURMAN HAROLD L					
1738640	Property Owner or Resident	SMITH WELDON LEE					
1232320	Property Owner or Resident	CODY WALTER W					
1232302	Property Owner or Resident	CODY WALTER W & BARBARA N					
1232188	Property Owner or Resident	CHILDERS LINDA - LE					
1232561	Property Owner or Resident	WASHAM TIMOTHY & KRISTINA					
1247341	Property Owner or Resident	HILL ELSIE L					
1233560	Property Owner or Resident	HILL JOE D					
1235675	Property Owner or Resident	TARRANT GARY G & DONNA					
1232758	Property Owner or Resident	CARRERA FRANCISCA					
2703959	Property Owner or Resident	STEPHENSON DAVID P & LISA M					
1234275	Property Owner or Resident	LUKE REVOCABLE LIVING TRUST					
2643753	Property Owner or Resident	ENGLAND DANIEL W & JESSICA N					
1232650	Property Owner or Resident	THOMAS LEON SR & DAWN M					
1965315	Property Owner or Resident	RODRIGUEZ JUAN M					
1235363	Property Owner or Resident	SVOBODA JODYE					
1234355	Property Owner or Resident	KELLY PAUL D & DEBORAH S					
1235461	Property Owner or Resident	GRANT JADETTA					
1515774	Property Owner or Resident	HORNER JOHN M					
1232589	Property Owner or Resident	FORDER KAY & JOHNNY					
1235648	Property Owner or Resident	JACKSON JOAN S - LE					
1235425	Property Owner or Resident	SNODDERLY GLENN & VIRGINIA					
1235354	Property Owner or Resident	MIHALIK PAMELA LOUISE PORTER					
1232883	Property Owner or Resident	KELLEY PAUL & HATTIE					
1231713	Property Owner or Resident	MONK THOMAS EDWARD					
1232687	Property Owner or Resident	EADS MARTHA GALE					
1232160	Property Owner or Resident	KESSINGER STEVEN ALLEN &					
1232909	Property Owner or Resident	SIMPKINS ELLA MAE					
1220468	Property Owner or Resident	LEE CHRISTIE PERKINS					
1232570	Property Owner or Resident	PERKINS PRECIOS R					
1235657	Property Owner or Resident	SALAZAR ROGELIO JR &					
1232295	Property Owner or Resident	HUDDLESTON AUBRY III					
1222885	Property Owner or Resident	EDMOND JACK					
1233515	Property Owner or Resident	RANGEL ADELAIDA					
2550414	Property Owner or Resident	DELGADO EDUARDO					
1232669	Property Owner or Resident	SANDOVAL GENOVEVA					
2549033	Property Owner or Resident	CUBA CHRISTOPHER C & LISA G					
2098561	Property Owner or Resident	BERUMEN REFUGIO GARCIA					
1234783	Property Owner or Resident	REDWINE MINNIE ELIZABETH					
2122387	Property Owner or Resident	DOUGLAS LETA RUTH - LE					
2573208	Property Owner or Resident	RICHARDSON BENJAMIN J &					
1232767	Property Owner or Resident	DAFFT ANNIE JO &					
1234113	Property Owner or Resident	LORANCE BRENDA					
1354108	Property Owner or Resident	CRUMP GEORGE & SHARON					
1844017	Property Owner or Resident	JAMES DELORES					
1232017	Property Owner or Resident	JABLONSKI PATRICIA A					
1232776	Property Owner or Resident	MONDY SHIRLEY FIELDS					

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1234257	Property Owner or Resident	MCCLAIN ESKER YOREE					
2624234	Property Owner or Resident	DURAN MARISOL & MARCO HERNANDEZ					
1234408	Property Owner or Resident	CAMP TRAVIS					
1220477	Property Owner or Resident	TWYFORD JEFF & COURTNEY					
2623686	Property Owner or Resident	HAVIS LINDA SUE					
1234266	Property Owner or Resident	GATTIS KELLY K					
1234364	Property Owner or Resident	ELLIS JOHN E & JERLDINE - LE					
1233481	Property Owner or Resident	REED KAREN					
1233506	Property Owner or Resident	SHIRK MORSE R & JUDITH					
1233551	Property Owner or Resident	CANDELARIO BUCIO & NOEMI T					
2526994	Property Owner or Resident	CRADDOCK MAMIE - LE					
1232794	Property Owner or Resident	CRADDOCK CLARVEST &					
2014538	Property Owner or Resident	CRADDOCK CLARVEST LEE					
1235513	Property Owner or Resident	BOY SCOUTS OF AMERICA THE, TROOP 310, FARMERSVILLE					
1234284	Property Owner or Resident	GONZALEZ PORFIRIO & MARIA ESTELA					
1232053	Property Owner or Resident	GARCIA NEREO					
1233542	Property Owner or Resident	RODRIGUEZ EVA					
2523095	Property Owner or Resident	PEREZ LUCIA R ETAL					
1246949	Property Owner or Resident	MCCLURE SAM MILLER & KATHY JAN					
1220306	Property Owner or Resident	RILEY JAMES E II					
1234514	Property Owner or Resident	GUERRERO FRANCISCO & GLORIA					
1247083	Property Owner or Resident	SANCHEZ MAXIMINO MARTINEZ &					
1234505	Property Owner or Resident	REYES JUAN					
1231964	Property Owner or Resident	RILEY HERMINIA					
1232062	Property Owner or Resident	RILEY JAMES E					
1247092	Property Owner or Resident	HALL SHARON J					
1591511	Property Owner or Resident	MCK CORP OF JEHOVAH'S WITNESSES					
2125438	Property Owner or Resident	CASTILLO JAMIE & BRAULIA					
2017591	Property Owner or Resident	WALLACE KEVIN WAYNE					
1234578	Property Owner or Resident	PRYOR JANET					
1247109	Property Owner or Resident	LIRA JUAN & VICTORIA					
1880325	Property Owner or Resident	FARMERSVILLE CITY OF					
1867144	Property Owner or Resident	FARMERSVILLE ISD & COLLIN CTY ETAL					
1234471	Property Owner or Resident	REYES ISABEL R					
1246921	Property Owner or Resident	DAVIS JERRY					
1234373	Property Owner or Resident	GIVENS JOHNNIE BEN					
1247118	Property Owner or Resident	LIRA EDDY C					
1234177	Property Owner or Resident	HERNANDEZ NORA					
1234444	Property Owner or Resident	GREEN JAMES M ETUX					
1235522	Property Owner or Resident	SPEIR INVESTMENTS LP					
1246896	Property Owner or Resident	SPEIR INVESTMENTS LTD &					
1234417	Property Owner or Resident	WILSON ANGELA DAWN &					
2511664	Property Owner or Resident	DAUGHTRY PATECIOUS FLETCHER					
1234480	Property Owner or Resident	FLETCHER PATECIOUS &					
1222830	Property Owner or Resident	JONES HAROLD					
1233640	Property Owner or Resident	HILL JOHN L ESTATE					
1247145	Property Owner or Resident	BARRERA GAMBINO					
1233490	Property Owner or Resident	RASSIE E BARKER					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
1234854	Property Owner or Resident	HARRIS JIMMIE LENE NELSON					
1221617	Property Owner or Resident	DILLARD CHAD C & EMILY A					
2121133	Property Owner or Resident	HILL CHERIE					
1184658	Property Owner or Resident	HILL TROY					
2143104	Property Owner or Resident	HILL TROY G & CHERIE					
1750723	Property Owner or Resident	GARCIA LAMBERTO & IRMA					
2748725	Property Owner or Resident	THOMAS BRIAN L &					
1233622	Property Owner or Resident	SISCO HARVEY DOYLE - LE					
1247065	Property Owner or Resident	JERALD DANIEL & TONIE ARLINE ALLARD					
1198377	Property Owner or Resident	SMITH GREGORY T & DEBBIE J					
1193933	Property Owner or Resident	COLEMAN DAVID					
2025324	Property Owner or Resident	COLEMAN DAVID E					
2507929	Property Owner or Resident	COLEMAN DAVID E & DONNA GAYLE					
2025323	Property Owner or Resident	COLEMAN DAVID E & GAYLE					
1201201	Property Owner or Resident	COLEMAN DAVID EARL & DONNA GAYLE					
1231679	Property Owner or Resident	OLVERA-OLVERA BERTA &					
1247467	Property Owner or Resident	BROOKS MONICA D					
1231394	Property Owner or Resident	THOMPSON C D					
1222910	Property Owner or Resident	JMR FARMS LTD					
2124251	Property Owner or Resident	FUCHS ALBERT B & MARY					
2004305	Property Owner or Resident	MCDONALD GREGORY K & SHERYL					
1201247	Property Owner or Resident	SMALLWOOD OWENS SURVEY					
2507928	Property Owner or Resident	COLEMAN BILLY E					
2743320	Property Owner or Resident	HEIDER KENNETH IRWIN					
1231401	Property Owner or Resident	STOGNER LARRY M ETUX					
14439	Property Owner or Resident	RAY ELISSA A - LE					
14440	Property Owner or Resident	PIPPETT ASHLEY					
2602160	Property Owner or Resident	ZUNIGA ESTEBAN JAVANA &					
14438	Property Owner or Resident	MARTIN LAWRENCE E & JOANN					
1231740	Property Owner or Resident	GONZALEZ JUAN A & MARIA T					
14441	Property Owner or Resident	MCLUSKEY SHAWN RAY					
1247494	Property Owner or Resident	MOCTEZUMA MIRIAM &					
1231697	Property Owner or Resident	ERWIN SYBIL CHESSER					
14437	Property Owner or Resident	SMITH LINDA L					
1231429	Property Owner or Resident	WIGGINS JACKY D &					
14443	Property Owner or Resident	PARKER DELILAH					
14444	Property Owner or Resident	HEIN PATRICIA GAIL					
1201256	Property Owner or Resident	SMALLWOOD OWENS SURVEY					
1201256	Property Owner or Resident	LAISURE RICHARD D & CYNTHIA					
2717959	Property Owner or Resident	JESUS & CARMEN FRIAS AGUIRRE					
2121208	Property Owner or Resident	WADE PEGGY L REV LIVING TRUST					
2648153	Property Owner or Resident	SILVA GERARDO					
1247555	Property Owner or Resident	BOLTON SUZAN GAY					
1235434	Property Owner or Resident	BROWN REBEKAH J					
1231474	Property Owner or Resident	ROHR REBEKAH					
1247608	Property Owner or Resident	GOMEZ RITO					
1247626	Property Owner or Resident	MARTINEZ JUVENCIO B &					
1231526	Property Owner or Resident	HOPE JOHN D & THELMA A					

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1221528	Property Owner or Resident	LOVELL INVESTMENTS LTD					
2584113	Property Owner or Resident	LOVELL LIVING TRUST					
1302423	Property Owner or Resident	HERRERA RUBEN M					
1302441	Property Owner or Resident	SPENCE STEVEN S & SANDRA K					
1302414	Property Owner or Resident	WILLIAM D & PHYLLIS BALLARD					
1302352	Property Owner or Resident	MILLS JOYCE &					
1231535	Property Owner or Resident	NICKELL CHRISTOPHER G & MARJORIE S					
2642237	Property Owner or Resident	ERWIN KEITH & CYNTHIA F					
1302343	Property Owner or Resident	HOPPER JOHN C & BRENDA L					
1198448	Property Owner or Resident	HIGHTOWER GARY ROBERT					
2510949	Property Owner or Resident	HARPER MARK A SR					
1302334	Property Owner or Resident	DEMENT RODGER D					
1184621	Property Owner or Resident	JOHNSON PEGGY O					
1184603	Property Owner or Resident	M C HAMILTON SURVEY					
1184612	Property Owner or Resident	DICKENS CINDY LOU &					
1184523	Property Owner or Resident	FEAGIN JOHNNY CLYDE &					
2665568	Property Owner or Resident	DALE RODNEY L & CHRISTY					
2624236	Property Owner or Resident	CRUZ CHRISTOPHER LEE					
1221706	Property Owner or Resident	MOUNGER CONRAD					
1231731	Property Owner or Resident	FITZGERALD LESLIE G & MYRTIS					
1232035	Property Owner or Resident	CASPARI STEVE V & LEACA G					
1582291	Property Owner or Resident	LINDSEY W GENE					
1968755	Property Owner or Resident	GALLOWAY MEMORIAL CHURCH OF GOD IN CHRIST					
2551203	Property Owner or Resident	STROUP PAUL L					
13708	Property Owner or Resident	MENTZER DOUGLAS & ARLAN ORME					
1865912	Property Owner or Resident	WARRINER F P					
1302370	Property Owner or Resident	WARRINER FREDRICK PAUL					
1565489	Property Owner or Resident	GUYNES NAN MARIE - LE					
2137722	Property Owner or Resident	GUYNES TOMMY VIRGLE					
1231385	Property Owner or Resident	BARRERA ELPIDIO					
1247181	Property Owner or Resident	GOMEZ FELIPE A					
1220976	Property Owner or Resident	BOB TEDFORD CHEVROLET COMPANY INC					
1198830	Property Owner or Resident	TEDFORD BOB CHEVROLET CO					
1197966	Property Owner or Resident	TEDFORD ROBERT JR & KAILYN					
1246976	Property Owner or Resident	MOUNGER BLAKE					
1221010	Property Owner or Resident	MOUNGER RUSSELL B					
2664033	Property Owner or Resident	MEGUIRE REAL ESTATE INVESTMENTS LLC					
2647851	Property Owner or Resident	HENDRICKS MONT					
1198288	Property Owner or Resident	HENDRICKS, M INC					
1247582	Property Owner or Resident	ENGLAND KEVIN L & JOAN					
2016583	Property Owner or Resident	GOLDSTEIN FAMILY I LIMITED PARTNERSHIP					
1168257	Property Owner or Resident	FEAGIN RAY					
1233659	Property Owner or Resident	GOSNELL PATRICIA					
1201522	Property Owner or Resident	MCKEE JOE B					
1526030	Property Owner or Resident	ROBERTS CHRIS & STEPHANIE					
1135587	Property Owner or Resident	DZIATKU HOLDINGS LLC - SERIES MK 8					
2550987	Property Owner or Resident	BROWN TYE MILTON & PAULA J					
2538343	Property Owner or Resident	FIRST BANK FARMERSVILLE					

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2089183	Property Owner or Resident	PATHWAY CHURCH INTERNATIONAL INC					
1973030	Property Owner or Resident	VFW POST #7426					
1974118	Property Owner or Resident	MASONIC LODGE #214					
1247779	Property Owner or Resident	GRACE FELLOWSHIP CHURCH ASSEMBLY OF GOD					
1201504	Property Owner or Resident	SMITH THOMAS G					
1224758	Property Owner or Resident	JOE III & CANDICE L ASTON					
1234453	Property Owner or Resident	MT CALVERY MISSIONARY BAPTIST CHURCH					
2678505	Property Owner or Resident	DOUGLAS MIKKI					
1665825	Property Owner or Resident	HIGHTOWER DONALD E					
2652134	Property Owner or Resident	DAVIS ELIZABETH ANN THE ESTATE					
2651877	Property Owner or Resident	DAVIS STEPHANIE RENE					
2659125	Property Owner or Resident	WILLIAMS RODA					
2017588	Property Owner or Resident	PHIFER STANLEY & CARLA					
1234499	Property Owner or Resident	STEPHENSON JAMES & DOROTHY					
1802552	Property Owner or Resident	COOPER JOHN REVOCABLE LIVING TRUST					
1493770	Property Owner or Resident	WESSON ARLINDA					
1198670	Property Owner or Resident	D J JAYNES SURVEY					
2120964	Property Owner or Resident	GEORGE GOODMAN SURVEY					
1231660	Property Owner or Resident	BUMPASS ADDITION (CFC)					
1530132	Property Owner or Resident	WILLIAM HEMPHILL SURVEY					
2648153	Property Owner or Resident	WILEY ADDITION (CFC)					
1220976	Property Owner or Resident	W B WILLIAMS SURVEY					
1231679	Property Owner or Resident	BUMPASS ADDITION (CFC)					
1201390	Property Owner or Resident	SMALLWOOD OWENS SURVEY					
1344325	Property Owner or Resident	SMALLWOOD OWENS SURVEY					
1231526	Property Owner or Resident	BUMPASS ADDITION (CFC)					
1198652	Property Owner or Resident	D J JAYNES SURVEY					
1610386	Property Owner or Resident	BURRIS ADDITION					
2016574	Property Owner or Resident	JAS INNERARITY SURVEY					
2549033	Property Owner or Resident	W B WILLIAMS SURVEY					
1302352	Property Owner or Resident	LOVELL FIRST SUBDIVISION					
1302343	Property Owner or Resident	LOVELL FIRST SUBDIVISION					
1232044	Property Owner or Resident	COLEMAN ADDITION (CFC)					
1232053	Property Owner or Resident	COLEMAN ADDITION (CFC)					
1356936	Property Owner or Resident	SMALLWOOD OWENS SURVEY					
1201372	Property Owner or Resident	SMALLWOOD OWENS SURVEY					
1247564	Property Owner or Resident	WILEY ADDITION (CFC)					
1247608	Property Owner or Resident	WILEY ADDITION (CFC)					
2121643	Property Owner or Resident	SMALLWOOD OWENS SURVEY					
1247555	Property Owner or Resident	WILEY ADDITION (CFC)					
1247573	Property Owner or Resident	WILEY ADDITION (CFC)					
13708	Property Owner or Resident	SMALLWOOD OWENS SURVEY					
2637766	Property Owner or Resident	SMALLWOOD OWENS SURVEY					
2572274	Property Owner or Resident	SMALLWOOD OWENS SURVEY					
1201274	Property Owner or Resident	SMALLWOOD OWENS SURVEY					
2664426	Property Owner or Resident	HERRON ADDITION (CFC)					
1232071	Property Owner or Resident	COLEMAN ADDITION (CFC)					
1232017	Property Owner or Resident	COLEMAN ADDITION (CFC)					

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1231982	Property Owner or Resident	COLEMAN ADDITION (CFC)					
2664425	Property Owner or Resident	HERRON ADDITION (CFC)					
2510894	Property Owner or Resident	BUMPASS ADDITION (CFC)					
1231410	Property Owner or Resident	BUMPASS ADDITION (CFC)					
1231731	Property Owner or Resident	BUMPASS ADDITION (CFC)					
1220985	Property Owner or Resident	W B WILLIAMS SURVEY					
2664427	Property Owner or Resident	HERRON ADDITION (CFC)					
1231429	Property Owner or Resident	BUMPASS ADDITION (CFC)					
1231713	Property Owner or Resident	BUMPASS ADDITION (CFC)					
1198377	Property Owner or Resident	D J JAYNES SURVEY					
1232062	Property Owner or Resident	COLEMAN ADDITION (CFC)					
1987993	Property Owner or Resident	D J JAYNES SURVEY					
2584113	Property Owner or Resident	D J JAYNES SURVEY					
2642237	Property Owner or Resident	WILEY ADDITION (CFC)					
1198448	Property Owner or Resident	D J JAYNES SURVEY					
1231401	Property Owner or Resident	BUMPASS ADDITION (CFC)					
1222830	Property Owner or Resident	W B WILLIAMS SURVEY					
2550919	Property Owner or Resident	D J JAYNES SURVEY					
1607602	Property Owner or Resident	BUMPASS ADDITION (CFC)					
1231438	Property Owner or Resident	BUMPASS ADDITION (CFC)					
1232160	Property Owner or Resident	COLONIAL ACRES ADDITION (CFC)					
1231474	Property Owner or Resident	BUMPASS ADDITION (CFC)					
1231483	Property Owner or Resident	BUMPASS ADDITION (CFC)					
1247626	Property Owner or Resident	WILEY ADDITION (CFC)					
1232035	Property Owner or Resident	COLEMAN ADDITION (CFC)					
2562639	Property Owner or Resident	D J JAYNES SURVEY					
1232197	Property Owner or Resident	COLONIAL ACRES ADDITION (CFC)					
1198037	Property Owner or Resident	D J JAYNES SURVEY					
1231740	Property Owner or Resident	BUMPASS ADDITION (CFC)					
1231697	Property Owner or Resident	BUMPASS ADDITION (CFC)					
2121208	Property Owner or Resident	D J JAYNES SURVEY					
1874396	Property Owner or Resident	W B WILLIAMS SURVEY					
1247617	Property Owner or Resident	WILEY ADDITION (CFC)					
2644298	Property Owner or Resident	MURPHYS CROSSING PHASE II & PHASE III (CFC)					
2510949	Property Owner or Resident	BUMPASS ADDITION (CFC)					
2664428	Property Owner or Resident	HERRON ADDITION (CFC)					
1224455	Property Owner or Resident	WILLIAM WHEAT SURVEY					
2122427	Property Owner or Resident	WILLIAM WHEAT SURVEY					
1231688	Property Owner or Resident	BUMPASS ADDITION (CFC)					
1231394	Property Owner or Resident	BUMPASS ADDITION (CFC)					
1529787	Property Owner or Resident	M C HAMILTON SURVEY					
2665568	Property Owner or Resident	SMALLWOOD OWENS SURVEY					
1493770	Property Owner or Resident	D J JAYNES SURVEY					
1302398	Property Owner or Resident	LOVELL FIRST SUBDIVISION					
1222858	Property Owner or Resident	W B WILLIAMS SURVEY					
1184658	Property Owner or Resident	M C HAMILTON SURVEY					
1197966	Property Owner or Resident	D J JAYNES SURVEY					
2122426	Property Owner or Resident	WILLIAM WHEAT SURVEY					

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1221546	Property Owner or Resident	W B WILLIAMS SURVEY					
2602160	Property Owner or Resident	WILEY ADDITION (CFC)					
1247494	Property Owner or Resident	WILEY ADDITION (CFC)					
2703732	Property Owner or Resident	MURPHYS CROSSING PHASE II & PHASE III (CFC)					
2544243	Property Owner or Resident	THOMAS ADDITION					
1197591	Property Owner or Resident	JAS INNERARITY SURVEY					
2151302	Property Owner or Resident	D J JAYNES SURVEY					
1220627	Property Owner or Resident	W B WILLIAMS SURVEY					
1302441	Property Owner or Resident	LOVELL FIRST SUBDIVISION					
2550877	Property Owner or Resident	E G CATES SURVEY					
1201130	Property Owner or Resident	SMALLWOOD OWENS SURVEY					
2089183	Property Owner or Resident	SMALLWOOD OWENS SURVEY					
2507926	Property Owner or Resident	E G CATES SURVEY					
2124251	Property Owner or Resident	SMALLWOOD OWENS SURVEY					
1198135	Property Owner or Resident	D J JAYNES SURVEY					
1948600	Property Owner or Resident	JAS INNERARITY SURVEY					
1302325	Property Owner or Resident	LOVELL FIRST SUBDIVISION					
2646244	Property Owner or Resident	M C HAMILTON SURVEY					
1302432	Property Owner or Resident	LOVELL FIRST SUBDIVISION					
1302414	Property Owner or Resident	LOVELL FIRST SUBDIVISION					
1302405	Property Owner or Resident	LOVELL FIRST SUBDIVISION					
1184471	Property Owner or Resident	M C HAMILTON SURVEY					
1302361	Property Owner or Resident	LOVELL FIRST SUBDIVISION					
1302370	Property Owner or Resident	LOVELL FIRST SUBDIVISION					
1198830	Property Owner or Resident	D J JAYNES SURVEY					
2595283	Property Owner or Resident	FARMERSVILLE WEST ADDITION (CFC)					
2595286	Property Owner or Resident	FARMERSVILLE WEST ADDITION (CFC)					
2628926	Property Owner or Resident	LOVELL SECOND SUBDIVISION (CFC)					
2581338	Property Owner or Resident	FARMERSVILLE MARKET CENTER (CFC)					
2507929	Property Owner or Resident	SMALLWOOD OWENS SURVEY					
2672547	Property Owner or Resident	FARMERSVILLE MARKET CENTER II (CFC)					
2124213	Property Owner or Resident	M C HAMILTON SURVEY					
2573208	Property Owner or Resident	LOVELL FIRST SUBDIVISION					
1302334	Property Owner or Resident	LOVELL FIRST SUBDIVISION					
2672546	Property Owner or Resident	FARMERSVILLE MARKET CENTER II (CFC)					
2697637	Property Owner or Resident	D J JAYNES SURVEY					
2666272	Property Owner or Resident	M C HAMILTON SURVEY					
2122387	Property Owner or Resident	W B WILLIAMS SURVEY					
1232204	Property Owner or Resident	COLONIAL ACRES ADDITION (CFC)					
1232179	Property Owner or Resident	COLONIAL ACRES ADDITION (CFC)					
1232099	Property Owner or Resident	COLONIAL ACRES ADDITION (CFC)					
1232311	Property Owner or Resident	COLONIAL ACRES ADDITION SECOND INSTALLMENT (CFC)					
1809537	Property Owner or Resident	COLONIAL ACRES ADDITION (CFC)					
2643753	Property Owner or Resident	COLONIAL ACRES ADDITION (CFC)					
1232302	Property Owner or Resident	COLONIAL ACRES ADDITION SECOND INSTALLMENT (CFC)					
1232295	Property Owner or Resident	COLONIAL ACRES ADDITION SECOND INSTALLMENT (CFC)					
1220477	Property Owner or Resident	W B WILLIAMS SURVEY					
2676998	Property Owner or Resident	MEGUIRE ADDITION (CFC)					

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2075014	Property Owner or Resident	W B WILLIAMS SURVEY					
2684056	Property Owner or Resident	W B WILLIAMS SURVEY					
2685363	Property Owner or Resident	JAS INNERARITY SURVEY					
2001022	Property Owner or Resident	JAS INNERARITY SURVEY					
2687790	Property Owner or Resident	WILLIAM HEMPHILL SURVEY					
2017484	Property Owner or Resident	SMALLWOOD OWENS SURVEY					
2701096	Property Owner or Resident	W B WILLIAMS SURVEY					
2703958	Property Owner or Resident	W B WILLIAMS SURVEY					
2703959	Property Owner or Resident	W B WILLIAMS SURVEY					
2025329	Property Owner or Resident	SMALLWOOD OWENS SURVEY					
2705647	Property Owner or Resident	E G CATES SURVEY					
2017591	Property Owner or Resident	380 INDUSTRIAL PARK (CFC)					
2017589	Property Owner or Resident	380 INDUSTRIAL PARK (CFC)					
2017588	Property Owner or Resident	380 INDUSTRIAL PARK (CFC)					
2017587	Property Owner or Resident	380 INDUSTRIAL PARK (CFC)					
2098518	Property Owner or Resident	380 INDUSTRIAL PARK (CFC)					
1739060	Property Owner or Resident	D J JAYNES SURVEY					
1198144	Property Owner or Resident	D J JAYNES SURVEY					
14449	Property Owner or Resident	PECAN CREEK SUBDIVISION (CFC)					
14436	Property Owner or Resident	PECAN CREEK SUBDIVISION (CFC)					
14437	Property Owner or Resident	PECAN CREEK SUBDIVISION (CFC)					
14438	Property Owner or Resident	PECAN CREEK SUBDIVISION (CFC)					
14439	Property Owner or Resident	PECAN CREEK SUBDIVISION (CFC)					
14440	Property Owner or Resident	PECAN CREEK SUBDIVISION (CFC)					
14441	Property Owner or Resident	PECAN CREEK SUBDIVISION (CFC)					
14443	Property Owner or Resident	PECAN CREEK SUBDIVISION (CFC)					
14444	Property Owner or Resident	PECAN CREEK SUBDIVISION (CFC)					
14445	Property Owner or Resident	PECAN CREEK SUBDIVISION (CFC)					
14446	Property Owner or Resident	PECAN CREEK SUBDIVISION (CFC)					
14447	Property Owner or Resident	PECAN CREEK SUBDIVISION (CFC)					
14448	Property Owner or Resident	PECAN CREEK SUBDIVISION (CFC)					
14423	Property Owner or Resident	PECAN CREEK SUBDIVISION (CFC)					
14425	Property Owner or Resident	PECAN CREEK SUBDIVISION (CFC)					
14426	Property Owner or Resident	PECAN CREEK SUBDIVISION (CFC)					
14427	Property Owner or Resident	PECAN CREEK SUBDIVISION (CFC)					
14428	Property Owner or Resident	PECAN CREEK SUBDIVISION (CFC)					
14429	Property Owner or Resident	PECAN CREEK SUBDIVISION (CFC)					
14430	Property Owner or Resident	PECAN CREEK SUBDIVISION (CFC)					
14431	Property Owner or Resident	PECAN CREEK SUBDIVISION (CFC)					
14432	Property Owner or Resident	PECAN CREEK SUBDIVISION (CFC)					
14434	Property Owner or Resident	PECAN CREEK SUBDIVISION (CFC)					
14435	Property Owner or Resident	PECAN CREEK SUBDIVISION (CFC)					
1198162	Property Owner or Resident	D J JAYNES SURVEY					
1865912	Property Owner or Resident	D J JAYNES SURVEY					
1235489	Property Owner or Resident	RIKE ADDITION					
1235425	Property Owner or Resident	RIKE ADDITION					
1235461	Property Owner or Resident	RIKE ADDITION					
1235470	Property Owner or Resident	RIKE ADDITION					

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1235568	Property Owner or Resident	RIKE ADDITION					
1235559	Property Owner or Resident	RIKE ADDITION					
1235577	Property Owner or Resident	RIKE ADDITION					
1235586	Property Owner or Resident	RIKE ADDITION					
1235648	Property Owner or Resident	RIKE ADDITION					
1235657	Property Owner or Resident	RIKE ADDITION					
1235540	Property Owner or Resident	RIKE ADDITION					
1235639	Property Owner or Resident	RIKE ADDITION					
1235390	Property Owner or Resident	RIKE ADDITION					
1235498	Property Owner or Resident	RIKE ADDITION					
1235381	Property Owner or Resident	RIKE ADDITION					
1235504	Property Owner or Resident	RIKE ADDITION					
1567931	Property Owner or Resident	RIKE ADDITION					
1235522	Property Owner or Resident	RIKE ADDITION					
1235611	Property Owner or Resident	RIKE ADDITION					
1235620	Property Owner or Resident	RIKE ADDITION					
1235675	Property Owner or Resident	RIKE ADDITION					
1235666	Property Owner or Resident	RIKE ADDITION					
1235238	Property Owner or Resident	RIKE ADDITION					
1235149	Property Owner or Resident	RIKE ADDITION					
1235247	Property Owner or Resident	RIKE ADDITION					
1235210	Property Owner or Resident	RIKE ADDITION					
1235309	Property Owner or Resident	RIKE ADDITION					
1235363	Property Owner or Resident	RIKE ADDITION					
1235354	Property Owner or Resident	RIKE ADDITION					
1247136	Property Owner or Resident	WILEY ADDITION (CFC)					
1246912	Property Owner or Resident	WILEY ADDITION (CFC)					
1246896	Property Owner or Resident	WILEY ADDITION (CFC)					
1246903	Property Owner or Resident	WILEY ADDITION (CFC)					
1246949	Property Owner or Resident	WILEY ADDITION (CFC)					
1246958	Property Owner or Resident	WILEY ADDITION (CFC)					
1246967	Property Owner or Resident	WILEY ADDITION (CFC)					
1246985	Property Owner or Resident	WILEY ADDITION (CFC)					
1247029	Property Owner or Resident	WILEY ADDITION (CFC)					
2016782	Property Owner or Resident	WILEY ADDITION (CFC)					
1247010	Property Owner or Resident	WILEY ADDITION (CFC)					
1247047	Property Owner or Resident	WILEY ADDITION (CFC)					
1247056	Property Owner or Resident	WILEY ADDITION (CFC)					
1247065	Property Owner or Resident	WILEY ADDITION (CFC)					
1247083	Property Owner or Resident	WILEY ADDITION (CFC)					
1247074	Property Owner or Resident	WILEY ADDITION (CFC)					
1247092	Property Owner or Resident	WILEY ADDITION (CFC)					
1247109	Property Owner or Resident	WILEY ADDITION (CFC)					
1247118	Property Owner or Resident	WILEY ADDITION (CFC)					
1247127	Property Owner or Resident	WILEY ADDITION (CFC)					
2506180	Property Owner or Resident	WILEY ADDITION (CFC)					
1247145	Property Owner or Resident	WILEY ADDITION (CFC)					
1247314	Property Owner or Resident	WILEY ADDITION (CFC)					

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1526030	Property Owner or Resident	WILEY ADDITION (CFC)					
2666389	Property Owner or Resident	DAIRY QUEEN ADDITION (CFC)					
2666388	Property Owner or Resident	DAIRY QUEEN ADDITION (CFC)					
2028281	Property Owner or Resident	WILEY ADDITION (CFC)					
1247350	Property Owner or Resident	WILEY ADDITION (CFC)					
1247341	Property Owner or Resident	WILEY ADDITION (CFC)					
2637735	Property Owner or Resident	WILEY ADDITION (CFC)					
2652136	Property Owner or Resident	WILEY ADDITION (CFC)					
1233481	Property Owner or Resident	HALE ADDITION (CFC)					
1233472	Property Owner or Resident	HALE ADDITION (CFC)					
1233490	Property Owner or Resident	HALE ADDITION (CFC)					
1233506	Property Owner or Resident	HALE ADDITION (CFC)					
1233668	Property Owner or Resident	HALE ADDITION (CFC)					
1233677	Property Owner or Resident	HALE ADDITION (CFC)					
1233542	Property Owner or Resident	HALE ADDITION (CFC)					
1233551	Property Owner or Resident	HALE ADDITION (CFC)					
1233524	Property Owner or Resident	HALE ADDITION (CFC)					
1233560	Property Owner or Resident	HALE ADDITION (CFC)					
1233579	Property Owner or Resident	HALE ADDITION (CFC)					
1233640	Property Owner or Resident	HALE ADDITION (CFC)					
1233659	Property Owner or Resident	HALE ADDITION (CFC)					
1233622	Property Owner or Resident	HALE ADDITION (CFC)					
1198288	Property Owner or Resident	D J JAYNES SURVEY					
1198297	Property Owner or Resident	D J JAYNES SURVEY					
2134151	Property Owner or Resident	D J JAYNES SURVEY					
2134153	Property Owner or Resident	W B WILLIAMS SURVEY					
1234113	Property Owner or Resident	NEATHERY & MARBLE ADDITION (CFC)					
1234122	Property Owner or Resident	NEATHERY & MARBLE ADDITION (CFC)					
1234131	Property Owner or Resident	NEATHERY & MARBLE ADDITION (CFC)					
1234159	Property Owner or Resident	NEATHERY & MARBLE ADDITION (CFC)					
1234140	Property Owner or Resident	NEATHERY & MARBLE ADDITION (CFC)					
1234275	Property Owner or Resident	NEATHERY & MARBLE ADDITION (CFC)					
1234257	Property Owner or Resident	NEATHERY & MARBLE ADDITION (CFC)					
1234266	Property Owner or Resident	NEATHERY & MARBLE ADDITION (CFC)					
1234284	Property Owner or Resident	NEATHERY & MARBLE ADDITION (CFC)					
2523095	Property Owner or Resident	NEATHERY & MARBLE ADDITION (CFC)					
1234177	Property Owner or Resident	NEATHERY & MARBLE ADDITION (CFC)					
1620927	Property Owner or Resident	NEATHERY & MARBLE ADDITION (CFC)					
1234480	Property Owner or Resident	NEATHERY & MARBLE ADDITION (CFC)					
1234435	Property Owner or Resident	NEATHERY & MARBLE ADDITION (CFC)					
1234373	Property Owner or Resident	NEATHERY & MARBLE ADDITION (CFC)					
1234471	Property Owner or Resident	NEATHERY & MARBLE ADDITION (CFC)					
1234505	Property Owner or Resident	NEATHERY & MARBLE ADDITION (CFC)					
1234514	Property Owner or Resident	NEATHERY & MARBLE ADDITION (CFC)					
1234417	Property Owner or Resident	NEATHERY & MARBLE ADDITION (CFC)					
2511664	Property Owner or Resident	NEATHERY & MARBLE ADDITION (CFC)					
1234408	Property Owner or Resident	NEATHERY & MARBLE ADDITION (CFC)					
1234355	Property Owner or Resident	NEATHERY & MARBLE ADDITION (CFC)					

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1234462	Property Owner or Resident	NEATHERY & MARBLE ADDITION (CFC)					
1234337	Property Owner or Resident	NEATHERY & MARBLE ADDITION (CFC)					
1234328	Property Owner or Resident	NEATHERY & MARBLE ADDITION (CFC)					
1234319	Property Owner or Resident	NEATHERY & MARBLE ADDITION (CFC)					
2652134	Property Owner or Resident	NEATHERY & MARBLE ADDITION (CFC)					
2651877	Property Owner or Resident	NEATHERY & MARBLE ADDITION (CFC)					
1234729	Property Owner or Resident	NEATHERY & MARBLE ADDITION (CFC)					
1234881	Property Owner or Resident	NEATHERY & MARBLE ADDITION (CFC)					
1234854	Property Owner or Resident	NEATHERY & MARBLE ADDITION (CFC)					
1234783	Property Owner or Resident	NEATHERY & MARBLE ADDITION (CFC)					
1968755	Property Owner or Resident	NEATHERY & MARBLE ADDITION (CFC)					
2652445	Property Owner or Resident	D J JAYNES SURVEY					
1234649	Property Owner or Resident	NEATHERY & MARBLE ADDITION (CFC)					
2624234	Property Owner or Resident	JOHNSON STREET ADDITION (CFC)					
2624235	Property Owner or Resident	JOHNSON STREET ADDITION (CFC)					
2624236	Property Owner or Resident	JOHNSON STREET ADDITION (CFC)					
2121649	Property Owner or Resident	SMALLWOOD OWENS SURVEY					
2550987	Property Owner or Resident	SMALLWOOD OWENS SURVEY					
2098561	Property Owner or Resident	SMALLWOOD OWENS SURVEY					
1232534	Property Owner or Resident	FOWLER ADDITION (CFC)					
1232525	Property Owner or Resident	FOWLER ADDITION (CFC)					
1232561	Property Owner or Resident	FOWLER ADDITION (CFC)					
1232641	Property Owner or Resident	FOWLER ADDITION (CFC)					
1738640	Property Owner or Resident	FOWLER ADDITION (CFC)					
1232650	Property Owner or Resident	FOWLER ADDITION (CFC)					
1232669	Property Owner or Resident	FOWLER ADDITION (CFC)					
1232687	Property Owner or Resident	FOWLER ADDITION (CFC)					
1844017	Property Owner or Resident	FOWLER ADDITION (CFC)					
1232589	Property Owner or Resident	FOWLER ADDITION (CFC)					
1232570	Property Owner or Resident	FOWLER ADDITION (CFC)					
2526994	Property Owner or Resident	HAISLIP FOWLER ADDITION (CFC)					
1221653	Property Owner or Resident	W B WILLIAMS SURVEY					
1232400	Property Owner or Resident	FOWLER ADDITION (CFC)					
1232393	Property Owner or Resident	FOWLER ADDITION (CFC)					
1232437	Property Owner or Resident	FOWLER ADDITION (CFC)					
1232428	Property Owner or Resident	FOWLER ADDITION (CFC)					
1232703	Property Owner or Resident	FOWLER ADDITION (CFC)					
1232712	Property Owner or Resident	FOWLER ADDITION (CFC)					
1232721	Property Owner or Resident	FOWLER ADDITION (CFC)					
1232758	Property Owner or Resident	FOWLER ADDITION (CFC)					
1232767	Property Owner or Resident	FOWLER ADDITION (CFC)					
1232776	Property Owner or Resident	FOWLER ADDITION (CFC)					
2623686	Property Owner or Resident	FOWLER ADDITION (CFC)					
2014538	Property Owner or Resident	FOWLER ADDITION (CFC)					
1232909	Property Owner or Resident	FOWLER ADDITION (CFC)					
1232883	Property Owner or Resident	FOWLER ADDITION (CFC)					
2675499	Property Owner or Resident	NEATHERY & MARBLE ADDITION (CFC)					
1234578	Property Owner or Resident	NEATHERY & MARBLE ADDITION (CFC)					

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1234569	Property Owner or Resident	NEATHERY & MARBLE ADDITION (CFC)					
1234532	Property Owner or Resident	NEATHERY & MARBLE ADDITION (CFC)					
2550414	Property Owner or Resident	NEATHERY & MARBLE ADDITION (CFC)					
1247430	Property Owner or Resident	WILEY ADDITION (CFC)					
1247467	Property Owner or Resident	WILEY ADDITION (CFC)					
2650009	Property Owner or Resident	WILEY ADDITION (CFC)					
1565764	Property Owner or Resident	D J JAYNES SURVEY					
1198536	Property Owner or Resident	D J JAYNES SURVEY					
1231964	Property Owner or Resident	COLEMAN ADDITION (CFC)					
2016583	Property Owner or Resident	KING RIDGE ONE (CFC)					
2750624	Property Owner or Resident	W B WILLIAMS SURVEY					
1802552	Property Owner or Resident	W B WILLIAMS SURVEY					
1221626	Property Owner or Resident	W B WILLIAMS SURVEY					
1515774	Property Owner or Resident	KING RIDGE ONE (CFC)					
2508420	Property Owner or Resident	KING RIDGE ONE (CFC)					
1515792	Property Owner or Resident	KING RIDGE ONE (CFC)					
13647	Property Owner or Resident	W O NIX ONE (CFC)					
1221591	Property Owner or Resident	W B WILLIAMS SURVEY					
1221608	Property Owner or Resident	W B WILLIAMS SURVEY					
1974118	Property Owner or Resident	W B WILLIAMS SURVEY					
2712463	Property Owner or Resident	W B WILLIAMS SURVEY					
1198322	Property Owner or Resident	D J JAYNES SURVEY					
2551203	Property Owner or Resident	W B WILLIAMS SURVEY					
1582291	Property Owner or Resident	ROLLING HILLS ADDITION PHASE I (CFC)					
2508396	Property Owner or Resident	ROLLING HILLS ADDITION PHASE I (CFC)					
2508397	Property Owner or Resident	ROLLING HILLS ADDITION PHASE I (CFC)					
1582282	Property Owner or Resident	ROLLING HILLS ADDITION PHASE I (CFC)					
1582273	Property Owner or Resident	ROLLING HILLS ADDITION PHASE I (CFC)					
1220663	Property Owner or Resident	W B WILLIAMS SURVEY					
2124281	Property Owner or Resident	WILLIAM WHEAT SURVEY					
2740572	Property Owner or Resident	JAS INNERARITY SURVEY					
2740715	Property Owner or Resident	MURPHYS CROSSING PHASE II & PHASE III (CFC)					
2740714	Property Owner or Resident	MURPHYS CROSSING PHASE II & PHASE III (CFC)					
2121211	Property Owner or Resident	D J JAYNES SURVEY					
2571255	Property Owner or Resident	SMALLWOOD OWENS SURVEY					
2748725	Property Owner or Resident	W B WILLIAMS SURVEY					
2751091	Property Owner or Resident	BEECH ADDITION (CFC)					
2751092	Property Owner or Resident	BEECH ADDITION (CFC)					
2071249	Property Owner or Resident	D J JAYNES SURVEY					
2664032	Property Owner or Resident	D J JAYNES SURVEY					
1222821	Property Owner or Resident	W B WILLIAMS SURVEY					
		FORSHEE WALTER WADE					
		Crystal Nelson					
		Tina Murray					
		Gilbert Tamez					
1072626	Property Owner or Resident	JEM GRAVES LLC					
1068515	Property Owner or Resident	CORBIN CAROLYN PITTS					
2529137	Property Owner or Resident	CCH INVESTMENTS LP					

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1113850	Property Owner or Resident	VASHEGHANI NAZEE					
1749683	Property Owner or Resident	NORTH COLLIN SPECIAL UTILITY DISTRICT					
1136906	Property Owner or Resident	MASSAD LLC					
1765049	Property Owner or Resident	GONZALES TOMMY					
2554663	Property Owner or Resident	CULBERTSON LANDA N					
1081037	Property Owner or Resident	LongBINE DAVID P & LINDA S					
1090349	Property Owner or Resident	MARIA ACEVES & SALVADOR B ACEVES					
13038	Property Owner or Resident	SEXTON FAMILY TRUST					
1128489	Property Owner or Resident	BROOKS BOBBY & MINNIE					
1092070	Property Owner or Resident	BROOKS BOBBY D					
1091981	Property Owner or Resident	BROOKS BOBBY DALE					
2590722	Property Owner or Resident	JENKINS MICHAEL DAVID					
1356776	Property Owner or Resident	LACORE TERRY					
1122724	Property Owner or Resident	WOOLARD LLC - CHURCH SERIES					
1142178	Property Owner or Resident	WOOLARD LLC - WASHINGTON SERIES					
2590641	Property Owner or Resident	BLAZNEK JOSEPH M & JENNIFER WALLACE					
461547	Property Owner or Resident	LACORE AGRICULTURE LLC					
2510924	Property Owner or Resident	SPROUSE JAMES A & ALICE R					
963504	Property Owner or Resident	HIXON FAMILY PARTNERSHIP LTD					
1056742	Property Owner or Resident	AYCOCK R&D LTD					
2542719	Property Owner or Resident	GRIFFIN WILEY E TRUST					
1122895	Property Owner or Resident	GRIFFIN WILEY PAUL					
1122886	Property Owner or Resident	GRIFFIN WILEY PAUL & CONNIE L					
1080822	Property Owner or Resident	ROGERS HARRY J III & KAREN					
		PANORAMA MARKETING INC					
		ACEVES MARIA &					
		GRIFFIN MINNIE FAE					
		GONZALES TOMMY					
		CONTRERAS ISIDRO &					
1081340	Property Owner or Resident	JAMES KENNETH GRIFFIN & DEBORAH SUZANNE					
2066214	Property Owner or Resident	PORTSCHE JUSTIN					
2689180	Property Owner or Resident	SODL HEATHER S & JASON R					
1090580	Property Owner or Resident	ELLIOTT MARK & SANDRA					
2581355	Property Owner or Resident	MCKINNEY CHURCH OF CHRIST					
1128862	Property Owner or Resident	MCKINNEY INDEPENDENT SCHOOL DISTRICT					
1065545	Property Owner or Resident	MCKINNEY ISD					
1066072	Property Owner or Resident	HEARD NAT'L SCIENCE MUSEUM					
1090465	Property Owner or Resident	HOFFMAN LIVING TRUST					
2747336	Property Owner or Resident	CARTER RENITA DENISE &					
1087987	Property Owner or Resident	CAMPOS ADAN					
1091936	Property Owner or Resident	JACKSON CAROLYN FAYE					
1064680	Property Owner or Resident	STANFIELD BONNIE TRUST THE					
1089431	Property Owner or Resident	CARR ODIS L					
1080868	Property Owner or Resident	RHODES LEA ANN					
1232703	Property Owner or Resident	GRIFFIN AZEL EDMOND &					
1089627	Property Owner or Resident	RUTLEDGE JOHNNY					
2153140	Property Owner or Resident	SANTANA ANTONIO &					
2515177	Property Owner or Resident	HARRIS LEE ROY & DAISY MAE					

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1095512	Property Owner or Resident	MCKINNEY TAMMY R					
1967206	Property Owner or Resident	CANO ROSALVA &					
2614028	Property Owner or Resident	RIVERA DAISY V					
1092007	Property Owner or Resident	PHILLIPS MACEO B					
1080859	Property Owner or Resident	DE HERNANDEZ ANGELICA NEVAREZ					
2550809	Property Owner or Resident	HOLLOWAY CLEO					
2123586	Property Owner or Resident	PARSONS REGINA					
2675973	Property Owner or Resident	FRIAS SALVADOR					
2614029	Property Owner or Resident	JOSE G & MARIA D ARELLANO					
2718716	Property Owner or Resident	LOPEZ MICHAEL ANTHONY &					
1106154	Property Owner or Resident	LEE VERTIS MAE					
1087978	Property Owner or Resident	HIGUERA MONICA					
1080788	Property Owner or Resident	WILDER MAXINE - LE					
1092123	Property Owner or Resident	HARRIS MAETTA					
2612707	Property Owner or Resident	ACIS PROPERTIES LLC					
1064715	Property Owner or Resident	CEBALLOS JAVIER & ROGELIA					
1132376	Property Owner or Resident	WOLFE TERESA ANN					
1132296	Property Owner or Resident	ANGUS LINDA					
1087969	Property Owner or Resident	MASTERS SUZANNE KAY					
1065279	Property Owner or Resident	WILLIAM DAVIS SURVEY					
1064662	Property Owner or Resident	ZAVALA JESUS R & DIANA M					
2504441	Property Owner or Resident	PRATT DEVIN RAY &					
1132170	Property Owner or Resident	CORTEZ JAVIER & ELSA					
2666587	Property Owner or Resident	DFA LTD					
1064644	Property Owner or Resident	ESTR FAMILY LIMITED PARTNERSHIP					
2743977	Property Owner or Resident	ESTRADA JOSE LUIS &					
1142365	Property Owner or Resident	MCKINZIE JOHNNY & MARIA					
1090232	Property Owner or Resident	GARZA ABIEL GONZALEZ					
1090438	Property Owner or Resident	HILLIARD JAMES MATTHEW					
2123588	Property Owner or Resident	JACKSON ANGELA &					
1090170	Property Owner or Resident	GUERRERO ALEJANDRO					
1930370	Property Owner or Resident	PETKOVSEK PARTNERSHIP					
1989221	Property Owner or Resident	WEBB PARTNERS LTD					
1135033	Property Owner or Resident	GEER GENE M					
1095576	Property Owner or Resident	OAKRA WILLIAM HOSEA &					
1089556	Property Owner or Resident	BEECHLER RONALD					
1090189	Property Owner or Resident	ROMERO GUADALUPE & ISABEL					
1135042	Property Owner or Resident	PLAP INVESTMENT PARTNERS LP					
1090517	Property Owner or Resident	PENA AGUSTIN T & PAULINA					
1095727	Property Owner or Resident	EVANS REBECCA LYNNE					
1090394	Property Owner or Resident	LIPSCOMB MARIE E					
1061077	Property Owner or Resident	ROMERO J GUADALUPE H					
1105556	Property Owner or Resident	COLIN & CARISSA AVANT					
1105609	Property Owner or Resident	HENRY LAUREN M & LUCAS C					
1987476	Property Owner or Resident	DEARMAN DANNY					
1090483	Property Owner or Resident	RAMIREZ MARGARITO					
2598234	Property Owner or Resident	GARCIA GLORIA					
2598245	Property Owner or Resident	GARCIA REBECCA					

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1105592	Property Owner or Resident	MORALES CLEMENTINA VERA					
1105538	Property Owner or Resident	MEJIA NIEVES & RAFAELA H					
1142409	Property Owner or Resident	HERRERA FELIPE & VICTORIA					
1105529	Property Owner or Resident	LINDQUIST TREVOR & ERIN					
2550678	Property Owner or Resident	REYNOLDS SUSAN JEAN					
1132410	Property Owner or Resident	MORTON AARON O &					
2765986	Property Owner or Resident	PHILLIPS TINA JEAN					
1083963	Property Owner or Resident	FAUGHT DEREK & PAMELA DIXON-FAUGHT LIVING TRUST					
2112908	Property Owner or Resident	JONES BOB A & PEGGY J					
2558527	Property Owner or Resident	HOUSING AUTHORITY CITY OF MCKINNEY					
2558651	Property Owner or Resident	MCKINNEY HOUSING AUTHORITY					
1131625	Property Owner or Resident	TURANO KEVIN					
1142677	Property Owner or Resident	ESPERANZA TANGUMA					
1142631	Property Owner or Resident	TANGUMA ESPERANZA					
2636041	Property Owner or Resident	RODRIGUEZ JULIO ANGEL					
1092294	Property Owner or Resident	GARCIA AMY					
2636042	Property Owner or Resident	RAMIREZ J FELIX & MARIA E					
1132143	Property Owner or Resident	ZUNIGA GUSTAVO					
1142383	Property Owner or Resident	CAMACHO MARIA V					
1092043	Property Owner or Resident	GARCIA MARIA ANITA					
1974561	Property Owner or Resident	GARZA GILDA J					
1132312	Property Owner or Resident	HOLIMAN ROBERT H &					
1065607	Property Owner or Resident	SPAIN CHRISTOPHER R & YVONNE C					
1091909	Property Owner or Resident	HAYWOOD L & WANDA G ASKEW					
1122948	Property Owner or Resident	GARCIA ELVIRA &					
2663814	Property Owner or Resident	GARCIA JUAN					
2719588	Property Owner or Resident	RAY COREY & SARA					
1132232	Property Owner or Resident	PRESLEY TERRI LYNN					
20805	Property Owner or Resident	NIXSON MAEJEAN RUTH TAYLOR &					
1091918	Property Owner or Resident	HAYWARD ASKEW					
2719589	Property Owner or Resident	LACY ANDREW S					
1065634	Property Owner or Resident	JONES TOMMY C & EVA M					
1092034	Property Owner or Resident	CASTRO FLORENCE ESTATE OF &					
1064902	Property Owner or Resident	PONSE ISIDRO					
1132223	Property Owner or Resident	RODRIGUEZ SILVIA B					
1092267	Property Owner or Resident	GUERRERO MARIA					
1065858	Property Owner or Resident	HINSLEY MYRTLE					
1120566	Property Owner or Resident	RUBIO JOEL & MARIA OLGA OLIVARES-GARCIA					
1120370	Property Owner or Resident	ROLLINS WENDI NICOLE					
1120557	Property Owner or Resident	EASTHAM SHIRLEY LEE- LE					
1120398	Property Owner or Resident	BROWN JOHNNIE					
1120539	Property Owner or Resident	BRANDON MARTHA ETAL					
1865921	Property Owner or Resident	MONTGOMERY JIMMY RAY & SUSAN KAY					
2120874	Property Owner or Resident	PITMAN CHARLES L & ANDREA					
1120414	Property Owner or Resident	CRIGER MELBA G					
1120511	Property Owner or Resident	MOODY DONNA					
1120423	Property Owner or Resident	CRIGER SHANNON					
1120496	Property Owner or Resident	OSTERTAG KRISTEN & KEVIN DANIEL					

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1120441	Property Owner or Resident	OLDBURY MELISSA SUE					
1120478	Property Owner or Resident	KENNEDY BILLY J					
1066081	Property Owner or Resident	MC GEE JULIE					
1066116	Property Owner or Resident	GARCIA ARNULFO NAVARRO					
1066125	Property Owner or Resident	CARTER MARVIN DUANE JR & TREENA D					
2025332	Property Owner or Resident	REAMY SHEREE RENEE					
2663619	Property Owner or Resident	COX JULIE & WARREN H KING					
1066054	Property Owner or Resident	WOOD LAWRENCE W					
2655788	Property Owner or Resident	SAUCEDO MARTIN MARTINEZ					
1091945	Property Owner or Resident	GRIFFIN LETHECIA DOMANIC					
1225980	Property Owner or Resident	GARDNER KENT &					
1128675	Property Owner or Resident	JONES RUBY					
1128666	Property Owner or Resident	FRESE CHRISTOPHER S &					
2558507	Property Owner or Resident	LEWIS GUADALUPE RAMONA					
1128693	Property Owner or Resident	TOMAS P & ANNA E ALMENDAREZ					
1128461	Property Owner or Resident	GRIFFIN HELEN					
1122733	Property Owner or Resident	AGUILAR & DIANA ROGELIO					
1128880	Property Owner or Resident	SIFUENTES TOMAS & CALIXTA					
1128390	Property Owner or Resident	QUINTANA SAMUEL & MARGARET ALICEA					
1128737	Property Owner or Resident	GONZALES PILAR					
2615309	Property Owner or Resident	ROBERTS KRISTAN D					
2090779	Property Owner or Resident	MARTINEZ SANTIAGO CANELO &					
1192854	Property Owner or Resident	HERRERA JESUS					
2550614	Property Owner or Resident	PARTIDA SAVINA P					
1122715	Property Owner or Resident	RAMIREZ J JESUS &					
1081545	Property Owner or Resident	MOUSA ABUDAABES & RUGAIN ABUDAABES					
1059776	Property Owner or Resident	MOUSA S & NAJAH A ABUDAABES COLLIN CO TIRE & AUTO					
1065992	Property Owner or Resident	POWELL JOHN WARREN JR					
2615310	Property Owner or Resident	OSTERMAN LACEY A &					
1118908	Property Owner or Resident	VEGA JOSEFINA					
2146262	Property Owner or Resident	HILDEBRAND DEIDRE & DAN IMTHURN					
1060130	Property Owner or Resident	LAYMON SUSANA					
1064289	Property Owner or Resident	VALVERDE ROBERT & ESMERALDA					
2146261	Property Owner or Resident	MARTINEZ PETE F JR					
1066018	Property Owner or Resident	RUEMENAPP JAMES H &					
2663857	Property Owner or Resident	ENCORE WIRE CORPORATION					
1065956	Property Owner or Resident	PERKINS R B					
1066009	Property Owner or Resident	ENLOE CAROLYN SUE PERKINS &					
1069621	Property Owner or Resident	OTTO DONNA R & RANDOLPH K					
1065983	Property Owner or Resident	MANCILL TERRI J					
2120872	Property Owner or Resident	HERSHBERGER ANTHONY R & SHANNON M					
2121703	Property Owner or Resident	EAKER JACK L & CONNIE					
2068443	Property Owner or Resident	MILLIGAN WATER SUPPLY CO					
1108768	Property Owner or Resident	SPRADLIN TRACY & DERETHIA					
1128746	Property Owner or Resident	BERNAL DAVID BISCARRO					
1132009	Property Owner or Resident	GALINDO CARLOS E					
2557478	Property Owner or Resident	AQUILAR ANGEL SOLORZANO					
1064751	Property Owner or Resident	OLVERA ISMAEL ALANIZ					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
2745170	Property Owner or Resident	CAHILL JOSHUA					
1108777	Property Owner or Resident	RICHARD N & MAUREEN B ADLEN					
1094032	Property Owner or Resident	MARES J MANUEL &					
1108759	Property Owner or Resident	GARCIA ERMENA PRUNEDA					
1131983	Property Owner or Resident	TOMPKINS ROBERT J					
1108786	Property Owner or Resident	COUTU STANLEY &					
1132081	Property Owner or Resident	ROMERO PANFILO					
1135364	Property Owner or Resident	ZAVALA JULIO & ALTAGRACIA					
1064733	Property Owner or Resident	SANTOS JUANITA DELOS					
1598943	Property Owner or Resident	RODRIGUEZ JESUS E & ANTEMIO					
1108795	Property Owner or Resident	GROSS STEVEN K & ROXANNE P					
1094050	Property Owner or Resident	WEBB MARGARET DENICE BURNSIDE & JACK EDMOND					
1128853	Property Owner or Resident	BELL ANGIE & KEVIN					
1108731	Property Owner or Resident	CHAMBERS MARY J'NET					
1135685	Property Owner or Resident	SAM P INVESTMENTS INC					
1081572	Property Owner or Resident	BURNSIDE FAMILY TRUST					
1108722	Property Owner or Resident	HART SHERRY L					
1108811	Property Owner or Resident	PAXTON JULIA M					
1094069	Property Owner or Resident	GILBERT SUE KAREN (CARTER)					
1080760	Property Owner or Resident	PALMA JOSE ERNESTO SR					
1108713	Property Owner or Resident	HUNTER-WILSON SARAH LYNN					
1093989	Property Owner or Resident	ABELL TOM & JANIE					
1128755	Property Owner or Resident	NJM BAPTIST CHURCH					
1093961	Property Owner or Resident	MCCRAW JOHN L III &					
1128764	Property Owner or Resident	PORTILLO OSCAR DAVID					
2121845	Property Owner or Resident	MOTSENBOCKER DONALD					
2656371	Property Owner or Resident	MOTSENBOCKER DONALD M					
1128782	Property Owner or Resident	GONZALES LEONARD & ELISIA					
1059767	Property Owner or Resident	PATEL BIPINCHANDRA & JAYABEN					
2688238	Property Owner or Resident	BULLOCK PAUL &					
2529141	Property Owner or Resident	MHOA AIRPORT CONDOMINIUM HANGARS (CMC)					
2121794	Property Owner or Resident	WILSON JAMES THOMPSON SR DR					
1122859	Property Owner or Resident	NIXON C D & ETTA L LIVING TRUST					
2699956	Property Owner or Resident	COMBEST BONNIE V IRREVOCABLE TRUST					
2699954	Property Owner or Resident	COMBEST BONNIE V SURVIVOR'S TRUST					
2125911	Property Owner or Resident	COMBEST EDGAR L DECEDENT'S TRUST					
1108580	Property Owner or Resident	BRADSHAW LIVING TRUST					
1108697	Property Owner or Resident	CROSSWHITE PATRICIA J					
1094345	Property Owner or Resident	JUDD KENNETH RAY					
1131812	Property Owner or Resident	YATES DAVID					
1128791	Property Owner or Resident	BROWN GEORGIA A					
1108688	Property Owner or Resident	PINGLETON NORMA FAYE					
1088441	Property Owner or Resident	REED SUE ELIZABETH					
1131885	Property Owner or Resident	SWENOR KYLE					
1108679	Property Owner or Resident	GILMORE PATRICIA A					
1108615	Property Owner or Resident	JOE HELEN ANDERSON					
1131876	Property Owner or Resident	MACK CARY D & MARGARET					
1108660	Property Owner or Resident	BROWN PHILLIP JAMES &					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
1089333	Property Owner or Resident	NORTH WEST CHRISTIAN CHURCH					
1089235	Property Owner or Resident	REYES JAIME R & ELODIA G					
1088469	Property Owner or Resident	NICHOLS STEPHANIE P & DANIEL L					
1108624	Property Owner or Resident	KLEMM THOMAS M					
1123180	Property Owner or Resident	ROMERO JAIME MORALES & EDITH					
1093934	Property Owner or Resident	SMITH WILLIAM A JR					
1108606	Property Owner or Resident	SMITH WILLIAM ANDREW JR					
1108651	Property Owner or Resident	MARTIN TIMOTHY GREGG II					
1089244	Property Owner or Resident	LONG GRADY & JOANNA					
1090152	Property Owner or Resident	PILKENTON KENNETH L &					
1108633	Property Owner or Resident	RENFRO MELBA					
1128808	Property Owner or Resident	TREVINO ROLANDO					
1108642	Property Owner or Resident	TROIANI CARLO &					
1089253	Property Owner or Resident	NORTHWEST CHRISTIAN CHURCH					
1051300	Property Owner or Resident	DEAN WANDA J					
1135300	Property Owner or Resident	LOZADA MORENO UBALDO &					
2529383	Property Owner or Resident	COLLIN COUNTY MENTAL HEALTH MENTAL RETARDATION CENTER					
1051293	Property Owner or Resident	JEANES OSCAR L					
2125759	Property Owner or Resident	JEANES SANDRA LOU ETAL					
1093943	Property Owner or Resident	ZIVALAG LLC					
1135337	Property Owner or Resident	STAILEY A J					
1094256	Property Owner or Resident	JESTICE RHONDA					
2630144	Property Owner or Resident	IBG REAL ESTATES HOLDINGS INC					
2590116	Property Owner or Resident	INDEPENDENT BANK					
1131796	Property Owner or Resident	VALLE ISRAEL &					
1135355	Property Owner or Resident	ZAVALA JAVIER & EVELIA					
1122626	Property Owner or Resident	CERVANTES DANIEL & MIRNA					
2668625	Property Owner or Resident	RIOS JOSE ADRIAN &					
1094434	Property Owner or Resident	GRIMES VIRGINIA Z &					
1090385	Property Owner or Resident	DELAPE CHARLES &					
2509945	Property Owner or Resident	RAMIREZ ALFONSO					
1088575	Property Owner or Resident	HUGGINS JOHN C & JUDY N					
1135373	Property Owner or Resident	ANTHONY & JAIME ANDERSON					
1122635	Property Owner or Resident	CAMPOS JESUS H & ELSA					
2094413	Property Owner or Resident	ELIZONDO AUGUSTIN					
1094443	Property Owner or Resident	CABRAL TONY					
1094265	Property Owner or Resident	TOVAR ALFREDO & MARGARITA					
1090367	Property Owner or Resident	SILVA CHARLENE					
1122564	Property Owner or Resident	GONZALEZ ARMONDA C					
1094390	Property Owner or Resident	RUBI JUAN PABLO PICHARDO & JANELLE GARCIA					
1089351	Property Owner or Resident	MEYERS ANDREW JOHN & MORGAN LANE					
1114261	Property Owner or Resident	CAMACHO ALEX					
1135408	Property Owner or Resident	HOPE CHARLES & LISA					
1090287	Property Owner or Resident	HURST ROBERT KEITH & DELORES JEAN					
1122644	Property Owner or Resident	MCFADIN THOMAS &					
1094112	Property Owner or Resident	HOUSE GORDON W					
1090474	Property Owner or Resident	MITCHELL CAROL A					
1810062	Property Owner or Resident	LAWSON BILLY G ETUX					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
1088593	Property Owner or Resident	MARAK EDMOND E					
1090250	Property Owner or Resident	COHEN DUSTIN & ALANA					
1090303	Property Owner or Resident	MICULKA EDWARD					
1094121	Property Owner or Resident	HANCOCK SAN JUANA					
2671538	Property Owner or Resident	BODENSTEINER MICHAEL A &					
2094412	Property Owner or Resident	GONZALEZ AMADO & MARIA DEL CARMEN					
1094283	Property Owner or Resident	CARRASCO ARNULFO & ESTELLA					
1094318	Property Owner or Resident	LEON OSCAR G &					
1094372	Property Owner or Resident	DERGO TIMOTHY J & YVONNE S					
1088600	Property Owner or Resident	DEMPSTER WILLIAM & MELISSA					
1094461	Property Owner or Resident	MORALES TRINIDAD GARCIA					
1090278	Property Owner or Resident	REYNOLDS BARRETT					
1122662	Property Owner or Resident	WILLIAMS JARROD & DORARENE MAGDALENE					
1094130	Property Owner or Resident	TROUT MICHAEL					
2671539	Property Owner or Resident	SHULTS TINA & DAVID					
1114181	Property Owner or Resident	SANCHEZ JOSE C					
1094292	Property Owner or Resident	LOPEZ ORLANDO R &					
1122608	Property Owner or Resident	MULLICAN CODY M					
1682940	Property Owner or Resident	MARTINEZ MIGUEL					
1089360	Property Owner or Resident	ST ROMAIN DONNA M					
1088619	Property Owner or Resident	RIJKEN SALENA M & RYAN P					
1094470	Property Owner or Resident	PICHARDO OTILIO OLVERA & MA SOLEDAD SALAZAR					
1094149	Property Owner or Resident	LOPES BRUNO &					
2671540	Property Owner or Resident	LERNER EMILY					
1114207	Property Owner or Resident	SANCHEZ JOSE C & MARIA E OLVERA-SANCHEZ					
1875493	Property Owner or Resident	ROGERS DON D					
1094489	Property Owner or Resident	CARRENO JOSE FLAVIO &					
1094158	Property Owner or Resident	MORENO ELIZABETH SANCHEZ					
1114216	Property Owner or Resident	ORONA EDDY					
1135462	Property Owner or Resident	GONZALEZ DOMINGO J					
1090321	Property Owner or Resident	MILLER GARY W & VEE ANNE					
2513401	Property Owner or Resident	FIRST BAPTIST CHURCH OF MCKINNEY TEXAS					
1114225	Property Owner or Resident	ORONA EDDY					
1131910	Property Owner or Resident	FRIAS FRANCISCO					
1088646	Property Owner or Resident	DE SANCHEZ ROSA GONZALEZ &					
1094185	Property Owner or Resident	SPAGNOLI EDWARD J JR & TISHANA L					
2144606	Property Owner or Resident	FH FARM VENTURE LLC					
1089422	Property Owner or Resident	BLAZEK JAMIE					
1135621	Property Owner or Resident	WILLIAMS SETH					
1088691	Property Owner or Resident	GARZA JACINTO					
1090615	Property Owner or Resident	CRUZ ROMUALDO					
1089468	Property Owner or Resident	ROJAS PATRICIA &					
1135694	Property Owner or Resident	CUEVA RICARDO A MARTINEZ &					
1090606	Property Owner or Resident	TED LEE & BENITA BADJE					
1089477	Property Owner or Resident	BAUTISTA LUIS & LAURA					
1090553	Property Owner or Resident	WARSHAWSKY ASHLEY					
1135471	Property Owner or Resident	ISAULA ADRIAN					
1122396	Property Owner or Resident	TAPIA VICTOR M ETUX					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
1089529	Property Owner or Resident	DUCKWORTH TIMOTHY G &					
1090599	Property Owner or Resident	BELL JAMES D SR ETUX					
1090562	Property Owner or Resident	COLEMAN LARRY E &					
1135658	Property Owner or Resident	RHELDA J BAILEY					
1088799	Property Owner or Resident	GADBERRY DOYCE R					
1089510	Property Owner or Resident	FOUST CHRIS					
1089495	Property Owner or Resident	CAIN A D JR ETUX					
1090571	Property Owner or Resident	QUINTEN BOBBY T & ELIZABETH L (BUYER)					
1122403	Property Owner or Resident	SAMUELS SUE E - LE					
1089501	Property Owner or Resident	GRAHAM SHERRY					
1135630	Property Owner or Resident	BURNS VERNON					
1135649	Property Owner or Resident	BURNS VERNON INDEPENDENT ADMINISTRATOR OF THE ESTATE					
1135667	Property Owner or Resident	HENDRICKS TAWANA C					
2628974	Property Owner or Resident	JACKSON BOLEY & PAULETTE					
1122877	Property Owner or Resident	PEREZ BRENDA R					
1135505	Property Owner or Resident	SCULLIN BROOKE					
1089565	Property Owner or Resident	ZAPATERO LUIS S & DIANA VILLANUEVA					
1135006	Property Owner or Resident	MOUNGER TRAVIS					
1135024	Property Owner or Resident	LOPEZ-HERNANDEZ JOSE J & ERIKA CERVANTES					
1089618	Property Owner or Resident	TROUT STEPHANIE M					
1135097	Property Owner or Resident	DAVIS TIFFANY					
1135514	Property Owner or Resident	GASPAR CARLOS SERENO &					
1499337	Property Owner or Resident	PEGGY L ALVERSON					
1080895	Property Owner or Resident	FRANKLIN LOIS MARIE					
1135523	Property Owner or Resident	DE LA GARZA LIZZET &					
1135550	Property Owner or Resident	LOPEZ CYNTHIA					
1135603	Property Owner or Resident	HANKEY LARRY DON & PAMELA					
2577175	Property Owner or Resident	MURPHY JAMES CORY					
2510836	Property Owner or Resident	RUTLEDGE MABEL LOIS ETAL					
1996900	Property Owner or Resident	COUCH WAREHOUSE LTD					
1136915	Property Owner or Resident	DILL RICHARD & CLAUDE WALTER					
1113681	Property Owner or Resident	JILL-RAE LTD					
1738347	Property Owner or Resident	PARK BOARD LTD					
1136924	Property Owner or Resident	PLAZA NORTH I LP					
2581625	Property Owner or Resident	REDBUD CORNER LP					
1135729	Property Owner or Resident	DOTSON MARY S					
1135738	Property Owner or Resident	BURNSIDE RICKY					
1081643	Property Owner or Resident	WHALEN TERESA & CHRISTOPHER					
1136862	Property Owner or Resident	PAYNE DONNA					
1081625	Property Owner or Resident	PRESSNELL TOMMIE RUTH - LE					
2652141	Property Owner or Resident	TROJANI FAMILY INVESTMENTS LTD					
1088717	Property Owner or Resident	GUZMAN MANUEL JR					
1081055	Property Owner or Resident	GUZMAN MANUEL JR & MARIA G					
1076748	Property Owner or Resident	ZAPATA EDGAR AURELIO NAVARRO &					
1081616	Property Owner or Resident	NORDIN LANDON & CARLA					
1081607	Property Owner or Resident	OLVERA JUAN & BLANCA					
2691450	Property Owner or Resident	DICKSON JOHNNY					
2506451	Property Owner or Resident	DAVIS BOBBY T SR					

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1132358	Property Owner or Resident	CLOER SHIRLEY KAY					
1233463	Property Owner or Resident	SHERMAN COLE ANDREWS					
1094005	Property Owner or Resident	STURKIE PAUL M					
1132250	Property Owner or Resident	HERNANDEZ ZEFERINA					
1132330	Property Owner or Resident	DUNNAM MICHAEL					
2743978	Property Owner or Resident	ESTRADA- JIMENEZ KRYSTAL					
2542706	Property Owner or Resident	ESTRADA LUIS JONATHAN					
1128434	Property Owner or Resident	JIMENEZ KRISTAL E & JACOBO					
1077177	Property Owner or Resident	MILLIGAN MIDWAY BAPTIST CHURCH					
2087442	Property Owner or Resident	V M HOSPITALITY LLC					
2711807	Property Owner or Resident	NELSON GRAY HOLDINGS LLC					
1142659	Property Owner or Resident	DELUNA JUANITA					
1142285	Property Owner or Resident	GARCIA MARIA D					
1128504	Property Owner or Resident	TARVER REVOCABLE LIVING TRUST					
1646295	Property Owner or Resident	SANCHEZ JOHN & DANIEL SANCHEZ JR					
1079433	Property Owner or Resident	MORA JOSE					
2545622	Property Owner or Resident	COLLIN COUNTY					
2646469	Property Owner or Resident	WISTRON GREENTECH (TEXAS) CORPORATION					
1142338	Property Owner or Resident	MARTINEZ PATRICIA &					
2529141	Property Owner or Resident	FLUNKER RICHARD L					
1065732	Property Owner or Resident	MIDDLETON JOE BANKS					
1065741	Property Owner or Resident	MCCRACKEN TODD N & JACQUELINE					
2765447	Property Owner or Resident	MCCRACKEN TERRY SUE &					
2550676	Property Owner or Resident	SIMS WILLIE					
2120871	Property Owner or Resident	MARTHENS CAROL ANNE					
2120868	Property Owner or Resident	MOODY CAROL MARTHENS					
1105547	Property Owner or Resident	CARPENTER WILLIAM L &					
2728288	Property Owner or Resident	MCKINNEY CITY OF					
1168177	Property Owner or Resident	CARROLL BILLY CLAUDE					
1169452	Property Owner or Resident	PATEL MALTI					
1077211	Property Owner or Resident	MALDONADO ROGELIO					
1077211	Property Owner or Resident	JACOB SNIVLEY SURVEY					
2697287	Property Owner or Resident	DOUGLAS BRAD					
2703692	Property Owner or Resident	DOUGLAS BRAD & KIMBERLY					
1076944	Property Owner or Resident	DOUGLAS BRAD & LYNDA					
2019667	Property Owner or Resident	DOUGLAS CHARLES B & KIMBERLY					
1829276	Property Owner or Resident	DOUGLAS CHARLES BRADLEY					
2111861	Property Owner or Resident	MCKINNEY EASTFORK LLC					
1169764	Property Owner or Resident	JOHNSON CURTIS L & DEBRA M					
2542720	Property Owner or Resident	GRIFFIN THOMAS B					
2614366	Property Owner or Resident	GAO XIAODONG & JIAQIAN DENG					
2614367	Property Owner or Resident	TEXAS RND LLC					
2614369	Property Owner or Resident	H T CHENOWETH SURVEY					
2718431	Property Owner or Resident	HERNANDEZ GONZALO					
2638091	Property Owner or Resident	HERNANDEZ GONZALO & ANTONIA A					
2042568	Property Owner or Resident	WEBSTER RICKY JACK JR					
1170084	Property Owner or Resident	JAMSHID J & MOHAMMAD S AZAMI					
2687125	Property Owner or Resident	SAMRAT PROPERTIES LLC					

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2658759	Property Owner or Resident	RODRIGUEZ MAURO G					
2558511	Property Owner or Resident	ZAJAC MICHAEL G					
2609653	Property Owner or Resident	PIZARRO JUAN III &					
2609654	Property Owner or Resident	PATTERSON ALEXANDER D & MEGAN C					
2609529	Property Owner or Resident	FLOOD WALTER					
2609531	Property Owner or Resident	BEELEN CARYN L					
2609532	Property Owner or Resident	LUMBERSON KEVIN K & DONNA R					
2609533	Property Owner or Resident	STEFFEY JAMES R JR & RONDA					
2609534	Property Owner or Resident	JOHNNY L ALCANTARA					
2609535	Property Owner or Resident	FRANZEN DAVID & CATHERINE FRANZEN					
2609536	Property Owner or Resident	DAVIS WILLIAM & ANNA					
2609537	Property Owner or Resident	WYNN TIMOTHY					
2609538	Property Owner or Resident	HOWELL BRANDON S					
2609539	Property Owner or Resident	HABIBI EVA					
2609541	Property Owner or Resident	CASTRO DE JAMES SARA JOSEFINA					
1084016	Property Owner or Resident	OZALTIN HARUN TOLGA & PATRICIA ANN					
2609589	Property Owner or Resident	SMITH TONNI B &					
2609542	Property Owner or Resident	SCOTT WINFIELD A & KATIE A					
2609590	Property Owner or Resident	SARRATT FRANKLIN W					
2609543	Property Owner or Resident	CLARK RANDY KEITH					
1168220	Property Owner or Resident	COLLIN COUNTY RECYCLERS INC					
1941938	Property Owner or Resident	TM CYPRESS HOLDINGS LLC					
2609544	Property Owner or Resident	FUDGE GERALD ALLEN JR &					
2609545	Property Owner or Resident	MCLENDON DON & NANCY					
2558539	Property Owner or Resident	EASTSIDE 6 OAKS LLC					
1064190	Property Owner or Resident	EASTSIDE SDI LLC					
1091990	Property Owner or Resident	HOSEY MICHAEL L & CANDELARIA PONSE LEDESMA					
2141053	Property Owner or Resident	LEDESMA CANDELARIA PONSE &					
2550800	Property Owner or Resident	PONSE TEODORA					
2506008	Property Owner or Resident	SOLANO TIMOTHY LEE SR					
1084007	Property Owner or Resident	DOUGLAS ROBERT N ETUX					
1132152	Property Owner or Resident	RICARDO AGUILAR					
1122797	Property Owner or Resident	DARO PLLC DBA					
2583869	Property Owner or Resident	CARRANZA RUMALDO &					
2706911	Property Owner or Resident	CARRANZA YOLANDA					
1132161	Property Owner or Resident	GONZALEZ JOSE E & MARIO A GONZALEZ &					
1142418	Property Owner or Resident	CASAREZ PATRICIA TANGUMA &					
1142622	Property Owner or Resident	CASAVEZ PATRICIA					
1992340	Property Owner or Resident	TANGUMA GUADALUPE R & ROSA P					
2506009	Property Owner or Resident	RICHEY SHERRY L					
13178	Property Owner or Resident	FREDDY A & DIANNA BAILEY					
2577137	Property Owner or Resident	CHAPMAN CHARLES F					
1131705	Property Owner or Resident	MCDEARMON DORIS ETAL					
1132107	Property Owner or Resident	COX GREG					
1131938	Property Owner or Resident	VEGA MARTIN					
1142374	Property Owner or Resident	DAVIS PATSY GONZALES					
2521176	Property Owner or Resident	ESCAMILLA SILVIA					
2506012	Property Owner or Resident	SIMMONS KEYONDA RETOYCE					

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1132090	Property Owner or Resident	COKER BRENDA					
2558514	Property Owner or Resident	WILLIAMS BIRDIE LEE					
2749244	Property Owner or Resident	HISUN MOTORS CORP USA					
1142604	Property Owner or Resident	ERNEST M ARRIOLA					
1083972	Property Owner or Resident	CAMPBELL ADAM PAUL					
1142445	Property Owner or Resident	WILLIAMS RHONDA L					
1083954	Property Owner or Resident	ROGERS GREGORY S & SHEILAH					
2674843	Property Owner or Resident	GONZALES JOSE E & OLIVIA R					
2506010	Property Owner or Resident	RINCON HERLINDA &					
2674844	Property Owner or Resident	ASMELASH MESERETTADSE					
2506011	Property Owner or Resident	TERRY LYNN ALLSOP					
2529140	Property Owner or Resident	COFFEY CALVIN A					
1522659	Property Owner or Resident	LENTZ ROBERT E & LENA R					
2611808	Property Owner or Resident	HINTON BRENDA J & HARVEY R					
2611808	Property Owner or Resident	JACOB SNIVLEY SURVEY					
1170075	Property Owner or Resident	APOSTOLIC CHURCH OF JESUS					
2611810	Property Owner or Resident	THOMAS JESSICA F &					
1171207	Property Owner or Resident	HARLOW BILLY JOE					
1593984	Property Owner or Resident	WILSON REVOCABLE TRUST					
1171243	Property Owner or Resident	BECHTHOLD SCOTT S & JULIA G					
1171225	Property Owner or Resident	MEZA DIANA					
2726028	Property Owner or Resident	SAMRAT PROPERTIES LLC					
1068203	Property Owner or Resident	DIAZ CAROLINA					
1068258	Property Owner or Resident	BARROSO JERONIMO					
2145999	Property Owner or Resident	GARCIA MIGUEL ANGEL					
2655143	Property Owner or Resident	GRIMES MARIA E					
1068221	Property Owner or Resident	HOWARD CLINT &					
1611651	Property Owner or Resident	BUGNO DAVID & JACLYN L					
2121318	Property Owner or Resident	FAIRVIEW TOWN OF					
1068196	Property Owner or Resident	BENITEZ MARTIN ARNOLDO & DAYSI TOMASA					
1068123	Property Owner or Resident	SAMMONS NORA M REVOCABLE LIVING TRUST THE					
1084846	Property Owner or Resident	WINCHESTER CALVIN W					
2550934	Property Owner or Resident	CORNERSTONE MINISTRIES INC					
2132828	Property Owner or Resident	BLUE TICKET HOUSING LLC					
2668852	Property Owner or Resident	RANGEL MODESTA					
2559436	Property Owner or Resident	NELSON BALDERAS					
2680570	Property Owner or Resident	ESCAMILLA RUBEN					
2701117	Property Owner or Resident	JONES MELISSA LYNN					
1967361	Property Owner or Resident	MCKINNEY FIRST BAPTIST CHURCH THE					
1132401	Property Owner or Resident	GREER SAVELLA M & WILLIE					
1132189	Property Owner or Resident	LOPEZ EFRAIN					
2550671	Property Owner or Resident	ROOSEVELT ALLEN					
2680571	Property Owner or Resident	PERKINS GRESHAUN MICOLE					
2701118	Property Owner or Resident	MILLER JESSICA RYAN					
2609596	Property Owner or Resident	MILLER JONATHAN					
2669077	Property Owner or Resident	HASH LESLEIGH NICHOLE					
1131689	Property Owner or Resident	VAN HORN TRUST					
1132198	Property Owner or Resident	SCAMMON LINDSAY D					

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1142114	Property Owner or Resident	CERVANTES RICARDO					
2559435	Property Owner or Resident	MURILLO JESUS RIOS					
1142506	Property Owner or Resident	COMPEAN FRANCISCO JAVIER &					
2701119	Property Owner or Resident	ORTEGA ANGELA					
1132072	Property Owner or Resident	MADEWELL LISA & STEPHEN P					
2669076	Property Owner or Resident	MARGARET & DEBRYCE ALLEN					
1132205	Property Owner or Resident	CARRILLO RICARDO & RAQUEL LOPEZ					
1071066	Property Owner or Resident	JOPLIN PARTNERS LTD					
2587002	Property Owner or Resident	ANNIE B ALLEN					
1142123	Property Owner or Resident	CERVANTES RICARDO & ANGELITA					
1142132	Property Owner or Resident	MAXWELL CALVIN JAMAL &					
2559434	Property Owner or Resident	SILVA-ROCHA AMADO & ROCIO DEL CARMEN VALLEJO-ALONZO					
1142515	Property Owner or Resident	FLORES VIRGINIA A					
2675740	Property Owner or Resident	EDWARDS SHAFUS R A					
1092196	Property Owner or Resident	EPISCOPAL CHURCH PROTESTANT					
2675739	Property Owner or Resident	BERNAL TAJUANA ANNETTE & DIONICIO JR					
1094023	Property Owner or Resident	LADY BUTTERBUG LLC					
1077195	Property Owner or Resident	HALE CAROL					
1077195	Property Owner or Resident	JACOB SNIVLEY SURVEY					
2559432	Property Owner or Resident	BURGOS PAUL ANTHONY RIVERA &					
2685693	Property Owner or Resident	BINGHAM CHARLES D & LETA G					
2675248	Property Owner or Resident	SMITH GREGORY A					
2652918	Property Owner or Resident	HUNT-COLLIN PARTNERS INC					
2559851	Property Owner or Resident	MCKINNEY MAC I LTD					
2542684	Property Owner or Resident	STAPLETON ENTERPRISES INC					
2041907	Property Owner or Resident	JOSEPH VINCENT BABYAK					
1056760	Property Owner or Resident	WOOD TERRY					
1077275	Property Owner or Resident	MARTINEZ FIDELIA					
1598961	Property Owner or Resident	MARTINEZ ROBERTO A & FIDELIN E					
2556942	Property Owner or Resident	HANNEX LLC					
2556941	Property Owner or Resident	W & M MITCHELL FAMILY LIMITED PARTNERSHIP					
2556943	Property Owner or Resident	AKITA PROPERTIES-SOUTH MCKINNEY LLC					
1081322	Property Owner or Resident	HOLMES CLAN 7 FAMILY TRUST THE					
2575680	Property Owner or Resident	MCKINNEY GI LP					
2556946	Property Owner or Resident	SNYDER-HOPKINS FAMILY					
1056751	Property Owner or Resident	NORRIS VERNON R					
1108820	Property Owner or Resident	DINH MINDY VU					
1069685	Property Owner or Resident	HERITAGE RANCH HOMEOWNERS ASSOC THE					
2614060	Property Owner or Resident	HOMEOWNERS ASSOCIATION OF HERITAGE RANCH INC					
2767709	Property Owner or Resident	AL - DAT LLC					
1122617	Property Owner or Resident	BERNARDINO & JUANA ARELLANO					
1132492	Property Owner or Resident	RODRIGUEZ ARMANDO & AMALIA PEREZ					
1092258	Property Owner or Resident	PONSE BENANCIO B &					
1107661	Property Owner or Resident	MANSON WILLIAM & ROBIN					
1131821	Property Owner or Resident	FARMER ROGER THOMAS					
2590757	Property Owner or Resident	MITCHELL OWEN ROBERT &					
1131787	Property Owner or Resident	ROBERTS KAREN ELAINE					
1122537	Property Owner or Resident	GHIRONTE IONEL & ILEANA					

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1131803	Property Owner or Resident	CORTES ALFREDO S					
1132027	Property Owner or Resident	TARTER CHRISTINA					
1121128	Property Owner or Resident	RECSNIK MATTHEW RYAN & TAYLOR AMANDA					
1131956	Property Owner or Resident	SANDERS CATHERINE ESTELLE					
1132474	Property Owner or Resident	BERRIOS STEPHANIE & DOMINGO					
1122528	Property Owner or Resident	GIBSON FAMILY TRUST THE					
1132036	Property Owner or Resident	BREEDEN LAUREN & RAYMOND					
1131947	Property Owner or Resident	CORTES CESAR ETUX					
1132465	Property Owner or Resident	VELASQUEZ NOE NARANJO &					
1122494	Property Owner or Resident	HERNANDEZ ELIA					
2684056	Property Owner or Resident	TREVINO J VIDAL & CAROLINA CADENA-DE-TREVINO &					
2141005	Property Owner or Resident	MAYES MATTHEW					
2141004	Property Owner or Resident	BENNETT TERESA					
2550811	Property Owner or Resident	TIFF BRUCE					
2584925	Property Owner or Resident	RAZMGIR HAMID & BEHNOOSH					
2619113	Property Owner or Resident	REED JERRY					
1122653	Property Owner or Resident	CASEROTTI JEFFREY					
1131714	Property Owner or Resident	CASEROTTI JEFFREY D					
1132134	Property Owner or Resident	CASEROTTI JEFFREY DEAN					
2584968	Property Owner or Resident	MARTINEZ ELIZABETH AGUIRRE					
2590834	Property Owner or Resident	HU GEORGE					
2590784	Property Owner or Resident	HU LISA X					
2590783	Property Owner or Resident	XU YUQING					
1322839	Property Owner or Resident	STEVENS DAVID G ETUX					
2644317	Property Owner or Resident	DENSON DETRA OSHUN					
1131867	Property Owner or Resident	QUIRINO JUAN					
2644319	Property Owner or Resident	FERNANDEZ JOSE & MIKA					
1131901	Property Owner or Resident	SANCHEZ MARIA L					
1068105	Property Owner or Resident	LAWSON RHETA LAVERNE					
1094504	Property Owner or Resident	CLAY LILLY					
2644316	Property Owner or Resident	GLENDA LEE ALONS					
1142034	Property Owner or Resident	MOSLEY MARY ETAL					
2644315	Property Owner or Resident	WILSON LESLIE FAITH					
1141972	Property Owner or Resident	CASAS CAROLINA &					
1141963	Property Owner or Resident	JARAL JOSE PRISCILIANO FRANCO &					
2644314	Property Owner or Resident	GALLARDO ALBERTO A & CHRISTINA D					
2644313	Property Owner or Resident	NATALIE AISHA ALLEN					
2610839	Property Owner or Resident	DRANE EMPRESS					
1094354	Property Owner or Resident	MCPEAK BOBBY					
2609700	Property Owner or Resident	OJO DELORES					
2609679	Property Owner or Resident	EARLEY CLARENCE & APRIL D					
2610843	Property Owner or Resident	JONES CARLA DENISE					
1128381	Property Owner or Resident	BRAVO JOSE					
2609546	Property Owner or Resident	LOBPRISE GLENN					
2609678	Property Owner or Resident	STACY MARCEL					
2609699	Property Owner or Resident	SADEK SHEIKH & RUMANA RUBYA					
1089486	Property Owner or Resident	YINGLING KEITH					
2610838	Property Owner or Resident	HUSBAND CHARLSIE ANN					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
1088637	Property Owner or Resident	MENDEZ PEDRO P ETUX					
1131929	Property Owner or Resident	KENT STEVEN & LORI &					
1088708	Property Owner or Resident	BELTRAND LUKE B &					
2609680	Property Owner or Resident	DENNETT RUSSELL R &					
2610842	Property Owner or Resident	KUNCLRS CHRISTINE					
2609677	Property Owner or Resident	COOPER LUCINA MARGARITA					
2609698	Property Owner or Resident	EDWARDS KELVAN SCOTT & KIMBERLY DEE					
1088487	Property Owner or Resident	EVANS RUBY LORI					
2610837	Property Owner or Resident	GUZMAN ISAAC					
1088682	Property Owner or Resident	SANTILLAN ANTONIA & LIBORIO					
2056484	Property Owner or Resident	SIFUENTES SALVADOR S ETAL					
1088673	Property Owner or Resident	SILVA SALVADOR SIFUENTES					
2609702	Property Owner or Resident	BLAKES GLORIA B					
1088557	Property Owner or Resident	HELMER JOHN E &					
2610841	Property Owner or Resident	HOLMES DIANE RITA					
1088405	Property Owner or Resident	GUZMAN RUBEN &					
2090672	Property Owner or Resident	DANIEL S ALVARADO					
2609548	Property Owner or Resident	RIVERO TERESA DE JESUS BALDERRAMA TRUST					
2609676	Property Owner or Resident	LEE A & MITZY M BANKS					
1088511	Property Owner or Resident	ROBBINS WELDON					
2529135	Property Owner or Resident	LIFLAND KENNETH DAVID					
1088398	Property Owner or Resident	VAZQUEZ JESUS RODRIGUEZ &					
1088520	Property Owner or Resident	PICKENS JARED					
2609703	Property Owner or Resident	MUNANAU JAMES M & ESTHER W MACHARIA					
2609682	Property Owner or Resident	KLEIN TRAVIS JAMES & ROBIN KATHLEEN					
2610834	Property Owner or Resident	GARCIA DEVIN LYNN					
2609549	Property Owner or Resident	SITU QIHUA &					
2609695	Property Owner or Resident	OROZCO FRANCISCO J					
2610832	Property Owner or Resident	GARZA SARAH ANN					
2609684	Property Owner or Resident	GRIGG-GUTIERREZ MICHELLE					
2609673	Property Owner or Resident	NEWMAN JOSHUA					
1300915	Property Owner or Resident	CASTILLO MARIA DE JESUS ROCHA					
2609672	Property Owner or Resident	SON SHARI L					
2609704	Property Owner or Resident	KIRKUKI ALAN & NASREN					
2609685	Property Owner or Resident	AUSTIN ELIZABETH LIVING TRUST					
2132827	Property Owner or Resident	DOUG & LYNDA FAMILY LIMITED PARTNERSHIP					
1077079	Property Owner or Resident	DOUGLAS CHARLES					
2609599	Property Owner or Resident	WATERS JASON & JENNIFER					
2609694	Property Owner or Resident	MARION BOBBY EUGENE & PEGGY ELIZABETH					
1106136	Property Owner or Resident	BOYD ALVIN					
1081206	Property Owner or Resident	FIGUEIRA MAYLENI &					
973192	Property Owner or Resident	COTTEN VIRGINIA ELLEN &					
2119707	Property Owner or Resident	MONDRAGON LUIS SERENO					
2752435	Property Owner or Resident	GARZA ALEJANDRA					
2510879	Property Owner or Resident	PEREZ JOSE ANGEL & GUADALUPE M					
2663878	Property Owner or Resident	SAWYER TRACY MICHELLE					
1081215	Property Owner or Resident	SAN MIGUEL ARNOLDO & LINDA					
1106252	Property Owner or Resident	NEWMAN MADELINE C					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
1081199	Property Owner or Resident	PETSCH FRANCIS J					
1081536	Property Owner or Resident	POPE LIVING TRUST					
2558653	Property Owner or Resident	GREER JOHN D					
2575177	Property Owner or Resident	GREER THELMA & JOHN					
2609705	Property Owner or Resident	KELLY STANLEY DAVID & MARY CAROL					
2609686	Property Owner or Resident	BUSH RANDAL K & KRISTI E					
1081028	Property Owner or Resident	FRAGA LALO &					
2663879	Property Owner or Resident	SPEARS SHERLEEN GLAINE &					
1106243	Property Owner or Resident	CERRITOS EMELIA P					
1068114	Property Owner or Resident	ARNULFO & MARIA M ALVARADO					
1068285	Property Owner or Resident	MINISTERIOS INTERNACIONALES VIDA ABUNDANTE					
2609598	Property Owner or Resident	FRITZ BARBARA - LE					
2609693	Property Owner or Resident	VO THUAN THI BICH					
1081180	Property Owner or Resident	KELLY ANGELA F					
2550807	Property Owner or Resident	EVANS GLORIA EARLYSE					
2056451	Property Owner or Resident	COLLINS BRYAN					
1106207	Property Owner or Resident	MCGOWEN JESSE B JR & JUNE M					
1081171	Property Owner or Resident	TUTEROW GERALD E JR & REBECCA J					
1081518	Property Owner or Resident	MITCHELL KATHLEEN &					
2609706	Property Owner or Resident	LAMB ALLEN &					
2609687	Property Owner or Resident	LEE BEN F & XIAN J					
1081000	Property Owner or Resident	MITCHELL KAYE					
1088664	Property Owner or Resident	TODD JANE E & TODD THOMAS L &					
1089324	Property Owner or Resident	BAXTER JOY LYNN & JAMES ANDREW					
1106225	Property Owner or Resident	SERENO CONSTANTINO					
2609692	Property Owner or Resident	MELTON JON E JR & LINDSEY M					
1081509	Property Owner or Resident	COLMENERO ERNEST &					
2744330	Property Owner or Resident	FIORELLO HOLDINGS SERIES LLC					
1080993	Property Owner or Resident	PARRISH PATRICIA D					
1089315	Property Owner or Resident	CHAMPISNY REJEAN GERMAIN					
1081251	Property Owner or Resident	BERNOIS LLC					
1090143	Property Owner or Resident	BISHOP CAROLYN SUE					
1089262	Property Owner or Resident	DICKEY BRET LLOYD					
1203281	Property Owner or Resident	SERENO SIMON					
1081493	Property Owner or Resident	MARTINEZ GRISELDA &					
2609707	Property Owner or Resident	SHIRLEY MICHAEL & RITA					
1089306	Property Owner or Resident	CARLTON CHAMBRE					
1081260	Property Owner or Resident	GARZA RAMIRO V & ALMA L					
2609691	Property Owner or Resident	VELARDE MARIA L					
1081153	Property Owner or Resident	OWENS ERNEST C III & LAURIE					
1089280	Property Owner or Resident	MOSCA ANDRES					
1080975	Property Owner or Resident	OWENS LIVING TRUST					
1080966	Property Owner or Resident	MATA VICTOR &					
1081288	Property Owner or Resident	QUEVEDO RAFAEL					
2609595	Property Owner or Resident	JUDKINS SARAH ANN					
1081135	Property Owner or Resident	BURNSIDE LIVING TRUST					
2032611	Property Owner or Resident	GKB PARTNERS LTD					
1081126	Property Owner or Resident	BURNSIDE JAMES DENNIS &					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
1081457	Property Owner or Resident	ENCISCO JESUS & DOMINGA					
1080948	Property Owner or Resident	COFFEY JOHN WILSON					
2609594	Property Owner or Resident	DUROVICK MICHAEL & WANDA					
1081448	Property Owner or Resident	MATOS ALEXIS &					
1081313	Property Owner or Resident	MORTON PAUL &					
1081117	Property Owner or Resident	RICHARD A & PEGGY ARLEDGE					
1080939	Property Owner or Resident	DALLUGE MERRY E					
2609593	Property Owner or Resident	JONES MORRELL & KEVIN D					
1081108	Property Owner or Resident	LOPEZ ORLANDO					
2671503	Property Owner or Resident	COUNTY OF COLLIN					
1081411	Property Owner or Resident	CERNY GEOFFREY					
1080911	Property Owner or Resident	KEMPKA ANDREW					
2098731	Property Owner or Resident	PLATZ DAVID & MARLO					
1081402	Property Owner or Resident	STARNES ROWDY & DEBORAH S					
1081359	Property Owner or Resident	HERNANDEZ ELOISA TORAL					
1081073	Property Owner or Resident	WILLIAM JIM ALLEN JR					
1081064	Property Owner or Resident	LESLIE ADAME					
1080877	Property Owner or Resident	GIBSON DOROTHY J					
1591147	Property Owner or Resident	MALDONADO MARTIN					
2703957	Property Owner or Resident	VILLALBA JESUS TAPIA &					
2703958	Property Owner or Resident	VILLALVA ALEJANDRO TAPIA &					
1069603	Property Owner or Resident	REKIETA FAMILY TRUST					
1135015	Property Owner or Resident	SPURGIN KENNETH N					
1122476	Property Owner or Resident	POWER JOANIE TRUST					
1123073	Property Owner or Resident	EMRICH EVELYN S SEARCY ETAL					
1106387	Property Owner or Resident	HENDERSON JAMES					
2742122	Property Owner or Resident	PARADIGM DESIGN & CONSTRUCTION LLC					
2549528	Property Owner or Resident	BOTELLO CAYETANO M					
1081046	Property Owner or Resident	ESTELLA FUENTES ALEJANDRO					
1090330	Property Owner or Resident	SULLIVAN CAROLYN R					
2522120	Property Owner or Resident	ROCHA AMY &					
1095479	Property Owner or Resident	EVANS LEONARD					
2142602	Property Owner or Resident	MCGOWEN DEBORAH K					
1095406	Property Owner or Resident	WHITE ZETA FAYE					
1106298	Property Owner or Resident	LAURA LLOYD ALLEN					
1114252	Property Owner or Resident	GONZALEZ VIANCA					
1064378	Property Owner or Resident	TIMMONS NANCY					
1135328	Property Owner or Resident	OGDON ALLENE F - LE &					
1148056	Property Owner or Resident	OGDON LIVING TRUST					
2647033	Property Owner or Resident	STRICKLAND KENNETH RAY- LE &					
2609701	Property Owner or Resident	WILSON TED RAY - LE					
2631145	Property Owner or Resident	HARVARD PARK LLC &					
1108811	Property Owner or Resident	NORTHWEST ADDITION (CMC)					
2138639	Property Owner or Resident	HOUSTON HOWARD ADDITION (CMC)					
1065340	Property Owner or Resident	WILLIAM DAVIS SURVEY					
1135729	Property Owner or Resident	HOUSTON HOWARD ADDITION (CMC)					
1135738	Property Owner or Resident	HOUSTON HOWARD ADDITION (CMC)					
1081395	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					

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1081572	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1081475	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
2609533	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
1064680	Property Owner or Resident	WILLIAM DAVIS SURVEY					
2609531	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609596	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
1081590	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1081581	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1108633	Property Owner or Resident	NORTHWEST ADDITION (CMC)					
2609599	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609595	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609594	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609597	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609593	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609530	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2542720	Property Owner or Resident	R H LOCKE SURVEY					
1967361	Property Owner or Resident	WILLIAM DAVIS SURVEY					
2609700	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609675	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609683	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609678	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609702	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609705	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609691	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609698	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609697	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609681	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609693	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609529	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609536	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
1081368	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
2609696	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609701	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609687	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609504	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609706	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609674	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609703	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609654	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
1068294	Property Owner or Resident	J H LONG SURVEY					
2609673	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609679	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609694	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609707	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609653	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609699	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609685	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609680	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					

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2609695	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609676	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609684	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609672	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609682	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609677	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609708	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609655	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609686	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
1077275	Property Owner or Resident	JACOB SNIVLEY SURVEY					
1077006	Property Owner or Resident	JACOB SNIVLEY SURVEY					
2609692	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609704	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
1120548	Property Owner or Resident	WESTMORELAND HEIGHTS #1 (CMC)					
1059749	Property Owner or Resident	THREE EIGHTY PLACE (CMC)					
1611651	Property Owner or Resident	J H LONG SURVEY					
2550934	Property Owner or Resident	R H LOCKE SURVEY					
1065732	Property Owner or Resident	F T DAFFAU SURVEY					
1120469	Property Owner or Resident	WESTMORELAND HEIGHTS #1 (CMC)					
1065741	Property Owner or Resident	F T DAFFAU SURVEY					
1080868	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1080760	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1964223	Property Owner or Resident	RUFUS SEWELL SURVEY					
2647033	Property Owner or Resident	CAIN ADDITION (CMC)					
1051300	Property Owner or Resident	JOAB BUTLER SURVEY					
20942	Property Owner or Resident	JOAB BUTLER SURVEY					
1080902	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1170020	Property Owner or Resident	H T CHENOWETH SURVEY					
1064653	Property Owner or Resident	WILLIAM DAVIS SURVEY					
1168220	Property Owner or Resident	H T CHENOWETH SURVEY					
1930405	Property Owner or Resident	WEBB SUBDIVISION (CMC)					
1108679	Property Owner or Resident	NORTHWEST ADDITION (CMC)					
1108777	Property Owner or Resident	NORTHWEST ADDITION (CMC)					
1059632	Property Owner or Resident	WILLIAM DAVIS SURVEY					
1108651	Property Owner or Resident	NORTHWEST ADDITION (CMC)					
2121312	Property Owner or Resident	R H LOCKE SURVEY					
1108795	Property Owner or Resident	NORTHWEST ADDITION (CMC)					
1108802	Property Owner or Resident	NORTHWEST ADDITION (CMC)					
1136899	Property Owner or Resident	NORTHWEST ADDITION (CMC)					
1136924	Property Owner or Resident	NORTHWEST ADDITION (CMC)					
1108642	Property Owner or Resident	NORTHWEST ADDITION (CMC)					
2511062	Property Owner or Resident	B L HAM SURVEY					
2583515	Property Owner or Resident	B L HAM SURVEY					
2636845	Property Owner or Resident	R H LOCKE SURVEY					
20805	Property Owner or Resident	F T DAFFAU SURVEY					
2652141	Property Owner or Resident	JESI MCKINNEY (CMC)					
1059874	Property Owner or Resident	WILLIAM DAVIS SURVEY					
2510836	Property Owner or Resident	R H LOCKE SURVEY					

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1136862	Property Owner or Resident	HOUSTON HOWARD ADDITION (CMC)					
1122779	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1081563	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
2032611	Property Owner or Resident	WEBB SUBDIVISION (CMC)					
2087115	Property Owner or Resident	HYGEIA DAIRY ADDITION (CMC)					
1081616	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1135756	Property Owner or Resident	HOUSTON HOWARD ADDITION (CMC)					
1081634	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1059776	Property Owner or Resident	WILLIAM DAVIS SURVEY					
1275373	Property Owner or Resident	BANISTER ADDITION (CMC)					
1065858	Property Owner or Resident	F T DAFFAU SURVEY					
1136915	Property Owner or Resident	NORTHWEST ADDITION (CMC)					
2585792	Property Owner or Resident	VILLAGES OF MCKINNEY ADDITION (CMC)					
1108660	Property Owner or Resident	NORTHWEST ADDITION (CMC)					
1108786	Property Owner or Resident	NORTHWEST ADDITION (CMC)					
1066170	Property Owner or Resident	F T DAFFAU SURVEY					
1989221	Property Owner or Resident	WEBB SUBDIVISION (CMC)					
1122760	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1930370	Property Owner or Resident	WEBB SUBDIVISION (CMC)					
1122886	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1081607	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1989220	Property Owner or Resident	WEBB SUBDIVISION (CMC)					
1065894	Property Owner or Resident	F T DAFFAU SURVEY					
1065634	Property Owner or Resident	F T DAFFAU SURVEY					
1122877	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1081643	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1122895	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1135747	Property Owner or Resident	HOUSTON HOWARD ADDITION (CMC)					
1081625	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1059767	Property Owner or Resident	WILLIAM DAVIS SURVEY					
1170315	Property Owner or Resident	H T CHENOWETH SURVEY					
2618976	Property Owner or Resident	J H LONG SURVEY					
2121703	Property Owner or Resident	G B PILANT SURVEY					
2120871	Property Owner or Resident	F T DAFFAU SURVEY					
2153140	Property Owner or Resident	F T DAFFAU SURVEY					
1068098	Property Owner or Resident	J H LONG SURVEY					
2620889	Property Owner or Resident	H T CHENOWETH SURVEY					
1170262	Property Owner or Resident	H T CHENOWETH SURVEY					
2013566	Property Owner or Resident	BRAY CENTRAL TWO ADDITION (CMC)					
1081402	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1081359	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1081019	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1081652	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1081082	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1081411	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
2022156	Property Owner or Resident	MCDONALD BUSINESS PLAZA (CMC)					
1081073	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1081091	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					

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1089636	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1081484	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1081340	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1081046	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1081064	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1081055	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1081288	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1081377	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1081448	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1081386	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1081420	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1122859	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1169951	Property Owner or Resident	H T CHENOWETH SURVEY					
1081279	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
2693750	Property Owner or Resident	H T CHENOWETH SURVEY					
1122797	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1122804	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1122822	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1593564	Property Owner or Resident	WOOD CREEK COUNTRY ESTATES (CLC)					
1122840	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1108820	Property Owner or Resident	NORTHWEST ADDITION (CMC)					
1081439	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
2121319	Property Owner or Resident	R H LOCKE SURVEY					
1170164	Property Owner or Resident	H T CHENOWETH SURVEY					
1083794	Property Owner or Resident	R H LOCKE SURVEY					
2121318	Property Owner or Resident	R H LOCKE SURVEY					
1064975	Property Owner or Resident	WILLIAM DAVIS SURVEY					
1064644	Property Owner or Resident	WILLIAM DAVIS SURVEY					
2125759	Property Owner or Resident	G B PILANT SURVEY					
2726185	Property Owner or Resident	HICO ADDITION (CMC)					
1064984	Property Owner or Resident	WILLIAM DAVIS SURVEY					
1122868	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
2559851	Property Owner or Resident	MCKINNEY MEDICAL OFFICE BUILDING ADDITION (CMC)					
1122751	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
2092377	Property Owner or Resident	G B PILANT SURVEY					
10001	Property Owner or Resident	UNIVERSITY CENTER PHASE ONE (CMC)					
1064895	Property Owner or Resident	WILLIAM DAVIS SURVEY					
1081466	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1081224	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
2149323	Property Owner or Resident	COLUMBIA MEDICAL CAMPUS OF MCKINNEY (CMC)					
1080877	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1080859	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1963251	Property Owner or Resident	BRAY CENTRAL TWO ADDITION (CMC)					
2655744	Property Owner or Resident	J H LONG SURVEY					
2120262	Property Owner or Resident	CALVIN BOLES SURVEY					
2593162	Property Owner or Resident	WAL-MART ADDITION (CMC)					
2108083	Property Owner or Resident	BRAY CENTRAL TWO ADDITION (CMC)					
1080984	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					

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1930487	Property Owner or Resident	BRAY CENTRAL TWO ADDITION (CMC)					
1068196	Property Owner or Resident	J H LONG SURVEY					
1080895	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1081297	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1590816	Property Owner or Resident	COLLEGE ADDITION (CMC)					
2611810	Property Owner or Resident	JACOB SNIVLEY SURVEY					
1081509	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1080993	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1081028	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1081304	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1081322	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1068114	Property Owner or Resident	J H LONG SURVEY					
1081536	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1064378	Property Owner or Resident	WILLIAM DAVIS SURVEY					
1081313	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1080886	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1080920	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1081493	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1080911	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1080948	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1081457	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1081215	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1080939	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1080966	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1080957	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1080840	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1081037	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
2608674	Property Owner or Resident	BRAY CENTRAL TWO ADDITION (CMC)					
2041907	Property Owner or Resident	R H LOCKE SURVEY					
1080797	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1080788	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1056760	Property Owner or Resident	CALVIN BOLES SURVEY					
1080813	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
2121320	Property Owner or Resident	R H LOCKE SURVEY					
2658759	Property Owner or Resident	H T CHENOWETH SURVEY					
2022155	Property Owner or Resident	SAFEWAY STORAGE II ADDITION (CMC)					
1081527	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1081000	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1081331	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1068285	Property Owner or Resident	J H LONG SURVEY					
2719797	Property Owner or Resident	NTS ADDITION (CMC)					
1064289	Property Owner or Resident	WILLIAM DAVIS SURVEY					
1081206	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
2668740	Property Owner or Resident	BIG CYPRESS DEVELOPMENT ADDITION PHASE I (CMC)					
1080779	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
2124182	Property Owner or Resident	R H LOCKE SURVEY					
1080822	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1108704	Property Owner or Resident	NORTHWEST ADDITION (CMC)					

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1088833	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1108697	Property Owner or Resident	NORTHWEST ADDITION (CMC)					
1108731	Property Owner or Resident	NORTHWEST ADDITION (CMC)					
1108759	Property Owner or Resident	NORTHWEST ADDITION (CMC)					
1108768	Property Owner or Resident	NORTHWEST ADDITION (CMC)					
2711809	Property Owner or Resident	MCKINNEY INDUSTRIAL PARK NO 2 (CMC)					
1064733	Property Owner or Resident	WILLIAM DAVIS SURVEY					
1064715	Property Owner or Resident	WILLIAM DAVIS SURVEY					
1081545	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1080975	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
2120545	Property Owner or Resident	H T CHENOWETH SURVEY					
1171207	Property Owner or Resident	H T CHENOWETH SURVEY					
1108615	Property Owner or Resident	NORTHWEST ADDITION (CMC)					
1093934	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1093925	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1108624	Property Owner or Resident	NORTHWEST ADDITION (CMC)					
1108688	Property Owner or Resident	NORTHWEST ADDITION (CMC)					
2589942	Property Owner or Resident	BRAY CENTRAL TWO ADDITION (CMC)					
1089627	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1081518	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
2658758	Property Owner or Resident	H T CHENOWETH SURVEY					
1108722	Property Owner or Resident	NORTHWEST ADDITION (CMC)					
1108713	Property Owner or Resident	NORTHWEST ADDITION (CMC)					
1064751	Property Owner or Resident	WILLIAM DAVIS SURVEY					
1122948	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1122984	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1081117	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1081144	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
2529167	Property Owner or Resident	W S RICHARDSON SURVEY					
1079549	Property Owner or Resident	G WILSON SURVEY					
1108580	Property Owner or Resident	NORTHWEST ADDITION (CMC)					
1108606	Property Owner or Resident	NORTHWEST ADDITION (CMC)					
1081126	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1081135	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1081108	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1065607	Property Owner or Resident	F T DAFFAU SURVEY					
2659744	Property Owner or Resident	MCKINNEY BRIDGE STREET TOWN CENTRE (CMC)					
2593161	Property Owner or Resident	WAL-MART ADDITION (CMC)					
2007130	Property Owner or Resident	BRAY CENTRAL TWO ADDITION (CMC)					
2645517	Property Owner or Resident	BRAY CENTRAL TWO ADDITION (CMC)					
10002	Property Owner or Resident	UNIVERSITY CENTER PHASE ONE (CMC)					
2012328	Property Owner or Resident	BRAY CENTRAL TWO ADDITION (CMC)					
1079433	Property Owner or Resident	G WILSON SURVEY					
2669639	Property Owner or Resident	WILLIAMS ADDITION (CMC)					
2669638	Property Owner or Resident	WILLIAMS ADDITION (CMC)					
2609598	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
1123108	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1059794	Property Owner or Resident	WILLIAM DAVIS SURVEY					

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1059936	Property Owner or Resident	WILLIAM DAVIS SURVEY					
1059927	Property Owner or Resident	WILLIAM DAVIS SURVEY					
2671539	Property Owner or Resident	SUNCREST SQUARE ADDITION (CMC)					
2671538	Property Owner or Resident	SUNCREST SQUARE ADDITION (CMC)					
1168177	Property Owner or Resident	H T CHENOWETH SURVEY					
2658382	Property Owner or Resident	WILLIAM DAVIS SURVEY					
2672679	Property Owner or Resident	BIG TEX ADDITION (CLC)					
2715325	Property Owner or Resident	WILLIAM DAVIS SURVEY					
2611835	Property Owner or Resident	H T CHENOWETH SURVEY					
1168186	Property Owner or Resident	H T CHENOWETH SURVEY					
1169764	Property Owner or Resident	H T CHENOWETH SURVEY					
1171243	Property Owner or Resident	H T CHENOWETH SURVEY					
1171252	Property Owner or Resident	H T CHENOWETH SURVEY					
2120549	Property Owner or Resident	H T CHENOWETH SURVEY					
2132827	Property Owner or Resident	J H LONG SURVEY					
2071032	Property Owner or Resident	COLUMBIA MEDICAL CAMPUS OF MCKINNEY (CMC)					
2132828	Property Owner or Resident	J H LONG SURVEY					
1118971	Property Owner or Resident	MCKINNEY INDUSTRIAL PARK NO 2 (CMC)					
1996900	Property Owner or Resident	MCKINNEY INDUSTRIAL PARK NO 2 (CMC)					
1591076	Property Owner or Resident	ALLENS WHOLESALE MEATS (CMC)					
1120441	Property Owner or Resident	WESTMORELAND HEIGHTS #1 (CMC)					
1120414	Property Owner or Resident	WESTMORELAND HEIGHTS #1 (CMC)					
1838391	Property Owner or Resident	RUFUS SEWELL SURVEY					
1120398	Property Owner or Resident	WESTMORELAND HEIGHTS #1 (CMC)					
1120450	Property Owner or Resident	WESTMORELAND HEIGHTS #1 (CMC)					
2529522	Property Owner or Resident	F T DAFFAU SURVEY					
1725627	Property Owner or Resident	MEDRO ADDITION (CMC)					
1086229	Property Owner or Resident	W S RICHARDSON SURVEY					
1120389	Property Owner or Resident	WESTMORELAND HEIGHTS #1 (CMC)					
1120432	Property Owner or Resident	WESTMORELAND HEIGHTS #1 (CMC)					
1120423	Property Owner or Resident	WESTMORELAND HEIGHTS #1 (CMC)					
1171225	Property Owner or Resident	H T CHENOWETH SURVEY					
2671373	Property Owner or Resident	H T CHENOWETH SURVEY					
1546303	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
2559861	Property Owner or Resident	COUNTRY LANE (CMC)					
2542719	Property Owner or Resident	R H LOCKE SURVEY					
2120868	Property Owner or Resident	F T DAFFAU SURVEY					
2593141	Property Owner or Resident	S MCFARLAND SURVEY					
1120370	Property Owner or Resident	WESTMORELAND HEIGHTS #1 (CMC)					
1120405	Property Owner or Resident	WESTMORELAND HEIGHTS #1 (CMC)					
2685693	Property Owner or Resident	R H LOCKE SURVEY					
2743149	Property Owner or Resident	ENCORE WIRE LTD TWO ADDITION (CMC)					
2671540	Property Owner or Resident	SUNCREST SQUARE ADDITION (CMC)					
1120478	Property Owner or Resident	WESTMORELAND HEIGHTS #1 (CMC)					
1120487	Property Owner or Resident	WESTMORELAND HEIGHTS #1 (CMC)					
1120496	Property Owner or Resident	WESTMORELAND HEIGHTS #1 (CMC)					
1120502	Property Owner or Resident	WESTMORELAND HEIGHTS #1 (CMC)					
1120520	Property Owner or Resident	WESTMORELAND HEIGHTS #1 (CMC)					

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1120557	Property Owner or Resident	WESTMORELAND HEIGHTS #1 (CMC)					
1120566	Property Owner or Resident	WESTMORELAND HEIGHTS #1 (CMC)					
2717768	Property Owner or Resident	J H LONG SURVEY					
1120511	Property Owner or Resident	WESTMORELAND HEIGHTS #1 (CMC)					
1120539	Property Owner or Resident	WESTMORELAND HEIGHTS #1 (CMC)					
1068203	Property Owner or Resident	J H LONG SURVEY					
1068221	Property Owner or Resident	J H LONG SURVEY					
1068141	Property Owner or Resident	J H LONG SURVEY					
2655143	Property Owner or Resident	J H LONG SURVEY					
2631326	Property Owner or Resident	J H LONG SURVEY					
2145999	Property Owner or Resident	J H LONG SURVEY					
1068258	Property Owner or Resident	J H LONG SURVEY					
2618981	Property Owner or Resident	H T CHENOWETH SURVEY					
1068089	Property Owner or Resident	J H LONG SURVEY					
2618975	Property Owner or Resident	J H LONG SURVEY					
1682664	Property Owner or Resident	J H LONG SURVEY					
2543608	Property Owner or Resident	BRAY CENTRAL TWO ADDITION (CMC)					
2121321	Property Owner or Resident	R H LOCKE SURVEY					
2108084	Property Owner or Resident	BRAY CENTRAL TWO ADDITION (CMC)					
2589941	Property Owner or Resident	BRAY CENTRAL TWO ADDITION (CMC)					
1135694	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1068123	Property Owner or Resident	J H LONG SURVEY					
2029484	Property Owner or Resident	H T CHENOWETH SURVEY					
2109711	Property Owner or Resident	H T CHENOWETH SURVEY					
1083954	Property Owner or Resident	R H LOCKE SURVEY					
1060014	Property Owner or Resident	WILLIAM DAVIS SURVEY					
1079889	Property Owner or Resident	ACTION ADDITION (CMC)					
1083972	Property Owner or Resident	R H LOCKE SURVEY					
2609589	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609547	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609546	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
1169452	Property Owner or Resident	H T CHENOWETH SURVEY					
1591469	Property Owner or Resident	H T CHENOWETH SURVEY					
2609540	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609539	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
1083963	Property Owner or Resident	R H LOCKE SURVEY					
1084016	Property Owner or Resident	R H LOCKE SURVEY					
1065956	Property Owner or Resident	F T DAFFAU SURVEY					
1066009	Property Owner or Resident	F T DAFFAU SURVEY					
2683530	Property Owner or Resident	H T CHENOWETH SURVEY					
1084007	Property Owner or Resident	R H LOCKE SURVEY					
2675248	Property Owner or Resident	R H LOCKE SURVEY					
2609590	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609592	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609548	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
1522659	Property Owner or Resident	R H LOCKE SURVEY					
2609543	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609537	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					

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2609532	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
1065992	Property Owner or Resident	F T DAFFAU SURVEY					
2120872	Property Owner or Resident	F T DAFFAU SURVEY					
1060078	Property Owner or Resident	WILLIAM DAVIS SURVEY					
2732725	Property Owner or Resident	HUTCHINS BBQ ADDITION (CMC)					
2120791	Property Owner or Resident	WILLIAM DAVIS SURVEY					
2042568	Property Owner or Resident	H T CHENOWETH SURVEY					
2609591	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609549	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609542	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609541	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609538	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609534	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
1066018	Property Owner or Resident	F T DAFFAU SURVEY					
1065983	Property Owner or Resident	F T DAFFAU SURVEY					
2611834	Property Owner or Resident	H T CHENOWETH SURVEY					
1051293	Property Owner or Resident	JOAB BUTLER SURVEY					
2609545	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609544	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2609535	Property Owner or Resident	GREENS OF MCKINNEY PHASE 2 (CMC)					
2120874	Property Owner or Resident	F T DAFFAU SURVEY					
2646490	Property Owner or Resident	F T DAFFAU SURVEY					
1066054	Property Owner or Resident	F T DAFFAU SURVEY					
2749244	Property Owner or Resident	HISUN MOTORS USA (CMC)					
2684216	Property Owner or Resident	DG MCKINNEY ADDITION (CMC)					
2631780	Property Owner or Resident	TENNESSEE STREET RETAIL ADDITION (CMC)					
2695175	Property Owner or Resident	HERITAGE CHRISTIAN CHURCH (CMC)					
2685094	Property Owner or Resident	WILLIAM DAVIS SURVEY					
2688238	Property Owner or Resident	G B PILANT SURVEY					
2701401	Property Owner or Resident	FREE METHODIST COLLEGE ADDITION (CMC)					
2124168	Property Owner or Resident	RUFUS SEWELL SURVEY					
2701402	Property Owner or Resident	FREE METHODIST COLLEGE ADDITION (CMC)					
2701403	Property Owner or Resident	FREE METHODIST COLLEGE ADDITION (CMC)					
1069499	Property Owner or Resident	G B PILANT SURVEY					
2661296	Property Owner or Resident	MCKINNEY HORIZONS ADDITION (CMC)					
1141963	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
1141972	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
1804300	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
1142524	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
1142515	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
1142506	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
2680571	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
2680570	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
2668852	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
2669077	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
2669076	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
1142481	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
2675740	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					

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2675739	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
2550809	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
1142132	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
1142123	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
1142114	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
1142105	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
2560230	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
1142070	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
2587002	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
2550671	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
2550811	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
2515177	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
2674844	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
2674843	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
1142230	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
1142196	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
2747336	Property Owner or Resident	MONTEREY HABITAT ADDITION (CMC)					
1142677	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
1142659	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
1142640	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
2550676	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
1142267	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
1142338	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
1142310	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
1142409	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
1142418	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
2521176	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
1142445	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
2550678	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
1142365	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
2706911	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
1142604	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
1142374	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
1142169	Property Owner or Resident	SNAPP-LEWIS ADDITION (CMC)					
1089306	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1089315	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1089324	Property Owner or Resident	COLLEGE ADDITION (CMC)					
2675973	Property Owner or Resident	FRIAS ADDITION NO 1 (CMC)					
1089360	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1089351	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1089342	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1089280	Property Owner or Resident	COLLEGE ADDITION (CMC)					
2641468	Property Owner or Resident	COLLEGE ADDITION (CMC)					
2641467	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1089262	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1089253	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1089244	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1089235	Property Owner or Resident	COLLEGE ADDITION (CMC)					

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1088520	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1088511	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1088502	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1088398	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1088405	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1088487	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1088496	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1088478	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1088469	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1088450	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1088441	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1088548	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1088557	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1088566	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1088575	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1088584	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1088593	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1088600	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1088619	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1088628	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1088646	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1088637	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1089501	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1089510	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1089529	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1089538	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1089547	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1089422	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1089431	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1089440	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1089459	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1089468	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1089477	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1089486	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1089495	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1088799	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1088806	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1088691	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1088664	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1088673	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1088682	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1088708	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1088717	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1088726	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1088735	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1088744	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1088753	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1088762	Property Owner or Resident	COLLEGE ADDITION (CMC)					

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1088771	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1088824	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1088815	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1089583	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1089574	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1089592	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1089556	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1089565	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1089618	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1089609	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1987476	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1090198	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1090189	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1090170	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1090143	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1090152	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1682940	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1090465	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1090438	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1090401	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1090367	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1090358	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1090376	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1090385	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1090394	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1090410	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1090330	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1090349	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1090321	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1646295	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1090303	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1090278	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1090287	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1090269	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1721220	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1090232	Property Owner or Resident	COLLEGE ADDITION (CMC)					
2566425	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1090580	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1090599	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1090606	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1090615	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1090483	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1090492	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1090508	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1090517	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1090526	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1090535	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1090544	Property Owner or Resident	COLLEGE ADDITION (CMC)					

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1090553	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1090562	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1090571	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1135088	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1135079	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1135060	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1135051	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1135042	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1135033	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1135024	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1135015	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1135006	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1135097	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1135587	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1135685	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1135603	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1135569	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1135550	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1135505	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1135514	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1135532	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1135523	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1135480	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1135667	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1135630	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1135658	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1135471	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1135649	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1135621	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1135612	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1135499	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1590889	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1135541	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1135444	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1135462	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1135453	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1135328	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1135319	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1135364	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1135355	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1135373	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1135382	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1135435	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1342693	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1135300	Property Owner or Resident	COLLEGE ADDITION (CMC)					
2503944	Property Owner or Resident	COLEMAN ADDITION (CMC)					
1088012	Property Owner or Resident	COLEMAN ADDITION (CMC)					
2614029	Property Owner or Resident	COLEMAN ADDITION (CMC)					

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2614028	Property Owner or Resident	COLEMAN ADDITION (CMC)					
1087987	Property Owner or Resident	COLEMAN ADDITION (CMC)					
1087950	Property Owner or Resident	COLEMAN ADDITION (CMC)					
1087978	Property Owner or Resident	COLEMAN ADDITION (CMC)					
1087969	Property Owner or Resident	COLEMAN ADDITION (CMC)					
1960431	Property Owner or Resident	W J S RUSSELL 3rd ADDITION (CMC)					
1128666	Property Owner or Resident	W J S RUSSELL 3rd ADDITION (CMC)					
1128773	Property Owner or Resident	W J S RUSSELL 3rd ADDITION (CMC)					
1128764	Property Owner or Resident	W J S RUSSELL 3rd ADDITION (CMC)					
1242444	Property Owner or Resident	W J S RUSSELL 3rd ADDITION (CMC)					
2655788	Property Owner or Resident	W J S RUSSELL 3rd ADDITION (CMC)					
1960430	Property Owner or Resident	W J S RUSSELL 3rd ADDITION (CMC)					
1128675	Property Owner or Resident	W J S RUSSELL 3rd ADDITION (CMC)					
1128791	Property Owner or Resident	W J S RUSSELL 3rd ADDITION (CMC)					
1128452	Property Owner or Resident	W J S RUSSELL 3rd ADDITION (CMC)					
1128461	Property Owner or Resident	W J S RUSSELL 3rd ADDITION (CMC)					
1128808	Property Owner or Resident	W J S RUSSELL 3rd ADDITION (CMC)					
1128434	Property Owner or Resident	W J S RUSSELL 3rd ADDITION (CMC)					
1128489	Property Owner or Resident	W J S RUSSELL 3rd ADDITION (CMC)					
1128372	Property Owner or Resident	W J S RUSSELL 3rd ADDITION (CMC)					
1128381	Property Owner or Resident	W J S RUSSELL 3rd ADDITION (CMC)					
1128390	Property Owner or Resident	W J S RUSSELL 3rd ADDITION (CMC)					
1128407	Property Owner or Resident	W J S RUSSELL 3rd ADDITION (CMC)					
1060130	Property Owner or Resident	WILLIAM DAVIS SURVEY					
1128354	Property Owner or Resident	W J S RUSSELL 3rd ADDITION (CMC)					
1128880	Property Owner or Resident	W J S RUSSELL 3rd ADDITION (CMC)					
1128844	Property Owner or Resident	W J S RUSSELL 3rd ADDITION (CMC)					
1128853	Property Owner or Resident	W J S RUSSELL 3rd ADDITION (CMC)					
2559432	Property Owner or Resident	STANDIFER PLACE ADDITION NO 2 (CMC)					
2559433	Property Owner or Resident	STANDIFER PLACE ADDITION NO 2 (CMC)					
2559434	Property Owner or Resident	STANDIFER PLACE ADDITION NO 2 (CMC)					
2559435	Property Owner or Resident	STANDIFER PLACE ADDITION NO 2 (CMC)					
2559436	Property Owner or Resident	STANDIFER PLACE ADDITION NO 2 (CMC)					
2559437	Property Owner or Resident	STANDIFER PLACE ADDITION NO 2 (CMC)					
1095610	Property Owner or Resident	HIGHT & HORN ADDITION (CMC)					
1106369	Property Owner or Resident	MASSIE HEIGHTS ADDITION (CMC)					
1106387	Property Owner or Resident	MASSIE HEIGHTS ADDITION (CMC)					
2635620	Property Owner or Resident	MASSIE HEIGHTS ADDITION (CMC)					
2635621	Property Owner or Resident	MASSIE HEIGHTS ADDITION (CMC)					
2558518	Property Owner or Resident	MASSIE HEIGHTS ADDITION (CMC)					
1106341	Property Owner or Resident	MASSIE HEIGHTS ADDITION (CMC)					
1106305	Property Owner or Resident	MASSIE HEIGHTS ADDITION (CMC)					
2549528	Property Owner or Resident	HIGHT & HORN ADDITION (CMC)					
2522120	Property Owner or Resident	HIGHT & HORN ADDITION (CMC)					
1106289	Property Owner or Resident	MASSIE HEIGHTS ADDITION (CMC)					
2517274	Property Owner or Resident	MASSIE HEIGHTS ADDITION (CMC)					
2119708	Property Owner or Resident	MASSIE HEIGHTS ADDITION (CMC)					
2119707	Property Owner or Resident	MASSIE HEIGHTS ADDITION (CMC)					

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1106225	Property Owner or Resident	MASSIE HEIGHTS ADDITION (CMC)					
1106234	Property Owner or Resident	MASSIE HEIGHTS ADDITION (CMC)					
1106243	Property Owner or Resident	MASSIE HEIGHTS ADDITION (CMC)					
1106252	Property Owner or Resident	MASSIE HEIGHTS ADDITION (CMC)					
1095718	Property Owner or Resident	HIGHT & HORN ADDITION (CMC)					
1095727	Property Owner or Resident	HIGHT & HORN ADDITION (CMC)					
2510879	Property Owner or Resident	MASSIE HEIGHTS ADDITION (CMC)					
1106207	Property Owner or Resident	MASSIE HEIGHTS ADDITION (CMC)					
1106163	Property Owner or Resident	MASSIE HEIGHTS ADDITION (CMC)					
1106181	Property Owner or Resident	MASSIE HEIGHTS ADDITION (CMC)					
1095736	Property Owner or Resident	HIGHT & HORN ADDITION (CMC)					
1095629	Property Owner or Resident	HIGHT & HORN ADDITION (CMC)					
1095585	Property Owner or Resident	HIGHT & HORN ADDITION (CMC)					
1095601	Property Owner or Resident	HIGHT & HORN ADDITION (CMC)					
1095567	Property Owner or Resident	HIGHT & HORN ADDITION (CMC)					
1095576	Property Owner or Resident	HIGHT & HORN ADDITION (CMC)					
1095558	Property Owner or Resident	HIGHT & HORN ADDITION (CMC)					
2123588	Property Owner or Resident	HIGHT & HORN ADDITION (CMC)					
2123586	Property Owner or Resident	HIGHT & HORN ADDITION (CMC)					
1095512	Property Owner or Resident	HIGHT & HORN ADDITION (CMC)					
1095503	Property Owner or Resident	HIGHT & HORN ADDITION (CMC)					
2029137	Property Owner or Resident	HIGHT & HORN ADDITION (CMC)					
2142602	Property Owner or Resident	HIGHT & HORN ADDITION (CMC)					
1095406	Property Owner or Resident	HIGHT & HORN ADDITION (CMC)					
1095479	Property Owner or Resident	HIGHT & HORN ADDITION (CMC)					
1095488	Property Owner or Resident	HIGHT & HORN ADDITION (CMC)					
2550807	Property Owner or Resident	HIGHT & HORN ADDITION (CMC)					
2663879	Property Owner or Resident	HIGHT & HORN ADDITION (CMC)					
2663878	Property Owner or Resident	HIGHT & HORN ADDITION (CMC)					
17930	Property Owner or Resident	TURNER ADDITION (CMC)					
2571788	Property Owner or Resident	MCKINNEY OUTLOTS (CMC)					
2575177	Property Owner or Resident	WILLIAM DAVIS SURVEY					
2610832	Property Owner or Resident	CHARLESTON CREEK PHASE 1 (CMC)					
2610835	Property Owner or Resident	CHARLESTON CREEK PHASE 1 (CMC)					
2610836	Property Owner or Resident	CHARLESTON CREEK PHASE 1 (CMC)					
2610837	Property Owner or Resident	CHARLESTON CREEK PHASE 1 (CMC)					
2610838	Property Owner or Resident	CHARLESTON CREEK PHASE 1 (CMC)					
2610839	Property Owner or Resident	CHARLESTON CREEK PHASE 1 (CMC)					
2610843	Property Owner or Resident	CHARLESTON CREEK PHASE 1 (CMC)					
2610842	Property Owner or Resident	CHARLESTON CREEK PHASE 1 (CMC)					
2610841	Property Owner or Resident	CHARLESTON CREEK PHASE 1 (CMC)					
2610834	Property Owner or Resident	CHARLESTON CREEK PHASE 1 (CMC)					
2644319	Property Owner or Resident	CHARLESTON CREEK PHASE 2 (CMC)					
2644318	Property Owner or Resident	CHARLESTON CREEK PHASE 2 (CMC)					
2644317	Property Owner or Resident	CHARLESTON CREEK PHASE 2 (CMC)					
2644316	Property Owner or Resident	CHARLESTON CREEK PHASE 2 (CMC)					
2644315	Property Owner or Resident	CHARLESTON CREEK PHASE 2 (CMC)					
2644314	Property Owner or Resident	CHARLESTON CREEK PHASE 2 (CMC)					

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2644313	Property Owner or Resident	CHARLESTON CREEK PHASE 2 (CMC)					
2636042	Property Owner or Resident	RAMIREZ ADDITION (CMC)					
1064957	Property Owner or Resident	WILLIAM DAVIS SURVEY					
1064911	Property Owner or Resident	WILLIAM DAVIS SURVEY					
1064902	Property Owner or Resident	WILLIAM DAVIS SURVEY					
2563481	Property Owner or Resident	WILCOX ADDITION (CMC)					
2563478	Property Owner or Resident	WILCOX ADDITION (CMC)					
1138691	Property Owner or Resident	MCKINNEY OUTLOTS (CMC)					
2559577	Property Owner or Resident	MCKINNEY OUTLOTS (CMC)					
2765818	Property Owner or Resident	MCKINNEY MEDICAL CENTER (CMC)					
1092294	Property Owner or Resident	DITTO & HIGHT ADDITION #1 (CMC)					
1092267	Property Owner or Resident	DITTO & HIGHT ADDITION #1 (CMC)					
1092329	Property Owner or Resident	DITTO & HIGHT ADDITION #1 (CMC)					
1092301	Property Owner or Resident	DITTO & HIGHT ADDITION #1 (CMC)					
1092249	Property Owner or Resident	DITTO & HIGHT ADDITION #1 (CMC)					
1092169	Property Owner or Resident	DITTO & HIGHT ADDITION #1 (CMC)					
2719588	Property Owner or Resident	DITTO & HIGHT ADDITION #1 (CMC)					
2719589	Property Owner or Resident	DITTO & HIGHT ADDITION #1 (CMC)					
2550614	Property Owner or Resident	DITTO & HIGHT ADDITION #1 (CMC)					
2506008	Property Owner or Resident	DITTO & HIGHT ADDITION #1 (CMC)					
2506009	Property Owner or Resident	DITTO & HIGHT ADDITION #1 (CMC)					
1091892	Property Owner or Resident	DITTO & HIGHT ADDITION #1 (CMC)					
1091909	Property Owner or Resident	DITTO & HIGHT ADDITION #1 (CMC)					
1091918	Property Owner or Resident	DITTO & HIGHT ADDITION #1 (CMC)					
1091945	Property Owner or Resident	DITTO & HIGHT ADDITION #1 (CMC)					
2615309	Property Owner or Resident	DITTO & HIGHT ADDITION #1 (CMC)					
2615310	Property Owner or Resident	DITTO & HIGHT ADDITION #1 (CMC)					
2615311	Property Owner or Resident	DITTO & HIGHT ADDITION #1 (CMC)					
2506012	Property Owner or Resident	DITTO & HIGHT ADDITION #1 (CMC)					
2557478	Property Owner or Resident	WILLIAM DAVIS SURVEY					
2506010	Property Owner or Resident	DITTO & HIGHT ADDITION #1 (CMC)					
2506011	Property Owner or Resident	DITTO & HIGHT ADDITION #1 (CMC)					
1091990	Property Owner or Resident	DITTO & HIGHT ADDITION #1 (CMC)					
2701117	Property Owner or Resident	DITTO & HIGHT ADDITION #1 (CMC)					
2701118	Property Owner or Resident	DITTO & HIGHT ADDITION #1 (CMC)					
2701119	Property Owner or Resident	DITTO & HIGHT ADDITION #1 (CMC)					
1092052	Property Owner or Resident	DITTO & HIGHT ADDITION #1 (CMC)					
2141054	Property Owner or Resident	DITTO & HIGHT ADDITION #1 (CMC)					
1092123	Property Owner or Resident	DITTO & HIGHT ADDITION #1 (CMC)					
2558507	Property Owner or Resident	DITTO & HIGHT ADDITION #1 (CMC)					
1974561	Property Owner or Resident	DITTO & HIGHT ADDITION #1 (CMC)					
1092034	Property Owner or Resident	DITTO & HIGHT ADDITION #1 (CMC)					
1132465	Property Owner or Resident	URBANTON ADDITION (CMC)					
1132474	Property Owner or Resident	URBANTON ADDITION (CMC)					
1132483	Property Owner or Resident	URBANTON ADDITION (CMC)					
1132492	Property Owner or Resident	URBANTON ADDITION (CMC)					
2146261	Property Owner or Resident	URBANTON ADDITION (CMC)					
2146262	Property Owner or Resident	URBANTON ADDITION (CMC)					

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1132401	Property Owner or Resident	URBANTON ADDITION (CMC)					
1322848	Property Owner or Resident	URBANTON ADDITION (CMC)					
1132410	Property Owner or Resident	URBANTON ADDITION (CMC)					
1132429	Property Owner or Resident	URBANTON ADDITION (CMC)					
1118908	Property Owner or Resident	F M THOMPSON ADDITION (CMC)					
1105609	Property Owner or Resident	COLEMAN ADDITION (CMC)					
1105592	Property Owner or Resident	COLEMAN ADDITION (CMC)					
1105583	Property Owner or Resident	COLEMAN ADDITION (CMC)					
1105529	Property Owner or Resident	COLEMAN ADDITION (CMC)					
1105538	Property Owner or Resident	COLEMAN ADDITION (CMC)					
1105547	Property Owner or Resident	COLEMAN ADDITION (CMC)					
1105556	Property Owner or Resident	COLEMAN ADDITION (CMC)					
1132330	Property Owner or Resident	URBANTON ADDITION (CMC)					
1132349	Property Owner or Resident	URBANTON ADDITION (CMC)					
1132358	Property Owner or Resident	URBANTON ADDITION (CMC)					
1132367	Property Owner or Resident	URBANTON ADDITION (CMC)					
1132376	Property Owner or Resident	URBANTON ADDITION (CMC)					
1132385	Property Owner or Resident	URBANTON ADDITION (CMC)					
1060112	Property Owner or Resident	WILLIAM DAVIS SURVEY					
1060121	Property Owner or Resident	WILLIAM DAVIS SURVEY					
2094412	Property Owner or Resident	URBANTON ADDITION (CMC)					
1131867	Property Owner or Resident	URBANTON ADDITION (CMC)					
1322839	Property Owner or Resident	URBANTON ADDITION (CMC)					
1131876	Property Owner or Resident	URBANTON ADDITION (CMC)					
1131901	Property Owner or Resident	URBANTON ADDITION (CMC)					
1131894	Property Owner or Resident	URBANTON ADDITION (CMC)					
1132063	Property Owner or Resident	URBANTON ADDITION (CMC)					
1132054	Property Owner or Resident	URBANTON ADDITION (CMC)					
1132045	Property Owner or Resident	URBANTON ADDITION (CMC)					
1132036	Property Owner or Resident	URBANTON ADDITION (CMC)					
1132027	Property Owner or Resident	URBANTON ADDITION (CMC)					
1132018	Property Owner or Resident	URBANTON ADDITION (CMC)					
1131910	Property Owner or Resident	URBANTON ADDITION (CMC)					
1131947	Property Owner or Resident	URBANTON ADDITION (CMC)					
1131956	Property Owner or Resident	URBANTON ADDITION (CMC)					
1131965	Property Owner or Resident	URBANTON ADDITION (CMC)					
1131983	Property Owner or Resident	URBANTON ADDITION (CMC)					
1131974	Property Owner or Resident	URBANTON ADDITION (CMC)					
1131778	Property Owner or Resident	URBANTON ADDITION (CMC)					
1131787	Property Owner or Resident	URBANTON ADDITION (CMC)					
1131803	Property Owner or Resident	URBANTON ADDITION (CMC)					
1131821	Property Owner or Resident	URBANTON ADDITION (CMC)					
1131812	Property Owner or Resident	URBANTON ADDITION (CMC)					
1131796	Property Owner or Resident	URBANTON ADDITION (CMC)					
1131661	Property Owner or Resident	URBANTON ADDITION (CMC)					
1131689	Property Owner or Resident	URBANTON ADDITION (CMC)					
1131929	Property Owner or Resident	URBANTON ADDITION (CMC)					
1131698	Property Owner or Resident	URBANTON ADDITION (CMC)					

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1131705	Property Owner or Resident	URBANTON ADDITION (CMC)					
1131723	Property Owner or Resident	URBANTON ADDITION (CMC)					
1131714	Property Owner or Resident	URBANTON ADDITION (CMC)					
1131732	Property Owner or Resident	URBANTON ADDITION (CMC)					
2566332	Property Owner or Resident	URBANTON ADDITION (CMC)					
1131643	Property Owner or Resident	URBANTON ADDITION (CMC)					
1132269	Property Owner or Resident	URBANTON ADDITION (CMC)					
1132250	Property Owner or Resident	URBANTON ADDITION (CMC)					
1132223	Property Owner or Resident	URBANTON ADDITION (CMC)					
1132241	Property Owner or Resident	URBANTON ADDITION (CMC)					
1132232	Property Owner or Resident	URBANTON ADDITION (CMC)					
1132134	Property Owner or Resident	URBANTON ADDITION (CMC)					
1132125	Property Owner or Resident	URBANTON ADDITION (CMC)					
1132116	Property Owner or Resident	URBANTON ADDITION (CMC)					
1132107	Property Owner or Resident	URBANTON ADDITION (CMC)					
1132090	Property Owner or Resident	URBANTON ADDITION (CMC)					
1132287	Property Owner or Resident	URBANTON ADDITION (CMC)					
1132296	Property Owner or Resident	URBANTON ADDITION (CMC)					
1132312	Property Owner or Resident	URBANTON ADDITION (CMC)					
1132303	Property Owner or Resident	URBANTON ADDITION (CMC)					
1132321	Property Owner or Resident	URBANTON ADDITION (CMC)					
1132143	Property Owner or Resident	URBANTON ADDITION (CMC)					
1132152	Property Owner or Resident	URBANTON ADDITION (CMC)					
1132161	Property Owner or Resident	URBANTON ADDITION (CMC)					
1132170	Property Owner or Resident	URBANTON ADDITION (CMC)					
1132189	Property Owner or Resident	URBANTON ADDITION (CMC)					
1132198	Property Owner or Resident	URBANTON ADDITION (CMC)					
1132205	Property Owner or Resident	URBANTON ADDITION (CMC)					
1132214	Property Owner or Resident	URBANTON ADDITION (CMC)					
1132081	Property Owner or Resident	URBANTON ADDITION (CMC)					
1132072	Property Owner or Resident	URBANTON ADDITION (CMC)					
1122421	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
2664069	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1122476	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1114181	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1114207	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1114216	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1114225	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1114234	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1114243	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1114252	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1122396	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1122403	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
2509945	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1122564	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1122546	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1122537	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1122528	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					

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2669158	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1122494	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1122582	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1122591	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1122608	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1122555	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1122617	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1122626	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1122635	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1122742	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1122733	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1122715	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1122706	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1122644	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1122653	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1122662	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
2087442	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1122680	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1123082	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1123064	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1123091	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
2556945	Property Owner or Resident	VILLAGE OF MEDICAL CENTER OFFICE CONDOMINIUMS (CMC)					
2556946	Property Owner or Resident	VILLAGE OF MEDICAL CENTER OFFICE CONDOMINIUMS (CMC)					
2575679	Property Owner or Resident	VILLAGE OF MEDICAL CENTER OFFICE CONDOMINIUMS (CMC)					
2556941	Property Owner or Resident	VILLAGE OF MEDICAL CENTER OFFICE CONDOMINIUMS (CMC)					
2718716	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1303743	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1093943	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1093961	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1093970	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1093989	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1093998	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1094005	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
2745170	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1094023	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1094032	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1094041	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1094050	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1094069	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1094078	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1094504	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1094498	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1094489	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1094470	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1094461	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1094452	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1094443	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1094434	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					

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1094425	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1094256	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1094265	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1094274	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1094283	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1094292	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1094309	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1682897	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1094318	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1094327	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1094345	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1094336	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1094363	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1094372	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1094381	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1094390	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1094407	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1094416	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1094112	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1094121	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1094130	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1094238	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1094229	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1094210	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1094201	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1094194	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1094185	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1094149	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1094158	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1094167	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1094176	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
2668625	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
1123180	Property Owner or Resident	MORT MUSE ADDITION (CMC)					
10000	Property Owner or Resident	UNIVERSITY CENTER PHASE ONE (CMC)					
12993	Property Owner or Resident	AVION PARK ADDITION (CMC)					
2581625	Property Owner or Resident	HERITAGE ADDITION (CMC)					
1716637	Property Owner or Resident	JACK-IN-THE-BOX SUB-DIVISION (CMC)					
2117477	Property Owner or Resident	HERITAGE (CMC)					
2117413	Property Owner or Resident	HERITAGE (CMC)					
2117467	Property Owner or Resident	HERITAGE (CMC)					
2586993	Property Owner or Resident	HERITAGE (CMC)					
2586992	Property Owner or Resident	HERITAGE (CMC)					
1784420	Property Owner or Resident	HERITAGE (CMC)					
2594697	Property Owner or Resident	HERITAGE (CMC)					
2087441	Property Owner or Resident	HERITAGE (CMC)					
1072626	Property Owner or Resident	SAMUEL MCFALL SURVEY					
1522579	Property Owner or Resident	SAMUEL MCFALL SURVEY					
1522588	Property Owner or Resident	SAMUEL MCFALL SURVEY					

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1845784	Property Owner or Resident	HERITAGE PLACE (CMC)					
2630143	Property Owner or Resident	HERITAGE (CMC)					
2529383	Property Owner or Resident	TEXAS AMERICAN BANK ADDITION (CMC)					
2506214	Property Owner or Resident	TEXAS AMERICAN BANK ADDITION (CMC)					
1072635	Property Owner or Resident	SAMUEL MCFALL SURVEY					
1499337	Property Owner or Resident	C T FRANKLIN ADDITION (CMC)					
2632326	Property Owner or Resident	HARROUN OFFICE COMPLEX ADDITION (CMC)					
1080804	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
2753725	Property Owner or Resident	LIFE PATH ADDITION (CMC)					
2757901	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1123019	Property Owner or Resident	MILLIE MUSE ADDITION (CMC)					
1079861	Property Owner or Resident	ACTION ADDITION (CMC)					
1088842	Property Owner or Resident	COLLEGE ADDITION (CMC)					
2120870	Property Owner or Resident	F T DAFFAU SURVEY					
1090250	Property Owner or Resident	COLLEGE ADDITION (CMC)					
2542684	Property Owner or Resident	H T CHENOWETH SURVEY					
2733769	Property Owner or Resident	HIGHT & HORN ADDITION (CMC)					
1065590	Property Owner or Resident	F T DAFFAU SURVEY					
1967206	Property Owner or Resident	WANDA H ADDITION (CMC)					
1131849	Property Owner or Resident	URBANTON ADDITION (CMC)					
1131858	Property Owner or Resident	URBANTON ADDITION (CMC)					
2094413	Property Owner or Resident	URBANTON ADDITION (CMC)					
1135596	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1135701	Property Owner or Resident	COLLEGE ADDITION (CMC)					
2141005	Property Owner or Resident	URBANTON ADDITION (CMC)					
1131750	Property Owner or Resident	URBANTON ADDITION (CMC)					
2141004	Property Owner or Resident	URBANTON ADDITION (CMC)					
1087932	Property Owner or Resident	COLEMAN ADDITION (CMC)					
1128425	Property Owner or Resident	W J S RUSSELL 3rd ADDITION (CMC)					
2663619	Property Owner or Resident	F T DAFFAU SURVEY					
1135408	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1135710	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1093872	Property Owner or Resident	FREE METHODIST ADDITION (CMC)					
2751655	Property Owner or Resident	COUNTRY LANE (CMC)					
1064699	Property Owner or Resident	WILLIAM DAVIS SURVEY					
1059696	Property Owner or Resident	WILLIAM DAVIS SURVEY					
2074148	Property Owner or Resident	H T CHENOWETH SURVEY					
1170155	Property Owner or Resident	H T CHENOWETH SURVEY					
1090456	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1090429	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1090474	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1810062	Property Owner or Resident	COLLEGE ADDITION (CMC)					
2620888	Property Owner or Resident	H T CHENOWETH SURVEY					
2765447	Property Owner or Resident	IESI-MCKINNEY ADDITION NO. 2 (CMC)					
2636041	Property Owner or Resident	RAMIREZ ADDITION (CMC)					
1132009	Property Owner or Resident	URBANTON ADDITION (CMC)					
1131992	Property Owner or Resident	URBANTON ADDITION (CMC)					
1131885	Property Owner or Resident	URBANTON ADDITION (CMC)					

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1068105	Property Owner or Resident	J H LONG SURVEY					
1066081	Property Owner or Resident	F T DAFFAU SURVEY					
1066116	Property Owner or Resident	F T DAFFAU SURVEY					
1941938	Property Owner or Resident	R H LOCKE SURVEY					
1128693	Property Owner or Resident	W J S RUSSELL 3rd ADDITION (CMC)					
1128737	Property Owner or Resident	W J S RUSSELL 3rd ADDITION (CMC)					
1128700	Property Owner or Resident	W J S RUSSELL 3rd ADDITION (CMC)					
2726029	Property Owner or Resident	J H LONG SURVEY					
1083927	Property Owner or Resident	R H LOCKE SURVEY					
2506451	Property Owner or Resident	R H LOCKE SURVEY					
2636832	Property Owner or Resident	R H LOCKE SURVEY					
2680338	Property Owner or Resident	WATSON-CHALIN ADDITION (CMC)					
1135578	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1135676	Property Owner or Resident	COLLEGE ADDITION (CMC)					
1081661	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1081554	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
2012329	Property Owner or Resident	BRAY CENTRAL TWO ADDITION (CMC)					
1081153	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1081162	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1081171	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1081180	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1081199	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1081233	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1081242	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1081251	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1081260	Property Owner or Resident	BLACK & SMITH ADDITION (CMC)					
1170075	Property Owner or Resident	H T CHENOWETH SURVEY					
1170084	Property Owner or Resident	H T CHENOWETH SURVEY					
2607028	Property Owner or Resident	GREENS OF MCKINNEY SECTION 2 (CMC)					
2646469	Property Owner or Resident	MCKINNEY INDUSTRIAL PARK NO 2 (CMC)					
1071994	Property Owner or Resident	F T DAFFAU SURVEY					
		SAUCEDO HERON					
		SERRANO FRANCISCO & LEOVIGILDA					
		GARZA RHONDA JENKINS					
		CORTES JUAN C & NAOMI M MICHAUD					
		FRANCO CLEMENTE &					
		PEABODY SUSAN					
		HOWELL JEFFREY M					
		MOUNGER EDWARD CAMERON					
		HOWELL JEFFREY M & MARY T					
		NOYES DANA					
		BAHLE SANDRA					
		ONE PUTT PROPERTIES LLC					
		SWANNER JOSEPH A					
		MARIN RAUL & MARISOL					
		KING MEREDITH S					
		DUNN RICHARD & LUANN					
		DECKER CHRISTOPHER EUGENE					

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		MUI CHEUK K					
		AMLIN LAURA					
		BERG GLENN E & VIVIAN M					
		FRENCH JOHN D & PENNY L					
		CHAPIN MELINDA					
		CRAVEN JOSHUA M &					
		LOPEZ RICARDO					
		DUKE AMBER NICOLE					
		SANCHEZ DANIEL JR & JOHN					
		CASTANEDA JAVIER					
		MAHONEY THOMAS E III &					
		ORONA EDDIE					
		BERRYMAN CLARRON JR & KUNKLE MATT					
		BELL KENNETH & TOMMIE					
		BROWN KAE LAN					
		INGE HAROLD WAYNE & JIMMIE					
		REDDY ROSS					
		ALEJOS MATTHEW & DIANA					
		CAVENER ALAN W					
		HOLLEY JOHNNY & STEPHANIE					
		AYALA ANDREW G & JUDY R					
		MILAM MEREDITH R					
		CRAWFORD CHRISTOPHER BRYAN &					
		SUTTON PATRICK & DEBORA KAY					
		NEWMAN TROY L					
		BAILEY JOHN H III & RENEE					
		GREEN ERIC					
		HAMITI LATIF & AZEMINE					
		NAMBO JOSE L & MARA R					
		JOHNSON DAVID L & JUDY A					
		TAYLOR ROBINELLE					
		HERNANDEZ AARON					
		CASEROTTI JEFFREY D					
		BURNSIDE FAMILY TRUST THE					
		THOMAS DANNY &					
		NIXON CHARLES & ETTA REV LIV TR					
		WHITE DEBORAH K					
		SHIREY BILL G & GAYLE					
		VILLALPANDO ISMAEL CONTRERAS &					
		BLOODWORTH MARY E & SYLVIA					
		LEON GERARDO NAVARRETE &					
		BARTOK JACOB & NATALIE					
		COX BROOK NICOLE & GARY G II					
		DIOSDADO MARIA Y					
		SILVA CHARLENE					
		BADJE TED LEE & BENITA					
		RAMIREZ MARGARITO H					
		RAMIREZ MARGARITO					

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		STURKIE PAUL					
		GUERRA MATTHEW &					
		BAILEY RHELDA J					
		ANDERSON ANTHONY & JAIME					
		COSTON BRANDON EUGENE & TRYSTAN DIANE					
		TORRES JOSE T &					
		RAMOS ROSA E					
		GIGLEY AARON & HANNAH					
		ESCOBEDO EMILIO & AMPARO					
		DELGADO JUAN & MARIA					
		DELGADO MARIA ISABEL					
		BLAIR AMANDA &					
		DUNN LUANN MCWHORTER &					
		MCWHORTER ARTHUR H - LE					
		AGAN ROBERT LEE					
		ARELLANO JOSE G & MARIA D					
		DRISKELL JERRY &					
		VASQUEZ GREGORY					
		LEE ROBERT DAVID &					
		LOVETT BRAD S					
		BARCENAS PEDRO &					
		GOMEZ ALFONSO B JR					
		STILL CYNTHIA C & STEVEN R					
		SCOTT RYAN K					
		BENNER JOSHUA & SARAH					
		BARTON JAMES RAY					
		GUERCIO ANTHONY M					
		EQUITY TRUST COMPANY CUSTODIAN FBO WULF SANOJA IRA					
		GONZALEZ-GARZA MAGDALENO & KAREN BEATRIZ PARGA-GARCIA					
		HOKE GARY B					
		PEREYRA MARCO					
		NELSON ARTHUR A III &					
		RODRIGUEZ JONAS & ROSA DIAZ					
		AYCOCK RUSSELL L					
		PERALTA ANSELMO					
		AVANT COLIN & CARISSA					
		LANZA SUSAN					
		FRIAS FRANCISCO					
		SANCHEZ DANIEL JR ETAL					
		ANGUS LINDA R &					
		AGUILAR RICARDO & RICARDO AGUILAR JR					
		ARELLANO BERNARDINO & JUANA					
		AGUILAR DIANA &					
		ROLLINS BOBBY LYNN					
		WILLIS RICKY A					
		HOOLEY JUDDA					
		GRIGGS CHRISTI R					
		LITCHFORD LEE ROY					

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		MAUNEY JANET LEE					
		MCDERMOTT MICHAEL					
		GRANADOS MANUEL &					
		GONZALEZ GUADALUPE & RICARDA					
		CAMPOS ANA ISABEL					
		CARMINATI KOBI & CANDICE					
		WILLIAMS WHITNEY					
		FRIAS FRANCISCO & RAMONA M					
		FARLEY CYNTHIA L					
		BRACEY GLENN R &					
		WEAVER MATTHEW K					
		HUDDLESTON MELBA J					
		LANDERS SANDRA ANNE					
		YOUNG DAVID POWELL					
		YATES RACHELLE &					
		OVIEDO IRINEO &					
		BENNER CHARLES THOMAS SR - LE					
		EAGAN JANET BEVERLY					
		HOLLINS RONALD G					
		VASQUEZ SANTIAGO					
		COLE JOSEPH G					
		FOYE RAYMOND L					
		HENRY CASEY					
		PURTLE SAMUEL					
		VASQUEZ EDUARDO & VIRGINIA					
		ROBERTSON LAUREN CATO					
		PERRYMAN ZOE					
		REEDER MARK B					
		MAJORS ONA ELLEN					
		CHRISTIANSEN SANDRA L					
		HAMILTON CAROLYN ROSE					
		WADDILL STREET BAPTIST CHURCH					
		BUTLER SARA & MARK TREVINO					
		PERRITTE REXINE					
		STEADMON KENT ALLEN					
		CALLAHAN JAMES E					
		EADE JOSEPH HENRY III & KIMBERLY MARIE					
		SCHWARTZ PARTNERS LP					
		HERITAGE MCKINNEY BUILDING LLC					
		CHURNER PARTNERS LTD					
		MCKINNEY ARTHRITIS & OSTEOPOROSIS CENTER LLC					
		ALVERSON PEGGY L					
		AMERICAN NATIONAL RED CROSS					
		FIRST PRESBYTERIAN CHURCH					
		BROOKWOOD MCKINNEY LP					
		WADDILL STREET BAPTIST CHURCH OF MCKINNEY TEXAS					
		WELLS EUGENE C ETUX					
		WILLIAMS J D					

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		MARKLAND JANNISE					
		RAMIREZ ENRIQUE E					
		HAYNES JONATHAN K					
		LANDRY BRENT P II					
		BAUTISTA LUIS & LAURA					
		MILLER LAKE RESIDENTIAL LLC					
		SERRANO FRANCISCO & LEOVIGILDA					
		ROCKHILL REALTY LLC					
		MOUNGER EDWARD CAMERON					
		COMBS KIDS CORRAL, INC.					
		COMBS KIDS CORRAL, INC.					
		COMBS KIDS CORRAL, INC.					
		COMBS KIDS CORRAL, INC.					
		FANT JAMES D & SUSAN J					
		MCKINNEY ISD					
		COMBS KIDS CORRAL, INC.					
		MCNEIL KYLE & RAE LYNN					
		COMBS KIDS CORRAL, INC.					
		RICHARDSON WILLIAM PHILLIP JR LIVING TRUST					
		ROULETTE ROGER &					
		ONE PUTT PROPERTIES LLC					
		CENTURY MCKINNEY LLC					
		EDGAR LEONARD S & VICKI L					
		DENISON LIMITED PARTNERSHIP &					
		WINCO FOODS LLC					
		LOY LAKE ROAD SELF STORAGE LTD					
		CFT DEVELOPMENTS LLC					
		TATE BILLY &					
		TATE BILLY J					
		IDA REALTY LLC					
		IDA REALTY LLC					
		CASTRO OMAR &					
		DUNN RICHARD & LUANN					
		L B WESTON LLC					
		BROOKVIEW LLC					
		SMITH BARBARA L					
		MULLINS PATRICK & CLAUDIA					
		SUNCREST CUSTOM HOMES					
		DILLARD GLEN & DEBBIE					
		ROCKHILL REALTY LLC					
		FRIAS SALVADOR					
		ORENSTEIN DAVID &					
		DICKEY BRET LLOYD					
		DICKEY BRET LLOYD					
		GRACY KENNETH JAMES					
		MORTON AARON O &					
		OXFORD BARBARA					
		MAESTAS STEVE R					

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		ROCKHILL REALTY LLC (ED LIVELY)					
		SANCHEZ DANIEL JR & JOHN					
		MAHONEY THOMAS E III &					
		BERRYMAN CLARRON JR & KUNKLE MATT					
		RIOS JOSE ADRIAN &					
		MOJARRAD JOSEPH &					
		BURNSIDE FAMILY TRUST					
		SANCHEZ DANIEL JR & JOHN					
		SANCHEZ DANIEL JR & JOHN					
		BURNSIDE FAMILY TRUST					
		PANORAMA MARKETING INC					
		BIBI SAMIR & VERONICA					
		ZORB TRADE LLC					
		ZVOKEL KEVIN & STACEY					
		BURNSIDE FAMILY TRUST					
		CHENOWETH GARY DBA					
		CORTEZ JAVIER & ELSA					
		GUEVARA JUAN					
		MARTIN INVESTMENT LLC (EST 2000)					
		ESQUENAZI LORRI ROBIN					
		MOUNGER MCKINNEY RENTALS LLC					
		DRURY JIMMIE L					
		YINGLING KEITH &					
		BURNSIDE FAMILY TRUST THE					
		THOMAS DANNY &					
		GUZMAN MANUEL JR					
		NIXON C D & ETTA L LIVING TRUST					
		NIXON CHARLES & ETTA REV LIV TR					
		NIXON C D & ETTA L LIVING TRUST					
		NIXON C D & ETTA L LIVING TRUST					
		NIXON C D & ETTA L LIVING TRUST					
		NIXON C D & ETTA L LIVING TRUST					
		NIXON C D & ETTA L LIVING TRUST					
		ZI HAN PROPERTIES LLC L					
		PRO QUICK LUBE LLC					
		JOHN & VINCENT INVESTMENTS LLC					
		CAGLE DANIEL R & SHIRLEY J					
		CHAMBERLAIN JAMES WINSTON					
		ROCKHILL REALTY LLC					
		ROMERO GUADALUPE & ISABEL &					
		MOJARRAD JOSEPH H &					
		COX BROOK NICOLE & GARY G II					
		BURNSIDE FAMILY TRUST					
		BISHOP CAROLYN SUE					
		HOFFMAN LIVING TRUST					
		OGDON LIVING TRUST					
		EQUITY TRUST COMPANY CUSTODIAN FBO KEITH PEARCE IRA					
		DILLARD HOWARD GLEN & DEBRA K					

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		OGDON LIVING TRUST					
		ACEVES MARIA &					
		SANCHEZ JOHN & DANIEL SANCHEZ JR					
		LNR GROUP LLC					
		GRIFFIN J KENNETH					
		ELLIOTT MARK & SANDRA					
		RAMIREZ MARGARITO					
		BURNSIDE FAMILY TRUST					
		BISLEY ENTERPRISES LLC					
		OGDON LIVING TRUST					
		CORNERSTONE JOINT VENTURE LTD					
		CORNERSTONE JOINT VENTURE LTD					
		JOHN & VINCENT INVESTMENT LLC					
		JOHN & VINCENT INVESTMENT LLC					
		SPURGIN KENNETH N					
		DZIATKU HOLDINGS LLC - SERIES MK 8					
		STURKIE PAUL					
		LOPEZ CYNTHIA					
		WILLIAMS CATHEY E & ORVIL R					
		ANDERSON LIVING TRUST					
		BURNS VERNON					
		BRIDGEFARMER MERLE					
		BRIDGEFARMER MERLE					
		KAM AND KWAM MAK FAMILY LTD					
		OGDON LIVING TRUST					
		HALIM JAMES					
		HANNA JAMES ALAN					
		LUNDGREN CHRIS					
		ROPER AMON BRIAN					
		DELGADO JUAN & MARIA					
		RUSHTON WARREN LLC					
		DUNN LUANN MCWHORTER					
		COLLIN CTY WOODMEN WORLD LODGE #431/447					
		ENGLISH FAMILY LIMITED PTSHIP					
		RUSHTON WARREN LLC					
		GRIFFIN MINNIE FAE					
		GRIFFIN J KENNETH					
		RILEY STEVEN M & CHERYL J					
		BURNSIDE FAMILY TRUST					
		GUERCIO ANTHONY M					
		GARTSIDE 503					
		MALAGON RAFAEL					
		OGDON LIVING TRUST					
		DMKR HOLDINGS TX LLC					
		URESTI REBECCA L					
		BETHEL BOBBIE N					
		MILLER LAKE RESIDENTIAL LLC					
		ROPER AMON BRIAN					

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		FORSHEE WALTER WADE					
		GRIFFIN MINNIE FAE					
		KAMPNER ELAINE					
		CARPENTER WILLIAM L &					
		CAMP HERBERT SCOTT					
		L B WESTON LLC					
		STURKIE PAUL					
		MILLER LAKE RESIDENTIAL LLC					
		CENTURY MCKINNEY LLC					
		CENTURY MCKINNEY LLC					
		WATKINS BILLIE JUNE					
		BURNSIDE FAMILY TRUST					
		OWNER OF RECORD					
		SHORELINE PROPERTY GROUP LLC					
		MEJIA MARY L & JOSE G					
		FRIAS FRANCISCO					
		TISZA EN-MEI					
		MENG JIANHUAN &					
		FRIAS FRANCISCO					
		STURKIE PAUL					
		KENT STEVEN & LORI &					
		CASEROTTI JEFFREY					
		BURNSIDE OPERATING LLC - 1303 SERIES					
		CASEROTTI JEFFREY D					
		FRIAS FRANCISCO					
		FAGAN GARY & NATALYA					
		CARAWAY STEVE					
		VASQUEZ JULIAN SR &					
		SANCHEZ DANIEL					
		CASEROTTI JEFFREY DEAN					
		CASEROTTI JEFFREY					
		DIVERSCO PROPERTIES LLC					
		TRUJILLO JAIME					
		ANGUS LINDA R &					
		BURNSIDE FAMILY TRUST					
		CORTEZ JAVIER & ELSA					
		SANCHEZ DANIEL JR & JOHN					
		CTB PROPERTIES LTD					
		A-MAX INSURANCE SERVICES INC					
		POWER JOANIE TRUST					
		CHAO YAXIN					
		FRIAS FRANCISCO					
		GONZALEZ VIANCA					
		GREATWALL INC					
		FRIAS FRANCISCO					
		HERNANDEZ ELIA					
		JANZARLI BENSON					
		CERBERUS SFR HOLDINGS LP					

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		BURNSIDE OPERATING LLC - 1305 SERIES					
		DLP & SRP LLC					
		CASEROTTI JEFFREY					
		BURNSIDE OPERATING LLC - UNIVERSITY SERIES					
		NORTEX QUALITY HOMES LP					
		EMRICH EVELYN S SEARCY ETAL					
		EMRICH EVELYN S SEARCY ETAL					
		HUNTER COMMERCIAL REAL ESTATE LLC					
		VITZ WILLIAM A & KIMBERLY A					
		STURKIE PAUL					
		STURKIE PAUL M					
		LADY BUTTERBUG LLC					
		BURNSIDE FAMILY TRUST					
		CLAY LILLY					
		GUERRERO VALENTINE ETUX					
		EQUITY TRUST COMPANY					
		OGDON LIVING TRUST					
		CARRASCO ARNULFO & ESTELLA					
		OGDON LIVING TRUST					
		WANLAM LP					
		THOMAS SARA S & TIMOTHY D					
		MOJARRAD JOSEPH H &					
		MCPEAK BOBBY					
		MCPEAK BOBBY					
		SUNFLOWER SEEDS LLC					
		BARNES P O					
		BARNES P O ET UX					
		PETKOVSEK PARTNERSHIP					
		SUN PETER					
		SEABERRY INVESTMENT GROUP LLC					
		ANDUJAR RICARDO &					
		OGDON LIVING TRUST					
		MOUNGER MCKINNEY RENTALS LLC					
		BURNSIDE FAMILY TRUST THE					
		TRIQUEST LLC					
		PICAZO ERNEST & ESTHER					
		CONTRERAS ISIDRO &					
		OXFORD BARBARA JEAN					
		GONZALEZ ARACELI					
		BROWDER KENNETH W ETUX					
		GRIFFIN JAMES KENNETH					
		SANCHEZ DANIEL JR & JOHN					
		TROIANI FAMILY INVESTMENTS LTD					
		LOCKHART KARINA JUDITH &					
		BROOKVIEW LLC					
		BROOKVIEW LLC					
		STURKIE PAUL M					
		COLBURN PAMELA S &					

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		2012 PROPERTIES LLC					
		GRIFFIN J KENNETH					
		BERGIN & LEE HOMES LLC					
		GRIFFIN MINNIE FAE					
		HIS HOLDINGS LLC					
		RUSHTON WARREN LLC					
		WOODS LOFTICE JIMANN					
		SANCHEZ DANIEL					
		SANCHEZ DANIEL					
		REDBUD CORNER LP					
		P/M/C STORE LP					
		HERITAGE PLAZA LTD					
		KROGER TEXAS LP					
		HERITAGE PLAZA LTD					
		LEGACYTEXAS BANK					
		MEDICAL HIGHWAY CO LLC					
		FIRST UNITED BANK AND TRUST COMPANY					
		HMD INVESTMENTS LTD					
		JHB ALAMO COMPANY LLC					
		JEM GRAVES LLC					
		DUFFIELD BRENT W & LORETTA KAY					
		ELDRIDGE DAVID GLENN					
		PJ MP HERITAGE PLACE LP					
		PAR CAPITAL-HERITAGE LLC					
		SABRA TEXAS HOLDINGS LP					
		AVERY & ASSOC INC					
		LEAMON GROUP LP THE					
		CENTRAL CHURCH OF CHRIST OF MCKINNEY					
		WADDILL STREET BAPTIST CHURCH OF MCKINNEY TEXAS					
		CAMI CONTRACTORS LLC					
		NAVA J SANTOS					
		DAUGHERTY ENTERPRISES LLC					
		GANT RONNIE K & ELIZABETH A					
		ZORB TRADE LLC					
		ONE PUTT PROPERTIES LLC					
		CAPITAL ELITE PARTNERS LLC - SERIES 1407 N MORRIS					
		FRANKLIN RICHARD					
		TEXERIA INVESTMENT LLC					
		BIBI SAMIR & VERONICA					
		MADDEN MATHEW BROOKS					
		BROOKVIEW LLC					
		CHENOWETH GARY DBA					
		HALIM RICHARD					
		FARR VIRGIL RAY THE & THE HILDA LULA ELIZABETH WOLFF FARR					
		TOPLEY MERCEDES S LIVING TRUST THE					
		Sheryl Webb					
		Candice J Powell					
		Geoff Sebastian					

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		Joe Helmlinger					
		TIM JACKSON CUSTOM HOMES LP					
2714808	Property Owner or Resident	SANTAFE MELISSA & JUAN C SANTAFE ABRIL					
2590852	Property Owner or Resident	SPRINGSTEEN RICHARD & LAURA SPRINGSTEEN					
1120487	Property Owner or Resident	ENCORE WIRE CORPORATION					
1587722	Property Owner or Resident	MCCRORY VERONICA & ERIC D					
2092571	Property Owner or Resident	NDRV HOSPITALITY LLC					
2628995	Property Owner or Resident	PELTZ PHILIP					
2513402	Property Owner or Resident	ROUGEAU DARRELL J					
2566332	Property Owner or Resident	FAGAN GARY & NATALYA					
1081082	Property Owner or Resident	FAGAN GARY & NATALYA FAGAN					
2668740	Property Owner or Resident	BEAZLEY ROBERT JR					
2119311	Property Owner or Resident	BIGGS MATTHEW O					
2704739	Property Owner or Resident	SHARMA AMBER & PREETI VASHISTH					
2506214	Property Owner or Resident	IBG REAL ESTATE HOLDINGS INC					
2709507	Property Owner or Resident	BLOOMDALE 140 LP					
973520	Property Owner or Resident	DAVID WILLIAM MARK					
1975138	Property Owner or Resident	FTG PARTNERSHIP LP					
2759579	Property Owner or Resident	GEOJOJO BUSINESSES LP					
2124157	Property Owner or Resident	MAC TMK LP					
2583719	Property Owner or Resident	MCKINNEY HORIZONS LP					
1500478	Property Owner or Resident	RUTLEDGE MARK S & JULIETTE R BUCHANAN					
1080813	Property Owner or Resident	WILLIAMS CHRISTOPHER J					
1093970	Property Owner or Resident	VITZ WILLIAM A & KIMBERLY A					
1065643	Property Owner or Resident	HAMM LIVING TRUST					
12993	Property Owner or Resident	COX BROTHERS INVESTMENTS MANAGEMENT LLC					
14428	Property Owner or Resident	WALKER MARILYN MUNCY					
1076766	Property Owner or Resident	MACIAS STEPHEN					
2102294	Property Owner or Resident	PLAN B REMODELING SYSTEMS					
1064911	Property Owner or Resident	HOGSETT MARK L &					
1107457	Property Owner or Resident	HERNANDEZ ARMANDO					
2610370	Property Owner or Resident	HAMID DWANETTA & KERVON					
2704708	Property Owner or Resident	SAMUELS DAVID LEE II & APRIL SUNSHINE					
2590819	Property Owner or Resident	SHRESTHA DARSHANA & DEEPA L					
1088450	Property Owner or Resident	CHENOWETH GARY DBA					
1515989	Property Owner or Resident	PRY WILLIAM B & BEEKA HOLLY A					
2671542	Property Owner or Resident	SUNCREST DEVELOPMENT					
1950008	Property Owner or Resident	C & N AIRCRAFT INC					
2529152	Property Owner or Resident	ROBERTS CHARLES & SHIRLEY JOINT LIVING TRUST THE					
2529143	Property Owner or Resident	ROBERTS JOINT LIVING TRUST CHARLES & SHIRLEY					
2709542	Property Owner or Resident	H INFINITY LLC & F2 INVESTMENT LLC					
2631374	Property Owner or Resident	WADE RICHARD B					
2102287	Property Owner or Resident	FOX DAVID JOHN					
2611834	Property Owner or Resident	MONARCH GROUP LLC					
2689158	Property Owner or Resident	SALLER DON & TERESA					
2655744	Property Owner or Resident	GREER MOZELLE LIVING TRUST					
1131849	Property Owner or Resident	CAMI CONTRACTORS LLC					
2725589	Property Owner or Resident	EXINT INC					

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2706902	Property Owner or Resident	NDIRANGU PAULINE					
2610375	Property Owner or Resident	WANG YUEFENG & LIFANG PANG					
2610342	Property Owner or Resident	HERITAGE BEND HOA					
1107527	Property Owner or Resident	HAYNES EDD G					
1515845	Property Owner or Resident	WARE STEPHAN DAVID &					
2704008	Property Owner or Resident	ARTHRITIS INSTITUTE LLC C/O DR CHARLES TOULSON					
2691122	Property Owner or Resident	DOUGLAS E & CYNTHIA ASHBY					
1989075	Property Owner or Resident	BROWNING WESLEY C & SEYNI					
1092187	Property Owner or Resident	CHURCH OF THE HOLY FAMILY					
1120548	Property Owner or Resident	ENCORE WIRE LIMITED					
1194068	Property Owner or Resident	L B WESTON LLC					
1132385	Property Owner or Resident	MILLER LAKE RESIDENTIAL LLC					
1156643	Property Owner or Resident	ROCKHILL REALTY LLC (ED LIVELY)					
1088012	Property Owner or Resident	RUSHTON WARREN LLC					
1068294	Property Owner or Resident	GREEN LEON & JOY					
2610835	Property Owner or Resident	GOVEA ROSA ELVIRA					
1095530	Property Owner or Resident	NORTH COLLIN COUNTY HABITAT FOR HUMANITY					
2550630	Property Owner or Resident	JOHNSON EVELYN ELIZABETH					
2550622	Property Owner or Resident	JOHNSON REUBEN					
2550628	Property Owner or Resident	JOHNSON REUBEN & EVELYN					
2509282	Property Owner or Resident	TEAGUE CHAD M & AMY M					
2513431	Property Owner or Resident	SALES KOMIKA R					
2092542	Property Owner or Resident	AVERY & ASSOC INC					
1128844	Property Owner or Resident	SIMMONS EMILY JEAN					
2585550	Property Owner or Resident	HOLLE DANIEL & MELISSA					
2603838	Property Owner or Resident	LONG BRIAN KEITH & BENNIE JEAN					
1352725	Property Owner or Resident	OXFORD BARBARA					
1059632	Property Owner or Resident	GOPLIN DAN & SHERRY L GOPLIN					
2508065	Property Owner or Resident	THOMAS BAIN					
1108802	Property Owner or Resident	SMITH GARY D					
2066332	Property Owner or Resident	TALLEY JERRI KAY					
2571727	Property Owner or Resident	CALDWELL JOHN MARK JR					
1066045	Property Owner or Resident	JOINES JOE & WANEENE					
1102434	Property Owner or Resident	M23 FAMILY LIMITED PARTNERSHIP					
1122993	Property Owner or Resident	AMERICAN LEGION POST #96 INC C/O COY DAVIS COMMANDER					
1122975	Property Owner or Resident	LEWIS DAVID R					
1081297	Property Owner or Resident	LEWIS DAVID R & MITZI GAY					
1135747	Property Owner or Resident	LEWIS MITZI G & DAVID R					
1060014	Property Owner or Resident	SAULS FAMILY LTD					
1076953	Property Owner or Resident	BAUER GAYLE					
2111990	Property Owner or Resident	SUPER B CAR WASH INC					
1060924	Property Owner or Resident	COWART MILTON & VANESSA					
2583515	Property Owner or Resident	MCCLELLAN AMY GAIL & BILLY JOEL					
2604525	Property Owner or Resident	MCCLELLAN BILLY J & AMY &					
1170262	Property Owner or Resident	MCCLELLAN BILLY JOEL & AMY GAIL					
2027434	Property Owner or Resident	MCCLELLAN JOE & AMY					
2688681	Property Owner or Resident	HUTCHINS CATERING & EVENTS LLC					
1095754	Property Owner or Resident	JACKSON NEALIE MAE					

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2585561	Property Owner or Resident	MAASEN CRAIG ALAN LIVING TRUST THE					
1088628	Property Owner or Resident	MARTIN INVESTMENT LLC (EST 2000)					
2066190	Property Owner or Resident	MAHMOOD IQBAL					
2529153	Property Owner or Resident	SC & DSS LLC					
1725583	Property Owner or Resident	ENVIROLOGISTICS COMPANY LLC					
1077042	Property Owner or Resident	ROMERO DAVID					
1171190	Property Owner or Resident	DUNN CALLIE MESSINA					
1059936	Property Owner or Resident	ACIS PROPERTIES LLC., ACIS INNOVATIVE SOLUTIONS					
1123019	Property Owner or Resident	ACIS PROPERTIES LLC., DIXON PLUMBING					
2704703	Property Owner or Resident	CALLAHAN DANIEL JAMES & CONSTANCE LANCEY					
2007130	Property Owner or Resident	LANDSEN FAMILY TRUST DATED JANUARY 5 1996					
1225203	Property Owner or Resident	BORCHARD JOE & MARY					
2590646	Property Owner or Resident	LAING GARY					
1094452	Property Owner or Resident	EQUITY TRUST COMPANY					
1094381	Property Owner or Resident	SUNFLOWER SEEDS LLC					
1135756	Property Owner or Resident	TROIANI SERGIO & ELIZABETH PERRY & LUCA TROIANI					
2120545	Property Owner or Resident	VALLE ISRAEL D & ALMA					
1095503	Property Owner or Resident	FARR VIRGIL RAY & HILDA LULA ELIZABETH WOLFF REVOCABLE LIVING TRUST					
1135578	Property Owner or Resident	FARR VIRGIL RAY THE & THE HILDA LULA ELIZABETH WOLFF FARR					
2631326	Property Owner or Resident	CCCC PARTNERS LTD					
1096290	Property Owner or Resident	J2 SERVICES INC dba JBS EXPRESS					
1051818	Property Owner or Resident	MCKINNEY CITY OF					
1233533	Property Owner or Resident	DAY DAN					
2542457	Property Owner or Resident	LOWREY CROSSING LP					
1973114	Property Owner or Resident	FAIRVIEW CITY OF					
1064341	Property Owner or Resident	LATTIMORE PROPERTIES					
1081233	Property Owner or Resident	HEITTER TERRY C & JUDY					
1095736	Property Owner or Resident	ST JAMES CME CHRIST METH EP CH					
1092169	Property Owner or Resident	GONZALES GERTRUDE H					
2144607	Property Owner or Resident	LACY JAMES ALBERT					
2124188	Property Owner or Resident	POTTER TOMMIE LEE & PAULINE					
1168284	Property Owner or Resident	RODRIGUEZ ERNESTO F					
2752737	Property Owner or Resident	PROSPER CITY OF					
1059758	Property Owner or Resident	MOTSENBOCKER DONALD M					
1132018	Property Owner or Resident	MEJIA MARY L & JOSE G					
2753725	Property Owner or Resident	COLLIN COUNTY MENTAL HEALTH & RETARDATION CNTR					
1052363	Property Owner or Resident	BROWDER KENNETH WAYNE					
1146469	Property Owner or Resident	BARRATT MARK & CAROL					
2108084	Property Owner or Resident	ALLIED CENTRAL PROPERTIES II LLC					
2108083	Property Owner or Resident	ALLIED-CENTRAL PROPERTIES LLC					
1080840	Property Owner or Resident	OWENS BILLY RAY &					
2719494	Property Owner or Resident	19TH HOLE INVESTMENTS LLC, GERDAU AMERISTEEL					
2630592	Property Owner or Resident	380 TOWNE CROSSING ADDITION (CMC)					
2718905	Property Owner or Resident	BRAY CENTRAL TWO ADDITION (CMC)					
1072519	Property Owner or Resident	SAMUEL MCFALL SURVEY					
2074130	Property Owner or Resident	CAMERON CROSSING (CMC)					
2074129	Property Owner or Resident	CAMERON CROSSING (CMC)					
2074124	Property Owner or Resident	CAMERON CROSSING (CMC)					

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2056286	Property Owner or Resident	BOLIN (CMC)					
2074128	Property Owner or Resident	CAMERON CROSSING (CMC)					
2074131	Property Owner or Resident	CAMERON CROSSING (CMC)					
2630585	Property Owner or Resident	380 TOWNE CROSSING ADDITION (CMC)					
2637908	Property Owner or Resident	380 TOWNE CROSSING ADDITION (CMC)					
2645516	Property Owner or Resident	BRAY CENTRAL TWO ADDITION (CMC)					
2007133	Property Owner or Resident	BRAY CENTRAL TWO ADDITION (CMC)					
2007135	Property Owner or Resident	BRAY CENTRAL TWO ADDITION (CMC)					
2007131	Property Owner or Resident	BRAY CENTRAL TWO ADDITION (CMC)					
2059465	Property Owner or Resident	DISCOUNT TIRE ADDITION (CMC)					
2074133	Property Owner or Resident	CAMERON CROSSING (CMC)					
2074125	Property Owner or Resident	CAMERON CROSSING (CMC)					
2074132	Property Owner or Resident	CAMERON CROSSING (CMC)					
2686983	Property Owner or Resident	ONE STOP ADDITION NO 1 (CMC)					
2092571	Property Owner or Resident	HERITAGE ADDITION (CMC)					
2590116	Property Owner or Resident	HERITAGE ADDITION (CMC)					
2134982	Property Owner or Resident	HERITAGE (CMC)					
2529864	Property Owner or Resident	HERITAGE (CMC)					
2117482	Property Owner or Resident	HERITAGE (CMC)					
1072706	Property Owner or Resident	STAR ENTERPRISE NO 2 ADDITION (CMC)					
2759057	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2007132	Property Owner or Resident	BRAY CENTRAL TWO ADDITION (CMC)					
		SHEIKH INVESTMENTS INC					
		ROCKHILL REALTY LLC					
		COMBS KIDS CORRAL, INC.					
		BERNOIS LLC					
		BROOKVIEW LLC					
		SUNCREST CUSTOM HOMES					
		ROPER AMON BRIAN					
		OXFORD BARBARA JEAN					
		BROWDER KENNETH W ETUX					
		BULLET REAL ESTATE LP					
		CENTRAL CHURCH OF CHRIST OF MCKINNEY					
		WHITE 75 LTD					
		WAFFLE HOUSE INC					
		CANYON CREEK NATIONAL BANK					
		INDEPENDENT BANK					
		GMRI TEXAS LP					
		SIRI OAKS PROPERTIES LLC					
		RETAIL BUILDINGS INC					
		HELLER PROPERTIES LP					
		Brandon Cane					
		GARAKANI TONY & SHERYL					
		PRIDY CHRISTOPHER & REBECCA					
		CHANEY SEAN W & KARI P					
1069499	Property Owner or Resident	CHRISTIE ANDREW WINSTON &					
1090376	Property Owner or Resident	DILLARD HOWARD GLEN & DEBRA K					
2590781	Property Owner or Resident	CARTER TONY W					

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2643352	Property Owner or Resident	CHIHUAHUA AIRPORT PARTNERS LP					
1113556	Property Owner or Resident	JOHN R & JILL A ABLES					
1113565	Property Owner or Resident	EQUITY TRUST COMPANY CUSTODIAN					
2590785	Property Owner or Resident	HUFFER JEFFERY L &					
2590786	Property Owner or Resident	GAINER ALISHEA					
2590787	Property Owner or Resident	SWIFT JOHN M &					
2704721	Property Owner or Resident	PITONIAK DAVID GEORGE & MARYETTA					
965628	Property Owner or Resident	STORY FAMILY TRUST U/T/A					
2725197	Property Owner or Resident	CHRISTENSEN JOSHUA					
2590788	Property Owner or Resident	CLARK CURTIS & BERNARDITA					
2590765	Property Owner or Resident	WILSON DANA					
2590789	Property Owner or Resident	BECHTOLD JOSEPH GEORGE III &					
2590851	Property Owner or Resident	TENNISON TREVOR &					
2590811	Property Owner or Resident	NANCY BAEZ					
2590790	Property Owner or Resident	PAGE WILLIAM E &					
2590850	Property Owner or Resident	STIRGUS JAMES ANTHONY & ANNISSIA M					
2590831	Property Owner or Resident	BYRD DONNA DENISE					
2590791	Property Owner or Resident	CLINTON BILLY &					
2590809	Property Owner or Resident	ZVETINA JAMES J &					
2590792	Property Owner or Resident	ENGLISH LORETTA MARIE					
2590833	Property Owner or Resident	JONES JOCELINE CHARINE					
2590808	Property Owner or Resident	SCHUSSLER DEBORAH KAY					
2590793	Property Owner or Resident	SANCHEZ JOSE MANUEL MUNOZ					
2590847	Property Owner or Resident	MONIZA KATHY L					
2590807	Property Owner or Resident	HAWLEY ROSS AKA ROSS DAIVD HAWLEY					
2590806	Property Owner or Resident	SYED FAROOQ					
1169568	Property Owner or Resident	CAMPBELL WAITE					
2590805	Property Owner or Resident	TAYLOR JEFFREY L					
2039870	Property Owner or Resident	MIHOVLOVIC PAUL &					
2706504	Property Owner or Resident	FISCHER JOSEPH T &					
2706502	Property Owner or Resident	SMITH CATHERINE &					
2706501	Property Owner or Resident	THOLEN TIM L & MARGARET A					
2706500	Property Owner or Resident	BENITEZ PRINCE &					
1169540	Property Owner or Resident	DONNELL STEPHEN F					
2688456	Property Owner or Resident	STERLING MICHEL JEROME					
2688457	Property Owner or Resident	ALIS ALAN &					
2688453	Property Owner or Resident	WISE JASON S & SAMANTHA R					
2688458	Property Owner or Resident	HAUPT NATHAN L &					
2688452	Property Owner or Resident	MATHERNE MATTHEW S & ALISA R					
2688459	Property Owner or Resident	FARQUER NATHAN					
2688451	Property Owner or Resident	COLATO ERNESTO A & SHANA					
2688450	Property Owner or Resident	MCNATT BECKY KAY & JAMES					
2688447	Property Owner or Resident	HOLGUIN JULIO ANTONIO &					
2688446	Property Owner or Resident	GAINES MICHAEL &					
2687654	Property Owner or Resident	NORWILLO ZIECHA					
2688433	Property Owner or Resident	AFT BRIAN					
2688445	Property Owner or Resident	HICKS TYMOTHY RAY &					
2687677	Property Owner or Resident	CROSSLEY AARON M & JANENE &					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
2688432	Property Owner or Resident	MCFARLANE JAMES A & SARAH A					
2688479	Property Owner or Resident	BURNETT KEITH Z & ASHLEY R					
2687676	Property Owner or Resident	GASKELL DAVID & AMY JO					
2688444	Property Owner or Resident	GIBSON MARY &					
2687678	Property Owner or Resident	ENGLAND RICHARD & LINDA &					
2688478	Property Owner or Resident	HUTCHISON STEVEN W & ASHLEY W					
2687675	Property Owner or Resident	DONDERO MARC & JACQUELINE S					
2687667	Property Owner or Resident	NTOUNG TABI & BERCEY					
2688470	Property Owner or Resident	JAROSZ STEVEN & FLOWER FORTES					
2688443	Property Owner or Resident	COOPER DAVID W					
2687674	Property Owner or Resident	BIRDSONG WILLIAM JOHN & ERIN					
2687668	Property Owner or Resident	FENG PING					
2688471	Property Owner or Resident	OH SAMUEL &					
2688442	Property Owner or Resident	BARRY BRUCE A &					
2688476	Property Owner or Resident	THYAGARAJAN SRINATH &					
2687673	Property Owner or Resident	VARGAS STEVEN M & APRIL M					
2687669	Property Owner or Resident	ROBINSON LOUIS					
2688472	Property Owner or Resident	VELU GANAPATH & RAMAN C VELU					
2688441	Property Owner or Resident	JAYARAMAN SWAMINATHAN					
2687672	Property Owner or Resident	KEIFER JOSEPH & LIZA					
2687670	Property Owner or Resident	JOHN W & SHARON D AUTHERS					
2688473	Property Owner or Resident	CASTILLO RICKY &					
2688440	Property Owner or Resident	LAM SHUNG YAN &					
2688474	Property Owner or Resident	GADAM MOHAN SHYAM &					
2687671	Property Owner or Resident	WOODY DAVID & PETRINA D					
2688439	Property Owner or Resident	MAHAL BIKRAM J & RAVINDER KAUR					
2688438	Property Owner or Resident	GAIME PAMELA K					
2687658	Property Owner or Resident	FRIZZELL DARIN & JENNIFER FRIZZELL					
2687679	Property Owner or Resident	EVANS ANDREW					
2687713	Property Owner or Resident	MALY NICKOLAS D & ASHLEY A					
2687704	Property Owner or Resident	NIX RAND EDWIN & KARA					
2687681	Property Owner or Resident	KIMBERLY N & KORD ADAMS					
2687705	Property Owner or Resident	RIGGS JEFFERY & KAPRA PARKER					
2687682	Property Owner or Resident	SHERRILL SIDNEY L III & KHARA					
2687710	Property Owner or Resident	MULLER GREG ELTON & DOMINO BUENAVIDES					
2687706	Property Owner or Resident	BATCHELOR RONALD KEITH & DEBRA SUE					
2687683	Property Owner or Resident	OPPEDISANO SVITLANA					
2687709	Property Owner or Resident	COVIN JON S & MELISSA C					
2687707	Property Owner or Resident	CAMPBELL KENNETH GERALD & CELIMA CASSIE RIVERA-CAMPBELL					
2687684	Property Owner or Resident	MENG QING QIU & JINFU ZHAO					
2687708	Property Owner or Resident	RIELA ANDREW JOSEPH &					
2687686	Property Owner or Resident	DAVIS MATTHEW S &					
2529155	Property Owner or Resident	WILLIAMSON L WAYNE LIVING TRUST THE					
2590794	Property Owner or Resident	BLAIN MARK O					
2590846	Property Owner or Resident	BERNER MATTHEW S & PAMELA JOYCE					
2731593	Property Owner or Resident	WANG TAO					
2590835	Property Owner or Resident	BOWMAN STEPHANIE					
2590804	Property Owner or Resident	LANE THOM LTD					

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2590795	Property Owner or Resident	PERALES MARGARITA					
2590836	Property Owner or Resident	MARTELLE JAYSON					
2590803	Property Owner or Resident	BHAKTA VIMAL &					
2590844	Property Owner or Resident	DANIELS AMANDA M					
2687691	Property Owner or Resident	LEPPERT CHRISTOPHER & TAYLOR A					
2706865	Property Owner or Resident	KALESKI GREGORY & JANE					
2687699	Property Owner or Resident	TUCCI JOSEPH & CAROLYN L					
2687692	Property Owner or Resident	HUMPHREYS BRANDON & JULIE					
2706870	Property Owner or Resident	SCHMIDT ADAM CHARLES & CHRISTY VORIS					
2687698	Property Owner or Resident	QUIGNEY RACHEL J					
2706871	Property Owner or Resident	FU DIANBO					
2687697	Property Owner or Resident	FRIAR STEPHEN L &					
2687696	Property Owner or Resident	ZIMMERMAN SARAH A					
2687695	Property Owner or Resident	DOTY GEORGE MICHAEL & AMY ELIZABETH					
2590797	Property Owner or Resident	SEYAM AHMAD NABIL &					
2590843	Property Owner or Resident	SIMMONS WALTER B JR - LE					
2590838	Property Owner or Resident	THOMAS & BRITTANY ARCHIBALD					
2590801	Property Owner or Resident	KILLIAN ASHLEY					
2590798	Property Owner or Resident	TORNATORE JOSEPH TY & THU TRAN					
2590842	Property Owner or Resident	RIVERA BLANCA M & ROBERTO					
2590839	Property Owner or Resident	THOMAS ANDRE					
2706872	Property Owner or Resident	EIDSVVOG NICOLE & BRADLEY					
2706873	Property Owner or Resident	GOOLSBY CHARLES D SR					
2706874	Property Owner or Resident	ELLIOTT KENDALL & TRAVIS					
2590840	Property Owner or Resident	AWADI HAMED &					
2590764	Property Owner or Resident	OSBORN LEONARD JAMES JR &					
2706875	Property Owner or Resident	PHAM TAN & JENNIFER DOAN-PHAM					
2706876	Property Owner or Resident	MITCHELL TOMECKO					
1587848	Property Owner or Resident	STONE MICHAEL D & NORMA					
1587991	Property Owner or Resident	REED JAMES D & KRISTA M					
1587777	Property Owner or Resident	WATKINS CRIM & MOVITA					
1587866	Property Owner or Resident	BRATCHER LINDA HERRINGTON					
1588008	Property Owner or Resident	HAMM JUANITA KATHLEEN - LE					
1587973	Property Owner or Resident	HARROLD FRANCES & BERLIE					
1587768	Property Owner or Resident	VAN TASSELL FRANCES					
2098750	Property Owner or Resident	MCGRATH JAMES & ELIZABETH					
1587875	Property Owner or Resident	TREVIZO ROBERTO					
1588017	Property Owner or Resident	SPRAY NATHAN J &					
1087932	Property Owner or Resident	NUNEZ ARMANDO & MAGDALENA					
1193862	Property Owner or Resident	WILLIAMSON ROBERT DDS					
1587964	Property Owner or Resident	BISHOP RUSSELL BENJAMIN & AUBRIANNE MARGARET					
1587759	Property Owner or Resident	THOMPSON RICHARD D ETUX					
1587884	Property Owner or Resident	CAMPBELL SCOTT					
1587955	Property Owner or Resident	JORDAN DAVID A &					
1587740	Property Owner or Resident	BIUS GORDON R & CATHERINE - LE					
1587893	Property Owner or Resident	BEAL PAUL LAWRENCE					
1588035	Property Owner or Resident	KINKAID KARI A & JASON M					
1587946	Property Owner or Resident	STEPHAN WERNER					

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1588044	Property Owner or Resident	MAYES JOHN W GWENDOLYN G					
1587937	Property Owner or Resident	HERNANDEZ OLIVER &					
2619370	Property Owner or Resident	DIXON WILLA					
2555004	Property Owner or Resident	PHILLIPS ERIN &					
1588053	Property Owner or Resident	HUEY GALE &					
2585600	Property Owner or Resident	CHAE CHRISTOPHER					
1587928	Property Owner or Resident	FLINT MARK					
1587713	Property Owner or Resident	ROESCHLEY KEITH & MARCIE					
2555005	Property Owner or Resident	MARTIN TRAVIS &					
2706890	Property Owner or Resident	MARZIOLI JOSHUA & KELLY					
2706888	Property Owner or Resident	STENNETT JAMES RALEIGH & ALEJANDRA JEREZ					
2585599	Property Owner or Resident	FLESKES WILLIAM E & BAR					
2699748	Property Owner or Resident	TOZIER ROBERT W & KATRINA C					
2706905	Property Owner or Resident	FARIS JOSHUA EDWIN & ANGELA PLEMONS					
2538406	Property Owner or Resident	SMITH JULIE C					
2555006	Property Owner or Resident	WOLF EVAN W					
2706879	Property Owner or Resident	LOPEZ CASEY LYNN & JOE EDWARD II					
2580627	Property Owner or Resident	CROMWELL OLIVER WARREN JR & ARLENE SUE CROMWELL					
2706889	Property Owner or Resident	MCMILLAN HUMBERTO & DIANA					
2706867	Property Owner or Resident	MIR NAVEED UR RASHID & AMINAH NAVEED					
2585598	Property Owner or Resident	WHITEHURST LOUISE M					
2706903	Property Owner or Resident	BUNCK CRAIG & SARAH					
2504413	Property Owner or Resident	BARRETT STEPHEN BLAKE & REBECCA					
2580620	Property Owner or Resident	FORBES MATTHEW M					
2699747	Property Owner or Resident	WALLACE DOROTHY E & RONALD W					
2580624	Property Owner or Resident	PRIMERANO WILLIAM & LORI A					
2538407	Property Owner or Resident	NGUYEN QUAN H & SUSANA					
2555007	Property Owner or Resident	KLINGENBERG JON JEFFREY					
2706878	Property Owner or Resident	CHRISTOPHER A JR & ALLISON B BAKTIS					
2580615	Property Owner or Resident	COVACI OCTAVIAN M					
2585597	Property Owner or Resident	DISHMAN DEBORAH A & SOUNKALO SANOU					
2580621	Property Owner or Resident	FELDT KEVIN D & CYNTHIA M					
2699746	Property Owner or Resident	HASSAN HANY M					
2580623	Property Owner or Resident	DELACRETAZ NICOLAS & SABRINA					
2706877	Property Owner or Resident	BROWN SAMUEL G					
2580616	Property Owner or Resident	DENMON BRANDON A & MARY E					
2619368	Property Owner or Resident	DIDYK MIRO & VIRGINIA M					
2580622	Property Owner or Resident	WRIGHT BENJAMIN M & STACI S					
2555009	Property Owner or Resident	NICHOLSON MELISSA L & KEITH E					
2580617	Property Owner or Resident	NORWOOD JOAN & MARK H					
2619367	Property Owner or Resident	LENEHAN JAY & REBECCA					
2555010	Property Owner or Resident	BRANTLEY DAVID W					
2580618	Property Owner or Resident	DULL JAMES & MARGARET					
2555011	Property Owner or Resident	BUCKLAND MARVIN E & MAUREEN					
2619364	Property Owner or Resident	THEODORE R & LILLY MARGARET A ANDERSON					
1094407	Property Owner or Resident	BARNES P O					
2504432	Property Owner or Resident	JONES KELLY D & KIMBERLEY K					
2704676	Property Owner or Resident	BUSSE JAMES E					

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2687702	Property Owner or Resident	CHOI PETER & ERICA					
2671401	Property Owner or Resident	GLOWICKI DAVID & LAUREL					
2504412	Property Owner or Resident	SCHRIEWER CHARLES B &					
2699745	Property Owner or Resident	SANCHEZ COLLEEN A & JOHN C					
2687657	Property Owner or Resident	ZAHEERUDDIN BARBER M					
2538408	Property Owner or Resident	SIDDIQI FAZILA					
2704692	Property Owner or Resident	LEKIM LONG & HA THI THU PHAM					
2504433	Property Owner or Resident	RICKABY RYAN W & SHARON J					
2704722	Property Owner or Resident	TAYLOR BOTARIA &					
2704675	Property Owner or Resident	HODGE VERNON K					
2538401	Property Owner or Resident	TURNER JAMES					
2504411	Property Owner or Resident	STEVENS MICHAEL HUNTER &					
2699744	Property Owner or Resident	PANDIAN THIRUNAVUKARASU					
2504368	Property Owner or Resident	SHUTKA MICHAEL JOSEPH & DANIELLE MARIE					
2687700	Property Owner or Resident	WALSH KENT D & ALMANDA R					
2538409	Property Owner or Resident	JACKSON DAYN E &					
2628986	Property Owner or Resident	TITUS THOMAS LESLIE & SHARON K &					
2704693	Property Owner or Resident	SHALEK ABDUL & JAHANARA PARVIN					
2628982	Property Owner or Resident	HITE BETH & RYAN					
2704674	Property Owner or Resident	DELANEY JON EDGAR & PATRICIA LYNN CHASE					
2504410	Property Owner or Resident	BATES LAURA A & DUANE					
2699743	Property Owner or Resident	GRAHAM LINDSEY T					
2504369	Property Owner or Resident	COWAN LINDY ELIZABETH & ANDREW RYAN					
2706495	Property Owner or Resident	HUANG CHENLU					
2687701	Property Owner or Resident	OH JEHO & SUNYOUNG LEE					
2704726	Property Owner or Resident	SABAPATHY RAJARAM CHARLES &					
2628987	Property Owner or Resident	ANWAR KHALID					
2704694	Property Owner or Resident	WU YU CHIEH					
2663893	Property Owner or Resident	OWEN NEVA					
2563981	Property Owner or Resident	COSSA MARCOS EDUARDO & ADRIANA BABA					
2706526	Property Owner or Resident	TULP MICHAEL D &					
2704720	Property Owner or Resident	PERE BONNIE S					
2628981	Property Owner or Resident	MCLEMORE RICHARD & SHARON					
2704673	Property Owner or Resident	DEMOSS RONALD D &					
2699742	Property Owner or Resident	LOUIS ERIC M & SHERYL V					
2504370	Property Owner or Resident	POWELL AARON & STACY					
2563999	Property Owner or Resident	NEIL R & KIM W ALLEN					
2704727	Property Owner or Resident	BURKS JAMES M & LINDA L					
1122582	Property Owner or Resident	DERRICK ALLEN					
2563982	Property Owner or Resident	SHEPHERD JERRY LYNN & MARGARET MARSHALL- LE &					
2706525	Property Owner or Resident	NELSON MATTHEW BLAINE &					
2628980	Property Owner or Resident	ROY EUGENE & GLORIA ALDERSON					
2704672	Property Owner or Resident	CLEM DAN &					
2699741	Property Owner or Resident	DAHLE RYAN D & MELISSA J					
2706493	Property Owner or Resident	GORDON C & MAUREEN K ADAMS					
1587839	Property Owner or Resident	PAUL CONNIE JO					
2563983	Property Owner or Resident	WANINGER ERIC A & LINDA A					
2699740	Property Owner or Resident	PAULSON ALICIA					

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2628967	Property Owner or Resident	JOHNSON AUDREY					
1587820	Property Owner or Resident	MARSTON STEVEN A & WYNDI LEA					
2628968	Property Owner or Resident	ROWDEN FAMILY LIVING TRUST THE					
1587811	Property Owner or Resident	WATSON RANDY LEE ETUX					
2628969	Property Owner or Resident	ELWELL ROBERT R &					
1587802	Property Owner or Resident	MITCHELL BRADLEY D ETUX					
1587795	Property Owner or Resident	OLIVER BRUCE E					
2705124	Property Owner or Resident	ALFIERI REALTY HOLDINGS 1 LLC PINNACLE EYE ASSOC.					
1588133	Property Owner or Resident	WARD LELAND DALLAS & RANDIE KARLENE					
1588124	Property Owner or Resident	BROWN STACEY & NORMA					
1588115	Property Owner or Resident	LEE WILLIAM & CASSANDRA					
1169318	Property Owner or Resident	CAVE JAMES L & PATSY					
1588106	Property Owner or Resident	MOULDER ROBERT & KAY					
1588099	Property Owner or Resident	WILSON FAMILY TRUST					
1588080	Property Owner or Resident	SMITH DAVID B & CAYLA R					
1588071	Property Owner or Resident	WARREN JAMES W & JERRI					
1588062	Property Owner or Resident	SMITH R L &					
2504434	Property Owner or Resident	MOORE WAYNE &					
2699755	Property Owner or Resident	ROWTHU RAVI C					
2704719	Property Owner or Resident	MADDEN DAMIAN A & MERKIEANN A BURTON-MADDEN					
2628979	Property Owner or Resident	WILKERSON JOHN P					
2687689	Property Owner or Resident	BORKOWICZ PATRICIA & MICHAEL					
2564031	Property Owner or Resident	JOHNSON DEBRA DENISE					
2699739	Property Owner or Resident	DEGUZMAN MICHAEL L					
2564032	Property Owner or Resident	PORATH JACY M & LAWRENCE W					
2504371	Property Owner or Resident	DALEY DAVID DANIEL & MONA ELAINE					
2699781	Property Owner or Resident	GONZALEZ DAVID & RUTH SHELBY FIERROS-GONZALEZ					
2706492	Property Owner or Resident	OTTO AARON M & STEPHANIE N					
2563964	Property Owner or Resident	MOORE RICHARD DAVID					
2687688	Property Owner or Resident	CHALUNKAL BRITE JOHN &					
2628970	Property Owner or Resident	DEBOER DONALD & MARY					
2704728	Property Owner or Resident	WHITE ANGELA					
2704711	Property Owner or Resident	LUU BAN & JENNY THI &					
2504476	Property Owner or Resident	RAY BLAKE &					
2504467	Property Owner or Resident	THRASH LARRY & JACQUELINE					
2564050	Property Owner or Resident	MORRISON KATHLEEN					
2504435	Property Owner or Resident	MANUEL ANTHONY & JAMIE ARISPE					
2699754	Property Owner or Resident	AUSTIN DALYN & TAMMY					
2706523	Property Owner or Resident	MENDIOLA ESTEBAN ACEVES & SANDRA JANEL OCOMATL OLIVEROS					
2704718	Property Owner or Resident	KHAN WASEEM NABI & SADAF WASEEM					
2628978	Property Owner or Resident	HOLMES JOHN & CYNTHIA					
2687690	Property Owner or Resident	TUMMARELLO CHRISTOPHER JOHN & MARGARET HELENE					
2504469	Property Owner or Resident	NIELSEN RYAN & VANESSA					
2504408	Property Owner or Resident	TRENHAILE PAMELA & RANDALL					
2564030	Property Owner or Resident	GALLOWAY JARED LYLE & CATHERINE PIPPIN					
2699738	Property Owner or Resident	GOFF BRADLEY P & SHARON K					
2564033	Property Owner or Resident	RING MICHELE & RING CHRIS					
2504372	Property Owner or Resident	ACKLEY WILLIAM E & EILEEN P ACKLEY					

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2699782	Property Owner or Resident	SMITH JEFF S & ELIZABETH J					
2564019	Property Owner or Resident	DUTY JONATHAN M & KERRY JO					
2628971	Property Owner or Resident	BURKE ROBERT W JR &					
2704710	Property Owner or Resident	GOPINATH SAJAN &					
2504466	Property Owner or Resident	HALL BLAKE ALLEN & AUDREY BETH					
2564051	Property Owner or Resident	ANGUIANO CARLOS ULISES FLORES					
2504436	Property Owner or Resident	JACKSON PATRICK & DARLA					
2699753	Property Owner or Resident	CHANDLER MICHAEL A & GABRIELLE M					
2706522	Property Owner or Resident	BARTEE JAMES W & PAIGE N					
2706474	Property Owner or Resident	CUJ YULONG					
2704717	Property Owner or Resident	TAKAVLE SNEHA					
2704669	Property Owner or Resident	NGUYEN NGA TUONG & PHOUNG					
2504470	Property Owner or Resident	BRUNSON ARTHUR & JOELY GRAY					
2504407	Property Owner or Resident	DUTLER DENNIS R					
2504373	Property Owner or Resident	SIAS KENNETH C & TERRALYN					
2699783	Property Owner or Resident	WILSON KRISTIN					
2706490	Property Owner or Resident	NICELY JASEN T &					
2706499	Property Owner or Resident	SELMOVIC SELMA					
2564020	Property Owner or Resident	SUTHERLAND JASON BENTLEY & LINDA					
2628972	Property Owner or Resident	RIDDELL GLENN G & STEPHANIE L					
2704730	Property Owner or Resident	EARLY SHAYLA					
2704709	Property Owner or Resident	PETTY BRADLEY & CINDY					
2504474	Property Owner or Resident	CONDO BEVERLY					
2584823	Property Owner or Resident	SANTOS ARMANDO & BEATRIZ					
2564052	Property Owner or Resident	TALLEY DAVID					
2550758	Property Owner or Resident	SAMARITAN INN THRIFT STORE INC THE					
2699780	Property Owner or Resident	SANSOM VERONICA M					
2699752	Property Owner or Resident	TANG NING & RONG DJING					
2706521	Property Owner or Resident	MILLER MALIA R & WILLIAM RIDGE					
2706475	Property Owner or Resident	MOHAMMED SALMAN					
2704716	Property Owner or Resident	WALLACE BILLY & KIMBERLY					
2628976	Property Owner or Resident	VOIGT ROBERT A & MARY L					
2704668	Property Owner or Resident	HAYWARD WILLIAM & TYLER NGUY					
2504471	Property Owner or Resident	BRYANT TRAVIS P & STACEY LEIGH					
2504406	Property Owner or Resident	FOWLER JASON & LISA &					
2699736	Property Owner or Resident	SEYMOUR TERENCE L & ERICA L BROWN					
2504374	Property Owner or Resident	HESITA JEROME L & KIM M					
2699784	Property Owner or Resident	BODIN JEFFREY N & CHRISTINE L					
2706489	Property Owner or Resident	ROMAN CHRISTOPHER M &					
2628973	Property Owner or Resident	RASSI KIRK W & ELIZABETH A					
2504464	Property Owner or Resident	KENT PATRICIA					
2564053	Property Owner or Resident	SIKORSKI JUDITH LIVING TRUST					
2699779	Property Owner or Resident	OGHUMU STANLEY O & MICHELLE C					
2706520	Property Owner or Resident	GOULD TERRY L & DIANE M					
2704715	Property Owner or Resident	CONNOLLY STEPHEN J & JODI GUSTIN					
2628975	Property Owner or Resident	MITCHELL DONNA A & KENNETH R					
2504472	Property Owner or Resident	TAYLOR DOAK & PAMELA					
2504405	Property Owner or Resident	CABUENA HENRY B					

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2699735	Property Owner or Resident	JUAREZ LORI M & ROBERT					
2699785	Property Owner or Resident	GIANGRECO JEFFREY & LAURA M					
2706488	Property Owner or Resident	BEINFELD RONDA JAN					
2704732	Property Owner or Resident	THORNTON JENNIFER L &					
2706519	Property Owner or Resident	MORRIS BRUCE R & GILMA S					
2706477	Property Owner or Resident	NEIDLINGER CHRIS & MICHELE					
2699734	Property Owner or Resident	MURDOCK WESLEY & PAULA B					
2699786	Property Owner or Resident	BASS SHARON A					
2706518	Property Owner or Resident	BAXTER CARLYN					
2706478	Property Owner or Resident	ZHAO YONG &					
2699733	Property Owner or Resident	RAMASAMY ASHOKKUMAR & MADHURI MEENAKSHI ASHOKKUMAR					
2699787	Property Owner or Resident	SANDERS DUMAUREL & SHEILA A					
2699732	Property Owner or Resident	KAWAMOTO PAUL					
2699788	Property Owner or Resident	STOCKMOE ELIZABETH D					
973940	Property Owner or Resident	MALONE WILLIAM C					
2688466	Property Owner or Resident	HAYNES JAMES OMER &					
2564044	Property Owner or Resident	CARITHERS KENNETH A & RACHEL S					
2504437	Property Owner or Resident	MARTINEZ LISA & JOHN					
2706517	Property Owner or Resident	TIQUI JEFFREY &					
2706479	Property Owner or Resident	LEBLANC JESSICA S & KELLY M					
2704714	Property Owner or Resident	FARHAN AHMAD					
2704667	Property Owner or Resident	LOBAUGH KELLIE &					
2656447	Property Owner or Resident	TYG LEASING LP					
2504404	Property Owner or Resident	RIEGEL SUZANNE &					
2564029	Property Owner or Resident	CARRIS JOHN D & SANDRA K					
2564034	Property Owner or Resident	MICHELSON ANDREW & MICHELLE A MICHELSON					
2706486	Property Owner or Resident	STEPHEN & DEBORAH ANN ATMORE					
2704733	Property Owner or Resident	CARPENTER NORMAN L					
2504463	Property Owner or Resident	DICKSON CATHERINE J					
2564054	Property Owner or Resident	MONTAGUE SIDNEY L III					
2688465	Property Owner or Resident	HILL STEVEN D & JANE M - LE					
2504438	Property Owner or Resident	BUSHNELL GERALD & LAURA					
2706516	Property Owner or Resident	RAMOS JOHNATHAN & KATHERINE					
2704713	Property Owner or Resident	DWYER DAVID A & EMILY M					
2704666	Property Owner or Resident	COLES STEPHEN ALLEN & NANCY RUE					
2504403	Property Owner or Resident	PERKINS DAVID &					
2564028	Property Owner or Resident	RAVINDRAN BALAKISNAN & SHASHA IALA KALIDAS					
2564035	Property Owner or Resident	KUETHE CHRISTIAN & ADRIANNE					
2504377	Property Owner or Resident	DAVIE DANIEL KEVIN & CYNTHIA C					
2564022	Property Owner or Resident	HERNANDEZ NOEL &					
2704734	Property Owner or Resident	GENENA W ARMSTRONG					
2504462	Property Owner or Resident	PAWLICK PAMELA J					
2564055	Property Owner or Resident	SULLIVAN MATTHEW ERIK & AMANDA					
2504439	Property Owner or Resident	HUCK DAVID J & TRACY L					
2577120	Property Owner or Resident	MCCLENDON MATTHEW J & CALLI D					
2706515	Property Owner or Resident	PIERSALL DOREEN					
2706481	Property Owner or Resident	DELEMBO MARK & BONNIE					
2704712	Property Owner or Resident	CLOUTIER JAMES					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
2704665	Property Owner or Resident	CRUZ JOSEPH & LORNE WOOD					
2504489	Property Owner or Resident	MAX GAINS WORLDWIDE INC					
2504402	Property Owner or Resident	WONG GAIL PETER & MIRANDA MULYANA LIVING TRUST					
2564027	Property Owner or Resident	MCKELVY REBECCA S &					
2504378	Property Owner or Resident	BECKETT PATRICIA M					
2706484	Property Owner or Resident	BUNKER NICOLE & RYAN					
2704735	Property Owner or Resident	NICHOLS BARTON FLOYD & RUTH AMELIA BARASA					
2504461	Property Owner or Resident	OVERLY CHRISTOPHER C					
2564056	Property Owner or Resident	YODER TRAVIS P & CHRISTINE B					
1500450	Property Owner or Resident	HOWARD CHUCK & JAN					
1500405	Property Owner or Resident	SMITH WILLIAM L III &					
2504440	Property Owner or Resident	BURCH WENDELL L &					
2706514	Property Owner or Resident	MCCORMICK SHARON L					
2706482	Property Owner or Resident	VISTO REGINA					
2704642	Property Owner or Resident	STANOVICH JEFF					
2504401	Property Owner or Resident	CAVNAR ADAM & ANNA N					
2504379	Property Owner or Resident	BRENNER JAMES E & RITA C					
2706483	Property Owner or Resident	EGBERT THEANN M & THOMAS R					
2628940	Property Owner or Resident	PIERCE KENNETH & MARY A					
2704736	Property Owner or Resident	GUION ERIC L & MARCIA SIMPSON					
2706513	Property Owner or Resident	MCCORMICK PATRICIA					
2504380	Property Owner or Resident	SAMUEL M & RACHEL A ATKINSON					
1500469	Property Owner or Resident	MARK & SAMANTHA ARRINGTON					
2628991	Property Owner or Resident	DEARDORFF CLAYTON & LINDA					
1500398	Property Owner or Resident	BRADLEY ELLIOTT					
2628992	Property Owner or Resident	DAYTON JOHN & KAY					
1500389	Property Owner or Resident	MEANS MARC D & ANNA M					
2029483	Property Owner or Resident	SULLIVAN JIMMY & ANGELA					
1169265	Property Owner or Resident	MURLEY ADDIE JEAN					
1500370	Property Owner or Resident	MCDANIEL KARI E & RICKY R					
2676724	Property Owner or Resident	CJF3 LLC					
2059063	Property Owner or Resident	PHIPPS J B					
1169372	Property Owner or Resident	HASCAL LYNNE K					
2120552	Property Owner or Resident	HASCAL RANDY J & LYNNE K					
2564042	Property Owner or Resident	WILSON THOMAS CHRISTOPHER &					
2504442	Property Owner or Resident	HOGAN ASHLEY T & SHANNON L					
2706512	Property Owner or Resident	ROBERTS SUSAN A					
1500487	Property Owner or Resident	GROVES DARRELL & LILIANE DESIREE NOVATZYK					
1113725	Property Owner or Resident	REYNA GEORGE					
2504400	Property Owner or Resident	DORSEY LARA LAINE					
2564026	Property Owner or Resident	PERKINS HOLLIE SHIRELL					
2564036	Property Owner or Resident	PALOMINO STEVEN C & JILL T					
2504381	Property Owner or Resident	LAUDERDALE WILLIAM STANTON & LINDSAY MARIE					
2688431	Property Owner or Resident	ORTIZ ROBERT & CARMEN SOTO-ORTIZ					
2628993	Property Owner or Resident	BERTEOTTI RONALD & JUDITH					
1113574	Property Owner or Resident	ROSE BOBBY G					
1107821	Property Owner or Resident	TEMPLEMAN IRIS					
1113734	Property Owner or Resident	MATHEWS DEREK M & MIKAELA					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
1107830	Property Owner or Resident	HISE THOMAS W & JENNIFER J					
2688463	Property Owner or Resident	EWING DARLENE L					
2564041	Property Owner or Resident	GAMMILL LANCE A					
2504443	Property Owner or Resident	BOVAIRD SCOTT J & BONNIE A					
2706511	Property Owner or Resident	LAMB MARGIT E					
1169997	Property Owner or Resident	LAWSON BUD					
1113743	Property Owner or Resident	RUELAS ISMAEL & KAYLEE					
2504399	Property Owner or Resident	ROBERT WINSTON ALLEN					
2564025	Property Owner or Resident	VITZ CHARLETTE L					
2564037	Property Owner or Resident	WILKIN RONALD					
2504382	Property Owner or Resident	HAMAKER JUSTIN & MELISSA					
2688435	Property Owner or Resident	DIETERMAN JONATHAN & CHRISTY L					
2628994	Property Owner or Resident	KELLY ROBERT M JR & MARYLIN S					
1107849	Property Owner or Resident	HUGHES RUBY RUTH					
1113752	Property Owner or Resident	HARDEN CLIFTON GLENN &					
1107858	Property Owner or Resident	PIERCE CARL					
2504444	Property Owner or Resident	COLDWELL HOWARD JR &					
2706510	Property Owner or Resident	YARMUTH SCOTT RICHARD & AMANDA KATE FRANK-YARMUTH					
1113761	Property Owner or Resident	PELL RAY LANE ET UX					
2504398	Property Owner or Resident	SIMMONS GARY WAYNE & SUSAN LYN					
2564024	Property Owner or Resident	HARRIS ASHLEY E					
2564038	Property Owner or Resident	LAU DUSTIN P & GWENDOLYN					
2504383	Property Owner or Resident	KEVIN & AMY E ARNOLD					
2688436	Property Owner or Resident	HENDRICKS AARON J & SARAH					
1812658	Property Owner or Resident	GORMAN MICHAEL & CATHI					
1500352	Property Owner or Resident	GUNN VINCENT & JAN FAMILY LIVING TR					
2688461	Property Owner or Resident	DAVIDSON DOUGLAS &					
2504445	Property Owner or Resident	GREY JOHN M & CHERYL A					
1113789	Property Owner or Resident	KLASSEN KYLE					
2504397	Property Owner or Resident	CANDELA IRENEO G JR					
2563966	Property Owner or Resident	PARK BYUNG YONG & HYUN SOO KIM					
2564039	Property Owner or Resident	STEVENS SEAN C & LORI					
2504384	Property Owner or Resident	HOLCOMB KELLY & RONNIE					
2688437	Property Owner or Resident	RICHARDS MOLLY ANN &					
2706505	Property Owner or Resident	WRIGHT ALINA M					
2628996	Property Owner or Resident	CACURAK ROBERT M &					
1113798	Property Owner or Resident	LOAR CHARLES M & PEGGY					
1107894	Property Owner or Resident	TODD TRACY J & L THRES					
2688460	Property Owner or Resident	STEPHENS DIANE HODGES					
2504446	Property Owner or Resident	ASBURY KIP W					
2706508	Property Owner or Resident	RAMONYA D ANDERSON & ROBERT D RODRIGUEZ JR					
1113805	Property Owner or Resident	HARRIS WILLIAM CHARLES -LE					
2504396	Property Owner or Resident	LANEY SPENCER					
1107466	Property Owner or Resident	CULVERHOUSE LARRY					
2629012	Property Owner or Resident	HWANG HYUN JOO					
2564040	Property Owner or Resident	MUSONDA DAVID & CLAUDETTE					
2504385	Property Owner or Resident	LINDSEY JAY R & GLYNNA J					
2706506	Property Owner or Resident	DAVIS MARK A & LYNDA LANDERS					

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2628941	Property Owner or Resident	BARRETT ELIZABETH					
1107439	Property Owner or Resident	RIVERS MELBA					
2706507	Property Owner or Resident	SHROATS BENJAMIN H &					
1812667	Property Owner or Resident	MARTINEZ STEPHEN A &					
1107448	Property Owner or Resident	ROWLAND RONNIE B & TINA S					
2628997	Property Owner or Resident	COLE AARON & CHELSEY SUE					
1704757	Property Owner or Resident	PRICE WILLIAM & DEBORAH					
1704748	Property Owner or Resident	ROHDE TIMOTHY DAVID					
2664088	Property Owner or Resident	BELLEMEADE FARM LP					
2655659	Property Owner or Resident	THOMPSON J DAVID & KAREN K					
1052390	Property Owner or Resident	GIBSON GARY M & APRIL					
1514837	Property Owner or Resident	GIBSON GARY MAX					
2513381	Property Owner or Resident	CARLO RONALD R ET AL					
2066193	Property Owner or Resident	JOHNSTON DENISE JOY					
2736699	Property Owner or Resident	SCOTT TERRY JOHN &					
1107787	Property Owner or Resident	SWITCH DONNA REVOCABLE TRUST					
2513382	Property Owner or Resident	KIUME ALEX K &					
1705337	Property Owner or Resident	VIK STEHANIE LYNN					
2513407	Property Owner or Resident	JAMERSON ROMEL & THERESA					
2736717	Property Owner or Resident	BRENCE GERALD & ELIZABETH					
1107803	Property Owner or Resident	LEMONS DENNY JR ETUX					
2066192	Property Owner or Resident	SULLIVAN JAMES C					
1107796	Property Owner or Resident	MCGARRAH RICHARD CRAIG & ROBIN S					
1705346	Property Owner or Resident	SHAW WILLIAM & LINDA					
2066213	Property Owner or Resident	HERRERA JUAN					
1107812	Property Owner or Resident	SAVAGE ELVA JO					
1704711	Property Owner or Resident	CASE ULYSSES NEAL III					
2554709	Property Owner or Resident	MENDEZ MARIA LUCIA ESTRADA &					
1705355	Property Owner or Resident	MAXFIELD RONALD A ETUX					
2513406	Property Owner or Resident	PEMBERTON BRANDEY					
2736716	Property Owner or Resident	HEDGPETH DAVID &					
2736715	Property Owner or Resident	WALTER JACOB &					
2066330	Property Owner or Resident	TIMMER DANIEL L & DIANA M					
1148546	Property Owner or Resident	PICAZO ERNEST					
1081162	Property Owner or Resident	PICAZO ERNEST & ESTHER					
2066329	Property Owner or Resident	SALCEDO OFELIA M					
2513404	Property Owner or Resident	COLEMAN AMANDA					
2736714	Property Owner or Resident	VILLAR DAMON & NANCY					
2736697	Property Owner or Resident	OBERLE LIVING TRUST					
2513403	Property Owner or Resident	MAHDI ADRIENNE A EL-ARABAWI					
2736713	Property Owner or Resident	HENSON DONALD & ROBIN					
2736712	Property Owner or Resident	SMITH ZACHARY C					
2664089	Property Owner or Resident	LADD DEBRA					
2504376	Property Owner or Resident	CURTIS DANNY J & BARBARA L					
1829374	Property Owner or Resident	PRIESTLEY WILLIAM ALLEN					
966057	Property Owner or Resident	PRITCHARD CHARLES M ET UX LINDA					
2610369	Property Owner or Resident	JAZMIN ALEMAN					
1113903	Property Owner or Resident	DUNCAN JEFFERY L & DEBORAH L					

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1113645	Property Owner or Resident	JEROME D & RETTA S ANDERSON					
1107652	Property Owner or Resident	BLASSINGAME CAROL					
2736696	Property Owner or Resident	FINDLEY JON PAUL &					
2513467	Property Owner or Resident	CUTHBERT JEFF & ANA C					
1113654	Property Owner or Resident	OLIVER JOHNNIE F & JEAN					
2066317	Property Owner or Resident	RAMIREZ JULIA M & ANTHONY R &					
2747279	Property Owner or Resident	RIRIE JAREN & RACHEL					
2736734	Property Owner or Resident	CAMPBELL DEBRA K & PAUL W					
1500361	Property Owner or Resident	TISSERAND DANIEL A					
2736681	Property Owner or Resident	HAGEDORN DOUG & DANA					
2736711	Property Owner or Resident	MULLIKIN MATTHEW T & AMANDA BROOKE					
1064074	Property Owner or Resident	MCKEE LIVING TRUST					
1113896	Property Owner or Resident	BOURASSA BARRY J					
1113636	Property Owner or Resident	WEIGERT JEFFREY HEIMUT & CARY ANN KELLY- WEIGERT					
1113663	Property Owner or Resident	WOOTERS DAVID & JO ANN					
2610368	Property Owner or Resident	COLON AARON & JALEAH					
1113627	Property Owner or Resident	JARAL JOSE L					
1107670	Property Owner or Resident	FRANCIS KEITH & BARBARA					
2746981	Property Owner or Resident	CLAUDIO CHRISTIAN & ANGELA					
1113672	Property Owner or Resident	GILBERT EULESS L & BARBARA H					
1107545	Property Owner or Resident	SMITH AMANDA &					
2736735	Property Owner or Resident	DOUTHITT DOLISA					
2683230	Property Owner or Resident	STOFA CHARLES					
2736710	Property Owner or Resident	LANDEL ELLEN M & RICHARD C					
1113618	Property Owner or Resident	BOMAR WILLIAM E & DEBRA J					
1107689	Property Owner or Resident	PUCKETT EDNA					
1107554	Property Owner or Resident	GARCIA RAY & ANGELINA					
2610367	Property Owner or Resident	RANGER-WILLIAMS NATHALY &					
1113869	Property Owner or Resident	JORDAN RAYMOND D					
1113609	Property Owner or Resident	VASQUEZ GILBERTO					
2736695	Property Owner or Resident	SHIRLEY BRETT & HOLLY COOPER					
1113690	Property Owner or Resident	BARTLETT LORRAINE ELEANOR					
2513400	Property Owner or Resident	HEXAMER DONALD L & CRYSTAL L					
1107563	Property Owner or Resident	YOUNT CLIFFORD H &					
2736687	Property Owner or Resident	KONEN JAMES T & DIANE L					
2610508	Property Owner or Resident	CHAMBERLIN REBECCA JEAN					
2736709	Property Owner or Resident	BYRNES WILLIAM HARWOOD & LISA POUNDS					
2747294	Property Owner or Resident	CARRIE ARNOLD					
1107705	Property Owner or Resident	DELGADO HECTOR					
1113707	Property Owner or Resident	FLORES JOSE O &					
1107572	Property Owner or Resident	REED BENNIE M ETUX					
1113841	Property Owner or Resident	CODY TERRY G					
1107714	Property Owner or Resident	THORPE L JOE & KATHERINE					
1113716	Property Owner or Resident	CHAPA SAMUEL & JENNIFER D					
2513399	Property Owner or Resident	JOSE N & VALARIE AMAYA					
1113510	Property Owner or Resident	BOTTLINGER JANET LYNN CANUTESON					
1107581	Property Owner or Resident	ORR ALEX MACK & DONNA DYNETTE					
2736688	Property Owner or Resident	VANSANT ROBERT SCOTT & STACEY O					

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2610509	Property Owner or Resident	BONDS JASON D & ADRIENE M					
2736708	Property Owner or Resident	CRUMP ROGER & CHRISTI					
1113832	Property Owner or Resident	LANGE BEVERLY N					
2513416	Property Owner or Resident	LEBLANC JOHN C II & DANELLE					
1107723	Property Owner or Resident	STATEN KATHRYN STEWART					
1169924	Property Owner or Resident	ENGELMAN KURT & DIAN					
2610365	Property Owner or Resident	HIWOT TADESSE G &					
1113823	Property Owner or Resident	CRAMPTON JOHN A					
1107732	Property Owner or Resident	BLAZER CRISTIE LEE					
2736694	Property Owner or Resident	MOON JAY C &					
1113495	Property Owner or Resident	JOY HENRY OMER ET UX					
1107607	Property Owner or Resident	KERSHAW SEAN					
2736689	Property Owner or Resident	SKAUGE TIMOTHY & IEVA					
2736707	Property Owner or Resident	SELLINGER ERIC & ELIZABETH BELL					
2513415	Property Owner or Resident	HENRIE GREG L & LISA M					
1107741	Property Owner or Resident	LAVY THOMAS WYLIE					
1113486	Property Owner or Resident	WEST KATHRYN INGRID					
1107616	Property Owner or Resident	RIBBLE CHARLES & SARA					
2610364	Property Owner or Resident	PRESTON RODNEY & NIKITA TIARA					
1107518	Property Owner or Resident	KENNY EUGENE & EDITH MONICA ARMSTRONG					
1107750	Property Owner or Resident	KEISTER ROBERT DOUGLAS II & MELINDA					
1113477	Property Owner or Resident	HOCTOR BARBARA ANN					
1107625	Property Owner or Resident	MCGARRAH LAURA BETH					
2610511	Property Owner or Resident	SMITH SCOTT G					
1107509	Property Owner or Resident	RIGGS LINDA FAYE & J R RIGGS					
1107769	Property Owner or Resident	ROSS CALVIN L &					
1166623	Property Owner or Resident	DRAKE BENNIE R & GAYLE					
1113468	Property Owner or Resident	CARTER ELDON					
2610363	Property Owner or Resident	PHAN LAN M					
1107493	Property Owner or Resident	BUSTER MARK ROLAND &					
965995	Property Owner or Resident	MCDONALD MATTHEW T					
1107778	Property Owner or Resident	RUVALCABA SALVADOR ALVARADO					
1107411	Property Owner or Resident	ROBERTSON KENT & CATHERINE					
1107643	Property Owner or Resident	HUNTER JOHNATHON D					
1107484	Property Owner or Resident	HOMAN MARY LEE					
2757050	Property Owner or Resident	PERRY ANTHONY JAMES &					
1107402	Property Owner or Resident	COWLISHAW KEITH & RHONDA					
2610513	Property Owner or Resident	ROSKAMP DANIEL JAMES & MEGAN TARRANT					
1829481	Property Owner or Resident	HERNANDEZ DOLORES P &					
1171403	Property Owner or Resident	CENTRAL BAPTIST CHURCH					
1591174	Property Owner or Resident	OSTICK RANDY G & TERRY A					
2120762	Property Owner or Resident	B CLEMENT SURVEY					
1829365	Property Owner or Resident	STRONG GREGORY D ETUX					
2120544	Property Owner or Resident	JONES KATHY W & KENNETH					
1169853	Property Owner or Resident	TREJO RUDDY					
966217	Property Owner or Resident	BRADAM JERRY W & C A REAVIS					
10947	Property Owner or Resident	BROWN BILLY CHARLES					
966002	Property Owner or Resident	DEBORD DANIEL BRYANT &					

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966468	Property Owner or Resident	VOGEL FRED A & CYNTHIA L					
2599741	Property Owner or Resident	SWIM MICHAEL D & LORI A					
972424	Property Owner or Resident	STANDISH PATRICIA					
1990269	Property Owner or Resident	SANDERS WAYNE E					
1829267	Property Owner or Resident	COHEN MITCHELL P & BONNIE					
2063078	Property Owner or Resident	WALLACE KATHERINE M					
2700884	Property Owner or Resident	PEREZ NOE C HERR &					
966084	Property Owner or Resident	JOPLIN BILLY K & PAULETTE - LE					
1829258	Property Owner or Resident	DIXON CHRISTOPHER MARK					
2119326	Property Owner or Resident	BEHEYDT ROBIN LEE					
2610362	Property Owner or Resident	MOHAMMED BAHERU A					
2631191	Property Owner or Resident	THOMPSON BRADLEY R & JOANNE P					
2637941	Property Owner or Resident	COLLIN COUNTY COMMUNITY COLLEGE DIST					
2736705	Property Owner or Resident	JONES BRANDON S & LESLIE H					
2669638	Property Owner or Resident	ANTIQUE FAMILY HOLDINGS LP C/O FRANK WILLIAMS					
2119325	Property Owner or Resident	ROBINSON MELODY M					
2631192	Property Owner or Resident	DESHAJO JON					
2631155	Property Owner or Resident	PANEBIANCO MICHAEL EDWARD JR &					
2736704	Property Owner or Resident	LANEY THOMAS L & PATRICIA P					
2119324	Property Owner or Resident	RICHARD ALICE					
2631193	Property Owner or Resident	STANTON ROGER FRANCIS &					
2631156	Property Owner or Resident	BUCKLAND KATIE E					
1829463	Property Owner or Resident	TORRES AVELINO & ALICIA					
966459	Property Owner or Resident	PIERCE GARY G & MELIN					
2736720	Property Owner or Resident	PARRA NICHOLAS & KELLY					
2736701	Property Owner or Resident	CARR RANDY & DEEANN					
2736700	Property Owner or Resident	SENA VINCENT & LINDSEY					
2689162	Property Owner or Resident	BEENE TOMMY MICHAEL & LINDA COTTINGHAM					
2112907	Property Owner or Resident	RACHEL R BALDERRAMA					
1599130	Property Owner or Resident	MILES ANDREA DEE					
1596561	Property Owner or Resident	COY SHANNA REE					
2120762	Property Owner or Resident	O'NEAL MARGARET RODDEY					
1171369	Property Owner or Resident	FLEENER CLAUD E & BEVERLY S					
1169844	Property Owner or Resident	CALDWELL CHARLES D & DEBORAH A					
1171298	Property Owner or Resident	WILLINGHAM RANDY					
1829454	Property Owner or Resident	HARRIS JOHNNY &					
966440	Property Owner or Resident	WYSONG WHITNEY					
1829445	Property Owner or Resident	SOLOMON DANIEL M					
2055754	Property Owner or Resident	WAUGH GARY & SYLVIE					
1990810	Property Owner or Resident	PETERS JOHNNY WAYNE & ROBERT EARL PETERS &					
1169933	Property Owner or Resident	SHAW JOHN J					
966431	Property Owner or Resident	WALDEN TERRY R ET UX					
999129	Property Owner or Resident	BELL FAMILY LIVING TRUST THE					
1829436	Property Owner or Resident	HEJKE RAY & TOMMIE HEJKE					
1829249	Property Owner or Resident	ROCIO M AGUILAR					
2119323	Property Owner or Resident	GRIMES GREGORY J & ANGIE R					
2581340	Property Owner or Resident	COLLIN COUNTY					
2631211	Property Owner or Resident	MAINORD JAMES CLAY & KALEN RUTH					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
2102421	Property Owner or Resident	CORNELIUS PHILIP & CATHERINE					
2119359	Property Owner or Resident	HOSSAIN MOHAMMAD KAMAL &					
2631194	Property Owner or Resident	REYNOLDS GAYLA D &					
2119374	Property Owner or Resident	GORHAM KEITH ANDREW & KORINE KAY					
2689168	Property Owner or Resident	CARR ROYCE K & KATIE E					
2119358	Property Owner or Resident	HIATT RICHARD J JR					
2631185	Property Owner or Resident	DAY MARY M & KOREY W					
2102297	Property Owner or Resident	LEWIS ALDON E & BARBARA B					
2631147	Property Owner or Resident	HAYDEL BRET T & KARI L					
2119373	Property Owner or Resident	WOODS ANGELA MONIQUE RICHARDSON					
2631168	Property Owner or Resident	FARRIS BARRY & ROBIN					
2689161	Property Owner or Resident	EARLES STEVEN & DONNA					
2704677	Property Owner or Resident	HAWKINS DAMON H & MARGARET S					
2119322	Property Owner or Resident	HUMMEL JOHN C					
2631210	Property Owner or Resident	WEBB JOSEPH AARON & ANGEE PINSON					
2102422	Property Owner or Resident	ROBERTS JOHN E					
2704663	Property Owner or Resident	STROUT ANTHONY RAINER & MAIYA ANNE					
2119357	Property Owner or Resident	OIDTMAN GREG &					
2631184	Property Owner or Resident	RIDER JOSEPH EDWARD JR					
2102296	Property Owner or Resident	O'MALLEY SEAN MICHAEL					
2631157	Property Owner or Resident	KISSELL ANDREW CHRISTOPHER & EMILY					
2631167	Property Owner or Resident	LACKMAN ANTHONY J & MARNE K					
2689160	Property Owner or Resident	MCINTOSH WILLIAM SCOTT &					
2704678	Property Owner or Resident	CAVANAUGH BRADLEY J					
2119321	Property Owner or Resident	MOYER ROBERT J III					
2631209	Property Owner or Resident	HAGEN RICHARD N & SHARON					
2704662	Property Owner or Resident	AKANGBOU EBIFEGHA E & JUDITH O					
2119361	Property Owner or Resident	MOSBY MAURICE ERIC SR					
2631196	Property Owner or Resident	CUSICK MICHAEL P &					
2119376	Property Owner or Resident	MARTINEZ FRANCISCO & LAURA L					
2689166	Property Owner or Resident	JASON DONALD & KAITLIN MARIE ANDERSON					
2119356	Property Owner or Resident	COPELAND TERRY W					
2631183	Property Owner or Resident	SOAPE KASEY D & CHRISTOPHER G					
2631158	Property Owner or Resident	DUNN EDWARD J & CARRIE LEE					
2119371	Property Owner or Resident	JACKSON KYLE & TIERRA A					
2631166	Property Owner or Resident	WHITEHOUSE GEORGE VICTOR &					
2689159	Property Owner or Resident	WILLIAMS STEFANIE & JASON					
2119320	Property Owner or Resident	FAULKNER BRIAN & CASSUNDRA J					
966146	Property Owner or Resident	VASUDEVAN VIVEKANANDAN & UMAMAHESWARI RAMASAMY					
2631208	Property Owner or Resident	ROSS FAMILY TRUST THE					
2704661	Property Owner or Resident	OLADIPO BABATUNDE O & STELLA O					
2119362	Property Owner or Resident	WASINGER DAVID & CARY					
2631149	Property Owner or Resident	SCOTT TERRY JOHN & DONNA MARIE KOBRIN					
2689165	Property Owner or Resident	SELF MONTE D & FRANCES C					
2631182	Property Owner or Resident	GLENN RICKIE J & LAURA A					
2631159	Property Owner or Resident	SUZUKI GARY & ANGELA					
2631165	Property Owner or Resident	DORTON JEFFREY A &					
2704680	Property Owner or Resident	RAMASWAMY KIRTISHANKAR & KARTHIGA PRIYA CHANDRAN					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
2631207	Property Owner or Resident	FIRESTONE JOHN & DAPHNE					
2704660	Property Owner or Resident	WEIR GEORGE WESLEY & MARIA CONCEPCION					
2119363	Property Owner or Resident	MENSAH JOJO					
2689164	Property Owner or Resident	STREIT LOUIS JOHN					
2631160	Property Owner or Resident	HORST DIRK W & ROBIN L					
2119369	Property Owner or Resident	LOPEZ ENRIQUE					
2689157	Property Owner or Resident	FELLOWS RONALD I &					
2704681	Property Owner or Resident	BURNETT EDWARD D & KIMBERLY L BIGLER-BURNETT					
2631206	Property Owner or Resident	DJURDJULOV BOGDAN & PEGGY L					
2704659	Property Owner or Resident	ROBINSON SHARON LEOLA					
2631161	Property Owner or Resident	CLARKE GRANT P & LUANNE E					
2119368	Property Owner or Resident	OLIPHANT WILLIE JAMES JR &					
2704682	Property Owner or Resident	NGUYEN VAN HAT &					
2119317	Property Owner or Resident	WATSON JAMES & JAN					
2631150	Property Owner or Resident	LAUER LORI ANNE					
2689148	Property Owner or Resident	DIENER GEOFFREY KIRK					
967387	Property Owner or Resident	LONG JERRY R					
1990809	Property Owner or Resident	WILDER THOMAS OTIS					
2119315	Property Owner or Resident	KHATUA NIRAPADA & DEEPA REV LT					
2119350	Property Owner or Resident	JONES EHTAN E & BARBARA G					
2695175	Property Owner or Resident	HERITAGE CHRISTIAN CHURCH					
2119314	Property Owner or Resident	BOLDEN FELICIA ANN					
2119313	Property Owner or Resident	RAND STEVE					
966422	Property Owner or Resident	JOSE CARMEN & SARA BARAJAS					
1986240	Property Owner or Resident	CAPPS THOMAS A SR & TAMMY R					
1829427	Property Owner or Resident	SPRADLIN FAMILY TRUST THE					
1829347	Property Owner or Resident	CARRICO BRUCE W & GINA M					
1169835	Property Owner or Resident	D'OTTAVIO MARIANO JR & TRESSA R					
1169871	Property Owner or Resident	MILLER CHRISTINE CLARK & LANCE					
966404	Property Owner or Resident	TROTTER WILLIAM D ETUX					
2120256	Property Owner or Resident	6631 COUNTY RD 124 LLC					
966137	Property Owner or Resident	ROSE WILLIAM T & JOAN A					
1829338	Property Owner or Resident	WICKES ROBERT & JOYCE					
520476	Property Owner or Resident	EUBANK RICHARD H & SHERRI L					
1829418	Property Owner or Resident	PARKER JOHNNY WEBB &					
1142016	Property Owner or Resident	GARCIA THOMAS & SUSIE					
1829230	Property Owner or Resident	HOCKETT JASON WADE &					
2631231	Property Owner or Resident	REMINGTON STEPHEN D JR & MARY C					
1705195	Property Owner or Resident	HACKNEY FAMILY LIVING TRUST					
2704658	Property Owner or Resident	PARI GREG					
2119378	Property Owner or Resident	HALL RUSSELL					
1705211	Property Owner or Resident	MARTA C ALFARO					
2631164	Property Owner or Resident	KYLE & TABITHA L ARMSTRONG					
2102412	Property Owner or Resident	JONES PERCY ALBERT JR					
2704650	Property Owner or Resident	LAMONT ROBERT E					
2704700	Property Owner or Resident	HAGGERTY ROGER A & SUZANNE G					
2704417	Property Owner or Resident	LACK GREGORY WAYNE & LINDA SUE					
2631224	Property Owner or Resident	EAKIN ELANOR					

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1705186	Property Owner or Resident	KATS GALE L					
1705220	Property Owner or Resident	CAIN LIVING TRUST					
1705177	Property Owner or Resident	LEWIS TERRY					
2704657	Property Owner or Resident	HOANG AUSTIN MINH & HANH THI MY					
2704648	Property Owner or Resident	RICHARDSON KENNETH & HEMA R					
2119379	Property Owner or Resident	THIERRY DAVID & SHERI					
1705239	Property Owner or Resident	CARROLL MELONEY D & DONALD R					
2631163	Property Owner or Resident	DONALD S & GAIL ANDERSON					
2704651	Property Owner or Resident	POKHREL GYANENDRA & RANJU SHARMA					
2704699	Property Owner or Resident	LEE JINHEUCK & ILSIM JO					
2704416	Property Owner or Resident	DUCHARME EDWARD R & DIANNA M					
2704741	Property Owner or Resident	CHENG HSIEN-TE & LILY					
966128	Property Owner or Resident	MONSON JAMES G III & COLLEEN G					
1705168	Property Owner or Resident	PARRENT STEVEN D ETUX FRA					
1705248	Property Owner or Resident	LAMPRECHT ADAM J & BRENDA J BRILEY					
1705159	Property Owner or Resident	KLEMM KARIN J &					
2704656	Property Owner or Resident	MCPHAIL KRISTY L &					
2704647	Property Owner or Resident	LEIBOVICH YAACOV & TAL					
2704745	Property Owner or Resident	AKANBI OLADELE & OMOTANWA					
1705257	Property Owner or Resident	TOOSI FARUKH & PARVANEH					
2704652	Property Owner or Resident	THOMAS F ANDERSON					
2704740	Property Owner or Resident	YANG XIAOLONG					
1705140	Property Owner or Resident	SMITH COREY & CARLI					
1705266	Property Owner or Resident	HOLLOWAY WILMA JO-LE					
2119310	Property Owner or Resident	LAKE MICHAEL & KIMBERLY LAKE					
1705131	Property Owner or Resident	FORT LOYD E & TRESSYE					
2704655	Property Owner or Resident	SERRANO MARK A					
2704746	Property Owner or Resident	DAGLEY GEOFFREY WAYNE &					
2704704	Property Owner or Resident	ISLAM MOHAMMED A					
1705275	Property Owner or Resident	RIDDLE KATHI & JOHN FAMILY TRUST THE					
2704653	Property Owner or Resident	CORTAZZO CYNTHIA					
2704697	Property Owner or Resident	LANG KHOI T & YENIPHER Y CHUNG LOO					
1705122	Property Owner or Resident	SULLIVAN FAMILY LIVING TRUST THE					
1829409	Property Owner or Resident	BOHMAN STEVEN A & DEBORAH A					
1705284	Property Owner or Resident	SHAMS SHAMA					
1705113	Property Owner or Resident	RODRIGUEZ RENE					
2704705	Property Owner or Resident	WILLIAM F & THOEUN BALLEW					
1705293	Property Owner or Resident	GRISSOM JEAN-MARIE LIVING TRUST THE					
2704654	Property Owner or Resident	SHANMUGASUNDARARAJ ANETHA & SHUNMUGASUNDARARAJ SIVANANTHAPERUMAL					
2704738	Property Owner or Resident	SCHWERTFEGER TERRY JOE &					
1705104	Property Owner or Resident	CATON MARK T					
1705300	Property Owner or Resident	CRONIN LAWRENCE D ETUX SH					
1705097	Property Owner or Resident	CRAWFORD MICHAEL PAUL &					
1647506	Property Owner or Resident	POWELL BILLY & CINDY					
2704748	Property Owner or Resident	SU PAUL &					
2704706	Property Owner or Resident	SHEIKH GHAZANFAR RIAZ &					
1705319	Property Owner or Resident	EGNER DOUGLAS A ETUX					
2704695	Property Owner or Resident	WATSON NELDIA S					

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2704737	Property Owner or Resident	CHRIS & AMY ANDERSON					
1705328	Property Owner or Resident	MARKOVASKA TETYANA					
2704749	Property Owner or Resident	RAZA KUMAIL &					
2704707	Property Owner or Resident	SIMMONS KEITH & MICHELLE					
2704641	Property Owner or Resident	WEI YI JA & PING LUO					
2704643	Property Owner or Resident	DIEFES MARK R &					
1077006	Property Owner or Resident	SANDOVAL JOSE M & LUZ B					
1829392	Property Owner or Resident	HARRIS HORACE ANTHONY					
1169755	Property Owner or Resident	GONZALES RUBY L &					
966093	Property Owner or Resident	JONES WILLIAM HENRY					
1829383	Property Owner or Resident	LOZA EFREN & ANTHONIA					
966333	Property Owner or Resident	GRAHAM HARVEY W & SANDRA K					
966397	Property Owner or Resident	BRASELTON JOHN					
1171154	Property Owner or Resident	PATTON JOSEPH MICHAEL II					
1225169	Property Owner or Resident	COSTELLO LAWRENCE J & DALE					
1829221	Property Owner or Resident	BOYD CATHERINE M					
2147204	Property Owner or Resident	PAUL FRED & CASEY					
2635652	Property Owner or Resident	SANDERS GARY W &					
2689151	Property Owner or Resident	DE PAUL BRIAN II					
2704406	Property Owner or Resident	LARIO JOHN & HEIDI &					
2689184	Property Owner or Resident	SCHULIN CHAD JOSEPH & MEREDITH ELLEN					
2704440	Property Owner or Resident	DENTON MICKEY CHRISTINE					
1064010	Property Owner or Resident	KRIECHBAUM VICTOR M & MONIKA					
2147203	Property Owner or Resident	RAMMELSBURG ERIC &					
2689169	Property Owner or Resident	CHEEK JENNIFER					
2704419	Property Owner or Resident	SPACKMAN ANDREW & ELDA					
2732472	Property Owner or Resident	ADLI BARAKAT					
2689183	Property Owner or Resident	EMANUEL JAMES R & RUTH A					
2704439	Property Owner or Resident	SCOGIN JAMES & MACHELLE					
2147202	Property Owner or Resident	SCHAAB DEREK					
2689170	Property Owner or Resident	DOWTIN WILLIAM III & JILL SCHURR					
2704420	Property Owner or Resident	GATES WILLIAM J &					
2689182	Property Owner or Resident	HRAPKIEWICZ STEPHEN & MICHELLE					
2704438	Property Owner or Resident	STEPHAN ANDREW & LAUREN					
2689171	Property Owner or Resident	CREME JOSEPH J &					
2704421	Property Owner or Resident	GOODING JASON K					
2689181	Property Owner or Resident	KOHL W M & LAURIE N					
1591192	Property Owner or Resident	WEIBLEY RICHARD E & PAMELA D					
2663886	Property Owner or Resident	PATEL BHARGAV & RACHANA					
1102960	Property Owner or Resident	DAVID CHERRY SURVEY					
1169906	Property Owner or Resident	LOPEZ RACHEL R & JUAN L					
1192774	Property Owner or Resident	BIRD CHRISTOPHER					
1068007	Property Owner or Resident	TAYLOR RONNIE					
966100	Property Owner or Resident	CONNOLLY KEN & TRACEY					
1169915	Property Owner or Resident	BERHOW JEAN J					
966388	Property Owner or Resident	JOPLIN JUDSON & SHERRY					
2559839	Property Owner or Resident	GARCIA LUCIO JOSE					
2689367	Property Owner or Resident	ESPINOZA EBODIO					

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1122804	Property Owner or Resident	CUENCA GEOVANNY					
2671398	Property Owner or Resident	BLOCK DANIEL W & AMBER					
1123108	Property Owner or Resident	RICHARDSON WILLIAM PHILLIP JR LIVING TRUST					
1829329	Property Owner or Resident	SOWARDS ROBERT					
1169345	Property Owner or Resident	WILSON AMBER					
2073128	Property Owner or Resident	PRINCE GRADY M					
1169309	Property Owner or Resident	PRINCE BETTSY R HORNE					
2075002	Property Owner or Resident	CALDWELL TRACIE LYNN					
2004967	Property Owner or Resident	MCBROOM JOHN THOMAS					
1829212	Property Owner or Resident	BATES THOMAS & KATHLEEN					
966379	Property Owner or Resident	BROWN JERRY D & WANDA					
2689172	Property Owner or Resident	CARVER DION & AMY					
2704422	Property Owner or Resident	MIRABELLA JOSEPH D					
2704436	Property Owner or Resident	ETIER FRANK C JR & SHANNON B					
2693634	Property Owner or Resident	KING EDWIN V JR					
2739326	Property Owner or Resident	JOHNSON DON B &					
2689173	Property Owner or Resident	KOONS MICAH &					
2689179	Property Owner or Resident	SEITZ CLYDE A &					
2704435	Property Owner or Resident	MOONEY FAMILY LIVING TRUST THE					
1060835	Property Owner or Resident	MCLAUGHLIN GAIL G					
2689174	Property Owner or Resident	MORGAN CHARLES JACKIE & LISA ANN					
2704424	Property Owner or Resident	ROBOHM DON &					
2689152	Property Owner or Resident	DUDLEY TODD RAY & LAUREN PAIGE					
2704434	Property Owner or Resident	MORGAN RESIDENCE TRUST					
966495	Property Owner or Resident	WEISS CAROL A-LE					
2739420	Property Owner or Resident	WILTSE PETER J & RHONDA F					
1614257	Property Owner or Resident	WHITLOCK VICTOR A					
1596703	Property Owner or Resident	TORRES JOSE LUZ					
1598970	Property Owner or Resident	LOPEZ MACARIO & AURORA					
1829310	Property Owner or Resident	CALDER BRIAN & ANNA					
1064485	Property Owner or Resident	CARTER EDGAR LAMAR III &					
1890225	Property Owner or Resident	STERLING TRUST COMPANY CUSTODIAN FBO					
1169899	Property Owner or Resident	TAMPLIN MICHAEL D &					
2508147	Property Owner or Resident	VALDIVIA MIGUEL ANGEL &					
2739421	Property Owner or Resident	RICHARDSON LARRY CURT					
2739422	Property Owner or Resident	DAIL DONALD LEE					
2739423	Property Owner or Resident	TAUNTON DEAN A &					
2704398	Property Owner or Resident	PRINCIPLE MEDICAL PROPERTIES LLC					
2739424	Property Owner or Resident	PROBST THOMAS ALVIN & BARBARA ANN					
2739425	Property Owner or Resident	SCOTT DAVID E & DEBRA D					
2739426	Property Owner or Resident	STEVE L & DAWN M ATWOOD					
1094274	Property Owner or Resident	CARRASCO ARNULFO & ESTELLA					
1829301	Property Owner or Resident	WILLIS DAVID LEE					
2545742	Property Owner or Resident	HERNANDEZ ABEL JR					
2656648	Property Owner or Resident	ECO CLINICS LLC					
1170048	Property Owner or Resident	IZAGUIRRE CRESENCIO					
1829196	Property Owner or Resident	DOWNING FRANCIS W &					
2066328	Property Owner or Resident	SOBOTA STEPHEN N					

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2739428	Property Owner or Resident	DAVID ROMAGE & TALEIA LAESCH BAILEY					
1193693	Property Owner or Resident	DIAZ DAVID LEMUS &					
2066325	Property Owner or Resident	CASTILLO FILOMENO					
2739429	Property Owner or Resident	HUNT FAMILY TRUST THE					
2066324	Property Owner or Resident	DUNN WILLIAM H & CAROL ANN					
2739430	Property Owner or Resident	LANKFORD BRUCE E & KIMBERLY K					
1113592	Property Owner or Resident	DAVIS JEFFREY C					
1081581	Property Owner or Resident	DUFFIELD BRENT W & LORETTA KAY					
1081590	Property Owner or Resident	SANDERS LORETTA KAY					
2687912	Property Owner or Resident	DIBENEDETTO SCOTT & STEPHANIE					
1829294	Property Owner or Resident	MADHU DANA D					
1068230	Property Owner or Resident	MEZA JESUS & NORA					
2014601	Property Owner or Resident	COWLISHAW THOMAS W & NANCY A					
2029485	Property Owner or Resident	COWLISHAW TOM W & NANCY					
1829187	Property Owner or Resident	SELF DAVID H & TARA B					
2666387	Property Owner or Resident	MONTES ALEJANDRA					
2066323	Property Owner or Resident	CYR CHRISTOPHER M & JILLIAN E					
2756819	Property Owner or Resident	MUELLER JENS					
2066322	Property Owner or Resident	HART PATRICK M					
2513473	Property Owner or Resident	AL RABIAI DAHLIYA					
1060746	Property Owner or Resident	SEABOLT BRENDA & JAMES R					
2066321	Property Owner or Resident	LACROIX MARLENE V - LE					
2638438	Property Owner or Resident	FOWLER DAVIS WAYNE					
2066319	Property Owner or Resident	NOBLES SARAH L					
1170137	Property Owner or Resident	SARVER WILLIAM F					
2066318	Property Owner or Resident	MAHMOOD IQBAL					
2018096	Property Owner or Resident	OQUIST JESSE &					
2120258	Property Owner or Resident	DAVIS LARRY R & ANNA L					
1829285	Property Owner or Resident	STEELE MICHAEL A					
1829178	Property Owner or Resident	DAHLEN LIVING TRUST					
1751633	Property Owner or Resident	ESCAMILLA PATRICIA ANNETTE					
2633817	Property Owner or Resident	CALDWELL LELAND R & BARBARA B					
1088496	Property Owner or Resident	ZVOKEL KEVIN & STACEY					
2554667	Property Owner or Resident	HERNANDEZ RAMIRO M &					
2554666	Property Owner or Resident	RICHARDSON JERRICK O & KIMBERLY					
1599158	Property Owner or Resident	SADLER BILLY RAY & SHERRY LYNN					
2554665	Property Owner or Resident	THOMPSON DIONNE					
1522588	Property Owner or Resident	ELDRIDGE DAVID GLENN					
2554664	Property Owner or Resident	NOORY SEAN SHER					
2554662	Property Owner or Resident	DOYLE JAMES M					
2554661	Property Owner or Resident	ORDONEZ MARTHA A & MARCO A					
2018068	Property Owner or Resident	MCKINNIS JOANN ASPLIN					
1064984	Property Owner or Resident	VARGAS ROGELIA					
973307	Property Owner or Resident	FEDERLINE BRUCE H ETUX					
2126454	Property Owner or Resident	FRAZIER CHAD & ANN GLEBOFF					
1622453	Property Owner or Resident	WATSON RALPH					
2554658	Property Owner or Resident	MONTOYA-GONZALEZ JAVIER					
2554657	Property Owner or Resident	FULL DENNIS P & LISA K					

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2554655	Property Owner or Resident	JOHNSON STEVEN P & MARLENE J					
973334	Property Owner or Resident	DANIEL JACKIE L					
2513453	Property Owner or Resident	NELSON FREDERICK W &					
1135596	Property Owner or Resident	DAUGHERTY ENTERPRISES LLC					
2513455	Property Owner or Resident	JOSHUA & SHANTELE ANDERSON					
2513451	Property Owner or Resident	HENDERSON MELISSA DENISE & BRIAN AARON					
1528546	Property Owner or Resident	ROJAS JOSE & MARIA DE LA LUZ					
2513456	Property Owner or Resident	XIANG WILLI					
2513449	Property Owner or Resident	ZURCHIN REGIS & JENNY					
2513447	Property Owner or Resident	CARBALLO ERICK M & ROSA M					
1598925	Property Owner or Resident	DARLAND DEBBIE					
1073439	Property Owner or Resident	RICHARDSON R D					
2120550	Property Owner or Resident	SAMS DONALD D					
2727296	Property Owner or Resident	RYAN FAMILY LIVING TRUST THE					
1169880	Property Owner or Resident	FLORES MARIO & SENAIDA					
2675021	Property Owner or Resident	ZIAUDDIN ABU & YAMINA					
2539597	Property Owner or Resident	HERNANDEZ BERENICE					
2513468	Property Owner or Resident	MUYA JOB K &					
2513446	Property Owner or Resident	ZHOU WENQIANG					
2539596	Property Owner or Resident	ENRIQUE & ALMA VERNONICA SALCIDO AVILA					
2513470	Property Owner or Resident	BROWN CLARISSA					
2513444	Property Owner or Resident	BURKS ANTOINETTE					
2539593	Property Owner or Resident	HINES STEVEN E					
2513443	Property Owner or Resident	OCHICHI STEPHEN A					
2073067	Property Owner or Resident	ROBERTS MARK S					
2055983	Property Owner or Resident	GALLOWAY KAYE					
2539591	Property Owner or Resident	SULLINGER JOHN T & BRENDA K					
2055982	Property Owner or Resident	LUNA WAYNE & CONNIE					
1784625	Property Owner or Resident	RODRIGUEZ CLEMENTE					
1966453	Property Owner or Resident	TIJERINA HERIBERTO					
2656556	Property Owner or Resident	TRAVIS FARON ETAL					
2675063	Property Owner or Resident	MULLIS DAVID B & KATHLEEN T					
2675023	Property Owner or Resident	HALLENBECK DONALD A & CIELO I					
2055980	Property Owner or Resident	ISABELL LORI B &					
2539590	Property Owner or Resident	TRAVERZO EDWIN &					
2513471	Property Owner or Resident	PENA BERNELLE LOUISE					
2655831	Property Owner or Resident	AG-POWER REAL ESTATE INC					
2539553	Property Owner or Resident	BLACK JOHN H JR &					
2675024	Property Owner or Resident	THEKKANATTU JOSEPH T					
2539589	Property Owner or Resident	NEWELL ROSELLA & DARNELL					
2675025	Property Owner or Resident	FANNING SADIE M					
2539588	Property Owner or Resident	THOM TIBBETTS					
2539555	Property Owner or Resident	DAUGHERTY DEBORAH KAY					
2539587	Property Owner or Resident	MARCELENO SARAH A & JOHN DAVID					
2513439	Property Owner or Resident	HOWLAND JASON D					
2513475	Property Owner or Resident	OBREGON ALFREDO					
2513438	Property Owner or Resident	RODRIGUEZ RICHARDO & MARIA					
2539585	Property Owner or Resident	MARTINDALE KIMBERLY A &					

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2513422	Property Owner or Resident	CHEVEZ MARIA					
2055584	Property Owner or Resident	LINDSEY MICHAEL & SHELLEY					
1065830	Property Owner or Resident	MOUNGER CAMERON ET UX					
1102826	Property Owner or Resident	HOOTEN CATHY MARIE					
2042401	Property Owner or Resident	MIRBAGHERY AZAM					
2078159	Property Owner or Resident	BIXLER VALERIE LEIGH					
2539584	Property Owner or Resident	WILLIAMS BONITA C					
2513421	Property Owner or Resident	DERRICK MICHELE & JASON W					
2711707	Property Owner or Resident	QUINN GARY P & CHRISTINE C					
2539559	Property Owner or Resident	LINDWALL HUBERT					
2513437	Property Owner or Resident	RIOS ABEL I JR & SALAZAR-RIOS SANDRA A					
2691801	Property Owner or Resident	TREMAINE RICHARD R & CAROL A					
2539583	Property Owner or Resident	HART BELINDA MICHELLE & ALLEN WAYNE					
2513420	Property Owner or Resident	JENNER KEVIN B & DESARI M					
2711708	Property Owner or Resident	SHELDON KIMBERLY MARIE					
2539560	Property Owner or Resident	BOUSE SEAN & JANUARY					
2513436	Property Owner or Resident	NELSON MATHA H					
2691806	Property Owner or Resident	DE VILLA PULIDO NATALIA &					
2539582	Property Owner or Resident	SHERVIN & SHANNON ALAVI					
2513419	Property Owner or Resident	COLLINS CHRISTOPHER JAMES & MELODY KAY					
2539561	Property Owner or Resident	CARRASQUILLO-CRUZ JOSE J					
1068098	Property Owner or Resident	SANNER PROPERTIES LLC					
2691807	Property Owner or Resident	BOWERS CHARLES F III & JENNETTE					
2513418	Property Owner or Resident	SCHULZE LORI A					
2119339	Property Owner or Resident	KWASI A AGYEMANG					
2539562	Property Owner or Resident	LEINWEBER NICHOLAS VON &					
2513434	Property Owner or Resident	HILL IRMA I					
2539580	Property Owner or Resident	NICHOLS CHARLENE J					
2513417	Property Owner or Resident	READMON KIMBERLY A					
2119338	Property Owner or Resident	DURAN JODY L					
2539563	Property Owner or Resident	GARCIA VINCENT P & AUTUMN M					
2513433	Property Owner or Resident	OWENS THOMAS DEWAYNE & DOLORES					
2539578	Property Owner or Resident	RILEY THOMAS					
2119337	Property Owner or Resident	BUCKNER MICHELE E					
2539564	Property Owner or Resident	PEELING GLORIA HE WON &					
2513432	Property Owner or Resident	SYDLOWSKI LEZLEE					
2119399	Property Owner or Resident	HALL MICHAEL W & PAMELA J					
2664145	Property Owner or Resident	WILKINSON RANDALL & HILDE					
2664142	Property Owner or Resident	WILKINSON RANDALL W & HILDE A					
2119336	Property Owner or Resident	OROZCO AGRIPIN RAMIREZ					
2513430	Property Owner or Resident	WEDDLE LESTER &					
2117605	Property Owner or Resident	DICKERMAN ROBERT D					
2075624	Property Owner or Resident	HEER BERNARD D & SUSAN B					
2691808	Property Owner or Resident	THAXTON JUSTIN & ANDREA					
2059066	Property Owner or Resident	DIAZ ALEJANDRO & ALICIA					
2711710	Property Owner or Resident	BOLAND CHRISTOPHER MICHAEL					
2119334	Property Owner or Resident	SALINAS RHEA A & DAVID					
2711711	Property Owner or Resident	SCIARRINO DEBRA JEAN & GIOVANNI					

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2691810	Property Owner or Resident	NICHOLS MATTHEW TRAVIS & RACHEL HOLMGREEN					
2711712	Property Owner or Resident	SHELLEY PETER MARVIN					
2119332	Property Owner or Resident	MENDIOLA MANUEL JR					
2711713	Property Owner or Resident	SHINGALA BHAVESH VELJI					
2119430	Property Owner or Resident	BERNECKER RICHARD					
2691812	Property Owner or Resident	MUSICK ANTHONY & LAUREN					
2711714	Property Owner or Resident	GARRETT HOLLY A & SHANE M					
2711715	Property Owner or Resident	HATCH MICHELLE					
2522375	Property Owner or Resident	PATTON JOSEPH M & EVITA R					
1094327	Property Owner or Resident	THOMAS SARA S & TIMOTHY D					
2610336	Property Owner or Resident	LARRIVA JAMES C & SRION OEN					
2119331	Property Owner or Resident	LESHOWITZ TERESA A					
2610500	Property Owner or Resident	VUONG HUNG VAN & JULIE PHAM					
2119431	Property Owner or Resident	BUCY ANGELA & CHRISTOPHER					
2119401	Property Owner or Resident	CHILDERS THOMAS & CAROL					
2610479	Property Owner or Resident	JOHNSON KIRK & CHERYL J					
2119330	Property Owner or Resident	CONNER ELIZABETH L & JEFFREY					
2610371	Property Owner or Resident	NAMBOODIRI M S T & SARASWATHY					
2610499	Property Owner or Resident	QURESHI SADIA & ABDUL SAMEE					
2119432	Property Owner or Resident	HEATH GREGORY T & DILLONA J					
2610480	Property Owner or Resident	SAYAKUMANE CHANTHAPHOUNE L &					
2119329	Property Owner or Resident	BROOKS VALARIE A					
2610372	Property Owner or Resident	KELLER STEVEN A & RACHEL					
2610498	Property Owner or Resident	MCCUISTION LOWELL & WANDA S					
2119433	Property Owner or Resident	BROWDER JASON L &					
2610481	Property Owner or Resident	YANG PETER S & HSIUO-YEN CHEN					
2119328	Property Owner or Resident	SWAIN RUSSELL					
2610497	Property Owner or Resident	PACHICANO ENRIQUE &					
2610482	Property Owner or Resident	FERRER IRVING C					
2119327	Property Owner or Resident	WRIGHT FRANCIS PATRICK & MONICA M					
2681017	Property Owner or Resident	MOORE MISTY J &					
2610483	Property Owner or Resident	FRISBIE TYLER J & HEATHER N					
2610495	Property Owner or Resident	HORTON BRENDA & MARVIN G					
2610376	Property Owner or Resident	NEPOMUCENO KLEBER PASSOS					
1995992	Property Owner or Resident	DUNN MEMORIAL BAPTIST CHURCH					
2528740	Property Owner or Resident	EASTHAM PAUL RAY & LINDA IRENE					
2691484	Property Owner or Resident	SISSON ANDREW LAWRENCE & ERIN LOUISE					
2529163	Property Owner or Resident	DOYLE DANNY GLENN &					
2610337	Property Owner or Resident	RAHMAN DORAFSANA					
2610494	Property Owner or Resident	WANG XIA & WEI MIN ZHONG &					
2610485	Property Owner or Resident	AGUIAR HENRIQUE ALENCAR & ANA PAULA ALENCAR					
2610501	Property Owner or Resident	TAYLOR TIMOTHY & STEPHANIE A					
2610493	Property Owner or Resident	SMITH STUART					
2610486	Property Owner or Resident	KWON CATHERINE &					
2610492	Property Owner or Resident	REDMON BRENDA K					
2610487	Property Owner or Resident	OLANREWaju & OLUBUKOLA AKINKOYE ABU					
2610503	Property Owner or Resident	CRAVENS BRADLEY &					
2610490	Property Owner or Resident	NDUNGU MARY M					

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2683228	Property Owner or Resident	KEMP LINK GEROYARD					
2610489	Property Owner or Resident	DEVLIN SHALA D					
2739325	Property Owner or Resident	REEVES ELISABETH JANE & JOSEPH W					
2739389	Property Owner or Resident	GROVES LANCE EDWIN					
2739447	Property Owner or Resident	JOHNSON BRADLEY DUANE					
2739390	Property Owner or Resident	CORBETT DALE A & BETTE L					
2739448	Property Owner or Resident	ENGEL GERALD FREDERICK &					
2590622	Property Owner or Resident	NATHANAEL ALVARADO					
2590744	Property Owner or Resident	FANG XIAOYIN &					
1062833	Property Owner or Resident	LONE TREE RESOURCES & CONSULTING INC					
2590813	Property Owner or Resident	JAMES M IV & AMBER LYNN AYRES					
2590763	Property Owner or Resident	GILLESPIE DANIEL					
2590726	Property Owner or Resident	VOIRIN ROBERT SHANE & STACI E					
2590664	Property Owner or Resident	PAUL TRACY					
2590745	Property Owner or Resident	PAN YEELANA SHEN					
2590826	Property Owner or Resident	PARMER CASEY L & RANDIA L					
2590845	Property Owner or Resident	BUSTAMANTE ARNULFO & SONIA					
2590774	Property Owner or Resident	MORRISON KATIE I & JERRY D					
2590727	Property Owner or Resident	FOGLIA DENNIS & DOROTHY C					
2590746	Property Owner or Resident	PALOS ARTEMIO					
2590825	Property Owner or Resident	SHUKLA NIRMAL KUMAR					
2590815	Property Owner or Resident	DOUGHTY JORDAN & JULIANNE					
2590775	Property Owner or Resident	STONES GEORGINA E					
2590728	Property Owner or Resident	STEFANI FRED R & JANINE M					
2657272	Property Owner or Resident	COLLIN COUNTY FARM BUREAU					
2590776	Property Owner or Resident	REILLY JAMES & PEGGY					
2590729	Property Owner or Resident	STEWART DEBRA L & ROBERT C					
2590661	Property Owner or Resident	ECONG HANZ					
2590748	Property Owner or Resident	JONES CHRISTOPHER GLEN &					
2590823	Property Owner or Resident	MILLS MARTHA					
2590740	Property Owner or Resident	GALLI MICHAEL DANIEL &					
2590730	Property Owner or Resident	JOHNS JERAMY J &					
2720408	Property Owner or Resident	GARCIA DARRYL J COLON					
2590660	Property Owner or Resident	MOSTROM VICTOR DANIEL &					
2590822	Property Owner or Resident	CADDELL KEVIN DANE & LANA KAY					
1063592	Property Owner or Resident	FURLONG JIM					
2590731	Property Owner or Resident	HARRIS MARK A &					
2720409	Property Owner or Resident	HARRIS CHAD JAMES					
2590732	Property Owner or Resident	BUDZ MICHAEL KENNETH					
2762304	Property Owner or Resident	SPURGIN KIMA					
2757897	Property Owner or Resident	FLENT BALLANTYNE PROPERTY INC					
2050659	Property Owner or Resident	BECK CRAIG A & KATHLEEN A					
2590739	Property Owner or Resident	CHAVEZ-TORRES AGUSTIN					
2590816	Property Owner or Resident	NDEGWA ISAAC M &					
2590777	Property Owner or Resident	KARJADI DJUNDI					
2017475	Property Owner or Resident	CIMARRON PARTNERS LTD					
2120733	Property Owner or Resident	KNIFE REVOCABLE TRUST					
2590659	Property Owner or Resident	JURRIES STANLEY V JR					

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2590750	Property Owner or Resident	VERVER FERMIN CARL &					
2590821	Property Owner or Resident	LOVE DERRICK					
2590738	Property Owner or Resident	CRAVER IRA JANAE					
2590817	Property Owner or Resident	ESTELLE REBECCA					
2590778	Property Owner or Resident	HANSON- DAISA JACOB AARON					
2590735	Property Owner or Resident	NELSON DAVID					
2590658	Property Owner or Resident	LONG KIMBERLY A					
2590751	Property Owner or Resident	CARGILL WILLIAM F &					
2590626	Property Owner or Resident	SUTULA FAMILY TRUST					
2590779	Property Owner or Resident	HICKS-HSUEH KENT &					
2590736	Property Owner or Resident	SHAYO GRACE WANJIRU &					
2590657	Property Owner or Resident	CURTIS RENE EVANS					
2590752	Property Owner or Resident	THAGGARD WILLIAM B &					
2111863	Property Owner or Resident	VSI HOLDINGS INC					
960437	Property Owner or Resident	MARQUIS KENNETH R III & KRISTA L LEONARD					
2590780	Property Owner or Resident	CHAM OMAR &					
2590737	Property Owner or Resident	STARK THOMAS CLINTON & BRIANNE					
2590656	Property Owner or Resident	WANG JOHN SHIAW- SHEN &					
2590655	Property Owner or Resident	KLEPPE PAULA SHANNON &					
960446	Property Owner or Resident	CHILDERS PETRI & DALE M					
2120555	Property Owner or Resident	WILLIAMS JOHN M					
2559838	Property Owner or Resident	OWEN EDDY MIKE					
2665195	Property Owner or Resident	SCOTTI MIKE A					
2122042	Property Owner or Resident	LEWIS CHARLES & AMELIA					
2531554	Property Owner or Resident	ADVENTURE MOTO LLC					
1592547	Property Owner or Resident	SSI PROPERTIES LLC					
1592556	Property Owner or Resident	MCWELBOL METRO PARK LP					
2584905	Property Owner or Resident	WARE DARRICK &					
1514597	Property Owner or Resident	SMITH STEVEN C &					
1063262	Property Owner or Resident	LEWIS DARRELL W & KAREN E					
1063253	Property Owner or Resident	LEWIS DARRELL W ETAL					
1500441	Property Owner or Resident	LEWIS DARRELL & KAREN					
1500432	Property Owner or Resident	MCCORD WILLIAM G &					
2611835	Property Owner or Resident	RILEY DEBBIE TATE					
2531811	Property Owner or Resident	BATES RENE & SHERYL					
2151996	Property Owner or Resident	BORNEO 65J					
2013651	Property Owner or Resident	RENE BATES 1006-1101					
2635957	Property Owner or Resident	COLLIN COUNTY					
2747751	Property Owner or Resident	COUNTY OF COLLIN					
2055988	Property Owner or Resident	COOPER CHRISTOPHER B & KATHERINE LYNN					
1135088	Property Owner or Resident	CORNERSTONE JOINT VENTURE LTD					
1500343	Property Owner or Resident	SHELTON INVESTMENTS LLC					
2102295	Property Owner or Resident	CHRISTENSEN JARED M					
2102292	Property Owner or Resident	BRINLEE CLAY J &					
2102290	Property Owner or Resident	COTHERMAN MATTHEW E					
2102289	Property Owner or Resident	FIERROS GREGORY BRIAN & KELLE					
2102288	Property Owner or Resident	MALDONADO MAYRA L & JOSE					
1593859	Property Owner or Resident	PORTILLO MARIA					

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2102286	Property Owner or Resident	OWENS JESSE & DOROTHY					
2102285	Property Owner or Resident	ROGERS ELIZABETH ANN & BERTRAM CHARLES III					
2102284	Property Owner or Resident	MERRELL CHELSEA & AVERY OVERSTREET-MERRELL					
2102283	Property Owner or Resident	GARSTKA EARL J & SUSAN F					
2102282	Property Owner or Resident	SALDANA ERIC L &					
2102281	Property Owner or Resident	STOJANOVIC ROBERT					
2539540	Property Owner or Resident	SHERMAN BRYAN & CHRISTINA G SHERMAN					
2590637	Property Owner or Resident	DUTZE KATHERINE & ERIC					
2590686	Property Owner or Resident	CAREY KIMBERLY &					
2055984	Property Owner or Resident	PATMORE CHARLES					
1122467	Property Owner or Resident	3B RANCH LTD					
2744266	Property Owner or Resident	BURNSIDE OPERATING LLC - 1305 SERIES					
1122680	Property Owner or Resident	BURNSIDE OPERATING LLC - UNIVERSITY SERIES					
2539565	Property Owner or Resident	BLACKLEDGE ROBERT C & LAURA N					
2539723	Property Owner or Resident	CLOPINE FAMILY TRUST THE					
2590725	Property Owner or Resident	SWILLING ROBERT MATTHEW & JENNIFER					
2590623	Property Owner or Resident	HARRIS LISA D & REESE R					
2539681	Property Owner or Resident	ENERIO PAMELA G & APOLLO B					
2590624	Property Owner or Resident	TAYLOR DANTE & NAKECIA					
2539645	Property Owner or Resident	WILDER ROBERT I					
2539726	Property Owner or Resident	BURRIS EDITH					
2590710	Property Owner or Resident	MICHAEL R AVILA					
2590638	Property Owner or Resident	ZDEB NICOLE & JOHN MICHAEL					
2590685	Property Owner or Resident	MAREK JAMES T III & KERSTIN					
2539566	Property Owner or Resident	NWACHUKWU IZUCHUKWU					
2590820	Property Owner or Resident	POWELL ANNE FRANCES &					
2590724	Property Owner or Resident	POWELL RICHARD & ANNE					
2590665	Property Owner or Resident	BLANKENSHIP ZACHARY					
2539680	Property Owner or Resident	MORROW KARL-HEINZ &					
2590687	Property Owner or Resident	PAYNE JONATHAN & NATALIE					
2539647	Property Owner or Resident	HARRIS ISHMAEL D					
2539727	Property Owner or Resident	DERRICK BRANDON &					
2590709	Property Owner or Resident	SHARON & DARRELL JR ANDERSON					
2539699	Property Owner or Resident	RODRIGUEZ BLANCA E					
2590684	Property Owner or Resident	TAYLOR VANESSA					
2539721	Property Owner or Resident	ROTTINGHAUS TYLER JOSEPH & APRIL MAE					
2590723	Property Owner or Resident	O'NEIL PATRICK &					
2590666	Property Owner or Resident	GUTHRIE JOSH &					
2590688	Property Owner or Resident	PANNEERSELVAM PRASANTH					
2691848	Property Owner or Resident	MULLINS RYAN					
2675062	Property Owner or Resident	SHOOK GRETCHEN					
2691804	Property Owner or Resident	KYLLONEN DAWN M &					
2691849	Property Owner or Resident	NOFFSINGER JOSHUA D & TAMIKA N					
2675020	Property Owner or Resident	AHLBORN HERMAN L III & ANN M					
2691847	Property Owner or Resident	CHERIAN ANIL					
2691814	Property Owner or Resident	STROKES HOWARD					
2675061	Property Owner or Resident	WRIGHT ERIC & LINDSEY					
2691867	Property Owner or Resident	CLOWES KENNETH &					

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2675064	Property Owner or Resident	NICHOLS LISA					
2675019	Property Owner or Resident	HAYDEN A & DOLORES D ALFORD					
2691846	Property Owner or Resident	ERICKSON JEFFREY STUART & SHERRIE DENISE					
2675042	Property Owner or Resident	STEPHENSON MARY &					
2675060	Property Owner or Resident	FOHTUNG LETICIA M					
2691868	Property Owner or Resident	NEVINS SHAWNA					
2691851	Property Owner or Resident	GLENN JAMES W & STACIE L					
2675041	Property Owner or Resident	CONTRERAS RITA & GERARDO					
2691816	Property Owner or Resident	SOLOMON DAWN					
2675059	Property Owner or Resident	SKAUG CRIS &					
2691869	Property Owner or Resident	GEMMELL JUSTIN T & CELISSA R					
2675066	Property Owner or Resident	VALADEZ RAFAEL &					
2691852	Property Owner or Resident	PELLAND JACK & DEBORAH					
2675017	Property Owner or Resident	RAJINDER & PARMINDER BAL BAJWA					
2691817	Property Owner or Resident	DIETRICK HILLARY SUE & NICHOLAS ADAM					
2675058	Property Owner or Resident	DAVIS DORNELL					
2691870	Property Owner or Resident	GAMBLE MARTELL E &					
2675067	Property Owner or Resident	LORANCE CHRISTOPHER D & ERIN M					
2691853	Property Owner or Resident	PARKER JAMES J & LAURA					
2675016	Property Owner or Resident	DUFFY MICHAEL T II & GRACE H					
2539649	Property Owner or Resident	LEFTWICH CHERRISA MICHELLE &					
2539728	Property Owner or Resident	SIMMONS JAMES A & ADA T					
2590708	Property Owner or Resident	NORTON LISA					
2539701	Property Owner or Resident	GEIBEL GREGORY S & JENNIFER M					
2675039	Property Owner or Resident	CARTWRIGHT FRANCIS G					
2691818	Property Owner or Resident	MANNING GRACE Y					
2691871	Property Owner or Resident	RAO KARTHIK SUNDAR &					
2675068	Property Owner or Resident	DELANEY LARRY D JR &					
2691854	Property Owner or Resident	BLESSING JOHN					
2675038	Property Owner or Resident	AJAKAIYE OLUMUYIWA					
2691819	Property Owner or Resident	JONES-WOODSON KARLA O					
2675056	Property Owner or Resident	CRULL MARK A & ANN MARIE CHACON-CRULL					
2675069	Property Owner or Resident	JONES ALLAN JR & PATRICIA					
2704671	Property Owner or Resident	NGUYEN SI THIEN &					
2675014	Property Owner or Resident	FROSCHAUER ERIC & ASPEN					
2691820	Property Owner or Resident	FLESKE ANDREW &					
2675055	Property Owner or Resident	BAUTISTA HERBERT V					
2675070	Property Owner or Resident	LANGFORD RONNIE L &					
2675013	Property Owner or Resident	LOPEZ CARRIE R &					
2539720	Property Owner or Resident	SISK JOSHUA ROBERT & ANDREA COLENE					
2539750	Property Owner or Resident	JACOBS DONALD LEE II					
2590689	Property Owner or Resident	ZHAO FANG & JIAN YUN CHEN					
2675036	Property Owner or Resident	MARLEY SCOTT & ELIZABETH					
2675054	Property Owner or Resident	OTUKE LINDA					
2675071	Property Owner or Resident	LONG JOSHUA DAVID					
2675012	Property Owner or Resident	HILL ROBERT E & HEATHER L					
2675011	Property Owner or Resident	AKINBINU OLANREWAJU & OLUWASOROMIDAYO T ADEBUSOYE					
2675009	Property Owner or Resident	MICHAEL & KRISTIN HOSTICK-ASHBY					

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2539651	Property Owner or Resident	WHISLER GWENDA & STEPHEN					
2539729	Property Owner or Resident	TETTEH ISAAC K & MONICA E					
2590707	Property Owner or Resident	KELLEY DONALD J & ARNETTE L					
2539703	Property Owner or Resident	SOOD SUNIL &					
2539569	Property Owner or Resident	MAMULADZE MINDIA & IRINA G					
2539719	Property Owner or Resident	GARRETT KIMBERLY M					
2590721	Property Owner or Resident	WASEEM AHMED					
2539675	Property Owner or Resident	TREVINO ALEJANDRA &					
2539749	Property Owner or Resident	DANZIE TELCY P					
2590690	Property Owner or Resident	HAAS TERESA &					
2539704	Property Owner or Resident	VENETZ SHAWN & CHRISTINE					
2691842	Property Owner or Resident	SMITH MICHAEL & MELISSA					
2675035	Property Owner or Resident	ANTHONY C BAILEY & BRENDA A GERMAN					
2691821	Property Owner or Resident	NELSON JEANNE &					
2675072	Property Owner or Resident	LITTLE SIDNEY & PATRICIA E					
2691855	Property Owner or Resident	BROCKBANK ROGER R					
2675034	Property Owner or Resident	REED PAUL R JR & DANIELLE M					
2691822	Property Owner or Resident	NICKENS BYRON &					
2675052	Property Owner or Resident	FRADY CHRISTOPHER TRAVIS & AMANDA HOPE					
2691873	Property Owner or Resident	SUBRAMANI MANI R					
2675073	Property Owner or Resident	GASSAWAY CHAD W & MORGAN K					
2691856	Property Owner or Resident	ROMERO BRIAN SCOTT & ALISHA NICHOLE					
2731610	Property Owner or Resident	ORICK TERRY LEONARD					
2675007	Property Owner or Resident	TREVINO OSCAR & ALEJANDRA					
2691840	Property Owner or Resident	LINDSEY GENE & BARLOW V					
2675033	Property Owner or Resident	HOWARD CAROLINE					
2691823	Property Owner or Resident	VALDMAN GREGORY					
2675051	Property Owner or Resident	MERRILL JUSTIN PAUL					
2691874	Property Owner or Resident	VINES TRENT &					
2675074	Property Owner or Resident	SWALICK ALEXANDER ANTHONY & KENDALL M					
2691857	Property Owner or Resident	LIN BOH CHANG &					
2539570	Property Owner or Resident	SESSUMS JUDY L					
2590720	Property Owner or Resident	KILPATRICK STEPHEN					
2539748	Property Owner or Resident	LASSISSI ZACH					
2691839	Property Owner or Resident	CHAO JOHNNY &					
2675032	Property Owner or Resident	BROCK CLINT & LAUREN					
2675050	Property Owner or Resident	MORALES SCOTT A & AMANDA HEBERT					
2691875	Property Owner or Resident	ISLAM MOHAMMAD S					
2675075	Property Owner or Resident	NICKERSON JAMES A JR & EMILY &					
2691858	Property Owner or Resident	WOODARD ERNEST SCOTT III					
2691838	Property Owner or Resident	MOLSKI TODD &					
2675031	Property Owner or Resident	WILLIAMS RYAN E & ELISE					
2691825	Property Owner or Resident	DEVORE JOHN & SHERI					
2675049	Property Owner or Resident	SCOTT KELLY & KOREY					
2691876	Property Owner or Resident	ROWE JANUARY					
2675076	Property Owner or Resident	SPINELLI CHARLES &					
2691859	Property Owner or Resident	SONDOTA JAMES MATHERI & MARY MUHIA					
2691837	Property Owner or Resident	COX JANET MARIE & BYRON DRISCOE					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
2675030	Property Owner or Resident	SHAD RAMEEZ A &					
2691826	Property Owner or Resident	WILLIAMS ROBERT & JAMIE					
2675048	Property Owner or Resident	CAULTON JOSHUA & CHRISTINA					
2691860	Property Owner or Resident	DOLLEY LARRY R &					
2675029	Property Owner or Resident	MALIK IBRAHEEM R & SITARA S					
2675047	Property Owner or Resident	BELL ANDREA L					
2675079	Property Owner or Resident	BEHNING RICHARD & DONNA					
2675027	Property Owner or Resident	MARGO S BAINES					
2675080	Property Owner or Resident	DOMINGUEZ RUBEN & LILY					
2674998	Property Owner or Resident	KERBY STEPHEN B & KARIN L					
2675081	Property Owner or Resident	ANTONAKAKIS JUDY M & NICKOLAS					
2539731	Property Owner or Resident	PERRY MARIO & LISA					
2590719	Property Owner or Resident	JOHNSON NANCY					
2539747	Property Owner or Resident	MOORE MOSES C					
2585028	Property Owner or Resident	HOUSLEY RAYBUN LOWELL					
2691836	Property Owner or Resident	ESTRELLA EDITH & GERARDO					
2691827	Property Owner or Resident	NEEDHAM RYAN & MARLEE					
2691877	Property Owner or Resident	STROKES SHELLY L					
2691861	Property Owner or Resident	RODRIGUEZ ROBERT & VALERIE					
1596598	Property Owner or Resident	POWELL JIMMIE RAY &					
2695149	Property Owner or Resident	YELLOW DIAMOND PROPERTIES LP					
2691835	Property Owner or Resident	MCNAIR FELYNIA WYDETTE					
2691828	Property Owner or Resident	GOODWIN DAN & KRISTIN					
2695156	Property Owner or Resident	GBMA LLC					
2691834	Property Owner or Resident	COON MICHELLE M					
2691829	Property Owner or Resident	BROCK CORRIE NERISSA & MARCUS					
2691863	Property Owner or Resident	FERNANDEZ JOHN J & AMANDA J					
2695155	Property Owner or Resident	RS FLOWER REAL ESTATE LLC					
2691833	Property Owner or Resident	STEWART JEFFREY & MICHELLE					
2691830	Property Owner or Resident	PAUL JEREMY D					
2691864	Property Owner or Resident	BLAKELY JOHNNY LEE & HEATHER LYNN					
2691832	Property Owner or Resident	WILLIAMS CHRISTIANA					
2691831	Property Owner or Resident	REED RYAN & DINA					
2691881	Property Owner or Resident	DAVID & KRISTINA BARNETT					
2691865	Property Owner or Resident	MUNTHA SRINIVAS & BHAGAVATHI					
2691803	Property Owner or Resident	SHELTON BILLIE JO & MARCO GONZALEZ					
2691882	Property Owner or Resident	BEARL JOSHUA W & LINZEE D					
2691866	Property Owner or Resident	HUGGINS ANGELO &					
2713565	Property Owner or Resident	2CORFOUR18 LLC					
2691883	Property Owner or Resident	VANVUREN LINDSAY MARIE &					
2695150	Property Owner or Resident	ABO-CARDIO LLC					
2695652	Property Owner or Resident	RANDM HOLDINGS LLC					
2504449	Property Owner or Resident	REYES RICHARD JAMES					
2713568	Property Owner or Resident	5345 WEST UNIVERSITY DRIVE #200 LLC					
1599023	Property Owner or Resident	KENNELLY DON & LISA					
2711781	Property Owner or Resident	KASPEROWICZ MARK RIGDON					
2711660	Property Owner or Resident	GURSKI JOSHUA A & ASHLEY L					
2711738	Property Owner or Resident	LONGARELLO RICHARD & ASHLEY					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
2711694	Property Owner or Resident	COOPER JOHN R &					
2711617	Property Owner or Resident	BOYD-JOHNSON JAMIE JANAE & KEVIN D JOHNSON					
2711618	Property Owner or Resident	BROCK CLINTON K & LAUREN A					
2711620	Property Owner or Resident	BEGLEY BRENT &					
2711780	Property Owner or Resident	BASKIN JOY S & IVAN J CLEMONS					
2711659	Property Owner or Resident	MAES ARTHUR R & ADRIANA N					
2711737	Property Owner or Resident	REXFORD LARRY L & PATRICIA Y					
2711693	Property Owner or Resident	ROONEY TRUST THE					
2711623	Property Owner or Resident	HANSEN ZACHARY M & OLIVIA GEORGIANNA					
2711664	Property Owner or Resident	GOODWIN TERESA V					
2711739	Property Owner or Resident	THIAGARAJAN ADHAPPAN					
2711779	Property Owner or Resident	LACHANCE FREDERICK J &					
2711658	Property Owner or Resident	CUE REVOCABLE TRUST					
2711736	Property Owner or Resident	BOYLAN IAN PATRICK & ANNA MARIE DALDE					
2711692	Property Owner or Resident	HUFF ROLLAND W & AMY M					
2711624	Property Owner or Resident	FELDSCHNEIDER CRAIG ALAN					
2711665	Property Owner or Resident	CAPESTANY MARK & CLAUDIA					
2711740	Property Owner or Resident	FRANCO JOE & IRMA					
2711778	Property Owner or Resident	PATEL KRUNAL RAMESHBHAI &					
2711657	Property Owner or Resident	CURRIE JAMES E					
2711735	Property Owner or Resident	SAENZ TOMMY & LINDSAY					
2711691	Property Owner or Resident	CHAMBERS EDDIE JR &					
2711625	Property Owner or Resident	SCHINNER PAUL ERICH					
2711666	Property Owner or Resident	HENDRIX DAVID P & KIMBERLY A					
2711741	Property Owner or Resident	VANCE STEVEN & COLLEEN					
2611809	Property Owner or Resident	BAUTISTA JOSE					
2711656	Property Owner or Resident	FLATLEY CHRISTINE & PATRICK					
2711734	Property Owner or Resident	SMITH KEVIN PATMAN & AMANDA ELLIS					
2711690	Property Owner or Resident	WILSON SAMUEL J & LISA					
2711626	Property Owner or Resident	CALLAWAY KATHERINE G & JOSEPH ROSS					
2711667	Property Owner or Resident	LANGLEY CHASE A & ERIN M					
2711776	Property Owner or Resident	STEPHENSON CARL DEE & SARA ANNE					
2711655	Property Owner or Resident	ZAFAR JAWAD & AMNA MAHMOOD					
2711733	Property Owner or Resident	SELVIDGE SCOTTY A & DEBRA F					
2711743	Property Owner or Resident	JUDGE JATINDER SINGH					
2649378	Property Owner or Resident	JONES TIMOTHY L & CAROLYN L					
2711775	Property Owner or Resident	COURT BRIAN P & MARISA					
2711732	Property Owner or Resident	HARRIS DANE CHARLES & MICHAELA BRIANE MARTENS					
2711628	Property Owner or Resident	CORMNEY OLESJA					
2711744	Property Owner or Resident	SILVER BENNETT M & TERRI					
2642544	Property Owner or Resident	NELON RICHARD & VICKI					
2704747	Property Owner or Resident	MCELROY DANNY E & SYLVIA N					
2711774	Property Owner or Resident	CHEN YAN & ZHONGMING GAO					
2711654	Property Owner or Resident	VASQUEZ MICHELE C & JEFFREY					
2711731	Property Owner or Resident	TEGGE KURT & APRIL					
2711689	Property Owner or Resident	VEGA-BLANCO VANESSA & EDUARDO JR					
2711629	Property Owner or Resident	SHAH ALPIT D					
2711669	Property Owner or Resident	STEPHENSON TESS MARIE & CURTIS FREDRICK					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
2711745	Property Owner or Resident	MOSLEY STEVEN J & JENNIE L					
2711773	Property Owner or Resident	NORRIS THERESA L & RANDALL W					
2711730	Property Owner or Resident	DOAN VI QUANG-YEN &					
2711688	Property Owner or Resident	FECHNER SHANE A & SHANNA M					
2711630	Property Owner or Resident	KARREN CABANOG BANDAJO					
2711746	Property Owner or Resident	PALMER LISA E & BRENNAN A					
2711700	Property Owner or Resident	LAFFEY PETER J JR & ANGELA R					
2711772	Property Owner or Resident	POTTER SHANNON					
2711652	Property Owner or Resident	BLAIR AMANDA BROOKE & NATHAN DANIEL					
2711729	Property Owner or Resident	WOODS CRYSTAL					
2711687	Property Owner or Resident	JACKSON BRENT & CHANTELE Y					
2711631	Property Owner or Resident	BABER FEROZ KHAN & MUSARRAT JABEEN					
2711671	Property Owner or Resident	CLAYTON ERNEST AND NANCY					
2711747	Property Owner or Resident	COOLEY MATTHEW CHRISTOPHER & KRISTI MICHELLE					
2711701	Property Owner or Resident	REARDON LUCAS S & KRISTIN C					
2550933	Property Owner or Resident	NICID LIMITED PARTNERSHIP					
2711771	Property Owner or Resident	NG KEVIN KEEN HON & PUI SIE YIP					
2711651	Property Owner or Resident	BRUFFY-HOLMES GABRIEL					
2711728	Property Owner or Resident	SHRUM ANDREW N & COURTNEY					
2711686	Property Owner or Resident	THORNTON JASON B & CHRISTIE L					
2517289	Property Owner or Resident	DEKING SANDRA ORTEGA					
2711632	Property Owner or Resident	KIM JIMI					
2711672	Property Owner or Resident	KOLLA SANDEEP & HARISHA VALINA					
2711748	Property Owner or Resident	GOUR SANKET & NIHARIKA RASTOGI					
2711702	Property Owner or Resident	SWEENEY DAVID J & PEGGY J					
2711770	Property Owner or Resident	ONG KEN SOON & MUI LENG TEO					
2711650	Property Owner or Resident	BOULDIN STEVE & TAWAHNA					
2711727	Property Owner or Resident	YMA JASON BRIAN & LATASHA RENE					
2711685	Property Owner or Resident	TRAN TOAN ANH & VAN ANH					
2711673	Property Owner or Resident	BRICE GAILLARD R					
2711749	Property Owner or Resident	THOMAS ERIK D & ATHENEE P LUCAS					
2711703	Property Owner or Resident	KHASTEDEL ADAM & ASHLEY					
2711649	Property Owner or Resident	LARRIVIERE THOMAS AUSTIN & JENNIFER SAVELL					
2711726	Property Owner or Resident	WIESLE THOMAS JAMES JR					
1073466	Property Owner or Resident	BEWLEY JIM E & DONA JO					
2711634	Property Owner or Resident	ORPEN KELLI & MICHAEL					
2711674	Property Owner or Resident	JANASAK KEITH MARSHALL					
2711750	Property Owner or Resident	FUNG KIT &					
1599014	Property Owner or Resident	ESCOBAR RAMONA					
1596570	Property Owner or Resident	MARTINEZ-OLGUIN NORA E					
1598934	Property Owner or Resident	THOMAS DELTON KEITH					
1154716	Property Owner or Resident	FREEMAN MIKE &					
2711768	Property Owner or Resident	WETEGROVE HENRIK & ELENA					
2711648	Property Owner or Resident	OLUSEYI & OLUWABUKOLA AWOYODE					
2711725	Property Owner or Resident	KAN ANTHONY KWONGLAK &					
2711684	Property Owner or Resident	BURTON NICHOLAS & MARYORI VENERO UGARTE					
2711635	Property Owner or Resident	MCGONAGILL DUSTIN &					
2711675	Property Owner or Resident	REYES CESAR AUGUSTO & RENEE LOUISE					

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2711704	Property Owner or Resident	RAINES FORREST & SHANNON					
2711767	Property Owner or Resident	GEISLER THERESA & LOGAN					
2711647	Property Owner or Resident	PADULA MELISSA &					
2711724	Property Owner or Resident	PETERSON JOSEPH H &					
2711636	Property Owner or Resident	SOMPURA CHIRAG & URVI C					
2711676	Property Owner or Resident	HARDY DONALD J					
2711752	Property Owner or Resident	SCHAAF RICHARD &					
2711705	Property Owner or Resident	YANG XIAONING & PING LIU					
2711766	Property Owner or Resident	MONZON KATHERINE A & PAUL J					
2711646	Property Owner or Resident	CLINTON CHARLOTTE LEIGH					
2711723	Property Owner or Resident	STEPHENSON JOSEPH M & PATRICIA G					
2711682	Property Owner or Resident	ONEY KATHRYN & CHRISTOPHER					
2711637	Property Owner or Resident	MABOULOU DOMINIQUE N					
2711677	Property Owner or Resident	LEE DONG HYUN & ANNA KIM					
2711753	Property Owner or Resident	KONALA CHAKRADHAR REDDY & SWETHA KARRI					
2711706	Property Owner or Resident	CODY MATTHEW P & MELISSA K					
2711765	Property Owner or Resident	DONOVAN MORGAN T & ALICIA A					
2711653	Property Owner or Resident	KIYEMBA JANNAT					
2711645	Property Owner or Resident	NALUWOOZA HALIMA					
2711722	Property Owner or Resident	JENNEY DOUGLAS M					
2711681	Property Owner or Resident	CARRION RICARDO THOMAS & CASSANDRA FAYE					
2711678	Property Owner or Resident	WORKMAN ERIC JOHN & JILL ELIZABETH					
2711754	Property Owner or Resident	YERRABACHA SAI SHASHANK & ANUSHA BHUSHAN SETTY					
2747192	Property Owner or Resident	PRICE ROBERT ALAN & MARGARET MCMULLEN					
2635618	Property Owner or Resident	PATTERSON PAUL DEE & BELINDA					
2711764	Property Owner or Resident	KUHNS NATHANIEL					
2711644	Property Owner or Resident	WEBER JEREMY JAMES & KENNA MARIE					
2711721	Property Owner or Resident	MATHENGE RICCARDA N					
2711639	Property Owner or Resident	WILLIAMS WILLIAM T & CHRISTY C					
2711679	Property Owner or Resident	TACKETT MICHAEL WAYNE & AMY K					
2711755	Property Owner or Resident	WALLACE MICHAEL & LISA					
2711763	Property Owner or Resident	MASHRAQUI ADAM HUSSAIN & POD NIKHAT KHAN					
2711643	Property Owner or Resident	BUGAS WEDNES & CESAR					
2711680	Property Owner or Resident	WILSON JACOB D & TIFFANI T					
2711756	Property Owner or Resident	HARTMAN DEBORAH K					
2711762	Property Owner or Resident	ZHELEZNY INNA					
2711719	Property Owner or Resident	CARLSON JASON & KIERSTEN					
2711641	Property Owner or Resident	ZACCARELLO FRANK &					
2711757	Property Owner or Resident	FISHER MATTHEW A					
2711718	Property Owner or Resident	CARTWRIGHT RICHARD DONALD & ALYSSA LYNN					
2711758	Property Owner or Resident	FAHRENHORST MICHAEL WILLIAM & MARY ELIZABETH					
969973	Property Owner or Resident	CASE STAN					
2711717	Property Owner or Resident	RUSS DARRELL L					
2659986	Property Owner or Resident	DARNELL MARY H					
2711759	Property Owner or Resident	ELUE ANTHONY E &					
1598998	Property Owner or Resident	BATRES CESAR O &					
2711761	Property Owner or Resident	JEKOT JULIANNE M					
2711760	Property Owner or Resident	MCDANIEL JOSIAH SETH & LAUREN ASHLEY					

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1517068	Property Owner or Resident	MORRISON DAVID OWEN					
960543	Property Owner or Resident	LANDE JOSEPH A					
1095585	Property Owner or Resident	TREVINO PAUL A JR & MONICA TREVINO &					
2141009	Property Owner or Resident	CONFESSORE RAYMOND					
2634747	Property Owner or Resident	VIRGINIA RIDGE PROPERTIES LTD					
1930021	Property Owner or Resident	WEYENBERG MATTHEW G &					
2539653	Property Owner or Resident	RUSHTON CAMERON					
2539732	Property Owner or Resident	SCHLAGER DOREEN MARIE					
2590706	Property Owner or Resident	FRONSEE JEFFREY					
2590640	Property Owner or Resident	SANCHEZ ERNESTO & IVETTE Z CANDELARIO					
2539705	Property Owner or Resident	TRUSTY TRAVIS					
2563587	Property Owner or Resident	HARRIS NATHANIEL					
2590682	Property Owner or Resident	IBANEZ ANA I					
2122041	Property Owner or Resident	MORRIS FRANK & PATSY REV LVNG TR					
2539571	Property Owner or Resident	CHOWDHURY MALIHA & DEWAN M					
2539717	Property Owner or Resident	OBAM KAREN					
2590718	Property Owner or Resident	GLASS GILBERT & JADRIEN JAQUETTA					
2590667	Property Owner or Resident	JAYSON STEWART BARKER					
2539673	Property Owner or Resident	LECHER JENNIFER VELAZQUEZ					
2590691	Property Owner or Resident	PALMER KENNETH JOE &					
2720410	Property Owner or Resident	DONAHEY CORTLAND J					
2590705	Property Owner or Resident	PHU JENNIFER					
2539602	Property Owner or Resident	MCQUISTION MICHAEL A &					
2590681	Property Owner or Resident	LEE SOK HO &					
973600	Property Owner or Resident	RICHARDS BLANE S					
2539572	Property Owner or Resident	MATTHEWS SHANEE					
2539716	Property Owner or Resident	TUBWELL VIRGINIA MICHELLE					
2590717	Property Owner or Resident	JORDAN CHARLES M & DOROTHY R					
2590668	Property Owner or Resident	HAYS JEFFERY SCOTT					
2539672	Property Owner or Resident	PHILLIPS PATSY N					
2590692	Property Owner or Resident	DIAZ GLORIA HURTADO					
2120712	Property Owner or Resident	KNUTH KENNETH G & MARSHA J					
1697051	Property Owner or Resident	NILSON BRYCE H & SHERI					
2590704	Property Owner or Resident	LYNCH DENNIS &					
2590642	Property Owner or Resident	LOVELACE MICHAEL R					
2539707	Property Owner or Resident	HASTINGS BERNARD &					
2539601	Property Owner or Resident	KING KAYLA LINDSAY					
2539715	Property Owner or Resident	RODRIGUEZ MIGUEL A & FLOR L					
2539670	Property Owner or Resident	O'SHAUGHNESSY BREANDAN					
2590693	Property Owner or Resident	GREER MISTI KAY & CLINTON					
2539659	Property Owner or Resident	BARNIKEL JANET					
2539735	Property Owner or Resident	JARAMILLO JAMES & OLGA DELIA					
2590643	Property Owner or Resident	CALDWELL MICHAEL D & LEICA A					
2539708	Property Owner or Resident	WASHINGTON ROBYN					
2539600	Property Owner or Resident	MCCULLAGH DANA CECILE					
2590679	Property Owner or Resident	PARIJA SOURAV &					
2539574	Property Owner or Resident	TRAYLOR MICHAEL G & AMANDA K					
2539714	Property Owner or Resident	RODRIGUEZ NORMAN U					

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2590715	Property Owner or Resident	ROBERTS JUSTIN R & SUSAN R					
2590670	Property Owner or Resident	COX TRAVIS					
2539668	Property Owner or Resident	JOSE J & NICOLE ARREDONDO					
2590694	Property Owner or Resident	MONGE JOSE R					
2539736	Property Owner or Resident	SCHURR DAVID					
2539709	Property Owner or Resident	OPOKU ESTHER					
2582504	Property Owner or Resident	BASEBALL GROUP OF TEXAS LP					
2687110	Property Owner or Resident	MILLER JACKIE DON					
2539575	Property Owner or Resident	JONES NATHAN EDWARD &					
2539666	Property Owner or Resident	TANDI THERESA					
1089459	Property Owner or Resident	DRURY JIMMIE L					
2539737	Property Owner or Resident	BETHEA BRENDA D					
2539710	Property Owner or Resident	BATES TRAVIS					
2539598	Property Owner or Resident	LAMBERTA BRYAN & COLLEEN					
1515925	Property Owner or Resident	DALE JONATHAN E & ELIZABETH					
2554819	Property Owner or Resident	SCHRAEDER JEFFREY D					
2538427	Property Owner or Resident	STONEBRIDGE RANCH COMMUNITY ASSN INC					
2638650	Property Owner or Resident	STONERIDGE RANCH COMMUNITY ASSOCIATION INC					
2539576	Property Owner or Resident	MAYA SIVAN &					
2539712	Property Owner or Resident	JOSEPH JEREMY & SHARON ANN AH SAM					
2539664	Property Owner or Resident	HUBERT LISA ELLEN					
12826	Property Owner or Resident	DAVIS JAMES K & KATHLEEN					
2120714	Property Owner or Resident	HOPKINS TRACY J & RHONDA D					
2539738	Property Owner or Resident	PRAY CHRISTOPHER M & ALYSON R					
2604487	Property Owner or Resident	TUCKER BARNEY L & CHRISTY					
2691462	Property Owner or Resident	COMBS KEVIN					
2691461	Property Owner or Resident	VOIGT KEVIN					
2585544	Property Owner or Resident	HOUSE DARYL S					
2554835	Property Owner or Resident	TENNYSON STEVE PAUL & JENNIFER LEE FLINN					
2585554	Property Owner or Resident	VICTORIA BARNETT					
2554818	Property Owner or Resident	VARELA OLGA R & MICHAEL					
2585565	Property Owner or Resident	CLIFT DAVID S & MONICA S					
2585543	Property Owner or Resident	HARVEY JASON A & WESLYN D					
2554834	Property Owner or Resident	SINGH RAVINDER &					
2585576	Property Owner or Resident	BLACK RALPH & BARBARA					
2585553	Property Owner or Resident	MIOCH QUINTON COLIN					
2554817	Property Owner or Resident	CHAPMAN ERICK SCOTT & MELISSA DAWN					
2585564	Property Owner or Resident	DUTCHER PAUL C & JENNY E WALTERS					
2554833	Property Owner or Resident	WYKOFF MICHAEL & PATRICIA O					
2585575	Property Owner or Resident	GIBBONS JILL E &					
2585552	Property Owner or Resident	BIBBY BRIAN W					
2554816	Property Owner or Resident	FAWAZ FAMILY TRUST					
2585563	Property Owner or Resident	HARRISON JONATHON CHRISTOPHER & CHELSEA					
2585541	Property Owner or Resident	TRAN TU A					
2554832	Property Owner or Resident	DELLINGER BOB & KATHY					
2585574	Property Owner or Resident	NGUYEN DANA &					
2585551	Property Owner or Resident	HARRIS TRUETT E & DONNA M					
2554815	Property Owner or Resident	WISDOM ROSS E					

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2585562	Property Owner or Resident	LINN DAN JR &					
2585540	Property Owner or Resident	GILL ISHWAR & KMALDEEP					
2554831	Property Owner or Resident	LEWIS ANDRE DEMON					
2554814	Property Owner or Resident	LASKEY KENDALL & LETIA					
2585572	Property Owner or Resident	KOLLASCH SHAWN DAVID &					
2585549	Property Owner or Resident	REICHERT DUANE A & CYNTHIA F					
2585560	Property Owner or Resident	KUNTZENDORF DONALD					
2585571	Property Owner or Resident	STRUBLE KATHRYN A &					
2585548	Property Owner or Resident	PENMAN JOHN C JR & TERRI L					
2582764	Property Owner or Resident	CISCO MICHAEL H					
2582765	Property Owner or Resident	CISCO MICHAEL HENRY & DEBORAH KAY CISCO REVOCABLE TRUST THE					
2585559	Property Owner or Resident	ELMOUSTAFA MOHAMMED & LINDA TARSHAHANI					
2585570	Property Owner or Resident	MCDERMOTT MATTHEW W &					
2554813	Property Owner or Resident	WARD JAMES R & LINDSEY D					
2120711	Property Owner or Resident	WIGGINS JAMES WILLIAM					
2585558	Property Owner or Resident	WOODWARD ROBERT SCOTT					
2585539	Property Owner or Resident	WOLLACK JAY J & BRIGID CALLAHAN-WOLLACK					
2554830	Property Owner or Resident	SCHNEIDER REGINA M					
2585569	Property Owner or Resident	KLUGH RODERICK &					
2585547	Property Owner or Resident	DODDS WILLIAM C & BRENDA M					
2554812	Property Owner or Resident	JANG WAN SEOK					
2585557	Property Owner or Resident	MICHAEL CATHERINE W & RAJESH					
2585538	Property Owner or Resident	SWANN RANDALL R & REGINA L					
2554829	Property Owner or Resident	KELLY JOHN D & MARIANNE					
2585568	Property Owner or Resident	KILLOUGH RONALD C & SAUNDRA E					
2585546	Property Owner or Resident	WOODMANSEE MARK A & GILLIAN A					
2585556	Property Owner or Resident	YAMAUCHI HIDEMOTO & YASUKO					
2585537	Property Owner or Resident	COBB JONATHAN G & MELISSA					
2554828	Property Owner or Resident	LEON ROBERT JAMES & LORRAINE					
2585567	Property Owner or Resident	SOLOMON ANDY G & BEVERLY M					
2585545	Property Owner or Resident	DORSEY KIRPATRICK & CHRYSANGEL					
1515952	Property Owner or Resident	TEMPLETON SCOTT L & DEBORAH J					
2554791	Property Owner or Resident	LONG MICHAEL & DIANE					
2585527	Property Owner or Resident	BLACKWOOD ERIC C JR & BONNIE L					
2554827	Property Owner or Resident	HENNESSEY SEAN P & GRAZIELA M					
2585529	Property Owner or Resident	TIREY ROBERT W & KATHLEEN M					
2585528	Property Owner or Resident	GEORGE C & MALINDA L. BAKER					
2554869	Property Owner or Resident	SOLIS DAVID & CAROLYN					
2554826	Property Owner or Resident	MATHEW JOE & ANNAMMA T					
2554904	Property Owner or Resident	BROWN RANDALL G & KIMBERLY D					
2554867	Property Owner or Resident	TOBEY MATTHEW & LORYN					
2554868	Property Owner or Resident	GARCIA MATTHEW ALEXANDER & JUSTINE NICOLE					
2554842	Property Owner or Resident	TJERINA RAYMOND F & FELICA R					
2554903	Property Owner or Resident	DE LEON CABALLERO SAMUEL CARLOS &					
2554794	Property Owner or Resident	LEAVITT CHRISTOPHER L & BRENDA M					
973566	Property Owner or Resident	DOBRAISKY JOSEPH & LORI ANN					
2554902	Property Owner or Resident	HUMPHREYS JEREMY MICHAEL & STACY					
2554810	Property Owner or Resident	EAVES ROBERT ALEXANDER JR					

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2554855	Property Owner or Resident	YOUNG ANDERSON					
2554840	Property Owner or Resident	CASE JOHN S & CASSIE F DEHART					
2554825	Property Owner or Resident	LEWIS GLENIS R &					
2554901	Property Owner or Resident	RONNIE W & JENNIFER W ARTHUR					
2554854	Property Owner or Resident	CLARKE DAVID HUNTER & LISA LEE					
2554809	Property Owner or Resident	SUTHERLAND AMMON G & JULIA R					
2554856	Property Owner or Resident	SYLVESTER JAMES W & LORI A					
2554900	Property Owner or Resident	SANDRI TODD					
2554853	Property Owner or Resident	NICHOLSON DWAYNE & MELODY					
2554808	Property Owner or Resident	ZHANG XING					
1933876	Property Owner or Resident	SCICCHITANO RICCARDO					
2554857	Property Owner or Resident	CRAVENS STEPHANIE					
2554838	Property Owner or Resident	PERTEE SCOTT &					
2554823	Property Owner or Resident	WINGER NATHAN & VANESSA M					
2554899	Property Owner or Resident	SOUTHER CASEY E &					
2554852	Property Owner or Resident	GREDIG ROBERT A & REBECCA T					
2554807	Property Owner or Resident	ZON FAMILY TRUST THE					
2554858	Property Owner or Resident	NEIL & SARAH ARSENAULT					
2554837	Property Owner or Resident	QUINT MICHAEL & MINDY					
2554822	Property Owner or Resident	FOSTER EMMETT					
2554851	Property Owner or Resident	STOWE DANIEL T & REBECCA A					
2554806	Property Owner or Resident	TREMENTOZZI ANTHONY J &					
2554859	Property Owner or Resident	FINK KEVIN DWAIN & WENDY					
2554836	Property Owner or Resident	LONG HARRY J & ELOISE LONG					
2554850	Property Owner or Resident	GILLISPIE WILLIAM & RACHEL					
2554805	Property Owner or Resident	NICKELS APRIL MARTIN					
2554820	Property Owner or Resident	POWELL DAMEON & CHAKOSHA					
2554710	Property Owner or Resident	EVANS JUSTIN NEAL					
2554792	Property Owner or Resident	PARKER BRENDA MCDANIEL					
2060349	Property Owner or Resident	FITZAU BERND & VALERIE A					
2120257	Property Owner or Resident	MALONE LARRY M					
2554860	Property Owner or Resident	PIPPIN WILLIAM WESLEY III & PAMELA RENEE					
2554878	Property Owner or Resident	BEAUDOIN MICHAEL J					
2554849	Property Owner or Resident	BUTLER LANCE THOMAS &					
2554861	Property Owner or Resident	TRITTHART MICHAEL C & SHANTEL L					
2554877	Property Owner or Resident	BARLOW STEVEN E & JENNIFER					
2554876	Property Owner or Resident	QUICK ALAN D & WANDA K					
2554847	Property Owner or Resident	DENTON JOHN D					
2554863	Property Owner or Resident	STELLUTI RICHARD					
2554875	Property Owner or Resident	SHELL JAMES E & JENNIFER D					
2554846	Property Owner or Resident	GANTZ JOHN A					
2691879	Property Owner or Resident	WESTBURY JOSHUA R & BRIANNE R					
2034601	Property Owner or Resident	LOUGHRIDGE REGINA ETAL					
2032743	Property Owner or Resident	GARRETT TODD L & LAURA S					
2554864	Property Owner or Resident	ANTHONY P BACA & MICHELLE OROBITG-BACA					
2554845	Property Owner or Resident	CARLOS G & LAURA A AROUCA					
2554865	Property Owner or Resident	PETERSON/SMITH FAMILY LIVING TRUST THE					
2554844	Property Owner or Resident	BURKETT DENNIS C & SUSAN S					

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2554866	Property Owner or Resident	HOLDRICH BRIAN J & SUSAN M					
2554871	Property Owner or Resident	HODNICK MATTHEW D &					
2554793	Property Owner or Resident	MESSMER MICHAEL & SAVOEUN					
2554795	Property Owner or Resident	MARSHALL CHRISTOPHER &					
2699760	Property Owner or Resident	SCHMIDT RONALD &					
2699718	Property Owner or Resident	HILL LEE M & JOYCE S					
2699761	Property Owner or Resident	DAHLEN EUGENE A & GINGER S					
2511300	Property Owner or Resident	HAGGARD RAY M & KIMBERLY C					
2699759	Property Owner or Resident	JONES JAMES NEIL JR & FRANCINA G					
2699723	Property Owner or Resident	KOEGEL DAVID & KAROL					
2699762	Property Owner or Resident	WHANGER JEFFREY K & JACLYN P					
2511299	Property Owner or Resident	FRANK ALLEGRO					
2699758	Property Owner or Resident	LAHR BYRON J & LARENE D					
2699763	Property Owner or Resident	HOUSER LAURA KAY					
2699757	Property Owner or Resident	PALANI ANANTH M & PRIYA KANNAN					
2699764	Property Owner or Resident	VENTURA JUAN N & KAREN C					
2699756	Property Owner or Resident	DESAI ASHISH K & AMISHA A					
2699720	Property Owner or Resident	GIL TAEHYUN					
2699727	Property Owner or Resident	JOHATHAN R BALL					
2699776	Property Owner or Resident	CHRONISTER STACY					
2699728	Property Owner or Resident	CHERILUS JUDE & CHERYL					
2699777	Property Owner or Resident	GROUND S JAMES A & MARJORIE J					
2699729	Property Owner or Resident	FARAH MANZAR & JUNAID AHMED					
2699778	Property Owner or Resident	JASON L & MELISSA D ARGANBRIGHT					
2699730	Property Owner or Resident	HENDRIX LARRY T & TAMARA G					
2699731	Property Owner or Resident	HEILIG NICHOLAS W & STEPHANIE N					
1917073	Property Owner or Resident	CLYDE HAROLD E & TAMLYNN J					
2122102	Property Owner or Resident	BREEDING PEGGY SUCCESSOR TRUSTEE OF THE JUANITA MASSEY					
2590702	Property Owner or Resident	LONG SAMUEL & LISA					
2590644	Property Owner or Resident	WHITE SHERRY					
2590678	Property Owner or Resident	EGHAREVBA ISAAC					
2590714	Property Owner or Resident	DUNHAM CHAPMAN EUGENE & DOROTHY T 1997 REVOCABLE MANAGEMENT TRUST					
2590671	Property Owner or Resident	BELL NICHOLAS & LAUREN					
2590695	Property Owner or Resident	LIN YIH SHUNG					
2590645	Property Owner or Resident	MONSON JAMIE					
2590677	Property Owner or Resident	MELI ALISA					
2590713	Property Owner or Resident	WOODS CHRISTOPHER					
2590672	Property Owner or Resident	CLARK LAVERN					
2590696	Property Owner or Resident	OLSON JONATHAN DAVIS & KRISTEN LEIGH					
2609681	Property Owner or Resident	KARANJA ANTONY &					
2590700	Property Owner or Resident	HIGGINBOTHAM LAURA					
2590676	Property Owner or Resident	THOMAS JEFFREY &					
2590673	Property Owner or Resident	JOHNSON JAMES M &					
2590697	Property Owner or Resident	FERNANDO & PAULA BANALES					
2631225	Property Owner or Resident	CLEVELAND JUSTIN D & ASHLEY G					
2631212	Property Owner or Resident	LE JIMMY & AOJING LU LIVING TRUST					
2631226	Property Owner or Resident	JACKSON RICHARD ALAN & BRENDA D					
963531	Property Owner or Resident	GIDNEY SHANNON KAYE & JOHN EVERETT REVOCABLE TRUST					

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2631227	Property Owner or Resident	CIVICK TIMOTHY T					
2631228	Property Owner or Resident	CONTRERAS RYAN GEORGE & JESSICA C					
2590699	Property Owner or Resident	SOTO MICAELA					
2590647	Property Owner or Resident	WALDORF JEREMY & KIMBERLY					
2590675	Property Owner or Resident	SARIKAYA ROSE M &					
2590625	Property Owner or Resident	REYNOLDS CANDACE					
2590674	Property Owner or Resident	WRIGHT SERETA F					
2590698	Property Owner or Resident	POTTER JANINE COYLE					
2144656	Property Owner or Resident	TATE BILLY J					
2590648	Property Owner or Resident	UZONI NICHOLAS &					
961702	Property Owner or Resident	MEREDAY ASHLOCK SURVEY					
961702	Property Owner or Resident	PURDY DAWN					
2631229	Property Owner or Resident	DORMAN DAVID E & PAULA F					
2631186	Property Owner or Resident	STILLMAN JILL C					
2631181	Property Owner or Resident	MCCUNE MOLLIE MICAELA					
2631230	Property Owner or Resident	ROMERO CHARLES A & DIANNE L					
2631187	Property Owner or Resident	BLY JAY & KAY					
2631188	Property Owner or Resident	SOMMER SHERRY M					
2631189	Property Owner or Resident	DEMASI MICHAEL BLAISE					
2590711	Property Owner or Resident	ETHEREDGE JEREMY &					
2631190	Property Owner or Resident	CAE FOUNDATION THE					
967430	Property Owner or Resident	KIDD MICHAEL A & GLENDA J					
973343	Property Owner or Resident	SELF TERRY					
2504488	Property Owner or Resident	JORDAN MAJOR T JR &					
2504454	Property Owner or Resident	GOLDMAN MICHAEL A &					
2504395	Property Owner or Resident	WITHERS BRUCE & CASEY					
2504487	Property Owner or Resident	LEE FAMILY TRUST THE					
2504460	Property Owner or Resident	CONN WILLIAM T JR & JENNIFER S					
2504453	Property Owner or Resident	HOLDT SCOTT A & SARA D					
2504394	Property Owner or Resident	JONES JAMES & ROSA					
2504486	Property Owner or Resident	BORELLI TERESA L					
2504459	Property Owner or Resident	COLLINS JUSTIN G & KUJTIME T					
2504452	Property Owner or Resident	SALAZAR RAUL B &					
2504490	Property Owner or Resident	PEMBERTON DOUGLAS LEE & AMY					
2504456	Property Owner or Resident	KINTZ ROBYNE					
2504393	Property Owner or Resident	BROCK CYNTHIA A &					
2504485	Property Owner or Resident	DOYLE ROBERT W & CARRIE D					
2504458	Property Owner or Resident	ZONOUZY JAY & JASMIN					
2504491	Property Owner or Resident	WEINBERGER CHARLES D &					
2504457	Property Owner or Resident	LAKE GREG & JENNIFER ANN					
2504392	Property Owner or Resident	BOULTON AARON V					
2504484	Property Owner or Resident	MOORE EDWIN A					
2504391	Property Owner or Resident	MURPHY ELIZABETH L					
2631169	Property Owner or Resident	SZYMAWSKI KATHY & BRADLEY					
2504477	Property Owner or Resident	SCHNITKER GARY & LUCINDA					
2504390	Property Owner or Resident	MACAULAY ROBERT C & MAUREEN E					
2691121	Property Owner or Resident	SELF KEITH ALAN & TRACY GROFF					
2504483	Property Owner or Resident	WALSH KEVIN & DARELLE					

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2631162	Property Owner or Resident	BUNKER MARK & KAREN					
2631170	Property Owner or Resident	CARRUTH TRACY					
2504389	Property Owner or Resident	SUMRALL JACK FRANKLIN-LE & SUZY ADCOCK SUMRALL-LE					
2634123	Property Owner or Resident	MARK W AYERS					
2504482	Property Owner or Resident	MUSHO GREGORY EDWARD & STACY S					
973236	Property Owner or Resident	HAVENS HUNTER R					
2631148	Property Owner or Resident	CARPENTER ROBERT P					
2631171	Property Owner or Resident	MEANEY JOHN PAUL & CHRISTY DIANE - LE					
2504388	Property Owner or Resident	ROSAS CHRISTIAN					
2691123	Property Owner or Resident	JOYCE ANGELA RENEE					
2689176	Property Owner or Resident	KARCH RICHARD P & KAREN Z					
2504447	Property Owner or Resident	WIEDERHOLD RUBY E					
2631172	Property Owner or Resident	CHUANG KUANG-TUNG & JYH- MIIN LU					
2504387	Property Owner or Resident	PULLEY LINDA A					
2691124	Property Owner or Resident	WILLIAMS BRYAN					
2504480	Property Owner or Resident	REYNOLDS THOMAS CHAD &					
2689175	Property Owner or Resident	ROSE JAMES ALAN & KAREN BERRY					
2631173	Property Owner or Resident	REYNOLDS SPENCER ELON &					
2691125	Property Owner or Resident	EVERT SHALANA					
2704729	Property Owner or Resident	CLOW LESLIE WAYNE & LAURA ANN					
2631174	Property Owner or Resident	WOODWARD CHAD DLYN & KRISTI KIM					
2691126	Property Owner or Resident	SANO WILLIAM C & BARBARA GRANT					
2691127	Property Owner or Resident	COTA DAVID E SR & JUDITH A					
2691128	Property Owner or Resident	SCHRECK EMILY ELLES					
2736684	Property Owner or Resident	HOENSHALL DALE J & ELIZABETH A					
2689155	Property Owner or Resident	MURRAY SUSAN M					
2689150	Property Owner or Resident	MAGANA JOHN & JANET					
2736690	Property Owner or Resident	CLARK PAUL B & KAREN H					
2563988	Property Owner or Resident	BILES STEVEN DONALD & JUDITH COLLEEN AMBLER-BILES					
2736729	Property Owner or Resident	SETLIFF BARRY S & MARIE T					
973897	Property Owner or Resident	HARPOLE JERRY LEE					
2689154	Property Owner or Resident	RODRIGUEZ SAMUEL E &					
2689163	Property Owner or Resident	RICHMOND KELLY & JEREMY					
2736691	Property Owner or Resident	JOHNSON DAVID J &					
2563987	Property Owner or Resident	SCHEIBEL DONALD S					
2736728	Property Owner or Resident	SMITH DAVID J & RENEE M ESCUDE-SMITH					
2689153	Property Owner or Resident	ROBINSON KEITH G &					
2704405	Property Owner or Resident	ARCHER TERRY SCOTT & AMANDA LEEANN					
2736692	Property Owner or Resident	JANE G & GEORGE D JR AYERS					
2563986	Property Owner or Resident	ZORAD STEPHEN P & ROSE M					
2704425	Property Owner or Resident	FLESHER MATTHEW DALE & LINDSEY JO					
2704418	Property Owner or Resident	FENNEMAN JEFFREY & CHERISH QUALLS &					
2736693	Property Owner or Resident	MONCURE GISELE M					
2736726	Property Owner or Resident	SHALLENBERGER WILLIAMS R & TAMIRA G					
2736725	Property Owner or Resident	HENRY CHARLES E & DALE C					
2704441	Property Owner or Resident	ELKINS EDDIE E					
2704433	Property Owner or Resident	SHIELS CHRISTIAN THOMAS & HILLARY RAY					
2704414	Property Owner or Resident	PRESTON NANCY M					

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2563985	Property Owner or Resident	GRAYSON MICHAEL &					
2704442	Property Owner or Resident	SWEET FAMILY TRUST THE INC					
2704432	Property Owner or Resident	PUPALA RAHUL N & DAWN L					
2563984	Property Owner or Resident	DELOMA JOHN F JR & MICHELE A					
2704443	Property Owner or Resident	SANDERS SHAY					
2704431	Property Owner or Resident	WILLIAMS KENNETH & CAROLYN					
2704430	Property Owner or Resident	SMITH JOHN HUNTER & AMY CURRAN					
2704429	Property Owner or Resident	GRANT JOHN J & LAN N HY-GRANT					
1135710	Property Owner or Resident	FRANKLIN RICHARD					
2704428	Property Owner or Resident	FRANKLIN RICHARD L &					
2629011	Property Owner or Resident	BELOTE BRENT M & ERIKA R					
2564062	Property Owner or Resident	JONES JUSTIN & CHANNA					
2629023	Property Owner or Resident	CHEVALIER PETER WILCOX & KIMBERLY ANNE					
2564049	Property Owner or Resident	KLUGE ISABELLE					
2704427	Property Owner or Resident	JACKSON WILLIAM PAUL & LOU ANN					
2629024	Property Owner or Resident	FRANKS JIM B & SHARON J &					
2564063	Property Owner or Resident	MAKHOLOUF M JOSEPH					
2704413	Property Owner or Resident	MENDOZA BIRGIT &					
2564000	Property Owner or Resident	FOX CARA BETH					
2629010	Property Owner or Resident	WALLER LARESA					
2629022	Property Owner or Resident	KING JOEL &					
2564048	Property Owner or Resident	RODNEY JESTER					
2704426	Property Owner or Resident	MORRISON GREGORY & SUSAN					
2629025	Property Owner or Resident	INDRAN SUDESH & VANDANA TAPALLY COUNETEDATTIL					
2564064	Property Owner or Resident	ALEX F & EMILY SHERROD ARONOFF					
2704412	Property Owner or Resident	DAHLMAN LUVORISE & MARK WOODALL					
2564001	Property Owner or Resident	PRINCE CHARLOTTE DENMAN					
2629009	Property Owner or Resident	SHEPPARD-DEYELL SYBILE A					
2564060	Property Owner or Resident	BRYCE ALAN & ELIZABETH CANNON ADAIR					
2629021	Property Owner or Resident	BLYTHE CHRISTOPHER HOWARD & MAKENZIE SEVERSON					
1132483	Property Owner or Resident	GARTSIDE 503					
2564047	Property Owner or Resident	VAUGHN SONYA D					
2564065	Property Owner or Resident	PHAN THUY & DANG JIMMY					
2628943	Property Owner or Resident	BLASINI KIMBERLY & MIGUEL					
2704404	Property Owner or Resident	CARMICHAEL DAVID ALLEN & KIMBERLY RAE					
2564002	Property Owner or Resident	MILSON THOMAS E & CAROL H					
2629008	Property Owner or Resident	LLODRA LARRY & LAZARA T					
2564059	Property Owner or Resident	BRITTON LARRY R & JUDITH A					
2629020	Property Owner or Resident	JESUS ALBERTO RODRIGUEZ ARRIOJAS					
2564046	Property Owner or Resident	SZLACHTOWSKI PATRICK & ANDREA					
2629027	Property Owner or Resident	BUSTAMANTE RICHARD EARL & MARTHA G					
2564066	Property Owner or Resident	GOLDSTEIN JONATHAN P & DANA E					
2629036	Property Owner or Resident	HANSON GINA					
2564003	Property Owner or Resident	FORD PETER B & MARIA M					
2564058	Property Owner or Resident	HECTOR O & DIANNA K ALVIDRES					
2564045	Property Owner or Resident	LYONS LEONARD &					
2629028	Property Owner or Resident	WADDELL LINDSEY S & NATHANIEL E					
2629037	Property Owner or Resident	TUCKER CLINT & LAUREN					

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2564004	Property Owner or Resident	SANCHEZ EDDIE R					
2564057	Property Owner or Resident	LOWRY JEREMY & JENNIFER					
2629018	Property Owner or Resident	PALEY STEVEN P & DEENA MARIE					
2563965	Property Owner or Resident	WHITE LIVING TRUST					
2629029	Property Owner or Resident	WILLIAM WAYNE & BARBARA ANDREWS					
2629038	Property Owner or Resident	VAN ASWEGEN TYRONE & CRISTIN					
2564005	Property Owner or Resident	BENENTT ROSS & MISTY					
2629005	Property Owner or Resident	BLOOMENSTIEL SARAH M					
2564006	Property Owner or Resident	RUSSO ED &					
2629004	Property Owner or Resident	RICE REVOCABLE LIVING TRUST					
2629017	Property Owner or Resident	BICKHAM CHARLETTE					
2629030	Property Owner or Resident	ST GEORGE ALBERT &					
2629039	Property Owner or Resident	TERILLI JAMES L & CLAUDETTE A					
2629003	Property Owner or Resident	KRAUPP BRANDON M & CORBY					
2629016	Property Owner or Resident	DESHAZO DALE P &					
2628989	Property Owner or Resident	MARTINEZ DONALD & TIVA					
2629031	Property Owner or Resident	LEON EDWARD DAVID & KRISTI ARTHUR					
2629040	Property Owner or Resident	JIANG IAN Y					
2629002	Property Owner or Resident	PAULETTE ANDREWS					
2629015	Property Owner or Resident	CALK RODNEY D & ROBYN C					
2629032	Property Owner or Resident	WELCH KIRK R & TARYN L					
2629041	Property Owner or Resident	ROBERTS MATTHEW THOMAS & MEGAN LINDSAY					
2629001	Property Owner or Resident	WESTBROOK MARK O & JEAN L					
2629014	Property Owner or Resident	REDMAN LAURA					
2629033	Property Owner or Resident	LUMPKIN DAVID L & MELISA A					
2629000	Property Owner or Resident	ROBERTSON RANDALL T					
2629013	Property Owner or Resident	CABARCAS GUSTAVO A & CAROLYN					
2629034	Property Owner or Resident	VARKEY SAMUEL K &					
2628999	Property Owner or Resident	BRYAN PHILLIP & MARY CATHERINE ATCHISON					
2628942	Property Owner or Resident	DEMARCO REVOCABLE TRUST					
2629035	Property Owner or Resident	THUROW JASON & AMBER					
2628998	Property Owner or Resident	TAYLOR JASPER & LAURIE M					
2124156	Property Owner or Resident	BLAKE JASON P & SHANNON S					
2590649	Property Owner or Resident	PURCELL TRACI					
2590760	Property Owner or Resident	WILLIAMS WARREN P & GRACE H					
2590650	Property Owner or Resident	GRAF BARRY &					
2590759	Property Owner or Resident	PATTERSON THOMAS					
2590651	Property Owner or Resident	KENT FRANCINE MEG &					
2590758	Property Owner or Resident	HERELL MATTHEW C &					
2582095	Property Owner or Resident	PRATT RICHARD					
2538360	Property Owner or Resident	DRISCOLL BRIAN & CHERI					
2655778	Property Owner or Resident	PAUL D & ALICIA K AKINS					
2538359	Property Owner or Resident	CHAFFIN RICK & LISA					
2582096	Property Owner or Resident	BIGGIO TIMOTHY & TAMMY					
2538413	Property Owner or Resident	ERNST MATTHEW A & LESLIE A					
966501	Property Owner or Resident	CARTER ROBERT SHERWOOD					
2590652	Property Owner or Resident	SOROCHKA JEAN					
1965643	Property Owner or Resident	MERCER DALE R & MARIA C					

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966556	Property Owner or Resident	FREEMAN LAWRENCE J					
2590653	Property Owner or Resident	MCLELLAN MEGAN E					
966574	Property Owner or Resident	SCHWARTZ JAMES E & SARAH					
2150173	Property Owner or Resident	TIMOTHY W & JANET S ANDERS					
2590756	Property Owner or Resident	JUDKINS MARVIN JR &					
2590654	Property Owner or Resident	ALAMI TAMRA					
2120715	Property Owner or Resident	LEIGH MARY OUIDA ESTATE					
1148608	Property Owner or Resident	BELLEZA CUSTOM HOMES LLC					
1147351	Property Owner or Resident	HERNANDEZ STEVEN G & JUANITA R					
966342	Property Owner or Resident	BRACKEEN BARBARA S					
965673	Property Owner or Resident	BRACKEEN PAUL B					
965664	Property Owner or Resident	BRACKEEN PAUL B & BARBARA S					
966226	Property Owner or Resident	MENDEZ PEDRO J &					
966235	Property Owner or Resident	PEREZ RAUL JR & YOHELI					
966182	Property Owner or Resident	MOODY CHRIS K					
2585555	Property Owner or Resident	6412 FALCON RIDGE DRIVE SERIES OF BURTON FAMILY PROPERTY HOLDINGS LLC					
966173	Property Owner or Resident	EISENMANN THEODORE J					
1132287	Property Owner or Resident	TRUJILLO JAIME					
1113770	Property Owner or Resident	JACOBS WILLIAM GEORGE & JOYCE USSERY					
2590829	Property Owner or Resident	ESPINOZA ALFREDO RAMON JR					
2590828	Property Owner or Resident	FOSS JEFFREY R & MELONEE D					
2590827	Property Owner or Resident	WILSON AMBER &					
2590848	Property Owner or Resident	ROUTZAHN DAVID LYNN & MARY ANN					
2675037	Property Owner or Resident	HILLSTROM JAMES E & KRISTINA L - LE					
2585566	Property Owner or Resident	D'AMBROSIO MARY ELIZABETH - LE					
2590734	Property Owner or Resident	GRIGSON TERRY D					
1120502	Property Owner or Resident	TIMBER CREEK REAL ESTATE INVESTMENTS					
2560319	Property Owner or Resident	EVANS ROBERT &					
2594697	Property Owner or Resident	HMD INVESTMENTS LTD					
2020402	Property Owner or Resident	AERO COUNTRY PROP OWNER ASSOC					
2564061	Property Owner or Resident	NICHOLS RICHARD B FAMILY TRUST					
2590639	Property Owner or Resident	PAN ANTHONY JOHN					
2504451	Property Owner or Resident	RULLI ANTHONY H JR &					
1068515	Property Owner or Resident	T J MCDONALD SURVEY					
966574	Property Owner or Resident	WALNUT GROVE #2					
966182	Property Owner or Resident	WALNUT GROVE (GCN)					
1113565	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
1107448	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
966404	Property Owner or Resident	WALNUT GROVE (GCN)					
1587857	Property Owner or Resident	RED BUD ESTATES PHASE II (CFR)					
1587866	Property Owner or Resident	RED BUD ESTATES PHASE II (CFR)					
1073439	Property Owner or Resident	THOMAS A RHODES SURVEY					
966495	Property Owner or Resident	WALNUT GROVE #2					
966538	Property Owner or Resident	WALNUT GROVE #2					
1113896	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
1113734	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
1107652	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
2582503	Property Owner or Resident	J M FELAND SURVEY					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
1587777	Property Owner or Resident	RED BUD ESTATES PHASE II (CFR)					
1587928	Property Owner or Resident	RED BUD ESTATES PHASE II (CFR)					
1113770	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
1588115	Property Owner or Resident	RED BUD ESTATES PHASE II (CFR)					
966501	Property Owner or Resident	WALNUT GROVE #2					
1113903	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
1500450	Property Owner or Resident	MEADOW RANCH ESTATES (CMC)					
1588053	Property Owner or Resident	RED BUD ESTATES PHASE II (CFR)					
1587964	Property Owner or Resident	RED BUD ESTATES PHASE II (CFR)					
1587991	Property Owner or Resident	RED BUD ESTATES PHASE II (CFR)					
1113761	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
1587875	Property Owner or Resident	RED BUD ESTATES PHASE II (CFR)					
966440	Property Owner or Resident	WALNUT GROVE (GCN)					
1588008	Property Owner or Resident	RED BUD ESTATES PHASE II (CFR)					
1990810	Property Owner or Resident	WILDER ADDITION					
1113547	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
1587884	Property Owner or Resident	RED BUD ESTATES PHASE II (CFR)					
1587955	Property Owner or Resident	RED BUD ESTATES PHASE II (CFR)					
1107661	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1500469	Property Owner or Resident	MEADOW RANCH ESTATES (CMC)					
1587713	Property Owner or Resident	RED BUD ESTATES PHASE II (CFR)					
1917073	Property Owner or Resident	D M CRUTCHFIELD SURVEY					
1587900	Property Owner or Resident	RED BUD ESTATES PHASE II (CFR)					
1060835	Property Owner or Resident	WILLIAM DAVIS SURVEY					
1107457	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1113538	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
1113798	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
1113556	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
1587740	Property Owner or Resident	RED BUD ESTATES PHASE II (CFR)					
2687110	Property Owner or Resident	THOMAS A RHODES SURVEY					
1073466	Property Owner or Resident	THOMAS A RHODES SURVEY					
966556	Property Owner or Resident	WALNUT GROVE #2					
1113529	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
1588044	Property Owner or Resident	RED BUD ESTATES PHASE II (CFR)					
1587982	Property Owner or Resident	RED BUD ESTATES PHASE II (CFR)					
966342	Property Owner or Resident	WALNUT GROVE (GCN)					
1587768	Property Owner or Resident	RED BUD ESTATES PHASE II (CFR)					
1588035	Property Owner or Resident	RED BUD ESTATES PHASE II (CFR)					
1588017	Property Owner or Resident	RED BUD ESTATES PHASE II (CFR)					
1587893	Property Owner or Resident	RED BUD ESTATES PHASE II (CFR)					
966431	Property Owner or Resident	WALNUT GROVE (GCN)					
1063262	Property Owner or Resident	WILLIAM H HUNT SURVEY					
1514579	Property Owner or Resident	H T CHENOWETH SURVEY					
2687912	Property Owner or Resident	H T CHENOWETH SURVEY					
1514588	Property Owner or Resident	H T CHENOWETH SURVEY					
966397	Property Owner or Resident	WALNUT GROVE (GCN)					
1587759	Property Owner or Resident	RED BUD ESTATES PHASE II (CFR)					
1113789	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
1587973	Property Owner or Resident	RED BUD ESTATES PHASE II (CFR)					
1515989	Property Owner or Resident	BLOOMDALE FARMS (CPR)					
2611680	Property Owner or Resident	MEREDAY ASHLOCK SURVEY					
1515943	Property Owner or Resident	BLOOMDALE FARMS (CPR)					
2120552	Property Owner or Resident	H T CHENOWETH SURVEY					
2631374	Property Owner or Resident	RICHARD WADE ADDITION (CMC)					
1169568	Property Owner or Resident	H T CHENOWETH SURVEY					
2630590	Property Owner or Resident	380 TOWNE CROSSING ADDITION (CMC)					
2630589	Property Owner or Resident	380 TOWNE CROSSING ADDITION (CMC)					
2582095	Property Owner or Resident	WALNUT GROVE #2					
2150173	Property Owner or Resident	WALNUT GROVE #2					
1169862	Property Owner or Resident	H T CHENOWETH SURVEY					
2120254	Property Owner or Resident	MEREDAY ASHLOCK SURVEY					
1169899	Property Owner or Resident	H T CHENOWETH SURVEY					
2120550	Property Owner or Resident	H T CHENOWETH SURVEY					
1591174	Property Owner or Resident	H T CHENOWETH SURVEY					
1614257	Property Owner or Resident	H T CHENOWETH SURVEY					
2645522	Property Owner or Resident	METRO INDUSTRIAL PARK # 2 (CMC)					
2120544	Property Owner or Resident	H T CHENOWETH SURVEY					
2563587	Property Owner or Resident	TRINITY HEIGHTS PHASE 2 (CMC)					
1170048	Property Owner or Resident	H T CHENOWETH SURVEY					
1168284	Property Owner or Resident	H T CHENOWETH SURVEY					
1169997	Property Owner or Resident	H T CHENOWETH SURVEY					
1500352	Property Owner or Resident	MEADOW RANCH ESTATES (CMC)					
2655659	Property Owner or Resident	H T CHENOWETH SURVEY					
2641770	Property Owner or Resident	METRO INDUSTRIAL PARK # 2 (CMC)					
2656328	Property Owner or Resident	380 / LAKE FOREST ADDITION (CMC)					
1170137	Property Owner or Resident	H T CHENOWETH SURVEY					
1170128	Property Owner or Resident	H T CHENOWETH SURVEY					
1168337	Property Owner or Resident	H T CHENOWETH SURVEY					
1500361	Property Owner or Resident	MEADOW RANCH ESTATES (CMC)					
2041452	Property Owner or Resident	CHARLES CARTER SURVEY					
1500370	Property Owner or Resident	MEADOW RANCH ESTATES (CMC)					
2657496	Property Owner or Resident	STONEBRIDGE ACADEMY (CMC)					
2074126	Property Owner or Resident	CAMERON CROSSING (CMC)					
1171298	Property Owner or Resident	H T CHENOWETH SURVEY					
2112907	Property Owner or Resident	H T CHENOWETH SURVEY					
1171172	Property Owner or Resident	H T CHENOWETH SURVEY					
2122043	Property Owner or Resident	JOEL F STEWART SURVEY					
960543	Property Owner or Resident	BARR W ESTATES (GCN)					
960428	Property Owner or Resident	BARR W ESTATES (GCN)					
960446	Property Owner or Resident	BARR W ESTATES (GCN)					
2661233	Property Owner or Resident	PK MCKINNEY ADDITION (CMC)					
2656557	Property Owner or Resident	DAVID CHERRY SURVEY					
2630588	Property Owner or Resident	380 TOWNE CROSSING ADDITION (CMC)					
2059063	Property Owner or Resident	CHARLES CARTER SURVEY					
2659722	Property Owner or Resident	CORNERSTONE CENTER (CMC)					
2655831	Property Owner or Resident	LEGAL CENTER ADDITION (CMC)					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
1784625	Property Owner or Resident	H T CHENOWETH SURVEY					
960437	Property Owner or Resident	BARR W ESTATES (GCN)					
1169345	Property Owner or Resident	H T CHENOWETH SURVEY					
2042401	Property Owner or Resident	TOLA DUNN SURVEY					
2656447	Property Owner or Resident	MCKINNEY / HIGHWAY 5 INDUSTRIAL PARK (CMC)					
2056449	Property Owner or Resident	CHARLES CARTER SURVEY					
2041414	Property Owner or Resident	TOLA DUNN SURVEY					
973940	Property Owner or Resident	CHARLES CARTER SURVEY					
1725538	Property Owner or Resident	METRO INDUSTRIAL PARK # 2 (CMC)					
2028089	Property Owner or Resident	KENNETH O LESTER ADDITION (CMC)					
1995992	Property Owner or Resident	THOMAS A RHODES SURVEY					
1171234	Property Owner or Resident	H T CHENOWETH SURVEY					
1169880	Property Owner or Resident	H T CHENOWETH SURVEY					
1528546	Property Owner or Resident	H T CHENOWETH SURVEY					
1169933	Property Owner or Resident	H T CHENOWETH SURVEY					
1591183	Property Owner or Resident	H T CHENOWETH SURVEY					
1076392	Property Owner or Resident	JORDON STRAUGHAN SURVEY					
1060595	Property Owner or Resident	WILLIAM DAVIS SURVEY					
1500343	Property Owner or Resident	MEADOW RANCH ESTATES (CMC)					
2582093	Property Owner or Resident	POWER HOUSE BUSINESS PARK (CMC)					
2558881	Property Owner or Resident	POWER HOUSE BUSINESS PARK (CMC)					
2084403	Property Owner or Resident	BELL 380 PARTNERS (GCN)					
2656371	Property Owner or Resident	METRO INDUSTRIAL PARK # 2 (CMC)					
2126454	Property Owner or Resident	THOMAS A RHODES SURVEY					
1073377	Property Owner or Resident	THOMAS A RHODES SURVEY					
1170379	Property Owner or Resident	H T CHENOWETH SURVEY					
2612985	Property Owner or Resident	POWER HOUSE BUSINESS PARK (CMC)					
2055584	Property Owner or Resident	DAVID CHERRY SURVEY					
2630582	Property Owner or Resident	380 TOWNE CROSSING ADDITION (CMC)					
2018068	Property Owner or Resident	THOMAS A RHODES SURVEY					
2124188	Property Owner or Resident	DAVID CHERRY SURVEY					
1102951	Property Owner or Resident	DAVID CHERRY SURVEY					
2665171	Property Owner or Resident	PK MCKINNEY ADDITION (CMC)					
1986240	Property Owner or Resident	H T CHENOWETH SURVEY					
2122102	Property Owner or Resident	JACOB SNIVLEY SURVEY					
1171387	Property Owner or Resident	H T CHENOWETH SURVEY					
2123493	Property Owner or Resident	DAVID CHERRY SURVEY					
961695	Property Owner or Resident	MEREDAY ASHLOCK SURVEY					
2124195	Property Owner or Resident	H T CHENOWETH SURVEY					
2582096	Property Owner or Resident	WALNUT GROVE #2					
1515710	Property Owner or Resident	COMPLEX I ADDITION (CMC)					
1515916	Property Owner or Resident	BLOOMDALE FARMS (CPR)					
2074592	Property Owner or Resident	HOWELL GEBO ADDITION (CMC)					
2073067	Property Owner or Resident	DAVID CHERRY SURVEY					
2075624	Property Owner or Resident	DAVID CHERRY SURVEY					
1860294	Property Owner or Resident	COMPLEX I WEST ADDITION (CMC)					
2111861	Property Owner or Resident	POWER HOUSE BUSINESS PARK (CMC)					
2693634	Property Owner or Resident	WILLIAM DAVIS SURVEY					

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2120789	Property Owner or Resident	WILLIAM DAVIS SURVEY					
2062905	Property Owner or Resident	NEW HOLLAND ADDITION (CMC)					
2121038	Property Owner or Resident	MEREDITH HART SURVEY					
1063271	Property Owner or Resident	WILLIAM H HUNT SURVEY					
1113574	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
1068007	Property Owner or Resident	J H LONG SURVEY					
1169336	Property Owner or Resident	H T CHENOWETH SURVEY					
2099205	Property Owner or Resident	UNIVERSITY CAMPUS (CMC)					
1063244	Property Owner or Resident	WILLIAM H HUNT SURVEY					
1063618	Property Owner or Resident	WILLIAM H HUNT SURVEY					
2582504	Property Owner or Resident	J M FELAND SURVEY					
2120257	Property Owner or Resident	MEREDAY ASHLOCK SURVEY					
2697509	Property Owner or Resident	MEREDAY ASHLOCK SURVEY					
2120258	Property Owner or Resident	MEREDAY ASHLOCK SURVEY					
1113805	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
1107536	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1107527	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1500478	Property Owner or Resident	MEADOW RANCH ESTATES (CMC)					
1113510	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
2635652	Property Owner or Resident	H T CHENOWETH SURVEY					
2111859	Property Owner or Resident	POWER HOUSE BUSINESS PARK (CMC)					
2656330	Property Owner or Resident	380 / LAKE FOREST ADDITION (CMC)					
1063226	Property Owner or Resident	WILLIAM H HUNT SURVEY					
1113752	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
1107439	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
966388	Property Owner or Resident	WALNUT GROVE (GCN)					
1113725	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
1113743	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
1169318	Property Owner or Resident	H T CHENOWETH SURVEY					
13644	Property Owner or Resident	SKYLINE VILLAGE APARTMENTS (CMC)					
1500487	Property Owner or Resident	MEADOW RANCH ESTATES (CMC)					
1812658	Property Owner or Resident	MEADOW RANCH ESTATES (CMC)					
2650314	Property Owner or Resident	T H SEARCY SURVEY					
1064010	Property Owner or Resident	WILLIAM DAVIS SURVEY					
1514828	Property Owner or Resident	WILLIAM DAVIS SURVEY					
2558452	Property Owner or Resident	380 / LAKE FOREST ADDITION (CMC)					
2619402	Property Owner or Resident	380 / LAKE FOREST ADDITION (CMC)					
2666586	Property Owner or Resident	MCCLURE ELEMENTARY SCHOOL ADDITION (CMC)					
966066	Property Owner or Resident	WALNUT GROVE (GCN)					
966191	Property Owner or Resident	WALNUT GROVE (GCN)					
972424	Property Owner or Resident	WALNUT GROVE (GCN)					
966173	Property Owner or Resident	WALNUT GROVE (GCN)					
1598934	Property Owner or Resident	FRANK E MCLAIN ADDITION (UNRECORDED)					
2118056	Property Owner or Resident	DAVID CHERRY SURVEY					
1598998	Property Owner or Resident	FRANK E MCLAIN ADDITION (UNRECORDED)					
2120759	Property Owner or Resident	B CLEMENT SURVEY					
1598943	Property Owner or Resident	FRANK E MCLAIN ADDITION (UNRECORDED)					
2124125	Property Owner or Resident	B CLEMENT SURVEY					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
1598952	Property Owner or Resident	FRANK E MCLAIN ADDITION (UNRECORDED)					
966093	Property Owner or Resident	WALNUT GROVE (GCN)					
2055754	Property Owner or Resident	WALNUT GROVE (GCN)					
966459	Property Owner or Resident	WALNUT GROVE (GCN)					
965968	Property Owner or Resident	LEWIS ADDITION (CMC)					
965931	Property Owner or Resident	LEWIS ADDITION (CMC)					
1171369	Property Owner or Resident	H T CHENOWETH SURVEY					
2117605	Property Owner or Resident	DAVID CHERRY SURVEY					
1171190	Property Owner or Resident	H T CHENOWETH SURVEY					
2112908	Property Owner or Resident	H T CHENOWETH SURVEY					
1990809	Property Owner or Resident	WILDER ADDITION					
1588062	Property Owner or Resident	RED BUD ESTATES PHASE II (CFR)					
1588071	Property Owner or Resident	RED BUD ESTATES PHASE II (CFR)					
974262	Property Owner or Resident	CHARLES CARTER SURVEY					
1588106	Property Owner or Resident	RED BUD ESTATES PHASE II (CFR)					
1588099	Property Owner or Resident	RED BUD ESTATES PHASE II (CFR)					
1598970	Property Owner or Resident	FRANK E MCLAIN ADDITION (UNRECORDED)					
1514837	Property Owner or Resident	B CLEMENT SURVEY					
2120533	Property Owner or Resident	H T CHENOWETH SURVEY					
2659987	Property Owner or Resident	FRANK E MCLAIN ADDITION (UNRECORDED)					
2659986	Property Owner or Resident	FRANK E MCLAIN ADDITION (UNRECORDED)					
1073876	Property Owner or Resident	THOMAS A RHODES SURVEY					
1599023	Property Owner or Resident	FRANK E MCLAIN ADDITION (UNRECORDED)					
1599014	Property Owner or Resident	FRANK E MCLAIN ADDITION (UNRECORDED)					
2604487	Property Owner or Resident	WILLIAM V RICE SURVEY					
2604488	Property Owner or Resident	WILLIAM V RICE SURVEY					
2136453	Property Owner or Resident	SKYWAY VILLA ADDITION (CMC)					
2647572	Property Owner or Resident	PK MCKINNEY ADDITION (CMC)					
966100	Property Owner or Resident	WALNUT GROVE (GCN)					
966128	Property Owner or Resident	WALNUT GROVE (GCN)					
965717	Property Owner or Resident	B P WORLEY SURVEY					
966333	Property Owner or Resident	WALNUT GROVE (GCN)					
966137	Property Owner or Resident	WALNUT GROVE (GCN)					
1599130	Property Owner or Resident	FRANK E MCLAIN ADDITION (UNRECORDED)					
1599158	Property Owner or Resident	FRANK E MCLAIN ADDITION (UNRECORDED)					
2124151	Property Owner or Resident	TOLA DUNN SURVEY					
965995	Property Owner or Resident	WALNUT GROVE (GCN)					
966468	Property Owner or Resident	WALNUT GROVE (GCN)					
2664142	Property Owner or Resident	FREE REIN #1 ADDITION					
1971867	Property Owner or Resident	H T CHENOWETH SURVEY					
1588080	Property Owner or Resident	RED BUD ESTATES PHASE II (CFR)					
1052327	Property Owner or Resident	B CLEMENT SURVEY					
2757050	Property Owner or Resident	H T CHENOWETH SURVEY					
2665195	Property Owner or Resident	MEREDITH HART SURVEY					
966146	Property Owner or Resident	WALNUT GROVE (GCN)					
2663886	Property Owner or Resident	H T CHENOWETH SURVEY					
2000402	Property Owner or Resident	WILLIAM MARTIN ADDITION (CMC)					
1062833	Property Owner or Resident	JOHN HART SURVEY					

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2059066	Property Owner or Resident	TOLA DUNN SURVEY					
2528737	Property Owner or Resident	JOHN DUNCAN SURVEY					
1063486	Property Owner or Resident	WILLIAM H HUNT SURVEY					
2671480	Property Owner or Resident	JOHN HART SURVEY					
2607023	Property Owner or Resident	CUSTER WAL-MART ADDITION (CMC)					
965664	Property Owner or Resident	B P WORLEY SURVEY					
2672102	Property Owner or Resident	SHOPS AT EAGLE POINT (CMC)					
2018096	Property Owner or Resident	H T CHENOWETH SURVEY					
969973	Property Owner or Resident	JOEL F STEWART SURVEY					
969955	Property Owner or Resident	JOEL F STEWART SURVEY					
2671401	Property Owner or Resident	WILLIAM H HUNT SURVEY					
2700181	Property Owner or Resident	H I UPSHER SURVEY					
1061077	Property Owner or Resident	TOLA DUNN SURVEY					
12826	Property Owner or Resident	BLOOMDALE FARMS (CPR)					
2646962	Property Owner or Resident	SKYLINE / 380 ADDITION (CMC)					
1169924	Property Owner or Resident	H T CHENOWETH SURVEY					
2657565	Property Owner or Resident	380 / LAKE FOREST ADDITION (CMC)					
2689059	Property Owner or Resident	DAP 380 ADDITION (CMC)					
966217	Property Owner or Resident	WALNUT GROVE (GCN)					
2122041	Property Owner or Resident	JOEL F STEWART SURVEY					
2122040	Property Owner or Resident	JOEL F STEWART SURVEY					
2122240	Property Owner or Resident	H I UPSHER SURVEY					
2120733	Property Owner or Resident	TARLTON CUNIS SURVEY					
2120709	Property Owner or Resident	D M CRUTCHFIELD SURVEY					
965913	Property Owner or Resident	LEWIS ADDITION (CMC)					
1169265	Property Owner or Resident	H T CHENOWETH SURVEY					
999129	Property Owner or Resident	WALNUT GROVE (GCN)					
1169274	Property Owner or Resident	H T CHENOWETH SURVEY					
2029483	Property Owner or Resident	H T CHENOWETH SURVEY					
1592547	Property Owner or Resident	METRO INDUSTRIAL PARK # 2 (CMC)					
1592556	Property Owner or Resident	METRO INDUSTRIAL PARK # 2 (CMC)					
1592529	Property Owner or Resident	METRO INDUSTRIAL PARK # 2 (CMC)					
2611548	Property Owner or Resident	METRO INDUSTRIAL PARK # 2 (CMC)					
1990269	Property Owner or Resident	H T CHENOWETH SURVEY					
1169915	Property Owner or Resident	H T CHENOWETH SURVEY					
1225169	Property Owner or Resident	H T CHENOWETH SURVEY					
2700884	Property Owner or Resident	H T CHENOWETH SURVEY					
2675069	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675067	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675065	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675046	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675048	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675055	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675057	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675081	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675079	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675074	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675016	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					

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2675073	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675072	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675071	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675070	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675050	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675051	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675052	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675053	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675078	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675077	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675076	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675075	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675013	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675014	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675017	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675018	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675064	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675063	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2674998	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675058	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675059	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675060	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675061	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675062	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2120790	Property Owner or Resident	WILLIAM DAVIS SURVEY					
1169309	Property Owner or Resident	H T CHENOWETH SURVEY					
966235	Property Owner or Resident	WALNUT GROVE (GCN)					
2531554	Property Owner or Resident	METRO INDUSTRIAL PARK # 2 (CMC)					
1592486	Property Owner or Resident	METRO INDUSTRIAL PARK NO 1 (CMC)					
2117170	Property Owner or Resident	METRO INDUSTRIAL PARK # 2 (CMC)					
1169844	Property Owner or Resident	H T CHENOWETH SURVEY					
2063078	Property Owner or Resident	H T CHENOWETH SURVEY					
2675068	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675066	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675047	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675049	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675054	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675056	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675080	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675015	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
1169256	Property Owner or Resident	H T CHENOWETH SURVEY					
2120555	Property Owner or Resident	H T CHENOWETH SURVEY					
1514597	Property Owner or Resident	H T CHENOWETH SURVEY					
1169871	Property Owner or Resident	H T CHENOWETH SURVEY					
2703970	Property Owner or Resident	PARCEL 601-603 (CMC)					
2655833	Property Owner or Resident	PARCEL 601-603 (CMC)					
2649378	Property Owner or Resident	FRANK E MCLAIN ADDITION (UNRECORDED)					
1599112	Property Owner or Resident	FRANK E MCLAIN ADDITION (UNRECORDED)					

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1596598	Property Owner or Resident	FRANK E MCLAIN ADDITION (UNRECORDED)					
2141009	Property Owner or Resident	WILLIAM H HUNT SURVEY					
2101753	Property Owner or Resident	BELL 380 PARTNERS (GCN)					
2073059	Property Owner or Resident	CHARLES CARTER SURVEY					
2676724	Property Owner or Resident	PARCEL 601-603 (CMC)					
1517068	Property Owner or Resident	WILLIAM H HUNT SURVEY					
2671398	Property Owner or Resident	H T CHENOWETH SURVEY					
1933876	Property Owner or Resident	BLOOMDALE FARMS (CPR)					
1930021	Property Owner or Resident	BLOOMDALE FARMS (CPR)					
1515845	Property Owner or Resident	BLOOMDALE FARMS (CPR)					
2664088	Property Owner or Resident	H T CHENOWETH SURVEY					
1068230	Property Owner or Resident	J H LONG SURVEY					
2056484	Property Owner or Resident	WILLIAM DAVIS SURVEY					
1064485	Property Owner or Resident	WILLIAM DAVIS SURVEY					
1682673	Property Owner or Resident	H T CHENOWETH SURVEY					
2060349	Property Owner or Resident	D M CRUTCHFIELD SURVEY					
2675038	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675039	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675040	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675041	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675029	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675030	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675031	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675032	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675033	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
1171350	Property Owner or Resident	H T CHENOWETH SURVEY					
2675027	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675034	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675036	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2698683	Property Owner or Resident	WILLIAM DAVIS SURVEY					
1500389	Property Owner or Resident	MEADOW RANCH ESTATES (CMC)					
1500398	Property Owner or Resident	MEADOW RANCH ESTATES (CMC)					
2032737	Property Owner or Resident	H T CHENOWETH SURVEY					
965708	Property Owner or Resident	B P WORLEY SURVEY					
1596570	Property Owner or Resident	FRANK E MCLAIN ADDITION (UNRECORDED)					
2519597	Property Owner or Resident	METRO INDUSTRIAL PARK # 2 (CMC)					
2674999	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675028	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675035	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675037	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675042	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2017726	Property Owner or Resident	MCKINNEY JUNCTION (CMC)					
1587839	Property Owner or Resident	RED BUD ESTATES PHASE II (CFR)					
1169853	Property Owner or Resident	H T CHENOWETH SURVEY					
1500405	Property Owner or Resident	MEADOW RANCH ESTATES (CMC)					
1500432	Property Owner or Resident	MEADOW RANCH ESTATES (CMC)					
2678246	Property Owner or Resident	WILLIAM DAVIS SURVEY					
1587820	Property Owner or Resident	RED BUD ESTATES PHASE II (CFR)					

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2078159	Property Owner or Resident	DAVID CHERRY SURVEY					
2610595	Property Owner or Resident	CUSTER / 380 ADDITION (CMC)					
2021736	Property Owner or Resident	METRO INDUSTRIAL PARK # 2 (CMC)					
2017729	Property Owner or Resident	TEJAS TESTING NO 15 MCKINNEY (CMC)					
18433	Property Owner or Resident	METRO INDUSTRIAL PARK # 2 (CMC)					
1500334	Property Owner or Resident	MEADOW RANCH ESTATES (CMC)					
1587811	Property Owner or Resident	RED BUD ESTATES PHASE II (CFR)					
2704007	Property Owner or Resident	BELTERRA ADDITION (CMC)					
2631191	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631155	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631156	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631192	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631211	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631190	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631193	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631210	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631189	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631188	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631209	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631147	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631194	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631168	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631187	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631186	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631157	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631208	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631195	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631174	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631173	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631167	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631172	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631171	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631170	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631169	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631185	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631158	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631207	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631184	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631159	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631196	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631175	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631166	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631206	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631183	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631160	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631176	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631212	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631150	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					

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2631182	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631177	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631161	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631165	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631164	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631224	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631231	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631162	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631148	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631163	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631225	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631226	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631227	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631228	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631229	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631230	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631145	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631181	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2631149	Property Owner or Resident	TUCKER HILL PHASE 1A (CMC)					
2634123	Property Owner or Resident	TUCKER HILL PHASE 1B (CMC)					
2751633	Property Owner or Resident	FOREST PLACE ADDITION (CMC)					
2691121	Property Owner or Resident	TUCKER HILL PHASE 2A (CMC)					
2691122	Property Owner or Resident	TUCKER HILL PHASE 2A (CMC)					
2691123	Property Owner or Resident	TUCKER HILL PHASE 2A (CMC)					
2691124	Property Owner or Resident	TUCKER HILL PHASE 2A (CMC)					
2691125	Property Owner or Resident	TUCKER HILL PHASE 2A (CMC)					
2691126	Property Owner or Resident	TUCKER HILL PHASE 2A (CMC)					
2691127	Property Owner or Resident	TUCKER HILL PHASE 2A (CMC)					
2691128	Property Owner or Resident	TUCKER HILL PHASE 2A (CMC)					
2689162	Property Owner or Resident	TUCKER HILL PHASE 2A (CMC)					
2689161	Property Owner or Resident	TUCKER HILL PHASE 2A (CMC)					
2689160	Property Owner or Resident	TUCKER HILL PHASE 2A (CMC)					
2689168	Property Owner or Resident	TUCKER HILL PHASE 2A (CMC)					
2689159	Property Owner or Resident	TUCKER HILL PHASE 2A (CMC)					
2689167	Property Owner or Resident	TUCKER HILL PHASE 2A (CMC)					
2689158	Property Owner or Resident	TUCKER HILL PHASE 2A (CMC)					
2689166	Property Owner or Resident	TUCKER HILL PHASE 2A (CMC)					
2689157	Property Owner or Resident	TUCKER HILL PHASE 2A (CMC)					
2689165	Property Owner or Resident	TUCKER HILL PHASE 2A (CMC)					
2689156	Property Owner or Resident	TUCKER HILL PHASE 2A (CMC)					
2689164	Property Owner or Resident	TUCKER HILL PHASE 2A (CMC)					
2689148	Property Owner or Resident	TUCKER HILL PHASE 2A (CMC)					
2689163	Property Owner or Resident	TUCKER HILL PHASE 2A (CMC)					
2689150	Property Owner or Resident	TUCKER HILL PHASE 2A (CMC)					
2689184	Property Owner or Resident	TUCKER HILL PHASE 2A (CMC)					
2689183	Property Owner or Resident	TUCKER HILL PHASE 2A (CMC)					
2689151	Property Owner or Resident	TUCKER HILL PHASE 2A (CMC)					
2689182	Property Owner or Resident	TUCKER HILL PHASE 2A (CMC)					

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2689169	Property Owner or Resident	TUCKER HILL PHASE 2A (CMC)					
2689181	Property Owner or Resident	TUCKER HILL PHASE 2A (CMC)					
2689170	Property Owner or Resident	TUCKER HILL PHASE 2A (CMC)					
2689171	Property Owner or Resident	TUCKER HILL PHASE 2A (CMC)					
2689180	Property Owner or Resident	TUCKER HILL PHASE 2A (CMC)					
2689172	Property Owner or Resident	TUCKER HILL PHASE 2A (CMC)					
2689179	Property Owner or Resident	TUCKER HILL PHASE 2A (CMC)					
2689173	Property Owner or Resident	TUCKER HILL PHASE 2A (CMC)					
2689152	Property Owner or Resident	TUCKER HILL PHASE 2A (CMC)					
2689174	Property Owner or Resident	TUCKER HILL PHASE 2A (CMC)					
2689153	Property Owner or Resident	TUCKER HILL PHASE 2A (CMC)					
2689175	Property Owner or Resident	TUCKER HILL PHASE 2A (CMC)					
2689176	Property Owner or Resident	TUCKER HILL PHASE 2A (CMC)					
2689154	Property Owner or Resident	TUCKER HILL PHASE 2A (CMC)					
2689155	Property Owner or Resident	TUCKER HILL PHASE 2A (CMC)					
2689058	Property Owner or Resident	DAP 380 ADDITION (CMC)					
2689367	Property Owner or Resident	FRANK E MCLAIN ADDITION (UNRECORDED)					
2691461	Property Owner or Resident	BLOOMDALE FARMS (CPR)					
2691883	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691882	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691881	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691880	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691879	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691878	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691877	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691876	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691875	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691874	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691873	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691872	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691871	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691870	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691869	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691868	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691867	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691804	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691807	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691808	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691803	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691832	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691833	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691834	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691835	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691809	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691836	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691837	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691838	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691839	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					

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2691840	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691841	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691842	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691843	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691845	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691846	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691847	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691848	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691810	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691866	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691865	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691864	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691863	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691811	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691862	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691861	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691860	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691859	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691858	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691857	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691856	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691855	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691854	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691853	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691852	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691851	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691849	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691812	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691831	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691830	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691829	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691828	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691827	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691826	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691825	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691823	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691822	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691821	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691820	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691819	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691818	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691817	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691816	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691815	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691814	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2767709	Property Owner or Resident	CRAIG CHILDREN TRUST ADDITION (CMC)					
2705124	Property Owner or Resident	CRAIG CHILDREN TRUST ADDITION (CMC)					
966057	Property Owner or Resident	WALNUT GROVE (GCN)					

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2663893	Property Owner or Resident	WILLIAM DAVIS SURVEY					
2699732	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699719	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699788	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699726	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699729	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699727	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699725	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699728	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699724	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699723	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699730	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699718	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699731	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699778	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699786	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699787	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699785	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699783	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699782	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699784	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699781	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699777	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699776	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699720	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699780	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699779	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699741	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699735	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699743	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699733	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699738	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699739	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699740	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699744	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699737	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699736	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699745	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699734	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699746	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699742	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699747	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699748	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699764	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699761	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699762	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699763	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699760	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					

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2699754	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699755	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699757	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699758	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699759	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699753	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699752	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2699756	Property Owner or Resident	KENSINGTON AT STONEBRIDGE RANCH (CMC)					
2719572	Property Owner or Resident	VICTORY / BELTERRA ADDITION (CMC)					
973897	Property Owner or Resident	JOHN CRUTCHFIELD SURVEY					
2702080	Property Owner or Resident	TARLTON CUNIS SURVEY					
2509282	Property Owner or Resident	B CLEMENT SURVEY					
2704417	Property Owner or Resident	TUCKER HILL PHASE 2B (CMC)					
2704418	Property Owner or Resident	TUCKER HILL PHASE 2B (CMC)					
2704405	Property Owner or Resident	TUCKER HILL PHASE 2B (CMC)					
2704416	Property Owner or Resident	TUCKER HILL PHASE 2B (CMC)					
2704415	Property Owner or Resident	TUCKER HILL PHASE 2B (CMC)					
2704414	Property Owner or Resident	TUCKER HILL PHASE 2B (CMC)					
2704406	Property Owner or Resident	TUCKER HILL PHASE 2B (CMC)					
2704413	Property Owner or Resident	TUCKER HILL PHASE 2B (CMC)					
2704440	Property Owner or Resident	TUCKER HILL PHASE 2B (CMC)					
2704412	Property Owner or Resident	TUCKER HILL PHASE 2B (CMC)					
2704404	Property Owner or Resident	TUCKER HILL PHASE 2B (CMC)					
2704419	Property Owner or Resident	TUCKER HILL PHASE 2B (CMC)					
2704439	Property Owner or Resident	TUCKER HILL PHASE 2B (CMC)					
2704438	Property Owner or Resident	TUCKER HILL PHASE 2B (CMC)					
2704420	Property Owner or Resident	TUCKER HILL PHASE 2B (CMC)					
2704407	Property Owner or Resident	TUCKER HILL PHASE 2B (CMC)					
2704437	Property Owner or Resident	TUCKER HILL PHASE 2B (CMC)					
2704441	Property Owner or Resident	TUCKER HILL PHASE 2B (CMC)					
2704442	Property Owner or Resident	TUCKER HILL PHASE 2B (CMC)					
2704443	Property Owner or Resident	TUCKER HILL PHASE 2B (CMC)					
2704421	Property Owner or Resident	TUCKER HILL PHASE 2B (CMC)					
2704436	Property Owner or Resident	TUCKER HILL PHASE 2B (CMC)					
2704426	Property Owner or Resident	TUCKER HILL PHASE 2B (CMC)					
2704435	Property Owner or Resident	TUCKER HILL PHASE 2B (CMC)					
2704422	Property Owner or Resident	TUCKER HILL PHASE 2B (CMC)					
2704427	Property Owner or Resident	TUCKER HILL PHASE 2B (CMC)					
2704434	Property Owner or Resident	TUCKER HILL PHASE 2B (CMC)					
2704423	Property Owner or Resident	TUCKER HILL PHASE 2B (CMC)					
2704428	Property Owner or Resident	TUCKER HILL PHASE 2B (CMC)					
2704429	Property Owner or Resident	TUCKER HILL PHASE 2B (CMC)					
2704424	Property Owner or Resident	TUCKER HILL PHASE 2B (CMC)					
2704430	Property Owner or Resident	TUCKER HILL PHASE 2B (CMC)					
2704431	Property Owner or Resident	TUCKER HILL PHASE 2B (CMC)					
2704432	Property Owner or Resident	TUCKER HILL PHASE 2B (CMC)					
2704433	Property Owner or Resident	TUCKER HILL PHASE 2B (CMC)					
2704425	Property Owner or Resident	TUCKER HILL PHASE 2B (CMC)					

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2704654	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704664	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704645	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704647	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704648	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704646	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704653	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704651	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704652	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704649	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704650	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704640	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704658	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704656	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704660	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704661	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704662	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704657	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704659	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704655	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704663	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704677	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704682	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704681	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704673	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704680	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704675	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704674	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704679	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704678	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704676	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704693	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704692	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704694	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704743	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704742	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704737	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704739	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704741	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704738	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704740	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704643	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704749	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704748	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704747	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704746	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704745	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704744	Property Owner or Resident	LIVE OAK CREEK (CMC)					

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2704750	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704709	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704641	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704697	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704698	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704699	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704696	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704695	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704700	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704704	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704706	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704702	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704703	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704705	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704707	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704711	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704710	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704701	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704708	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704736	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704642	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704717	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704715	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704712	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704713	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704714	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704716	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704719	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704718	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704723	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704720	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704721	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704722	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704728	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704729	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704727	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704730	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704726	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704725	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704724	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704733	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704735	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704734	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704732	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704731	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704668	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704667	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704666	Property Owner or Resident	LIVE OAK CREEK (CMC)					

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2704665	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704672	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704671	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704670	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2704669	Property Owner or Resident	LIVE OAK CREEK (CMC)					
2055980	Property Owner or Resident	BLOOMDALE ESTATES					
2055982	Property Owner or Resident	BLOOMDALE ESTATES					
2055983	Property Owner or Resident	BLOOMDALE ESTATES					
2055984	Property Owner or Resident	BLOOMDALE ESTATES					
2655173	Property Owner or Resident	NAOMI PRESS ELEMENTARY ADDITION (CMC)					
1829383	Property Owner or Resident	BROOKSIDE COUNTRY HOMES					
1829392	Property Owner or Resident	BROOKSIDE COUNTRY HOMES					
1829409	Property Owner or Resident	BROOKSIDE COUNTRY HOMES					
1829418	Property Owner or Resident	BROOKSIDE COUNTRY HOMES					
1829427	Property Owner or Resident	BROOKSIDE COUNTRY HOMES					
1829436	Property Owner or Resident	BROOKSIDE COUNTRY HOMES					
1829445	Property Owner or Resident	BROOKSIDE COUNTRY HOMES					
1829454	Property Owner or Resident	BROOKSIDE COUNTRY HOMES					
1829463	Property Owner or Resident	BROOKSIDE COUNTRY HOMES					
1829472	Property Owner or Resident	BROOKSIDE COUNTRY HOMES					
1829481	Property Owner or Resident	BROOKSIDE COUNTRY HOMES					
1829374	Property Owner or Resident	BROOKSIDE COUNTRY HOMES					
1829365	Property Owner or Resident	BROOKSIDE COUNTRY HOMES					
1829356	Property Owner or Resident	BROOKSIDE COUNTRY HOMES					
1829347	Property Owner or Resident	BROOKSIDE COUNTRY HOMES					
1829338	Property Owner or Resident	BROOKSIDE COUNTRY HOMES					
1829329	Property Owner or Resident	BROOKSIDE COUNTRY HOMES					
1829310	Property Owner or Resident	BROOKSIDE COUNTRY HOMES					
1829301	Property Owner or Resident	BROOKSIDE COUNTRY HOMES					
1829294	Property Owner or Resident	BROOKSIDE COUNTRY HOMES					
1829285	Property Owner or Resident	BROOKSIDE COUNTRY HOMES					
1829276	Property Owner or Resident	BROOKSIDE COUNTRY HOMES					
1829187	Property Owner or Resident	BROOKSIDE COUNTRY HOMES					
1829196	Property Owner or Resident	BROOKSIDE COUNTRY HOMES					
1829203	Property Owner or Resident	BROOKSIDE COUNTRY HOMES					
1829212	Property Owner or Resident	BROOKSIDE COUNTRY HOMES					
1829221	Property Owner or Resident	BROOKSIDE COUNTRY HOMES					
1829230	Property Owner or Resident	BROOKSIDE COUNTRY HOMES					
1829249	Property Owner or Resident	BROOKSIDE COUNTRY HOMES					
1829258	Property Owner or Resident	BROOKSIDE COUNTRY HOMES					
1829267	Property Owner or Resident	BROOKSIDE COUNTRY HOMES					
2688432	Property Owner or Resident	PARCEL 1708 (CMC)					
2688467	Property Owner or Resident	PARCEL 1708 (CMC)					
2688468	Property Owner or Resident	PARCEL 1708 (CMC)					
2688473	Property Owner or Resident	PARCEL 1708 (CMC)					
2688472	Property Owner or Resident	PARCEL 1708 (CMC)					
2688471	Property Owner or Resident	PARCEL 1708 (CMC)					
2688470	Property Owner or Resident	PARCEL 1708 (CMC)					

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2688469	Property Owner or Resident	PARCEL 1708 (CMC)					
2688433	Property Owner or Resident	PARCEL 1708 (CMC)					
2688479	Property Owner or Resident	PARCEL 1708 (CMC)					
2688478	Property Owner or Resident	PARCEL 1708 (CMC)					
2688477	Property Owner or Resident	PARCEL 1708 (CMC)					
2688476	Property Owner or Resident	PARCEL 1708 (CMC)					
2688475	Property Owner or Resident	PARCEL 1708 (CMC)					
2688474	Property Owner or Resident	PARCEL 1708 (CMC)					
2688431	Property Owner or Resident	PARCEL 1708 (CMC)					
2688435	Property Owner or Resident	PARCEL 1708 (CMC)					
2688436	Property Owner or Resident	PARCEL 1708 (CMC)					
2688437	Property Owner or Resident	PARCEL 1708 (CMC)					
2688438	Property Owner or Resident	PARCEL 1708 (CMC)					
2688439	Property Owner or Resident	PARCEL 1708 (CMC)					
2688440	Property Owner or Resident	PARCEL 1708 (CMC)					
2688441	Property Owner or Resident	PARCEL 1708 (CMC)					
2688442	Property Owner or Resident	PARCEL 1708 (CMC)					
2688443	Property Owner or Resident	PARCEL 1708 (CMC)					
2688444	Property Owner or Resident	PARCEL 1708 (CMC)					
2688445	Property Owner or Resident	PARCEL 1708 (CMC)					
2688446	Property Owner or Resident	PARCEL 1708 (CMC)					
2688447	Property Owner or Resident	PARCEL 1708 (CMC)					
2688448	Property Owner or Resident	PARCEL 1708 (CMC)					
2688449	Property Owner or Resident	PARCEL 1708 (CMC)					
2688450	Property Owner or Resident	PARCEL 1708 (CMC)					
2688451	Property Owner or Resident	PARCEL 1708 (CMC)					
2688452	Property Owner or Resident	PARCEL 1708 (CMC)					
2688453	Property Owner or Resident	PARCEL 1708 (CMC)					
2688455	Property Owner or Resident	PARCEL 1708 (CMC)					
2688460	Property Owner or Resident	PARCEL 1708 (CMC)					
2688461	Property Owner or Resident	PARCEL 1708 (CMC)					
2688462	Property Owner or Resident	PARCEL 1708 (CMC)					
2688463	Property Owner or Resident	PARCEL 1708 (CMC)					
2688464	Property Owner or Resident	PARCEL 1708 (CMC)					
2688465	Property Owner or Resident	PARCEL 1708 (CMC)					
2688466	Property Owner or Resident	PARCEL 1708 (CMC)					
2688459	Property Owner or Resident	PARCEL 1708 (CMC)					
2688458	Property Owner or Resident	PARCEL 1708 (CMC)					
2688457	Property Owner or Resident	PARCEL 1708 (CMC)					
2688456	Property Owner or Resident	PARCEL 1708 (CMC)					
2706496	Property Owner or Resident	PARCEL 1707 (CMC)					
2706526	Property Owner or Resident	PARCEL 1707 (CMC)					
2706495	Property Owner or Resident	PARCEL 1707 (CMC)					
2706525	Property Owner or Resident	PARCEL 1707 (CMC)					
2706494	Property Owner or Resident	PARCEL 1707 (CMC)					
2706524	Property Owner or Resident	PARCEL 1707 (CMC)					
2706493	Property Owner or Resident	PARCEL 1707 (CMC)					
2706469	Property Owner or Resident	PARCEL 1707 (CMC)					

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2706523	Property Owner or Resident	PARCEL 1707 (CMC)					
2706492	Property Owner or Resident	PARCEL 1707 (CMC)					
2706473	Property Owner or Resident	PARCEL 1707 (CMC)					
2706522	Property Owner or Resident	PARCEL 1707 (CMC)					
2706491	Property Owner or Resident	PARCEL 1707 (CMC)					
2706474	Property Owner or Resident	PARCEL 1707 (CMC)					
2706521	Property Owner or Resident	PARCEL 1707 (CMC)					
2706490	Property Owner or Resident	PARCEL 1707 (CMC)					
2706468	Property Owner or Resident	PARCEL 1707 (CMC)					
2706475	Property Owner or Resident	PARCEL 1707 (CMC)					
2706520	Property Owner or Resident	PARCEL 1707 (CMC)					
2706498	Property Owner or Resident	PARCEL 1707 (CMC)					
2706489	Property Owner or Resident	PARCEL 1707 (CMC)					
2706476	Property Owner or Resident	PARCEL 1707 (CMC)					
2706499	Property Owner or Resident	PARCEL 1707 (CMC)					
2706519	Property Owner or Resident	PARCEL 1707 (CMC)					
2706488	Property Owner or Resident	PARCEL 1707 (CMC)					
2706477	Property Owner or Resident	PARCEL 1707 (CMC)					
2706518	Property Owner or Resident	PARCEL 1707 (CMC)					
2706478	Property Owner or Resident	PARCEL 1707 (CMC)					
2706487	Property Owner or Resident	PARCEL 1707 (CMC)					
2706517	Property Owner or Resident	PARCEL 1707 (CMC)					
2706479	Property Owner or Resident	PARCEL 1707 (CMC)					
2706486	Property Owner or Resident	PARCEL 1707 (CMC)					
2706516	Property Owner or Resident	PARCEL 1707 (CMC)					
2706480	Property Owner or Resident	PARCEL 1707 (CMC)					
2706485	Property Owner or Resident	PARCEL 1707 (CMC)					
2706515	Property Owner or Resident	PARCEL 1707 (CMC)					
2706481	Property Owner or Resident	PARCEL 1707 (CMC)					
2706484	Property Owner or Resident	PARCEL 1707 (CMC)					
2706514	Property Owner or Resident	PARCEL 1707 (CMC)					
2706482	Property Owner or Resident	PARCEL 1707 (CMC)					
2706483	Property Owner or Resident	PARCEL 1707 (CMC)					
2706513	Property Owner or Resident	PARCEL 1707 (CMC)					
2706500	Property Owner or Resident	PARCEL 1707 (CMC)					
2706501	Property Owner or Resident	PARCEL 1707 (CMC)					
2706502	Property Owner or Resident	PARCEL 1707 (CMC)					
2706503	Property Owner or Resident	PARCEL 1707 (CMC)					
2706504	Property Owner or Resident	PARCEL 1707 (CMC)					
2706505	Property Owner or Resident	PARCEL 1707 (CMC)					
2706506	Property Owner or Resident	PARCEL 1707 (CMC)					
2706508	Property Owner or Resident	PARCEL 1707 (CMC)					
2706507	Property Owner or Resident	PARCEL 1707 (CMC)					
2687694	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687695	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687696	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687697	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687698	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					

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2687699	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687693	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687692	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687691	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687690	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687689	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687688	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687687	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687686	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687685	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687684	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687683	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687702	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687701	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687700	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687682	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687681	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687680	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687679	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687678	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687677	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687654	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687666	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687667	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687668	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687669	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687670	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687671	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687672	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687673	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687674	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687675	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687676	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687713	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687712	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687711	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687710	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687709	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687708	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687707	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687706	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687705	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687704	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687703	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687658	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2687657	Property Owner or Resident	PARCEL 1709 AND 1710A (CMC)					
2706879	Property Owner or Resident	PARCEL 1710B (CMC)					
2706890	Property Owner or Resident	PARCEL 1710B (CMC)					

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2706905	Property Owner or Resident	PARCEL 1710B (CMC)					
2706902	Property Owner or Resident	PARCEL 1710B (CMC)					
2706878	Property Owner or Resident	PARCEL 1710B (CMC)					
2706889	Property Owner or Resident	PARCEL 1710B (CMC)					
2706904	Property Owner or Resident	PARCEL 1710B (CMC)					
2706903	Property Owner or Resident	PARCEL 1710B (CMC)					
2706888	Property Owner or Resident	PARCEL 1710B (CMC)					
2706867	Property Owner or Resident	PARCEL 1710B (CMC)					
2706877	Property Owner or Resident	PARCEL 1710B (CMC)					
2706865	Property Owner or Resident	PARCEL 1710B (CMC)					
2706870	Property Owner or Resident	PARCEL 1710B (CMC)					
2706871	Property Owner or Resident	PARCEL 1710B (CMC)					
2706872	Property Owner or Resident	PARCEL 1710B (CMC)					
2706873	Property Owner or Resident	PARCEL 1710B (CMC)					
2706874	Property Owner or Resident	PARCEL 1710B (CMC)					
2706875	Property Owner or Resident	PARCEL 1710B (CMC)					
2706876	Property Owner or Resident	PARCEL 1710B (CMC)					
2719780	Property Owner or Resident	LAKE FOREST ADDITION (CMC)					
2580618	Property Owner or Resident	LACIMA HAVEN-MEADOWS (CMC)					
2580617	Property Owner or Resident	LACIMA HAVEN-MEADOWS (CMC)					
2580616	Property Owner or Resident	LACIMA HAVEN-MEADOWS (CMC)					
2580615	Property Owner or Resident	LACIMA HAVEN-MEADOWS (CMC)					
2580614	Property Owner or Resident	LACIMA HAVEN-MEADOWS (CMC)					
2580622	Property Owner or Resident	LACIMA HAVEN-MEADOWS (CMC)					
2580621	Property Owner or Resident	LACIMA HAVEN-MEADOWS (CMC)					
2580620	Property Owner or Resident	LACIMA HAVEN-MEADOWS (CMC)					
2580624	Property Owner or Resident	LACIMA HAVEN-MEADOWS (CMC)					
2580623	Property Owner or Resident	LACIMA HAVEN-MEADOWS (CMC)					
2580627	Property Owner or Resident	LACIMA HAVEN-MEADOWS (CMC)					
2711700	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711701	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711706	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711705	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711704	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711694	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711693	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711692	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711691	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711690	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711689	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711688	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711687	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711681	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711682	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711683	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711684	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711686	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711685	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
2711618	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711664	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711665	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711666	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711667	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711668	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711669	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711670	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711671	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711680	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711672	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711679	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711678	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711677	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711676	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711673	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711675	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711674	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711660	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711659	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711658	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711657	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711656	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711655	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711654	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711707	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711653	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711652	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711651	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711642	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711643	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711644	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711650	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711645	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711646	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711647	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711649	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711648	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711708	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711617	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711623	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711624	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711625	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711626	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711627	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711628	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711629	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711630	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
2711631	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711632	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711641	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711640	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711639	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711638	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711633	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711637	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711636	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711634	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711635	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711780	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711781	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711779	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711778	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711776	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711710	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711775	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711774	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711773	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711772	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711771	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711760	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711761	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711762	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711763	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711764	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711765	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711766	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711770	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711767	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711768	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711769	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711711	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711739	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711620	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711740	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711712	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711741	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711743	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711744	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711745	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711746	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711747	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711759	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711758	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711748	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711757	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
2711756	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711755	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711754	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711753	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711749	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711752	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711751	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711750	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711713	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711737	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711738	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711736	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711735	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711714	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711734	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711715	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711716	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711717	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711718	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711719	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711720	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711733	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711721	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711722	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711723	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711724	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711725	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711726	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711727	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711728	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711729	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711730	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711731	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711732	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2538352	Property Owner or Resident	LACIMA MANOR (CMC)					
2538359	Property Owner or Resident	LACIMA MANOR (CMC)					
2538360	Property Owner or Resident	LACIMA MANOR (CMC)					
2538413	Property Owner or Resident	LACIMA MANOR (CMC)					
2655778	Property Owner or Resident	LACIMA MANOR (CMC)					
2538406	Property Owner or Resident	LACIMA MANOR (CMC)					
2538407	Property Owner or Resident	LACIMA MANOR (CMC)					
2538408	Property Owner or Resident	LACIMA MANOR (CMC)					
2538409	Property Owner or Resident	LACIMA MANOR (CMC)					
2538401	Property Owner or Resident	LACIMA MANOR (CMC)					
2628982	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2628981	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2628980	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2628986	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
2628979	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2628978	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2628977	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2628976	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2628989	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2628988	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2628987	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2628975	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2628974	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2628973	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2628972	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2628971	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2628970	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2628969	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2628968	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2628967	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2628940	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2628991	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2628993	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2628994	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2628995	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2628996	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2628941	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2628997	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2628998	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2628999	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2629000	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2629001	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2629002	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2629003	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2629004	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2629005	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2629006	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2629007	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2629008	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2629009	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2629010	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2629011	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2629012	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2629024	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2629025	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2629026	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2629027	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2629028	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2629029	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2629030	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2629031	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2629032	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					

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2629033	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2629034	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2629035	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2628942	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2629013	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2629014	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2629015	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2629016	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2629017	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2629018	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2629019	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2629020	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2629021	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2629022	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2629023	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2628943	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2629036	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2629037	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2629038	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2629039	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2629040	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2629041	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2564023	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564022	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564021	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564020	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564019	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2563964	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564057	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564058	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564059	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564060	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564061	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564062	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564063	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564064	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564065	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564066	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2563965	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564045	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564046	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564047	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564048	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564049	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564050	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564051	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564052	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564053	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					

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2564054	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564055	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564056	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2563966	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564024	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564025	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564026	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564027	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564028	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564029	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564030	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564031	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564032	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564033	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564034	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564035	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564036	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564037	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564038	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564039	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564040	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564041	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564042	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564043	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564044	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2563988	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2563987	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2563986	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2563985	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2563984	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2563983	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2563982	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2563981	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2563999	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564000	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564001	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564002	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564003	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564004	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564005	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2564006	Property Owner or Resident	WREN CREEK ADDITION PHASE II-A (CMC)					
2646875	Property Owner or Resident	PARCEL 520 ADDITION (CMC)					
2613052	Property Owner or Resident	BARROWS ADDITION (CMC)					
2613054	Property Owner or Resident	BARROWS ADDITION (CMC)					
2504491	Property Owner or Resident	WREN CREEK (CMC)					
2504490	Property Owner or Resident	WREN CREEK (CMC)					
2504489	Property Owner or Resident	WREN CREEK (CMC)					
2504432	Property Owner or Resident	WREN CREEK (CMC)					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
2504488	Property Owner or Resident	WREN CREEK (CMC)					
2504480	Property Owner or Resident	WREN CREEK (CMC)					
2504481	Property Owner or Resident	WREN CREEK (CMC)					
2504479	Property Owner or Resident	WREN CREEK (CMC)					
2504482	Property Owner or Resident	WREN CREEK (CMC)					
2504483	Property Owner or Resident	WREN CREEK (CMC)					
2504484	Property Owner or Resident	WREN CREEK (CMC)					
2504433	Property Owner or Resident	WREN CREEK (CMC)					
2504485	Property Owner or Resident	WREN CREEK (CMC)					
2504486	Property Owner or Resident	WREN CREEK (CMC)					
2504487	Property Owner or Resident	WREN CREEK (CMC)					
2504478	Property Owner or Resident	WREN CREEK (CMC)					
2504434	Property Owner or Resident	WREN CREEK (CMC)					
2504476	Property Owner or Resident	WREN CREEK (CMC)					
2504435	Property Owner or Resident	WREN CREEK (CMC)					
2504468	Property Owner or Resident	WREN CREEK (CMC)					
2504477	Property Owner or Resident	WREN CREEK (CMC)					
2504436	Property Owner or Resident	WREN CREEK (CMC)					
2504467	Property Owner or Resident	WREN CREEK (CMC)					
2504475	Property Owner or Resident	WREN CREEK (CMC)					
2504469	Property Owner or Resident	WREN CREEK (CMC)					
2504466	Property Owner or Resident	WREN CREEK (CMC)					
2504437	Property Owner or Resident	WREN CREEK (CMC)					
2504470	Property Owner or Resident	WREN CREEK (CMC)					
2504438	Property Owner or Resident	WREN CREEK (CMC)					
2504465	Property Owner or Resident	WREN CREEK (CMC)					
2504474	Property Owner or Resident	WREN CREEK (CMC)					
2504439	Property Owner or Resident	WREN CREEK (CMC)					
2504464	Property Owner or Resident	WREN CREEK (CMC)					
2504440	Property Owner or Resident	WREN CREEK (CMC)					
2504471	Property Owner or Resident	WREN CREEK (CMC)					
2504463	Property Owner or Resident	WREN CREEK (CMC)					
2504472	Property Owner or Resident	WREN CREEK (CMC)					
2504441	Property Owner or Resident	WREN CREEK (CMC)					
2504473	Property Owner or Resident	WREN CREEK (CMC)					
2504462	Property Owner or Resident	WREN CREEK (CMC)					
2504442	Property Owner or Resident	WREN CREEK (CMC)					
2504460	Property Owner or Resident	WREN CREEK (CMC)					
2504443	Property Owner or Resident	WREN CREEK (CMC)					
2504459	Property Owner or Resident	WREN CREEK (CMC)					
2504461	Property Owner or Resident	WREN CREEK (CMC)					
2504444	Property Owner or Resident	WREN CREEK (CMC)					
2504458	Property Owner or Resident	WREN CREEK (CMC)					
2504445	Property Owner or Resident	WREN CREEK (CMC)					
2504446	Property Owner or Resident	WREN CREEK (CMC)					
2504457	Property Owner or Resident	WREN CREEK (CMC)					
2504456	Property Owner or Resident	WREN CREEK (CMC)					
2504455	Property Owner or Resident	WREN CREEK (CMC)					

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2504454	Property Owner or Resident	WREN CREEK (CMC)					
2504447	Property Owner or Resident	WREN CREEK (CMC)					
2504448	Property Owner or Resident	WREN CREEK (CMC)					
2504449	Property Owner or Resident	WREN CREEK (CMC)					
2504450	Property Owner or Resident	WREN CREEK (CMC)					
2504451	Property Owner or Resident	WREN CREEK (CMC)					
2504452	Property Owner or Resident	WREN CREEK (CMC)					
2504453	Property Owner or Resident	WREN CREEK (CMC)					
2504413	Property Owner or Resident	WREN CREEK (CMC)					
2504412	Property Owner or Resident	WREN CREEK (CMC)					
2504411	Property Owner or Resident	WREN CREEK (CMC)					
2504410	Property Owner or Resident	WREN CREEK (CMC)					
2504409	Property Owner or Resident	WREN CREEK (CMC)					
2504408	Property Owner or Resident	WREN CREEK (CMC)					
2504407	Property Owner or Resident	WREN CREEK (CMC)					
2504406	Property Owner or Resident	WREN CREEK (CMC)					
2504405	Property Owner or Resident	WREN CREEK (CMC)					
2504404	Property Owner or Resident	WREN CREEK (CMC)					
2504403	Property Owner or Resident	WREN CREEK (CMC)					
2504402	Property Owner or Resident	WREN CREEK (CMC)					
2504401	Property Owner or Resident	WREN CREEK (CMC)					
2504400	Property Owner or Resident	WREN CREEK (CMC)					
2504399	Property Owner or Resident	WREN CREEK (CMC)					
2504398	Property Owner or Resident	WREN CREEK (CMC)					
2504397	Property Owner or Resident	WREN CREEK (CMC)					
2504396	Property Owner or Resident	WREN CREEK (CMC)					
2504395	Property Owner or Resident	WREN CREEK (CMC)					
2504394	Property Owner or Resident	WREN CREEK (CMC)					
2504393	Property Owner or Resident	WREN CREEK (CMC)					
2504392	Property Owner or Resident	WREN CREEK (CMC)					
2504391	Property Owner or Resident	WREN CREEK (CMC)					
2504390	Property Owner or Resident	WREN CREEK (CMC)					
2504389	Property Owner or Resident	WREN CREEK (CMC)					
2504388	Property Owner or Resident	WREN CREEK (CMC)					
2504387	Property Owner or Resident	WREN CREEK (CMC)					
2504386	Property Owner or Resident	WREN CREEK (CMC)					
2504385	Property Owner or Resident	WREN CREEK (CMC)					
2504384	Property Owner or Resident	WREN CREEK (CMC)					
2504383	Property Owner or Resident	WREN CREEK (CMC)					
2504382	Property Owner or Resident	WREN CREEK (CMC)					
2504381	Property Owner or Resident	WREN CREEK (CMC)					
2504380	Property Owner or Resident	WREN CREEK (CMC)					
2504379	Property Owner or Resident	WREN CREEK (CMC)					
2504378	Property Owner or Resident	WREN CREEK (CMC)					
2504377	Property Owner or Resident	WREN CREEK (CMC)					
2504376	Property Owner or Resident	WREN CREEK (CMC)					
2504374	Property Owner or Resident	WREN CREEK (CMC)					
2504373	Property Owner or Resident	WREN CREEK (CMC)					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
2504372	Property Owner or Resident	WREN CREEK (CMC)					
2504371	Property Owner or Resident	WREN CREEK (CMC)					
2504370	Property Owner or Resident	WREN CREEK (CMC)					
2504369	Property Owner or Resident	WREN CREEK (CMC)					
2504368	Property Owner or Resident	WREN CREEK (CMC)					
2511301	Property Owner or Resident	LIBERTY PLACE (CMC)					
2511300	Property Owner or Resident	LIBERTY PLACE (CMC)					
2511299	Property Owner or Resident	LIBERTY PLACE (CMC)					
2554904	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554903	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554902	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554901	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554900	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554899	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554878	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554877	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554876	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554875	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554871	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554795	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554869	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554868	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554855	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554856	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554857	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554859	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554858	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554860	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554861	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554862	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554863	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554864	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554865	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554866	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554867	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554794	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554854	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554853	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554852	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554851	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554850	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554849	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554848	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554847	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554846	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554845	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554844	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554793	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					

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2554843	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554842	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554841	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554840	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554839	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554838	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554836	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554837	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554835	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554834	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554833	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554832	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554831	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554830	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554829	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554828	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554827	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554826	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554825	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554824	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554823	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554822	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554821	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554792	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554820	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554819	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554818	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554817	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554816	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554815	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554814	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554813	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554812	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554811	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554791	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554810	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554809	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554808	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554807	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554806	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554805	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2554710	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2555011	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2555010	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2555009	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2555008	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2555007	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2555006	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
2555005	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2555004	Property Owner or Resident	RIDGECREST - PHASE I (CMC)					
2585577	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585576	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585575	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585574	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585573	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585572	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585571	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585570	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585569	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585568	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585567	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585529	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585566	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585565	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585564	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585563	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585562	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585561	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585560	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585559	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585558	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585557	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585556	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585555	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585552	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585553	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585551	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585550	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585554	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585549	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585548	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585547	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585546	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585545	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585528	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585544	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585543	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585542	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585541	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585540	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585539	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585538	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585537	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585527	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2619364	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2619367	Property Owner or Resident	RIDGECREST PHASE II (CMC)					

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2619368	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585597	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585598	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585599	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2585600	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2619370	Property Owner or Resident	RIDGECREST PHASE II (CMC)					
2739596	Property Owner or Resident	CVS RIDGE ADDITION (CMC)					
969982	Property Owner or Resident	JOEL F STEWART SURVEY					
2720408	Property Owner or Resident	ROBINSON RIDGE PHASE V-A (CMC)					
2720409	Property Owner or Resident	ROBINSON RIDGE PHASE V-A (CMC)					
2720410	Property Owner or Resident	ROBINSON RIDGE PHASE V-A (CMC)					
2695152	Property Owner or Resident	WILSON CREEK MEDICAL PARK MCKINNEY (CMC)					
2695153	Property Owner or Resident	WILSON CREEK MEDICAL PARK MCKINNEY (CMC)					
2695151	Property Owner or Resident	WILSON CREEK MEDICAL PARK MCKINNEY (CMC)					
2695150	Property Owner or Resident	WILSON CREEK MEDICAL PARK MCKINNEY (CMC)					
2695157	Property Owner or Resident	WILSON CREEK MEDICAL PARK MCKINNEY (CMC)					
2695155	Property Owner or Resident	WILSON CREEK MEDICAL PARK MCKINNEY (CMC)					
2695652	Property Owner or Resident	WILSON CREEK MEDICAL PARK MCKINNEY (CMC)					
2695156	Property Owner or Resident	WILSON CREEK MEDICAL PARK MCKINNEY (CMC)					
2695149	Property Owner or Resident	WILSON CREEK MEDICAL PARK MCKINNEY (CMC)					
2713569	Property Owner or Resident	WILSON CREEK MEDICAL PARK MCKINNEY II (CMC)					
2713553	Property Owner or Resident	WILSON CREEK MEDICAL PARK MCKINNEY II (CMC)					
2713565	Property Owner or Resident	WILSON CREEK MEDICAL PARK MCKINNEY II (CMC)					
2713568	Property Owner or Resident	WILSON CREEK MEDICAL PARK MCKINNEY II (CMC)					
967430	Property Owner or Resident	SLEEPY HOLLOW ESTATES (GCN)					
2724928	Property Owner or Resident	SHOPS AT EAGLE POINT (CMC)					
2715066	Property Owner or Resident	LAKE FOREST/380 (CMC)					
2723951	Property Owner or Resident	LAKE FOREST/380 (CMC)					
2056424	Property Owner or Resident	H T CHENOWETH SURVEY					
966084	Property Owner or Resident	WALNUT GROVE (GCN)					
2727296	Property Owner or Resident	JOEL F STEWART SURVEY					
2120529	Property Owner or Resident	H T CHENOWETH SURVEY					
2610376	Property Owner or Resident	HERITAGE BEND (CMC)					
2610375	Property Owner or Resident	HERITAGE BEND (CMC)					
2610374	Property Owner or Resident	HERITAGE BEND (CMC)					
2610373	Property Owner or Resident	HERITAGE BEND (CMC)					
2610372	Property Owner or Resident	HERITAGE BEND (CMC)					
2610371	Property Owner or Resident	HERITAGE BEND (CMC)					
2683228	Property Owner or Resident	HERITAGE BEND (CMC)					
2610504	Property Owner or Resident	HERITAGE BEND (CMC)					
2610503	Property Owner or Resident	HERITAGE BEND (CMC)					
2610502	Property Owner or Resident	HERITAGE BEND (CMC)					
2610370	Property Owner or Resident	HERITAGE BEND (CMC)					
2610501	Property Owner or Resident	HERITAGE BEND (CMC)					
2610337	Property Owner or Resident	HERITAGE BEND (CMC)					
2610369	Property Owner or Resident	HERITAGE BEND (CMC)					
2683230	Property Owner or Resident	HERITAGE BEND (CMC)					
2610368	Property Owner or Resident	HERITAGE BEND (CMC)					

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2610508	Property Owner or Resident	HERITAGE BEND (CMC)					
2610367	Property Owner or Resident	HERITAGE BEND (CMC)					
2610488	Property Owner or Resident	HERITAGE BEND (CMC)					
2610487	Property Owner or Resident	HERITAGE BEND (CMC)					
2610486	Property Owner or Resident	HERITAGE BEND (CMC)					
2610485	Property Owner or Resident	HERITAGE BEND (CMC)					
2610484	Property Owner or Resident	HERITAGE BEND (CMC)					
2610483	Property Owner or Resident	HERITAGE BEND (CMC)					
2610482	Property Owner or Resident	HERITAGE BEND (CMC)					
2610509	Property Owner or Resident	HERITAGE BEND (CMC)					
2610481	Property Owner or Resident	HERITAGE BEND (CMC)					
2610480	Property Owner or Resident	HERITAGE BEND (CMC)					
2610479	Property Owner or Resident	HERITAGE BEND (CMC)					
2610366	Property Owner or Resident	HERITAGE BEND (CMC)					
2610510	Property Owner or Resident	HERITAGE BEND (CMC)					
2610365	Property Owner or Resident	HERITAGE BEND (CMC)					
2610511	Property Owner or Resident	HERITAGE BEND (CMC)					
2610364	Property Owner or Resident	HERITAGE BEND (CMC)					
2610489	Property Owner or Resident	HERITAGE BEND (CMC)					
2610490	Property Owner or Resident	HERITAGE BEND (CMC)					
2610491	Property Owner or Resident	HERITAGE BEND (CMC)					
2610492	Property Owner or Resident	HERITAGE BEND (CMC)					
2610493	Property Owner or Resident	HERITAGE BEND (CMC)					
2610494	Property Owner or Resident	HERITAGE BEND (CMC)					
2610495	Property Owner or Resident	HERITAGE BEND (CMC)					
2610496	Property Owner or Resident	HERITAGE BEND (CMC)					
2610497	Property Owner or Resident	HERITAGE BEND (CMC)					
2610498	Property Owner or Resident	HERITAGE BEND (CMC)					
2610499	Property Owner or Resident	HERITAGE BEND (CMC)					
2610512	Property Owner or Resident	HERITAGE BEND (CMC)					
2610363	Property Owner or Resident	HERITAGE BEND (CMC)					
2610362	Property Owner or Resident	HERITAGE BEND (CMC)					
2610513	Property Owner or Resident	HERITAGE BEND (CMC)					
2739326	Property Owner or Resident	TIMBER CREEK PHASE 2 (CMC)					
2739419	Property Owner or Resident	TIMBER CREEK PHASE 2 (CMC)					
2739325	Property Owner or Resident	TIMBER CREEK PHASE 2 (CMC)					
2739389	Property Owner or Resident	TIMBER CREEK PHASE 2 (CMC)					
2739447	Property Owner or Resident	TIMBER CREEK PHASE 2 (CMC)					
2739420	Property Owner or Resident	TIMBER CREEK PHASE 2 (CMC)					
2739421	Property Owner or Resident	TIMBER CREEK PHASE 2 (CMC)					
2739390	Property Owner or Resident	TIMBER CREEK PHASE 2 (CMC)					
2739422	Property Owner or Resident	TIMBER CREEK PHASE 2 (CMC)					
2739448	Property Owner or Resident	TIMBER CREEK PHASE 2 (CMC)					
2739424	Property Owner or Resident	TIMBER CREEK PHASE 2 (CMC)					
2739425	Property Owner or Resident	TIMBER CREEK PHASE 2 (CMC)					
2739426	Property Owner or Resident	TIMBER CREEK PHASE 2 (CMC)					
2739427	Property Owner or Resident	TIMBER CREEK PHASE 2 (CMC)					
2739449	Property Owner or Resident	TIMBER CREEK PHASE 2 (CMC)					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
2739428	Property Owner or Resident	TIMBER CREEK PHASE 2 (CMC)					
2739429	Property Owner or Resident	TIMBER CREEK PHASE 2 (CMC)					
2739430	Property Owner or Resident	TIMBER CREEK PHASE 2 (CMC)					
2739431	Property Owner or Resident	TIMBER CREEK PHASE 2 (CMC)					
2739432	Property Owner or Resident	TIMBER CREEK PHASE 2 (CMC)					
2120256	Property Owner or Resident	MEREDAY ASHLOCK SURVEY					
2513381	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513407	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513406	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513432	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513433	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513434	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513435	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513436	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513438	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513431	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513439	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513440	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513441	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513442	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513443	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513444	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513445	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513446	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513447	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513448	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513449	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513450	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513451	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513452	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513453	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513430	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513405	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513454	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513404	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513403	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513382	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513417	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513418	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513419	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513420	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513421	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513402	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513469	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513468	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513474	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513473	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513472	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					

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2513458	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513457	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513456	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513455	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513401	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513471	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513467	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513416	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513422	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513470	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513400	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513475	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513399	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513476	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513423	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513415	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2513437	Property Owner or Resident	PRESIDENTS POINT PHASE ONE (CMC)					
2736717	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736716	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736715	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736714	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736713	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736712	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736711	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736681	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736710	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736709	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736686	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736699	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736698	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736697	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736708	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736687	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736696	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736695	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736707	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736688	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736706	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736694	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736689	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736693	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736692	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736690	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736691	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736705	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736734	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736704	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736724	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					

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2736735	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736703	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736723	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736741	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736702	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736722	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736725	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736733	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736732	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736731	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736730	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736729	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736728	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736727	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736726	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736682	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736701	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736721	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736700	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736720	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736683	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736684	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736719	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2736718	Property Owner or Resident	TUCKER HILL PHASE 3 (CMC)					
2554666	Property Owner or Resident	PRESIDENTS POINT PHASE TWO (CMC)					
2554665	Property Owner or Resident	PRESIDENTS POINT PHASE TWO (CMC)					
2554664	Property Owner or Resident	PRESIDENTS POINT PHASE TWO (CMC)					
2554663	Property Owner or Resident	PRESIDENTS POINT PHASE TWO (CMC)					
2554662	Property Owner or Resident	PRESIDENTS POINT PHASE TWO (CMC)					
2554661	Property Owner or Resident	PRESIDENTS POINT PHASE TWO (CMC)					
2554660	Property Owner or Resident	PRESIDENTS POINT PHASE TWO (CMC)					
2554667	Property Owner or Resident	PRESIDENTS POINT PHASE TWO (CMC)					
2554659	Property Owner or Resident	PRESIDENTS POINT PHASE TWO (CMC)					
2554658	Property Owner or Resident	PRESIDENTS POINT PHASE TWO (CMC)					
2554657	Property Owner or Resident	PRESIDENTS POINT PHASE TWO (CMC)					
2554656	Property Owner or Resident	PRESIDENTS POINT PHASE TWO (CMC)					
2554655	Property Owner or Resident	PRESIDENTS POINT PHASE TWO (CMC)					
2554654	Property Owner or Resident	PRESIDENTS POINT PHASE TWO (CMC)					
2554653	Property Owner or Resident	PRESIDENTS POINT PHASE TWO (CMC)					
2554709	Property Owner or Resident	PRESIDENTS POINT PHASE TWO (CMC)					
2066332	Property Owner or Resident	WYNDFIELD (CMC)					
2066331	Property Owner or Resident	WYNDFIELD (CMC)					
2066191	Property Owner or Resident	WYNDFIELD (CMC)					
2066192	Property Owner or Resident	WYNDFIELD (CMC)					
2066193	Property Owner or Resident	WYNDFIELD (CMC)					
2066330	Property Owner or Resident	WYNDFIELD (CMC)					
2066190	Property Owner or Resident	WYNDFIELD (CMC)					
2066329	Property Owner or Resident	WYNDFIELD (CMC)					

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2066189	Property Owner or Resident	WYNDFIELD (CMC)					
2066214	Property Owner or Resident	WYNDFIELD (CMC)					
2066213	Property Owner or Resident	WYNDFIELD (CMC)					
2066212	Property Owner or Resident	WYNDFIELD (CMC)					
2066328	Property Owner or Resident	WYNDFIELD (CMC)					
2066327	Property Owner or Resident	WYNDFIELD (CMC)					
2066326	Property Owner or Resident	WYNDFIELD (CMC)					
2066325	Property Owner or Resident	WYNDFIELD (CMC)					
2066324	Property Owner or Resident	WYNDFIELD (CMC)					
2066323	Property Owner or Resident	WYNDFIELD (CMC)					
2066322	Property Owner or Resident	WYNDFIELD (CMC)					
2066321	Property Owner or Resident	WYNDFIELD (CMC)					
2066318	Property Owner or Resident	WYNDFIELD (CMC)					
2066320	Property Owner or Resident	WYNDFIELD (CMC)					
2066319	Property Owner or Resident	WYNDFIELD (CMC)					
2066317	Property Owner or Resident	WYNDFIELD (CMC)					
1704757	Property Owner or Resident	MCKINNEY HEIGHTS 3 (CMC)					
1704748	Property Owner or Resident	MCKINNEY HEIGHTS 3 (CMC)					
1705211	Property Owner or Resident	MCKINNEY HEIGHTS 3 (CMC)					
1705220	Property Owner or Resident	MCKINNEY HEIGHTS 3 (CMC)					
1705239	Property Owner or Resident	MCKINNEY HEIGHTS 3 (CMC)					
1705248	Property Owner or Resident	MCKINNEY HEIGHTS 3 (CMC)					
1705257	Property Owner or Resident	MCKINNEY HEIGHTS 3 (CMC)					
1705266	Property Owner or Resident	MCKINNEY HEIGHTS 3 (CMC)					
1705275	Property Owner or Resident	MCKINNEY HEIGHTS 3 (CMC)					
1705284	Property Owner or Resident	MCKINNEY HEIGHTS 3 (CMC)					
1705328	Property Owner or Resident	MCKINNEY HEIGHTS 3 (CMC)					
1705293	Property Owner or Resident	MCKINNEY HEIGHTS 3 (CMC)					
1705300	Property Owner or Resident	MCKINNEY HEIGHTS 3 (CMC)					
1705319	Property Owner or Resident	MCKINNEY HEIGHTS 3 (CMC)					
1704739	Property Owner or Resident	MCKINNEY HEIGHTS 3 (CMC)					
1705337	Property Owner or Resident	MCKINNEY HEIGHTS 3 (CMC)					
1704720	Property Owner or Resident	MCKINNEY HEIGHTS 3 (CMC)					
1705346	Property Owner or Resident	MCKINNEY HEIGHTS 3 (CMC)					
1705195	Property Owner or Resident	MCKINNEY HEIGHTS 3 (CMC)					
1705186	Property Owner or Resident	MCKINNEY HEIGHTS 3 (CMC)					
1705177	Property Owner or Resident	MCKINNEY HEIGHTS 3 (CMC)					
1705168	Property Owner or Resident	MCKINNEY HEIGHTS 3 (CMC)					
1705159	Property Owner or Resident	MCKINNEY HEIGHTS 3 (CMC)					
1705140	Property Owner or Resident	MCKINNEY HEIGHTS 3 (CMC)					
1705131	Property Owner or Resident	MCKINNEY HEIGHTS 3 (CMC)					
1705122	Property Owner or Resident	MCKINNEY HEIGHTS 3 (CMC)					
1705113	Property Owner or Resident	MCKINNEY HEIGHTS 3 (CMC)					
1705104	Property Owner or Resident	MCKINNEY HEIGHTS 3 (CMC)					
1705097	Property Owner or Resident	MCKINNEY HEIGHTS 3 (CMC)					
1704711	Property Owner or Resident	MCKINNEY HEIGHTS 3 (CMC)					
1705355	Property Owner or Resident	MCKINNEY HEIGHTS 3 (CMC)					
1107821	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					

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1052728	Property Owner or Resident	JACOB DUNBAUGH SURVEY					
1107830	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1113501	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
1113495	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
1107849	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1113486	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
1107858	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1738347	Property Owner or Resident	BUCKNER PLACE (CMC)					
1107867	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1113468	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
1107402	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1113459	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
1107420	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1107411	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1166623	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1107876	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1107885	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1113887	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
1113878	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
1113869	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
1113850	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
1113841	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
1113832	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
1113823	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
1113814	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
1107518	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1107894	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1107509	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1107493	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1107484	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1107475	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1107901	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1107545	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1107554	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1107563	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1107572	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1107581	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1107590	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1107607	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1107616	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1107466	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1107625	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1107634	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1107643	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1107803	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1107787	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1107670	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1107812	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					

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1107689	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1107698	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1107705	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1107714	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1107723	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1107732	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1107741	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1107750	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1107769	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1107778	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1107796	Property Owner or Resident	MCKINNEY HEIGHTS NO 2 (CMC)					
1113477	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
1113716	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
1113707	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
1113690	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
1113681	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
1113672	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
1113663	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
1113654	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
1113583	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
1113592	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
1113609	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
1113618	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
1113627	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
1113636	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
1113645	Property Owner or Resident	MCKINNEY HEIGHTS NO 1 (CMC)					
2124156	Property Owner or Resident	MEREDITH HART SURVEY					
1170100	Property Owner or Resident	H T CHENOWETH SURVEY					
1598925	Property Owner or Resident	FRANK E MCLAIN ADDITION (UNRECORDED)					
2741426	Property Owner or Resident	LEONARD SEARCY SURVEY					
2147204	Property Owner or Resident	CREEK HOLLOW PHASE 2 (CMC)					
2147203	Property Owner or Resident	CREEK HOLLOW PHASE 2 (CMC)					
2147202	Property Owner or Resident	CREEK HOLLOW PHASE 2 (CMC)					
2119339	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119338	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119337	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119399	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119336	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119335	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119334	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119374	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119375	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119376	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119377	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119378	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119379	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119333	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119332	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					

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2119373	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119372	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119371	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119370	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119369	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119368	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119430	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119331	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119330	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119431	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119329	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119359	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119360	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119361	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119362	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119363	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119364	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119365	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119366	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119432	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119401	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119328	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119327	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119433	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119358	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119400	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119357	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119356	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119355	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119354	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119353	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119352	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119351	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119350	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119326	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119325	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119324	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119323	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119322	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119321	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119320	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119319	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119318	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119317	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119316	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119315	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119314	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119313	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
2119312	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119311	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2119310	Property Owner or Resident	CREEK HOLLOW PHASE 1 (CMC)					
2590627	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590754	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590755	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590756	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590757	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590758	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590725	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590759	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590760	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590625	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590712	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590713	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590714	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590715	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590716	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590717	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590718	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590719	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590720	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590721	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590722	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590723	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590724	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590726	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590727	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590664	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590744	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590745	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590728	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590663	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590746	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590743	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590699	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590700	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590702	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590703	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590704	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590705	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590706	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590707	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590708	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590709	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590710	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590711	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590729	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					

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2590662	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590747	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590742	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590730	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590661	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590748	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590741	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590698	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590697	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590696	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590695	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590694	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590693	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590692	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590691	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590690	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590689	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590688	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590687	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590660	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590624	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590731	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590749	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590740	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590659	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590732	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590750	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590739	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590658	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590733	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590751	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590738	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590675	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590676	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590677	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590678	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590657	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590679	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590680	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590681	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590682	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590683	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590684	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590685	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590686	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590734	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590752	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590735	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					

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2590656	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590626	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590736	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590753	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590674	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590673	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590672	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590671	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590670	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590669	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590668	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590667	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590666	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590665	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590623	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590737	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590655	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590654	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590653	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590652	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590651	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590650	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590649	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590648	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590647	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590646	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590645	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590644	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590636	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590643	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590642	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590637	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590641	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590640	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590638	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590639	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590622	Property Owner or Resident	PECAN RIDGE ESTATES PHASE ONE (CMC)					
2590811	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590827	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590809	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590808	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590828	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590807	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590829	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590806	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590805	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590804	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590803	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					

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2590802	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590801	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590800	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590764	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590812	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590826	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590825	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590813	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590763	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590824	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590814	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590774	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590852	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590851	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590823	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590850	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590849	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590848	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590847	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590846	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590845	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590844	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590843	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590842	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590841	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590815	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590775	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590822	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590816	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590776	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590821	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590777	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590817	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590820	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590840	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590839	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590838	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590837	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590836	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590835	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590778	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590834	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590833	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590832	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590831	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590830	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590765	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590818	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					

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2590819	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590799	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590796	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590798	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590797	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590795	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590794	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590793	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590788	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590789	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590790	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590792	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590791	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590787	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590786	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590785	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590784	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590783	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590782	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590781	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590780	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2590779	Property Owner or Resident	PECAN RIDGE ESTATES PHASE TWO (CMC)					
2539602	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539601	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539600	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539599	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539598	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539750	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539749	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539748	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539747	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539597	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539746	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539745	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539744	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539726	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539743	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539727	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539596	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539728	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539742	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539729	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539740	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539730	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539739	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539731	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539594	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539732	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					

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2539733	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539734	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539735	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539593	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539736	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539737	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539738	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539552	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539592	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539723	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539722	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539721	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539720	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539553	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539591	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539719	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539718	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539717	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539716	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539554	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539590	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539715	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539714	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539713	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539712	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539542	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539589	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539555	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539711	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539699	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539701	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539703	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539704	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539588	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539558	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539705	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539706	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539707	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539708	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539587	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539559	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539709	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539710	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539586	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539560	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539681	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539680	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539678	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
2539585	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539677	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539561	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539675	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539673	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539672	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539584	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539670	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539562	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539668	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539666	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539540	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539664	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539583	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539645	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539563	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539647	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539649	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539651	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539653	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539582	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539655	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539657	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539659	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539581	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539661	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539663	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539580	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539566	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539564	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539565	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539567	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539568	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539569	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539570	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539571	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539572	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539573	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539574	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539578	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539575	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539576	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2539577	Property Owner or Resident	TRINITY HEIGHTS PHASE ONE (CMC)					
2745094	Property Owner or Resident	AUBURN HILLS PHASE 1A (CMC)					
2745104	Property Owner or Resident	AUBURN HILLS PHASE 1A (CMC)					
2745105	Property Owner or Resident	AUBURN HILLS PHASE 1A (CMC)					
2745103	Property Owner or Resident	AUBURN HILLS PHASE 1A (CMC)					
2745093	Property Owner or Resident	AUBURN HILLS PHASE 1A (CMC)					

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2745106	Property Owner or Resident	AUBURN HILLS PHASE 1A (CMC)					
2745102	Property Owner or Resident	AUBURN HILLS PHASE 1A (CMC)					
2745092	Property Owner or Resident	AUBURN HILLS PHASE 1A (CMC)					
2745107	Property Owner or Resident	AUBURN HILLS PHASE 1A (CMC)					
2747195	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2746978	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2747188	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2747189	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2747194	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2747190	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2747191	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2747193	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2747192	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2747083	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2747082	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2747208	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2747207	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2747081	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2747209	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2747302	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2747206	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2747301	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2747300	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2747080	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2747299	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2747210	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2747298	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2747250	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2747205	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2747249	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2747297	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2747079	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2747211	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2747204	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2747296	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2747251	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2747248	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2747078	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2747279	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2747212	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2747295	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2746979	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2747278	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2747252	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2746980	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2746975	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2747280	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2747294	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
2746991	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2746981	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2746990	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2746989	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2746992	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2746988	Property Owner or Resident	AUBURN HILLS PHASE 5A (CMC)					
2749036	Property Owner or Resident	WILSON CREEK CROSSING (CMC)					
2121046	Property Owner or Resident	MEREDITH HART SURVEY					
2137146	Property Owner or Resident	NEWS ADDITION (CMC)					
2657272	Property Owner or Resident	HAZEL BOREN SUB-DIVISION (CMC)					
1096290	Property Owner or Resident	HAZEL BOREN SUB-DIVISION (CMC)					
1063592	Property Owner or Resident	WILLIAM H HUNT SURVEY					
2120540	Property Owner or Resident	H T CHENOWETH SURVEY					
2752743	Property Owner or Resident	BAYLOR MEDICAL CENTER AT MCKINNEY (CMC)					
2687522	Property Owner or Resident	HENRY H TUCKER SURVEY					
2653153	Property Owner or Resident	H T CHENOWETH SURVEY					
2753734	Property Owner or Resident	380 CROSSING AT HEADINGTON HEIGHTS (CMC)					
2753731	Property Owner or Resident	380 CROSSING AT HEADINGTON HEIGHTS (CMC)					
2120715	Property Owner or Resident	JOHN CRUTCHFIELD SURVEY					
1171216	Property Owner or Resident	H T CHENOWETH SURVEY					
2756826	Property Owner or Resident	CALIBER COLLISION NORTHWEST ADDITION					
1596703	Property Owner or Resident	FRANK E MCLAIN ADDITION (UNRECORDED)					
2759149	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759148	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759147	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759146	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759145	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759144	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759143	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759142	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759141	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759138	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759137	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759135	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759134	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759133	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759132	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759131	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759130	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759129	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759128	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759127	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759126	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759136	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759054	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759115	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759116	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759117	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					

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2759118	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759119	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759120	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759121	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759122	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759123	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759124	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759125	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759079	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759078	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759103	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759104	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759105	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759106	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759107	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759108	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759109	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759110	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759111	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759112	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759113	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759114	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759077	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759076	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759102	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759101	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759100	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759099	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759098	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759097	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759096	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759095	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759053	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759075	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759074	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759073	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759072	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759087	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759088	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759089	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759090	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759091	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759092	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759093	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759094	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759071	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759070	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759069	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
2759086	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759085	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759084	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759083	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759082	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759081	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759080	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759052	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759068	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759049	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759067	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759066	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759065	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759059	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759064	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759063	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759062	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759060	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759061	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
1966453	Property Owner or Resident	H T CHENOWETH SURVEY					
2685294	Property Owner or Resident	H T CHENOWETH SURVEY					
2760595	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760599	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760619	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760618	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760617	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760616	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760615	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760620	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760600	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760601	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760603	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760604	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760605	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760606	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760607	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760608	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760609	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760602	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760610	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760660	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760659	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760658	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760657	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760656	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760655	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760654	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760653	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					

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2760652	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760651	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760649	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760661	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760662	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760663	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760664	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760665	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760666	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760667	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760668	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760669	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760670	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760677	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760674	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760675	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760676	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760678	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760679	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760681	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760682	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760683	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760680	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760699	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760698	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760710	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760709	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760708	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760707	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760706	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760705	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760704	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760703	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760702	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760701	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760700	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760697	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760696	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760594	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760684	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760685	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760686	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760687	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760688	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760689	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760690	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760691	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760692	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					

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2760693	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760694	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2760695	Property Owner or Resident	TUCKER HILL PHASE 4 (CMC)					
2074127	Property Owner or Resident	CAMERON CROSSING (CMC)					
1064001	Property Owner or Resident	WILLIAM DAVIS SURVEY					
2744524	Property Owner or Resident	HOLDER HILL ADDITION					
1596561	Property Owner or Resident	FRANK E MCLAIN ADDITION (UNRECORDED)					
1598961	Property Owner or Resident	FRANK E MCLAIN ADDITION (UNRECORDED)					
1812685	Property Owner or Resident	MEADOW RANCH ESTATES (CMC)					
1812676	Property Owner or Resident	MEADOW RANCH ESTATES (CMC)					
1812667	Property Owner or Resident	MEADOW RANCH ESTATES (CMC)					
2764669	Property Owner or Resident	TIMBER CREEK PHASE 3 (CMC)					
2764668	Property Owner or Resident	TIMBER CREEK PHASE 3 (CMC)					
2764667	Property Owner or Resident	TIMBER CREEK PHASE 3 (CMC)					
2764666	Property Owner or Resident	TIMBER CREEK PHASE 3 (CMC)					
2764671	Property Owner or Resident	TIMBER CREEK PHASE 3 (CMC)					
2764672	Property Owner or Resident	TIMBER CREEK PHASE 3 (CMC)					
2764673	Property Owner or Resident	TIMBER CREEK PHASE 3 (CMC)					
2764674	Property Owner or Resident	TIMBER CREEK PHASE 3 (CMC)					
2764675	Property Owner or Resident	TIMBER CREEK PHASE 3 (CMC)					
2764679	Property Owner or Resident	TIMBER CREEK PHASE 3 (CMC)					
2764676	Property Owner or Resident	TIMBER CREEK PHASE 3 (CMC)					
2764678	Property Owner or Resident	TIMBER CREEK PHASE 3 (CMC)					
2764677	Property Owner or Resident	TIMBER CREEK PHASE 3 (CMC)					
2764670	Property Owner or Resident	TIMBER CREEK PHASE 3 (CMC)					
2764595	Property Owner or Resident	TIMBER CREEK PHASE 4 (CMC)					
2764596	Property Owner or Resident	TIMBER CREEK PHASE 4 (CMC)					
2764612	Property Owner or Resident	TIMBER CREEK PHASE 4 (CMC)					
2764613	Property Owner or Resident	TIMBER CREEK PHASE 4 (CMC)					
2764597	Property Owner or Resident	TIMBER CREEK PHASE 4 (CMC)					
2764562	Property Owner or Resident	TIMBER CREEK PHASE 4 (CMC)					
2764581	Property Owner or Resident	TIMBER CREEK PHASE 4 (CMC)					
2764631	Property Owner or Resident	TIMBER CREEK PHASE 4 (CMC)					
2764611	Property Owner or Resident	TIMBER CREEK PHASE 4 (CMC)					
2764614	Property Owner or Resident	TIMBER CREEK PHASE 4 (CMC)					
2764598	Property Owner or Resident	TIMBER CREEK PHASE 4 (CMC)					
2764561	Property Owner or Resident	TIMBER CREEK PHASE 4 (CMC)					
2764582	Property Owner or Resident	TIMBER CREEK PHASE 4 (CMC)					
2764630	Property Owner or Resident	TIMBER CREEK PHASE 4 (CMC)					
2764610	Property Owner or Resident	TIMBER CREEK PHASE 4 (CMC)					
2764615	Property Owner or Resident	TIMBER CREEK PHASE 4 (CMC)					
2764599	Property Owner or Resident	TIMBER CREEK PHASE 4 (CMC)					
2764560	Property Owner or Resident	TIMBER CREEK PHASE 4 (CMC)					
2764583	Property Owner or Resident	TIMBER CREEK PHASE 4 (CMC)					
2764629	Property Owner or Resident	TIMBER CREEK PHASE 4 (CMC)					
2764609	Property Owner or Resident	TIMBER CREEK PHASE 4 (CMC)					
2764616	Property Owner or Resident	TIMBER CREEK PHASE 4 (CMC)					
2764600	Property Owner or Resident	TIMBER CREEK PHASE 4 (CMC)					

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2764608	Property Owner or Resident	TIMBER CREEK PHASE 4 (CMC)					
2764617	Property Owner or Resident	TIMBER CREEK PHASE 4 (CMC)					
2764601	Property Owner or Resident	TIMBER CREEK PHASE 4 (CMC)					
2764607	Property Owner or Resident	TIMBER CREEK PHASE 4 (CMC)					
2764618	Property Owner or Resident	TIMBER CREEK PHASE 4 (CMC)					
2764602	Property Owner or Resident	TIMBER CREEK PHASE 4 (CMC)					
2764628	Property Owner or Resident	TIMBER CREEK PHASE 4 (CMC)					
2764627	Property Owner or Resident	TIMBER CREEK PHASE 4 (CMC)					
2764626	Property Owner or Resident	TIMBER CREEK PHASE 4 (CMC)					
2764625	Property Owner or Resident	TIMBER CREEK PHASE 4 (CMC)					
2764624	Property Owner or Resident	TIMBER CREEK PHASE 4 (CMC)					
2764623	Property Owner or Resident	TIMBER CREEK PHASE 4 (CMC)					
2764622	Property Owner or Resident	TIMBER CREEK PHASE 4 (CMC)					
2764621	Property Owner or Resident	TIMBER CREEK PHASE 4 (CMC)					
2764620	Property Owner or Resident	TIMBER CREEK PHASE 4 (CMC)					
2764606	Property Owner or Resident	TIMBER CREEK PHASE 4 (CMC)					
2764619	Property Owner or Resident	TIMBER CREEK PHASE 4 (CMC)					
2764603	Property Owner or Resident	TIMBER CREEK PHASE 4 (CMC)					
2764604	Property Owner or Resident	TIMBER CREEK PHASE 4 (CMC)					
2764605	Property Owner or Resident	TIMBER CREEK PHASE 4 (CMC)					
1169755	Property Owner or Resident	H T CHENOWETH SURVEY					
1751633	Property Owner or Resident	WILLIAM DAVIS SURVEY					
966002	Property Owner or Resident	WALNUT GROVE (GCN)					
2522375	Property Owner or Resident	H T CHENOWETH SURVEY					
1171154	Property Owner or Resident	H T CHENOWETH SURVEY					
1171458	Property Owner or Resident	H T CHENOWETH SURVEY					
1169835	Property Owner or Resident	H T CHENOWETH SURVEY					
2769903	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769904	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769905	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769906	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769907	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769908	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769909	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769910	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769911	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769923	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769922	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769921	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769920	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769919	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769918	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769912	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769917	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769916	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769915	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769914	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769924	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					

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2769925	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769926	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769932	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769933	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769902	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769901	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769899	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769900	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769898	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769878	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769934	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769880	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769881	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769882	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769887	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769886	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769885	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769884	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769883	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769927	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769931	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769935	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769893	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769894	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769895	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769896	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769892	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769897	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769936	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769930	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769928	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
2769929	Property Owner or Resident	AUBURN HILLS PHASE 5B (CMC)					
1965742	Property Owner or Resident	WILLIAM DAVIS SURVEY					
1064029	Property Owner or Resident	WILLIAM DAVIS SURVEY					
966208	Property Owner or Resident	WALNUT GROVE (GCN)					
2102421	Property Owner or Resident	HIGHRIDGE ADDITION PHASE 1 (CMC)					
2102422	Property Owner or Resident	HIGHRIDGE ADDITION PHASE 1 (CMC)					
2102297	Property Owner or Resident	HIGHRIDGE ADDITION PHASE 1 (CMC)					
2102296	Property Owner or Resident	HIGHRIDGE ADDITION PHASE 1 (CMC)					
2102295	Property Owner or Resident	HIGHRIDGE ADDITION PHASE 1 (CMC)					
2102294	Property Owner or Resident	HIGHRIDGE ADDITION PHASE 1 (CMC)					
2102292	Property Owner or Resident	HIGHRIDGE ADDITION PHASE 1 (CMC)					
2102291	Property Owner or Resident	HIGHRIDGE ADDITION PHASE 1 (CMC)					
2102290	Property Owner or Resident	HIGHRIDGE ADDITION PHASE 1 (CMC)					
2102289	Property Owner or Resident	HIGHRIDGE ADDITION PHASE 1 (CMC)					
2102288	Property Owner or Resident	HIGHRIDGE ADDITION PHASE 1 (CMC)					
2102287	Property Owner or Resident	HIGHRIDGE ADDITION PHASE 1 (CMC)					
2102286	Property Owner or Resident	HIGHRIDGE ADDITION PHASE 1 (CMC)					

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2102285	Property Owner or Resident	HIGHRIDGE ADDITION PHASE 1 (CMC)					
2102284	Property Owner or Resident	HIGHRIDGE ADDITION PHASE 1 (CMC)					
2102283	Property Owner or Resident	HIGHRIDGE ADDITION PHASE 1 (CMC)					
2102412	Property Owner or Resident	HIGHRIDGE ADDITION PHASE 1 (CMC)					
2102282	Property Owner or Resident	HIGHRIDGE ADDITION PHASE 1 (CMC)					
2102281	Property Owner or Resident	HIGHRIDGE ADDITION PHASE 1 (CMC)					
2102293	Property Owner or Resident	HIGHRIDGE ADDITION PHASE 1 (CMC)					
1169540	Property Owner or Resident	H T CHENOWETH SURVEY					
2039870	Property Owner or Resident	H T CHENOWETH SURVEY					
2120761	Property Owner or Resident	B CLEMENT SURVEY					
2635656	Property Owner or Resident	JORDON STRAUGHAN SURVEY					
1829178	Property Owner or Resident	BROOKSIDE COUNTRY HOMES					
2121037	Property Owner or Resident	MEREDITH HART SURVEY					
2585028	Property Owner or Resident	MEREDITH HART SURVEY					
2739423	Property Owner or Resident	TIMBER CREEK PHASE 2 (CMC)					
2610336	Property Owner or Resident	HERITAGE BEND (CMC)					
2610500	Property Owner or Resident	HERITAGE BEND (CMC)					
2102423	Property Owner or Resident	HIGHRIDGE ADDITION PHASE 1 (CMC)					
1697051	Property Owner or Resident	D M CRUTCHFIELD SURVEY					
2120711	Property Owner or Resident	D M CRUTCHFIELD SURVEY					
2120712	Property Owner or Resident	D M CRUTCHFIELD SURVEY					
2120714	Property Owner or Resident	D M CRUTCHFIELD SURVEY					
2582764	Property Owner or Resident	D M CRUTCHFIELD SURVEY					
973566	Property Owner or Resident	D M CRUTCHFIELD SURVEY					
973600	Property Owner or Resident	D M CRUTCHFIELD SURVEY					
2032743	Property Owner or Resident	D M CRUTCHFIELD SURVEY					
2120710	Property Owner or Resident	D M CRUTCHFIELD SURVEY					
1622453	Property Owner or Resident	JOS CRUTCHFIELD SURVEY					
2700269	Property Owner or Resident	JOHN CRUTCHFIELD SURVEY					
2745144	Property Owner or Resident	JOS CRUTCHFIELD SURVEY					
973227	Property Owner or Resident	JOS CRUTCHFIELD SURVEY					
973263	Property Owner or Resident	JOS CRUTCHFIELD SURVEY					
973281	Property Owner or Resident	JOS CRUTCHFIELD SURVEY					
973290	Property Owner or Resident	JOS CRUTCHFIELD SURVEY					
973307	Property Owner or Resident	JOS CRUTCHFIELD SURVEY					
973334	Property Owner or Resident	JOS CRUTCHFIELD SURVEY					
973343	Property Owner or Resident	JOS CRUTCHFIELD SURVEY					
2663909	Property Owner or Resident	THOMAS STALLCUP SURVEY					
1515925	Property Owner or Resident	BLOOMDALE FARMS (CPR)					
2635618	Property Owner or Resident	BLOOMDALE FARMS (CPR)					
2691462	Property Owner or Resident	BLOOMDALE FARMS (CPR)					
2122042	Property Owner or Resident	JOEL F STEWART SURVEY					
2675019	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675020	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675021	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675023	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675024	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675025	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					

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2675026	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2691801	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2691806	Property Owner or Resident	HEATHERWOOD PHASE THREE C (CMC)					
2675007	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675008	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675009	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675010	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675011	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2675012	Property Owner or Resident	HEATHERWOOD PHASE THREE B (CMC)					
2711702	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2711703	Property Owner or Resident	HEATHERWOOD PHASE FOUR (CMC)					
2759139	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2759140	Property Owner or Resident	BLOOMRIDGE ADDITION PHASE I (GCN)					
2646661	Property Owner or Resident	FRAM - STONEBRIDGE ADDITION & GRASSMERE LANE ROW (CMC)					
2628992	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
2628990	Property Owner or Resident	WREN CREEK ADDITION PHASE II-B (CMC)					
965628	Property Owner or Resident	B P WORLEY SURVEY					
966379	Property Owner or Resident	WALNUT GROVE (GCN)					
966422	Property Owner or Resident	WALNUT GROVE (GCN)					
2756827	Property Owner or Resident	CALIBER COLLISION NORTHWEST ADDITION					
2615047	Property Owner or Resident	CUSTER WAL-MART ADDITION (CMC)					
2073063	Property Owner or Resident	CHARLES CARTER SURVEY					
2655183	Property Owner or Resident	CHARLES CARTER SURVEY					
1588124	Property Owner or Resident	RED BUD ESTATES PHASE II (CFR)					
1588133	Property Owner or Resident	RED BUD ESTATES PHASE II (CFR)					
2689495	Property Owner or Resident	CHARLES CARTER SURVEY					
1587795	Property Owner or Resident	RED BUD ESTATES PHASE II (CFR)					
1587802	Property Owner or Resident	RED BUD ESTATES PHASE II (CFR)					
2706509	Property Owner or Resident	PARCEL 1707 (CMC)					
2706510	Property Owner or Resident	PARCEL 1707 (CMC)					
2706511	Property Owner or Resident	PARCEL 1707 (CMC)					
2706512	Property Owner or Resident	PARCEL 1707 (CMC)					
2638444	Property Owner or Resident	WILLIAM DAVIS SURVEY					
2666387	Property Owner or Resident	WILLIAM DAVIS SURVEY					
1060746	Property Owner or Resident	WILLIAM DAVIS SURVEY					
1060755	Property Owner or Resident	WILLIAM DAVIS SURVEY					
2004967	Property Owner or Resident	WILLIAM DAVIS SURVEY					
2073128	Property Owner or Resident	WILLIAM DAVIS SURVEY					
2559838	Property Owner or Resident	WILLIAM DAVIS SURVEY					
2559839	Property Owner or Resident	WILLIAM DAVIS SURVEY					
2734653	Property Owner or Resident	H T CHENOWETH SURVEY					
1063627	Property Owner or Resident	WILLIAM H HUNT SURVEY					
2756871	Property Owner or Resident	VICTORY AT STONEBRIDGE (CMC)					
		TATE BILLY &					
		DILLARD GLEN & DEBBIE					
		IGELISIA PODER DE DIOS VIDA Y PAZ					
		THAPA RAM K &					
		ALLEN DERRICK					

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		BARNES P O ET UX					
		charles cloud					
		David Hedgpeth					
		The Apple Family					
		James Jackson					
		Kim Sheldon					
		Lee Powell					
		Matthew Mullikin					
		Bob and Angel Ess					
		Marisa Court					
		Stacy Neal					
		Gregory J Sweet					
		Scott Boydston					
		Karrie Lewis					
		Gary Pierce					
		Ron Barnett					
		Sandra Barnett					
		Loretta English					
		Lisa Casto					
		ZHENG LU					
		Leah Griffin					
		Sarah Christie					
		Elon Reynolds					
		Aria Rafiee					
		Rita Arnold					
		Yolanda Ryan					
		Robert clark					
2029484	Property Owner or Resident	RIOJA INVESTMENT PROPERTIES LTD					
972745	Property Owner or Resident	MUSTANG-MIDWAY PLANO LTD					
2711640	Property Owner or Resident	OLSEN RICHARD WARREN					
2718272	Property Owner or Resident	AUBURN HILLS PARTNERS LP					
1107876	Property Owner or Resident	TEXAS RIVERSIDE PROPERTIES LLC					
2517541	Property Owner or Resident	380 BUSINESS CENTER LTD ETAL					
1650859	Property Owner or Resident	LATTIMORE MATERIALS COMPANY LP					
		Allegra Marketing Print Mail					
		CC JOINT VENTURES LTD					
		DECKER ALAN & TUUYEN					
1567655	Property Owner or Resident	BLTDAT ESTATES LTD					
1120432	Property Owner or Resident	LUNDGREN MELANIE A					
2599326	Property Owner or Resident	TORNO NATHAN B &					
2731587	Property Owner or Resident	MALIK GULAM MOHAMED &					
2763934	Property Owner or Resident	DEBERRY ESTATES HOMEOWNERS ASSOCIATION INC					
14449	Property Owner or Resident	HOTHI INVESTMENTS LLC					
1147360	Property Owner or Resident	PIVOTAL PROPERTIES					
1089574	Property Owner or Resident	PRO QUICK LUBE LLC					
2599282	Property Owner or Resident	SCAMARO MARK CHRISTOPHER					
1146423	Property Owner or Resident	CONWAY JAMES & CINDY					
1107634	Property Owner or Resident	KREMPPE STEVEN A					

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2509982	Property Owner or Resident	SANTIBANEZ REGINO & SOFIA					
2561152	Property Owner or Resident	CAROLINA REAL ESTATE HOLDINGS LLC					
2731644	Property Owner or Resident	GHOOGOMU NELSON N					
2584957	Property Owner or Resident	ROOKER RONGJUAN X					
1235586	Property Owner or Resident	JENKINS DAVID ROBERT					
1169862	Property Owner or Resident	MONDY EMILY M &					
2609530	Property Owner or Resident	ODZA ARZIE					
2566333	Property Owner or Resident	SIAMAK HASIRI					
1156572	Property Owner or Resident	CAMUNEZ GRACE & MICHAEL					
1156581	Property Owner or Resident	CAMUNEZ MICHAEL T & GRACE M					
2671373	Property Owner or Resident	DYNAMIX INVESTMENT LLC					
1725538	Property Owner or Resident	BUDDY MARTIN REAL ESTATE LTD					
2529149	Property Owner or Resident	COWAN ANDREW T					
1964102	Property Owner or Resident	LO KUET CHOI & SOOK FANG					
1193096	Property Owner or Resident	SILENT INVESTMENT REAL ESTATE LLC					
1566889	Property Owner or Resident	HUTCHESON CHUCK					
2704423	Property Owner or Resident	BOUBLIS PETER & FLORISSA					
2647430	Property Owner or Resident	GOLDBLATT EMMA LOUISE FAMILY TRUST					
1122760	Property Owner or Resident	YOUNG JOHN					
2590743	Property Owner or Resident	SALCEDO JORGE L &					
2119355	Property Owner or Resident	GILL MUHAMMAD & RASHEEKA					
2560311	Property Owner or Resident	LI WENYING & SHAUN SAVAGE					
1232080	Property Owner or Resident	TEETAH ENTERPRISES LLC					
1192275	Property Owner or Resident	MI REAL ESTATE PARTNERS LTD					
1094498	Property Owner or Resident	GUERRERO VALENTINE ETUX					
1132116	Property Owner or Resident	DIVERSCO PROPERTIES LLC					
1247430	Property Owner or Resident	HENDERSON JOANNA & PATRICK A					
2560300	Property Owner or Resident	ROJAS GUADALUPE & JOSHUA					
1234701	Property Owner or Resident	MEZA ANDRES					
2730529	Property Owner or Resident	OSAMA & MAHA FETTOUH ABOUL					
2615311	Property Owner or Resident	TEXAS COVE ONE CORP					
2757901	Property Owner or Resident	HISE REAL ESTATE INVEST LP					
1193103	Property Owner or Resident	HISE REAL ESTATE INVESTMENTS LP					
2539706	Property Owner or Resident	TEXAS HOME ACQUISITIONS LLC					
1063422	Property Owner or Resident	MIXON DENVIL					
1064724	Property Owner or Resident	VEGA JAVIER & EMMA					
2119708	Property Owner or Resident	WILLIAMS RACHELL					
1235238	Property Owner or Resident	FAIRBANKS FELECIA LEE					
1095718	Property Owner or Resident	ARRIETA ALEJANDRO					
2520379	Property Owner or Resident	RESLAND DEVELOPMENT CORP					
2706471	Property Owner or Resident	PARCEL 1707 HOMEOWNERS ASSOCIATION					
2773381	Property Owner or Resident	PRESTWYCK HOMEOWNERS ASSOCIATION INC					
2687714	Property Owner or Resident	PARCEL 1709 AND 1710A HOMEOWNERS ASSOCIATION					
2609715	Property Owner or Resident	MCKINNEY GREENS HOMEOWNERS ASSOCIATION INC					
1059696	Property Owner or Resident	SOUTHLAND METROPLEX REALTY 2 LLC					
		BUTTONWOOD HOMES LLC					
1052283	Property Owner or Resident	OTTAWAY MILDRED RUTH HORNE					
1300933	Property Owner or Resident	HARDIMON JOHN					

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2659987	Property Owner or Resident	POWELL JIMMY R					
2628926	Property Owner or Resident	ZK&RD INVESTMENTS INC					
1193201	Property Owner or Resident	TRINATION GLOBAL INVESTMENTS PARTNERSHIP					
2688449	Property Owner or Resident	HUANG XU					
1528582	Property Owner or Resident	BELAME DEVELOPMENT LLC					
2529216	Property Owner or Resident	MCREE CHILDREN'S IRREV TRUST					
2098741	Property Owner or Resident	HALLOIN DAVID					
2771067	Property Owner or Resident	PROJECT FARMERSVILLE LLC					
1198536	Property Owner or Resident	SIKDER SAROWAR					
1088815	Property Owner or Resident	MALNAD BUSINESS GROUP INC					
2590837	Property Owner or Resident	ZHAI JUANJUAN					
1515854	Property Owner or Resident	LE DAVID & LISA N					
2737920	Property Owner or Resident	PRANDHAN LLC					
2761143	Property Owner or Resident	KORAH LIJA SUSAN					
2762742	Property Owner or Resident	BOULEVARD AT RIDGE CREEK LP					
2756826	Property Owner or Resident	CROSS DEVELOPMENT CC CUSTER LLC					
1156769	Property Owner or Resident	FEDERAL HOME LOAN MORTGAGE					
		LOCKHART KARINA JUDITH &					
1155467	Property Owner or Resident	MCREE BECKY					
2619402	Property Owner or Resident	LBS HOLDINGS LLC					
2560378	Property Owner or Resident	CARRASCO RAFAEL & SHERRI A					
1081554	Property Owner or Resident	WAINWRIGHT LAURIN DALE &					
2711670	Property Owner or Resident	HERBSOMMER ALEJANDRO & MARCELA FABIANA					
2560294	Property Owner or Resident	LI YA LING					
2584886	Property Owner or Resident	FENG SHERRY					
2513474	Property Owner or Resident	ZHU PEIKANG & JIANXIN SHI LIVING TRUST					
966048	Property Owner or Resident	HANSEN JOHN					
2559179	Property Owner or Resident	BROOKVIEW #03 HOA					
2704644	Property Owner or Resident	COMMUNITY LIVE OAK CREEK HOMEOWNERS ASSOCIATION INC					
2646994	Property Owner or Resident	CHURCH OF GOD A WORLDWIDE ASSOCIATION INC					
1114234	Property Owner or Resident	CHAO YAXIN					
2706476	Property Owner or Resident	LI YIYANG					
2539718	Property Owner or Resident	ZHOU LI OU					
2584972	Property Owner or Resident	CHEN YEN YUAN					
1081420	Property Owner or Resident	LANDRY G BAGGETT					
2653833	Property Owner or Resident	MAP HOLDINGS LP					
2653830	Property Owner or Resident	MCKINNEY UPLANDS LP					
2584837	Property Owner or Resident	MAO HONG & HUIJIE CAI					
2695157	Property Owner or Resident	MCKINNEY TEXAS PROPERTY LLC					
2559433	Property Owner or Resident	TSAI KAICHEN & PU XU					
2539599	Property Owner or Resident	CAMPIOLI ALESSANDRO &					
2761098	Property Owner or Resident	LU HONGFENG &					
2513469	Property Owner or Resident	RAVAL ASHA &					
2761130	Property Owner or Resident	BAI RUOGU & HENG ZHANG					
2066212	Property Owner or Resident	JENKINS CLINT & CAROL					
1107885	Property Owner or Resident	ALNA PROPERTIES LLC					
1081484	Property Owner or Resident	KARKS ENTERPRISES LLC					
2599340	Property Owner or Resident	CHEN WO HE &					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
2731549	Property Owner or Resident	CHEN JIKAI & YUAN RAO					
2559579	Property Owner or Resident	TURNER WALDO A					
1148617	Property Owner or Resident	MCCRAW TERRY L					
2590824	Property Owner or Resident	CHERUKURI KALYAN &					
2529150	Property Owner or Resident	HIGHER GROUND AVIATION LLC					
2121320	Property Owner or Resident	BLATTNER DAVID & JULIE					
2691809	Property Owner or Resident	MARPLE WENDY					
2031251	Property Owner or Resident	TALUKDER JAMAL					
1062352	Property Owner or Resident	TALUKDER JAMAL & NAZNEEN					
2731538	Property Owner or Resident	TRIGUBSKY STANISLAV S					
2609696	Property Owner or Resident	RODRIGUEZ CHRISTIAN					
2761113	Property Owner or Resident	THANGAVEL KANDASAMY					
965165	Property Owner or Resident	FOUR CHRISTIE INVESTMENT PROPERTIES LTD					
2590741	Property Owner or Resident	OATIS BRYANT					
1132278	Property Owner or Resident	HOLLOWAY EARL					
2720477	Property Owner or Resident	ROBINSON RIDGE ESTATES HOMEOWNERS ASSOCIATION INC					
2120549	Property Owner or Resident	ROBIN ALICE ALLISON					
2508139	Property Owner or Resident	GROVES KRISTIN G					
		EDGAR LEONARD S & VICKI L					
		MEKLER JOHN TUCKER JR & REBECCA ANN					
1514588	Property Owner or Resident	MCINTOSH TODD					
2585023	Property Owner or Resident	QIU YUHUA & FANGLIN WEI					
2750624	Property Owner or Resident	SKANDA REI LLC					
2761075	Property Owner or Resident	BONDADA RAJA S					
1182286	Property Owner or Resident	CANTRELL LIVING TRUST					
2731605	Property Owner or Resident	BHATTARU PRASAD R & DEVI S					
2590830	Property Owner or Resident	EVERGREEN ORCHID LLC					
1102363	Property Owner or Resident	VANAM SRIRAM RAO &					
2741314	Property Owner or Resident	KROGER TEXAS LP					
2756779	Property Owner or Resident	MERITAGE HOMES OF TEXAS LLC					
2120540	Property Owner or Resident	MCKINNEY HILL PARK LLC					
1942394	Property Owner or Resident	PARAMOUNT SOFT LLC					
1135701	Property Owner or Resident	GANT RONNIE K & ELIZABETH A					
2620815	Property Owner or Resident	GREATER TEXOMA UTILITY AUTHORITY					
2584863	Property Owner or Resident	CORDOVA RICHARD & LINDA					
1101220	Property Owner or Resident	KARNAM INVESTMENTS LLC					
2560309	Property Owner or Resident	SOLIZ GEORGE WONGTAWORN					
2508085	Property Owner or Resident	REBER ROBERT M &					
2744351	Property Owner or Resident	HALE CARL VICTOR & ANDREA YVONNE					
1088502	Property Owner or Resident	ZORB TRADE LLC					
2761099	Property Owner or Resident	DISSEGNA MARIANO &					
2016574	Property Owner or Resident	STEWART FONDA G & RONALD L PRUITT					
1515792	Property Owner or Resident	MOHAMMED WAHED ABDUL					
1122706	Property Owner or Resident	DLP & SRP LLC					
1122591	Property Owner or Resident	JANZARLI BENSON					
2098737	Property Owner or Resident	WEEKS AARON P &					
2120870	Property Owner or Resident	MO & ASSOCIATE LLC					
1593868	Property Owner or Resident	DAVIS CYNTHIA L					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
1197582	Property Owner or Resident	ISLAMIC ASSOCIATION OF COLLIN COUNTY (IACC)					
1565960	Property Owner or Resident	EDISON DEVELOPMENT CO					
2646493	Property Owner or Resident	380 FOREST GROVE PROPERTY LP					
		CONSIGLI MICHAEL P					
		CONSIGLI MICHAEL P					
		Scott Cobern					
2659972	Property Owner or Resident	YOUNG TERRI LEE					
2577142	Property Owner or Resident	ZHANG XIAOXI					
2731646	Property Owner or Resident	HUANG MING J					
1135444	Property Owner or Resident	KAM AND KWAM MAK FAMILY LTD					
2539573	Property Owner or Resident	DAVID MOSHE BEN &					
2599330	Property Owner or Resident	DFW HOMESTEAD LLC					
2613984	Property Owner or Resident	SABA AUTOMOTIVE LLC					
2589960	Property Owner or Resident	SW HILLCREST/380 LP					
1065590	Property Owner or Resident	TEXAS AGAPE LLC					
1113529	Property Owner or Resident	WU YU-CHI					
2599277	Property Owner or Resident	SHEN BINJIN &					
2764583	Property Owner or Resident	HIGHLAND HOMES - DALLAS LLC					
2738240	Property Owner or Resident	WUROOD ENTERPRISES INC					
2730714	Property Owner or Resident	BRETTON WOODS RESIDENTIAL COMMUNITY INC					
2594965	Property Owner or Resident	104 PROSPER LP DFW STONE SUPPLY					
974501	Property Owner or Resident	310 PROSPER LP					
2612719	Property Owner or Resident	CCC PARTNERSHIP LP					
2715042	Property Owner or Resident	MCKINNEY MED CENTER LP					
1062263	Property Owner or Resident	RWR PARTNERS LP					
966075	Property Owner or Resident	HASHEM ALAN A & YASMIN S					
2584858	Property Owner or Resident	WOOLDRIDGE KIRK R					
1566059	Property Owner or Resident	QT PROPERTIES LLC					
2672541	Property Owner or Resident	III TO I FARMERSVILLE MP LP					
1193292	Property Owner or Resident	WKHJ INVESTMENT LLC					
2646925	Property Owner or Resident	KERATEX LP					
1148911	Property Owner or Resident	GARCIA JAVIER &					
2740715	Property Owner or Resident	ZYK REALTY LLC					
		KAM AND KWAN MAK FMAILY LTD					
		SANDERS CUSTOM BUILDER LTD					
		SANDERS CUSTOM BUILDER LLC					
		WU QIANG & TING FENG &					
2564043	Property Owner or Resident	KAISER ERIC J					
2688462	Property Owner or Resident	LAI SILAS PO &					
2688469	Property Owner or Resident	HSIEH YA- LO					
2706491	Property Owner or Resident	LIN KAO-FENG					
2731540	Property Owner or Resident	CAI JICHENG					
2761096	Property Owner or Resident	HAQUE AKMSHEIDH					
2680178	Property Owner or Resident	PROSPER FOUR FRIENDS GROUP LLC					
2680177	Property Owner or Resident	RELIABLE TEP PARTNERS LLC					
2731525	Property Owner or Resident	XU TAO & XIN HU					
1080957	Property Owner or Resident	CHEN XIN					
2731669	Property Owner or Resident	CHOW PO- CHUAN					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
2704640	Property Owner or Resident	QIN XIAOLIN					
1089583	Property Owner or Resident	ZI HAN PROPERTIES LLC L					
2529159	Property Owner or Resident	BOST DEBORA S					
1094229	Property Owner or Resident	SUN PETER					
2539744	Property Owner or Resident	ZHANG XIAOPING					
2590841	Property Owner or Resident	LI XIAODONG &					
2647336	Property Owner or Resident	NEWIND LLC					
2704744	Property Owner or Resident	CHEN MARIE HUEI- JUNG & CHIN KANG					
2610488	Property Owner or Resident	QIAO YUYU & YANMIN WU					
2585577	Property Owner or Resident	SUNNY INVESTMENT SERIES LLC- SERIES C-1					
2731550	Property Owner or Resident	LU YUEHONG & XIANG ZHANG					
2699726	Property Owner or Resident	SHAH TAPAN T & SUSMITA T					
1930487	Property Owner or Resident	KOSTEL RICHARD & GLORIA					
1168346	Property Owner or Resident	MCDOWELL E A FAMILY LIMITED PARTNERSHIP &					
1088833	Property Owner or Resident	IBARRA ARTURO					
1582264	Property Owner or Resident	KREMEN IRINA &					
2718905	Property Owner or Resident	MCKINNEY INVESTORS GROUP LLC					
2744377	Property Owner or Resident	SHEKMAN ROSANA & GARY					
1922012	Property Owner or Resident	SINGH GURPAL & MANDEEP KAUR					
2731606	Property Owner or Resident	LAI SHERRY					
2517274	Property Owner or Resident	JOSE ADAJAR					
2539677	Property Owner or Resident	LIN WAN-YING					
2624047	Property Owner or Resident	MIKKILINENI SIVA P & BABITA					
2119335	Property Owner or Resident	HE YI					
2508083	Property Owner or Resident	HUANG FAN &					
2119353	Property Owner or Resident	TONG LIRONG & LI ZHANG					
1156554	Property Owner or Resident	CAI QISHAN &					
2627600	Property Owner or Resident	LIU ZHIMING &					
2513450	Property Owner or Resident	3317 TRUMAN A SERIES OF BUSS PROPERTIES LLC					
2508151	Property Owner or Resident	FENG TIAN TIAN & LONG WAN					
1062824	Property Owner or Resident	W J FAMILY LP					
2118056	Property Owner or Resident	PRYOR KEITH					
2539577	Property Owner or Resident	LIQU JERRY					
		T P					
2066327	Property Owner or Resident	HEDSTROM BONNIE L					
2584924	Property Owner or Resident	HAGENSEKER DANIEL A & FANFAN					
2584944	Property Owner or Resident	HAGENSEKER FANFAN					
2719539	Property Owner or Resident	PRINCETON STRATEGY LLC THE					
2560241	Property Owner or Resident	JAIN AJAY KUMAR					
1132045	Property Owner or Resident	SHORELINE PROPERTY GROUP LLC					
2759052	Property Owner or Resident	SWXES INVESTMENTS LLC					
1234569	Property Owner or Resident	PROSPECT REALTY INC					
1232598	Property Owner or Resident	GHEEN WESLEY A					
2575679	Property Owner or Resident	MEDICAL CENTER DRIVE LLC					
2634748	Property Owner or Resident	PINEVIEW WOODS LP					
2636845	Property Owner or Resident	MCKINNEY 114 LAND & CATTLE LTD					
2748416	Property Owner or Resident	PROSPER VILLAGES AT LEGACY LLC					
2772008	Property Owner or Resident	LUCYLI-EULESS LLC					

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2025325	Property Owner or Resident	OJAS FARMS LLC					
2598512	Property Owner or Resident	SHAABANI JEFFREY					
2098738	Property Owner or Resident	STOGNER COREY M & MATTOX ERIN					
2560291	Property Owner or Resident	BEISERT CHRISTINE &					
		MCNEIL KYLE & RAE LYNN					
		MADDEN MATHEW BROOKS					
		Andrew Mizerek					
		BALKIN KEVIN &					
2731618	Property Owner or Resident	GUPTA AMIT K & VARSHA					
1135612	Property Owner or Resident	COMEAX BENNY					
1059641	Property Owner or Resident	NLC ASSETS LLC					
2610366	Property Owner or Resident	LIN GANG &					
2760696	Property Owner or Resident	DARLING HOMES OF TEXAS LLC					
2747195	Property Owner or Resident	TAYLOR MORRISON OF TEXAS INC					
2022156	Property Owner or Resident	MCDONALD PARTNERS LLC					
2731641	Property Owner or Resident	SETTY OMPRAKASH & MANJULA PAPISETTY					
2613053	Property Owner or Resident	BMS REALTY GROUP LLC					
1090269	Property Owner or Resident	LNR GROUP LLC					
2560849	Property Owner or Resident	ROARK MARY JO					
2713569	Property Owner or Resident	BENHAM PROPERTY OWNERS ASSOCIATION LLC					
1515907	Property Owner or Resident	ZAFAR ZAHID & FATIMA FAMILY REVOCABLE TRUST					
1079451	Property Owner or Resident	ZAFAR ZAHID N					
2704007	Property Owner or Resident	BBV TEXAS DEVELOPMENT LLC					
2731672	Property Owner or Resident	RHODD WAYNE A					
2688475	Property Owner or Resident	DAIH JACK &					
1122751	Property Owner or Resident	CONCHO TRUST &					
1092052	Property Owner or Resident	ACM INVESTMENTS LLC					
2539554	Property Owner or Resident	NAT HOLDINGS LLC- ROLLING HILLS SERIES					
2513440	Property Owner or Resident	BRANDY VENTURES LLC					
2610510	Property Owner or Resident	IMMEL JEFFREY &					
2696819	Property Owner or Resident	FRISCO CITY OF					
2581688	Property Owner or Resident	FRISCO ECONOMIC DEVELOPMENT					
2763683	Property Owner or Resident	FRISCO ECONOMIC DEVELOPMENT CORPORATION					
2687313	Property Owner or Resident	MCKINNEY EXECUTIVE SUITES AT CRESCENT PARC DEVELOPMENT PARTNERS LLC					
2732517	Property Owner or Resident	TA 380 CUSTER LLC					
2120710	Property Owner or Resident	LOUGHRIDGE FLINT & REGINA					
2757847	Property Owner or Resident	PRINCETON HAZELWOOD DEVELOPMENT LLC					
2504475	Property Owner or Resident	XQC PROPERTY LLC					
2584896	Property Owner or Resident	SERIES 741 CEDAR COVE					
2599306	Property Owner or Resident	PHAM KIMANN & TRI NGUYEN					
2599280	Property Owner or Resident	POOSARLA SRINIVASA					
2682524	Property Owner or Resident	RL TRUST					
1090429	Property Owner or Resident	BIBI SAMIR & VERONICA					
		COMEAX BENNY					
		BERGIN & LEE HOMES LLC					
		Rusty Glover					
		BUCHANAN OTIS T & CZETTE K					
2529156	Property Owner or Resident	REDMON JAMES A					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
2655033	Property Owner or Resident	STEVENSON JAMES & SALLYE					
14431	Property Owner or Resident	LI HUAN &					
2697509	Property Owner or Resident	NORTH DALLAS HONEY COMPANY LP					
2590663	Property Owner or Resident	LOPEZ SERGIO M SILVA					
2590627	Property Owner or Resident	KHURANA ATUL & MONIKA					
1154789	Property Owner or Resident	CEVALLOS RICARDO					
1232874	Property Owner or Resident	NGUYEN MINH					
2747735	Property Owner or Resident	SANSKRITI UNO LLC					
1080804	Property Owner or Resident	THOMPSON RICHARD F					
1156536	Property Owner or Resident	XU WEI DONG					
2731554	Property Owner or Resident	ISA MUHAMMAD SHAHID					
1107475	Property Owner or Resident	SALTER SHENA & CALEB					
2590662	Property Owner or Resident	CHIDURALA SRINIVAS					
2610491	Property Owner or Resident	YUEN KAM L & CHING Y CHAN					
1135060	Property Owner or Resident	JOHN & VINCENT INVESTMENT LLC					
2590742	Property Owner or Resident	HUANG YU REVOCABLE TRUST					
2590712	Property Owner or Resident	YU HUANG REVOCABLE TRUST					
2504386	Property Owner or Resident	ALFORD WILLIAM ALEXANDER &					
2554811	Property Owner or Resident	LIN YAN					
2590849	Property Owner or Resident	PENG YUN-CHI &					
2609675	Property Owner or Resident	LITTLE MATY LLC					
2529158	Property Owner or Resident	MOORE THOMAS A					
2761110	Property Owner or Resident	SHI SHUOYONG & YI XU					
2719797	Property Owner or Resident	MSCARTHUR HOLDINGS LLC					
2554660	Property Owner or Resident	VYAKARANAM NAGENDRA KUMAR					
2706480	Property Owner or Resident	BIRK MICHAEL P					
2744350	Property Owner or Resident	BUGH TREVOR MICHAEL					
2610512	Property Owner or Resident	CHADDERWALA NIHIR					
2609591	Property Owner or Resident	LIN FRANK ZILIAN					
2610504	Property Owner or Resident	LIN JOY MENGHUA & FRANK Z					
2609547	Property Owner or Resident	PROPER GREENTY GP					
1102407	Property Owner or Resident	MAJ DG NNN LLC					
2590703	Property Owner or Resident	PATEL NISHIT H &					
2055981	Property Owner or Resident	ANAND & POONAM ASAVA					
2590754	Property Owner or Resident	GAO WEI					
2584955	Property Owner or Resident	LAUFGRABEN HAROLD LOUIS & NING					
2687694	Property Owner or Resident	SU WEILI & CHIN G					
2554839	Property Owner or Resident	WHITE SUSAN G					
2731581	Property Owner or Resident	POTHINA VENKATA PRASAD & KRISHNASATYA AVASARALA					
2675015	Property Owner or Resident	LI KENNETH GUO-FAN &					
2675010	Property Owner or Resident	ZHOU LIN YI &					
2709739	Property Owner or Resident	THULASI SHRI INVESTMENTS LLC					
1222689	Property Owner or Resident	MESHKI INC					
2539678	Property Owner or Resident	YANG JIAN					
2748159	Property Owner or Resident	38 PROSPER PARTNERS LLC CITY OF IRVING WATER					
2075020	Property Owner or Resident	COIT 25 PARTNERS LP					
2739040	Property Owner or Resident	VASP LLC					
2012328	Property Owner or Resident	HOPE FELLOWSHIP OF THE ASSEMBLIES OF GOD					

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		BIBI SAMIR & VERONICA					
		RAJA KOTHAPALLI					
		PRADEEP AVALA					
		EVELYN CHARLES W III & NANCY C					
2633402	Property Owner or Resident	PRADEEP & MADHURI KALIDINDI ALLURI					
1739060	Property Owner or Resident	1055 WAM LLC, SUGAR HILL					
2577117	Property Owner or Resident	LIN YIJING & HONGBO YANG					
2554848	Property Owner or Resident	ZHENG KEGIANG & QISHAN SUN					
2691880	Property Owner or Resident	BAGLIETTO MANAGEMENT TRUST BAGLIETTO MARK JOHN & CYNTHIA KEENE-TRUS					
2675065	Property Owner or Resident	CHAN CHAK WAI &					
1193871	Property Owner or Resident	VALLURUPALLI SAI &					
2590796	Property Owner or Resident	SIDDANATI ANJANA					
2098725	Property Owner or Resident	MURPHY THOMAS B					
2517470	Property Owner or Resident	BALU MAHI INVESTMENTS LLC					
2764604	Property Owner or Resident	DREES CUSTOM HOMES LP					
2745105	Property Owner or Resident	MERITAGE HOMES OF TEXAS LLC					
		DREES CUSTOM HOMES LP					
2726333	Property Owner or Resident	JEN TEXAS 14 LLC					
1232213	Property Owner or Resident	CRADDOCK MARCUS & ARIANNA					
1135541	Property Owner or Resident	BRIDGEFARMER MERLE					
1234774	Property Owner or Resident	JOHNSON CAROLYN F					
2526993	Property Owner or Resident	MCGILL TRACI					
1232892	Property Owner or Resident	DARDEN ELBERT					
2119372	Property Owner or Resident	LUO RONGHUI					
2761104	Property Owner or Resident	HUNT RICHARD ALLEN					
1232099	Property Owner or Resident	PETTY SHARON &					
		WOODS EURA FAYE &					
		MALNAD BUSINESS GROUP INC					
		BRIDGEFARMER MERLE					
2054843	Property Owner or Resident	SAFEEN REALTY LLC					
1233677	Property Owner or Resident	DOWNS COLEMAN E					
2029137	Property Owner or Resident	LI GUO XIANG &					
2643158	Property Owner or Resident	POPE VICKIE LYNN					
1148671	Property Owner or Resident	CORRELL WILLARD P SR & BOBBIE J					
1094210	Property Owner or Resident	SEABERRY INVESTMENT GROUP LLC					
2599346	Property Owner or Resident	SMITH FORREST					
1222876	Property Owner or Resident	JOHNSON BERNICE					
2526955	Property Owner or Resident	SEASONED STRUCTURES LLC SERIES O					
2526992	Property Owner or Resident	DARDEN CECIL					
1184471	Property Owner or Resident	EVANS FARM LTD					
2674650	Property Owner or Resident	F & L LLP					
2577176	Property Owner or Resident	HCML INVESTMENT LLC					
2599335	Property Owner or Resident	CHEN YU YU					
2119375	Property Owner or Resident	HUYNH LINH					
		FANT JAMES D & SUSAN J					
2558518	Property Owner or Resident	NGUYEN RICH & NANCY					
1148163	Property Owner or Resident	SMITH CHARLES & LORETTA					
2041414	Property Owner or Resident	BEATTY MICKEY & JOHN M LOUCEL & KENNETH E LUSK					

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1146405	Property Owner or Resident	MCGEE ANGELA					
2699737	Property Owner or Resident	ISAAC MONU					
1064813	Property Owner or Resident	SAFARI DEVELOPMENT LLC					
1194102	Property Owner or Resident	DAVID ANDREW & BEVERLY ANN BARBOUR					
2054834	Property Owner or Resident	CHAPA OSCAR					
2509283	Property Owner or Resident	MIRANDA MARIO & PATRICIA AGUILAR					
1302361	Property Owner or Resident	SWAIM EARL &					
1086229	Property Owner or Resident	BRAMBLEWOOD ASSOCIATES LTD					
2584978	Property Owner or Resident	KHEDER & KEZIBAN AHMADPOUR					
1059794	Property Owner or Resident	ROULETTE ROGER &					
1592529	Property Owner or Resident	ROULETTE ROGER & TRISH					
2539722	Property Owner or Resident	MAYFLOWER INTERNATIONAL INVESTMENT LP					
2687703	Property Owner or Resident	WALDER PAUL C & JAINYA B					
2744431	Property Owner or Resident	JAIME GUZMAN ARMENDARIZ					
2102291	Property Owner or Resident	RAO UPENDER K &					
2731643	Property Owner or Resident	CHEN ALAN X					
1171234	Property Owner or Resident	TANKERSLEY RICK					
1088780	Property Owner or Resident	PALMERTREE HOMES LLC					
2687711	Property Owner or Resident	BOKKA VENKATA DHARMA DEEPAK					
2641770	Property Owner or Resident	AARVIKA HOLDINGS LLC FRACONIA BREWING COMPANY					
1131974	Property Owner or Resident	MENG JIANHUAN &					
2066189	Property Owner or Resident	TRAN CHARLIE					
965708	Property Owner or Resident	BIG SCORE INVESTORS LLC					
21382	Property Owner or Resident	PROTON PRC LTD					
2675040	Property Owner or Resident	FAN CHOI WAN					
2689167	Property Owner or Resident	PARKER JULIE					
		ROULETTE ROGER &					
		MENG JIANHUAN &					
1063618	Property Owner or Resident	MTAK PROPERTIES LLC					
2688097	Property Owner or Resident	MSW PROSPER 380 LP					
2120529	Property Owner or Resident	FEAGINS EDWIN					
2539739	Property Owner or Resident	LAW GIFFORD					
2062905	Property Owner or Resident	LYLE LAND COMPANY LLC - MCKINNEY					
2760322	Property Owner or Resident	IRVING CITY OF					
2089226	Property Owner or Resident	PRINCETON PLACE LLC					
2599322	Property Owner or Resident	BIRD JIM					
2559861	Property Owner or Resident	MCKINNEY AUTUMN LEAVES LP					
2531614	Property Owner or Resident	183 LAND CORP					
965879	Property Owner or Resident	289 (PRESTON) & 380 LP, AUSTON BRIDGE AND ROAD COWBOYS CENTER					
2723770	Property Owner or Resident	380 & 289 LP, GATES OF PROSPER COWBOYS CENTER					
2737927	Property Owner or Resident	380 & 289 LP, TEXAS ROADHOUSE COWBOYS CENTER					
2737926	Property Owner or Resident	380 & 289 LP, WHATABURGER COWBOYS CENTER					
2120709	Property Owner or Resident	HIDO LTD & ONE LONGHORN LAND I LP					
2590800	Property Owner or Resident	WANG LU					
2590747	Property Owner or Resident	YU YIYANG					
2731583	Property Owner or Resident	SEEMAKURTY NAGESWARARAO VSR & RAMA					
2771830	Property Owner or Resident	LENNAR HOMES OF TEXAS LAND AND CONSTRUCTION LTD					
2741790	Property Owner or Resident	7-ELEVEN INC					

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1196627	Property Owner or Resident	SIX OAKS VENTURES LLC					
1185265	Property Owner or Resident	WHITE ELEPHANT ESTATES					
2630143	Property Owner or Resident	PAR CAPITAL-HERITAGE LLC					
2645067	Property Owner or Resident	PRESTON FARMLAND HOLDINGS LLC					
2703472	Property Owner or Resident	NORTH TEXAS INTERESTS LLC					
		Vijaya B Sagi					
965922	Property Owner or Resident	WHITSELL JACK W &					
2610496	Property Owner or Resident	KAPPERS JOSHUA					
2508221	Property Owner or Resident	CLARKE ROBERT H					
2744427	Property Owner or Resident	COASTALPLAINS ESTATES LLC					
1107536	Property Owner or Resident	JOSH & CHERIE BAKER					
1588026	Property Owner or Resident	ISLAM SHARIAR MOHAMMED					
2711633	Property Owner or Resident	KIM SOPHIA SONAE & JUNG HYUN					
2704646	Property Owner or Resident	SUDDUTH JOSHUA TAYLOR & SAMANTHA RENEE					
2744361	Property Owner or Resident	HIGH FIVE HOMES INC					
1107867	Property Owner or Resident	MCCRAW MARK					
1997961	Property Owner or Resident	EDWARDS STACY L & LINDA JAMES					
2529154	Property Owner or Resident	MITCHELL THOMAS W & ANITA P					
2508089	Property Owner or Resident	ROESER APRIL					
1081475	Property Owner or Resident	ROCKHILL REALTY LLC					
2098722	Property Owner or Resident	LACY ROBERT S & THERESA E					
1081224	Property Owner or Resident	CLARKSON WILBUR H & SHERRY G					
2115181	Property Owner or Resident	ROBINSON EUGENE A & BARBARA L					
1132269	Property Owner or Resident	VASQUEZ JULIAN SR &					
2704437	Property Owner or Resident	MAUCERI ALBERT					
1064957	Property Owner or Resident	EVERLAST INVESTMENTS LLC					
1081144	Property Owner or Resident	ROSS AUDREY					
2539743	Property Owner or Resident	TUVAL DGANIT &					
2529133	Property Owner or Resident	KELLY KENDALL J					
1122779	Property Owner or Resident	BARCH INTERESTS LP					
2028281	Property Owner or Resident	WENTRCEK EDWARD & PATRICIA					
2529161	Property Owner or Resident	HUFF PETER C & NANCY L					
1148706	Property Owner or Resident	RENNIE TRACY B					
1081439	Property Owner or Resident	SMITH TRACY BAILEY					
2599349	Property Owner or Resident	BLUMENFELD ORAN & ELIZABETH BLUMENFELD					
2032786	Property Owner or Resident	BROWN MARK R & KATHY N					
2695153	Property Owner or Resident	BIG D ENTERPRISES LLC					
1610386	Property Owner or Resident	HINTON AUBREY G					
2704670	Property Owner or Resident	ANITUBE MAXIMUS N & OLUKA OBIAGELI CRYSTAL					
1081652	Property Owner or Resident	BULL JOHN					
1142267	Property Owner or Resident	GARCIA JESUS P					
2657565	Property Owner or Resident	VN PROPERTY PARTNERSHIP LP					
2599239	Property Owner or Resident	SATARASINGHE PRASANNA & NARMADA					
2013583	Property Owner or Resident	STRAACH GARY EUGENE					
2734653	Property Owner or Resident	WHITE HORSE RANCH LLC					
1107901	Property Owner or Resident	JAMES KENNETH R ET UX					
2121319	Property Owner or Resident	PECAN F.O.R.K. LLC					
1148788	Property Owner or Resident	FRANCIS CHARLES D					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
1102531	Property Owner or Resident	PIRKUL HASAN ETAL					
1107698	Property Owner or Resident	EL-JARRAH TAISSIR FAOUZI					
2120761	Property Owner or Resident	2118 CR 338 LLC					
2529139	Property Owner or Resident	WILSON DAVID K & SUSAN L					
2529145	Property Owner or Resident	FERRARO JEFFREY T					
2529162	Property Owner or Resident	FERRARO THOMAS P					
2508028	Property Owner or Resident	ALI SYED MEHBOOB					
1064001	Property Owner or Resident	SLATTERY DOUGLAS & ANNA LEDUC-SLATTERY					
2119354	Property Owner or Resident	T J PENNY INVESTMENTS LLC					
2658758	Property Owner or Resident	WRIGHT FREDDIE					
2687712	Property Owner or Resident	WANG YAOWEN					
2558577	Property Owner or Resident	CLAY-BOLS PROPERTIES LLC					
1682897	Property Owner or Resident	WANLAM LP					
2539542	Property Owner or Resident	WJ MARA HOLDINGS I LLC					
1566317	Property Owner or Resident	SCHNEIDER MARK					
2711638	Property Owner or Resident	BROWNLEE JAMES WILSON					
2762741	Property Owner or Resident	SERIES ONE OF RDB CAPITAL LLC					
1090456	Property Owner or Resident	TEXERIA INVESTMENT LLC					
2513457	Property Owner or Resident	STRONG JASON					
1102880	Property Owner or Resident	DCDB COMPANY					
1081242	Property Owner or Resident	WOOD JOY SORRELLS					
1052728	Property Owner or Resident	CAM CHOWDER INVESTMENTS LLC					
1081377	Property Owner or Resident	DORSA PROPERTIES LLC					
2529146	Property Owner or Resident	BLALOCK JEFFREY A & CAROL L					
2584890	Property Owner or Resident	TUBBS NATHANIEL & ELIZABETH LYNNE					
2609540	Property Owner or Resident	BONAL DANIEL P & DEBRA L FAMILY REVOCABLE LIVING TRUST					
1095745	Property Owner or Resident	STITT KEVIN					
1059927	Property Owner or Resident	MEEKS UNLIMITED LLC					
1080920	Property Owner or Resident	WAL-PROP PROPERTIES LLC					
1081386	Property Owner or Resident	BROWN LON					
2539711	Property Owner or Resident	LEE DANIEL Y &					
1566102	Property Owner or Resident	DONALDSON DON TRUST					
1064822	Property Owner or Resident	MAXWELL RAYMOND EDWARD &					
2504479	Property Owner or Resident	DE ORTIZ MARIA ISABEL					
		MAESTAS STEVE R					
		CAPITAL ELITE PARTNERS LLC - SERIES 1407 N MORRIS					
		Sharon Weltner					
		Chip Pace					
		Amgad Fahim					
		Paul Webb					
		Kevin Scoville					
		Kira Larson					
1142105	Property Owner or Resident	POLITE JESSIE					
1065297	Property Owner or Resident	HOWELL SALLIE EST					
1065304	Property Owner or Resident	SHAW JESSIE					
2683638	Property Owner or Resident	ELSIE 380 LP					
1142169	Property Owner or Resident	LIVELY HILL CH OF GOD IN CHRIST					
1514613	Property Owner or Resident	EAHEART JOHN B & SHARON					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
1500334	Property Owner or Resident	ENS INC					
2724924	Property Owner or Resident	KZK WORLD INC					
2611389	Property Owner or Resident	SALAS JOSE GUADALUPE					
1198037	Property Owner or Resident	HOLLOWAY BETTY - LE					
2671392	Property Owner or Resident	BASTIAN FUEL LLC					
1235381	Property Owner or Resident	KELLEY MICHAEL J & LAURI A					
2119316	Property Owner or Resident	SITU XIAO GUANG &					
2691841	Property Owner or Resident	FAIRVIEW PREMIER DRIVE LLC					
1135417	Property Owner or Resident	JENKINS JESSIE					
2599262	Property Owner or Resident	HNY INVESTMENTS LLC					
2508073	Property Owner or Resident	CHEN CHIH YUAN & CHUNG MEI YEH					
2526996	Property Owner or Resident	HALL JASON R					
1141981	Property Owner or Resident	TORRES MA GABRIELA MENDES					
1141990	Property Owner or Resident	SANTOS & SANDRA BANDA					
2577075	Property Owner or Resident	ZHOU LICI					
2550638	Property Owner or Resident	WICKHAM ROBERT E III &					
1704720	Property Owner or Resident	AMERSON PROPERTIES LLC					
1102844	Property Owner or Resident	DZ REALTY LLC					
1234738	Property Owner or Resident	FARMERSVILLE ISD & CITY OF FARMERSVILLE & COLLIN COUNTY & COLLIN					
1086274	Property Owner or Resident	MCKINNEY INDUSTRIAL CENTER LLC					
1061969	Property Owner or Resident	ASSOCIATED TEXAS DEV 543 JV C/O HOWARD D HAMILTON					
2055987	Property Owner or Resident	5441 INVESTORS LLC					
2584926	Property Owner or Resident	HONG YUAN &					
2704702	Property Owner or Resident	REAL FORTUNE ENTERPRISES LIMITED					
2590832	Property Owner or Resident	ZHANG HAIBO					
2731576	Property Owner or Resident	QIAN JINRONG					
2516953	Property Owner or Resident	MCCOMIC IRA W JR &					
2704696	Property Owner or Resident	VOLFSON ALEKSANDR & HEIDI					
1598952	Property Owner or Resident	MORALES SERVANDO JR					
1171412	Property Owner or Resident	HORNE ANITA LOUISE					
2653154	Property Owner or Resident	HORNE GREGORY ALAN					
2124195	Property Owner or Resident	RELEMKE TRUST					
2646490	Property Owner or Resident	SPARRY HAROLD L					
1234710	Property Owner or Resident	LEE CLARENCE JR					
2098774	Property Owner or Resident	STRAAYER RUSSELL A					
2539567	Property Owner or Resident	PRICE RICHARD A					
2761065	Property Owner or Resident	GOULD NEIL & LINDA					
1725627	Property Owner or Resident	STIVERS LIVING TRUST					
		HALIM RICHARD					
		Philip torti					
1064617	Property Owner or Resident	EDMONDS LAVONNE TESTAMENTARY TRUST					
1064421	Property Owner or Resident	RENFRO LINDA & NANCY BAKER ETAL					
2584891	Property Owner or Resident	O'DELL RICHARD					
2584828	Property Owner or Resident	WANG XIANGQUN					
2629654	Property Owner or Resident	SADEGHIAN MASOUD					
2736470	Property Owner or Resident	STARKS MICHAEL					
		David M Renfro					
1222901	Property Owner or Resident	CAMPBELL JAMES WADE &					

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2593142	Property Owner or Resident	TEXAS BULLETINS INC					
2765555	Property Owner or Resident	ALLEN COMMERCE CENTER LP					
1053031	Property Owner or Resident	SLOAN CREEK LTD & PLF LTD					
2647863	Property Owner or Resident	TIMBER CREEK MCKINNEY HOA INC					
960419	Property Owner or Resident	CHACON FRANCISCO					
1233579	Property Owner or Resident	GALLEGOS FERMIN JAVIER &					
2634162	Property Owner or Resident	ALOHA VILLAGE INC					
2758547	Property Owner or Resident	KAYASA FAMILY LTD					
1193345	Property Owner or Resident	KIM YONGSHIK					
2671383	Property Owner or Resident	KIM YONGSHIK & SAE UN					
965511	Property Owner or Resident	ST CHARLES APARTMENTS INC					
1081466	Property Owner or Resident	JOHNSON DESIREE &					
2055985	Property Owner or Resident	BHATT TANAY & RUSSANN					
1170217	Property Owner or Resident	BROUSSARD SARAH JANE					
1193979	Property Owner or Resident	LUCKY VENTURES LP					
		RILEY STEVEN M & CHERYL J					
		KAO EVE LONG YUEH					
2084403	Property Owner or Resident	BOTTOM LINE CONSULTANTS INC					
2585024	Property Owner or Resident	RHI PROPERTIES LTD					
2513441	Property Owner or Resident	ZQ PROPERTIES INC					
2503944	Property Owner or Resident	ENGLISH FAMILY LIMITED PTSHP					
		WAHID MAHMOOD &					
2656330	Property Owner or Resident	LAKE FOREST STORAGE LLC					
2529134	Property Owner or Resident	RDD TRUST					
1051382	Property Owner or Resident	MOLINAR RUBEN JR					
2119319	Property Owner or Resident	LE KIM & HUNG DANG					
1342951	Property Owner or Resident	PAT VENTURES LLP					
2508094	Property Owner or Resident	JAYASWAL NISHANT S & RACHNA TIWARI					
2647571	Property Owner or Resident	BM CAPITAL INVESTMENT GROUP LLC					
1193657	Property Owner or Resident	LOTT KENNETH G & SALLY M					
2119370	Property Owner or Resident	WEI TSUI HUA &					
1231456	Property Owner or Resident	RANSOM GARY A & CYNTHIA A					
		KANE MELANIE					
2121321	Property Owner or Resident	LANGE ROBERT V & RICHARD LANGE					
1094336	Property Owner or Resident	MOJARRAD JOSEPH H &					
2748674	Property Owner or Resident	84 ACRES RED OAK TRAIL LLC					
2055058	Property Owner or Resident	CENTURY 380 LLC					
2732725	Property Owner or Resident	CENTURY MCKINNEY LLC					
2586993	Property Owner or Resident	LEGACYTEXAS BANK					
		MOJARRAD JOSEPH &					
		GONZALEZ ARACELI					
1128354	Property Owner or Resident	MAGERS JOHNIE					
2689058	Property Owner or Resident	380 PROPERTY INC					
2665511	Property Owner or Resident	KINGSBRIDGE CONSTRUCTION LLC					
1803828	Property Owner or Resident	TENANT LANDLORD CONNECTION PROP LLC					
1234532	Property Owner or Resident	RB40 INVESTMENTS LLC					
2689059	Property Owner or Resident	DAVID V BLOCK INVESTMENTS LLC					
1198796	Property Owner or Resident	ROSEN DAVID A &					

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2714784	Property Owner or Resident	ABBEY CROSSING OWNERS ASSOCIATION INC					
2675411	Property Owner or Resident	D R HORTON - TEXAS LTD					
2526995	Property Owner or Resident	BLACKWELL DAVID E & HEATH RICHARD C &					
2583866	Property Owner or Resident	LEAH MARIE BALDERAS					
2692256	Property Owner or Resident	SCHNEIDER MARVIN E & CHRISTINA					
1170182	Property Owner or Resident	HINES LUCIEN					
2013566	Property Owner or Resident	GOODWILL INDUSTRIES					
2056286	Property Owner or Resident	W DOUGLAS DISTRIBUTING LTD					
2711720	Property Owner or Resident	BARROETA LUIS E & TAMARA CARRIZO					
2098786	Property Owner or Resident	STANGE DAVID &					
2559437	Property Owner or Resident	MENDEZ MARCELO V					
1829356	Property Owner or Resident	MCKEE CHEDDRICK L & MELISSA A					
1193498	Property Owner or Resident	WUERMSER ELIZABETH ANN PIERCE					
1122546	Property Owner or Resident	GREATWALL INC					
2529864	Property Owner or Resident	SIRI OAKS PROPERTIES LLC					
2745131	Property Owner or Resident	AUBURN HILLS HOMEOWNERS' ASSOCIATION INC C/O RTI/COMMUNITY MANAGEM					
2119309	Property Owner or Resident	CREEK HOLLOW (MCKINNEY) HOA					
2554649	Property Owner or Resident	MCKINNEY RIDGECREST HOMEOWNERS ASSOCIATION INC					
2590633	Property Owner or Resident	PECAN RIDGE ESTATES #01 HOMEOWNERS ASSN					
1185041	Property Owner or Resident	JDI INVESTORS LP					
2661395	Property Owner or Resident	WISDOM ALLEN L					
2748123	Property Owner or Resident	IRELAND JEFFREY & RACHEL LIVING TRUST					
2508152	Property Owner or Resident	CHEN YUNMEI					
2599300	Property Owner or Resident	BJP EQUITIES LLC					
2760337	Property Owner or Resident	JDFIU PRINCETON EAST LLC					
1203003	Property Owner or Resident	V V S N HOLDING LLC					
2560734	Property Owner or Resident	SCOTT WADE & ASHLEY					
2695151	Property Owner or Resident	MCKINNEY-TRE LLC					
1590816	Property Owner or Resident	RUSCHHAUPT RICHARD					
2660634	Property Owner or Resident	ADER LIVING TRUST THE & KAREN I TAYLOR					
2756815	Property Owner or Resident	CNMK TEXAS PROPERTIES LLC					
2613054	Property Owner or Resident	FIFTH TRAIN LP THE					
2098721	Property Owner or Resident	DREYER JEROME H & JENISE					
2089024	Property Owner or Resident	OPZ PROPERTIES-CARROLLTON LLC &					
2560383	Property Owner or Resident	SHAVIT SHAHAR M AKA SHAHAR SAVIT & RAVIT SHAVIT					
2634686	Property Owner or Resident	MA ALICE					
1194166	Property Owner or Resident	MA GUJUN					
1965742	Property Owner or Resident	LANEY KIRK					
2508087	Property Owner or Resident	SPARKS JOE & OLEVIA					
1131965	Property Owner or Resident	TISZA EN-MEI					
1135382	Property Owner or Resident	HALIM JAMES					
2098441	Property Owner or Resident	TRAYLOR RICHARD K & SANDRA L					
2761116	Property Owner or Resident	LIU CHONG HUI					
2731524	Property Owner or Resident	MEADOW RIDGE MANAGEMENT LLC					
2659744	Property Owner or Resident	COLLIN COUNTY COMMUNITY COLLEGE DISTRICT					
1113501	Property Owner or Resident	BASILONE JOHN &					
2632828	Property Owner or Resident	SHOQUIST INVESTMENTS II LP					
2539774	Property Owner or Resident	ASSOCIATION OF TRINITY HEIGHTS HOMEOWNERS INC					

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1192925	Property Owner or Resident	PRINCETON 380 LTD					
2695152	Property Owner or Resident	PRESCHOOL MANAGEMENT HOLDING COMPANY LLC					
2575571	Property Owner or Resident	BOILERMAKER INVESTMENTS LLC					
2584888	Property Owner or Resident	ZHANG LIJING					
2619050	Property Owner or Resident	TR 38 ACRES LLC					
2731545	Property Owner or Resident	HUANG CHIEN- AN					
2066326	Property Owner or Resident	KUMAR BHALAJI C & DHURRGA C					
2539592	Property Owner or Resident	BRADDOM SYLVIA LEONG					
2539581	Property Owner or Resident	LIN MUDUO & LU SHEN					
2609592	Property Owner or Resident	MEEKS MODENA					
2618975	Property Owner or Resident	BRIDGEFARMER CENTER LP					
2529142	Property Owner or Resident	BURGDORF DALE A & GLORIA R					
		TANDEM REAL ESTATE LLC					
		KILLINGER BRADLEY J & KELLY A					
		KISER RODNEY L & DONNA					
2761139	Property Owner or Resident	BOLL STEVEN & PEIN- CHIN					
2712812	Property Owner or Resident	WATERS JAMES II & KIMBERLY					
2685363	Property Owner or Resident	BLACKSTONE EDDIE RAY SR & LOUISE MARY PINSON BLACKSTON LVG TRUST					
2137718	Property Owner or Resident	BLACKSTONE LOUISE MARY PINSON &					
2685364	Property Owner or Resident	BLACKSTONE LOUISE MARY PINSON LIVING TRUST THE					
2731600	Property Owner or Resident	WANG SHIRLEY & TONY LIU					
1302398	Property Owner or Resident	TRAN KIEU & HUNG PHAM					
2761119	Property Owner or Resident	SOUNDARAPANDIAN KARTHIKEYAN					
2697637	Property Owner or Resident	PHAM HOA &					
2671475	Property Owner or Resident	GLENN STEFEN DARBY &					
1081527	Property Owner or Resident	HARLOW LIVING TRUST					
2121038	Property Owner or Resident	HOWELL EDDIE P & GAILYN A					
2539661	Property Owner or Resident	MAGNUSON GLENDA					
1106341	Property Owner or Resident	KACHHADIA NIRAJ & LISHA					
1246878	Property Owner or Resident	WILLIAMS TERRY &					
2122040	Property Owner or Resident	TEXAS BLUE SKY LAND MGMT LLC					
1234809	Property Owner or Resident	BRIAR ADAM & NAWA					
2584854	Property Owner or Resident	HOLDEN JAMIE ELIZABETH					
1196618	Property Owner or Resident	RJM HOLDINGS LLC					
2054844	Property Owner or Resident	BUFF RICK					
1611660	Property Owner or Resident	BUFF RICK & SUSAN					
2767065	Property Owner or Resident	SNODGRASS AMY NICOLE HOLDER					
2710241	Property Owner or Resident	HAYWARD INVESTMENTS LLC					
2691878	Property Owner or Resident	MEINHARDT DOUGLAS PAUL & BARBARA L					
2529157	Property Owner or Resident	KERIN CHARLES A					
1234765	Property Owner or Resident	TRN CAPITAL GROUP LLC					
1088548	Property Owner or Resident	GUEVARA JUAN					
1203094	Property Owner or Resident	JENKINS NORMA JEAN - LE					
1747480	Property Owner or Resident	JCM PARTNERS					
2017587	Property Owner or Resident	JCM PARTNERS LP					
1065661	Property Owner or Resident	NORTH TEXAS MUNICIPAL WATER DISTRICT					
1169951	Property Owner or Resident	COLLINS PROPERTY CO THE					
		SMITH BARBARA L					

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1246887	Property Owner or Resident	JUAREZ GUSTAVO MALDONADO &					
1221546	Property Owner or Resident	SHADY OAKS APTS FARMERVILLE LT					
10937	Property Owner or Resident	HARDIN BILL DAVID					
1118980	Property Owner or Resident	FANGIO WILLIAM N & JUDY A REVOCABLE TRUST THE					
1302389	Property Owner or Resident	JOHN BAILEY					
1064706	Property Owner or Resident	STEPHENS LOUIS SR					
2590683	Property Owner or Resident	DAYKIN KEVYN					
1170093	Property Owner or Resident	VERDE JUAN & TERRY G					
1682664	Property Owner or Resident	SPROUSE DAVID &					
1232106	Property Owner or Resident	MONDRAGON HUGO					
2652136	Property Owner or Resident	BUCHANAN MARK &					
2637735	Property Owner or Resident	BUCHANAN MARK ALAN & JOYCE MARIE					
2719822	Property Owner or Resident	J EVANS PARTNERS NO 5 PLANO LP					
2701402	Property Owner or Resident	LOY LAKE ROAD SELF STORAGE LTD					
2042569	Property Owner or Resident	PANNKUK BOBBY JR &					
1192809	Property Owner or Resident	GUFFEY ALICE					
		GRACY KENNETH JAMES					
		CHAMBERLAIN JAMES WINSTON					
2666388	Property Owner or Resident	SAMSON HOLDINGS LLC					
2675018	Property Owner or Resident	REAMES PROPERTY MANAGEMENT LLC					
1135532	Property Owner or Resident	WILLIAMS CATHEY E & ORVIL R					
2560364	Property Owner or Resident	COPE BARRY L & CANDACE D					
2517263	Property Owner or Resident	GLENN ALLEN					
1102817	Property Owner or Resident	380 EXPRESS LUBE INC., MOBIL 1 LUBE EXPRESS					
1148813	Property Owner or Resident	WILSON JACK B					
1526174	Property Owner or Resident	JOHNSON JAMES C					
1247163	Property Owner or Resident	LESSNER DEBORAH K &					
1091892	Property Owner or Resident	GARZA MARIA A					
2066331	Property Owner or Resident	RODRIGUEZ RENE R & ANGELA M					
2513452	Property Owner or Resident	TURNEY DANIEL M					
2564078	Property Owner or Resident	GUEVARA ELEUTERIO P					
		COLLIN CTY WOODMEN WORLD LODGE #431/447					
1623194	Property Owner or Resident	BECK PAMELA J					
1064653	Property Owner or Resident	KANADAY ROGER GLENN					
1080886	Property Owner or Resident	LANGLEY WILDA KING					
2581338	Property Owner or Resident	BROOKSHIRE GROCERY CO					
2736733	Property Owner or Resident	LYNN KENNETH D & ELIZABETH L					
2686086	Property Owner or Resident	VALLEY BELL ENTERPRISES LLC					
1234159	Property Owner or Resident	KNOX SALLY ANN					
2056480	Property Owner or Resident	LEWIS HENRY					
1322848	Property Owner or Resident	MALAGON RAFAEL					
973263	Property Owner or Resident	BAYNE JAMES G					
1155608	Property Owner or Resident	WILLINGHAM CHASE S & ROBYN C					
1231376	Property Owner or Resident	GUILLERMO & CAROLINA ALVAREZ					
2560315	Property Owner or Resident	SPARKS LAURA LEE					
2521465	Property Owner or Resident	NAHADA CREEK INVESTMENTS LLC					
2613983	Property Owner or Resident	CALDWELL MACON R IRREVOCABLE TRUST					
2582503	Property Owner or Resident	BASEBALL NATION LLC					

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2671026	Property Owner or Resident	OSEGUERA MIGUEL & JUANA					
1113878	Property Owner or Resident	WATSON HELEN L					
2709149	Property Owner or Resident	STATE OF TEXAS					
1146389	Property Owner or Resident	JLB RENTAL PROPERTIES LLC - SERIES 100 DOGWOOD					
1120405	Property Owner or Resident	JIIMENEZ JOSE A					
1106234	Property Owner or Resident	HERNANDEZ JOSE					
1095558	Property Owner or Resident	CROCKETT ORA LEE					
1148779	Property Owner or Resident	DUNCAN CHARLES B &					
1095610	Property Owner or Resident	MAXWELL ANTHONY ETUX					
1221653	Property Owner or Resident	HCG REALTY & DEVELOPMENT LLC					
1221644	Property Owner or Resident	HCG REALTY AND DEVELOPMENT LLC					
2700269	Property Owner or Resident	BILLINGSLEY 380 NORTH LTD					
973682	Property Owner or Resident	CB PARKWAY BUSINESS CTR XIV LTD					
2653725	Property Owner or Resident	CROW-BILLINGSLEY MCKINNEY 380 LTD					
965904	Property Owner or Resident	M380 LAND INVESTORS LLC					
965913	Property Owner or Resident	POGUE JACK					
2752743	Property Owner or Resident	BAYLOR MEDICAL CENTERS AT GARLAND AND MCKINNEY					
2761090	Property Owner or Resident	HEPOLA JOSHUA ROB					
2529461	Property Owner or Resident	GREENWAY-FOREST RIDGE PARTNERS LP					
2681763	Property Owner or Resident	BLOOMDALE LLC					
2687666	Property Owner or Resident	FIRST TEXAS HOMES INC					
963602	Property Owner or Resident	W/J WILMETH RIDGE LP					
2630438	Property Owner or Resident	NORTH KING RIDGE ONE LLC					
2630511	Property Owner or Resident	HEADINGTON REALTY & CAPITAL LLC					
2007133	Property Owner or Resident	HAKIM CAMILLE A & HAIFA C 2014 REVOCABLE TRUST					
2629006	Property Owner or Resident	DAMON A & AMY ANDERSON					
2607030	Property Owner or Resident	WILBOW-MERIDIAN LLC					
1716637	Property Owner or Resident	P/M/C STORE LP					
2719780	Property Owner or Resident	MCKINNEY 380 PROPERTY LLC					
2751633	Property Owner or Resident	PARKER APPLE B LLC					
1102513	Property Owner or Resident	GRIFFIN LEGACY LP					
1764781	Property Owner or Resident	GRIFFIN WEST PARTNERS LP					
1943794	Property Owner or Resident	GRIFFIN-WEST PARTNERSHIP					
2676723	Property Owner or Resident	ENTERTAINMENT PROPERTIES 360 LLC					
2752727	Property Owner or Resident	NADG/SHOP PROSPER LP					
2703732	Property Owner or Resident	FARMERSVILLE NH REALTY LTD					
2765818	Property Owner or Resident	MCKINNEY URBAN VILLAGE LP					
2645948	Property Owner or Resident	PROSPER DETENTION LLC					
		Artemio De La Vega					
1155412	Property Owner or Resident	STALVEY WILLIAM					
2560234	Property Owner or Resident	CHURCH OF THE HOLY FAMILY					
1515970	Property Owner or Resident	CORPORATION OF THE EPISCOPAL DIOCESE OF DALLAS					
1128700	Property Owner or Resident	BUSTAMANTE VICENTE					
2752718	Property Owner or Resident	PRINCETON 55 LTD					
2590761	Property Owner or Resident	PECAN RIDGE-543 LTD					
1081304	Property Owner or Resident	SPIROPOULOS NICKOLAS					
		Alberto MERCADO FLORES					
2663908	Property Owner or Resident	MCKINNEY FOUR CORNERS LP					

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2151302	Property Owner or Resident	VARELA DAVID					
1113814	Property Owner or Resident	LEAL ELICIA					
2619048	Property Owner or Resident	3EIGHTY COIT PARTNERS LP					
2773481	Property Owner or Resident	3EIGHTY TOLLWAY PARTNERS LP					
2684692	Property Owner or Resident	HOWEY GAYNELL MILLER					
2760126	Property Owner or Resident	COX REALTY LLC					
2123492	Property Owner or Resident	BIXLER HAROLD BROWN &					
1232838	Property Owner or Resident	MONDY BUSTER					
		MATA ROSA LETICIA VARGAS					
1105583	Property Owner or Resident	KAMPNER ELAINE					
2752721	Property Owner or Resident	JDFIU PRINCETON LLC					
2762747	Property Owner or Resident	F G HOMEOWNERS ASSOCIATION INC					
2558271	Property Owner or Resident	HOMEOWNERS ASSOCIATION OF PRINCETON MEADOWS INC THE					
2655564	Property Owner or Resident	WILLOW RIDGE AT PROSPER HOMEOWNERS ASSOCIATION INC					
2750970	Property Owner or Resident	CENTRAL & 543 LLC					
2680890	Property Owner or Resident	TEXAS REPUBLIC REALTY LTD					
1246985	Property Owner or Resident	COLLIN NH REALTY LTD					
2582190	Property Owner or Resident	WILLOW RIDGE #3 HOMEOWNERS ASSOCIATION					
		2012 PROPERTIES LLC					
		WCD - WHITLEY PLACE HOMEOWNERS ASSOCIATION INC					
1222992	Property Owner or Resident	ANANI LLC					
2631203	Property Owner or Resident	HUNTER 38042 LP					
2585073	Property Owner or Resident	FF 14TH FAIRWAY LTD PTNSHP					
2684693	Property Owner or Resident	WEILERT DEANNA MILLER					
2087115	Property Owner or Resident	SOUTHERN FOODS GROUP L P					
1234792	Property Owner or Resident	MOFFITT OTHA JR - INDEP CO EXEC &					
2529148	Property Owner or Resident	MONETTE MICHAEL A & LINDA J					
972727	Property Owner or Resident	HAGE GRACE TSAI TRUST & ROLAND TSAI TRUST &					
1198616	Property Owner or Resident	MORRIS JACK L SR					
2645516	Property Owner or Resident	DAR PROPERTIES TWO LLC					
2608674	Property Owner or Resident	BVAEC MCKINNEY LP					
1068472	Property Owner or Resident	BVJV WATAUGA LP					
2622158	Property Owner or Resident	ST ANDREWS INTERESTS LLC					
2074127	Property Owner or Resident	KROVETZ CHARLES REAL ESTATE CO					
1587786	Property Owner or Resident	SAKHAEE KHASHAYAR					
1193719	Property Owner or Resident	LIBERTY TRUST COMPANY LTD					
2690801	Property Owner or Resident	2016 PRINCETON RETAIL LLC, CREEKVIEW PLAZA					
2690799	Property Owner or Resident	CREEKVIEW AT 380 LLC					
2656328	Property Owner or Resident	LAKE FOREST AT U S 380 LP					
2007135	Property Owner or Resident	SCM INTERNATIONAL INC					
2698683	Property Owner or Resident	SMITH KAREN H					
1203101	Property Owner or Resident	COLONIAL TERRACE LTD					
1804836	Property Owner or Resident	YORKSHIRE PLACE LTD					
		lance					
1064350	Property Owner or Resident	REED RICHARD & JEAN L					
1198162	Property Owner or Resident	NELSON JUDY					
2756827	Property Owner or Resident	LEWIS MICHELE ANN FREMMING &					
2565702	Property Owner or Resident	TYF PARTNERSHIP LTD					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
2635656	Property Owner or Resident	STACY DOYLE SAMUELL					
2124151	Property Owner or Resident	HUANG DAVID TRUSTEE					
2137962	Property Owner or Resident	Y-C NURSERIES INC					
1101300	Property Owner or Resident	LUNDAHL LIVING TRUST & MARY GOOLSBY & MARGARET E JOHNSTON					
1725529	Property Owner or Resident	MCKINNEY CROSSING LLC					
2703970	Property Owner or Resident	TCG CUSTER/380 INVESTORS LLC					
2713567	Property Owner or Resident	DSC MCKINNEY RE LLC					
2122354	Property Owner or Resident	WILONSKY HERSCHEL					
1170002	Property Owner or Resident	RAFAELOV MOSHE					
2560408	Property Owner or Resident	FOREST GROVE #2 HOA					
2650257	Property Owner or Resident	JBA LITTLE FARM LLC					
1060595	Property Owner or Resident	JBG RENT HOUSES LLC					
2556945	Property Owner or Resident	HEALTH GROUP OF ALLEN TX LLC					
2675391	Property Owner or Resident	SKYLINE 380 DEVELOPMENT LP					
1056895	Property Owner or Resident	GRIFFIN JAMES W					
2508225	Property Owner or Resident	PINAKIN HOLDINGS LLC - SERIES MEADOWPARK					
2508219	Property Owner or Resident	MIAO FRANK INN &					
2122359	Property Owner or Resident	SHG LAND INVESTMENTS OF FARMERSVILLE LTD					
2529865	Property Owner or Resident	REBATE AT CLOSING REALTY LLC					
2655203	Property Owner or Resident	124 FRISCO PROPERTY LLC					
2706498	Property Owner or Resident	BEAZER HOMES TEXAS LP					
2737645	Property Owner or Resident	206 MCKINNEY LLC					
2687522	Property Owner or Resident	CADG ERWIN FARMS LLC					
2718024	Property Owner or Resident	CADG MCKINNEY BLOOMRIDGE 40 LLC					
2759149	Property Owner or Resident	MM FINISHED LOTS III LLC					
2759148	Property Owner or Resident	MEGATEL HOMES INC					
2074148	Property Owner or Resident	MASTER HALCO INC					
1063217	Property Owner or Resident	LEWIS H R					
10000	Property Owner or Resident	QSR ENTERPRISES LLC					
1233524	Property Owner or Resident	SOTO JORGE &					
1963454	Property Owner or Resident	ROCKWOOD DEVELOPMENT LLC					
1201103	Property Owner or Resident	WOLFE LINDA MORRIS & LAWRENCE A WOLFE FAM TR					
1198046	Property Owner or Resident	PROKUP RICHARD A					
2074128	Property Owner or Resident	DRUMLORD LTD					
1222867	Property Owner or Resident	DICKEY P L					
2566166	Property Owner or Resident	A & W PROPERTIES JV C/O THOMAS W ALLRED					
2688477	Property Owner or Resident	PISARIK GARRETT &					
2646995	Property Owner or Resident	FAIRWAYS WILSON CREEK APARTMENTS LLC					
2610840	Property Owner or Resident	CHARLESTON CREEK #01 HOMEOWNERS ASSOCIATION					
2117477	Property Owner or Resident	HERITAGE PLAZA LTD					
1198484	Property Owner or Resident	CRASILNECK REALTY LTD					
1565915	Property Owner or Resident	KC FARMERSVILLE REALTY LTD					
2007131	Property Owner or Resident	DB TRIPLE DIPPER RESTAURANT LLC					
		WHITE 75 LTD					
		BETHEL BOBBIE N					
		Dhruva Lahon					
2577113	Property Owner or Resident	WONG HONG KIM					
2702080	Property Owner or Resident	MCKINNEY RANCH LTD					

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1170164	Property Owner or Resident	RAFAELOV MOSHE					
2703685	Property Owner or Resident	HL 380 PARTNERS LTD					
2723952	Property Owner or Resident	MCKINNEY PROGRESSIVE ASSOCIATES LLC					
2119333	Property Owner or Resident	MULANGU FABRICE					
2561054	Property Owner or Resident	LAKES OF LA CIMA HOA INC					
2513385	Property Owner or Resident	PRESIDENTS POINT HOA					
2609717	Property Owner or Resident	GREENS OF MCKINNEY THE #2 HOA					
2691813	Property Owner or Resident	HEATHERWOOD (MCKINNEY) HOMEOWNERS ASSOCIATION INC					
2554499	Property Owner or Resident	PRESIDENTS POINT #02 HOA					
2657497	Property Owner or Resident	KREATIVE KIDS ACADEMY LLC					
2657496	Property Owner or Resident	STONEBRIDGE ACADEMY LLC					
2613363	Property Owner or Resident	C & C PROPERTIES INC					
2647980	Property Owner or Resident	FIREBRAND PROPERTIES LP					
2773444	Property Owner or Resident	POP HOLDINGS LP &					
1063208	Property Owner or Resident	BRINKMANN RANCHES LP					
1051809	Property Owner or Resident	BRINKMANN RANCHES OF COLLIN CO LP					
2076860	Property Owner or Resident	SOUTH 720 LP					
2664069	Property Owner or Resident	A-MAX INSURANCE SERVICES INC					
2630592	Property Owner or Resident	380 TOWNE CROSSING LP - TOWNE CROSSING -BLDG D (BUFFALO WILD WINGS					
2610596	Property Owner or Resident	GESHER VENTURE LTD					
1068542	Property Owner or Resident	WILMETH 337 VENTURE LTD					
1810311	Property Owner or Resident	IC-SB PRINCETON LAND PARTNERS LP					
1060791	Property Owner or Resident	BECKHAM JIM PROPERTIES LTD					
1089342	Property Owner or Resident	ORENSTEIN DAVID &					
		Nelson Somerville					
		WHITLEY PLACE #1 HOMEOWNERS ASSOCIATION					
973441	Property Owner or Resident	TURNER FAMILY LIMITED P/S					
1203227	Property Owner or Resident	133 SOUTH 4TH STREET PRINCETON LLC PRINCETON ARMS APARTMENTS TC					
2592291	Property Owner or Resident	VICTORY AT STONEBRIDGE LLC					
2119364	Property Owner or Resident	BDE PROPERTIES LLC					
1107590	Property Owner or Resident	SAE PROPERTIES LLC					
2623462	Property Owner or Resident	STATE OF TEXAS					
1093872	Property Owner or Resident	HEALTH PLAZA LLC					
2630588	Property Owner or Resident	380/KFC LLC., APEX RESTAURANT MGT					
2700181	Property Owner or Resident	CHEN FELIX &					
1147949	Property Owner or Resident	LUNDGREN CHRIS					
2622830	Property Owner or Resident	QUINT ROBERT STEVEN APPOINTEE TRUST					
2539713	Property Owner or Resident	LLOYD JAMES B					
2599328	Property Owner or Resident	SAHRA ENTERPRISES LLC					
1587731	Property Owner or Resident	ESMAILI MAHMOOD R					
1235531	Property Owner or Resident	LAND CLUB 101 LLC					
1059749	Property Owner or Resident	SILVERSTONE DEVELOPMENT LTD					
1804863	Property Owner or Resident	SSRLP INVESTMENTS LLC					
1192480	Property Owner or Resident	PUAR HARJODH SINGH &					
		ANDUJAR RICARDO &					
		PREMIER RENOVATIONS INC dba RON DAVIS CUSTOM HOMES					
2539733	Property Owner or Resident	FANNIE MAE (FEDERAL NATIONAL MORTGAGE ASSOC)					
2764701	Property Owner or Resident	TIMBER CREEK MCKINNEY HOA INC &					

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1810071	Property Owner or Resident	IDA REALTY LLC					
1303743	Property Owner or Resident	HUNTER COMMERCIAL REAL ESTATE LLC					
2137147	Property Owner or Resident	BOIS D' ARC RETAIL LLC					
2644297	Property Owner or Resident	HALL ROAD LP					
1085934	Property Owner or Resident	DALLAS AREA RAPID TRANSIT					
1515710	Property Owner or Resident	RAYTHEON TI SYSTEMS INC					
2756807	Property Owner or Resident	DEG REAL ESTATE LLC					
2708388	Property Owner or Resident	GODWIN INVESTMENTS LTD					
2526997	Property Owner or Resident	O'BRIEN MONISA					
2555008	Property Owner or Resident	REINHARD ANDI					
2643748	Property Owner or Resident	TERRITORIAL LANDS LLC					
2731620	Property Owner or Resident	LIN XIAOXING					
2560230	Property Owner or Resident	LUO HUI & YU ZHENG					
1059712	Property Owner or Resident	ONCOR ELECTRIC DELIVERY COMPANY					
2645945	Property Owner or Resident	ROSEBRIAR PROSPER PLAZA LP					
2671384	Property Owner or Resident	PHASE 17 INVESTMENTS LP					
2687108	Property Owner or Resident	MILLER SHELIA LOU					
1073386	Property Owner or Resident	MOORE THOMAS M & SHELIA L MILLER					
		TRIQUEST LLC					
1232632	Property Owner or Resident	HOLLINS JO HELEN					
1973552	Property Owner or Resident	MCKINNEY HEALTHCARE INVESTMENTS LLC					
2529460	Property Owner or Resident	SAN-SUN 2014 SERIES LLC					
2665171	Property Owner or Resident	MCKINNEY PHARMACY 5952 DST					
2119377	Property Owner or Resident	SARAOGI ROHIT					
2706494	Property Owner or Resident	FANG YIAN &					
2675689	Property Owner or Resident	311 PRINCETON DRIVE LLC, - CVS PHARMACY - C/O WILSON ASSOCIATES					
1122555	Property Owner or Resident	CERBERUS SFR HOLDINGS LP					
2513405	Property Owner or Resident	SFR BTR 1 LLC					
1135435	Property Owner or Resident	HANNA JAMES ALAN					
2074131	Property Owner or Resident	DBCHASE LLC					
2586992	Property Owner or Resident	MEDICAL HIGHWAY CO LLC					
1845784	Property Owner or Resident	PJ MP HERITAGE PLACE LP					
2713553	Property Owner or Resident	BAULC LLC &					
2704725	Property Owner or Resident	KAKAR PROMILA & CHARAN					
2699724	Property Owner or Resident	PONGIANNAN NAVANETHAN					
1052309	Property Owner or Resident	RODDEY ELIN CAMPBELL					
2687680	Property Owner or Resident	LAWRENCE GLOBAL LLC					
1546303	Property Owner or Resident	SSCP CHURCH ST LLC					
2646244	Property Owner or Resident	HERITAGE OPERATING LP					
2560363	Property Owner or Resident	FARMER MICHAEL L & MEILANEH					
2554862	Property Owner or Resident	GUARDIA JANETE & ANTHONY					
2731616	Property Owner or Resident	RAVULAPALLI ANANDARAO					
2021736	Property Owner or Resident	JUSTUS DOUGLAS					
2022155	Property Owner or Resident	CUBESMART LP					
2056449	Property Owner or Resident	FERGUSON ENTERPRISES INC					
		BLAKELY HEATHER					
		BLAKELY HEATHER					
2731328	Property Owner or Resident	LOWE'S HOME CENTERS LLC					

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2610836	Property Owner or Resident	MNSF DALLAS LLC					
2630590	Property Owner or Resident	BUBION INVESTMENT CO LLC					
1593939	Property Owner or Resident	WATSON ROBERT MICHAEL					
		WAFFLE HOUSE INC					
2092595	Property Owner or Resident	JENKINS EDDIE R					
1515872	Property Owner or Resident	KLEIN MARK & REBECCA					
		Jackson hurst					
2074132	Property Owner or Resident	CPC CAMERON CROSSING LLC					
2646661	Property Owner or Resident	AREG GRASSMERE TX PARTNERS LLC C/O CORTLAND PARTNERS LLC					
2726185	Property Owner or Resident	RACETRAC PETROLEUM INC					
2074126	Property Owner or Resident	CHICK FILA OF FRANKFORD RD FSU					
1073974	Property Owner or Resident	TILLERY WILLIAM VIRGIL III LIVING TRUST &					
2560380	Property Owner or Resident	SCHMIDT TAYLOR JAMES					
2731614	Property Owner or Resident	MCCULLOUGH RONALD J					
2645522	Property Owner or Resident	FF LANDLORD #4 LLC					
2770330	Property Owner or Resident	BRIGHT ANDREW &					
2686983	Property Owner or Resident	NATIONAL RETAIL PROPERTIES LP					
2134982	Property Owner or Resident	GMRI TEXAS LP					
2751655	Property Owner or Resident	HARBOR MCKINNEY LLC					
2699725	Property Owner or Resident	ERICKSON KRISTOFOR W					
2620888	Property Owner or Resident	YOHANNAN PRINSON					
2582093	Property Owner or Resident	MCKINNEY 19 LLC					
2007132	Property Owner or Resident	LBUBS 2004-C2 RETAIL 1970 LLC					
1135676	Property Owner or Resident	TOPLEY MERCEDES S LIVING TRUST THE					
1185185	Property Owner or Resident	IRELAND JEFF & RACHEL					
2629007	Property Owner or Resident	FINLEY DANIEL					
2558881	Property Owner or Resident	OZINUS POWERHOUSE LLC					
2584864	Property Owner or Resident	SCOTT JOHN H & CHRISTINE A					
		MAYLE LYNN Y					
		MAYLE LYNN Y					
2689145	Property Owner or Resident	SLC MCKINNEY PARTNERS LP					
2684216	Property Owner or Resident	DG STRATEGIC II LLC					
2028089	Property Owner or Resident	LESTER KENNETH O CO					
2071030	Property Owner or Resident	COLUMBIA MEDICAL CENTER OF MCKINNEY SUBSIDIARY LP					
2149323	Property Owner or Resident	HCA HEALTH SVCS OF TX INC					
2711851	Property Owner or Resident	C S C P BASTROP LP					
2664382	Property Owner or Resident	BRIDGESTONE RETAIL OPERATIONS LLC					
2585018	Property Owner or Resident	COSTANZO GLORIA H					
2585542	Property Owner or Resident	LAWSON TODD L & TAMMIE R					
2714248	Property Owner or Resident	MYNENI HARI PRASAD					
2736727	Property Owner or Resident	HARVEY WHITNEY					
1059874	Property Owner or Resident	AUTOZONE INC					
2646962	Property Owner or Resident	AUTOZONE TEXAS LP					
2672102	Property Owner or Resident	AUTOZONE TEXAS LP					
2609708	Property Owner or Resident	REED CHRIS P & CARLETTA L					
2711627	Property Owner or Resident	HELGESON TOR A & ELIZABETH					
2539730	Property Owner or Resident	SCIOTO PROPERTIES SP-15 LLC					
2107896	Property Owner or Resident	ARCHLAND PROPERTY II LP MC DONALD'S					

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2560373	Property Owner or Resident	MORRISON ANDREW J					
2773844	Property Owner or Resident	KROGER TEXAS LP					
2711683	Property Owner or Resident	FOX CHRISTOPHER D & ASHLEY R					
2761107	Property Owner or Resident	ZHANG LUJIA					
2755213	Property Owner or Resident	SAND PHARMACY PROSPER 10641 LLC					
2584843	Property Owner or Resident	GENG HAI &					
2681478	Property Owner or Resident	TXI OPERATIONS LP					
2012330	Property Owner or Resident	AGREE MCKINNEY TX LLC C/O AGREE LIMITED PARTNERSHIP					
2700264	Property Owner or Resident	FORD LEASING DEVELOPMENT CO					
1065260	Property Owner or Resident	STRAND THELMA LOUISE BROWN					
2513458	Property Owner or Resident	DI VERONICA ELAINE					
2704731	Property Owner or Resident	MEHTA PRAKRUT M					
2714247	Property Owner or Resident	YELURI SRILAKSHMI					
2121644	Property Owner or Resident	SATISH BARATAM & POONAM SUBUDHI & UMESH & ARUNA BARATHAM					
1060078	Property Owner or Resident	NAUGHTY PINES PROPERTIES LTD					
2539740	Property Owner or Resident	RAI MANISH K					
2630585	Property Owner or Resident	TARGET CORPORATION					
2667183	Property Owner or Resident	ORION PROSPER LLC					
1081091	Property Owner or Resident	BEZOUSKA JANET L REVOCABLE LIVING TRUST					
		BAUMLI GREGORY L & JOAN M					
2074124	Property Owner or Resident	LGR TX PROPERTIES LLC &					
2680339	Property Owner or Resident	HENDRICKSON HOLDINGS LLC					
2706487	Property Owner or Resident	ELVAMBUENA NOEL CASTRO & GLORIA PANGANIBAN					
2691862	Property Owner or Resident	HOME PARTNERS GA 2015 LLC					
2675053	Property Owner or Resident	HPA TEXAS SUB 2016 ML LLC					
2659718	Property Owner or Resident	WALLACE REAL ESTATE INC					
2599247	Property Owner or Resident	SABOO SURENDRA					
2646470	Property Owner or Resident	KONE INC					
1593715	Property Owner or Resident	CHRISTIANSON JEFFREY GORDON					
973281	Property Owner or Resident	GRIGGS GRANT D & CRISTA JO					
1201309	Property Owner or Resident	SOUTHWESTERN BELL TELEPHONE CO					
2661296	Property Owner or Resident	CROOKED CREEK INC					
2657357	Property Owner or Resident	WATWOOD BRENDA					
1198803	Property Owner or Resident	KANSAS CITY RAILWAY COMPANY					
1212020	Property Owner or Resident	KLEYPAS ELLA MAE REVOCABLE LIVING TRUST THE					
1070487	Property Owner or Resident	VTCR LP & MADMT LP & PRAIRIE FLIGHT LP					
1083847	Property Owner or Resident	VTCR LP ETAL					
2581369	Property Owner or Resident	GEM LONG BEACH LLC					
2631176	Property Owner or Resident	LEAR MATTHEW G & STEFANI GRAHAM					
2687687	Property Owner or Resident	BUNIM TODD J & DEBORA A					
2687685	Property Owner or Resident	NRHS 11924 PRESARIO DR					
2672547	Property Owner or Resident	O'REILLY AUTO ENTERPRISES LLC					
1081634	Property Owner or Resident	OZBUN MARIA M & HARRY E JR					
2539568	Property Owner or Resident	FINCANNON TIMOTHY					
2757898	Property Owner or Resident	QUALITY LLC					
2098766	Property Owner or Resident	NELSON MARK A & MELONIE G					
1156652	Property Owner or Resident	HARRIS SANDRA					
2629026	Property Owner or Resident	POTTER DAVID J					

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1155635	Property Owner or Resident	THOMPSON BOBBY					
969955	Property Owner or Resident	ROBERTSON TERI L					
2607023	Property Owner or Resident	MURPHY OIL USA INC					
1131894	Property Owner or Resident	WATKINS BILLIE JUNE					
2607022	Property Owner or Resident	WAL- MART REAL ESTATE BUSINESS TRUST					
2593161	Property Owner or Resident	SAMS REAL ESTATE BUSINESS TRUST					
2543608	Property Owner or Resident	WAL-MART REAL ESTATE BUS TRST					
1587900	Property Owner or Resident	RICHARDS TREVOR L & TINA					
2717768	Property Owner or Resident	DDA GROUP LLC					
2724925	Property Owner or Resident	ALL STORAGE MCKINNEY LP					
2724927	Property Owner or Resident	GARLAND ALL STORAGE ASSOCIATES LTD					
2724928	Property Owner or Resident	SHOPS AT EAGLE POINT LP					
2507336	Property Owner or Resident	SRI REAL ESTATE PROPERTIES LLC					
2545901	Property Owner or Resident	DONAGHEY HENRY & ELIZABETH FOUNDATION THE					
2117482	Property Owner or Resident	RETAIL BUILDINGS INC					
2017729	Property Owner or Resident	POLZIEN JEFF					
2539657	Property Owner or Resident	GUAN ROBERT					
2577191	Property Owner or Resident	GUAN ROBERT G					
1065894	Property Owner or Resident	SCALF MARION RICHARD & MARY					
1094201	Property Owner or Resident	RICARDO ANDUJAR & KLEMAN JOHN					
1122813	Property Owner or Resident	RICHARDSON JUDITH ANN					
2121483	Property Owner or Resident	PITTS FAMILY TRUST					
2647572	Property Owner or Resident	SHEHATA TEXAS LLC					
2736718	Property Owner or Resident	JEFFREY & KERRY ARNOLDI					
2117413	Property Owner or Resident	KROGER TEXAS LP					
1102256	Property Owner or Resident	GEORGIA-TEXAS LAND & CATTLE COMPANY LLC					
		CANYON CREEK NATIONAL BANK					
1593733	Property Owner or Resident	BASINGER TINA					
2122106	Property Owner or Resident	KALLENBERG LIVING TRUST					
2629307	Property Owner or Resident	ICON CONSTRUCTION INC					
2119400	Property Owner or Resident	RANNEY SCOTT					
1784420	Property Owner or Resident	FIRST UNITED BANK AND TRUST COMPANY					
1064537	Property Owner or Resident	OWEN MIKE &					
1081279	Property Owner or Resident	LOGAN NAOMI					
2687790	Property Owner or Resident	H G ENTERPRISES LLC					
		TAYLOR OLLIN R					
2590716	Property Owner or Resident	OLIVIERI CARL J					
2054851	Property Owner or Resident	KINGS MEADOW CROSSING MANAGEMENT LP					
2751969	Property Owner or Resident	TEXAS HEALTH RESOURCES					
1247564	Property Owner or Resident	LEININGER JAMES E & LOIS V					
1222858	Property Owner or Resident	DICKEY BOBBY & LESSIE M					
1073448	Property Owner or Resident	DAHL HOWARD E JR & SHERRY					
2637908	Property Owner or Resident	CARROLL FAMILY INVESTMENTS LTD					
2681479	Property Owner or Resident	SHMAISANI ISSAM AL					
2703700	Property Owner or Resident	LEGACY HWY 380 LP					
2098745	Property Owner or Resident	CHASE DANIEL J					
1804872	Property Owner or Resident	DAVIDS PROPERTIES LP					
2066191	Property Owner or Resident	DIEHL JOANNA A &					

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		Kyle Dunnahoo					
2599241	Property Owner or Resident	CPYRESS BEND #1 HOA					
		CAMP HERBERT SCOTT					
2109711	Property Owner or Resident	BLACK KELLY & AMY					
		MALAGON RAFAEL					
1181410	Property Owner or Resident	DAVIDSON MICHAEL RAYMOND					
2675499	Property Owner or Resident	PALAY KPAKU SOLOMAH					
2111512	Property Owner or Resident	M RUNNELS INVESTMENTS LTD					
1131992	Property Owner or Resident	OPTION EQUITIES & INVESTMENT LLC					
966208	Property Owner or Resident	BOMAC MCKINNEY INVESTMENTS LLC					
2122240	Property Owner or Resident	LEMKE ROBERT H & VIRGINIA M					
1072519	Property Owner or Resident	QWA MCKINNEY LTD					
966011	Property Owner or Resident	BOMAC MCKINNEY INVESTMENTS LLC					
2718352	Property Owner or Resident	MML GRUBSTAKE LLC					
965986	Property Owner or Resident	ALONA LP & 380 STONEBRIDGE LP					
1063583	Property Owner or Resident	CORNER ACQUISITION FUND LLC					
2711854	Property Owner or Resident	MCKINNEY U AVE PARTNERS LLC					
2685094	Property Owner or Resident	RANDEL MCKINNEY PROPERTIES LLC					
2655833	Property Owner or Resident	CUSTER & SKINNER 380 LLC					
2753732	Property Owner or Resident	VAQUERO DENTON 380 PARTNERS LP					
2672002	Property Owner or Resident	HAYCO REALTY LTD					
2681477	Property Owner or Resident	LHOIST NORTH AMERICA OF TEXAS LTD					
2758546	Property Owner or Resident	BDC FAMILY LIMITED PARTNERSHIP					
2758545	Property Owner or Resident	TACO VILLA LTD &					
2564069	Property Owner or Resident	MITCHELL KENNETH H					
2075014	Property Owner or Resident	M252 LLC					
2706524	Property Owner or Resident	LE TRAVIS GROOM &					
1061898	Property Owner or Resident	MCCALLUM WILLIAM J					
2631175	Property Owner or Resident	COOPER CHRISTOPHER K &					
2511301	Property Owner or Resident	DISTASI MONIQUE R					
10002	Property Owner or Resident	R & H VENTURES					
1081563	Property Owner or Resident	CALHOUN GEORGE & JANNET S					
1203129	Property Owner or Resident	ZB EAGLE PARTNERS LTD PARTNERSHIP					
2768327	Property Owner or Resident	3B&L SKYLINE LLC,, THE WASH FACTORY					
1193764	Property Owner or Resident	KAMY REAL PROPERTY TRUST					
1064831	Property Owner or Resident	KOZAMESA					
1073858	Property Owner or Resident	ALBERT NELSON JACKSON FLP					
2054830	Property Owner or Resident	TAFT DOUGLAS L					
1095763	Property Owner or Resident	OWENS WARREN - INDEP ADMIN					
1064840	Property Owner or Resident	RAMSEY WILSON JR					
2763855	Property Owner or Resident	ROSE JASON &					
1089609	Property Owner or Resident	CAGLE DANIEL R & SHIRLEY J					
2560731	Property Owner or Resident	STS-LES HOME INVESTMENTS LLC					
1123082	Property Owner or Resident	NORTEX QUALITY HOMES LP					
1231651	Property Owner or Resident	SANDERS MARK					
1809065	Property Owner or Resident	MACELROY LAND MANAGEMENT LLC					
2054847	Property Owner or Resident	ENDERBY GAS INC					
		WOODS LOFTICE JIMANN					

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2560722	Property Owner or Resident	IRWIN STEEL LLC					
2584951	Property Owner or Resident	BARTON CHRISTOPHER K					
2560759	Property Owner or Resident	BRIXEY MICHAEL K & DEITRI B					
2632326	Property Owner or Resident	LEAMON GROUP LP THE					
10001	Property Owner or Resident	LOJON PROPERTY LLC ETAL					
2736682	Property Owner or Resident	MOORE JOHN D & KATHERINE M					
1103004	Property Owner or Resident	COREY PHYLLIS E					
1222821	Property Owner or Resident	SERIES 421 AUDIE MURPHY - SERIES OF DALCAR LLC					
1194237	Property Owner or Resident	ISBELL TOMMY L TESTAMENTARY TRUST					
2584842	Property Owner or Resident	DAVIS RICHARD G					
2595283	Property Owner or Resident	P R E AND COMPANY LLC					
2730301	Property Owner or Resident	FRISCO NORTH DEVELOPMENT LLC					
2713566	Property Owner or Resident	TWINKLE INVESTMENTS LLC					
966066	Property Owner or Resident	LINDSEY LIVING TRUST					
2539594	Property Owner or Resident	MAXEY DANIEL					
2714782	Property Owner or Resident	HUNT ROBERT & DENISE					
2117170	Property Owner or Resident	ELLIOTT PARTNERS LTD					
1089440	Property Owner or Resident	MOUNGER MCKINNEY RENTALS LLC					
2736721	Property Owner or Resident	WEEKLEY HOMES LLC					
1220627	Property Owner or Resident	KALACAKRA BUDDHA ASSOC					
2645068	Property Owner or Resident	SJSAS I LLC					
1231642	Property Owner or Resident	NICHOLS GEORGE J DDS					
2765449	Property Owner or Resident	IESI TX CORP					
1234863	Property Owner or Resident	JOHNSON MARY F					
1073625	Property Owner or Resident	BOOHER CHARLES F JR ETAL					
2736741	Property Owner or Resident	WEEKLEY HOMES LLC					
2066334	Property Owner or Resident	MHI PARTNERSHIP LTD					
2141074	Property Owner or Resident	SCHEELE WILLIAM					
2721564	Property Owner or Resident	OSTTEND LANDFILL LTD					
2645517	Property Owner or Resident	SYSTEM CAPITAL REAL PROPERTY CORP					
2584902	Property Owner or Resident	CARRASCO RICARDO					
		ELIZONDO JOSE M					
		ELIZONDO JOSE M					
2731677	Property Owner or Resident	CYPRESS BEND HOMEOWNERS ASSOCIATION INC					
2731562	Property Owner or Resident	LGI HOMES - TEXAS LLC					
2765446	Property Owner or Resident	PROGRESSIVE WASTE SOLUTIONS OF TX INC					
2584851	Property Owner or Resident	BRAID PAUL J & MARYANN					
2590669	Property Owner or Resident	GASSETT DANIEL & HANNAH					
		SPENCER GEORGE W &					
2012329	Property Owner or Resident	AGREE MCKINNEY TX LLC - C/O ACADEMY SPORTS & OUTDOORS - ATTN: REAL EST					
2539558	Property Owner or Resident	MCEWEN MELISSA L					
1128728	Property Owner or Resident	ALBERTA ADAMES					
960428	Property Owner or Resident	JENKINS RONALD K ET UX					
		URESTI REBECCA L					
2731546	Property Owner or Resident	MCLEOD ROBERT IAN & JENNIFER LEIGH MARTINEZ					
1081368	Property Owner or Resident	MCHAZLETT SERVANDO J &					
2731613	Property Owner or Resident	VORA RUPESH					
2073059	Property Owner or Resident	AGARITA NET HOLDINGS LLC CHAPMAN CONSTRUCTION INC.					

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2607028	Property Owner or Resident	MCKINNEY FAIRWAYS LLC					
2585020	Property Owner or Resident	CREEKVIEW PRINCETON HOMEOWNERS ASSOCIATION					
2756871	Property Owner or Resident	CST USA STORES LLC					
2558452	Property Owner or Resident	BIG DIAMOND INC					
2719817	Property Owner or Resident	CST STATIONS TEXAS LLC					
1990593	Property Owner or Resident	LOVELADY BEULAH ORENE					
1197608	Property Owner or Resident	KHADEMI ROYA S					
		TOVAR ROBERTO & JANIE					
		HIS HOLDINGS LLC					
1128443	Property Owner or Resident	HARDMAN ORALIA & ISMAEL DELUNA					
1171350	Property Owner or Resident	JACKSON LISA LOWREY					
1147958	Property Owner or Resident	WILLETT LYNELLE TAYLOR					
1566013	Property Owner or Resident	WILLETT ROBERT J & LYNELLE T					
2584935	Property Owner or Resident	MILES LINNEX &					
2711716	Property Owner or Resident	HENLEY KRISTOPHER & KRISTI					
2071416	Property Owner or Resident	MIDKIFF THOMAS O IV					
2705935	Property Owner or Resident	STATE OF TEXAS					
2585792	Property Owner or Resident	CCI-MCKINNEY I LP					
1095594	Property Owner or Resident	BMAC IRREVOCABLE ASSET TRUST THE					
1095629	Property Owner or Resident	MCANALLY BRUCE					
2750779	Property Owner or Resident	STATE OF TEXAS					
2657490	Property Owner or Resident	WHITE LARRY CLICK					
2577114	Property Owner or Resident	HALCOMB BRENDAN					
1193899	Property Owner or Resident	MULLEN KEVIN & ANGELA					
2584857	Property Owner or Resident	SAFARI ONE ASSET COMPANY LLC					
1968236	Property Owner or Resident	TIMBER CREEK PROPERTIES LLC					
2054819	Property Owner or Resident	IHDE CARRIE					
2111859	Property Owner or Resident	STATE OF TEXAS					
1122421	Property Owner or Resident	CTB PROPERTIES LTD					
2074592	Property Owner or Resident	GEBO DIST CO INC					
2668739	Property Owner or Resident	LANDMARK CAPITAL REAL ESTATE PARTNERS LLC					
2609655	Property Owner or Resident	LIN ZHANGXI & PINGJUN WU					
2609697	Property Owner or Resident	SONG QIAN &					
1193835	Property Owner or Resident	LONNIE & BARBARA ALLSUP					
2646050	Property Owner or Resident	FANGIO WILLIAM N & JUDY A REVOCABLE TRUST THE					
2610502	Property Owner or Resident	JANAKIVALLABH LLC					
1142294	Property Owner or Resident	RAMIREZ MARIA DE LA PAZ					
2691811	Property Owner or Resident	RAMKRIPA LLC					
2136453	Property Owner or Resident	SKYWAY VILLAS LTD					
2689156	Property Owner or Resident	COLLINS GARY W & ESTHER E					
2661233	Property Owner or Resident	BP VENTURE TWO LLC					
2691872	Property Owner or Resident	BOYER DAVID S					
1051248	Property Owner or Resident	HIGH POINT MHC LLC					
1194291	Property Owner or Resident	OLSSON CHRISTY L & JOSEPH E					
1079549	Property Owner or Resident	SUMMIT WOODSIDE VILLAGE APARTMENTS LTD					
2513472	Property Owner or Resident	HUDDLESTON JEFFREY L & MICHELLE L					
		DMKR HOLDINGS TX LLC					
2513476	Property Owner or Resident	DICKINSON DENA					

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1064403	Property Owner or Resident	THOMPSON DIXIE M (ELSIE) ESTATE OF					
2715066	Property Owner or Resident	HEALTH IMAGING PARTNERS LLC					
2539552	Property Owner or Resident	TALLEY LEIGH					
2637244	Property Owner or Resident	HUMPHREY VICKIE D (CAVE) TST					
13644	Property Owner or Resident	2003 SKYLINE DRIVE LLC, ASHTON OAKS APARTMENTS					
2701401	Property Owner or Resident	WINCO FOODS LLC					
2731585	Property Owner or Resident	DILL KEVIN					
2737292	Property Owner or Resident	AMERCO REAL ESTATE COMPANY OF TEXAS INC					
2656074	Property Owner or Resident	FIVE SAC RW LLC					
2610595	Property Owner or Resident	EWING IRRIGATION PRODUCTS INC					
2144220	Property Owner or Resident	AMERCO REAL ESTATE COMPANY OF TEXAS INC					
2584882	Property Owner or Resident	CHAPPELL DAVID & LURECIA					
1073554	Property Owner or Resident	CFG-HUBBARD MASTERSON I, LLLP ET AL					
2658188	Property Owner or Resident	MACAVITY COMPANY LLC					
2059465	Property Owner or Resident	HALLE PROPERTIES LLC					
2631199	Property Owner or Resident	TUCKER HILL #1A HOMEOWNERS ASSOCIATION					
2647548	Property Owner or Resident	TUCKER HILL AMENITIES CENTER HOMEOWNERS ASSOCIATION					
2695239	Property Owner or Resident	CENTRAL & FANNIN WILSON 155 LLP					
2655183	Property Owner or Resident	WATTS INVESTMENTS LLC					
2644299	Property Owner or Resident	PENVESCO					
2620063	Property Owner or Resident	TEXAS NEW MEXICO POWER COMPANY					
1148154	Property Owner or Resident	GEORGE ROY KENNETH & PATSY SUE TRUST UTA					
2650314	Property Owner or Resident	DFA LLC					
1963251	Property Owner or Resident	SUNG YUK K & LING JING					
2584892	Property Owner or Resident	ARPI REIT LLC C/O AMERICAN HOMES 4 RENT					
2504468	Property Owner or Resident	MAHARD ERNEST JR ESTATE OF THE					
2074133	Property Owner or Resident	DUNN CAMERON CROSSING LLC					
2554659	Property Owner or Resident	BILALUDDIN SYED					
2711668	Property Owner or Resident	FILHO FABIO FARIA DE OLIVEIRA					
2672679	Property Owner or Resident	LAMAR BUILDING CO INC					
2688467	Property Owner or Resident	MCDERMOTT JOHN P					
1874396	Property Owner or Resident	ZAHIR & FATHIMA AHMED TRUST CROSSROAD TERRACE APARTMENTS ZAHIR & FAT					
2611548	Property Owner or Resident	PARK UNDERWOOD LLC					
2599248	Property Owner or Resident	MAY RANDY A					
2583517	Property Owner or Resident	DLG RANCH LLC					
2710278	Property Owner or Resident	PS LPT PROPERTIES INVESTORS					
2761097	Property Owner or Resident	AH4R PROPERTIES LLC					
2508027	Property Owner or Resident	AMERICAN HOMES 4 RENT PROPERTIES TWO LLC					
2508092	Property Owner or Resident	AMH 2014-1 BORROWER LLC					
2611770	Property Owner or Resident	LEVY DVIR					
2584865	Property Owner or Resident	HANSSON ULIN MAY & PRICE BYRON ERIC					
2513445	Property Owner or Resident	PITCHER ANGIE L					
2719572	Property Owner or Resident	SBMT MCKINNEY LLC					
2590636	Property Owner or Resident	HARBER ERIKA N					
2119351	Property Owner or Resident	SANDERS JEFFREY W					
2590755	Property Owner or Resident	HSU HSIU FENG					
2577195	Property Owner or Resident	PADILLA REAL ESTATE INVESTMENTS LLC					
2560755	Property Owner or Resident	FELDTZ BURT S & KATHLEEN S					

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Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
2726328	Property Owner or Resident	GWOOD 2 LLC					
2584846	Property Owner or Resident	WANG FANG					
1095488	Property Owner or Resident	HOLLEY GARY WAYNE					
2701403	Property Owner or Resident	CFT DEVELOPMENTS LLC					
2610374	Property Owner or Resident	PU FENG					
2088756	Property Owner or Resident	D-F 88 LLC					
2714801	Property Owner or Resident	WU ELIZABETH KAY					
1234685	Property Owner or Resident	DRCE TRUST					
2615047	Property Owner or Resident	WACHOVIA BANK NATIONAL ASSOC					
2584923	Property Owner or Resident	PHAM TAO M					
2612985	Property Owner or Resident	1501 MERCURY CIRCLE LLC SITE ONE LANDSCAPE SUPPLY C/O NATHAN WHITE, SM					
2618976	Property Owner or Resident	SECURE INVESTMENTS LLC					
2704645	Property Owner or Resident	ZHANG ZIFEI					
2554653	Property Owner or Resident	SYBRANDY HENRY M & CANDY I 1989 REVOCABLE TRUST					
2688464	Property Owner or Resident	HUNTLEY DEAN					
2610484	Property Owner or Resident	J & K RE VENTURES LLC					
2675077	Property Owner or Resident	REES FAMILY TRUST THE					
1061941	Property Owner or Resident	WESTGOLD REALTORS INC					
1148109	Property Owner or Resident	SOMMERS STEPHEN J					
1053095	Property Owner or Resident	SCHAEFFER GEORGE M					
2691843	Property Owner or Resident	MCCORMACK JACOB M & KYRA E					
2703637	Property Owner or Resident	COTHRAN MALIBU LP					
2704649	Property Owner or Resident	CHANGXING INVESTMENTS LLC					
		SABRA TEXAS HOLDINGS LP					
2513454	Property Owner or Resident	3301 TRUMAN AVE TRUST HANEY CATHY & RICHARD TRUSTEES					
2704723	Property Owner or Resident	MIGHTY KEY INVESTMENTS LLC					
2704743	Property Owner or Resident	ZHU JUMEI					
2669639	Property Owner or Resident	DAWN MCGRANAHAN FAMILY TRUST THE					
1131858	Property Owner or Resident	NAVA J SANTOS					
2539742	Property Owner or Resident	TAH 2017-2 BORROWER LLC					
		NORTMAN JOSEPH N & LEIKO D					
2628977	Property Owner or Resident	LIN TSEN YING					
2560391	Property Owner or Resident	WANG HONGJUN					
2046382	Property Owner or Resident	LESSO MALL DEVELOPMENT (FRISCO) LIMITED					
2584894	Property Owner or Resident	WALKER YVONNE					
2631780	Property Owner or Resident	DENISON LIMITED PARTNERSHIP &					
2560382	Property Owner or Resident	RODRIGUEZ PEDRO RUELAS & YOLANDA					
2687563	Property Owner or Resident	CHEN FELIX Y &					
2538352	Property Owner or Resident	CHAO JINNIE					
2649692	Property Owner or Resident	D&C QUIGG 2003 FAMILY TRUST &					
2102423	Property Owner or Resident	KESSELMAN ALEXANDER &					
2739596	Property Owner or Resident	NIEMIER JUL & MARY BOBBITT 2011 REVOCABLE TRUST					
2554654	Property Owner or Resident	LEI JIINO CHAN & DA MIN					
2599283	Property Owner or Resident	DELLA SANTINA PAUL &					
1960387	Property Owner or Resident	WILLIAMS ARTHUR J JR & ANNA KATHERINE REVOCABLE LIVING TRUST-					
2087441	Property Owner or Resident	JHB ALAMO COMPANY LLC					
2611769	Property Owner or Resident	COLEMAN RONALD R & REGINA					
2564023	Property Owner or Resident	WANG SUMIN C &					

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2564021	Property Owner or Resident	CHAN ERIC TRUST THE					
2761117	Property Owner or Resident	ARIZONA 1201 A SERIES OF HAAL HOMES LLC					
2704664	Property Owner or Resident	ANSARI NIDA KULSUM & FAIZAN U KHAN					
2731625	Property Owner or Resident	RAMASAYAM KISHORE R					
2513448	Property Owner or Resident	HUANG 1991 REVOC LVNG TRST					
2744406	Property Owner or Resident	WARD ANTHONY					
2554656	Property Owner or Resident	ARUMUGHAM SUDHAKAR & KAVITHA SUDHAKAR					
2704698	Property Owner or Resident	BHASKARAN FAMILY TRUST					
2556912	Property Owner or Resident	SIMPSON MANUFACTURING CO INC					
2098770	Property Owner or Resident	CHEN DAVID S &					
2711751	Property Owner or Resident	CHAN WALLACE C & HELENE W					
2560299	Property Owner or Resident	KONRAD RJ & MB LP					
2560377	Property Owner or Resident	RJ & MB KONRAD LP					
2539734	Property Owner or Resident	MO LIYI &					
2144433	Property Owner or Resident	LANE ROMIE PROPERTY					
2685473	Property Owner or Resident	PRINCETON VILLAGE LLC					
2731617	Property Owner or Resident	WU YUESHAN & ZHE HUA					
2539745	Property Owner or Resident	BATES ROBERT & CONNIE					
1060853	Property Owner or Resident	BRADING LIVING TRUST					
2635621	Property Owner or Resident	PFEIFF THOMAS MILTON & LISA MARIE					
2704679	Property Owner or Resident	KHANI KHURRAM					
2513423	Property Owner or Resident	GRAY CLAIRE L LIVING TRUST					
		RHEA MILLS M E CHURCH					
2584904	Property Owner or Resident	THOMPSON TIMOTHY					
2554841	Property Owner or Resident	BRAND EDWARD KARL & JUNE KAY					
2675028	Property Owner or Resident	LIM PHILIP & FOOI L NG					
2539655	Property Owner or Resident	CALDWELL BRYANN					
2675078	Property Owner or Resident	BOHRA NAVEEN					
1061193	Property Owner or Resident	PACCAR INC					
2513442	Property Owner or Resident	GOLDIN MAXIM & DINA					
2753731	Property Owner or Resident	COSTCO WHOLESALE CORPORATION					
2554824	Property Owner or Resident	STANDBRIDGE MORGAN K &					
2517581	Property Owner or Resident	RSJS WAREHOUSE LTD					
2560726	Property Owner or Resident	OWNBEY M H & E A					
2747150	Property Owner or Resident	BAKER CHRISTOPHER & JEANNE					
2747244	Property Owner or Resident	BASLER CHRISTOPHER M & POLLY JANE					
2747265	Property Owner or Resident	BEARD BRANDON J & NINA M					
2747151	Property Owner or Resident	BLOOMFIELD HOMES LP					
2747172	Property Owner or Resident	BLOOMFIELD HOMES LP					
2747152	Property Owner or Resident	BLOOMFIELD HOMES LP					
2747171	Property Owner or Resident	BLOOMFIELD HOMES LP					
2747153	Property Owner or Resident	BLOOMFIELD HOMES LP					
2747170	Property Owner or Resident	BLOOMFIELD HOMES LP					
2747261	Property Owner or Resident	BLOOMFIELD HOMES LP					
2747262	Property Owner or Resident	BLOOMFIELD HOMES LP					
2747002	Property Owner or Resident	BLOOMFIELD HOMES LP					
2747263	Property Owner or Resident	BLOOMFIELD HOMES LP					
2747164	Property Owner or Resident	BLOOMFIELD HOMES LP					

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2757041	Property Owner or Resident	BLOOMFIELD HOMES LP					
2747002	Property Owner or Resident	BLOOMFIELD HOMES LP					
2747253	Property Owner or Resident	BLOOMFIELD HOMES LP					
2747254	Property Owner or Resident	BLOOMFIELD HOMES LP					
2747255	Property Owner or Resident	BLOOMFIELD HOMES LP					
2747149	Property Owner or Resident	BLOOMFIELD HOMES LP					
2747173	Property Owner or Resident	BLOOMFIELD HOMES LP					
2747242	Property Owner or Resident	BROMILEY ROBERT WILLIAM & DEBORAH ANN					
2747155	Property Owner or Resident	CAMPBELL STEPHANY N					
2747141	Property Owner or Resident	CHATMAN CAROLYN & MICHAEL					
2747115	Property Owner or Resident	CHESMAR HOMES DFW LTD					
2747259	Property Owner or Resident	CHESMAR HOMES DFW LTD					
2747117	Property Owner or Resident	CHESMAR HOMES DFW LTD					
2747154	Property Owner or Resident	CHESMAR HOMES DFW LTD					
2747169	Property Owner or Resident	CHESMAR HOMES DFW LTD					
2747118	Property Owner or Resident	CHESMAR HOMES DFW LTD					
2747156	Property Owner or Resident	CHESMAR HOMES DFW LTD					
2747167	Property Owner or Resident	CHESMAR HOMES DFW LTD					
2747157	Property Owner or Resident	CHESMAR HOMES DFW LTD					
2747166	Property Owner or Resident	CHESMAR HOMES DFW LTD					
2747123	Property Owner or Resident	CHESMAR HOMES DFW LTD					
2747259	Property Owner or Resident	CHESMAR HOMES DFW LTD					
2757042	Property Owner or Resident	CHESMAR HOMES DFW LTD					
2757043	Property Owner or Resident	CHESMAR HOMES DFW LTD					
2747127	Property Owner or Resident	CHESMAR HOMES DFW LTD					
2747178	Property Owner or Resident	CHESMAR HOMES DFW LTD					
2747146	Property Owner or Resident	CHESMAR HOMES DFW LTD					
2747147	Property Owner or Resident	CHESMAR HOMES DFW LTD					
2747176	Property Owner or Resident	CHESMAR HOMES DFW LTD					
2747256	Property Owner or Resident	CHESMAR HOMES DFW LTD					
2747159	Property Owner or Resident	CHIEU TUAN					
2746997	Property Owner or Resident	CHILDRESS LACARL DEVON &					
2747121	Property Owner or Resident	CHIMANUKA ARNOLD					
2747160	Property Owner or Resident	CHOUDHURY MANZUR M & NUSRAT F KHANDKER					
2747112	Property Owner or Resident	CLARK ROBERT S & KAREN					
2747197	Property Owner or Resident	CLINE OWEN R & CHERYL L					
2747200	Property Owner or Resident	CONNER GARRY L & DEBORAH A					
2757040	Property Owner or Resident	COVINGTON CHELSEA & LANCE					
2747122	Property Owner or Resident	DARDEN JOHN & MALLORY					
2746996	Property Owner or Resident	DOHMAN ASHLEY & JUSTIN					
2747240	Property Owner or Resident	ERICKSON JASON O & JULIE A					
2762314	Property Owner or Resident	FIRST TEXAS HOMES INC					
2762342	Property Owner or Resident	FIRST TEXAS HOMES INC					
2762315	Property Owner or Resident	FIRST TEXAS HOMES INC					
2762341	Property Owner or Resident	FIRST TEXAS HOMES INC					
2762316	Property Owner or Resident	FIRST TEXAS HOMES INC					
2762340	Property Owner or Resident	FIRST TEXAS HOMES INC					
2762339	Property Owner or Resident	FIRST TEXAS HOMES INC					

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2747216	Property Owner or Resident	FIRST TEXAS HOMES INC					
2762320	Property Owner or Resident	FIRST TEXAS HOMES INC					
2762321	Property Owner or Resident	FIRST TEXAS HOMES INC					
2762335	Property Owner or Resident	FIRST TEXAS HOMES INC					
2762347	Property Owner or Resident	FIRST TEXAS HOMES INC					
2762324	Property Owner or Resident	FIRST TEXAS HOMES INC					
2762348	Property Owner or Resident	FIRST TEXAS HOMES INC					
2762356	Property Owner or Resident	FIRST TEXAS HOMES INC					
2762350	Property Owner or Resident	FIRST TEXAS HOMES INC					
2762355	Property Owner or Resident	FIRST TEXAS HOMES INC					
2762351	Property Owner or Resident	FIRST TEXAS HOMES INC					
2762363	Property Owner or Resident	FIRST TEXAS HOMES INC					
2762352	Property Owner or Resident	FIRST TEXAS HOMES INC					
2762362	Property Owner or Resident	FIRST TEXAS HOMES INC					
2762354	Property Owner or Resident	FIRST TEXAS HOMES INC					
2747218	Property Owner or Resident	FIRST TEXAS HOMES INC					
2747181	Property Owner or Resident	GARBRANDT ASHLI C & RACE					
2747214	Property Owner or Resident	GARRETT RHONDA LYNN					
2746999	Property Owner or Resident	GATHINGS CLIFTON B & PRIYA K					
2747215	Property Owner or Resident	GILANI TAHIR H & NARGIS					
2747161	Property Owner or Resident	GLASGOW BRYAN & REBECCA SUZANNE					
2747120	Property Owner or Resident	GUDGEL MARK					
2747202	Property Owner or Resident	HOLOMAN JEFFERY & RITA CAMPOS-HOLOMAN					
2746998	Property Owner or Resident	HUBERT JOHN J &					
2747182	Property Owner or Resident	HUNTER LIZZIE MAE					
2747111	Property Owner or Resident	IRWIN CHARLES & LAURA					
2747000	Property Owner or Resident	IZQUIERDO DANIEL G & YISELIN					
2747143	Property Owner or Resident	JACKSON CHRISTOPHER & ANDREA GAYLE					
2747203	Property Owner or Resident	JONES NAVEEN & IONA					
2747264	Property Owner or Resident	KNOTT JAMES C					
2747113	Property Owner or Resident	KURDY HAVAL & MERDIN J					
2747217	Property Owner or Resident	LEGLEITER ZACHARY MICHAEL & LAUREN MARIE					
2747199	Property Owner or Resident	LIMA JASON PHILLIP & TANIA LIZETH					
2747246	Property Owner or Resident	LOPEZ SANTIAGO BENITO & SHELIZA RAMLALL-LOPEZ					
2747243	Property Owner or Resident	MAURER BRIAN G & KISHA K					
2747219	Property Owner or Resident	MCCOLLUM DONALD RAY & CAROLYN M					
2747179	Property Owner or Resident	MCCOLLUM RICHARD R					
2747162	Property Owner or Resident	MCCORD ERIN & SEAN					
2762325	Property Owner or Resident	MCGILVRAY STEPHEN & MICHELE					
2762325	Property Owner or Resident	MCGILVRAY STEPHEN & MICHELE					
2762366	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					
463643	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					
2747126	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					
2747233	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					
2747131	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					
2747257	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					
2747258	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					
2747116	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					

US 380 Feasibility Study
Property Owner /Resident/Drive380.com Mailing list
August 30, 2018

Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
2747124	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					
2762318	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					
2762338	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					
2762319	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					
2762337	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					
2762336	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					
2747185	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					
2762322	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					
2747186	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					
2762334	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					
2762359	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					
2762323	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					
2762333	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					
2762358	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					
2762332	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					
2762357	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					
2762349	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					
2762331	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					
2762330	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					
2762326	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					
2762345	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					
2762327	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					
2762344	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					
2762328	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					
2762353	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					
2762343	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					
2762361	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					
2762360	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					
2747145	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					
2762334	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					
2747137	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					
2747138	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					
2747139	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					
2747140	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					
2747177	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					
2747148	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					
2747175	Property Owner or Resident	MCKINNEY PARTNERS 306 LP					
2747180	Property Owner or Resident	MCRAE JEANETTE E & JERRELL					
2747168	Property Owner or Resident	MERRILL ANDREW					
2747158	Property Owner or Resident	MILAM NICHOLAS & JENNIFER BROOKE					
2747129	Property Owner or Resident	MITCHELL CALEB & SHEILA A					
2747119	Property Owner or Resident	MYERS ALFONSO					
2747266	Property Owner or Resident	NDHLUKULA ALECK & JOANNA M					
2747245	Property Owner or Resident	OLLILA PATRICK & ALICIA					
2747114	Property Owner or Resident	OTTS LARRY E & PATSY J					
2747213	Property Owner or Resident	PEARSON MAJOR JR & SHONTEL					
2747110	Property Owner or Resident	PORTWOOD CHARLES WILLIS					
2747130	Property Owner or Resident	POWELL MATTHEW					

US 380 Feasibility Study
Property Owner /Resident/Drive380.com Mailing list
August 30, 2018

Property ID	Title	Name (Owner and Resident)	Address	Address2	City	State	Zip
2747165	Property Owner or Resident	RANOLA MARCELITO & EDWINA					
2747184	Property Owner or Resident	SANBORN DAVID & AMY					
2747201	Property Owner or Resident	SAVAGE WILLIAM H & JESSICA L					
2747220	Property Owner or Resident	SIMMONS AARON & ALTA					
2747198	Property Owner or Resident	STEELE LILLARD C LIVING TRUST THE					
2762317	Property Owner or Resident	TEPPER SANDY R & JESSICA M					
2747128	Property Owner or Resident	THOMAS ANTHONY & ARIANNE					
2747267	Property Owner or Resident	VAN DE VEER MARK A &					
2747241	Property Owner or Resident	VANHOOREBECK NICKOLAS & ASPEN					
2747125	Property Owner or Resident	VERMEER HEIMEN & LOUISE MARIE					
2747136	Property Owner or Resident	VOSS EDGAR JOSEPH JR					
2747260	Property Owner or Resident	WARD GWENDOLYN YVONNE					
2747183	Property Owner or Resident	WHANG MOON O					
2747142	Property Owner or Resident	WRIGHT ALICIA J					
2747163	Property Owner or Resident	YU YIYANG & LU WANG					
2747163	Property Owner or Resident	YU YIYANG & LU WANG					

**US 380 Feasibility Study Elected Official and Agency List
August 24, 2018**

Organization	Title	Sal	First Name	Last Name	Address 1	City	State	Zip	Phone	Email
City of Celina	Mayor		Sean	Terry						
City of Celina	City Manager		Jason	Laumer						
City of Celina	City Secretary		Vicki	Faulkner						
City of Celina	Councilmember #1		Bill	Webber						
City of Celina	Councilmember #2		Wayne	Nabors						
City of Celina	Councilmember #3		Andy	Hopkins						
City of Celina	Councilmember #4		Carmen	Roberts						
City of Celina	Councilmember #5		Mindy	Koehne						
City of Celina	Councilmember #6		Chad	Anderson						
City of Celina	Director of Development Services		Alexis	Jackson						
City of Celina	Director of Engineering		Kimberly	Brawner						
City of Celina	Planning		Raha	Pouladi						
City of Celina	Director of Celina EDC		Corbett	Howard						
City of Farmersville	Mayor		Randy	Rice						
City of Farmersville	City Manager		Ben	White						
City of Farmersville	Assistant to City Manager		Paula	Jackson						
City of Farmersville	Councilmember, Place 1		Craig	Overstreet						
City of Farmersville	Councilmember, Place 2		Donny	Mason						
City of Farmersville	Councilmember, Place 3		Michael	Hesse						
City of Farmersville	Mayor Pro Tem, Place 4		Mike	Hurst						
City of Farmersville	Councilmember, Place 5		Todd	Rolen						
City of Farmersville	President, Community Development Corp 4B		John	Politz						
City of Frisco	Mayor		Jeff	Cheney						
City of Frisco	City Manager		George	Purefoy						
City of Frisco	Special Assistant to City Manager		Mack	Borchardt						
City of Frisco	City Secretary		Jenny	Page						
City of Frisco	Deputy Mayor Pro Tem - Place 1		John	Keating						

US 380 Feasibility Study Elected Official and Agency List
August 24, 2018

Organization	Title	Sal	First Name	Last Name	Address 1	City	State	Zip	Phone	Email
City of Frisco	Council Member - Place 2		Shona	Huffman						
City of Frisco	Mayor Pro Tem - Place 3		Will	Sowell						
City of Frisco	Council Member - Place 4		Bill	Woodard						
City of Frisco	Council Member - Place 5		Tim	Nelson						
City of Frisco	Council Member - Place 6		Brian	Livingston						
City of Frisco	Director of Engineering Services		Paul	Knipple						
City of Frisco	Assistant Director of Engineering		Jason	Brodigan						
City of Frisco	Senior Traffic Engineer		Joel	Fitts						
City of Frisco	Assistant Director of Transportation		Brian	Moen						
City of Frisco	Planning Manager		Anthony	Satarino						
City of Frisco	Development Services Director		John	Lettelleir						
City of Frisco	Director of Economic Development		John	Bonnot						
City of Frisco	Interim President, EDC		Ron	Patterson						
City of Lowry Crossing	Mayor		Derek	Stephens						
City of Lowry Crossing	City Secretary		Janis	Cable						
City of Lowry Crossing	Councilwoman		Cindy	Cash						
City of Lowry Crossing	Councilman/Treasurer		Greg	Griser						
City of Lowry Crossing	Councilwoman		Cynthia	Sandlin						
City of Lowry Crossing	Councilwoman/Mayor Pro Tem		Julia	Philips						
City of Lowry Crossing	Councilman		Pat	Kelly						
City of McKinney	Mayor		George	Fuller						
City of McKinney	City Manager		Paul	Grimes						
City of McKinney	Deputy City Manager		Jose	Madrigal						
City of McKinney	City Secretary									
City of McKinney	Council Member - District 1		La'Shadian	Shemwell						
City of McKinney	Mayor Pro Tem - District 2		Rainey	Rogers						
City of McKinney	Council Member - District 3		Scott	Elliott						

**US 380 Feasibility Study Elected Official and Agency List
August 24, 2018**

Organization	Title	Sal	First Name	Last Name	Address 1	City	State	Zip	Phone	Email
City of McKinney	Council Member - District 4		Chuck	Branch						
City of McKinney	Council Member - At Large		Tracy	Rath						
City of McKinney	Council Member - At Large		Charlie	Philips						
City of McKinney	Director of Engineering		Gary	Graham						
City of McKinney	Planning Manager		Jennifer	Arnold						
City of McKinney	Planner II		Aaron	Bloxham						
City of McKinney	CIP Manager		Nick	Ataie						
City of McKinney	Executive Director of Development Services		Michael	Quint						
City of McKinney	Transportation Engineering Manager		Matthew	Tilke						
City of McKinney	President, Community Development CorpCindy		Cindy	Schneible						
City of McKinney	Interim President, EDC		Abby	Liu						
City of Melissa	Mayor		Reed	Greer						
City of Melissa	City Manager		Jason	Little						
City of Melissa	City Secretary		Linda	Bannister						
City of Melissa	Council Member - Place 1		Stacy	Jackson						
City of Melissa	Council Member - Place 2		Chad	Taylor						
City of Melissa	Council Member - Place 3		Nicco	Warren						
City of Melissa	Mayor Pro-tem - Place 4		Jay	Northcut						
City of Melissa	Council Member - Place 5		Craig	Ackerman						
City of Melissa	Council Member - Place 6		Anthony	Figuroa						
City of Melissa	City Engineer - H&F Consulting		Bob	Helmberger						
City of Melissa	Director of Development Services		Tyler	Brewer						
City of Princeton	Mayor		John-Mark	Caldwell						
City of Princeton	City Manager		Derek	Borg						
City of Princeton	City Secretary/Public Information Officer		Tabatha	Monk						
City of Princeton	Mayor Pro Tempore		Rich	Hooper						
City of Princeton	Council Member		David	Kleiber						

**US 380 Feasibility Study Elected Official and Agency List
August 24, 2018**

Organization	Title	Sal	First Name	Last Name	Address 1	City	State	Zip	Phone	Email
City of Princeton	Council Member		Mike	Guillen						
City of Princeton	Deputy Mayor Pro Tempore		Steve	Deffibaugh						
City of Princeton	Chief Building Official		Shawn	Fort						
City of Princeton	President - EDC		Jimmy	Galyean						
Collin County	Collin County Judge	The Honorable	Keith	Self						
Collin County	Collin County Judge's Assistant		Teresa	Mercer						
Collin County	Collin County Commissioner - Precinct 1	The Honorable	Susan	Fletcher						
Collin County	CC Commissioner Fletcher's Assistant		Hilari	Monk						
Collin County	Collin County Commissioner - Precinct 2	The Honorable	Cheryl	Williams						
Collin County	CC Commissioner Williams' Assistant		Hilari	Monk						
Collin County	Collin County Commissioner - Precinct 3	The Honorable	John	Thomas						
Collin County	CC Commissioner Thomas' Assistant		Hilari	Monk						
Collin County	Collin County Commissioner - Precinct 4	The Honorable	Duncan	Webb						
Collin County	CC Commissioner Webb's Assistant		Georgia	Shepherd						
Collin County	Director of Engineering		Clarence	Daugherty						
Collin County	Assistant Director of Engineering		Tracy	Homfeld						
Denton County - Innovative Transportation Solutions			John	Polster						
Denton County - Innovative Transportation Solutions			Buz	Elsom						
Hunt County	Judge	The Honorable	John	Horn						
NCTCOG	Director of Transportation		Michael	Morris						
NCTCOG	Senior Program Manager		Dan	Lamers						
NCTCOG	Principal Transportation Planner		Berrien	Barks						
NCTCOG	Program Manager		Jeffrey	Neal						
NTTA	Assistant Executive Director of Infrastructure		Elizabeth	Mow						
NTTA	Assistant to Asst. Executive Director of Infrastructure		Vicky	Smith						
NTTA	Sr. Project Manager		Kelly	Johnson						
Texas State House of Representatives	District 33		Justin	Holland						

**US 380 Feasibility Study Elected Official and Agency List
August 24, 2018**

Organization	Title	Sal	First Name	Last Name	Address 1	City	State	Zip	Phone	Email
Texas State House of Representatives	District 66		Matt	Shaheen						
Texas State House of Representatives	District 67		Jeff	Leach						
Texas State House of Representatives	District 70		Scott	Sanford						
Texas State House of Representatives	District 89		Jodie	Laubenberg						
Texas State Senate	District 8		Van	Taylor						
Texas State Senate	District 30		Craig	Estes						
Town of Fairview	Town Council, Seat One		Bill	Nicol						
Town of Fairview	Town Council, Seat Two		Cynthia	Brugge						
Town of Fairview	Town Council, Seat Three		Henry	Lessner						
Town of Fairview	Town Council, Seat Four		Tony	Mattei						
Town of Fairview	Town Council, Seat Five		Paul	Hendricks						
Town of Fairview	Town Council, Seat Six		Ron	Feldman						
Town of Fairview	Economic Development Manager		Ray	Dunlap						
Town of Fairview	Mayor		Darion	Culbertson						
Town of Fairview	Planning Manager		Israel	Roberts						
Town of Fairview	Town Engineer		James	Chancellor						
Town of Fairview	Town Manager		Julie	Couch						
Town of New Hope	Mayor		Angel	Hamm						
Town of New Hope	Town Secretary		Rita	Perry						
Town of New Hope	Council Member		Andy	Reitinger						
Town of New Hope	Council Member		Kimberly	Barrow						
Town of New Hope	Council Member		Kelly	Hughes						
Town of New Hope	Council Member		Carol	King						
Town of New Hope	Council Member		Omar	Nunez						
Town of Prosper	Mayor		Ray	Smith						
Town of Prosper	Council Member Place 1		Michael	Korbuly						
Town of Prosper	Council Member Place 2		Craig	Andres						

**US 380 Feasibility Study Elected Official and Agency List
August 24, 2018**

Organization	Title	Sal	First Name	Last Name	Address 1	City	State	Zip	Phone	Email
Town of Prosper	Mayor Pro-Tem		Curry	Vogelsang Jr						
Town of Prosper	Council Member Place 4		Meigs	Miller						
Town of Prosper	Council Member Place 5		Jeff	Hodges						
Town of Prosper	Deputy Mayor Pro-Tem		Jason	Dixon						
Town of Prosper	Town Manager		Harlan	Jefferson						
Town of Prosper	Town Secretary		Robyn	Battle						
Town of Prosper	Executive Director of Development & Community		John	Webb						
Town of Prosper	Senior Engineer - Development		Dan	Heischman						
Town of Prosper - EDC	Board President		Jim	Wicker						
US Army Corps of Engineers - Fort Worth District (Lavon Lake)	Lake Manager		Michael	Kinard						
U.S. House of Representatives	U.S. Congressional District 3		Sam	Johnson						
U.S. House of Representatives	U.S. Congressional District 3 - Deputy Chief of Staff		Gabriella	Pate						
U.S. House of Representatives	U.S. Congressional District 4		John	Ratcliffe						
U.S. House of Representatives	U.S. Congressional District 32		Pete	Sessions						
U.S. Senate	Senior Senator for Texas		John	Cornyn						
U.S. Senate	Constituent Services Liaison for Sen. Cornyn		Mason	Morgan						
U.S. Senate	Junior Senator for Texas		Ted	Cruz						
U.S. Senate	Deputy Regional Director for Sen. Cruz		Michael	Flusche						



B5 Newspaper Affidavits and Advertisements



Dallas Morning News

AFFIDAVIT OF PUBLICATION

STATE OF TEXAS

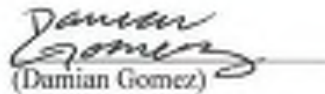
COUNTY OF DALLAS

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

TxDOT

was published in The Dallas Morning News

September 12, 2018


(Damian Gomez)

Sworn to and subscribed before me this

September 13, 2018


(Notary Public)



Wednesday, September 12, 2018

dallasnews.com

The Dallas Morning News

Exhibit to tell Sally Hemings' story from her view

Monticello exhibit at the African American Museum will be one of last features at the fair of Texas this year, officials say. It is the first city to groundbreak, touring exhibit that say for the first time most detailed story Hemings, an enslaved man who historians he mother of six of former President Jefferson. Exhibit title, "Slavery on's Monticello: Par- liberty," alludes to the of the Declaration of fence's credo "all men ed equal." Historians son owned more enslaved black men en despite serving cument's primary



NORMA ADAMS WADE
norma_adams_wade@dallasnews.com

author.

Countless writings on Hemings and Jefferson have traditionally taken the slave owner's perspective, exhibit sponsors say. But sponsors add that this year for the first time State Fair visitors will get a different take on this famous story — from Hemings' view.

Interest in Hemings has surged in part because of last year's excavation of her long-bidden living quarters at Monticello — the name of Jefferson's famous plantation in Charlottesville, Va., that is shown on the back of many

nickels. Many of the exhibit's more than 300 artifacts come from that excavation, which found Hemings' quarters under a room built over it.

A fifth-generation descendant of Hemings visited the African American Museum on Jan. 17, 2017, and previewed the coming exhibit.

The exhibit runs Sept. 22 through Dec. 31. The State Fair runs Sept. 28 through Oct. 21. More information and exhibit tickets are available at monticelloinDallas.com and at the African American Museum. Tickets cost \$30 for adults and \$5 for children ages 4-12 and adults over age 65. The tickets are free for museum members, children under age 3 and on Thursdays for adults age 65 and over.

ABOUT TOWN: Friday is the deadline to nominate a

person for the inaugural Juanita Craft Humanitarian Awards presented by the Juanita Craft Museum. Past, present and up-and-coming leaders who personify Craft's legacy of community and social justice leadership will be honored during the State Fair at Fair Park, which she helped desegregate in the 1950s and '60s.

The fundraising ceremony will be at 7:30 p.m. Oct. 11 on the Chevrolet Main Stage, before the Gospel Night Concert. The benefit seeks to raise \$100,000 that will fund repairs for the landmark museum, also known as the Juanita Craft Civil Rights House, at 2635 Warren Ave. in the Wheatley Place Historic District in South Dallas. The museum has suffered previous foundation and roof dete-

rioration and recent water damage from a burst pipe that affected some of the artifacts.

Craft, a revered local and national NAACP civil rights leader, lived at the home, conducted many of her civil rights activities there, and welcomed other luminaries including United States presidents.

Main Stage events are free with a State Fair admission ticket. To nominate someone or be an award sponsor, get forms at high.com and in the search box type Juanita Craft Awards. For more information, call 214-577-7976.

Light Church will sponsor a semi-formal fundraising dinner to benefit its Light Force Foundation that runs the nonprofit summer programs — Brilliance Prep Academy, ages 4-14, and Youth

Job Training & Internship, ages 15-18. The dinner will highlight the 65th birthday and 47th year in ministry of Light Church pastor Rev. Ron Shaw. Light Church is at 2606 John West Road in Mesquite. The VIP reception is at 7 p.m., dinner at 8 p.m. Friday at the Museum of Biblical Arts, 7500 Park Lane in Dallas. General tickets are \$60.

Activities will include a silent auction, music by Ascension Live Jazz Band and remarks by special guests Rev. Gerald Britt, a vice president of City Square community development organization, and Regina Nippert, executive director of the Budd Center, a West Dallas anti-poverty program.

For tickets, visit bit.ly/2NvuuXL. To learn more, call 469-248-3620.

SPRINGS | JORDAN EDWARDS MURDER

Judge tosses assault cases against officer convicted in killing of teen

JENNIFER EMILY
Staff Writer
je@dalassnews.com

ge has dismissed four assault charges against the former Bach officer who's serving a sentence for murder in the killing of Jordan Edwards, prosecutor in the case says.

Oliver, 38, was sentenced to 10 years in prison for shooting the 17-year-old in April 2017 in a car that was driven from the officer, who rifle five times.

Oliver was acquitted of two assault charges in the shooting at the time, with shooting at the others who were in

the car.

The other two dismissed charges stem from an accusation that Oliver pointed his gun at two women with whom he had been involved in a car crash two weeks before he shot Jordan. The women testified at Oliver's trial.

Jordan, his two brothers and two friends were leaving a party when Jordan was shot in the back of the head. He died instantly.

Dallas County First Assis-

tant District Attorney Mike Saipes, the lead prosecutor in the case, said Tuesday that dismissing the charges avoids the problem of needing to try the aggravated assault cases while Oliver appeals his murder conviction. Defendants are entitled to a speedy trial after they are indicted.

The cases were dismissed Monday "without prejudice," meaning they could be refilled. It was unclear whether they would be.

Oliver has not yet been transferred to the Texas prison system. He remained in the Dallas County Jail.

Twitter: @jennemil



ROY OLIVER



NOTICE OF PUBLIC MEETINGS

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Denton County, Texas
CDM 0135-11-022, 0135-02-034, 0135-03-244, 0135-04-022, 0135-05-028

The Texas Department of Transportation (TxDOT) is conducting a feasibility study for improvements to US 380 through Collin County, a distance of approximately 22 miles. TxDOT will conduct three public meetings to discuss and receive public comments on the proposed project. All three meetings will present the same information and will be held in an open house format with a formal presentation at 7:00 p.m. Representatives from TxDOT and project consultants will be available to answer questions about the proposed project improvements. The meeting dates, times, and locations are listed below.

Thursday, October 4, 2018

8:00 a.m. to 8:00 p.m.
Independence High School
20555 Independence Parkway
Frisco, TX 75035

Friday, October 5, 2018

8:00 a.m. to 8:00 p.m.
Cotton College Central Park Campus
Conference Center
3490 Community Avenue
McKinney, TX 75065

Thursday, October 11, 2018

8:00 a.m. to 8:00 p.m.
Pinecrest High School
5000 E. Princeton Drive
Pinecrest, TX 75407

The purpose of the study is to analyze potential roadway options for US 380, including improving the existing alignment or utilizing a new alignment. Alignment options could require additional right-of-way to accommodate the project. Study data and maps showing roadway alignments will be available for viewing at the public meetings. This information will also be available for public inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the TxDOT Dallas District. Meeting information will also be available online at www.Drive380.com.

All interested persons are invited to attend any of these public meetings. Written or electronic comments from the public are requested and will be accepted for a period of 15 calendar days. Written comments may be submitted either in person at the public meeting, online, or by mail to: Stephen Endres, P.E., TxDOT Dallas District Office, 4777 East US Highway 80, Mesquite, TX 75055-0443, or by email addressed to Stephen.Endres@txdot.gov. Written comments must be postmarked on or before Friday, October 26, 2018 to be included in the documentation of the public meeting. The public meeting will be conducted in English. Persons interested in attending the meetings who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to contact the TxDOT Dallas District Public Information Office at (214) 320-4480. Requests should be made at least two days prior to the public meeting. TxDOT will make every reasonable effort to accommodate these needs.

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 16, 2014, and executed by FHWA and TxDOT.

For more general questions or concerns regarding the proposed project, please contact the TxDOT project manager, Mr. Stephen Endres, P.E., by phone at (214) 320-4480 or by email at Stephen.Endres@txdot.gov.



Al Dia

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STATE OF TEXAS

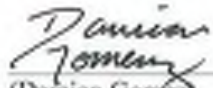
COUNTY OF DALLAS

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

TxDOT


was published in Al Dia

September 12, 2018


(Damian Gomez)

Sworn to and subscribed before me this

September 13, 2018


(Notary Public)



Al Día

www.aldiadallas.com

MIÉRCOLES 12 DE SEPTIEMBRE DEL 2018 AL DÍA

locales

Persisten interrogantes en caso Jean

Viene de la página 1A

Lee Merritt, uno de los abogados, afirma que dos testigos independientes dijeron que escucharon a alguien golpeando una puerta en el pasillo antes de la balacera. Uno de los testigos afirma que escuchó la voz de una mujer gritando: "Déjame entrar, déjame entrar", explica Merritt. Y luego escuchó la balacera.

Luego de los disparos, una de los testigos contó que ella escuchó la voz de un hombre que decía: "Dios mío, por qué hizo eso".

Merritt cree que esas fueron las últimas palabras de Jean.

Uno de los testigos dijo que no reportó lo que escuchó a la policía, pero se acercó a la familia porque entendió que lo que escuchó contradecía la versión

policía.

"El affidavit es muy consistente para ellos", dijo el abogado Benjamin Crump, quien también representa a la familia. "Botham Jean no está aquí para dar su versión porque murió".

Guyger fue arrestada la noche del domingo en el condado de Kaufman. Pagó una fianza y se encuentra en libertad.

Protestas en sede de la policía

El lunes, alrededor de 150 personas llegaron hasta el cuartel de policía en Dallas para protestar por la muerte de Jean. Había también un grupo que pedía justicia por el caso de Jorge Ojeda.

Ojeda, de 28 años, murió baleado por un guardia de seguridad luego de un altercado en una fiesta el 2 de septiembre en Red River.

"Queremos saber el nombre



Flores yacen la puerta del departamento donde vivía Botham Jean, quien murió por disparos de una policía.

del guardia de seguridad que mató a Jorge", dijo Rabén Salinas, un activista.

Los grupos construyeron sus protestas por separado, pero el activista Decimiliano Alexander pidió a la multitud que se unie-

ran.

"Algo que no vamos a hacer es dejar que estas cosas nos mantengan divididos", dijo Alexander, que luego pidió que todos se abanzaran.

Varias decenas de manifes-

tantes obstaculizaron el tráfico mientras realizaban su marcha hacia la sede de la Asociación de Policía de Dallas, a una milla del cuartel policial en The Cedars. Algunos oficiales, a caballo, los siguieron.

En algún momento que lanzó gas pimela controló a la multitud hasta terminó su marcha en la sede policial y los líderes que volaban a por miércoles.

OPINIÓN

LA DECISIÓN DE DISPARAR ES UN CRIMEN

Es casi imposible imaginar una escena como esta: Después de una larga jornada de trabajo, cómodamente recostado en su propio apartamento, el lugar donde uno se siente más seguro, de pronto se ve frente a un agente de policía uniformado y armado.

Eso fue lo último que vio Botham Jean. Enseguida tuvo



ciudad. También en 2017, le disparó a un hombre en el estómago cuando éste le arrebató su Daser durante un arresto que se tornó violento. El hombre sobrevivió y está en la cárcel. Por ese incidente Guyger no fue inculpada.

En base a lo que Guyger dijo a los investigadores, nunca vio a Botham Jean antes de

por su parte Mike Mata, presidente de Dallas Police Association.

Declaraciones como esas son lo que espantan, especialmente dada la tensión entre las autoridades policiales de Dallas y los ciudadanos de color.

Botham Jean suena a que era un muchacho muy especial, pero nada de eso viene al caso. Si tenía o no una vida casi perfecta y un carácter intachable no tiene

posible.

Mientras no haya información verdadera, los asuntos de los medios sociales estarán manejando todo tipo de datos equivocados y aporreados conclusiones disparatadas.

La directora de policía U. Fenece Hall dice que el objetivo de su departamento es llegar al fondo del caso.

Desde que el incidente em-

pezó a trascender la noche del jueves, Hall ha insistido en la necesidad de ser lo más transparente posible.

Indicó que es parte por ellos trajeron a los Rangers de Texas a encabezar la investigación; pero después de tres días de silencio de parte de los Rangers, lo que algunos habrían explicado como que la institución estaba haciendo metódicamente su

trabajo, empezó a parecer que le estaba dando la espalda.

Con toda razón la gente empezó a enfadarse por danza en fincarle un castigo formal.

La prudencia es una pero un silencio prolongado una situación tan tensa esta solo puede hacer un día absurdo aun más al

Al Dia

juventes en South Side Plaza, a pocas cuadras de la comandancia de policía.

Suocro que una agente de policía fuera de su horario de trabajo protagonizó una mortal invasión de morada; solo que, según su propia versión, ella pensó que era su casa la que había sido invadida.

Pero hay una cosa. La posibilidad de que sus acciones hayan sido involuntarias no absuelve a Amber Gygger, quien terminó siendo arrestada el domingo e ingresada a la cárcel del condado de Kaufman bajo un cargo de homicidio imprudencial.

No tardó en pagar su fianza y salió por la puerta trasera de la cárcel.

La oficial se había instalado en el complejo de apartamentos en Cedar hace más o menos un mes.

Había trabajado en el Departamento de Policía de Dallas durante casi cinco años y se ganó un lugar consolidado de crimen en uno de los barrios más pobres del centro de la

Sharon Grigsby

de la isla caribea de Santa Lucía, parece el hombre de gran corazón al que todos nos gustaría tener como amigo.

Profundamente religioso, siempre rebosante de alegría y comprometido con cualquier tarea que se le pusiera enfrente, el joven de 28 años al que muchos conocían como "Bo" estaba dispuesto a dar un poco más por casi cualquiera que se cruzara en su vida.

Era mentor de jóvenes en riesgo.

Líder vocalista del coro de su iglesia, dedicado hijo y hermano, ex alumno activo de Harding University en Arkansas, y valioso empleado de la firma de contabilidad y auditoría PricewaterhouseCoopers.

Botham Jean era "exactamente el tipo de ciudadano que queremos tener en Dallas", dijo el alcalde Mike Rawlings el sábado.

"El señor Jean era una persona increíble, era lo que nosotros como padres deseamos que nuestros hijos se convirtieran en", dijo

rnado en asesinado por un policía, el tejido social se mago un poco más y la confianza en la autoridad sufre un fuerte golpe.

El que Jean, hombre de piel oscura, fiera chifrado por una policía blanca hace más grande la tragedia. Entre la policía y los ciudadanos a los que protege y sirve existe un pacto sagrado.

Aun la posibilidad más a favor de Gygger —que no estaba trabajando, que se equivocó en el piso equivocado de la cochera, que pensó que estaba entrando a su propio apartamento, que la puerta no tenía seguro y que las llaves estaban apiladas— no le da derecho a ser tan rápida para apretar el gatillo.

Por muy abunda que suene su versión, es posible que sea cierta.

Pero eso no le quita responsabilidad. Aun si creyó que estaba en su apartamento, ¿qué habría justificado su decisión de disparar?

La naturaleza incongruente de este incidente hace que sea aun más importante que las autoridades den a conocer los

AVISO DE REUNIONES PÚBLICAS

Proponer para mejorar la US 380 desde el Límite del Condado de Denton hasta el Límite del Condado de Tarrant, Condado de Collin, Texas.
CSC# 0125-11-022, 0658, 02-259, 5125-03-048, 0125-04-022, 0125-05-026

El Departamento de Transporte de Texas (TxDOT) está invitando a cada un estudio de factibilidad para mejorar la US 380 a lo largo del Condado de Collin, en una distancia de aproximadamente 32 millas. El TxDOT llevará a cabo dos reuniones públicas para discutir y recibir comentarios públicos sobre el proyecto propuesto. En las tres reuniones, se presentará la misma información y serán realizados a las 7:00pm en formato de asamblea abierta de presentación formal. Representantes del TxDOT y los consultores del proyecto estarán disponibles para contestar preguntas sobre el proyecto.

Las fechas, horas y lugares de las reuniones serán:		
Jueves, 4 de octubre de 2018 6:00 p.m. a 8:00 p.m. Independence High School 1960 Independence Parkway Frisco, TX 75035	Viernes, 5 de octubre de 2018 6:00 p.m. a 8:00 p.m. Collin College Central Park Campus Conference Center 2340 Community Avenue Mckinney, TX 75071	Jueves, 11 de octubre de 2018 6:00 p.m. a 8:00 p.m. Priceland High School 1300 S. Priceland Drive Priceland, TX 75407


El propósito del estudio es analizar opciones de carreteras alternativas para la US 380, incluyendo información sobre la situación existente y utilizando nuevos datos. Las opciones de alineación pueden requerir cambios de uso de suelo para acomodar el proyecto. Los datos y mapas del estudio que muestran las opciones de alineación de las carreteras estarán disponibles para su visualización en las reuniones públicas. Esta información también estará disponible para inspección pública de lunes a viernes entre las 8:00 a.m. y las 5:00 p.m. en el TxDOT, Distrito Sur. La información de la reunión también estará disponible en línea: www.Drive380.com.

Si las personas interesadas están interesadas en asistir a cualquiera de estas reuniones públicas, se solicitará y aceptará los comentarios por escrito o grabación de audio por un periodo de 15 días calendario después de la reunión pública. Los comentarios por escrito pueden ser entregados personalmente en las reuniones públicas, en línea, o por correo a: Stephen Endres, P.E., TxDOT Dallas District Office, 4777 East US Highway 80, Mesquite, TX 75150-6643, o por correo electrónico a: Stephen.Endres@txdot.gov. Los comentarios escritos, deben enviarse por correo antes del viernes, 26 de octubre del 2018 para ser incluidos en la documentación de la reunión pública.

Las reuniones públicas serán realizadas en inglés. Las personas interesadas en asistir a las reuniones que tienen necesidades de comunicación o de alojamiento, como la necesidad de un intérprete, lo les rogamos que contacten al TxDOT, Distrito Dallas, Oficina de Información Pública al (214) 325-4488. Las solicitudes deben realizarse por lo menos dos días antes de cada reunión pública. El TxDOT hará todos los esfuerzos necesarios para adoptar esas necesidades.

La revisión ambiental, consulta y otros análisis requeridos por las leyes ambientales federales aplicables para este proyecto están siendo o han sido llevados a cabo por TxDOT — en virtud de 23 USC 327 y el Memorando de Entendimiento del 16 de diciembre de 2014, y aprobado por la FHWA y el TxDOT.

Si usted tiene preguntas o preocupaciones generales en relación con el proyecto propuesto, puede contactar al personal de proyecto del TxDOT, Sr. Stephen Endres, P.E., por teléfono al (214) 325-4488 o por correo electrónico a Stephen.Endres@txdot.gov.



Dalí Poetics of the Small 1929-193

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Transitional support provided by The Dallas Morning News DALLAS

The Meadows Foundation

This exhibition has been organized by the Meadows Museum and funded by a generous gift from The Meadows Foundation.

Horst P. Horst (Berlin, 1904–1991), Photograph of Salvador Dalí from Vogue, 1948, The Dalí Museum Archives, Dr. P. Horst, Horst & Horst/Pogue © Conde Nast. Image Rights of Salvador Dalí reserved. Fundación Gala-Salvador Dalí, Figueras



The Anna-Melissa Tribune

Proof of Publication

STATE OF TEXAS)
COUNTY OF COLLIN) SS:

BURNS & MCDONNELL
18950 NORTH DALLAS PARKWAY,
TOWER II, STE 700
DALLAS TX 75248

Account # 178706
Ad Number 0001155109

Jeanine Sewell, being 1st duly sworn, deposes and says: That (s)he is the Legal Clerk for the Anna-Melissa Tribune, a weekly newspaper regularly issued, published and circulated in the City of Anna, County of Collin, State of Texas, and that the advertisement,

a true copy attached for, was published in said Anna-Melissa Tribune in 1 edition(s) of said newspaper issued from 09/13/2018 to 09/13/2018, on the following days:
09 / 13 / 18

By Jeanine Sewell
LEGAL ADVERTISEMENT REPRESENTATIVE

Subscribed and sworn to before me on this 13th day of September, 2018


Notary Michelle Henderson





The Anna-Melissa Tribune

execute a Reasonable a copy or original of one registrar



NOTICE OF PUBLIC MEETINGS

PROPOSED IMPROVEMENTS TO US 380 FROM
DENTON COUNTY LINE TO HUNT COUNTY LINE
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048,
0135-04-032, 0135-05-026

The Texas Department of Transportation (TxDOT) is conducting a feasibility study for improvements to US 380 through Collin County, a distance of approximately 32 miles. TxDOT will conduct three public meetings to discuss and receive public comments on the proposed project. All three meetings will present the same information and will be held in an open house format with a formal presentation at 7:00 p.m. Representatives from TxDOT and project consultants will be available to answer questions about the proposed project improvements. The meeting dates, times, and locations are listed below.

Thursday, October 4, 2018
6:00 p.m. to 8:00 p.m.
Independence High School
10555 Independence Parkway
Frisco, TX 75035

Tuesday, October 9, 2018
6:00 p.m. to 8:00 p.m.
Collin College Central Park Campus
Conference Center
2400 Community Avenue
McKinney, TX 75071

Thursday, October 11, 2018
6:00 p.m. to 8:00 p.m.
Princeton High School
1000 E. Princeton Drive
Princeton, TX 75407

The purpose of the study is to analyze potential roadway options for US 380, including improving the existing alignment or utilizing a new alignment. Alignment options could require additional right-of-way to accommodate the project. Study data and maps showing roadway alignments will be available for viewing at the public meetings. This information will also be available for public inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the TxDOT Dallas District. Meeting information will also be available online at www.Drive380.com.

All interested persons are invited to attend any of these public meetings. Written or electronic comments from the public are requested and will be accepted for a period of 15 calendar days. Written comments may be submitted either in person at the public meeting, online, or by mail to: Stephen Endres, P.E., TxDOT Dallas District Office, 4777 East US Highway 80, Mesquite, TX 75150-6643, or by email addressed to Stephen.Endres@txdot.gov. **Written comments must be postmarked on or before Friday, October 26, 2018 to be included in the documentation of the public meeting.** The public meeting will be conducted in English. Persons interested in attending the meetings who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to contact the TxDOT Dallas District Public Information Office at 214-320-4480. Requests should be made at least two days prior to the public meeting. TxDOT will make every reasonable effort to accommodate these needs.

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 25, 2014, and executed by FHWA and TxDOT.

If you have general questions or concerns regarding the proposed project, you may contact the TxDOT project manager, Mr. Stephen Endres, P.E. by phone at 214-320-4469 or by email at Stephen.Endres@txdot.gov.



Celina Record

STAR^{LOCAL} MEDIA

Frisco Enterprise, Celina Record, McKinney Courier Gazette

AFFIDAVIT OF LEGAL NOTICE

I, Nick Souders, Inside Sales Manager of the Frisco Enterprise, Celina Record, and McKinney Courier Gazette, newspapers printed in the English language in Collin County, State of Texas, do hereby certify that this notice was Published in the Frisco Enterprise, Celina Record, and McKinney Courier Gazette on the following dates, to-wit

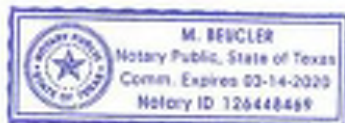
Frisco Enterprise	09/14/18	1 Insertion
Celina Record	09/14/18	1 Insertion
McKinney Courier Gazette	09/16/18	1 Insertion

TXDOT PUBLIC MEETINGS	\$792.00
(Description)	(Cost)

Inside Sales Manager of the Frisco Enterprise, Celina Record, and McKinney Courier Gazette

Subscribed and sworn on this

17th day of September, 2018



M. Beucler
Notary Public, State of Texas

Campus

From PAGE FOUR

industry.

"Significant growth is coming to Collin County in the next 10-20 years and beyond," said Collin College District President Neil Mackin. "The Collin College Technical Campus is positioned to provide students with a high-quality, low-cost educational option that will prepare them for rewarding careers in the high-demand fields fueling that growth."

Serving up to 7,100 stu-

dents when fully occupied, the campus will expand learning opportunities for individuals seeking careers in high-growth industries. Programs at the Collin College Technical Campus will include courses to earn industry-recognized credentials and associate of applied science degrees.

Collin College is also partnering with area school districts to expand career and technical education offerings, enabling high school students to enroll and earn technical

dual credit and industry certifications prior to high school graduation.

"Collin County's workforce of tomorrow will be able to begin their career training at the Technical Campus," Collin College Board Chair J. Robert Collins said. "Whether you are talking about the nurses who will care for our sick, the mechanics who will keep us moving or the construction managers who will put roofs over our heads, we're excited that many of those individuals will be Collin College graduates."



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Change

From PAGE FOUR

to redirect collection trucks in case of missed pickups or other conditions that require action.

Another is the addition of weekly yard waste pickup on the day of regular pickup, without the need to call or contact the contractor for service. Organic waste such as cut brush, trimmings, and small branches must be gathered in biodegradable paper bags available commercially, and larger brush must be bundled. Yard waste is recycled for use as mulch.

Monthly bulk trash pickup will continue, and a drop-off point for bulk trash will be established at the town's Public Works Center, where the contractor will provide service two Saturdays a month. Details on the schedule will be shared later. New trash pods, carts and gently used recycle carts will be distributed when the new service begins.

"We're very confident that the service under the new contract with CMD will provide residents with what they

deserve in solid waste collection," Springer said. "The company's commitment is evident in the almost \$3 million investment they're making. We're looking ahead to the future and are convinced that the new contract will meet our needs as we grow."

Monthly fees will see a slight increase of 17 cents per household with standard service.

The new contract has a lifespan of five years, with annual inflationary adjustments, and has provisions for lengthening at the discretion of the town.

The contract also sets commercial rates, and CMD will assist with commercial customers individually before the start of the new service.

ONLINE LOCAL EVENTS

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NOTICE OF PUBLIC MEETINGS

Proposed Improvements to US 280 from Denton County Line to West County Line
Collin County, Texas
CSX: 8126-11-022, 6135-03-058, 6135-01-048, 6135-04-012, 6135-05-026

The Texas Department of Transportation (TxDOT) is conducting a feasibility study for improvements to US 280 through Collin County, a distance of approximately 32 miles. TxDOT will conduct three public meetings to discuss and receive public comments on the proposed project. All three meetings will present the same information and will be held in an open house format with a formal presentation at 7:00 p.m. Representatives from TxDOT and project consultants will be available to answer questions about the proposed project improvements. The meeting dates, times, and locations are listed below.

Thursday, October 4, 2018

6:00 p.m. to 8:00 p.m.
Independence High School
10555 Independence Parkway
Frisco, TX 75035

Tuesday, October 9, 2018

6:00 p.m. to 8:00 p.m.
Collin College Central Park Campus
Conference Center
2400 Community Avenue
McKinney, TX 75071

Thursday, October 11, 2018

6:00 p.m. to 8:00 p.m.
Princeton High School
1000 E. Princeton Drive
Princeton, TX 75407

The purpose of the study is to analyze potential roadway options for US 280, including improving the existing alignment or utilizing a new alignment. Alignment options could require additional right-of-way to accommodate the project. Study data and maps showing roadway alignments will be available for viewing at the public meetings. This information will also be available for public inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the TxDOT Dallas District. Meeting information will also be available online at www.Drive280.com.

All interested persons are invited to attend any of these public meetings. Written or electronic comments from the public are requested and will be accepted for a period of 15 calendar days. Written comments may be submitted either in person at the public meeting, online, or by mail to: Stephen Gudim, P.E., TxDOT Dallas District Office, 4777 East US Highway 80, Mesquite, TX 75055-6663, or by email addressed to Stephen.Gudim@txdot.gov. Written comments must be postmarked on or before Friday, September 28, 2018 to be included in the documentation of the public meeting. The public meeting will be conducted in English. Persons interested in attending the meetings who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to contact the TxDOT Dallas District Public Information Office at (214) 320-4480. Requests should be made at least two days prior to the public meeting. TxDOT will make every reasonable effort to accommodate these needs.

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 18, 2014, and executed by FHWA and TxDOT.

If you have general questions or concerns regarding the proposed project, you may contact the TxDOT project manager, Mr. Stephen Gudim, P.E., by phone at (214) 320-4469 or by email at Stephen.Gudim@txdot.gov.



Collin County Commercial Record

STATE OF TEXAS §
§
COUNTY COLLIN §

AFFIDAVIT OF PUBLICATION

My Name is E. Nuel Cates, and I am Publisher of the *Collin County Commercial Record*. I am over the age of 18, have personal knowledge of the facts stated herein, and am otherwise competent to make this affidavit.

The *Collin County Commercial Record* is a legal newspaper publication under the Texas law, headquartered and regularly published in Collin County, Texas. It is a newspaper of general circulation, and is generally circulated in Collin, Dallas, Denton, Grayson, Fannin, Hunt and Rockwall Counties.

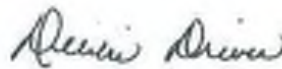
The attachment hereto was published in the *Collin County Commercial Record* in its publications of

9/13/2018

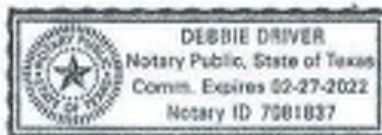
at or below the lowest rate classified advertising.


E. Nuel Cates, Jr., Publisher

SUBSCRIBED AND SWORN TO BEFORE me the 13 day of
September, 2018.



Notary Public, in and for the State of Texas





Collin County Commercial Record



NOTICE OF PUBLIC MEETINGS

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CEN: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-022, 0135-05-026

The Texas Department of Transportation (TxDOT) is conducting a feasibility study for improvements to US 380 through Collin County, a distance of approximately 32 miles. TxDOT will conduct three public meetings to discuss and receive public comments on the proposed project. All three meetings will present the same information and will be held in an open house format with a formal presentation at 7:00 p.m. Representatives from TxDOT and project consultants will be available to answer questions about the proposed project improvements. The meeting dates, times, and locations are listed below.

Thursday, October 5, 2018 6:00 p.m. to 8:00 p.m. Independence High School 18451 Independence Parkway Frisco, TX 75035	Friday, October 9, 2018 6:00 p.m. to 8:00 p.m. Collin College Central Park Campus Conference Center 2400 Community Avenue McKinney, TX 75071	Thursday, October 13, 2018 6:00 p.m. to 8:00 p.m. Prosper High School 1500 E. Pleasant Drive Pleasanton, TX 75467
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The purpose of the study is to analyze potential roadway options for US 380, including improving the existing alignment or utilizing a new alignment. Alignment options could require additional rights-of-way to accommodate the project. Study data and maps showing roadway alignments will be available for viewing at the public meetings. This information will also be available for public inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the TxDOT Dallas District. Meeting information will also be available online at www.Drive380.com.

All interested persons are invited to attend any of these public meetings. Written or electronic comments from the public are requested and will be accepted for a period of 15 calendar days. Written comments may be submitted either in person at the public meeting, online, or by mail to: Stephen Endres, P.E., TxDOT Dallas District Office, 4777 East US Highway 80, Mesquite, TX 75150-6643, or by email addressed to Stephen.Endres@txdot.gov. **Written comments must be postmarked on or before Friday, October 20, 2018 to be included in the documentation of the public meeting.** The public meeting will be conducted in English. Persons interested in attending the meetings who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to contact the TxDOT Dallas District Public Information Office at (214) 320-4460. Requests should be made at least two days prior to the public meeting. TxDOT will make every reasonable effort to accommodate these needs.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, completed by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 26, 2014, and executed by FHWA and TxDOT.

If you have general questions or concerns regarding the proposed project, you may contact the TxDOT project manager, Mr. Stephen Endres, P.E. by phone at (214) 320-4469 or by e-mail at Stephen.Endres@txdot.gov.



Community Impact – Frisco

COMMUNITY IMPACT NEWSPAPER

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State of Texas County of Travis

BEFORE ME, the undersigned authority, on this day personally appeared Miranda Barhydt, who being duly sworn on her oath stated as follows:

Barbara Deek

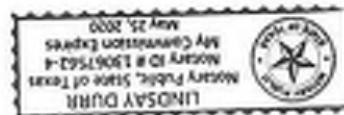
My name is ~~Miranda Barhydt~~. I certify that I am an employee of the publishers of Community Impact Newspaper. I certify that the attached ad was published in the Community Impact Newspaper Frisco edition on September 9, 2018 at the cost of \$825.00.

I certify that the attached tear sheet is a true and accurate copy of the publications as it appeared in the Community Impact Newspaper on the above-specified date.

SUBSCRIBED AND SWORN TO BEFORE ME on this 27 date of November, 2018, to certify which witness my hand and official seal.

Barbara Deek
Employee, Community Impact Newspaper

Notary, State of Texas
(seal)





Farmersville Times



The Farmersville Times • Murphy Monitor • The Princeton Herald • The Dallas News • THE WYLIE NEWS

STATE OF TEXAS
COUNTY OF COLLIN

Before me, the undersigned authority, on this day personally appeared Chad Engbrock, publisher of C&S Media, dba *The Farmersville Times* a newspaper regularly published in Collin County, Texas and having general circulation in Collin County, Texas, and being in compliance with Section 2051.044, Texas Government Code (a); (1), (2), (3) and (4), who being by me duly sworn, deposed and says that the foregoing attached:

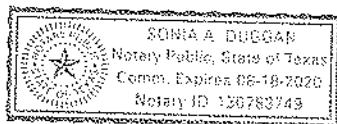
Burns & McDonnell
Notice of Public Meetings: Improvements to US 380
was published in said newspaper on the following date(s), to-wit:
September 13, 2018.

Chad Engbrock, Publisher

Subscribed and sworn before me on this, the 5th day of November, 2018
to certify which witness my hand and seal of office.

Notary Public in and for
The State of Texas

My commission expires 8-18-20



Giving Day offers chance to support area nonprofits

continued from page C4

Blackland Prairie Raptor Center

Blackland Prairie Raptor Center, located just up the road near Blackhawk Park in Evans, has been dedicated to environmental preservation through public education and the conservation of birds of prey and wildlife in their natural habitat since 2004. The Center is a place where the public can learn about the importance of birds of prey and understand their importance in the environment as a whole.

This is the only raptor-specific rehabilitation clinic in North Texas for injured, orphaned and ill birds of prey working to return them to a natural habitat and release them in the wild. www.bprcra.org

North Texas Cat Rescue

North Texas Cat Rescue is a volunteer group committed to providing adoption and placement of homeless feline cats in permanent homes.

To educate the public on the need to spay/neuter pets and actively encourage and provide spay, neuter, and microchip services. They also financially help low-income residents to spay and neuter their pets. NTWR takes in cats from local animal shelters, in the Metroplex.

www.northtexascatrescue.com

In-Sync Enrichment, Inc. Established as a nonprofit in 2006, In-Sync is dedicated to the rescue of neglected, abused and unwanted exotic felines.

Funding for In-Sync comes solely from donations, adoption programs, fundraising and an occasional private grant. The facility does not receive any federal monies. Supplies such as food, bleach, and donations for vet care are always needed.

The organization is currently seeking support for a goal to a large enclosure, as well as ongoing expenses to care for its 31 exotic felines. It costs approximately \$11,000 per month to feed the animals.

insyncexotics.org

CASA of Collin County CASA of Collin County promotes and protects the best interests of children who have been abused or neglected by training volunteer advocates to improve the child's quality of life and serve as their voice within the court system to ensure they are

placed in a safe, permanent and loving home. The organization provides well-trained volunteer advocates for the 300 percent of the children removed from their homes under the jurisdiction of the Collin County courts.

cassacollincounty.org

Habitat for Humanity Habitat for Humanity of Collin County brings people together to build homes, communities and hope.

The organization is working to raise enough funds to "Build a House in a Day." Funds raised on "North Texas Giving Day 2014" will cover the cost of the materials to build a home for a Habitat Family.

www.habitat.org/northtexas

The Samaritan Inn, McKinney

The inn is a comprehensive homeless program that helps people gain dignity and independence.

Current needs include financial support for the program which provides food, shelter, counseling, case work, financial literacy, and job readiness to the homeless population that is willing and able to work. The organization will also be moving into its new facility this year and needs financial support to finish construction and move the shelter to the new location. www.samaritaninn.org

Family Promise of Collin County

This local affiliate is addressing the needs of homeless families by providing food, shelter and support services to Collin County families

with children through 14 faith-based organizations.

Monetary donations are needed to help purchase gift cards (Walmart, Target, Walgreens, CVS, etc.) for the Shelter Care Management Program, and Live Well-Shelter Program.

Our cards are also needed because each guest family in the shelter program is given a gift card each week to assist with the cost of gas for work or seeking employment. Additional financial support is needed for the Live Well program (shelter care) for emergency. Monetary donations are also needed for Living Well, the children's program, to provide enrichment programs, camps, fun activities and childcare for all children in the shelter program. familypromiseofcollincounty.org



NED, Tatum Elementary School Principal Ginger Kricken, Nate, Levi Myers, Lily Petty, and Olivia Castellano were presented free yoyo as part of the program.

Tatum learns lessons from NED



Nate from NED (Never Give Up, Encourage others and Do your best) recently spoke to students at Tatum Elementary School, while sharing his motivational presentation. Above, Nate talks to student Olivia Castellano.

Grand jury indictments

The Collin County Grand Jury indicted the following individuals Tuesday, Sept. 9 for felony cases originally filed by the Farmersville Police Department.

Chad Neal McKinstry for possession of a controlled substance in penalty group 1, more than or equal to 1 gram, less than 4 grams (Third Degree felony).

Nathan Andrew Jose Ray for possession of a controlled substance in penalty group 1, more than or equal to 1 gram, less than 4 grams (Third Degree felony).

The Collin County Grand Jury indicted the following individuals Tuesday, Sept. 9 for felony cases originally filed by the Joppatowne Police Department.

Danielle Michelle Boushary for possession of a controlled substance in penalty group 1, more than or equal to 1 gram, less than 4 grams (Third Degree felony).

THE 26TH ANNUAL

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NOTICE OF PUBLIC MEETINGS

Proposed Improvements to US 289 from Denton County Line to Hunt County Line

Collin County, Texas

Call: 972.515.4122, 972.515.4123, 972.515.4124, 972.515.4125, 972.515.4126

The Texas Department of Transportation (TxDOT) is conducting a feasibility study for improvements to US 289 through Collin County, a corridor in northeastern Texas. TxDOT will conduct three public meetings to discuss and receive public comments on the proposed project. All three meetings will present the same information and will be held in an open house format with or without attendance at 10:00 a.m. Registration is free. TxDOT will provide refreshments for all attendees. All attendees are encouraged to bring a copy of the project information to the meetings. The meeting dates, times, and locations are listed below.

Dallas, Dallas, 9/24/18
9:00 a.m. to 10:00 a.m.
Independence High School
1000 Independence Parkway
Allen, TX 75015

Dallas, Dallas, 9/25/18**9:00 a.m. to 10:00 a.m.**
Dallas College East-Farm Campus
Conference Center
2400 Eastwood Avenue
Mesquite, TX 75061

Dallas, Dallas, 9/26/18**9:00 a.m. to 10:00 a.m.**
Presbyterian High School
1000 E. Princeton Street
Frisco, TX 75035

The purpose of the study is to evaluate potential roadway options for US 289, including improving the existing alignment or adding a new alignment. Highway corridor studies assess whether right of way is needed to accommodate the project. Study data and other planning studies are available for viewing at the public meetings. This information will also be available for public inspection. Meeting hours begin at 10:00 a.m. and end at 5:00 p.m. on the day of the meeting. Meeting information will also be available online at www.txdot.com.

All interested parties are invited to attend any of these public meetings. Written or electronic comments that the public are requested and will be accepted for a period of 30 calendar days. Written comments may be submitted either in person at the public meeting, online, or by mail to: Heather Graham, P.E., TxDOT Eastern District Office, 4777 East US Highway 80, Mesquite, TX 75061, or by email to heather.graham@txdot.gov. Written comments must be submitted at or before the meeting. Meeting fees, if any, will be included in the dissemination of the study results. The public meeting will be conducted in English. Persons interested in attending the meetings who have limited English proficiency may request an interpreter. An interpreter will be provided at the meetings. TxDOT will make every reasonable effort to accommodate these needs.

The environmental review, consultation, and other actions required to authorize federal environmental review for the project are pending, or have been authorized by TxDOT pursuant to 23 U.S.C. 107 and a Memorandum of Understanding dated December 26, 2010, and executed by TxDOT and NCTD.

If you have general questions or concerns regarding the proposed project, you may contact the TxDOT project manager, Mr. Stephen Graham, P.E., by phone at 972.515.4122 or by email at stephen.graham@txdot.gov.



Princeton Herald



The Hamersville Times • Murphy Monitor • The Princeton Herald • The Sabine News • THE WYLLIE NEWS

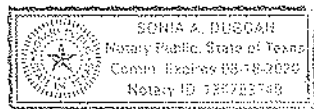
STATE OF TEXAS
COUNTY OF COLLIN

Before me, the undersigned authority, on this day personally appeared Chad Engbrock, publisher of C & S Media, dba The Princeton Herald, a newspaper regularly published in Collin County, Texas and having general circulation in Collin County, Texas, and being in compliance with Section 2051.044, Texas Government Code (a); (1), (2), (3) and (4), who being by me duly sworn, deposed and says that the foregoing attached:

Burns & McDonnell
Notice of Public Meetings: Improvements to US 380
was published in said newspaper on the following date(s), to-wit:
September 13, 2018.

Chad Engbrock, Publisher

Subscribed and sworn before me on this, the 5th day of November, 2018
to certify which witness my hand and seal of office.


Notary Public for
The State of Texas

My commission expires 8-18-20

Murphy-Teague, Wythe Office • 130 N. Ballant • P.O. Box 369 • Wythe, TN 38696 • 931-442-5515 • fax 931-442-4518
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Frisco Enterprise

STAR LOCAL MEDIA

Frisco Enterprise, Celina Record, McKinney Courier Gazette

AFFIDAVIT OF LEGAL NOTICE

I, Nick Souders, Inside Sales Manager of the Frisco Enterprise, Celina Record, and McKinney Courier Gazette, newspapers printed in the English language in Collin County, State of Texas, do hereby certify that this notice was Published in the Frisco Enterprise, Celina Record, and McKinney Courier Gazette on the following dates, to-wit

Frisco Enterprise	09/14/18	1 Insertion
Celina Record	09/14/18	1 Insertion
McKinney Courier Gazette	09/16/18	1 Insertion

TXDOT PUBLIC MEETINGS	\$792.00
(Description)	(Cost)

Inside Sales Manager of the Frisco Enterprise, Celina Record, and McKinney Courier Gazette

Subscribed and sworn on this

17th day of September, 2018



M. Beucler

Notary Public, State of Texas

2A starlocalmedia.com
Frisco Enterprise
Friday, September 14, 2018

NEWS & BUSINESS

STAR LOCAL MEDIA

Frisco Enterprise

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More jobs, m

Collin County ahead of nation


KELSEY SAMUELS
ksamuels@starlocalmedia.com

As the national unemployment rate trends downward, Collin County continues to lead the state with one of the lowest in Texas. The National Conference of State Legislatures reported about 157,000 new jobs were created in July.

The unemployment rate in Texas has teetered between 4.0 and 4.1 so far this year while Collin County's unemployment rate peaked at 3.6 in June and dipped to 3.4 in July.

The Texas Workforce Commission keeps monthly and quarterly updates on unemployment in Texas, as well as services and many others. financial industry saw In year-over-year first highest job growth in the

COLLIN COUNTY UNEMPLOYMENT RATE
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JANUARY 2018	3.4%
FEBRUARY 2018	3.5%
MARCH 2018	3.5%
APRIL 2018	3.2%
MAY 2018	3.2%
JUNE 2018	3.6%
JULY 2018	3.4%

CIRCULATION VERIFICATION COUNCIL

The Frisco Enterprise is published weekly every Friday for the local media. 824 Korina Dr. Ste. 170, Plano, TX 75074.
Annual subscription rates are \$500 for newspaper carrier delivery, four days and subscription rates are \$1,000 for 2018 and \$1,000 for 2019. Under brand or umbrella subscription rates are \$1,000 for 2018 and \$1,000 for 2019. A separate service is called for the subscription rates below \$1,000 per year.
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As one of the fastest growing counties in Texas, job growth has continued to climb across several industries like education and health services, trade and transportation, professional and business

lin County saw 2.53 percent growth in the education and health services industry, 2.1 percent growth in the trade and transportation industry, and 4.71 percent growth in public administration. T

NOTICE OF PUBLIC MEETINGS
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
GSA: 0125-11-012, 0125-02-055, 0125-03-048, 0125-04-032, 0125-05-028

The Texas Department of Transportation (TxDOT) is conducting a feasibility study for improvements to US 380 through Collin County, a distance of approximately 32 miles. TxDOT will conduct three public meetings to discuss and receive public comments on the proposed project. At these meetings will present the same information and will be held in an open house format with a formal presentation at 7:00 p.m. Representatives from TxDOT and project consultants will be available to answer questions about the proposed project improvements. The meeting dates, times, and locations are listed below.

Thursday, October 4, 2018
6:00 p.m. to 8:00 p.m.
Independence High School
10555 Independence Parkway
Frisco, TX 75035

Tuesday, October 9, 2018
6:00 p.m. to 8:00 p.m.
Collin College Central Park Campus
Conference Center
2400 Community Avenue
McKinney, TX 75071


Thursday, October 11, 2018
6:00 p.m. to 8:00 p.m.
Princeton High School
1500 E. Princeton Drive
Princeton, TX 75407

The purpose of the study is to analyze potential roadway options for US 380, including improving the existing alignment or utilizing a new alignment. Alignment options could require additional right-of-way to accommodate the project. Study data and maps showing roadway alignments will be available for viewing at the public meetings. This information will also be available for public inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the TxDOT Dallas District Meeting Information Office at 2140 320-4486. Meeting information will also be available online at www.Dallas380.com.

All interested parties are invited to attend any of these public meetings. Written or electronic comments from the public are requested and will be accepted for a period of 15 calendar days. Written comments may be submitted either in person at the public meeting, online, by e-mail to Stephen Endres, P.E., TxDOT Dallas District Office, 4077 East US Highway 80, Mesquite, TX 75048-0643, or by email addressed to Stephen.Endres@dot.state.tx.us. Written comments must be postmarked on or before Friday, October 26, 2018 to be included in the documentation of the public meeting. The public meeting will be conducted in English. Persons interested in attending the meetings who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to contact the TxDOT Dallas District Public Information Office at (214) 320-4486. Requests should be made at least ten days prior to the public meeting. TxDOT will make every reasonable effort to accommodate these needs.

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 15, 2004, and approved by FHWA and TxDOT.

If you have general questions or concerns regarding the proposed project, you may contact the TxDOT project manager, Mr. Stephen Endres, P.E., by phone at (214) 320-4486 or by email at Stephen.Endres@dot.state.tx.us.

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National Breast Cancer
announces

STAFF REPORT

National Breast Cancer Foundation (NBCF) announced the kickoff of its new gaming initiative, Game Play, which will bring together gamers, streamers, developers and publishers in a mission to help women and families affected by breast cancer. Playing favorite video games can make a difference in the lives of women and families facing the realities of breast cancer. Players simply sign up to create their own charity

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Sat, Sept 15,
2200 Silo Road
Directions: From Hwy.
Silo Road West, watch for

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McKinney Courier Gazette

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I, Nick Souders, Inside Sales Manager of the Frisco Enterprise, Celina Record, and McKinney Courier Gazette, newspapers printed in the English language in Collin County, State of Texas, do hereby certify that this notice was Published in the Frisco Enterprise, Celina Record, and McKinney Courier Gazette on the following dates, to-wit

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TXDOT PUBLIC MEETINGS	\$792.00
(Description)	(Cost)

Inside Sales Manager of the Frisco Enterprise, Celina Record, and McKinney Courier Gazette

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McKinney Courier Gazette

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McKinney Courier Gazette
Sunday, September 16, 2018

Football

From PAGE SEVEN

came we got a chance to get better and be a better version of ourselves than we were yesterday and took advantage of it," said Mike Odle, Lewisville head coach. "We unified as a team and got better today, but it's great to get the win and head into district with some much-needed momentum."

After going three-and-out and then watching a Boyd holding penalty wipe off a Bronco score, Lewisville seized momentum by going 69 yards in five plays on a drive capped off by a Newsome 12-yard rushing touchdown to make 7-0. Newsome would continue putting his imprint on the game on the next drive by completing a 71-yard pass to senior Dashaun Kincaid and scoring from 8 yards out the following play to give Lewisville a 14-0 lead they would never relinquish.

The left-handed dual threat quarterback played a flawless first quarter by going 5-of-6 for 100 yards in the air while rushing for 20 yards and the two touchdowns to finish

the night with 401 yards of total offense.

"All week long, we studied film and we were focused. From myself to my offensive line and receivers we already knew what we were going to do, and we just executed tonight," Newsome said. "It's amazing to come out here and do what we know we can do and to get a big win like this right before district starts because it gives us a lot of confidence to face the tough teams we are going to play."

The Farmers led by as many as 21 points during their second straight win, opening up a 28-7 lead early in the fourth quarter on a 4-yard touchdown run by

Ward, who topped 100 rushing yards and two scores in the win.

On the other side of the field, the Broncos didn't get on the scoreboard until the 8:05 mark of the second quarter on a touchdown drive led by senior dual-threat quarterback Christian Ziegler, who backed up sophomore Collin Drake to begin the game, to make it 14-7 following a 3-yard run by senior Sedric Baker.

Although the Broncos didn't get things completely together until the fourth quarter with back-to-back scoring drives of 70 and 73 yards, Ziegler finished with 270 total yards while account-

ing for three touchdowns and rushing for a game-high 127 yards.

Despite all the chatter surrounding the Broncos' quarterback shuffle between Ziegler and Drake, the senior signal-caller is only focused on trying to lead the Broncos to victories.

"You have to have the same mindset no matter if you start the game or come off the bench because it's all about winning," Ziegler said. "It's great to end the game with two successful drives and get some momentum heading into next week. We will look at the film and correct our mistakes and come out here next week and hit someone in the

mouth and try to get us a win."

Ziegler's sentiments were echoed by Broncos head coach Don Drake.

"You've just got to keep getting better and we are seeing improvement in some ways, and obviously other ways we've got things we must continue improving upon. This is part of that process and we will keep working," he said. "The kids keep working and we've got a group of kids willing to work to fix it and we are looking forward to next week."

Next Friday, Boyd kicks off 9-6A action by hosting Plano East while Lewisville rests up with a bye to prep for district play.

Bulldogs

From PAGE SEVEN

defense is already making a difference, all one has to do is look at last week's win against Northwest.

After allowing 300 total yards and 12 first downs in the first half, North's defense adjusted and held the Texans' explosive offense to 14 points, nine first downs and under 200 total yards in the second

time interceptions, plus the consistent tackling of senior outside linebacker Ezra Gore — amongst the team leaders in tackles — are two of the many factors why North's defense is already making a difference this season.

"It's a great feeling ... because our unit came into the season being looked upon as not being as productive as the

"I had to take a look at what we do and that means everyone — myself, staff and our kids — and we all made a commitment that the things we do this year will be much better than things we did last year in regard to how we approach things. Now we just need to keep building upon the early results."

— BRANDON VILLARREAL,
NORTH DEFENSIVE COORDINATOR

Spotlight

From PAGE SEVEN

case after going nationals with my club team I went to four different college camps. I also was taking lessons trying to improve my all-around volleyball skills, all while being in Performance Course to stay physically in shape.

Do you feel pressure to be consistent since your teammates depend on you to

on a club team with six out of the eight seniors, so we all know each other pretty well already. Courtney and I have also played on varsity with each other since freshman year and we definitely have a good court relationship because of that.

Everyone on this team is amazing in some way and I've gotten really close to some of these girls both on and off

now matters so much and as a senior I'm seeing how important these games are because if we don't take care of business there's a chance that I will have a lot less time to play with these girls and I really don't want to cut our season short knowing that we could have done so much better.

Describe how special it is to wear a Lady Bronco volleyball sweater and represent Boyd volleyball.

Darling: I've gotten to play with some amazing volleyball players and meet people that I look up to that will inspire me



McKinney Courier Gazette

half.

The defense even sealed the 34-31 when senior defensive back Mark Collins picked off an underthrown Northwest third down pass in the game's closing minutes. Those big-

EDENHART'S DEFENSE is already getting results day in and day out," Gore said. "As a unit, we live for those moments like last week to be on the field when the game is on the line. I fully trust in

our defense because we all believe in each other and I had no doubt that we were going to get the job done.

"Just keep watching out for our defense because our actions and results will speak for themselves."

For continued coverage of the local sports scene, follow Kendrick E. Johnson on Twitter @kendrickjohnso

NOTICE OF PUBLIC MEETINGS

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
OSR: 9115-11-022, 9115-02-026, 9115-03-048, 9115-04-032, 9115-05-024

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Thursday, October 4, 2018
6:00 p.m. to 8:00 p.m.
Independence High School
10555 Independence Parkway
Frisco, TX 75035

Tuesday, October 9, 2018
6:00 p.m. to 8:00 p.m.
Collin College Central Park Campus
Conference Center
2400 Community Avenue
McKinney, TX 75071

Thursday, October 11, 2018
6:00 p.m. to 8:00 p.m.
Princeton High School
1000 E. Princeton Drive
Princeton, TX 75407

The purpose of the study is to analyze potential roadway options for US 380, including improving the existing alignment or utilizing a new alignment. Alignment options could require additional right-of-way to accommodate the project. Study data and maps showing roadway alignments will be available for viewing at the public meetings. This information will also be available for public inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the TxDOT Dallas District. Meeting information will also be available online at www.Drive380.com.

All interested persons are invited to attend any of these public meetings. Written or electronic comments from the public are requested and will be accepted for a period of 15 calendar days. Written comments may be submitted either in person at the public meeting, online, or by mail to Stephen Endres, P.E., TxDOT Dallas District Office, 4777 East US Highway 80, Mesquite, TX 75060-6643, or by email addressed to Stephen.Endres@txdot.gov. Written comments must be postmarked on or before Friday, October 26, 2018 to be included in the documentation of the public meeting. The public meeting will be conducted in English. Persons interested in attending the meetings who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to contact the TxDOT Dallas District Public Information Office at (214) 320-4480. Requests should be made at least ten days prior to the public meeting. TxDOT will make every reasonable effort to accommodate these needs.

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 16, 2014, and executed by FHWA and TxDOT.

If you have general questions or concerns regarding the proposed project, you may contact the TxDOT project manager, Mr. Stephen Endres, P.E. by phone at (214) 320-4480 or by email at Stephen.Endres@txdot.gov.

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Prosper Press

Publisher's Affidavit

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County of Grayson

Personally appeared before the undersigned authority JEANINE SEWELL,
CLASSIFIED CLERK who being sworn says that the attached BURNS &
MCDONNELL.....NOTICE OF PUBLIC MEETING was published in the PROSPER
PRESS on the following dates to wit: September 12, 2018,

Jeanine Sewell

Subscribed and sworn to before me this 17th day of September A.D., 2018.

Michelle Henderson

Notary Public, Grayson County, Texas



Community

Prosper Press

September 12, 2018

t. 9

rent utility bill; a bank statement; a government check; a paycheck; a certificate of domestic (from a U.S. state or territory) birth certificate; or a document affirming birth admission in a court of law which establishes the voter's identity (which may include a foreign birth document).

The address on an acceptable form of photo identification or a support form of identification, applicable, does not have to match the voter's address on the list of registered voters.

If a voter meets these requirements and is otherwise eligible to vote, the voter will be able to cast a regular ballot in the election.

Voters with a disability may apply with the county clerk registrar for a permanent exemption to presenting an acceptable form of photo identification or following the Reasonable Impediment Declaration procedure at the polls. Voters with a religious objection to being photographed or voters who do not present an acceptable form of photo identification or follow the Reasonable Impediment Declaration procedure at the polls cause of certain natural disasters may apply for a temporary exemption to presenting an acceptable form of photo identification or following the Reasonable Impediment Declaration procedure. For



TAMIR KALIFA / FOR THE TEXAS TRIBUNE

Students walk to class on the campus of the University of Texas at Austin. There were few surprises for Texas schools in the 2019 rankings from U.S. News — a controversial but influential compilation of how higher education institutions in the country compare.

UT-Austin, A&M, SMU rise; Rice, Baylor slip in college rankings

BY SHANNON NABABADI
TEXAS TRIBUNE

Rice University and the University of Texas at Austin are the only Texas schools to rank in the top 50 nationwide, according to rankings released today from U.S. News & World report that placed the Houston private school in the 16th spot and UT-Austin in the 45th.

With about a half-dozen of the state's colleges and universities again landing in the 50-to-200 range, there were few surprises for Texas schools in the 2019 rankings. Arguably the most influential comparison of higher education institutions in the country, the report is a marketing boon to colleges that rank highly, even as critics have questioned the methodology used to determine how schools fare.

Compared to 2018, Rice, Baylor University, Texas Christian University and Texas Tech University all fell slightly on the list, while Southern Methodist University and the flagships of the state's best-known public university systems — UT-Austin and Texas A&M University at College Station — rose by a respective two, seven and three spots. UT-Dallas, which this year received the designation of being an emerging research university in Texas, making the school eligible for additional state funding, shot up from the 145 spot last year to 129 in the compilation released

Houston also increased from 192 in 2018 to 171.

Princeton University and Harvard University topped the leaderboard of national universities, and University of California system schools led among public institutions.

Gov. Greg Abbott has said he would like Texas universities to rank among the top 10 nationally, a goal that has yet to be reached.


This year, U.S. News rejiggered the formula it uses to rank schools, dropping schools' acceptance rate as a factor and giving a heavier weight to how effectively institutions help their low-income students. The methodology now considers the graduation rates of students who receive federal Pell grants and how those rates differ from their higher-income peers.

Here are all the Texas universities that made the top 200. Last year's rankings are in parentheses.

- 16. Rice (14)
- 49. UT-Austin (56)
- 59. SMU (61)
- 66. A&M (68)
- 78. Baylor (75)
- 80. TCU (78)
- 129. The University of Texas at Dallas (145)
- 171. University of Houston (192)



Prosper Press



NOTICE OF PUBLIC MEETINGS

PROPOSED IMPROVEMENTS TO US 380 FROM DENTON COUNTY LINE TO HUNT COUNTY LINE
Collin County, Texas

CJS: 0135 11 022, 0135 02 059, 0135 03 048,
0135 04 032, 0135 05 026

The Texas Department of Transportation (TxDOT) is conducting a feasibility study for improvements to US 380 through Collin County, a distance of approximately 32 miles. TxDOT will conduct three public meetings to discuss and receive public comments on the proposed project. All three meetings will present the same information and will be held in an open house format with a formal presentation at 7:00 p.m. Representatives from TxDOT and project consultants will be available to answer questions about the proposed project improvements. The meeting dates, times, and locations are listed below.

Thursday, October 4, 2018
6:00 p.m. to 8:00 p.m.
Independence High School
10555 Independence Parkway
Frisco, TX 75035

Tuesday, October 9, 2018
6:00 p.m. to 8:00 p.m.
Collin College Central Park Campus
Conference Center
2400 Community Avenue
McKinney, TX 75071

Thursday, October 11, 2018
6:00 p.m. to 8:00 p.m.
Princeton High School
1000 E. Princeton Drive
Princeton, TX 75407

The purpose of the study is to analyze potential roadway options for US 380, including improving the existing alignment or utilizing a new alignment. Alignment options could require additional right-of-way to accommodate the project. Study data and maps showing roadway alignments will be available for viewing at the public meetings. This information will also be available for public inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the TxDOT Dallas District. Meeting information will also be available online at www.Drive380.com.

All interested persons are invited to attend any of these public meetings. Written or electronic comments from the public are requested and will be accepted for a period of 15 calendar days. Written comments may be submitted either in person at the public meeting, online, or by mail to: Stephen Endres, P.E., TxDOT Dallas District Office, 4777 East US Highway 80, Mesquite, TX 75150-6643, or by email addressed to Stephen.Endres@txdot.gov. **Written comments must be postmarked on or before Friday, October 26, 2018 to be included in the documentation of the public meeting.** The public meeting will be conducted in English. Persons interested in attending the meetings who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to contact the TxDOT Dallas District Public Information Office at 214-320-4480. Requests should be made at least two days prior to the public meeting. TxDOT will make every reasonable effort to accommodate these needs.

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 16, 2014, and executed by FHWA and TxDOT.

If you have general questions or concerns regarding the proposed project, you may contact the TxDOT project manager, Mr. Stephen Endres, P.E. by phone at 214 320 4469 or by email at Stephen.Endres@txdot.gov.



B5 Website Notices



Keep It Moving Dallas

Home	Interstate Highways	US Highways	State Highways	FM Roads	Other Roads	Public Hearings/Meetings	Contact Us	Business Diversity / CIP	Key Projects (Dallas Planning)	CityMAP
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- [2017 \(26\)](#)
- [2016 \(26\)](#)
- [2015 \(17\)](#)
- [2014 \(20\)](#)
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- [2012 \(14\)](#)
- [2011 \(9\)](#)
- [2010 \(11\)](#)
- [2009 \(5\)](#)
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Proposed Improvements to US 380 from Denton County Line to Hunt County Line - Public Meeting

Thursday, October 04, 2018

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

The Texas Department of Transportation (TxDOT) is conducting a feasibility study for improvements to US 380 through Collin County, a distance of approximately 32 miles. TxDOT will conduct three public meetings to discuss and receive public comments on the proposed project. All three meetings will present the same information and will be held in an open house format with a formal presentation at 7:00 p.m. Representatives from TxDOT and project consultants will be available to answer questions about the proposed project improvements. The meeting dates, times, and locations are listed below.

The purpose of the study is to analyze potential roadway options for US 380, including improving the existing alignment or utilizing a new alignment. Alignment options could require additional right-of-way to accommodate the project.

Study data and maps showing roadway alignments will be available for viewing at the public meetings. This information will also be available for public inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the TxDOT Dallas District. Meeting information will also be available online at www.Drive380.com.

Public Meeting (Open House format): 6:00 p.m. to 8:00 p.m.

Formal presentation: 7:00 p.m.

Independence High School
10555 Independence Parkway
Frisco, TX 75035

[Public Meeting Notice](#)

[Public Meeting Venue Map](#)



Keep It Moving Dallas

Home	Interstate Highways	US Highways	State Highways	FM Roads	Other Roads	Public Hearings/Meetings	Contact Us	Business Diversity / CIP	Key Projects (Dallas Planning)	CityMAP
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Browse by Year

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- [2017 \(26\)](#)
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- [2015 \(17\)](#)
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- [2005 \(17\)](#)
- [2004 \(7\)](#)
- [2003 \(2\)](#)

[Home](#) » [Public Hearings](#) » [2018](#) » [Proposed Improvements to US 380 from Denton County Line to Hunt County Line - Public Meeting](#)

Proposed Improvements to US 380 from Denton County Line to Hunt County Line - Public Meeting

Tuesday, October 09, 2018

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

The Texas Department of Transportation (TxDOT) is conducting a feasibility study for improvements to US 380 through Collin County, a distance of approximately 32 miles. TxDOT will conduct three public meetings to discuss and receive public comments on the proposed project. All three meetings will present the same information and will be held in an open house format with a formal presentation at 7:00 p.m. Representatives from TxDOT and project consultants will be available to answer questions about the proposed project improvements. The meeting dates, times, and locations are listed below.

The purpose of the study is to analyze potential roadway options for US 380, including improving the existing alignment or utilizing a new alignment. Alignment options could require additional right-of-way to accommodate the project.

Study data and maps showing roadway alignments will be available for viewing at the public meetings. This information will also be available for public inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the TxDOT Dallas District. Meeting information will also be available online at www.Drive380.com.

Public Meeting (Open House format): 6:00 p.m. to 8:00 p.m.

Formal presentation: 7:00 p.m.

Collin College
Central Park Campus
Conference Center
2400 Community Avenue
McKinney, TX 75071

[Public Meeting Notice](#)

[Public Meeting Venue Map](#)



Keep It Moving Dallas

Home	Interstate Highways	US Highways	State Highways	FM Roads	Other Roads	Public Hearings/Meetings	Contact Us	Business Diversity / CIP	Key Projects (Dallas Planning)	CityMAP
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Browse by Year

- 2018 (40)
- 2017 (26)
- 2016 (26)
- 2015 (17)
- 2014 (20)
- 2013 (18)
- 2012 (14)
- 2011 (9)
- 2010 (11)
- 2009 (5)
- 2008 (3)
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- 2004 (7)
- 2003 (2)

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Proposed Improvements to US 380 from Denton County Line to Hunt County Line - Public Meeting

Thursday, October 11, 2018

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

The Texas Department of Transportation (TxDOT) is conducting a feasibility study for improvements to US 380 through Collin County, a distance of approximately 32 miles. TxDOT will conduct three public meetings to discuss and receive public comments on the proposed project. All three meetings will present the same information and will be held in an open house format with a formal presentation at 7:00 p.m. Representatives from TxDOT and project consultants will be available to answer questions about the proposed project improvements. The meeting dates, times, and locations are listed below.

The purpose of the study is to analyze potential roadway options for US 380, including improving the existing alignment or utilizing a new alignment. Alignment options could require additional right-of-way to accommodate the project.

Study data and maps showing roadway alignments will be available for viewing at the public meetings. This information will also be available for public inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the TxDOT Dallas District. Meeting information will also be available online at www.Drive380.com.

Public Meeting (Open House format): 6:00 p.m. to 8:00 p.m.

Formal presentation: 7:00 p.m.

Princeton High School
1000 E. Princeton Drive
Princeton, TX 75407

[Public Meeting Notice](#)

[Public Meeting Venue Map](#)



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US 67 Widening Project from Belt Line Rd to I-20

I-35E/US 67 Project

US 75

US 75 from Spring Creek Parkway to SH 121

US 75 Express Lanes from I-635 to S of McDermott Drive

US 77 from FM 66 to N of McMillan Street

US90 at Proposed Fomey Parkway

US 80 & IH 635 Interchange Improvements

US 287

US 287 from SH 34 to IH 45

US 287 Widening from IH 45 to CR SE 2040

US 287 at Walnut Grove Road

US 377

US 377 From Henrietta Creek Road to SH 114

US 377 Widening from S of FM 1171 to Crawford Road

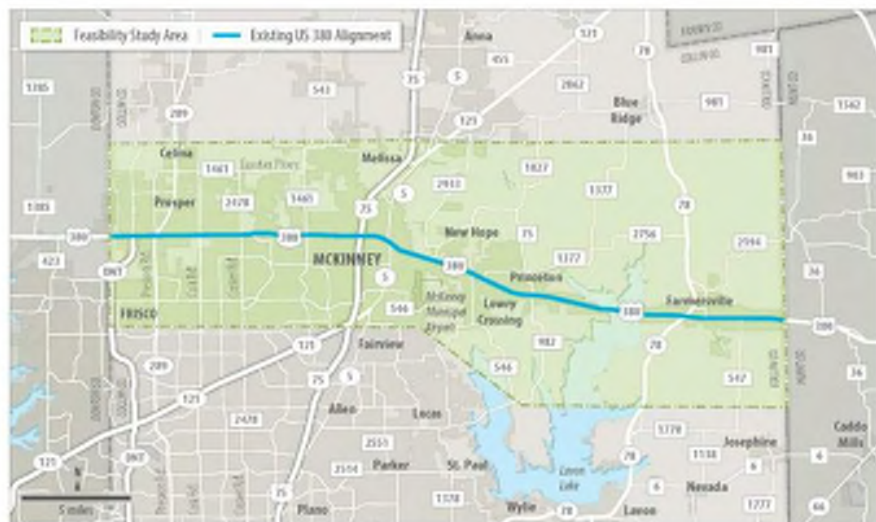
US 380 Feasibility Studies

Home » US Highways » US 380 Feasibility Studies

US 380 Feasibility Studies

US 380 Collin County Feasibility Study

Project Map



What is the purpose of the study?

Analyze potential roadway alternatives, including the existing alignment and new alignments, for US 380 through Collin County from the Denton County line to the Hunt County line.

What is a feasibility study?

A feasibility study is one planning tool that TxDOT uses when a project is in the very early stages of development. It helps determine if the project should move on to more advanced phases of project development such as more in-depth environmental analysis, public involvement, schematic design and right-of-way mapping.

The reason this type of study is done is to identify high level or critical elements of engineering, impacts to stakeholders and the public, and the economic feasibility of potential new roadways or improvements to existing roadways.

Feasibility studies are not intended to result in detailed design, environmental analysis, or cost estimates.



US 380 from Loop 288 to West of CR 26

US 380 from West of CR 26 to FM 2478

US 380 From FM 2478 to Bois D'Arc Road

SM Wright Project

What will be evaluated in this feasibility study?

The study team will consider projected regional traffic, existing and planned developments, stakeholder input and the impact on the economy and environment.

What are expected project milestones?

Summer 2017 – Study begins

Spring 2018 and Fall 2018 – Public open house meetings will be held to discuss the project and gather feedback from the public

Spring 2019 – Project implementation plan finalized that would include a recommended alignment(s)

*Please note that the project schedule is subject to change.

Why is the study being conducted?

The County is growing...

The population of Collin County is projected to grow from just under 800,000 people (2010 Census) to over 3.8 million people in 2050, according to the Texas Demographic Center.*

*Assume the 2000-2010 Migration scenario for 2014 Texas Population Projections

More and more land in the County is being preserved for developments.

The study team is working with Collin County and cities in the study area to identify land which has been purchased and right of way that is preserved for existing or future planned residential or commercial development. As the County's population grows, the options to build a new roadway or expand the existing US 380 become more limited and potential impacts to residential and commercial developments increase. The feasibility study will identify a roadway alignment or alignments to serve as a blueprint for City staff to begin preserving land now.

When will construction begin?

There are many steps that must be completed after this project before construction could begin such as a more in-depth environmental analysis and public involvement, schematic design, right-of-way mapping and detailed roadway design.

Your input is important in shaping the future of US 380 and Collin County. [Click here](#) to receive project updates and notifications of public meetings/hearings.

Public Meeting - Thursday, October 4, 2018 - Frisco

Public Meeting - Tuesday, October 9, 2018 - McKinney

Public Meeting - Thursday, October 11, 2018 - Princeton

US 380 Presentation Slides

- Presentation Slides

US 380 Presentation Boards

- Presentation Boards

US 380 Environmental Constraints Map

- Environmental Constraints Map



Revised Green Alignment Route Maps w/ Options A and B

- Sheet 1 – Denton County Line to Custer Rd.
- Sheet 2 –Custer Rd. to McDonald St./Highway 5
- Sheet 3 –McDonald St./Highway 5 to Monte Carlo Blvd.
- Sheet 4 –Spur 399 Extension/McKinney National Airport Area
- Sheet 5 – Monte Carlo Blvd. to Lake Lavon
- Sheet 6 –Lake Lavon to Hunt County Line

Revised Red Alignment Route Maps w/ Options A and B

- Sheet 1 – Denton County Line to Custer Rd.
- Sheet 2 –Custer Rd. to McDonald St./Highway 5
- Sheet 3 –McDonald St./Highway 5 to Longneck Rd./FM 75
- Sheet 4 –Spur 399 Extension/McKinney National Airport Area
- Sheet 5 – Longneck Rd./FM 75 to Lake Lavon
- Sheet 6 –Lake Lavon to Hunt County Line

US 380 How to Provide Input

- Electronic Survey
- Survey Handout
- Comment Card

US 380 Sign up to Receive Study Updates

Public Meeting - Thursday, April 26, 2018 - McKinney

Public Meeting - Tuesday, May 1, 2018 - Princeton

Public Meeting - Thursday, May 3, 2018 - Prosper

Documentation of Public Meetings

Part 1 of 3

Part 2 of 3

Part 3 of 3

US 380 Presentation Slides

- Presentation Slides

US 380 Presentation Boards

- Presentation Boards

US 380 Constraints Map

- US 380 Constraints Map

US 380 Travel Time Estimator Tool

- Instructions for use
- Travel Time Estimator Link



Green Alignment Route Maps

- Sheet 1 - Denton County Line to Custer Rd.
- Sheet 2 - Custer Rd. to McDonald St./Highway 5
- Sheet 3 - McDonald St./Highway 5 to Monte Carlo Blvd.
- Sheet 4 - Spur 399 Extension/McKinney National Airport Area
- Sheet 5 - Monte Carlo Blvd. to Lake Lavon
- Sheet 6 - Lake Lavon to Hunt County Line

Pink Alignment Route Maps

- Sheet 1 - Denton County Line to Custer Rd.
- Sheet 2 - Custer Rd. to McDonald St./Highway 5
- Sheet 3 - McDonald St./Highway 5 to Monte Carlo Blvd.
- Sheet 4 - Spur 399 Extension/McKinney National Airport Area
- Sheet 5 - Monte Carlo Blvd. to Lake Lavon
- Sheet 6 - Lake Lavon to Hunt County Line

Blue Alignment Route Maps

- Sheet 1 - Denton County Line to Custer Rd.
- Sheet 2 - Custer Rd. to McDonald St./Highway 5
- Sheet 3 - McDonald St./Highway 5 to Monte Carlo Blvd.
- Sheet 4 - Spur 399 Extension/McKinney National Airport Area
- Sheet 5 - Monte Carlo Blvd. to Lake Lavon
- Sheet 6 - Lake Lavon to Hunt County Line

Yellow Alignment Route Maps

- Sheet 1 - Denton County Line to Custer Rd.
- Sheet 2 - Custer Rd. to McDonald St./Highway 5
- Sheet 3 - McDonald St./Highway 5 to Monte Carlo Blvd.
- Sheet 4 - Spur 399 Extension/McKinney National Airport Area
- Sheet 5 - Monte Carlo Blvd. to Lake Lavon
- Sheet 6 - Lake Lavon to Hunt County Line

Red Alignment Route Maps

- Sheet 1 - Denton County Line to Custer Rd.
- Sheet 2 - Custer Rd. to McDonald St./Highway 5
- Sheet 3 - McDonald St./Highway 5 to Monte Carlo Blvd.
- Sheet 4 - Spur 399 Extension/McKinney National Airport Area
- Sheet 5 - Monte Carlo Blvd. to Lake Lavon
- Sheet 6 - Lake Lavon to Hunt County Line

Feasibility Study

AECOM US 380 Feasibility Study Report

US 380 How to Provide Input

The public meeting comment period has ended.

For questions or comments, please contact:

Stephen Endres, P.E.

Stephen.Endres@txdot.gov

(214) 320-4469

[US 380 Sign up to Receive Study Updates](#)



Section C. Sign-in Sheets

Section	Document
C1	Meeting #1: Frisco Sign-in Sheets (October 4) General Public, Elected Officials, Staff and Consultant
C2	Meeting #2: McKinney Sign-in Sheets (October 9) General Public, Elected Officials, Staff and Consultant
C3	Meeting #3: Princeton Sign-in Sheets (October 11) General Public, Elected Officials, Staff and Consultant



C1 Meeting #1 Frisco Sign-In Sheets



PUBLIC SIGN-IN SHEET

Public Meeting: October 4, 2018

Proposed Improvements to US 380

Denton County Line to Hunt County Line
Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048,
0135-04-032, 0135-05-026

NAME	
Ryan Mates	
Kick Miller	
Wesley Murdock	
Scott Oberle	
Paul Knippel	
Reynolds Lander	
UPINDER RAO	
Josiah Soltyse	
John Nugent	
Nicola Vick	
Cindy Dickens	
Jeff Kennedy	
Uma Vivek	
Donna Norbury	
Ann Marie Melnyk	
Janet Venable	
Michael Zimmerman	
Mike Shepherd	
Catherine Bins	
Patti Seni	



PUBLIC SIGN-IN SHEET

Public Meeting: October 4, 2018

Proposed Improvements to US 380

Denton County Line to Hunt County Line

Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048,
0135-04-032, 0135-05-026

NAME	ADDRESS
Heather Richardson / VBP Investments	[REDACTED]
Julie Bomgren	
Doug Mousel / LandPlan	
Kevin Jones	
Amy Limas	
ERIC WITTE	
Suzanne Powell	
Mary Nugent	
Barbara Clayton	
Matthew Weyenberg	
Jim Williams	



PUBLIC SIGN-IN SHEET

Public Meeting: October 4, 2018

Proposed Improvements to US 380

Denton County Line to Hunt County Line

Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048,
0135-04-032, 0135-05-026

NAME	ADDRESS
John BRASLOW	
ALISA BENSON	
MARIE CHER	
Carol Van Meter	
Larry Freeman	
Mike Wilis	
Ricardo Lopez	
ELLEN LANDEL	
Gina Pierce	
Kent Hicks-Hauch	
AM	
Richard G. Heather Thresher	
Keyana Anthony	
Frances Van Tassel	
Barbara D. Darrell Thompson	
Jose Amaya	
Praveen Daida	
Steffanie Shepherd	
Troy Aldredge	



PUBLIC SIGN-IN SHEET

Public Meeting: October 4, 2018

Proposed Improvements to US 380

Denton County Line to Hunt County Line

Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048,
0135-04-032, 0135-05-026

NAME	ADDRESS
CINDY CAUENER-SUMNER	
Deannie Vung	
Michael Biggs	
Charles Tremble	
Michael Johnson	
Joe & Karol Mueller	
Jeff Walker	
Lora Jones	
Monica Cascio	
BLANCHARD KAREN	
Tami Johnston	
Connie Oberle	
David & Debbie Copeland	
Robert Clark	
Paul BOONE	
Rachel Kinder	
Vivek Vasudevan	
John Stanley	
Barbara Thompson	



PUBLIC SIGN-IN SHEET

Public Meeting: October 4, 2018

Proposed Improvements to US 380

Denton County Line to Hunt County Line

Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048,
0135-04-032, 0135-05-026

NAME	ADDRESS
MONTE SELF	
Carol Hendry	
Terry Brown	
Suzy SumRALL	
Carol Danielson	
Bob Danielson	
Benji Green	
Bhadrash Trivedi	
happy feet	
Karen Larrick	
Kate UBLANC	
CARY FINCH	
Janet Anders	
Viola Sutherland	
Tom + DONNA Skoaske	
Linda Anus	
Ron Manning	
Mary Jane Manning	
Victoria Spencer (George)	
Moham Hassan	
Nicholas Nordman	
Rob Stogsdill	
Steve Gore	
Fern Violet	



PUBLIC SIGN-IN SHEET

Public Meeting: October 4, 2018

Proposed Improvements to US 380

Denton County Line to Hunt County Line

Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048,
0135-04-032, 0135-05-026

NAME	ADDRESS
Toby Kerfer	
TRAW HOMFELD	
FRED COSTA	
MARGARET GRIFFIN	
JACK SUMRALL	
Jerry Bradam	
Rick Leigh	
Melissa Leigh	
Kevin Lindell	
Shawna Nevins	
David Bruce	
Valinda Bruce	
Jan Overhauser	
Jan Overhauser	
Ana Li Blanc	
Diana Finch	
Tim Anders	
Sandy Luddal	
HULON T. WEBB Jr.	
Natalie Maup	
Ben Fuzer	
Tara Watkins	
Fred & Cindy Vogel	
Kevin & Tara Vogel	



PUBLIC SIGN-IN SHEET

Public Meeting: October 4, 2018

Proposed Improvements to US 380

Denton County Line to Hunt County Line

Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048,
0135-04-032, 0135-05-026

NAME	ADDRESS
Dick & Linda Pratt	
Rheanne Farrise	
Greg Gout	
Bob Seei	
Kathy Seei	
SHEP STAHL	
Kimberly Hendrix	
Craig Reavis	
Andrew Ray	
Ray & Lois Martin	
Brent & Tracy Thomas	
Marian Trudi	
Stephanie Weyenberg	
Tom Potter	
Shirley Cloel	
Orville & Trena Lindsey	
David Vidusek	
Tom Don Arizona	
Georgette Guernsey	
Bill	
Alan Hashem	
Arden Cromwell	
CHUCK BRANCK	
Janice Ashmore	



PUBLIC SIGN-IN SHEET

Public Meeting: October 4, 2018

Proposed Improvements to US 380

Denton County Line to Hunt County Line

Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048,
0135-04-032, 0135-05-026

NAME	ADDRESS
Joan P. Gino	
Charles Pope	
David Counts	
Pat Justell	
CLAUDIA ARANCO	
Thomas Blaney	
R.T. Matlock	
Ed Garrison	
Tiffany Cartwright	
Anne Wille	
IRIS STEWART	
JERRY BROWN	
James Johnson	
Rae Ryan	
Diane Reynolds	
William Sano	
Tom Strawmeyer	
Amanda Fernandez	
John Fernandez	
Pathy Braselton	
Anette Siffert	
Emily DAVIS	
Bill Trotter	



PUBLIC SIGN-IN SHEET

Public Meeting: October 4, 2018

Proposed Improvements to US 380

Denton County Line to Hunt County Line

Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048,
0135-04-032, 0135-05-026

NAME	ADDRESS
<i>Michelle A. McLeod</i>	
<i>Paula Delle</i>	
MUNIRAJ TANAGARAJAN	
<i>Jan Matlock</i>	
<i>Mildred Sales</i>	
<i>Rozanna Garrison</i>	
<i>Stan Ulmer</i>	
<i>Sue Skirvin</i>	
<i>Linda Allegro</i>	
<i>Galangela Ryan</i>	
<i>Elon Reynolds</i>	
<i>Ross Callaway</i>	
<i>Patricia Strawmyer</i>	
TERRY REISHUS	
<i>Pedro and Leyda Mendez</i>	
<i>Zak Kide</i>	
JD EUBANK	
Rick EUBANK	
<i>Robert Benson</i>	
<i>Averie G. Benson</i>	
<i>Kevin Seei</i>	
<i>Wanda Freeman</i>	
<i>Jeff Wise</i>	
<i>Paula Murdoch</i>	



PUBLIC SIGN-IN SHEET

Public Meeting: October 4, 2018

Proposed Improvements to US 380

Denton County Line to Hunt County Line

Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048,

0135-04-032, 0135-05-026

NAME	ADDRESS
Harvey Graham	
Michael Yor	
Bill Guernsey	
Jason Cheung	
Yoshie Cheung	
Robert Carter	
Jesus Rodriguez	
Andrew Cartwright	
LARRY LLOORA	
Mike	
My Lu	
Lynette Terrell	
Lori English	
BARBARA BE SANO	
Katie Canaway	
Elle Bonser	
Karen Wilkey	
Yin Allen	
Barton Allen	
John Marcos	
Kris Soller	
Chad Teague	
Judy Miller	
Tobi Broussard & Kelly	



PUBLIC SIGN-IN SHEET

Public Meeting: October 4, 2018

Proposed Improvements to US 380

Denton County Line to Hunt County Line

Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048,
0135-04-032, 0135-05-026

NAME	ADDRESS
Bobette Mauck	
Jenna Denson	
Jana Horowitz	
Spencer Hendricks	
Nancy Robertson	
Oliver Cromwell	
RAJA KOTHAPALLI	
Cherith Huddleston	
Amy Roller	
Michaelle Ray	
Bill Gross	
Kevin Muen	
MARIA MERCER	
ION MERCER	
Joshua Atkins	
MIKE GARRISON	
DARWIN ALLEN	
SCOTT FULTON	
Lori Wise	
Brad Johnson	
Kimberly Brawner	
Dennis Burkett	
Robert Sotysix	
Qi Yu	



PUBLIC SIGN-IN SHEET

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Proposed Improvements to US 380

Denton County Line to Hunt County Line

Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048,
0135-04-032, 0135-05-026

NAME	ADDRESS
BARRY R. HOBBS	
James Dougherty	
Janice Manson	
P STANDISH	
Robert H. Morley	
JAMES JONES	
GARY & Sharon Davis	
Senny Allen	
KERRY FAULKNER	
Benny Soongani	
Monica H. Hamilton	
Kyla Smith	
Sylvia Lawton	
Margie Cunningham	
Stanley Cunningham	
Jennifer Massey & Joe Totten	
Nancy Smith	
NICHOLAS MURKIN	
CORSETT HOWARD	
ANDERS GREGSTAD	
Frank Alleyro	
David Canble	
Kiele Canble	
Chris Leonard	



ELECTED AND PUBLIC OFFICIAL SIGN-IN SHEET

Public Meeting: October 4, 2018

Proposed Improvements to US 380

Denton County Line to Hunt County Line

Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048,
0135-04-032, 0135-05-026

Name and Public Office	Signature
Senator John Cornyn U.S. Senate	
Mason Morgan Constituent Services Liaison for Sen. Cornyn	
Senator Ted Cruz U.S. Senate	
Michael Flusche Deputy Regional Director for Sen. Cruz	
Representative Sam Johnson U.S. House of Representatives, District 3	
Gabriella Pate Deputy Chief of Staff for Rep. Johnson	
Representative John Ratcliffe U.S. House of Representatives, District 4	
Representative Pete Sessions U.S. House of Representatives, District 32	
Michael Kinard, Lake Manager – Fort Worth District US Army Corps of Engineers	
Senator Van Taylor Texas Senate, District 8	
Senator Craig Estes Texas Senate, District 30	
Representative Justin Holland Texas House of Representatives, District 33	
Representative Matt Shaheen Texas House of Representatives, District 66	
Representative Jeff Leach Texas House of Representatives, District 67	
Representative Scott Sanford Texas House of Representatives, District 70	
Representative Jodie Laubenberg Texas House of Representatives, District 89	
Judge Keith Self County Judge, Collin County	
Commissioner Susan Fletcher Collin County, Precinct 1	
Commissioner Cheryl Williams Collin County, Precinct 2	
Commissioner John Thomas Collin County, Precinct 3	



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Denton County Line to Hunt County Line

Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048,

0135-04-032, 0135-05-026

Name and Public Office	Signature
Commissioner Duncan Webb Collin County, Precinct 4	
Clarence Daugherty, Director of Engineering Collin County	
Tracy Homfeld, Assistant Director of Engineering Collin County	
John Polster Denton County - Innovative Transportation Solutions	
Buz Elsom Denton County - Innovative Transportation Solutions	
Judge John Horn County Judge, Hunt County	
Hon. Bill Webber, Councilmember #1 City of Celina	
Hon. Wayne Nabors, Councilmember #2 City of Celina	
Hon. Andy Hopkins, Councilmember #3 City of Celina	
Hon. Carmen Roberts, Councilmember #4 City of Celina	
Hon. Mindy Koehne, Councilmember #5 City of Celina	
Hon. Chad Anderson, Councilmember #6 City of Celina	
Hon. Sean Terry, Mayor City of Celina	
Jason Laumer, City Manager City of Celina	
Vicki Faulkner, City Secretary City of Celina	
Alexis Jackson, Director of Development Services City of Celina	
Kimberly Brawner, Director of Engineering City of Celina	
Alexis Jackson, Director of Development Services City of Celina	
Corbett Howard, Director Celina EDC	
Hon. Bill Nicol, Town Council, Seat One Town of Fairview	



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Denton County Line to Hunt County Line

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CSJ: 0135-11-022, 0135-02-059, 0135-03-048,

0135-04-032, 0135-05-026

Name and Public Office	Signature
Hon. Cynthia Brugge, Town Council, Seat Two Town of Fairview	
Hon. Henry Lessner, Town Council, Seat Three Town of Fairview	
Hon. Tony Mattei, Town Council, Seat Four Town of Fairview	
Hon. Paul Hendricks, Town Council, Seat Five Town of Fairview	
Hon. Ron Feldman, Town Council, Seat Six Town of Fairview	
Hon. Darion Culbertson, Mayor Town of Fairview	
Israel Roberts, Planning Manager Town of Fairview	
James Chancellor, Town Engineer Town of Fairview	
Julie Couch, Town Manager Town of Fairview	
Hon. Craig Overstreet, Councilmember, Place 1 City of Farmersville	
Hon. Donny Mason, Councilmember, Place 2 City of Farmersville	
Hon. Michael Hesse, Councilmember, Place 3 City of Farmersville	
Hon. Mike Hurst, Mayor Pro Tem, Place 4 City of Farmersville	
Hon. Todd Rolen, Councilmember, Place 5 City of Farmersville	
Hon. Randy Rice, Mayor City of Farmersville	<i>Randy Rice</i>
Ben White, City Manager City of Farmersville	
Paula Jackson, Assistant to City Manager City of Farmersville	
John Politz, President Community Development Corp, Farmersville	
Hon. John Keating, Deputy Mayor Pro Tem - Place 1 City of Frisco	
Hon. Shona Huffman, Council Member - Place 2 City of Frisco	



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Denton County Line to Hunt County Line

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CSJ: 0135-11-022, 0135-02-059, 0135-03-048,

0135-04-032, 0135-05-026

Name and Public Office	Signature
Hon. Will Sowell, Mayor Pro Tem – Place 3 City of Frisco	
Hon. Bill Woodard, Council Member – Place 4 City of Frisco	
Hon. Tim Nelson, Council Member – Place 5 City of Frisco	
Hon. Brian Livingston, Council Member – Place 6 City of Frisco	
Hon. Jeff Cheney, Mayor City of Frisco	
George Purefoy, City Manager City of Frisco	
Mack Borchardt, Special Assistant to City Manager City of Frisco	
Jenny Page, City Secretary City of Frisco	
Paul Knipple, Director of Engineering Services City of Frisco	
Jason Brodigan, Assistant Director of Engineering City of Frisco	
Joel Fitts, Senior Traffic Engineer City of Frisco	
Brian Moen, Assistant Director of Transportation City of Frisco	
Anthony Satarino, Planning Manager City of Frisco	
John Lettelleir, Development Services Director City of Frisco	
John Bonnot, Director of Economic Development City of Frisco	
Ron Patterson, Interim President, EDC City of Frisco	
Hon. Cindy Cash, Councilwoman City of Lowry Crossing	
Hon. Greg Griser, Councilman/Treasurer City of Lowry Crossing	
Hon. Cynthia Sandlin, Councilwoman City of Lowry Crossing	
Hon. Julia Phillips, Councilwoman/Mayor Pro Tem City of Lowry Crossing	



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Denton County Line to Hunt County Line

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0135-04-032, 0135-05-026

Name and Public Office	Signature
Hon. Pat Kelly, Councilman City of Lowry Crossing	
Hon. Derek Stephens, Mayor City of Lowry Crossing	
Janis Cable, City Secretary City of Lowry Crossing	
Hon. La'Shadi Shemwell, Council Member – District 1, City of McKinney	
Hon. Rainey Rogers, Mayor Pro Tem – District 2 City of McKinney	
Hon. Scott Elliott, Council Member – District 3 City of McKinney	
Hon. Chuck Branch, Council Member – District 4 City of McKinney	
Tracy Rath, Council Member – At Large City of McKinney	
Hon. Charlie Phillips, Council Member – At Large City of McKinney	
Hon. George Fuller, Mayor City of McKinney	
Paul Grimes, City Manager City of McKinney	
Jose Madrigal, Deputy City Manager City of McKinney	
Gary Graham, Director of Engineering City of McKinney	
Jennifer Arnold, Planning Manager City of McKinney	
Aaron Bloxham, Planner II City of McKinney	
Nick Ataie, CIP Manager City of McKinney	
Michael Quint, Executive Director of Development Svcs City of McKinney	
Matthew Tilke, Transportation Engineering Manager City of McKinney	
Cindy Schneible, President CDC City of McKinney	
Abby Liu, Interim President, EDC City of McKinney	



ELECTED AND PUBLIC OFFICIAL SIGN-IN SHEET

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Denton County Line to Hunt County Line

Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048,

0135-04-032, 0135-05-026

Name and Public Office	Signature
Hon. Stacy Jackson, Council Member - Place 1 City of Melissa	
Hon. Chad Taylor, Council Member - Place 2 City of Melissa	
Hon. Nicco Warren, Council Member - Place 3 City of Melissa	
Hon. Jay Northcut, Mayor Pro-tem - Place 4 City of Melissa	
Hon. Craig Ackerman, Council Member - Place 5 City of Melissa	
Hon. Nicco Warren, Council Member - Place 6 City of Melissa	
Hon. Reed Greer, Mayor City of Melissa	
Jason Little, City Manager City of Melissa	
Linda Bannister, City Secretary City of Melissa	
Bob Helmberger, City Engineer - H&F Consulting City of Melissa	
Tyler Brewer, Director of Development Services City of Melissa	
Hon. Angel Hamm, Mayor Town of New Hope	
Hon. Kimberly Barrow, Council Member Town of New Hope	
Hon. Kelly Hughes, Council Member Town of New Hope	
Hon. Carol King, Council Member Town of New Hope	
Hon. Omar Nunez, Council Member Town of New Hope	
Hon. Andy Reiting, Council Member Town of New Hope	
Rita Perry, Town Secretary Town of New Hope	
Hon. Rich Hooper, Mayor Pro Tempore - Place 2 City of Princeton	
Hon. David Kleiber, Council Member - Place 1 City of Princeton	



ELECTED AND PUBLIC OFFICIAL SIGN-IN SHEET

Public Meeting: October 4, 2018

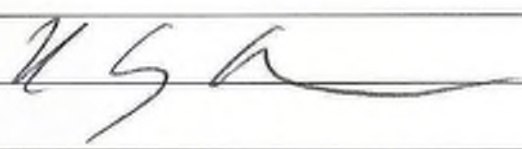

Proposed Improvements to US 380

Denton County Line to Hunt County Line

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CSJ: 0135-11-022, 0135-02-059, 0135-03-048,

0135-04-032, 0135-05-026

Name and Public Office	Signature
Hon. Mike Guillen, Council Member – Place 3 City of Princeton	
Hon. Steve Deffibaugh, Deputy Mayor Pro Tempore – Place 5 City of Princeton	
Hon. John-Mark Caldwell, Mayor City of Princeton	
Derek Borg, City Manager City of Princeton	
Tabatha Monk, Public Information Officer City of Princeton	
Shawn Fort, Chief Building Official City of Princeton	
Hon. Michael Korbuly, Council Member Place 1 Town of Prosper	
Hon. Craig Andres, Council Member Place 2 Town of Prosper	
Hon. Curry Vogelsang Jr., Mayor Pro-Tem Town of Prosper	
Hon. Meigs Miller, Council Member Place 4 Town of Prosper	
Hon. Jeff Hodges, Council Member Place 5 Town of Prosper	
Hon. Jason Dixon, Deputy Mayor Pro-Tem Town of Prosper	
Hon. Ray Smith, Mayor Town of Prosper	
Harlan Jefferson, Town Manager Town of Prosper	
Robyn Battle, Town Secretary Town of Prosper	
John Webb, Executive Director of Devel & Comm Svcs Town of Prosper	
Dan Heischman, Senior Engineer – Development Town of Prosper	
Jim Wicker, Board President – EDC Town of Prosper	
Michael Morris, Director of Transportation NCTCOG	



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Denton County Line to Hunt County Line

Collin County, Texas

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0135-04-032, 0135-05-026

Name and Public Office	Signature
Dan Lamers, Senior Program Manager NCTCOG	
Berrien Barks, Senior Transportation Planner NCTCOG	
Jeffrey Neal, Program Manager NCTCOG	
Elizabeth Mow Assistant Executive Director of Infrastructure NTTA	
Kelly Johnson, Senior Project Manager NTTA	
Vicky Smith, Assistant to Asst. Executive Director of Infrastructure NTTA	



TxDOT AND CONSULTANT SIGN-IN SHEET

Public Meeting: October 4, 2018

Proposed Improvements to US 380

Denton County Line to Hunt County Line

Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048,
0135-04-032, 0135-05-026

NAME	ORGANIZATION
Craig Deerman	TxDOT
Leelie Kirby	TxDOT
Mike Norris	TxDOT
Michelle Raglan	TxDOT
Everardo Itum	RJRA
Mark Huff	TxDOT
Mohamed Saleem	TxDOT
Christine Polito	TxDOT
Daniel Salazar	TxDOT
Tony Kinney	BMCD
Juan Esteban	TxDOT
CHARLES TADP	TxDOT
RAKHS HANNA MAHAR	TxDOT
Marlena Kelly	TxDOT
Ryan LaFontaine	TxDOT
Gerald Waltman	TxDOT
Stephen Endres	TxDOT
DHRUVA LAHON	KIMLEY-HORN
Richard DeWitt	BMCD
Carlynn Ewers	BMCD
NAZRUL CHOWDHURY	TxDOT
Cecilia Cuevas	TxDOT
William Long	RJRA
Ceara Parks	BMCD



C2 Meeting #2 McKinney Sign-In Sheets



PUBLIC SIGN-IN SHEET

Public Meeting: October 9, 2018

Proposed Improvements to US 380

Denton County Line to Hunt County Line

Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048,
0135-04-032, 0135-05-026

NAME	ADDRESS
Steve Taylor	
JEFFREY RICH	
Erin Stephenson	
PILAR MACRA	
Jacelyn Hudson	
Rheanell Hamill	
Daniel Noe	
Jason Cheung	
Yoshie Cheung	
MIKE BLACK	
Billy Clinton	
John Nugent	
Mary Nugent	
Robert Santistevan	
ERIC & SANDY FARRAR	
Ted & Lily Golondziner	
Natalie Mays	
India Rubin	
Heather Powell	



PUBLIC SIGN-IN SHEET

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Proposed Improvements to US 380

Denton County Line to Hunt County Line

Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048,
0135-04-032, 0135-05-026

NAME	ADDRESS
Aimee Wilson	
PLAMBO MARY	
F. CRAIG FARRILL	
TRAVIS Bates	
S. Mitchell	
Donna Stockwell	
W. Brian Memory	
Stephanie Williams	
EVAN Williams	
Kenneth Seguin	
Mandy Vanderhoof	
Troy Vanderhoof	
Melinda Washburn	
Betty Petkovsek	
Norvy Kreishus	
Geoff Washburn	
MIKE WILES	



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Proposed Improvements to US 380

Denton County Line to Hunt County Line

Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048,
0135-04-032, 0135-05-026

NAME	ADDRESS
Chns Jani	
Clint Richardson	
Rim Sheldon	
Chris Di	
Patrice Wheeler	
James Chancellor	
Kerstin Marek	
CORY MURPHY	
Bill Cox	
Clay East	
Nicky Cardman	
MARY HAMMACK	
MARGIE YOUNGBLOOD	
STANLEY YOUNGBLOOD	
Sharon Davis	
Deborah Phillips	
Jeff Whanger	
Lalva Robertson	
Kevin & Patricia Bressner	
Ryan Townsend	
Jenna Dason	



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Proposed Improvements to US 380

Denton County Line to Hunt County Line

Collin County, Texas

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0135-04-032, 0135-05-026

NAME	ADDRESS
BRUCE R. LANE JR.	
KEITH FOWLER	
BILL WALKER	
MARY ANN RUTZOHN	
Tarango, Ivan R.	
BUSIE MILES	
Joe Gebbia	
Jon HARDESTY	
Rudy Guerrero	
J. Wet Chambers	
LEAH GRIFFIN	
Pat Borchert	
CINDY CAVONER SUMNER	
James Murft	
Kathy Snyder	
MIKE SCOTTI	
Larry Costello	
Dale Costello	
Robin Beheyt	
David Petefish	
Rosemarie Surtys, LLC	
Michael Galli	
TY Galli	
Chick Galli	



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Denton County Line to Hunt County Line

Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048,
0135-04-032, 0135-05-026

NAME	ADDRESS
Pat + Peggy Reilly	
Ramon Ramos	
Steve & Judy Furlong	
Don Compt	
Cameron Mills	
Gary Quinn	
Christopher Price	
CHARLIE PHILLIPS	
Lawrence Ringley	
BONNIE LEE	
TRAVIS MOUNGER	
DAVID	
Frankie Spohnauer	
Geovany Cuenca	
Terri Silver	
Vince Gunn	
Sheleme Ruby	
Sam Franklin	
Clint Sullivan	
Bill DAWSON	
FRED RAGSDALE	
Jon Wilson	
David Lewis	
FRED COSTA	



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Denton County Line to Hunt County Line

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0135-04-032, 0135-05-026

NAME	ADDRESS
1 RALPH WATSON	
2 Jan Elwell	
3 Bob Elwell	
4 PAT JUSTICE	
5 Steven Spinkhouse	
6 Felicia Bolden	
7 W. Browder	
8 Wayne Browder	
9 NATE LADDEN	
10 RANDALL O. WILDER	
11 Laurie Taylor	
12 Patsie Vaughan	
13 James Medders	
14 G. Edward Jagger	
15 Lawrence Lee	
16 Karol Monge	
17 Jose Monge	
18 Esperanza + Mike Worley	
19 Felicia Hughes	
20 PETER DILLEY	
21 Kirk Justiss	
22 MARGARET JUSTISS	
23 Barbara Deek	
24 Steve Rand	



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Proposed Improvements to US 380

Denton County Line to Hunt County Line

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NAME	ADDRESS
Joyce Stewart Hill	
Karen Burnside	
Marvin Vanof	
Betty Vanof	
Bruno Lopes	
CHARLES KAYLOR	
WENDY KAYLOR	
Ted Sprunger	
Donna Gravel - von Hendren	
Jack & Suzy Sumrall	
Tim Knowles	
Ron, Liz & Kyle Gant	
Dina Hageborn	
MIKE Goan	
Rose & Jeff Groce	
Sherry White	
Denny Burnside	
Sarah East	
MIKE KAUMERDIENER	
KAREN NEWTON	
BEN SILVER	
Laure Fiette	
Wanda Peoples	
Cassidy Brite	



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NAME	ADDRESS
Rheta Preston	
Darlene Preston	
Jennifer Patrick	
Matthew Reis	
Rachael Dudley	
STEWART WYNNE MESTON	
Bryce A Wilson	
RYAN SMITH	
Daniel R. Copeland	
Patel, Khazgan	
Jim Bewley	
Sari Castleberry & Martha	
Dane & Michaela Harris	
Daniel & Sheri Lowmy	
GERALD & REBECCA TOSTLOW	
MICHAEL WALLACE	
Aue McLair	
Donna Thurman	
LORI Shelton	
Amanda Fernandez	
John Fernandez	
Barbara Rosenblatt	
BOBBY & JENNIFER LAJOIE	
Jason Blake	



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NAME	ADDRESS
Linda Pritchard	
Mike Pritchard	
Steve Ware	
IAN CHRISTMAN	
Mary Borchard	
JOE BORCHARD	
Taffney Wilson	
Warren Baldwin	
Virginia Lea	
Patricia W. Gandy	
Douglas B. B. B.	
Dawn G. G. G.	
Ruth G. G. G.	
Bryan Weisgerber	
ARTHUR NIENHUESER	
RICHARD & KAREN KARCH	
STEVE PETTIT	
IONY MANASSERI	
Linda S. S. S.	
Laura Dawley	
John Grant	
Lily B. B. B.	
Chris B. Cooper	
Julie Lorton	



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NAME	ADDRESS
John Worley	
David Yates	
David L. Rutzahn	
Dr. Hinton	
Kay Cleghorn	
Kelsey Ryan & Jacob Hansen-Davis	
Carson Corbin	
Karen Rogers	
Jimmy Rogers	
James Peterson	
Jim Anders	
Janet Anders	
Bill King	
Don Mather	
Jacob Hansen-Davis	
Karla Tripp	
Lauren Murtha	
Picky & Sharon Bowland	
Marcia Harding	
Terry Hubler	
Harold Summer	
Kay Baum	
Bo Pharr	
Shannon McInden	



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NAME	ADDRESS
Sandra Ries	
Donald Rotten	
Tom Potter	
Randy + Tricia Hickman	
Cathy Bebee	
Barry Baur	
LAURENCE WOOD	
Amanda Batson	
Anthony Hershberger	
Robert Hamper	
Joe DeArce	
Megan Sanderson	
Chris Sanderson	
Cindy Jean Wagers	
Mark Bunker	
Lee Hulson	
Mandi Foreman	
Michael Batz	
Yvonne Spain	
Chris Spain	
Bettie Williams	
Amber Block	
Stefani Lear	
MATT LEAR	



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NAME	ADDRESS
Brenda Andre	
Ernest Seitz	
Kim Lankford	
Don Daugherty	
Janie Madison	
Ben Burke	
Barbara Burke	
PATRICK OLLILA	
Stephanie Johnson	
Steve Hubbard	
Faith Stacy	
Jennifer Crawford	
Tamara Heath	
Carol Taylor	
Bill Taylor	
Ryan Daulton	
OSCAR JEANES	
Shenay Ritch	
Sonara Daulton	
Jackie + Doris Lankford	
Annette Escamilla	
Isaac Rodriguez	
Jimmy + Grace Rooney	
Mr. [Signature]	



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NAME	ADDRESS
Lori Bussa	
Charles Bussa	
TOAN TRAN	
Johnny Feagin	
Kenia Padilla	
Adel Bwakat	
Stephanie Weyenberg	
Zach Schweider	
Alex Krume	
Julie Cooper	
Lori Swinn	
Guy Polkner	
Mike Kios	
P. Dutton	
Judy Huggins	
John Huggins	
Michael Cook	
Hani Abu Eid	
James Wiggins	
Tam Temple	
Kelly Self	
Scott Crawford	
Dave Clarke	
Shae DeLaFuerk	
Raylis Davis	



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NAME	ADDRESS
Bob Andruszewski	
Let-Be Calderin	
Dave Johnson	
Robert & Karen Cannon	
Reg. Breding	
Amanda Hurt	
John Hurt	
TERESA GORDON	
Cindy Weatherford	
Lance Graves	
JEFF NEAL	
Chris & Lynn Cooper	
Margaret & Gordon O'Neal	
KARIN KERBY	
STEVE KERBY	
M. & J. Maria J. M.	
Michael Schell	
April Aguilar	
Deborah Kilgore	
CHARLES CEDERBERG	
Roberta Cederberg	
Julie Bompa	
Eric Banger	
Bob Sali	
RON JUSTICE	



PUBLIC SIGN-IN SHEET

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NAME	ADDRESS
NHI DOAN	
TRUNG DOAN	
CAM QUANG	
Laura Duckworth	
Brooke Scullin	
Amy Penland	
STEVE KNORBE	
Matthew Weyenberg	
NOLAN Kipp	
Angie Forsett	
Justin Forsett	
Mike Swin	
Abbie Andrews	
LARRY FREEMAN	
Joy Kidd	
Mark Chabernin	
DAN HERSHMAN	
RICHARD PILL	
SURESH KUMAR	
Sarah Thurman	
JUDY GLAZER	
Shannon Blake	
Pathey Seei	
Gary Davis	



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Proposed Improvements to US 380

Denton County Line to Hunt County Line

Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048,

0135-04-032, 0135-05-026

NAME	ADDRESS
Reba Owens	
Mike	
Randy Ludwig	
Teresa Dempsey	
Randy Dempsey	
William Peterson	
Karen Thompson	
DeeAnn Carr	
DARON AMER	
Jasper Taylor	
Bernadette Fitzer	
Valerie Fitzer	
Daniel & Cheryl Hummel	
Jimmy Walker & Carla Walker	
ARTEMIO DE LA VEGA	
Rick Franklin	
ZY Williams	
Shirley & Oscar Fullerton	
Plane	
Ed Dwy	
Thomas Thompson	
Shannon Hershberger	
David A. Kothbauer	
Kent Hicks-Hsueh	



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Denton County Line to Hunt County Line

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Name and Public Office	Signature
Senator John Cornyn U.S. Senate	
Mason Morgan Constituent Services Liaison for Sen. Cornyn	
Senator Ted Cruz U.S. Senate	
Michael Flusche Deputy Regional Director for Sen. Cruz	
Representative Sam Johnson U.S. House of Representatives, District 3	
Gabriella Pate Deputy Chief of Staff for Rep. Johnson	
Representative John Ratcliffe U.S. House of Representatives, District 4	
Representative Pete Sessions U.S. House of Representatives, District 32	
Michael Kinard, Lake Manager - Fort Worth District US Army Corps of Engineers	
Senator Van Taylor Texas Senate, District 8	
Senator Craig Estes Texas Senate, District 30	
Representative Justin Holland Texas House of Representatives, District 33	
Representative Matt Shaheen Texas House of Representatives, District 66	
Representative Jeff Leach Texas House of Representatives, District 67	
Representative Scott Sanford Texas House of Representatives, District 70	
Representative Jodie Laubenberg Texas House of Representatives, District 89	
Judge Keith Self County Judge, Collin County	
Commissioner Susan Fletcher Collin County, Precinct 1	
Commissioner Cheryl Williams Collin County, Precinct 2	
Commissioner John Thomas Collin County, Precinct 3	



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Name and Public Office	Signature
Commissioner Duncan Webb Collin County, Precinct 4	
Clarence Daugherty, Director of Engineering Collin County	
Tracy Homfeld, Assistant Director of Engineering Collin County	
John Polster Denton County – Innovative Transportation Solutions	
Buz Elsom Denton County – Innovative Transportation Solutions	
Judge John Horn County Judge, Hunt County	
Hon. Bill Webber, Councilmember #1 City of Celina	
Hon. Wayne Nabors, Councilmember #2 City of Celina	
Hon. Andy Hopkins, Councilmember #3 City of Celina	
Hon. Carmen Roberts, Councilmember #4 City of Celina	
Hon. Mindy Koehne, Councilmember #5 City of Celina	
Hon. Chad Anderson, Councilmember #6 City of Celina	
Hon. Sean Terry, Mayor City of Celina	
Jason Laumer, City Manager City of Celina	
Vicki Faulkner, City Secretary City of Celina	
Alexis Jackson, Director of Development Services City of Celina	
Kimberly Brawner, Director of Engineering City of Celina	
Alexis Jackson, Director of Development Services City of Celina	
Corbett Howard, Director Celina EDC	
Hon. Bill Nicol, Town Council, Seat One Town of Fairview	



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Name and Public Office	Signature
Hon. Cynthia Brugge, Town Council, Seat Two Town of Fairview	
Hon. Henry Lessner, Town Council, Seat Three Town of Fairview	
Hon. Tony Mattei, Town Council, Seat Four Town of Fairview	
Hon. Paul Hendricks, Town Council, Seat Five Town of Fairview	
Hon. Ron Feldman, Town Council, Seat Six Town of Fairview	
Hon. Darion Culbertson, Mayor Town of Fairview	
Israel Roberts, Planning Manager Town of Fairview	
James Chancellor, Town Engineer Town of Fairview	
Julie Couch, Town Manager Town of Fairview	
Hon. Craig Overstreet, Councilmember, Place 1 City of Farmersville	
Hon. Donny Mason, Councilmember, Place 2 City of Farmersville	
Hon. Michael Hesse, Councilmember, Place 3 City of Farmersville	
Hon. Mike Hurst, Mayor Pro Tem, Place 4 City of Farmersville	
Hon. Todd Rolen, Councilmember, Place 5 City of Farmersville	
Hon. Randy Rice, Mayor City of Farmersville	
Ben White, City Manager City of Farmersville	
Paula Jackson, Assistant to City Manager City of Farmersville	
John Politz, President Community Development Corp, Farmersville	
Hon. John Keating, Deputy Mayor Pro Tem - Place 1 City of Frisco	
Hon. Shona Huffman, Council Member - Place 2 City of Frisco	



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Name and Public Office	Signature
Hon. Will Sowell, Mayor Pro Tem - Place 3 City of Frisco	
Hon. Bill Woodard, Council Member - Place 4 City of Frisco	
Hon. Tim Nelson, Council Member - Place 5 City of Frisco	
Hon. Brian Livingston, Council Member - Place 6 City of Frisco	
Hon. Jeff Cheney, Mayor City of Frisco	
George Purefoy, City Manager City of Frisco	
Mack Borchardt, Special Assistant to City Manager City of Frisco	
Jenny Page, City Secretary City of Frisco	
Paul Knipple, Director of Engineering Services City of Frisco	
Jason Brodigan, Assistant Director of Engineering City of Frisco	
Joel Fitts, Senior Traffic Engineer City of Frisco	
Brian Moen, Assistant Director of Transportation City of Frisco	
Anthony Satarino, Planning Manager City of Frisco	
John Lettelleir, Development Services Director City of Frisco	
John Bonnot, Director of Economic Development City of Frisco	
Ron Patterson, Interim President, EDC City of Frisco	
Hon. Cindy Cash, Councilwoman City of Lowry Crossing	
Hon. Greg Griser, Councilman/Treasurer City of Lowry Crossing	
Hon. Cynthia Sandlin, Councilwoman City of Lowry Crossing	
Hon. Julia Phillips, Councilwoman/Mayor Pro Tem City of Lowry Crossing	



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Name and Public Office	Signature
Hon. Pat Kelly, Councilman City of Lowry Crossing	
Hon. Derek Stephens, Mayor City of Lowry Crossing	
Janis Cable, City Secretary City of Lowry Crossing	
Hon. La'Shadi Shemwell, Council Member - District 1, City of McKinney	
Hon. Rainey Rogers, Mayor Pro Tem - District 2 City of McKinney	
Hon. Scott Elliott, Council Member - District 3 City of McKinney	
Hon. Chuck Branch, Council Member - District 4 City of McKinney	
Tracy Rath, Council Member - At Large City of McKinney Mayor Pro Tem	Tracy Rath
Hon. Charlie Phillips, Council Member - At Large City of McKinney	
Hon. George Fuller, Mayor City of McKinney	
Paul Grimes, City Manager City of McKinney	
Jose Madrigal, Deputy City Manager City of McKinney	
Gary Graham, Director of Engineering City of McKinney	
Jennifer Arnold, Planning Manager City of McKinney	
Aaron Bloxham, Planner II City of McKinney	
Nick Ataie, CIP Manager City of McKinney	
Michael Quint, Executive Director of Development Svcs City of McKinney	
Matthew Tilke, Transportation Engineering Manager City of McKinney	
Cindy Schneible, President CDC City of McKinney	
Abby Liu, Interim President, EDC City of McKinney	



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Name and Public Office	Signature
Hon. Stacy Jackson, Council Member – Place 1 City of Melissa	
Hon. Chad Taylor, Council Member – Place 2 City of Melissa	
Hon. Nicco Warren, Council Member – Place 3 City of Melissa	
Hon. Jay Northcut, Mayor Pro-tem – Place 4 City of Melissa	
Hon. Craig Ackerman, Council Member – Place 5 City of Melissa	
Hon. Nicco Warren, Council Member – Place 6 City of Melissa	
Hon. Reed Greer, Mayor City of Melissa	
Jason Little, City Manager City of Melissa	
Linda Bannister, City Secretary City of Melissa	
Bob Helmberger, City Engineer – H&F Consulting City of Melissa	
Tyler Brewer, Director of Development Services City of Melissa	
Hon. Angel Hamm, Mayor Town of New Hope	
Hon. Kimberly Barrow, Council Member Town of New Hope	
Hon. Kelly Hughes, Council Member Town of New Hope	
Hon. Carol King, Council Member Town of New Hope	
Hon. Omar Nunez, Council Member Town of New Hope	
Hon. Andy Reiting, Council Member Town of New Hope	
Rita Perry, Town Secretary Town of New Hope	
Hon. Rich Hooper, Mayor Pro Tempore – Place 2 City of Princeton	
Hon. David Kleiber, Council Member – Place 1 City of Princeton	



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Name and Public Office	Signature
Hon. Mike Guillen, Council Member – Place 3 City of Princeton	
Hon. Steve Deffibaugh, Deputy Mayor Pro Tempore – Place 5 City of Princeton	
Hon. John-Mark Caldwell, Mayor City of Princeton	
Derek Borg, City Manager City of Princeton	
Tabatha Monk, Public Information Officer City of Princeton	
Shawn Fort, Chief Building Official City of Princeton	
Hon. Michael Korbuly, Council Member Place 1 Town of Prosper	
Hon. Craig Andres, Council Member Place 2 Town of Prosper	
Hon. Curry Vogelsang Jr., Mayor Pro-Tem Town of Prosper	
Hon. Meigs Miller, Council Member Place 4 Town of Prosper	
Hon. Jeff Hodges, Council Member Place 5 Town of Prosper	
Hon. Jason Dixon, Deputy Mayor Pro-Tem Town of Prosper	
Hon. Ray Smith, Mayor Town of Prosper	
Harlan Jefferson, Town Manager Town of Prosper	
Robyn Battle, Town Secretary Town of Prosper	
John Webb, Executive Director of Devel & Comm Svcs Town of Prosper	
Dan Heischman, Senior Engineer – Development Town of Prosper	
Jim Wicker, Board President – EDC Town of Prosper	
Michael Morris, Director of Transportation NCTCOG	



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Name and Public Office	Signature
Dan Lamers, Senior Program Manager NCTCOG	
Berrien Barks, Senior Transportation Planner NCTCOG	
Jeffrey Neal, Program Manager NCTCOG	
Elizabeth Mow Assistant Executive Director of Infrastructure NTTA	
Kelly Johnson, Senior Project Manager NTTA	
Vicky Smith, Assistant to Asst. Executive Director of Infrastructure NTTA	



TxDOT AND CONSULTANT SIGN-IN SHEET

Public Meeting: October 9, 2018

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NAME	ORGANIZATION
Nelson L. Underwood, P.E.	TxDOT
DAN PERRE	TxDOT-DAL
LEWIS STARK	Mastercard
Jacqui Shemwell	Burns & McD.
Math Atkins	TxDOT
Ryan LaFontaine	TxDOT
Tony Kimney	Burns & McDunnell
JASON SCHULTZ	TxDOT
Lezlie Kirby	TxDOT
JEFF RASCO	Burns & McDunnell
Brenna Honey	TxDOT
Daniel Salzer	Daniel Salzer
Mark Isall	Valde T
Travis Campbell	TxDOT
CAROL CROMBIE	TxDOT
NAZRUL CHOWDHURY	TxDOT
RAKSHANDA MAHAR	TxDOT
LACEY RODGERS	TxDOT



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NAME	ORGANIZATION
DHRUVA LALON	KIMLEY - HORN
Haley Smith	BMCD
Kristen Harper	BMCD
Christine Polito	TxDOT
CATLYN EWERS	BMCD
HUNTER NEBLETT	BMCD
Clayton Van Ekeren	BMCD
Chris Massey	BMCD
Jason Septer	BMCD
Tosh Robertson	BMCD
Matt Williams	BMCD
David Williams	BMCD
Sharri Cannon - Mackey	BMCD
Ceara Parks	BMCD
Chelsey Smith	BMCD
Jeff Basco	BMCD
Everado Ibram	RJRA
Rudy Rivas	RJRA
Stephen Endres	TxDOT
Michelle Raglan	TxDOT
Genzara Williams	TxDOT
Vinif Dersman	TxDOT
Mike Norris	TxDOT
Kevin Hoppers	Kimley - Horn



C3 Meeting #3 Princeton Sign-In Sheets



PUBLIC SIGN-IN SHEET

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NAME	ADDRESS
Patsy Owen	
CHANDLER OWEN	
CAITLIN SKIDMORE	
SCOTT BATES	
Carole Bales	
Angela McNulty	
Robert & Linda White 17244 CR 5	
Melvia Grimes	
Jae McLean	
Tracy Eubanks	
William Robinson Avenue Rd 500	
Machelle Sontheimer	
Scott Sontheimer	
Michael Copeland	
Paige Christian	
Keith & Denise Thomas	
JASON CHARLES FAULKNER	
Melody Poll & Tim Poll	
Ashley Beyer	
TERRY SANNER	
Josiah Belveal	



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NAME	ADDRESS
Amir F. Alder	
Mosayeh Agachi	
Shanie Teley	
Jay Zonouzi	
Dane Andor	
Nikki Khum	
Matt Khum	
Cardi Copeland	
Dana Copeland	
Danny Chen	
Tom Robinson	
William J. Savage	



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NAME	ADDRESS
<i>Wendy M. Smith</i>	
Sandra Simons	
Kristi Dohmann	
Nancy Cow Bohaw	
Terence Ashcraft	
Carrie & Ty Weston	
Joni Gallamore	
John Garschke	
Jim Cade	
Yvonne Douglas	
Wesley Potter	
Steph H. Wells	
Jeff Hunt	
Tracy Goss	
Jonathan Waggoner	
Ray Overton	
Patrick Pulley	
Clark & Billie Jones	
DELVIN CAMP	
Keith Progar	
CHAD OSTRANDER	
Eugene B. Williams	
Sheryliah T. Tarkenton	



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NAME	ADDRESS
BRIAN GALLIMORE	
VIRGINIA GATHRIGHT	
Brittany Snake	
Don & Mary Westbrook	
Dale Donaldson	
Mike Freeman	
Alan Caplan	
Carolina D'Arcy	
Angela Lawrence	
Griffanie Andrews Broome	
Duke & Julie Morrison	
Mónica Zuniga	
Stacy Reese	
Doris Howell	
Edie Howell	
Lita Brooks	
JERRY D. SHAW	
Karen Overton	
Carl Spaulter	
Gene Williams	
Michael Diggs	
Lisa Bartinger	
Therese Barnett	



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NAME	ADDRESS
RANDALL WILKINSON	
Dee Helmbarger	
Ophelia Adams	
LISA CADWELL	
Jacquelyn Rogers	
Dave & Charlsie James	
Mike Dulle	
Sewell Harper-Simon	
Ricky Hopkins	
TOM COWLES	
John Eckert	
LEANA CADWELL	
Steve Combest	
Mae & Kimball McIlwain	
Kyle Fabrethold	
Allen & Melba Day	
Paul & Pat Dumauck	
Virginia Cotten	
RAY HEIKZ	
Dennis Satre	
Don & Joann Sam	
Steve Flicker	
Walter Sittler	



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NAME	ADDRESS
Glenn Tamm	
E.V. Shipley & Linda	
Dominick Bruno Taco Bell	
Wendy Wiser	
J. McLOVELL	
KEN HEIDER	
PEDRO SALAZAR TA	
Elizabeth Salazar	
Debbie Smith	
Peggy Wade	
Debbie Ambrose	
Picki Stevens	
Tom Stevens	
Debbie Winford	
Sy Shahid	
Eddie Yarbrough	
Tommy Armini Barrera	
Jon Thomas	
Don Ward	
Phil Anthony	
Bettie Williams	
Sharon Shaw & Wayne	
Tom Carmichael	
Ray Goch	



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NAME	ADDRESS
ANN ASBERRY	
Marie Jendricks	
Holly Stone	
John McIvor	
Medford Sumner	
PAT Sumner	
Mike & Barbara Steele	
THAD HESLEY	
Ronda Robertson	
Trece Thompson	
S. DUANE FISHER	
Jimmy Bratcher	
TRACY HOFFELD	
Barbara Askecraft	
Debbie Montoya	
Ludy Loxis	
Allen Barnfield	
Tiffany Barnfield	
Phillip & Grace William	
Edward Sanchez	
Cindy Dickens	
Sean Christman	
Jerry Rayburn	



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NAME	ADDRESS
MEL ASBERRY	
Scott Beckhold	
JP Hendricks	
Howard Bowdell	
Leonard A. Lohman	
Clinton Lowrance	
John Richard Smith	
Don Sando	
John K. Kosterman	
Stephen Breeding	
Stacy Adams-Langhus	
RAY HARRELL	
Shannon Talley - Crowder	
Tom Rolen	
TINASIRE CHARUREGIMA	
Gus David	
MONTE SELF	
Tom Ratten	
Johnny Scaggs	
Leslie Pudge	
Waylon Cullbert	



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NAME	ADDRESS
THOMAS MARTIN	
Robert Fishell	
Valerie Bixler	
Regina Fryman	
DAVID RIVERO	
Mrs. Eugene W. Seeger	
Hilltop Storage / Linda / Charles & Douglas	
Scott EHRMAN	
Dustin John Hildt	
Ruth Hildt	
Kimberly Sims	
MIKE JANSFUS	
Shirley Baker	
Fred COSTA	
Clay Cymander	
Trent Fry	
Michael Hunt	
Eugene Middleton	
DARRELL EDWARDS	
Fred & Darlene Bailey	
Jim Burr	
Marie Beggs	
Margaret Keffeler	



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Name and Public Office	Signature
Senator John Cornyn U.S. Senate	
Mason Morgan Constituent Services Liaison for Sen. Cornyn	
Senator Ted Cruz U.S. Senate	
Michael Flusche Deputy Regional Director for Sen. Cruz	
Representative Sam Johnson U.S. House of Representatives, District 3	
Gabriella Pate Deputy Chief of Staff for Rep. Johnson	
Representative John Ratcliffe U.S. House of Representatives, District 4	
Representative Pete Sessions U.S. House of Representatives, District 32	
Michael Kinard, Lake Manager – Fort Worth District US Army Corps of Engineers	
Senator Van Taylor Texas Senate, District 8	
Senator Craig Estes Texas Senate, District 30	
Representative Justin Holland Texas House of Representatives, District 33	
Representative Matt Shaheen Texas House of Representatives, District 66	
Representative Jeff Leach Texas House of Representatives, District 67	
Representative Scott Sanford Texas House of Representatives, District 70	
Representative Jodie Laubenberg Texas House of Representatives, District 89	
Judge Keith Self County Judge, Collin County	
Commissioner Susan Fletcher Collin County, Precinct 1	
Commissioner Cheryl Williams Collin County, Precinct 2	
Commissioner John Thomas Collin County, Precinct 3	



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Name and Public Office	Signature
Commissioner Duncan Webb Collin County, Precinct 4	
Clarence Daugherty, Director of Engineering Collin County	
Tracy Homfeld, Assistant Director of Engineering Collin County	
John Polster Denton County – Innovative Transportation Solutions	
Buz Elsom Denton County – Innovative Transportation Solutions	
Judge John Horn County Judge, Hunt County	
Hon. Bill Webber, Councilmember #1 City of Celina	
Hon. Wayne Nabors, Councilmember #2 City of Celina	
Hon. Andy Hopkins, Councilmember #3 City of Celina	
Hon. Carmen Roberts, Councilmember #4 City of Celina	
Hon. Mindy Koehne, Councilmember #5 City of Celina	
Hon. Chad Anderson, Councilmember #6 City of Celina	
Hon. Sean Terry, Mayor City of Celina	
Jason Laumer, City Manager City of Celina	
Vicki Faulkner, City Secretary City of Celina	
Alexis Jackson, Director of Development Services City of Celina	
Kimberly Brawner, Director of Engineering City of Celina	
Alexis Jackson, Director of Development Services City of Celina	
Corbett Howard, Director Celina EDC	
Hon. Bill Nicol, Town Council, Seat One Town of Fairview	



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Hon. Cynthia Brugge, Town Council, Seat Two Town of Fairview	
Hon. Henry Lessner, Town Council, Seat Three Town of Fairview	
Hon. Tony Mattel, Town Council, Seat Four Town of Fairview	
Hon. Paul Hendricks, Town Council, Seat Five Town of Fairview	
Hon. Ron Feldman, Town Council, Seat Six Town of Fairview	
Hon. Darion Culbertson, Mayor Town of Fairview	
Israel Roberts, Planning Manager Town of Fairview	
James Chancellor, Town Engineer Town of Fairview	
Julie Couch, Town Manager Town of Fairview	
Hon. Craig Overstreet, Councilmember, Place 1 City of Farmersville	
Hon. Donny Mason, Councilmember, Place 2 City of Farmersville	
Hon. Michael Hesse, Councilmember, Place 3 City of Farmersville	
Hon. Mike Hurst, Mayor Pro Tem, Place 4 City of Farmersville	
Hon. Todd Rolen, Councilmember, Place 5 City of Farmersville	
Hon. Randy Rice, Mayor City of Farmersville	
Ben White, City Manager City of Farmersville	
Paula Jackson, Assistant to City Manager City of Farmersville	
John Politz, President Community Development Corp, Farmersville	
Hon. John Keating, Deputy Mayor Pro Tem - Place 1 City of Frisco	
Hon. Shona Huffman, Council Member - Place 2 City of Frisco	



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Name and Public Office	Signature
Hon. Will Sowell, Mayor Pro Tem - Place 3 City of Frisco	
Hon. Bill Woodard, Council Member - Place 4 City of Frisco	
Hon. Tim Nelson, Council Member - Place 5 City of Frisco	
Hon. Brian Livingston, Council Member - Place 6 City of Frisco	
Hon. Jeff Cheney, Mayor City of Frisco	
George Purefoy, City Manager City of Frisco	
Mack Borchardt, Special Assistant to City Manager City of Frisco	
Jenny Page, City Secretary City of Frisco	
Paul Knipple, Director of Engineering Services City of Frisco	
Jason Brodigan, Assistant Director of Engineering City of Frisco	
Joel Fitts, Senior Traffic Engineer City of Frisco	
Brian Moen, Assistant Director of Transportation City of Frisco	
Anthony Satarino, Planning Manager City of Frisco	
John Lettelleir, Development Services Director City of Frisco	
John Bonnot, Director of Economic Development City of Frisco	
Ron Patterson, Interim President, EDC City of Frisco	
Hon. Cindy Cash, Councilwoman City of Lowry Crossing	
Hon. Greg Griser, Councilman/Treasurer City of Lowry Crossing	
Hon. Cynthia Sandlin, Councilwoman City of Lowry Crossing	
Hon. Julia Phillips, Councilwoman/Mayor Pro Tem City of Lowry Crossing	<i>Cynthia Sandlin</i>



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Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048,

0135-04-032, 0135-05-026

Name and Public Office	Signature
Hon. Pat Kelly, Councilman City of Lowry Crossing	
Hon. Derek Stephens, Mayor City of Lowry Crossing	
Janis Cable, City Secretary City of Lowry Crossing	
Hon. La'Shadi Shemwell, Council Member - District 1, City of McKinney	
Hon. Rainey Rogers, Mayor Pro Tem - District 2 City of McKinney	
Hon. Scott Elliott, Council Member - District 3 City of McKinney	
Hon. Chuck Branch, Council Member - District 4 City of McKinney	
Tracy Rath, Council Member - At Large City of McKinney	
Hon. Charlie Phillips, Council Member - At Large City of McKinney	
Hon. George Fuller, Mayor City of McKinney	
Paul Grimes, City Manager City of McKinney	
Jose Madrigal, Deputy City Manager City of McKinney	
Gary Graham, Director of Engineering City of McKinney	
Jennifer Arnold, Planning Manager City of McKinney	
Aaron Bloxham, Planner II City of McKinney	
Nick Ataie, CIP Manager City of McKinney	
Michael Quint, Executive Director of Development Svcs City of McKinney	
Matthew Tilke, Transportation Engineering Manager City of McKinney	
Cindy Schneible, President CDC City of McKinney	
Abby Liu, Interim President, EDC City of McKinney	



ELECTED AND PUBLIC OFFICIAL SIGN-IN SHEET

Public Meeting: October 11, 2018

Proposed Improvements to US 380

Denton County Line to Hunt County Line

Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048,

0135-04-032, 0135-05-026

Name and Public Office	Signature
Hon. Stacy Jackson, Council Member – Place 1 City of Melissa	
Hon. Chad Taylor, Council Member – Place 2 City of Melissa	
Hon. Nicco Warren, Council Member – Place 3 City of Melissa	
Hon. Jay Northcut, Mayor Pro-tem – Place 4 City of Melissa	
Hon. Craig Ackerman, Council Member – Place 5 City of Melissa	
Hon. Nicco Warren, Council Member – Place 6 City of Melissa	
Hon. Reed Greer, Mayor City of Melissa	
Jason Little, City Manager City of Melissa	
Linda Bannister, City Secretary City of Melissa	
Bob Helmberger, City Engineer – H&F Consulting City of Melissa	
Tyler Brewer, Director of Development Services City of Melissa	
Hon. Angel Hamm, Mayor Town of New Hope	
Hon. Kimberly Barrow, Council Member Town of New Hope	
Hon. Kelly Hughes, Council Member Town of New Hope	
Hon. Carol King, Council Member Town of New Hope	
Hon. Omar Nunez, Council Member Town of New Hope	
Hon. Andy Reiting, Council Member Town of New Hope	
Rita Perry, Town Secretary Town of New Hope	
Hon. Rich Hooper, Mayor Pro Tempore – Place 2 City of Princeton	
Hon. David Kleiber, Council Member – Place 1 City of Princeton	



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0135-04-032, 0135-05-026

Name and Public Office	Signature
Hon. Mike Guillen, Council Member - Place 3 City of Princeton	
Hon. Steve Deffibaugh, Deputy Mayor Pro Tempore - Place 5 City of Princeton	
Hon. John-Mark Caldwell, Mayor City of Princeton	
Derek Borg, City Manager City of Princeton	
Tabatha Monk, Public Information Officer City of Princeton	
Shawn Fort, Chief Building Official City of Princeton	
Hon. Michael Korbuly, Council Member Place 1 Town of Prosper	
Hon. Craig Andres, Council Member Place 2 Town of Prosper	
Hon. Curry Vogelsang Jr., Mayor Pro-Tem Town of Prosper	
Hon. Meigs Miller, Council Member Place 4 Town of Prosper	
Hon. Jeff Hodges, Council Member Place 5 Town of Prosper	
Hon. Jason Dixon, Deputy Mayor Pro-Tem Town of Prosper	
Hon. Ray Smith, Mayor Town of Prosper	
Harlan Jefferson, Town Manager Town of Prosper	
Robyn Battle, Town Secretary Town of Prosper	
John Webb, Executive Director of Devel & Comm Svcs Town of Prosper	
Dan Heischman, Senior Engineer - Development Town of Prosper	
Jim Wicker, Board President - EDC Town of Prosper	
Michael Morris, Director of Transportation NCTCOG	



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Name and Public Office	Signature
Dan Lamers, Senior Program Manager NCTCOG	
Berrien Barks, Senior Transportation Planner NCTCOG	
Jeffrey Neal, Program Manager NCTCOG	
Elizabeth Mow Assistant Executive Director of Infrastructure NTTA	
Kelly Johnson, Senior Project Manager NTTA	
Vicky Smith, Assistant to Asst. Executive Director of Infrastructure NTTA	



TxDOT AND CONSULTANT SIGN-IN SHEET

Public Meeting: October 11, 2018

Proposed Improvements to US 380

Denton County Line to Hunt County Line

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0135-04-032, 0135-05-026

NAME	ORGANIZATION
Levy Dancmar	TxDOT
Mike Norris	TxDOT
Michelle Rajon	TxDOT
Sandra Williams	TxDOT
Kristen Harper	BMCD
Rudy Rivera	RJPA
Ever Ibarra	RJPA
DHRUVA LAHON	KIMLEY-HORN
Lezlie Kirby	TxDOT
Hailey Smith	BMCD
Jason Estrada	TxDOT
Christine Polito	TxDOT
Peara Bots	BMCD
Clayton Van Ekeren	BMCD
Daniel Salazar	TxDOT
NAZRUL CHOWDHURY	TxDOT
NELSON UNDERWOOD	TxDOT
Cesar Cisneros	TxDOT
Brenan Honey	TxDOT
Hamza Khan	KIMLEY-HORN
Everardo F.	
Stephen Endres	TxDOT
Rakshanda Mahan	TxDOT
CHARLES TAP	//

