



# Documentation of Public Meeting

## Project Location

Wise and Denton Counties

FM 407 Feasibility Study  
CSJs: 1568-02-013 & 1568-01-016

## Project Limits

From US 81 / 287 to Bill Cook Road

## Meeting Location

In-Person Public Meeting:  
Texas Pistols Volleyball Gym  
301 Graham Road, Rhome, TX 76078  
Virtual Public Meeting at [www.keepitmovingdallas.com/FM407FS](http://www.keepitmovingdallas.com/FM407FS)

## Meeting Date and Time

In-Person Public Meeting: May 19, 2022 from 5:30 p.m. to 7:30 p.m.  
Virtual Public Meeting: May 19, 2022, at 5:30 p.m. through  
June 3, 2022 at 11:59 p.m.

## Translation Services

Services were available, but none requested.

## Presenters

N/A

## Elected Officials in Attendance

John Taylor- City of New Fairview, Mayor  
Steven King- City of New Fairview Place 4, Councilmember

## Total Number of Attendees (approx.)

In-Person Public Meeting: 50

Keep It Moving Dallas (KIMD) Page:

Total views from May 19, 2022 through June 3, 2022: 192 views

Narrated Video Presentation:

Total views from May 19, 2022 through June 3, 2022: 203 views and 2 thumbs-up

## Total Number of Commenters

15



## **Contents**

- A. Comment/response matrix
- B. Notices provided
- C. Sign-in sheets
- D. Comments received
- E. Figures



## A. Comment/Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
1	Billy Allen	June 3, 2022	Email	We respectfully request that the construction plans for the 407 expansion utilize the vacant, underdeveloped land, north of Falcon Ridge. The two 90 degree turns in 407 that border two sides of our subdivision are already highly traveled and dangerous. Adding more lanes and more traffic would create economic obsolescence for us and be very dangerous to our newly developed community. Meanwhile, north of Falcon Ridge there are no subdivisions or developments to navigate or negatively impact. I know you have a difficult job, but ask that you please take special consideration to one of the few subdivisions and handful of homeowners that are currently living in the area. There are thousands of open acres north of us for you to plan and develop a new path for 407, we ask that you use them and not negatively impact our small subdivision.	The final FM 407 Feasibility Study Recommended Alternative, which will add proposed travel lanes to FM 407, will consider residential zones and assess potential impacts to these zones / subdivisions. One of the Study goals is to achieve a FM 407 design solution which incorporates safety and optimizes roadway geometry. Therefore, the roadway curvature options are being explored to provide gradual turning curves to improve public travel along the roadway corridor. At the location in question, it appears community development is occurring north of FM 407, and north and northwest of Falcon Ridge. Therefore, the Study is currently assessing FM 407 re-alignment alternatives in the less developed areas south of Falcon Ridge and south of the northern development sites, west of County Line Road.
2	Brandie & Charles Hayden	May 30, 2022	Email with Comment Form	Thank you for all the work you all have put into the feasibility study for the expansion of FM - 407. As owners of two of the largest aircraft based at Fairview Airport (70T), we are very concerned about the potential expansion of FM 407 to the south. With the size of our airplanes, any reduction in the length of the runway will impact the ability to operate our aircraft from our home airfield. We purchased our retirement home at Fairview Airport	The final FM 407 Feasibility Study recommendations to improve the FM 407 corridor's safety and mobility aspects will consider and assess the airway-roadway clearance requirements and Fairview Airport's Runway Protection Zone. The goal is to avoid or minimize impacts to the runway.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				after my husband retired from the Navy after 30 years of service. We specifically chose Fairview Airport for the length of the runway and turf surface because of our 1942 T-6 Texan, a WWII trainer, which uses every bit of the runway on take-off and landings. Please do not take our runway.	
3	Cathy Hulme	May 31, 2022	Email with Comment Form and newspaper article Attachment	Please find attached the TxDot comments form along as an article of a DC-3 taking off across the 407. My father was David Graben who developed Fairview Airport along with my mother Sandra Graben. It was originally called Der Flughafen. Nobody could or knew how to pronounce it, so it was changed to Fairview Airport. Thank you for your time and consideration!	Comment noted. One of the Study goals is to avoid or minimize impacts to the Fairview Airport.
				Nothing was mentioned about bus stops, covered seating areas for public transportation.	The FM 407 Feasibility Study is a generalized assessment of the FM 407 corridor's current and future (forecasted) travel conditions. If the need for bus or mass transit transportation services along FM 407 are proposed by agencies other than TxDOT, these improvements will be assessed during the future post-Study FM 407 Schematic Design phase.
				The bike and pedestrian paths would be an asset, hopefully they will be utilized.	The sidewalks and shared use paths being considered by the FM 407 Feasibility Study will connect to the Dallas- Fort. Worth Regional Veloweb.
				Dillavou and Graben Ln are individual cul-de-sac streets with 407 being the only access. Having turn lanes at both streets probably isn't feasible, how would this be addressed?	The FM 407 Feasibility Study Report will note the need for median openings to accommodate left-turn lane access to local cross streets. Median opening locations will be determined in the subsequent schematic design phase in coordination with the cities, counties and jurisdictional TxDOT Area Offices.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				Lowering 407 around the Fairview Airport runway would be beneficial to our community and the RPZ zone.	The final FM 407 Feasibility Study recommendations to improve the FM 407 corridor's safety and mobility aspects will assess the airway-roadway clearance requirements and Fairview Airport's Runway Protection Zone. The goal is to avoid or minimize impacts to the airport. The potential lowering of the FM 407 elevation will be considered as one option to improve / maintain the airway-roadway clearance.
				Acquiring part of the runway (expanding 407 south) would affect all 20 +/- residents along the runway, monetarily and functionality.	The final FM 407 Feasibility Study recommendations to improve the FM 407 corridor's safety and mobility will consider the beneficial and negative impacts of widening FM 407 southward toward the runway and adjacent residences.
4	Erich Graben	May 19,2022	Comment Form	Need road expansion to go North so it does not shorten the runway at Fairview Airport	The final FM 407 Feasibility Study recommendations to improve the FM 407 corridor's safety and mobility will consider both the beneficial and negative impacts of widening FM 407 southward toward the runway and adjacent residences.
5	Bill & Carolyn Payne	May 19, 2022	Comment Form	We prefer option B or C with RR tracks under a bridge for 407.	Comment noted.
				I am very concerned about truckers that use the frontage road at the Pilot to go south bound to go over the bridge to go south bound.	TxDOT will assess preventative measures to address the wrong way movement that was identified by the public attendees at the May 19, 2022, FM 407 Public Meeting.
6	John Cabrales Jr.	May 19, 2022	Comment Form	Please consider the impact to the businesses along FM 407 from Graham Road to US 287. Any realignment and bridge would have a negative impact to access to those business. Especially, if traffic is south bound on US 287 from Decatur and wants to go east on FM 407 to access a business on Graham Road. A connection from the north of Graham at US 287 might be possible, but the challenge will be crossing the rail line. Thanks.	Multiple options are being assessed by the FM 407 Feasibility Study to maintain the existing US 287, FM 407, local street connectivity, traffic circulation, and access. These options include: 1) maintaining the existing FM 407 (Illinois Street) two-way, east-west circulation between US 287 and Graham Road; and 2) the US 287/FM 407 Surface Street intersection option, which would widen FM 407 (Illinois Street) between the US 287 southbound frontage road and Graham Road. Note that the FM 407 (Illinois Street) would still cross the BNSF Railway tracks at-grade.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
					The connectivity, traffic circulation, and access solutions will ultimately be determined during the future post-Study FM 407 Schematic Design phase. This phase would not only focus FM 407 but also involve the integrated assessment of the US 287 corridor to provide an all-inclusive transportation solution at the US 287 / FM 407 interchange. This solution will consider traffic circulation elements such as continuous US 287 frontage roads, cross-street bridges, and U-turns.
7	Robert & Deborah Cinotto	June 1, 2022	Email with Comment Form	<p>1. Lowering road around Fairview Airport would be beneficial to our community.</p> <p>2. Dillavou and Graben are individual cul-de-sacs with 407 being the only access, having turn lanes to each of these would be a necessity.</p> <p>3. Acquiring part of the runway (expanding 407 south) would affect all 20 residents not only monetarily and functionality but also encroaches on performance and safety of the aircrafts.</p> <p>4. The runway could be an emergency transport location being a reasonable distance from 287 and located adjacent to 407 for care flite and possibly future substation for firehouse/ ambulance.</p>	<p>1. The final FM 407 Feasibility Study recommendations to improve the FM 407 corridor's safety and mobility aspects will assess the airway-roadway clearance requirements and Fairview Airport's Runway Protection Zone. The goal is to avoid or minimize impacts to the airport. The potential lowering of the FM 407 elevation will be considered as one option to improve / maintain the airway-roadway clearance.</p> <p>2. The FM 407 Feasibility Study Report will note the need for median openings to accommodate left-turn lane access to local cross streets. After the Feasibility Study is complete, median opening locations will be determined in the subsequent schematic design phase in coordination with the cities, counties and jurisdictional TxDOT Area Offices.</p> <p>3. The final FM 407 Feasibility Study recommendations to improve the FM 407 corridor's safety and mobility will consider the beneficial and negative impacts of widening FM 407 southward toward the runway and adjacent residences.</p> <p>4. Comment noted. One of the ongoing FM 407 Feasibility Study's goals is to recommend improvements to FM 407 which improve travel safety and mobility within or involving the FM 407 corridor.</p>

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
8	Joe Bauer	May 20, 2022	Email	I am one of the pilots that spoke to you last night. This was a very good meeting to hear how TXDOT is willing to hear from us and to understand our needs and concerns. Here are my documented concerns;	Comment noted.
				I have lived in my house off of Graben Lane, Rhome for over 25 years now. I remember when I first moved here, there was nearly no traffic on FM407, in fact, I remember that I never waited at the stop sign when entering FM407. 10 - 15 minutes may go by without ever seeing a car. Today- my wait time at this stop sign is Always but my greatest concern is high speed traffic. I believe FM407 has a max safety speed of 50mph. Today, I estimate most traffic travels at 65 - 70mph - which is dangerous! I know this forum from last night was to discuss the expansion of FM407 but is there a way for TXDOT to slow down our current traffic to reduce accidents and deaths?	The FM 407 Feasibility Study is based on providing geometric FM 407 roadway improvements, which adhere to a minimum design speed of 40 mile per hour (mph) and a desirable design speed of 50 mph. This speed range adheres to TxDOT's Roadway Design Manual requirements for urban, curb and gutter roadways. The actual posted "speed limit" will be determined during a future post-FM 407 Schematic Design phase conducted by TxDOT.
				Back to my comments on the Expansion; Our Airport community has been established since 1984. Near that time, our community had the electric power line buried just at the North end of the runway, at the North side of FM407. As a pilot owning 2 small airplanes, the process of landing is to establish a Glideslope on Final Approach at approximately 3 degrees while slowing down and landing at a specific touchdown zone point on the runway.	The final FM 407 Feasibility Study recommendations to improve the FM 407 corridor's safety and mobility aspects will assess the airway-roadway clearance requirements and Fairview Airport's Runway Protection Zone. The goal is to avoid or minimize impacts to the airport. The potential lowering of the FM 407 elevation will be considered as one option to improve / maintain the airway-roadway clearance.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>The process of landing is pretty consistent with all aircraft. Approach airport, slow down to landing speed, enter a down - wind pattern, keep slowing down, turn base leg (90 deg to final approach), turn to final, adjust speed to landing speed, and establish a 3 degree glideslope to the runway. Final Approach is typically a half mile long and on a 3 degree glideslope. As Tim Hulm mentioned to you yesterday, our 3 degree slope has been measured to be 18 feet about the centerline of FM407. This imaginary 3 degree slope goes North and South. As mentioned, it probably starts at about 1/2 mile North of FM407 and starts at maybe 500 feet above the ground (1/2 mile N) and then goes to zero feet when the landing wheels hit the runway which will be about 100 - 200 feet down the runway (approx measured from the edge of our runway - near our runway lights.) Within this Glidepath, our Runway Protection Zone has been requested by the FAA.</p> <p>The FAA defines the Runway Protection Zone as follows; Within FAA Advisory Circular 150/5300 - 13B, paragraph 3.13, the FAA defines a RPZ as follows: <b><i>Runway Protection Zone (RPZ).</i></b> <i>The RPZ is a protection zone that serves to enhance the protection of people and property on the ground. Airport owner control and implementation of compatible land 3/31/2022 AC 150/5300 - 13B 3 - 53 use principles</i></p>	

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>for each runway RPZ is the optimum method of ensuring the public's safety in these areas. Acquisition of appropriate property interest (e.g., fee title, easement, etc.) offers a high degree of control. Zoning ordinances offer a lesser degree of control. The primary goals are to clear the RPZ areas of incompatible objects and activities, and to ensure this area remains clear of such objects and activities. Here is the Runway Protection Zone as established for our Runway. Purple denotes the RPZ. Green is our Runway. FM407 is also shown. My biggest concern with the Expansion of FM407 is the encroachment of our Runway environment. We have several unique aircraft living in our community. Several aircraft use up the entire length of the runway for both Take off and Landing. These aircraft are typically heavier and require more runway length to stop as well as taking off. Shortening our runway would affect numerous aircraft at our airport.....to the point where they can no longer operate. Expanding the width of FM407 South towards our runway would require the lengthening of our runway to accommodate all of our aircraft. We can't do this because the southern end of the runway has an access road starting at the end of our runway and going to the housing section just South of our runway. Please let me know if you have any other questions that I might be able to share with you.</p>	

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
9	John Bergeson	May 23, 2022	Email	<p>Good morning. Thank you for doing such a fine job on our Texas road and highway system. I've live in other places, and our roads here in Texas are among the very best! Good job! My wife, Sharon, and I live at 119 Graben Lane, in Rhome, Texas, on Fairview Airport. FM 407 forms our northern property border.</p> <p>Improvement to FM 407 affects all the residents at Fairview Airport, but we are affected more, because we have operate aircraft and actually live on property that borders FM 407. The runway at Fairview Airport is just barely long enough for safe aircraft operation. Shortening the runway to accommodate the widening of FM 407 negatively impacts aviation safety. (Really, everyone wants a better road, but nobody wants that road to impact their lives. This is obvious...)</p> <p>A few possible ideas: Lowering FM 407 would allow the aircraft to have more clearance with vehicular traffic during takeoff and landing operations. The south end of the runway could be lengthened. This property is owned by Mr. Erich Graben, and that project could be quite complex, as a creek runs next to the area where the runway could be extended. A culvert? Divert a creek? Drainage? Also, there are imminent domain issues. Widening FM 407 removes approximately 20 percent of our real property. Our airport association will lose property as well, from the north end of our only runway.</p>	<p>The final FM 407 Feasibility Study recommendations to improve the FM 407 corridor's safety and mobility aspects will assess the airway-roadway clearance requirements and Fairview Airport's Runway Protection Zone. The goal is to avoid or minimize impacts to the airport. The potential lowering of the FM 407 elevation will be considered as one option to improve / maintain the airway-roadway clearance.</p> <p>The future post-Study phase (FM 407 Schematic Design) conducted by TxDOT will include a detailed noise analysis to assess potential noise mitigation / abatement solutions. This future phase will also assess and proposed hydraulic / drainage solutions such as the addition of FM 407 culverts and bridges.</p>

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				Extending the property on the south end makes the association whole. The road will be faster, and create more noise. Traffic will be at least one lane closer to our aircraft hangar and home. Economic progress benefits everyone. We did not move into this home in 2017 expecting the road system to be static. However, a new rubberized asphalt road surface would make this airport, and this residence quieter overall, and economic progress can continue. Lowering the speed limit might also be a consideration?	
10	Sharon Bergeson	May 31, 2022	Email with Comment Form	Comments from the Fairview Airport Runway Association:	1. & 2. The final FM 407 Feasibility Study recommendations to improve the FM 407 corridor's safety and mobility aspects will assess the airway-roadway clearance requirements and Fairview Airport's Runway Protection Zone. The goal is to avoid or minimize impacts to the airport. The potential lowering of the FM 407 elevation will be considered as one option to improve / maintain the airway-roadway clearance.
				1. Lowering the 407 around Fairview Airport would be beneficial to our community. 2. Acquiring a section of the runway (expanding 407 to the south) would affect all 20 +/- residents both monetarily and functionality.	
				3. The runway could be an emergency transport location, being within a reasonable distance from 287 and located adjacent 407.	3. Comment noted. One of the ongoing FM 407 Feasibility Study's goals is to recommend improvements to FM 407 which improve travel safety and mobility within or involving the FM 407 corridor.
11	Maegan and Travis Schoech	June 3, 2022	Email	My wife and I live in the Falcon Ridge subdivision off 407, in the 76247 zip code. We respectfully request that the construction plans for the 407 expansion utilize the vacant, underdeveloped land, north	The final FM 407 Feasibility Study Recommended Alternative, which will add travel lanes to FM 407, will consider residential zones and assess potential impacts to these zones / subdivisions. The goal is to achieve a FM 407 design solution that incorporates safety and optimal roadway geometry elements as well as a solution which meets the growing travel

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>of Falcon Ridge. The two 90 degree turns in 407 that border two sides of our subdivision are already highly traveled and dangerous. Adding more lanes and more traffic would create economic obsolescence for us and be very dangerous to our newly developed community. Meanwhile, north of Falcon Ridge there are no subdivisions or developments to navigate or negatively impact. I know you have a difficult job, but ask that you please take special consideration to one of the few subdivisions and handful of homeowners that are currently living in the area. There are thousands of open acres north of us for you to plan and develop a new path for 407, we ask that you use them and not negatively impact our small subdivision.</p>	<p>demands along FM 407. Other considerations involving the potential addition of FM 407 travel lanes include the increasing housing developments adjacent to FM 407, expanding demographics / population growth, and the growing Northwest Independent School District and forecast school sites. One of the Study goals is removal of the 90-degree roadway curvature which affects travel safety. At this location, community development is occurring north of FM 407, and north and northwest of Falcon Ridge. The Study is assessing FM 407 re-alignment alternatives in the less developed areas south of Falcon Ridge and south of the northern development sites west of County Line Road.</p>
12	Will Poundstone	May 26, 2022	Email	<p>I think it would be most prudent to build FM 407 as a Median U - Turn corridor where no direct left turns would be allowed and instead people going left would use U - turns to complete their movements. Michigan has been building them for 60 years and they are consistently shown to improve safety and traffic flow.</p>	<p>The FM 407 Feasibility Study Report will note the need to assess median opening options and associated left-turn lane options such as "Michigan Lefts." After the Feasibility Study is complete, median opening assessment will occur during the FM 407 Study Schematic Design Phase in consultation with the Area Office and the local city.</p>
13	Suzette Aprea	May 20, 2022	Comment Form Submitted Online	<p>Traffic noise will increase exponentially. The road noise is already near insufferable for the folk living near FM407. Do the plans include retaining/sound suppression walls for each subdivision/community in New</p>	<p>The future post-Study FM 407 Schematic Design phase will include a detailed traffic noise analysis to assess potential noise impacts and determine mitigation and abatement solutions.</p>

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				Fairview that abuts FM407? If not please add to plans.	
14	Robert Higgins	May 21, 2022	Comment Form Submitted Online	The TxDOT staff presented a great deal of information Thursday in New Fairview. I was impressed by the amount of data presented. I do not live within 5 miles of FM 407, but I travel on it every day. This road needs massive improvements, and it appears that TxDOT is planning for the future, good for them. I am open to anything that improves this road, and the plans I saw firsthand look great. I wish other roads like I35 were being treated in the same way.	Comment noted.
15	Jackson Hurst	May 23, 2022	Comment Form Submitted Online	I approve and support TxDOT's FM 407 from US 81/287 to Bill Cook Road Project. The aspect that I love about TxDOT's FM 407 from US 81/287 to Bill Cook Road Project is that FM 407 from US 81/287 to Bill Cook Road will be widened from 2 lanes to 4 lanes in each direction with turn lanes which will improve safety and reduce congestion on FM 407. Regarding the FM 407/US 81/287 Intersection the alternative that I support is the Elevated Intersections Interchange because this alternative will improve safety and reduce congestion.	Comment noted.



## **B. Notices Provided**

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## Virtual Public Meeting with In-Person Option - FM 407 from US 81/287 to Bill Cook Road

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<b>Where:</b>	<p>The virtual public meeting will be posted <a href="#">here</a> on Thursday, May 19, 2022, at 5:30 p.m. and remain online through Friday, June 3, 2022, at 11:59 p.m. Please note, this is not a live event. The materials can be viewed at your convenience.</p> <p>Additionally, TxDOT is providing an in-person meeting option for individuals who would like to participate in person instead of online. In-person attendees will be able to review the same materials and presentation as the online public meeting.</p>
<b>When:</b>	<p><b>Virtual Meeting</b> Thursday, May 19, 2022 at 5:30 p.m. and remain online through Friday, June 3, 2022 at 11:59 p.m.</p> <p><b>In-person Meeting</b> Thursday, May 19, 2022 5:30 - 7:30 p.m. Texas Pistols Volleyball Gym 301 Graham Road Rhome, TX 76078</p>
<b>Purpose:</b>	TxDOT is conducting a Feasibility Study for potential improvements to FM 407 from US 81 / 287 to Bill Cook Road in Wise and Denton Counties, Texas.
<b>Description:</b>	The purpose of the feasibility study is to analyze potential roadway options to improve FM 407, including improving the existing alignment or utilizing new alignments. Alignment options could require additional right-of-way to accommodate the project. The proposed study would potentially involve construction in wetlands and an action in a floodplain.
<b>Special Accommodations:</b>	The virtual public meeting and in-person option will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to

attend and participate in the virtual public meeting or in-person option, please contact the TxDOT Public Information Office at (214) 320-4480 no later than 4 p.m. CT, by Monday, May 16, 2022. Please be aware that advance notice is required as some services and accommodations may require time for the TxDOT to arrange.

**Memorandum of Understanding:**

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

**Downloads:**

- [Notice](#)
- [Notice \(Español\)](#)
- [Venue Map](#)
- [Venue Map \(Español\)](#)

**Contact:**

TxDOT Dallas District  
Public Information Office  
(214) 320-4480  
[Email](#)

*Posted: April 29, 2022*

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## Katrina Wisner

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**From:** TxDOT <txdot@service.govdelivery.com>  
**Sent:** Friday, April 29, 2022 12:01 AM  
**To:** Katrina Wisner  
**Subject:** TxDOT Statewide Public Hearings, Meetings and Notices Update

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### [Virtual Public Meeting - Lufkin District - 2023-2026 Rural Transportation Improvement Program](#)

**Location:** Lufkin

**Date:** 05/26/22

**Purpose:** The TxDOT Lufkin District will conduct an online virtual public meeting for the 2023 – 2026 Rural Transportation Improvement Program (RTIP).

### [Virtual Public Meeting with In-Person Option - FM 407 from US 81/287 to Bill Cook Road](#)

**Location:** Rhome

**Date:** 05/19/22

**Purpose:** TxDOT is conducting a Feasibility Study for potential improvements to FM 407 from US 81 / 287 to Bill Cook Road in Wise and Denton Counties, Texas.

Visit [TxDOT.gov](https://www.txdot.gov) for a complete list of [upcoming hearings and meetings](#).

[Texas Department of Transportation](#)  
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**From:** [Seung Yoo](#)  
**To:** [Seung Yoo](#)  
**Subject:** FM 407 Feasibility Study Public Meeting  
**Date:** Thursday, April 28, 2022 2:39:18 PM  
**Attachments:** [FM 407 Public Meeting Venue Map 4-26-2022 Spanish.pdf](#)  
[FM 407 Public Meeting Venue Map English Final.pdf](#)  
[FM 407 FS PM Notice Spanish Final.pdf](#)  
[FM 407 FS PM Notice English Final.pdf](#)

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## **FM 407 Feasibility Study Public Meeting**

The Texas Department of Transportation (TxDOT) is conducting an in-person and online virtual public meeting to discuss and receive public comments on the FM 407 Feasibility Study. The project limits are from US 81 / 287 to Bill Cook Road in Wise and Denton Counties.

Materials presented at the in-person and virtual public meeting will be identical.

The virtual public meeting will begin on Thursday, May 19 at 5:30 p.m. and remain on-line through Friday, June 3 at 11:59 p.m. at the project website: [www.keepitmovingdallas.com/FM407FS](http://www.keepitmovingdallas.com/FM407FS). This is not a live event and can be viewed at your convenience.

The in-person public meeting will be held on Thursday, May 19 from 5:30 p.m. to 7:30 p.m. at the Texas Pistols Volleyball Gymnasium, 301 Graham Road, Rhome, TX 76078. The in-person public meeting will be held in an open house format where the public may come and go at their convenience.

A copy of the notice and venue map in English and Spanish are attached.

If you would like additional information regarding the project, please feel free to contact me directly.

Sincerely,  
Seung Yoo, P.E.  
FM 407 Feasibility Study Project Manager  
TxDOT, Dallas District  
[Seung.Yoo@txdot.gov](mailto:Seung.Yoo@txdot.gov)





**Notice of Public Meeting**  
**FM 407 From US 81 / 287 to Bill Cook Road**  
**CSJs: 1568-02-013 & 1568-01-016**  
**Wise and Denton Counties, Texas**

The Texas Department of Transportation (TxDOT) is conducting a Feasibility Study for potential improvements to FM 407 from US 81 / 287 to Bill Cook Road in Wise and Denton Counties, Texas. This notice advises the public that TxDOT will be conducting an in-person meeting and an online virtual public meeting on the proposed study. **The same information will be available at both the in-person and virtual meetings.**

**In-Person Meeting**

Thursday, May 19, 2022, 5:30 p.m. to 7:30 p.m.  
Texas Pistols Volleyball Gym  
301 Graham Road, Rhome, TX 76078

**Virtual Meeting**

Thursday, May 19, 2022, at 5:30 p.m. through  
Friday, June 3, 2022 at 11:59 p.m.  
[www.keepitmovingdallas.com/FM407FS](http://www.keepitmovingdallas.com/FM407FS)

The in-person meeting will begin at 5:30 p.m. and will be an open house format where the public may come and go at their convenience. Staff will be available to answer questions and take comments. The virtual meeting can be viewed Thursday, May 19 starting at 5:30 pm. through Friday, June 3, 2022 at 11:59 p.m. Materials will be posted to the project website at [www.keepitmovingdallas.com/FM407FS](http://www.keepitmovingdallas.com/FM407FS) and will consist of a pre-recorded video presentation that includes both audio and video components, along with other exhibits. The virtual public meeting is not a live event and the materials can be viewed at your convenience. If you do not have internet access, you may call (214) 320-6178 between the hours of 8 a.m. and 5 p.m. Monday through Friday, to ask questions and access project materials. **Please note the materials will not be available until May 19, 2022 at 5:30 pm.**

The purpose of the feasibility study is to analyze potential roadway options to improve FM 407, including improving the existing alignment or utilizing new alignments. Alignment options could require additional right-of-way to accommodate the project. The proposed study would potentially involve construction in wetlands and an action in a floodplain.

Any maps and drawings showing the project location and design, tentative construction schedules, and other information regarding the proposed study are on file and available for inspection Monday through Friday between the hours of 8 a.m. and 5 p.m. at the TxDOT Dallas District Office, 4777 East US Highway 80, Mesquite, TX 75150. Project materials are also available online at the project website.

The virtual public meeting and in-person option will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the virtual public meeting or in-person option, please contact the TxDOT Public Information Office at (214) 320-4480 no later than 4 p.m. CT, by Monday, May 16, 2022. Please be aware that advance notice is required as some services and accommodations may require time for the TxDOT to arrange.

Written comments from the public regarding the proposed study are requested and may be submitted by mail to the TxDOT Dallas District Office, Attn: Seung Yoo, P.E. 4777 East US Highway 80, Mesquite, TX 75150. Written comments may also be submitted by email to [Seung.Yoo@txdot.gov](mailto:Seung.Yoo@txdot.gov). Additionally, members of the public may call (833) 933- 0442 and record a verbal comment. All comments must be received on or before Friday, June 3, 2022. Responses to comments received will be available online at [www.keepitmovingdallas.com/FM407FS](http://www.keepitmovingdallas.com/FM407FS) once they have been prepared.

If you have any general questions or concerns regarding the proposed study or virtual meeting or in-person option, please contact the TxDOT project manager, Seung Yoo, P.E., at (214) 320-6178 or by email at [Seung.Yoo@txdot.gov](mailto:Seung.Yoo@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 9, 2019, and executed by FHWA and TxDOT.



**Aviso de Reunión Pública**  
**FM 407 From US 81 / 287 to Bill Cook Road**  
**CSJs: 1568-02-013 & 1568-01-016**  
**Condados de Wise y Denton, Texas**

El Departamento de Transporte de Texas (TxDOT) está llevando a cabo un Estudio de Factibilidad para posibles mejoras a FM 407 desde US 81 / 287 hasta Bill Cook Road en los condados de Wise y Denton, Texas. Este aviso informa al público que TxDOT llevará a cabo una reunión en persona y una reunión pública virtual en línea sobre el estudio propuesto. **La misma información estará disponible tanto en las reuniones presenciales como virtuales.**

**Reunión en Persona**

Jueves 19 de mayo de 2022, de 5:30 p.m. a 7:30 p.m.  
Gimnasio de voleibol Texas Pistols  
301 Graham Road, Rhome, TX 76078

**Reunión Virtual**

JJueves 19 de mayo de 2022, a las 5:30 p.m. a través de  
Viernes, 3 de junio de 2022 a las 11:59 p.m.  
[www.keepitmovingdallas.com/FM407FS](http://www.keepitmovingdallas.com/FM407FS)

La reunión en persona comenzará a las 5:30 p.m. y será un formato de casa abierta donde el público puede ir y venir a su conveniencia. El personal estará disponible para responder preguntas y recibir comentarios. La reunión virtual se podrá ver desde el jueves 19 de mayo a partir de las 5:30 p.m. hasta el viernes 3 de junio de 2022 a las 11:59 p.m. Los materiales se publicarán en el sitio web del proyecto en [www.keepitmovingdallas.com/FM407FS](http://www.keepitmovingdallas.com/FM407FS) y consistirán en una presentación de video pregrabada que incluye componentes de audio y video, junto con otras exhibiciones. La reunión pública virtual no es un evento en vivo y los materiales se pueden ver a su conveniencia. Si no tiene acceso a Internet, puede llamar al (214) 320-6178 entre las horas de 8 a.m. y 5 p.m. De lunes a viernes, para hacer preguntas y acceder a los materiales del proyecto. **Tenga en cuenta que los materiales no estarán disponibles hasta el 19 de mayo de 2022 a las 5:30 pm.**

El propósito del estudio de factibilidad es analizar las posibles opciones de carreteras para mejorar FM 407, incluida la mejora de la alineación existente o la utilización de nuevas alineaciones. Las opciones de alineación podrían requerir un derecho de paso adicional para acomodar el proyecto. El estudio propuesto implicaría potencialmente la construcción en humedales y una acción en una llanura de inundación.

Todos los mapas y dibujos que muestren la ubicación y el diseño del proyecto, los cronogramas tentativos de construcción y otra información sobre el estudio propuesto están archivados y disponibles para inspección de lunes a viernes entre las horas de 8 a.m. y 5 p.m. en la Oficina del Distrito de TxDOT Dallas, 4777 East US Highway 80, Mesquite, TX 75150. Los materiales del proyecto también están disponibles en línea en el sitio web del proyecto.

La reunión pública virtual y la opción en persona se llevarán a cabo en inglés. Si necesita un intérprete o traductor de documentos porque el inglés no es su idioma principal o tiene dificultades para comunicarse de manera efectiva en inglés, se le proporcionará uno. Si tiene una discapacidad y necesita asistencia, se pueden hacer arreglos especiales para satisfacer la mayoría de las necesidades. Si necesita servicios de interpretación o traducción o si es una persona con una discapacidad que requiere una adaptación para asistir y participar en la reunión pública virtual o en la opción en persona, comuníquese con la Oficina de Información Pública de TxDOT al (214) 320-4480 a más tardar a las 4 p.m. CT, antes del lunes 16 de mayo de 2022. Tenga en cuenta que se requiere un aviso previo, ya que algunos servicios y adaptaciones pueden requerir tiempo para que el TxDOT lo organice.

Se solicitan comentarios escritos del público con respecto al estudio propuesto y pueden enviarse por correo a la Oficina del Distrito de TxDOT Dallas, Attn: Seung Yoo, P.E. 4777 East US Highway 80, Mesquite, TX 75150. Los comentarios por escrito también pueden enviarse por correo electrónico a [Seung.Yoo@txdot.gov](mailto:Seung.Yoo@txdot.gov). Además, los miembros del público pueden llamar al (833) 933-0442 y grabar un comentario verbal. Todos los comentarios deben recibirse el viernes 3 de junio de 2022 o antes. Las respuestas a los comentarios recibidos estarán disponibles en línea en [www.keepitmovingdallas.com/FM407FS](http://www.keepitmovingdallas.com/FM407FS) una vez que se hayan preparado.

Si tiene alguna pregunta o inquietud general con respecto al estudio propuesto o la reunión virtual o la opción en persona, comuníquese con el gerente de proyecto de TxDOT, Seung Yoo, P.E., al (214) 320-6178 o por correo electrónico a [Seung.Yoo@txdot.gov](mailto:Seung.Yoo@txdot.gov).

La revisión ambiental, la consulta y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo, o han sido, llevadas a cabo por TxDOT de conformidad con 23 U.S.C. 327 y un Memorando de Entendimiento de fecha 9 de diciembre de 2019, y ejecutadas por FHWA y TxDOT.

# FM 407 FEASIBILITY STUDY

From US 81 / 287  
to Bill Cook Road

## PUBLIC MEETING

CSJs: 1568-02-013 & 1568-01-016

Thursday, May 19, 2022  
5:30 PM to 7:30 PM

Texas Pistols  
Volleyball Gymnasium  
301 Graham Road  
Rhome, TX 76078



### Contact Information:

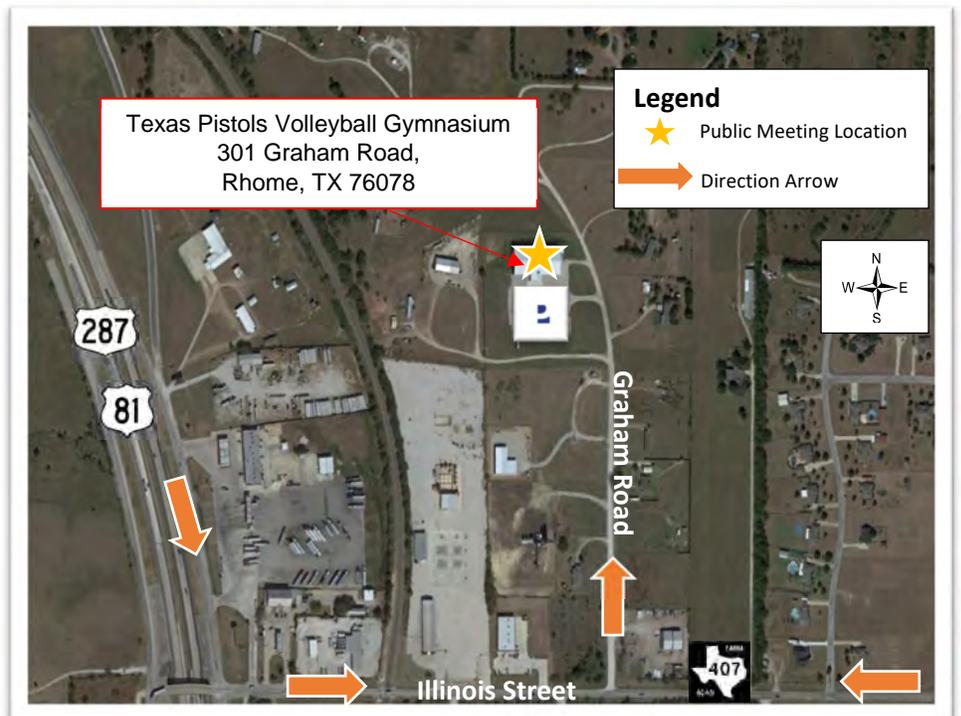
TxDOT Project Manager, Seung Yoo, P.E.  
[Seung.Yoo@txdot.gov](mailto:Seung.Yoo@txdot.gov) | (214) 320-6178

### VIRTUAL PUBLIC MEETING

The Virtual Public Meeting can be viewed at any time beginning on Thursday, May 19, 2022, at 5:30 p.m. through Friday, June 3, 2022, at 11:59 p.m. You can access the Virtual Public Meeting by scanning the QR code on this page using a phone or a tablet or visit [www.keepitmovingdallas.com/FM407FS](http://www.keepitmovingdallas.com/FM407FS).



Please note, this is not a live event.



### Directions to the In-Person Public Meeting

301 Graham Road, Rhome, TX 76078

#### Directions from northbound US 81/US 287:

Turn right on Illinois Street and then turn left on Graham Road

#### Directions from southbound US 81/US 287:

Turn left on Illinois Street and then turn left on Graham Road

#### Directions from westbound FM 407 / Illinois Street:

Turn right on Graham Road

# FM 407 ESTUDIO DE VIABILIDAD

Desde US 81 / 287  
a Bill Cook Road

## REUNIÓN PÚBLICA

CSJs: 1568-02-013 & 1568-01-016

**jueves, 19 de mayo de 2022**  
**5:30 PM hasta 7:30 PM**

**Texas Pistols  
Gimnasio de Voleibol**  
301 Graham Road  
Rhome, TX 76078

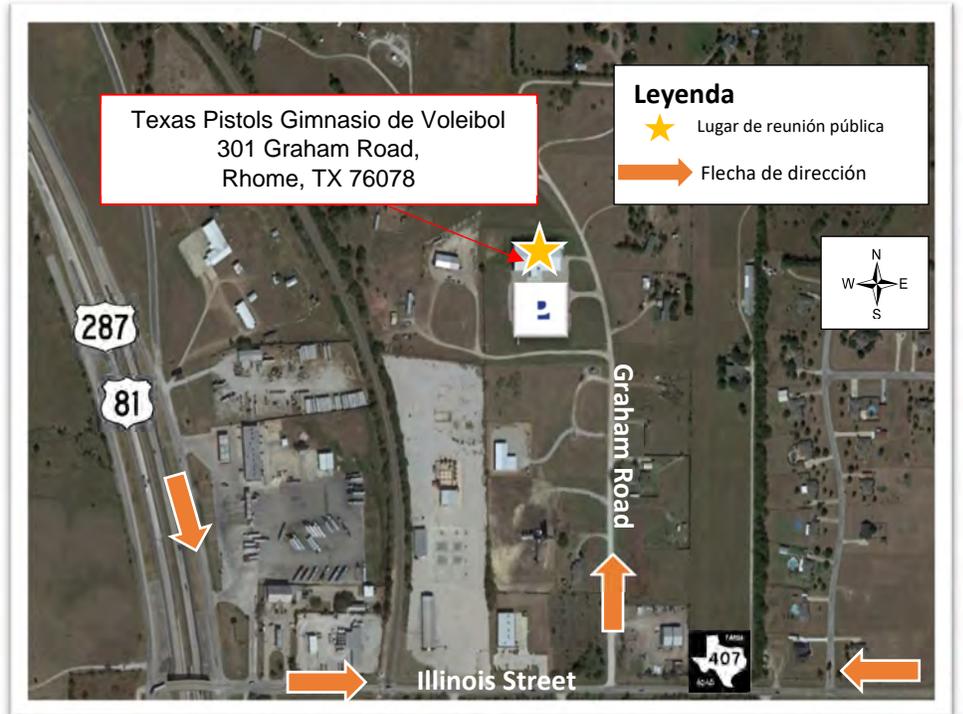


### Información de contacto:

Gerente de Proyectos TxDOT, Seung Yoo, P.E.  
[Seung.Yoo@txdot.gov](mailto:Seung.Yoo@txdot.gov) | (214) 320-6178

### REUNIÓN PÚBLICA VIRTUAL

La Reunión Pública Virtual se puede ver en cualquier momento a partir del jueves 19 de mayo de 2022 a las 5:30 p.m. hasta el viernes 3 de junio de 2022 a las 11:59 p.m. Puede acceder a la Reunión Pública Virtual escaneando el código QR en esta página usando un teléfono o una tableta o visitando [www.keepitmovingdallas.com/FM407FS](http://www.keepitmovingdallas.com/FM407FS). Tenga en cuenta que este no es un evento en vivo.



### Instrucciones para la reunión pública en persona

301 Graham Road, Rhome, TX 76078

**Cómo llegar desde US  
81/US 287 en dirección  
norte:**

Gire a la derecha en Illinois  
Street y luego gire a la izquierda

**Cómo llegar desde la US  
81/US 287 en dirección sur:**

Gire a la izquierda en Illinois  
Street y luego gire a la izquierda  
en Graham Road

**Cómo llegar desde el oeste  
fm 407 / Illinois Street:**

Gire a la derecha en  
Graham Road



Beaufort Gazette  
 Belleville News-Democrat  
 Bellingham Herald  
 Bradenton Herald  
 Centre Daily Times  
 Charlotte Observer  
 Columbus Ledger-Enquirer  
 Fresno Bee

The Herald - Rock Hill  
 Herald Sun - Durham  
 Idaho Statesman  
 Island Packet  
 Kansas City Star  
 Lexington Herald-Leader  
 Merced Sun-Star  
 Miami Herald

el Nuevo Herald - Miami  
 Modesto Bee  
 Raleigh News & Observer  
 The Olympian  
 Sacramento Bee  
 Fort Worth Star-Telegram  
 The State - Columbia  
 Sun Herald - Biloxi

Sun News - Myrtle Beach  
 The News Tribune Tacoma  
 The Telegraph - Macon  
 San Luis Obispo Tribune  
 Tri-City Herald  
 Wichita Eagle

## AFFIDAVIT OF PUBLICATION

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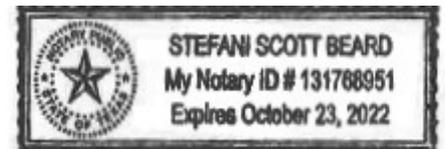
### THE STATE OF TEXAS COUNTY OF TARRANT

Before me, a Notary Public in and for said County and State, this day personally appeared Amanda Grisham, Bid and Legal Coordinator for the Star-Telegram, published by the Star-Telegram, Inc. at Fort Worth, in Tarrant County, Texas; and who, after being duly sworn, did depose and say that the attached clipping of an advertisement was published in the above named paper on the listed dates:

No. of Insertions: 1  
 Beginning Issue of: 05/04/2022  
 Ending Issue of: 05/04/2022

Sworn to and subscribed before me this 4th day of May in the year of 2022

Notary Public in and for the state of Texas, residing in Dallas County



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JOSE LUIS MAGANA AP

Demonstrators protest outside the U.S. Supreme Court Tuesday after an extremely rare breach of the court's secretive processes in which a draft opinion that would curtail abortion rights was leaked to the press.

# Key rights in danger if Roe v. Wade draft holds, Biden warns

BY MICHAEL WILNER  
mwilner@mcclatchydc.com

WASHINGTON

A draft Supreme Court decision obtained by Politico that proposes an end to Roe v. Wade would be a "radical" move by the court, calling into question the right to privacy that also undergirds access to contraception and marriage equality, President Joe Biden said on Tuesday.

The 98-page draft decision was confirmed as authentic by the Supreme Court on Tuesday, which stressed that the draft "does not represent a decision by the Court or the final position of any member." Chief Justice John Roberts has ordered an investigation into the leak of the document.

"If this decision holds, it's really quite a radical decision," Biden told reporters before boarding Air Force One en route to Alabama. "It would mean

that every other decision related to the notion of privacy is thrown into question."

The draft decision, written by Justice Samuel Alito, is assumed to have been written after a preliminary voice vote on the case of Dobbs v. Jackson Women's Health Organization, a case surrounding a Mississippi law that would ban abortions after 15 weeks of pregnancy.

The draft goes further than upholding the Mississippi law by entirely overturning Roe v. Wade, the 1973 law that guaranteed abortion as a constitutional right.

Roe and the cases that have upheld it since "must be overturned," the draft decision reads. "Roe was egregiously wrong from the start."

The 1973 decision upheld that women had a constitutional right to privacy that extended to their decision to continue with a pregnancy, up until the point that a fetus could

viably survive outside of the womb.

It followed on a decision years earlier called Griswold v. Connecticut, which also found that the right to privacy implicit in the Fourteenth Amendment prevented governments from banning the use of contraception.

The same principle was key in Obergefell v. Hodges, the 2015 decision legalizing same-sex marriage nationwide.

Biden referenced both of these rights as endangered by the leaked draft decision.

"If the rationale of the decision as released would be sustained, a whole range of rights are in question. A whole range of rights," Biden continued. "And the idea that we're letting the states making those decisions, localities make those decisions, would be a fundamental shift in what we've done."

"I hope there are not enough votes for it," he added.

In several passages of the draft, Alito says the decision to overturn Roe would not undermine other unenumerated rights that are "deeply rooted in history." He states that cases on which the original Roe decision relied — such as Griswold — would be safe. But he does not reference Obergefell or Lawrence v. Texas, a 2003 decision that prevented bans on sodomy.

In his remarks to the press, Biden suggested that states may begin challenging gay rights with new laws designed around the new Dobbs precedent.

"Does this mean that in Florida they can decide they're going to pass a law saying that same sex marriage is not permissible? It's against the law in Florida?" Biden asked. "It's a fundamental shift in American jurisprudence."

Michael Wilner: 202-383-6083, @mawilner



## Notice of Public Meeting FM 407 From US 81 / 287 to Bill Cook Road CSJs: 1568-02-013 & 1568-01-016 Wise and Denton Counties, Texas

The Texas Department of Transportation (TxDOT) is conducting a Feasibility Study for potential improvements to FM 407 from US 81 / 287 to Bill Cook Road in Wise and Denton Counties, Texas. This notice advises the public that TxDOT will be conducting an in-person meeting and an online virtual public meeting on the proposed study. **The same information will be available at both the in-person and virtual meetings.**

In-Person Meeting	Virtual Meeting
Thursday, May 19, 2022, 5:30 p.m. to 7:30 p.m. Texas Pistols Volleyball Gym 301 Graham Road, Rhome, TX 76078	Thursday, May 19, 2022, at 5:30 p.m. through Friday, June 3, 2022 at 11:59 p.m. <a href="http://www.keepitmovingdallas.com/FM407FS">www.keepitmovingdallas.com/FM407FS</a>

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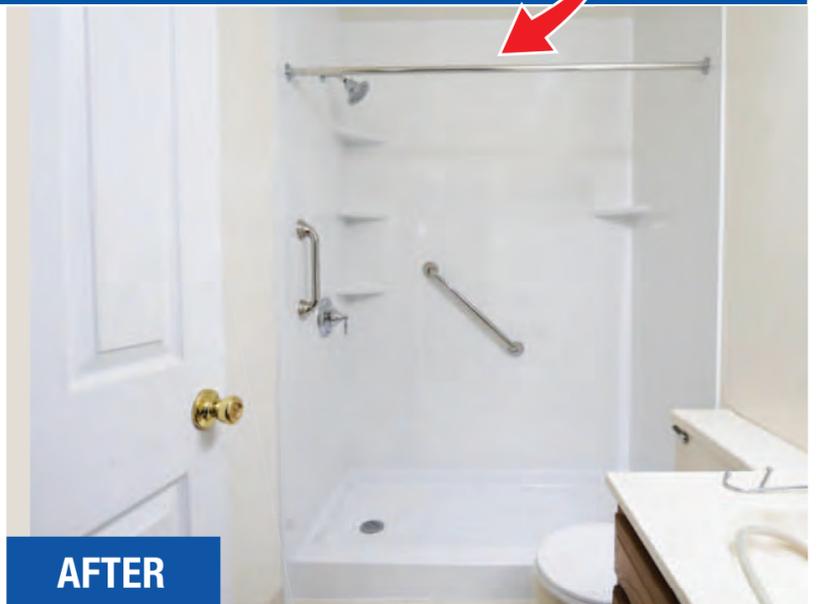
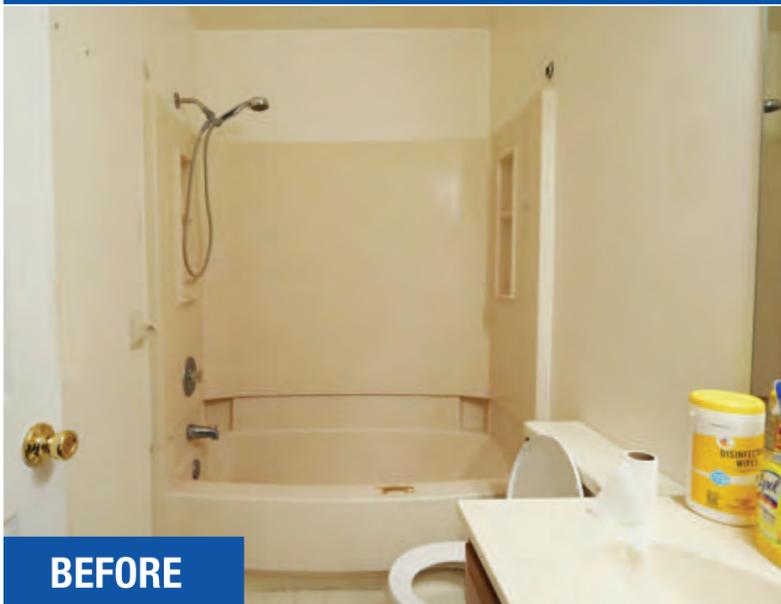
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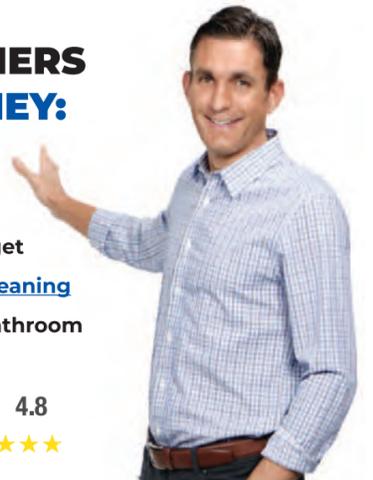
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Applicant Name: TxDot

CSJs.: 1568-02-013 & 1568-01-016

**ALTERNATIVE LANGUAGE AFFIDAVIT OF PUBLICATION**

**STATE OF TEXAS §**

**COUNTY OF** Hood **§**

**BEFORE ME**, the undersigned authority, on this day personally appeared

Kytinna Soto, who being by me duly sworn, deposes and says that (s)he is (*Name of Person Representing Newspaper*)

the Owner of the La Prensa Comunidad;  
(*Title of Person Representing Newspaper*) (*Name of the Newspaper*)

that said newspaper is generally circulated in Wise and Denton county, Texas;

that the enclosed notice was published in said newspaper on the following date(s):

10 May 2022  
[Signature]  
(*Newspaper Representative's Signature*)

Subscribe and sworn to before me this the 13th day of May, 2022  
to certify which witness my hand and seal of office.

[Affix Seal]



[Signature]  
Notary Public in and for the State of Texas

Laurie Reed  
Print or Type Name of Notary Public

7/30/24  
My Commission Expires

## Atrasos en oficina de ICE tiene de migrantes esperando a la intemperie



La falta de capacidad de respuesta en una oficina de la agencia encargada de las deportaciones del gobierno en Orlando, Florida, tiene a decenas de inmigrantes esperando en las afueras de las instalaciones para que les procesen sus documentos y puedan continuar batallando por sus derechos de permanencia en EEUU.

La falta de capacidad de respuesta en una oficina de la agencia encargada de las deportaciones del gobierno en Orlando, Florida, tiene a decenas de inmigrantes esperando en las afueras de las instalaciones para que les procesen sus documentos y puedan continuar batallando por sus derechos de permanencia en Estados Unidos.

La semana pasada la cadena de noticias CNN reportó que una larga cola se extendía frente a las dependencias de la Oficina de Inmigración y Aduanas (ICE) en Orlando, centro de Florida. La fila incluía niños y ancianos, y que algunos habían optado por dormir en el interior de sus vehículos.

El congresista estatal Darren Soto escribió molesto en su cuenta de la red social Twitter indicando "nuestras familias inmigrantes merecen más respeto que este trato inhumano" que proporciona la agencia federal. "Es por eso que estamos actuando rápidamente!", agregó.

En una carta enviada al secretario del Departamento de Seguridad Nacional (DHS), Alejandro Mayorkas y al director interino de ICE, Tae Johnson, el 29 de abril, Soto señaló que "al menos 250 personas estaban experimentando retrasos" en esa oficina.

### Aviso de Reunión Pública

**FM 407 From US 81 / 287 to Bill Cook Road**  
**CSJs: 1568-02-013 & 1568-01-016**  
**Condados de Wise y Denton, Texas**



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**Reunión en Persona**  
 Jueves 19 de mayo de 2022, de 5:30 p.m. a 7:30 p.m.  
 Gimnasio de voleibol Texas Pistols  
 301 Graham Road, Rhome, TX 76078

**Reunión Virtual**  
 Jueves 19 de mayo de 2022, a las 5:30 p.m. a través de  
 Viernes, 3 de junio de 2022 a las 11:59 p.m.  
[www.keeptmovingdallas.com/FM407FS](http://www.keeptmovingdallas.com/FM407FS)

La reunión en persona comenzará a las 5:30 p.m. y será un formato de casa abierta donde el público puede ir y venir a su conveniencia. El personal estará disponible para responder preguntas y recibir comentarios. La reunión virtual se podrá ver desde el jueves 19 de mayo a partir de las 5:30 p.m. hasta el viernes 3 de junio de 2022 a las 11:59 p.m. Los materiales se publicarán en el sitio web del proyecto en [www.keeptmovingdallas.com/FM407FS](http://www.keeptmovingdallas.com/FM407FS) y consistirán en una presentación de video pregrabada que incluye componentes de audio y video, junto con otras exhibiciones. La reunión pública virtual no es un evento en vivo y los materiales se pueden ver a su conveniencia. Si no tiene acceso a Internet, puede llamar al (214) 320-6178 entre las horas de 8 a.m. y 5 p.m. De lunes a viernes, para hacer preguntas y acceder a los materiales del proyecto. **Tenga en cuenta que los materiales no estarán disponibles hasta el 19 de mayo de 2022 a las 5:30 pm.**

El propósito del estudio de factibilidad es analizar las posibles opciones de carreteras para mejorar FM 407, incluida la mejora de la alineación existente o la utilización de nuevas alineaciones. Las opciones de alineación podrían requerir un derecho de paso adicional para acomodar el proyecto. El estudio propuesto implicaría potencialmente la construcción en humedales y una acción en una llanura de inundación.

Todos los mapas y dibujos que muestren la ubicación y el diseño del proyecto, los cronogramas tentativos de construcción y otra información sobre el estudio propuesto están archivados y disponibles para inspección de lunes a viernes entre las horas de 8 a.m. y 5 p.m. en la Oficina del Distrito de TxDOT Dallas, 4777 East US Highway 80, Mesquite, TX 75150. Los materiales del proyecto también están disponibles en línea en el sitio web del proyecto.

La reunión pública virtual y la opción en persona se llevarán a cabo en inglés. Si necesita un intérprete o traductor de documentos porque el inglés no es su idioma principal o tiene dificultades para comunicarse de manera efectiva en inglés, se le proporcionará uno. Si tiene una discapacidad y necesita asistencia, se pueden hacer arreglos especiales para satisfacer la mayoría de las necesidades. Si necesita servicios de interpretación o traducción o si es una persona con una discapacidad que requiere una adaptación para asistir y participar en la reunión pública virtual o en la opción en persona, comuníquese con la Oficina de Información Pública de TxDOT al (214) 320-4480 a más tardar a las 4 p.m. CT, antes del lunes 16 de mayo de 2022. Tenga en cuenta que se requiere un aviso previo, ya que algunos servicios y adaptaciones pueden requerir tiempo para que el TxDOT lo organice.

Se solicitan comentarios escritos del público con respecto al estudio propuesto y pueden enviarse por correo a la Oficina del Distrito de TxDOT Dallas, Attn: Seung Yoo, P.E. 4777 East US Highway 80, Mesquite, TX 75150. Los comentarios por escrito también pueden enviarse por correo electrónico a [Seung\\_Yoo@txdot.gov](mailto:Seung_Yoo@txdot.gov). Además, los miembros del público pueden llamar al (833) 933-0442 y grabar un comentario verbal. Todos los comentarios deben recibirse el viernes 3 de junio de 2022 o antes. Las respuestas a los comentarios recibidos estarán disponibles en línea en [www.keeptmovingdallas.com/FM407FS](http://www.keeptmovingdallas.com/FM407FS) una vez que se hayan preparado.

Si tiene alguna pregunta o inquietud general con respecto al estudio propuesto o la reunión virtual o la opción en persona, comuníquese con el gerente de proyecto de TxDOT, Seung Yoo, P.E., al (214) 320-6178 o por correo electrónico a [Seung\\_Yoo@txdot.gov](mailto:Seung_Yoo@txdot.gov).

La revisión ambiental, la consulta y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo, o han sido, llevadas a cabo por TxDOT de conformidad con 23 U.S.C. 327 y un Memorando de Entendimiento de fecha 9 de diciembre de 2019, y ejecutadas por FHWA y TxDOT.

"Muchas de estas personas han llegado recientemente a Estados Unidos y buscan citas con agentes de inmigración. Se ha visto a hombres, mujeres y niños pequeños durmiendo en autos y tiendas de campaña bajo el calor de Florida mientras esperan ser procesados", indicó. El legislador republicano pidió además una investigación y una solución rápida este problema.

Algunos inmigrantes que no tienen vehículos han decidido instalar tiendas de

campaña que levantan junto a otros extranjeros en la cola mientras esperan ser atendidos por ICE.

### Quiénes son

Los inmigrantes que hacen la cola en las afueras de las instalaciones de ICE en Orlando fueron procesados por agentes de la Oficina de Aduanas y Control Fronterizo (CBP) en la frontera sur de Estados Unidos con México.

Tras hallar que tienen una probable causa de asilo, son procesados y luego liberados, permitiéndoles esperar en Estados Unidos la resolución de sus casos en los tribunales de inmigración.

En estos casos los extranjeros viajan desde la frontera a reunirse con familiares en otros estados. Por lo general, el CBP les entrega documentos migratorios y una fecha límite para registrarse ante una oficina de ICE cuando lleguen a su destino final.

"Básicamente, cuando los liberan ellos, cuando llegan al destino final, deben reportarse para que ICE tome la decisión de colocarlo en un programa alternativo de detención (ATD) o para darles seguimiento y asegurar de que se van a presentar luego en la Corte de Inmigración ante un juez, quien decidirá sus futuros en Estados Unidos", explica José Guerrero, un abogado de inmigración que ejerce en Miami, Florida.

Guerrero agregó que "al ser liberados traen un documento que indica exactamente la fecha de cuándo deben presentarse ante una oficina de ICE. Pero con motivo de la pandemia del coronavirus, la agencia ha tenido que reprogramar citas y eso ha provocado enormes demoras".

"Para reprogramarlas les dicen que tienen que enviar un correo electrónico para que ellos le envíen la nueva cita. Pero esos correos no los están respondiendo. Eso agrava la situación", indicó.

"Solo reciben a unas 60 personas por día", dijo el inmigrante de origen venezolano Miguel García a la estación WESH-TV,

### COMISION DE CALIDAD AMBIENTAL DEL ESTADO DE TEXAS

Aviso Consolidado de Recibo de Solicitud y el Intento de Obtener Permiso y Aviso de Solicitud y Decisión Preliminar

Permiso Estándar de Calidad de Aire para Plantas de Lotes de Concreto Registro Propuesto No. 141667L005

**Solicitud.** Lattimore Materials Corp., ha solicitado a la Comisión de Calidad Ambiental del Estado de Texas (TCEQ por sus siglas en inglés) por un Permiso Estándar de Calidad de Aire, No. de Registro 141667L005, el cual autorizaría la construcción de una planta de lotes de concreto temporal ubicada en 1400 South Highway 67, Cedar Hill, Condado de Dallas, Texas 75104. Esta solicitud se está procesando de una manera acelerada, según lo permitido por las reglas de la comisión en 30 Código Administrativo de Texas, Capítulo 101, Subcapítulo J. Este enlace a un mapa electrónico de la ubicación general del sitio o de la instalación es proporcionado como una cortesía y no es parte de la solicitud o del aviso. Para la ubicación exacta, consulte la solicitud. <http://www.tceq.texas.gov/assets/public/hb610/index.html?lat=32.559067&lng=-96.968529&zoom=13&type=r>. La instalación propuesta emitirá los siguientes contaminantes de aire: materia en partículas incluyendo (pero no limitándose a) agregados, cemento, polvo de caminos, y materia en partículas con diámetros de 10 micrómetros o menores y 2.5 micrómetros o menores.

Esta solicitud se le presentó a TCEQ el 25 de abril de 2022. El director ejecutivo ha concluido las revisiones administrativas y técnicas de la solicitud y ha determinado que la solicitud cumple con todos los requerimientos de un permiso estándar autorizado bajo 30 TAC § 116.611, lo cual establecería las condiciones bajo de las cuales el sitio deberá operar. El director ejecutivo ha tomado la decisión preliminar de otorgar el registro porque cumple con todas las reglas aplicables. La solicitud del permiso, la decisión preliminar del director ejecutivo, y el permiso estándar estarán disponibles para ser revisados y copiados en la oficina central de la TCEQ, en la oficina regional de la TCEQ en Dallas/Fort Worth, y en la Biblioteca Pública Zula B. Wylie, 225 Cedar Street, Cedar Hill, Condado de Dallas, 75104, empezando el primer día de la publicación de este aviso. Los archivos del cumplimiento de la ley de la instalación, si existen, están disponibles para la revisión del público en la Oficina Regional de la TCEQ en Dallas/Fort Worth, 2309 Gravel Drive, Fort Worth, Texas. Visite [www.tceq.texas.gov/goto/cbp](http://www.tceq.texas.gov/goto/cbp) para revisar el permiso estándar.

**Comentarios Públicos/Reunión Pública.** Usted puede presentar comentarios públicos o solicitar una reunión pública. Vea la sección de Contactos. La TCEQ tomará en cuenta todos los comentarios públicos en desarrollar la decisión final de la solicitud. **El plazo final para presentar comentarios públicos o solicitar una reunión es 30 días después de que se publique el aviso en el periódico.** Cuestiones tales como el valor de la propiedad, ruido, seguridad de tráfico y zonificación se encuentran fuera de la jurisdicción de TCEQ para abordar en el proceso del permiso.

El propósito de la reunión pública es proporcionar la oportunidad de hacer comentarios o preguntas acerca de la solicitud. Si el director ejecutivo determina que existe un importante grado de interés público con respecto a la solicitud o si lo solicita un legislador local, se llevará a cabo una reunión pública. Una reunión pública no es una audiencia de caso impugnado. Si se lleva a cabo una reunión pública, el plazo final para presentar comentarios públicos se extenderá al final de la reunión pública.

**Audiencia de Caso Impugnado.** Usted puede solicitar una audiencia de caso impugnado. Una audiencia de caso impugnado es un procedimiento legal similar a un juicio civil en un tribunal de distrito del estado. **A menos que se reciba una petición por escrito para una audiencia de caso impugnado dentro de los 30 días de este aviso, el director ejecutivo podrá aprobar la solicitud.**

Una persona que puede estar afectada por contaminantes de emisiones de aire de la instalación tiene derecho a solicitar una audiencia. Para solicitar una audiencia, una persona debe de residir permanentemente dentro de 440 yardas de la instalación que se propone. Si se solicita una audiencia de caso impugnado, debe presentar lo siguiente: (1) su nombre (o para un grupo o una asociación, un representante oficial), dirección, número de teléfono de día; (2) el nombre del solicitante y número del permiso; (3) la declaración "[yo/nosotros] solicitamos una audiencia de caso impugnado"; (4) una descripción específica de cómo se vería afectado adversamente por la solicitud y las emisiones atmosféricas de la instalación de manera que no es común para el público en general; (5) la ubicación y distancia de su propiedad con relación a la instalación; (6) una descripción de cómo usa la propiedad, lo cual podría ser afectado por la instalación; y (7) una lista de todas las cuestiones de hecho en disputa que presentó durante el período de comentarios. Si la petición la hace un grupo o una asociación, deben de identificar el miembro o los miembros que tienen derecho a solicitar una audiencia por nombre y dirección física. Los intereses que el grupo o la asociación busca proteger se deben de identificar. También puede presentar los ajustes que propone hacer a la solicitud que satisficieran sus preocupaciones. Vea la sección de Contactos.

**Acción de la TCEQ.** Después del plazo final para someter comentarios públicos, el director ejecutivo considerará los comentarios y preparará una respuesta a todos los comentarios públicos relevantes y materiales o significativos. La decisión del director ejecutivo sobre la solicitud, y cualquier respuesta a los comentarios, será enviado por correo a todas las personas en la lista de correo. Si no se reciben a tiempo peticiones para una audiencia de caso impugnado, o si todos los pedidos para una audiencia han sido retirados, el director ejecutivo puede otorgar la aprobación final de la solicitud. Si todas las peticiones a tiempo para una audiencia no se retiraron, el director ejecutivo no otorgará una aprobación final del permiso y mandará la solicitud y peticiones a los Comisionados para su consideración en una reunión programada de la comisión. La Comisión solo puede otorgar una petición para una audiencia de caso impugnado en cuestiones que el solicitante presentó en sus comentarios a tiempo y que no fueron retirados subsecuentemente. Si se concede una audiencia, el tema de la audiencia estará limitado a casos debatibles de hecho o preguntas mixtas de hecho y derecho relacionados a intereses pertinentes y materiales de calidad de aire que se hayan presentado durante el período de comentarios. Cuestiones tales como valor de la propiedad, ruido, seguridad de tráfico y zonificación no están dentro de la jurisdicción de la Comisión para abordarse en este proceso judicial.

**Lista de Correo.** Usted puede solicitar ser puesto en la lista de correo para recibir información adicional sobre esta solicitud específica. Vea la sección de Contactos.

**Información Disponible En Línea.** Para detalles sobre el estado de la solicitud, visite la Base Integrada de Datos de los Comisionados (CID por sus siglas en inglés) al [www.tceq.texas.gov/goto/cid](http://www.tceq.texas.gov/goto/cid). Una vez que tenga acceso a CID usando el enlace, ingrese el número de registro que se provee al comienzo de este aviso.

**Contactos.** Los comentarios públicos y peticiones se deben presentar ya sea electrónicamente al [www.tceq.texas.gov/epic/eComment/](http://www.tceq.texas.gov/epic/eComment/), o por escrito a la Comisión de Calidad Ambiental del Estado de Texas, Oficina del Secretario Principal, MC-105, P.O. Box 13087, Austin, Texas 78711-3087. Favor de estar consciente que cualquier información de contacto que provea, incluyendo su nombre, número de teléfono, correo electrónico y su dirección postal vendrán a formar parte del registro público de la agencia. Para mayor información acerca de esta solicitud para permiso o el proceso para permisos, favor de llamar al Programa de Educación Pública de la TCEQ, sin cobro, al 1-800-687-4040 o visite su sitio web en [www.tceq.texas.gov/goto/pep](http://www.tceq.texas.gov/goto/pep). Si desea información en Español, puede llamar al 1-800-687-4040.

Se puede obtener información adicional de Lattimore Materials Corp. 15900 Dooley Road, Addison, Texas 75001-4243 o al llamar a la Sra. Melissa Fitts, Vicepresidenta, Westward Environmental, Inc. al (830) 249-8284.

Fecha de Expedición de Aviso: 2 de mayo de 2022

una afiliada de CNN en Florida. El hombre dijo que había estado esperando afuera de la oficina de ICE durante cinco días y que se había registrado en una lista donde había otros 200 nombres para tener un lugar en la cola.

García cruzó la frontera sur hace tres meses y lleva puesto un grillete electrónico, un aparato que forma parte de los sistemas de vigilancia alternativo de ICE para garantizar que se presentará a sus audiencias o de lo contrario podría ser arrestado y deportado de Estados Unidos.

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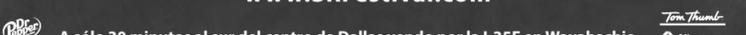
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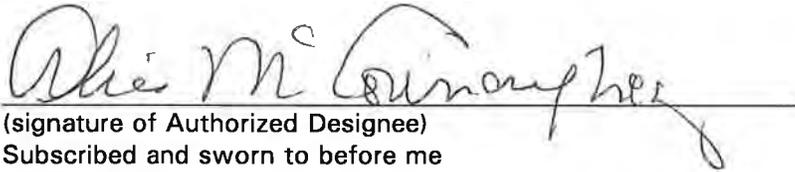
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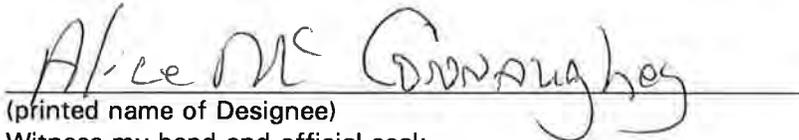
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Being duly sworn (s)he is the Publisher/authorized designee of Denton Record-Chronicle, in City of Denton/surrounding areas in Denton County; Newspaper of general circulation which has been continuously and regularly published for a period of not less than one year preceding the date of the attached notice, and that the said notice was published in said newspaper Denton Record-Chronicle on the following dates below:

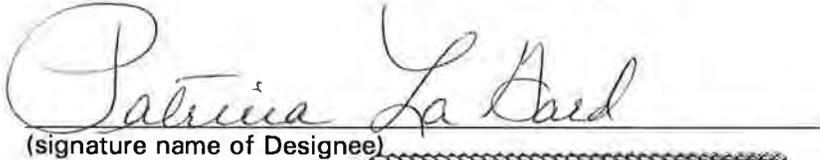
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(signature of Authorized Designee)

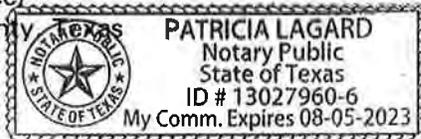
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this 4th day of May, 2022 by

  
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Witness my hand and official seal:

  
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From Page 1A

## Conservatives

Christianity and found healing in Christ.

But the event quickly boiled over as protesters shouted from the balcony of the University Union, then descended to meet the club members and guests outside the building, where they shouted criticisms and mocked Whitt and Tracy Shannon, a Texas activist who describes herself as a "trans widow."

Campus police watched the event, which remained peaceful, if emotional.

The Young Conservatives and their guests didn't shy away from provocation.

A man in a bright yellow costume danced with a sign that read "I cut off my Pokéballs & identify as Pikachu." Throughout the event, the student group played pointed songs, such as Aerosmith's "Dude Looks Like a Lady" and "Do You Really Want to Hurt Me" by Culture Club, the 1980s pop group fronted by the androgynous, openly gay Boy George.

Whitt brought a wagon full of protest signs with sayings like "God saved a queen," "Trigger warning: facts ahead," "Cutting his hair is a crime. Cutting his penis off is not" and "4000% (increase) in 'trans' kids, but nobody's grooming kids."

Another sign, "#Save-James," referred to the transgender child of Jeff Younger, who is in a GOP primary runoff for Texas House District 63. Younger was thrust into the national spotlight when he tried to prevent his ex-wife from permitting their child to transition. Younger visited UNT as a guest of the Young Conservatives in March, and the event erupted in protest that made national news.

UNT senior Kelly Neidert, the former president of the chapter, was instrumental in bringing Younger to campus



Photos by Jeff Woo/DRC

Guest speaker Kevin Whitt, left, gets into a debate with a protester during a Young Conservatives of Texas chapter meeting Tuesday outside the University of North Texas Union. The Young Conservatives continued their series of speakers who oppose gender-affirming health care with guests Whitt and Tracy Shannon, both of Culture Warriors of America.



Protesters clash with guest speaker Tracy Shannon, foreground, on campus Tuesday.

as a speaker. She's since become the subject of an online petition calling for UNT to expel her, as well as protests to have the Young Conservatives of Texas chapter bounced from cam-

pus. Recently, her apartment door was vandalized with a vulgar message, according to her post on Twitter.

Neidert can give as good as she gets. She wore a T-shirt that read "I (heart)

global warming," and when protesters shouted that she was fouling the campus they pay to attend, she retorted to the racially diverse crowd: "How much tuition do I pay? More than you, because

you're here on affirmative action."

Before long, the speakers and protesters were bellowing profanities at each other, and Shannon struggled to shout her personal story of what she calls therapeutic coercion to accept her ex's transition, and the scars it has left on her and her children.

Shannon brought bubbles, neon glow bracelets and bottles of water (which she called "straight water, in case there's something in the water here at UNT"). Young Conservatives and some of their guests passed out the bubbles (with a little help from protesters) and water.

For roughly half an hour, the atmosphere was that of a hostile carnival. A transgender man shouted at Whitt, lifting his shirt to reveal mastectomy scars, which prompted Whitt to shout that the protester was a woman. The volume crept up when Shannon took the bullhorn and eventually met the protester's energy.

"I think that most of you would agree that a woman has the right to choose who she wants to f--k!" Shannon yelled as she recounted her resistance to being intimate with her transgender ex, to jeers from the protesters. Shannon said growing acceptance for transgender people has led to a rise in cross-dressing men masturbating in public restrooms.

Shannon and Whitt insisted that the cultural shift toward accommodating child transitions constitutes abuse, an opinion that seconds the Young Conservatives' position on the matter. The student group has declared on social media that gender-affirming health care for Texas children and teens should be criminalized.

By the end of the Young Conservatives' final meeting of the semester, some of the chapter members were debating with LGBTQ stu-

dents and their supporters. Tempers flared, but some groups of students tucked their rhetorical blades and argued.

Whitt, who at first declined an interview with the *Denton Record-Chronicle*, eventually said he attended the event at the invitation of the campus organization in spite of months of turmoil. He said he's been the target of a media smear campaign, and that his public protest of child transitions has resulted in his losing a lucrative career as a hair stylist and "doxing" — the online intimidation technique of sharing private information online that can place the target in harm's way. LGBTQ students have alleged that members of the Young Conservatives have doxed them.

Whitt said his interest is in giving children with gender dysphoria the care they need, without puberty blockers, hormones or gender-confirming surgeries. Whitt said he believes those with gender dysphoria should delay permanent gender-affirming medicine and surgeries until they reach age 25, "because your frontal lobe hasn't developed until then."

The Young Conservatives' event might be the last of the semester, but Neidert suggested the issue might come up again, as she expects to return to campus next school year as a speaker.

Neidert also announced she has formed a new organization, Protect Texas Kids, a grassroots organization she said aims to fight critical race theory and gender fluidity being taught in Texas schools. The group's website invites users to email video, audio or text evidence of leftist ideologies being taught in public schools, and pledges to protect the anonymity of those who submit tips.

LUCINDA BREEDING-GONZALEZ can be reached at 940-566-6877 and via Twitter at @LBreedingDRC.

**Notice of Public Meeting**  
**FM 407 From US 81 / 287 to Bill Cook Road**  
**CSJs: 1568-02-013 & 1568-01-016**  
**Wise and Denton Counties, Texas**

The Texas Department of Transportation (TxDOT) is conducting a Feasibility Study for potential improvements to FM 407 from US 81 / 287 to Bill Cook Road in Wise and Denton Counties, Texas. This notice advises the public that TxDOT will be conducting an in-person meeting and an online virtual public meeting on the proposed study. **The same information will be available at both the in-person and virtual meetings.**

<p><b>In-Person Meeting</b>          Thursday, May 19, 2022,          5:30 p.m. to 7:30 p.m.          Texas Pistols Volleyball Gym          301 Graham Road, Rhome, TX 76078</p>	<p><b>Virtual Meeting</b>          Thursday, May 19, 2022,          at 5:30 p.m. through          Friday, June 3, 2022 at 11:59 p.m.  <a href="http://www.keeptmovingdallas.com/FM407FS">www.keeptmovingdallas.com/FM407FS</a></p>
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The in-person meeting will begin at 5:30 p.m. and will be an open house format where the public may come and go at their convenience. Staff will be available to answer questions and take comments. The virtual meeting can be viewed Thursday, May 19 starting at 5:30 pm. through Friday, June 3, 2022 at 11:59 p.m. Materials will be posted to the project website at [www.keeptmovingdallas.com/FM407FS](http://www.keeptmovingdallas.com/FM407FS) and will consist of a pre-recorded video presentation that includes both audio and video components, along with other exhibits. The virtual public meeting is not a live event and the materials can be viewed at your convenience. If you do not have internet access, you may call (214) 320-6178 between the hours of 8 a.m. and 5 p.m. Monday through Friday, to ask questions and access project materials. **Please note the materials will not be available until May 19, 2022 at 5:30 pm.**

The purpose of the feasibility study is to analyze potential roadway options to improve FM 407, including improving the existing alignment or utilizing new alignments. Alignment options could require additional right-of-way to accommodate the project. The proposed study would potentially involve construction in wetlands and an action in a floodplain.

Any maps and drawings showing the project location and design, tentative construction schedules, and other information regarding the proposed study are on file and available for inspection Monday through Friday between the hours of 8 a.m. and 5 p.m. at the TxDOT Dallas District Office, 4777 East US Highway 80, Mesquite, TX 75150. Project materials are also available online at the project website.

The virtual public meeting and in-person option will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the virtual public meeting or in-person option, please contact the TxDOT Public Information Office at (214) 320-4480 no later than 4 p.m. CT, by Monday, May 16, 2022. Please be aware that advance notice is required as some services and accommodations may require time for the TxDOT to arrange.

Written comments from the public regarding the proposed study are requested and may be submitted by mail to the TxDOT Dallas District Office, Attn: Seung Yoo, P.E. 4777 East US Highway 80, Mesquite, TX 75150. Written comments may also be submitted by email to [Seung.Yoo@txdot.gov](mailto:Seung.Yoo@txdot.gov). Additionally, members of the public may call (833) 933-0442 and record a verbal comment. All comments must be received on or before Friday, June 3, 2022. Responses to comments received will be available online at [www.keeptmovingdallas.com/FM407FS](http://www.keeptmovingdallas.com/FM407FS) once they have been prepared.

If you have any general questions or concerns regarding the proposed study or virtual meeting or in-person option, please contact the TxDOT project manager, Seung Yoo, P.E., at (214) 320-6178 or by email at [Seung.Yoo@txdot.gov](mailto:Seung.Yoo@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 9, 2019, and executed by FHWA and TxDOT.

# Samuel's

## Tree Service, LLC

Serving The Greater Denton Area For Over 20 Years

# NOMINATE

www.samuelstreeservice.com

# 940.595.3335

**Dr. Courtney Seymour**

We appreciate your nomination for

Best Veterinarian

Family owned small animal veterinary clinic located near loop 288 and hwy 380.

**2412 Old North Rd Bldg #102**  
**Denton, TX 76209**  
**940.387.6090**

SEYMOUR

animal care clinic

# Elected and Non- Elected Officials

GREETING	SALUTATION	FIRST NAME	LAST NAME	TITLE	TITLE 2	ORGANIZATION	ADDRESS	CITY	STATE	ZIP CODE
The Honorable	Mayor	John	Taylor	Mayor		City of New Fairview	999 Illinois Lane	New Fairview	TX	76078
The Honorable	Mayor Pro Tem	Julie	Burger	Councilmember	Mayor Pro Tem	City of New Fairview	999 Illinois Lane	New Fairview	TX	76078
The Honorable	Council Member	Scott	Johnson	Councilmember	Place 2	City of New Fairview	999 Illinois Lane	New Fairview	TX	76078
The Honorable	Council Member	Steve	Johnson	Councilmember	Place 3	City of New Fairview	999 Illinois Lane	New Fairview	TX	76078
The Honorable	Council Member	Steven	King	Councilmember	Place 4	City of New Fairview	999 Illinois Lane	New Fairview	TX	76078
The Honorable	Mayor	Jo Ann	Wilson	Mayor		City of Rhome	City Hall, 501 Main Street	Rhome	TX	76078
The Honorable	Mayor Pro Tem	Josh	McCabe	Councilmember	Place 1	City of Rhome	City Hall, 501 Main Street	Rhome	TX	76078
The Honorable	Council Member	Michelle	Tye	Councilmember	Place 2	City of Rhome	City Hall, 501 Main Street	Rhome	TX	76078
The Honorable	Council Member	Elaine	Priest	Councilmember	Place 3	City of Rhome	City Hall, 501 Main Street	Rhome	TX	76078
The Honorable	Mayor Pro Tem	Sam	Eason	Councilmember	Place 4	City of Rhome	City Hall, 501 Main Street	Rhome	TX	76078
The Honorable	Council Member	Ashley	Majors	Councilmember	Place 5	City of Rhome	City Hall, 501 Main Street	Rhome	TX	76078
Mr.	Mr.	Rex	Hoskins	Constable	Precinct 1	Wise County	306 W. Main St. Suite 105	Decatur	TX	76234
Sheriff	Sheriff	Lane	Akin	County Sheriff		Wise County	200 Rook Ramsey Drive	Decatur	TX	76234
The Honorable	Judge	J.D.	Clark	County Judge		Wise County	P.O. Box 393	Decatur	TX	76234
Mr.	Mr.	Danny	Lambert	Commissioner		Wise County	P.O. Box 899	Decatur	TX	76234
The Honorable	Judge	Andy	Eads	County Judge		Denton County	110 W. Hickory St., 2ND Floor	Denton	TX	76201
The Honorable	The Honorable	Dianne	Edmondson	Commissioner		Denton County	6200 Canyon Falls Drive, Ste 900	Flower Mound	TX	76226
Sheriff	Sheriff	Tracy	Murphree	County Sheriff		Denton County	127 N Woodrow Ln	Denton	TX	76205
Mr.	Mr.	Danny	Fletcher	Constable	Precinct 4	Denton County	6200 Canyon Falls Drive, Ste 300	Flower Mound	TX	76226
The Honorable	Representative	Tan	Parker	Representative	District 63	Texas House of Representatives	800 Parker Square Suite 245	Flower Mound	TX	75028
The Honorable	Representative	Phil	King	Representative	District 61	Texas House of Representatives	1710 Martin Drive	Weatherford	TX	76086
The Honorable	Senator	Jane	Nelson	Senator	District 12	Texas Senate	P.O. Box 12068 Capitol Station	Austin	TX	78711
The Honorable	Senator	Drew	Springer	Senator	District 30	Texas Senate	P.O. Box 12068 Capitol Station	Austin	TX	78711
The Honorable	Congressman	Michael	Burgess	Representative	District 26	U.S. House of Representatives	2000 South Stemmons Freeway, Suite 200	Lake Dallas	TX	75065
The Honorable	Congresswoman	Kay	Granger	Representative	District 12	U.S. House of Representatives	1701 River Run, Suite 407	Fort Worth	TX	76107
The Honorable	Senator	John	Cornyn	Senator		U.S. Senate	5001 Spring Valley Rd., Ste. 1125 E	Dallas	TX	75244
The Honorable	Senator	Ted	Cruz	Senator		U.S. Senate	3626 N. Hall St., Ste. 410	Dallas	TX	75219

## Adjacent Property Owners

Owner/ Occupant	Address	City	State	Zip Code
Falcon Ridge Community	1 Falcon Ridge Drive	Northlake	TX	76247
Nicholas R & Tara L Martinez	100 Justin Court	Rhome	TX	76078
Valero Gas Station	101 Illinois Street	Rhome	TX	76078
Kusin's Liquor	101 Illinois Street	Rhome	TX	76078
Trejo Leonardo Resendiz & De Resendiz Silvina Martinez	101 Justin Court	New Fairview	TX	76078
Brown Ashley N & Jessie L	101 Skyway	Rhome	TX	76078
Slater Lindsey B & Justin	102 Skyway	Rhome	TX	76078
Maya Jose & Babilonia Anabel	110 Brazos Drive	Rhome	TX	76078
Ramirez Jose & Joyce	110 Saddlebrook Court	Rhome	TX	76078
Blanton Ronald G	112 Old Chisholm Trail	Rhome	TX	76078
Bailey George Jr	113 Old Chisholm Trail	Rhome	TX	76078
Scott Amber & Stephen	114 Brazos Drive	Rhome	TX	76078
To Current Property Owner	116 Graham Road	Rhome	TX	76078
Valdez Jose & Brenda	118 Brazos Drive	Rhome	TX	76078
Ledoux Sean	118 County Road 4713	Rhome	TX	76078
William Payne	1189 FM 407	Rhome	TX	76078
Bergeson John Stanley & Sharon	119 Graben Lanme	Rhome	TX	76078
Durrett Kenny & Jennifer	120 Brazos Drive	Rhome	TX	76078
Martell Gregory & Belinda	122 Brazos Drive	Rhome	TX	76078
Sharp Virgil & Sharlet	124 Dillavou Lane	Rhome	TX	76078
Mild Stephen & Jody	126 Brazos Drive	Rhome	TX	76078
Ham Garland	129 Western Breeze Drive	Fort Worth	TX	76126
Lockard Chad & Julianna	134 Brazos Drive	Rhome	TX	76078
Morgan Glen & Dee	138 Brazos Drive	Rhome	TX	76078
Dollar General	143 FM 407	Rhome	TX	76078
Kozlowski Pete & Jennifer	1441 FM 407	Rhome	TX	76078
Martin Charles Jr	146 Martindale Lane	Rhome	TX	76078
JR Motor Company	14878 FM 407	Justin	TX	76247
Countryside RV Resort	15056 FM 407	Justin	TX	76247
Keystone Cattle Company LLC	1870 FM 407	Rhome	TX	76078
Keystone Steel Services	1870 Illinois Street	Rhome	TX	76078
Take-A-Break/Valero Gas Station	2000 Illinois Street	Rhome	TX	76078
Thurmond Joe Fam Prop	2005 Woodland Boulevard	Flower Mound	TX	75022
Now Go Automotive	2023 Illinois Street	Rhome	TX	76078
Smart Start Ignition Interlock	2023 Illinois Street	Rhome	TX	76078
Davenport Douglas L & Jacqueline V	2074 FM 407	Rhome	TX	76078
Wilson Charlotte Griffeth	2260 Illinois Street	Rhome	TX	76078
Garcia Antonio & Maria	2329 FM 407	Rhome	TX	76078
Murillo Reynaldo & April	320 Montana Court	Rhome	TX	76078
Randazzo Nicholas & Hill Heather Joy	321 Montana Court	Rhome	TX	76078
Hope Church	333 Illinois Street	Rhome	TX	76078
Beck Mary	4674 FM 219	Clifford	TX	76634
Chacon Jamie T	635 Heritage Creek Drive	Rhome	TX	76078
The Shop	8245 US 287	Rhome	TX	76078
Fairview Baptist Church	969 Illinois Street	Rhome	TX	76078
Thurmond Fairview Cemetary	969 Illinois Street	Rhome	TX	76078
New Fairview City Hall	999 Illinois Street	Rhome	TX	76078
The Rock Church of Justin	PO Box 715	Justin	TX	76247
Faith Temple House	PO Box 887	Rhome	TX	76078

# Agency Representatives

ADDRESS	E	SALUTATIC	LAST NAME	FIRST NAME	TITLE	ORGANIZATION	ADDRESS	CITY	STATE	ZIP CODE
MR.	MR.	JODY	GONZALEZ	GONZALEZ	COUNTY ADMINISTRATOR	DENTON COUNTY	110 WEST HICKORY STREET	DENTON	TX	76201-4168
MS.	MS.	MICHELLE	BREWER	BREWER	CHIEF ADMINISTRATOR- COUNTY ADMINISTRATION	DENTON COUNTY	110 WEST HICKORY STREET	DENTON	TX	76201-4168
MR.	MR.	DARRELL	GENTRY	GENTRY	DIRECTOR OF PLANNING & DEVELOPMENT	CITY OF JUSTIN	PO BOX 129	JUSTIN	TX	76247
MS.	MS.	ABBEY	REECE	REECE	ASSISTANT TO THE CITY MANAGER	CITY OF JUSTIN	PO BOX 129	JUSTIN	TX	76247
		BOLLER	BROOKE	BROOKE	CITY CLERK	CITY OF NEW FAIRVIEW	999 ILLINOIS LANE	NEW FAIRVIEW	TX	76078
MR.	MR.	DAVIS	CHAD	CHAD	COUNTY ENGINEER	WISE COUNTY	2901 S. FM 51, BLDG 200	DECATUR	TX	76234
MS.	MS.	REECE	ABBEY	ABBEY	DIRECTOR OF STRATEGIC SERVICES	CITY OF JUSTIN	PO BOX 129	JUSTIN	TX	76247
MR.	MR.	LITTLE	JOSH	JOSH	PUBLIC WORKS DIRECTOR	CITY OF JUSTIN	PO BOX 129	JUSTIN	TX	76247
MR.	CHIEF	MITCHELL	MATTHEW	MATTHEW	FIRE CHIEF	CITY OF JUSTIN	PO BOX 129	JUSTIN	TX	76247
MR.	CHIEF	COSS	ALEX	ALEX	CHIEF OF POLICE	CITY OF JUSTIN	PO BOX 129	JUSTIN	TX	76247
MR.	MR.	ELSON	CLAUD "BUZ"	CLAUD	DENTON COUNTY CONSULTANT ENGINEER	INNOVATIVE TRANSPORTATION SOLUTIONS, INC.	2701 VALLEY VIEW LANE	FARMERS BRANCH	TX	75234
MR.	MR.	EWINGS	CHUCK	CHUCK	CITY MANAGER	CITY OF JUSTIN	PO BOX 129	JUSTIN	TX	76247
MR.	MR.	NIBARGER	BEN	BEN	CITY ADMINISTRATOR	CITY OF NEW FAIRVIEW	999 ILLINOIS LANE	NEW FAIRVIEW	TX	76078
MS.	MS.	PAROULEK	RYLEY	RYLEY	PM (NEW FAIRVIEW CONSULTANT ENGINEER)	PACHECO KOCH CONSULTING ENGINEERS, INC.	4060 BRYANT IRVIN ROAD	FORT WORTH	TX	76109
MR.	MR.	POLSTER	LISA	LISA	DENTON COUNTY CONSULTANT ENGINEER	INNOVATIVE TRANSPORTATION SOLUTIONS, INC.	2701 VALLEY VIEW LANE	FARMERS BRANCH	TX	75234
MR.	MR.	POLSTER	JOHN	JOHN	DENTON COUNTY CONSULTANT ENGINEER	INNOVATIVE TRANSPORTATION SOLUTIONS, INC.	2701 VALLEY VIEW LANE	FARMERS BRANCH	TX	75234
MR.	MR.	CHRIS	REED	REED	PRINCIPAL TRANSPORTATION PLANNER	NCTCOG	616 SIX FLAGS DRIVE	ARLINGTON	TX	76011
MR.	MR.	BARKS	BERRIEN	BERRIEN	PRINCIPAL TRANSPORTATION PLANNER	NCTCOG	616 SIX FLAGS DRIVE	ARLINGTON	TX	76011
MR.	MR.	GRADY	CECILE	CECILE	SENIOR ADMINISTRATIVE ASSISTANT	NCTCOG	616 SIX FLAGS DRIVE	ARLINGTON	TX	76011
MR.	MR.	LAMERS P.E.	DAN	DAN	SENIOR PROGRAM MANAGER	NCTCOG	616 SIX FLAGS DRIVE	ARLINGTON	TX	76011
MR.	MR.	BROWN	JESSE	JESSE	TRANSPORTATION PLANNER II	NCTCOG	616 SIX FLAGS DRIVE	ARLINGTON	TX	76011
MR.	MR.	SIMMONS	SAMUEL	SAMUEL	SENIOR TRANSPORTATION PLANNER	NCTCOG	616 SIX FLAGS DRIVE	ARLINGTON	TX	76011
MR.	MR.	BRIAN	PHELPS	PHELPS	OPERATIONS PROJECT MANAGER	USACOE				
MR.	MR.	MICHAEL	SAVOIE	SAVOIE	BOARD MEMBER	DTCA	PO BOX 1180	JUSTIN	TX	76247
MR.	MR.	FRED	BALDA	BALDA	PRESIDENT	HILLWOOD COMMUNITIES	3000 TURTLE CREEK BLVD.	DALLAS	TX	75219
MR.	MR.	BRIAN	CARLOCK	CARLOCK	SENIOR VICE PRESIDENT, ACQUISITIONS	HILLWOOD COMMUNITIES	3000 TURTLE CREEK BLVD.	DALLAS	TX	75219
MS.	MS.	ELAINE	FORD	FORD	SENIOR VICE PRESIDENT	HILLWOOD COMMUNITIES	3000 TURTLE CREEK BLVD.	DALLAS	TX	75219
		COLE	KIMBERLY	KIMBERLY	VICE PRESIDENT, DEVELOPMENT	HILLWOOD COMMUNITIES	9800 Hillwood Parkway, Ste 300	FORT WORTH	TX	76177
		COWDEN	PATRICK	PATRICK	DIRECTOR OF DEVELOPMENT	HILLWOOD COMMUNITIES	3000 TURTLE CREEK BLVD	DALLAS	TX	75219
		ELLIS	DANNY	DANNY	SENIOR VICE PRESIDENT	HILLWOOD COMMUNITIES	3000 TURTLE CREEK BLVD.	DALLAS	TX	75219
		FOLZENLOGAN	ROBERT	ROBERT	SENIOR VICE PRESIDENT	HILLWOOD COMMUNITIES	9800 Hillwood Parkway, Ste 300	FORT WORTH	TX	76177
		LAUGHLIN	RUSSELL	RUSSELL	EXECUTIVE VICE PRESIDENT	HILLWOOD COMMUNITIES	9800 Hillwood Parkway, Ste 300	FORT WORTH	TX	76177
MS.	MS.	MASTROCOLA	ANGIE	ANGIE	SENIOR VICE PRESIDENT, OPERATIONS, & PROJ MGNT	HILLWOOD COMMUNITIES	3000 TURTLE CREEK BLVD	DALLAS	TX	75219
		MILLER	MARK	MARK	SENIOR VICE PRESIDENT	HILLWOOD COMMUNITIES	9800 Hillwood Parkway, Ste 300	FORT WORTH	TX	76177
		PITSTICK	JOHN	JOHN						
MR	MR	BRIAN	FRENCH	FRENCH	DIRECTOR	JUSTIN AREA HISTORICAL SOCIETY	PO BOX 129	JUSTIN	TX	76247
MS	MS	PEGGY	RIDDLE	RIDDLE	DENTON COUNTY CLG REG/HPO		110 W HICKORY ST	DENTON	TX	76201
MR	MR	JON	MOUNT	MOUNT	DENTON COUNTY CHC		425 IOOF ST APT 2007	DENTON	TX	76201
DR.	DR.	McCLURE	TIM	TIM	ASSISTANT SUPERINTENDENT	NORTHWEST ISD	PO BOX 77070	FORT WORTH	TX	76177
		STEWART	SARAH	SARAH	EXECUTIVE DIRECTOR OF PLANNING	NORTHWEST ISD	PO BOX 77070	FORT WORTH	TX	76177
		WARREN	RYDER	RYDER	SUPERINTENDENT	NORTHWEST ISD	PO BOX 77070	FORT WORTH	TX	76177
MS.	MS.	ALDRIDGE	SALLY	SALLY	PRESIDENT & CEO	NORTHWEST METROPORT CHAMBER OF COMMERCE	PO BOX 74	ROANOKE	TX	76262
MR.	MR.	RUMANCIK	CLARENCE	CLARENCE	AREA ENGINEER	FHWA TEXAS DIVISION	300 E 8TH ST, RM 826	AUSTIN	TX	78701
MR.	MR.	HUYA	TIM	TIM	MANAGER OF PUBLIC WORKS	BURLINGTON NORTHERN AND SANTA FE RAILWAY		SAGANAW	TX	
		BNSF RAILWAY			PROPERTY TAX DEPT - AOB 2		PO BOX 961089	FORT WORTH	TX	76161
MR	MR	DON	BRATTON	BRATTON	BNSF DIRECTOR, PORTFOLIO MGMT	JONES LANG LASALLE BROKERAGE INC	4200 BUCKINGHAM RD STE 110	FORT WORTH	TX	76155
MS	MS	SHANI	IHNFELDT	IHNFELDT	EXECUTIVE DIRECTOR, ECONOMIC DEVELOPMENT CORP	CITY OF JUSTIN	PO BOX 129	JUSTIN	TX	76247
MR	MR	JOSH	LITTLE	LITTLE	PUBLIC WORKS DIRECTOR	CITY OF JUSTIN	PO BOX 129	JUSTIN	TX	76247
CHIEF	CHIEF	MATTHEW	MITCHELL	MITCHELL	FIRE CHIEF	CITY OF JUSTIN	PO BOX 129	JUSTIN	TX	76247
CHIEF	CHIEF	ALEX	CROSS	CROSS	CHIEF OF POLICE	CITY OF JUSTIN	PO BOX 129	JUSTIN	TX	76247
CHIEF	CHIEF	BRAD	SEBASTIAN	SEBASTIAN	ASSISTANT FIRE MARSHAL	DENTON COUNTY		DENTON	TX	



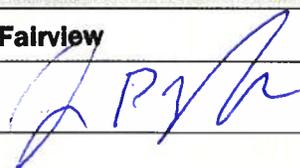
## C. Sign-in Sheets



## ELECTED AND PUBLIC OFFICIAL SIGN-IN SHEET

Public Meeting: May 19, 2022

**Farm-to-Market (FM) 407 Feasibility Study  
From US 81 / 287 to Bill Cook Road  
CSJs: 1568-02-013 & 1568-01-016  
Wise and Denton Counties, Texas**

<b>City Officials</b>	
<b>City of New Fairview</b>	
Mayor John Taylor City of New Fairview	
Councilmember Julie Burger Mayor Pro Tem, Place 1, City of New Fairview	
Councilmember Scott Johnson Place 2, City of New Fairview	
Councilmember Steve Johnsonn Place 3, City of New Fairview	
Councilmember Steven King Place 4, City of New Fairview	
<b>City of Rhome</b>	
Mayor Jo Ann Wilson City of Rhome	
Councilmember Josh McCabe Mayor Pro Tem, Place 1, City of Rhome	
Councilmember Michelle Tye Place 2, City of Rhome	
Councilmember Elaine Priest Place 3, City of Rhome	
Councilmember Sam Eason Place 4, City of Rhome	
Councilmember Ashley Majors Place 5, City of Rhome	

3



## ELECTED AND PUBLIC OFFICIAL SIGN-IN SHEET

Public Meeting: May 19, 2022

**Farm-to-Market (FM) 407 Feasibility Study  
From US 81 / 287 to Bill Cook Road  
CSJs: 1568-02-013 & 1568-01-016  
Wise and Denton Counties, Texas**

Name and Public Office	Signature
<b>U.S. Congress</b>	
Senator John Cornyn U.S. Senate	
Senator Ted Cruz U.S. Senate	
Representative Kay Granger U.S. House of Representatives, District 12	
Representative Michael C. Burgess U.S. House of Representatives, District 26	
<b>Texas Legislature</b>	
Senator Jane Nelson Texas Senate, District 12	
Senator Drew Springer Texas Senate, District 30	
Representative Phil King Texas House of Representatives, District 61	
Representative Tan Parker Texas House of Representatives, District 63	



## ELECTED AND PUBLIC OFFICIAL SIGN-IN SHEET

Public Meeting: May 19, 2022

**Farm-to-Market (FM) 407 Feasibility Study  
 From US 81 / 287 to Bill Cook Road  
 CSJs: 1568-02-013 & 1568-01-016  
 Wise and Denton Counties, Texas**

<b>County Officials</b>	
<b>Wise County Officials</b>	
Judge J.D. Clark County Judge, Wise County	
Mr. Rex Hoskins Constable, Wise County	
Sheriff Lane Akin Wise County Sheriff	
Commissioner Mandy Hays Wise County, Precinct 3	
<b>Denton County Officials</b>	
Judge Andy Eads County Judge, Denton County	
Mr. Danny Fletcher Constable	
Sheriff Tracy Murphree Denton County Sheriff	
Commissioner Dianne Edmondson Denton County, Precinct 4	
Lisa Polster, ITS Denton County	
John Polster, ITS Denton County	
Claud (Buz) Elsom, ITS Denton County	
<i>Barry Heard ITS</i>	<i>Barry Heard</i>



# GENERAL PUBLIC SIGN-IN SHEET

Public Meeting: May 19, 2022

**Farm-to-Market (FM) 407 Feasibility Study**

**From US 81 / 287 to Bill Cook Road**

**CSJs: 1568-02-013 & 1568-01-016**

**Wise and Denton Counties, Texas**

NAME	ADDRESS
Larry Reynolds	180 Dillavou Ln Rhome, TX 76078
Debbie Cinotto	390 Dillavou Ln. Rhome TX 76078
David Caesar	15671 Cessna Rd Justin 76247
Denise Muddock	15707 Bonanza Dr Justin 76247
Joe Bauer	207 Graker Rd Rhome TX 76078
SARAH STEWART (WISD)	2001 TEXAN DRIVE
John Cabrales Jr	999 Illinois Lane New Fairview, TX
Deborah Greene	102 Pedernales Dr. NF, TX 76078
Kathy Smith	799 Conestoga Trail Rhome TX 76078
Les Blythe	8245 SUS Hwy 287 Rhome TX

10



# GENERAL PUBLIC SIGN-IN SHEET

Public Meeting: May 19, 2022

Farm-to-Market (FM) 407 Feasibility Study

From US 81 / 287 to Bill Cook Road

CSJs: 1568-02-013 & 1568-01-016

Wise and Denton Counties, Texas

NAME	ADDRESS
DEREK ANTHONY	1816 Falcon Dr Keller TX 76248
Seam LeDoux	118 County Road 4713
Kerry Clower, Wise CHe	1602 S. Trinity St. Decatur, 76234
(2) Steve & Kassic Knight	1312 Poplar Point Dr Rhome
Erich Graber	690 Graber Ln Rhome
(2) Joyce & Joe Ramirez	110 Saddletrook Ct. Rhome
Patrick Hill	321 Green Ln Rhone
Robert Niggins	669 Chisholm Mill Ln
Joe Max Wilson	2260 Illinois St. 76078
Brandie Hayden	170 Dillavou Ln, Rhome 76078
Richard Greene	102 Pedernales Dr. Rhome TX 76078
Jane Chason	101 CR 4717 Rhome TX 76078
Phil Meech	145 GRABER LN RHOME 76078
(2) Bill & Carolyn Payne	1189 Illinois St, New Summer, TX



## TxDOT AND CONSULTANT SIGN-IN SHEET

Public Meeting: May 19, 2022

**Farm-to-Market (FM) 407 Feasibility Study  
From US 81 / 287 to Bill Cook Road  
CSJs: 1568-02-013 & 1568-01-016  
Wise and Denton Counties, Texas**

NAME	ORGANIZATION
TIM NESBITT	CIVIL ASSOCIATES
Naser Abusaud	" "
Samuel Ewing	" "
<del>BUTCH</del> STEWART	" "
Kendall Kirkham Sloan	TxDOT
Muisa Mhyr	TxDOT
Seung Yoo	TxDOT
Mohammed Shaikh	TxDOT
Madha Alshamung	TxDOT
Trent Lake	TxDOT
Amanda Callicutt	TxDOT
Zachary Ferguson	TxDOT
Olimaton Ceesay	TxDOT
Edream Cheng	TxDOT
Oscar Chuang	TxDOT
Katrina Weber	Civil Associate
Lawson Bantach	Civil Associates
Amadeo Cruz	Civil Associates
Diane Ferrer	

19

Pages

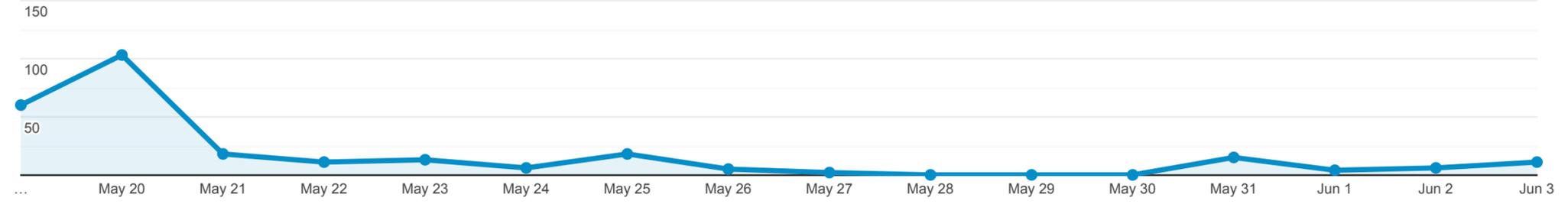
ALL » PAGE: /FM407FS

May 19, 2022 - Jun 3, 2022

All Users  
1.97% Pageviews

Explorer

Pageviews



Page	Pageviews	Unique Pageviews	Avg. Time on Page	Entrances	Bounce Rate	% Exit	Page Value
	<b>272</b> % of Total: 1.97% (13,781)	<b>192</b> % of Total: 1.92% (9,978)	<b>00:06:19</b> Avg for View: 00:01:46 (256.50%)	<b>170</b> % of Total: 2.85% (5,961)	<b>34.48%</b> Avg for View: 47.35% (-27.17%)	<b>63.24%</b> Avg for View: 43.26% (46.19%)	<b>\$0.00</b> % of Total: 0.00% (\$0.00)
1. /FM407FS	<b>272</b> (100.00%)	<b>192</b> (100.00%)	<b>00:06:19</b>	<b>170</b> (100.00%)	<b>34.48%</b>	<b>63.24%</b>	<b>\$0.00</b> (0.00%)

Rows 1 - 1 of 1



## D. Comments Received

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**From:** Billy Allen - AmeriSave <[REDACTED]>

**Sent:** Friday, June 3, 2022 7:51 AM

**To:** Seung Yoo <Seung.Yoo@txdot.gov>

**Subject:** 407 expansion

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My wife and I live in the Falcon Ridge subdivision off 407, in the 76247 zip code.

We respectfully request that the construction plans for the 407 expansion utilize the vacant, underdeveloped land, north of Falcon Ridge.

The two 90 degree turns in 407 that border two sides of our subdivision are already highly traveled and dangerous. Adding more lanes and more traffic would create economic obsolescence for us and be very dangerous to our newly developed community.

Meanwhile, north of Falcon Ridge there are no subdivisions or developments to navigate or negatively impact.

I know you have a difficult job, but ask that you please take special consideration to one of the few subdivisions and handful of homeowners that are currently living in the area.

There are thousands of open acres north of us for you to plan and develop a new path for 407, we ask that you use them and not negatively impact our small subdivision.

Thank you,  
Billy & Regina Allen  
8815 Hidden Pond  
Justin, TX. 76247

**Billy Allen**

**SVP of Compliance**

AmeriSave Mortgage Corporation NMLS ID #1168  
3525 Piedmont Rd NE  
8 Piedmont Center, Suite 600  
Atlanta GA 30305



---

A Texas Department of Transportation message

**HELP**  
**#EndTheStreakTX**  
End the streak of daily deaths  
on Texas roadways.

A black rectangular graphic with white and yellow text. The word "HELP" is in large white letters. Below it, "#EndTheStreakTX" is in large yellow letters. At the bottom, the text "End the streak of daily deaths on Texas roadways." is in white.

**From:** Brandie Hayden [REDACTED]

**Sent:** Monday, May 30, 2022 7:21 PM

**To:** Seung Yoo <Seung.Yoo@txdot.gov>

**Subject:** Comments for FM-407 feasibility study

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Yoo,

Thank you for all the work you all have put into the feasibility study for the expansion of FM-407.

Please find my comments attached.

Kind regards,  
Brandie Hayden

Created with [Scanner Pro](#)

# Public Meeting Comment Form

## Farm-to-Market (FM) 407 Feasibility Study

From United States Highway (US) 81 / 287 to Bill Cook Road

Wise and Denton Counties, Texas

CSJs: 1568-02-013 & 1568-01-016

Thursday, May 19, 2022



The Texas Department of Transportation (TxDOT) is seeking your comments on this Feasibility Study. All written comments are welcome. **All written comments must be received or postmarked by Friday, June 3, 2022.** Written comments may also be submitted by email to Seung Yoo, P.E., at [Seung.Yoo@txdot.gov](mailto:Seung.Yoo@txdot.gov).

Please Print

*As owners of two of the largest aircraft based at Fairview Airport (7QT), we are very concerned about the potential expansion of FM 407 to the south. With the size of our airplanes, any reduction in the length of the runway will impact the ability to operate our aircraft from our home airfield. We purchased our retirement home at Fairview Airport after my husband retired from the Navy after 30 years of service. We specifically chose Fairview Airport for the length of the runway and turf surface because of our 1943 T-6 Texan, a WWII trainer, which uses every bit of the runway on take-off and landings. Please do not take our runway. Thank you, Brandie Hayden*

Per Texas Transportation Code, §201.811(a)(5), please check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the study or other item about which I am commenting

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

NAME: Charles & Brandie Hayden

ADDRESS: 170 Dillavou Ln.

CITY: Rhome STATE: TX ZIP: 76078

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).

Sent from my iPhone

---

A Texas Department of Transportation message



---

**From:** Cathy Hulme [REDACTED]  
**Sent:** Tuesday, May 31, 2022 6:16 PM  
**To:** Seung Yoo <Seung.Yoo@txdot.gov>  
**Subject:** TxDot Comment form

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Mr Yoo,

Please find attached the TxDot comments form along as an article of a DC-3 taking off across the 407. My father was David Graben who developed Fairview Airport along with my mother Sandra Graben. It was originally called Der Flughafen. Nobody could or knew how to pronounce it so it was changed to Fairview Airport.

Thank you for your time and consideration!

---

A Texas Department of Transportation message



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Please Print

Nothing was mentioned about bus stops, covered seating areas for public transportation.

The bike and pedestrian paths would be an asset, hopefully they will be utilized.

Dillavou and Graben Ln are individual cul-de-sac streets with 407 being the only access. Having turn lanes at both streets probably isn't feasible, how would this be addressed?

Lowering 407 around the Fairview Airport runway would be beneficial to our community and the RPZ zone.

Acquiring part of the runway (expanding 407 south) would affect all 20 +/- residents along the runway, monetarily and functionality.

Per Texas Transportation Code, §201.811(a)(5), please check each of the following boxes that apply to you:

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NAME: Cathy & Tim Hulme

ADDRESS: 321 Graben Ln

CITY: Rhome STATE: TX ZIP: 76078

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**TXDOT DALLAS DISTRICT OFFICE  
ATTN: SEUNG YOO, P.E.  
4777 E US HIGHWAY 80  
MESQUITE, TEXAS 75150-6643**

**RE: FM 407 FS**

**CSJs: 1568-02-013  
& 1568-01-016**

**FLIGHT TIME** — Dave Graben, 76, of New Fairview has logged more than 29,000 flight hours and has been a licensed pilot for almost 60 years. He prepares to take off in a 1944 DC-3.

# Antique cargo plane takes flight

BY BRANDON EVANS  
bevans@wcmessenger.com

When Dave Graben was only 4 years old, stuck in bed and suffering from a bout with Scarlet fever, his mother gave him a model airplane.

That toy changed his life. By age 17 he'd earned his pilot's license.

"My dad was very much against the idea," Graben said. "I was \$20 short of the examiner's fee to get my license."

"Don't tell your dad," his mom told him, and she slipped him a twenty.

For the rest of his life, his passion for flying guided his life. He helped pay his way through college by teaching other people how to fly. After college, he joined the Air Force and became a fighter pilot. While doing a mission during the Viet-



JOE DUTY/WCMESSENGER • Buy reprints at wcmessenger.com/reprints

**ANTIQUÉ AVIATION** — A 1944 DC-3 cargo plane lifted off from a grass airstrip in New Fairview Wednesday and flew over Farm Road 407 on a trip that was supposed to go all the way to Indiana.

nam War, he was shot down by enemy fire and forced to crash land his F-105. He served in the Air Force for more than 20 years. He spent another two decades-plus as a pilot for American Airlines. At 76 years old, Graben has spent almost 60 years of his life as a licensed pilot. He's logged an astronomical 29,400 hours of flying time.

And he's not done.

Graben's backyard is an airport. In 1985, he purchased some land in New Fairview, just off Farm Road 407. He built his home there and started a subdivision. It might be the only subdivision where

an airport running between the rows of houses is considered an amenity. It's a neighborhood of frequent flyers. Almost every house has a hangar next to it with at least one aircraft inside.

But on Wednesday, Graben was saying goodbye and setting sail in one of his favorite planes at the airport.

A large, silver 1944 DC-3 cargo rested on the grass in Graben's backyard. Grasshoppers zoomed beneath it, blurred wings propelling yellow and black cylindrical bodies like aerial squadrons.

Graben had been storing

the old plane at his home for several years for a friend. But now it was time for the plane to fly to an airport in Indiana, where it will be completely restored.

Graben is the co-pilot on the trip.

"I'm sad to see it go," he said. "It's a much better yard ornament than a pink flamingo."

The pilot is Trent Scarborough of Dallas. His job is specifically to ferry old DC-3s. He said flying the old planes is not quite as smooth as what most people are used to.

"It's rough and tough," Scarborough said. "It's like

wrestling a bear in slow motion."

After sitting for years, and going through hundreds of hours of repair, it was time for the old Goliath to take off from the grass runway in New Fairview for its flight to Indiana.

"It's fun landing in an airport in one of these," Scarborough said. "It's like pulling up in a '57 Chevy."

As each engine fired up, a cloud of blue-gray smoke covered the plane temporarily as if it was moving from a cloud of fog. With what seemed like little runway for such a large plane, it took off smooth,

rising only 40 feet above FM 407, headed north. Just one more trip, one more ride through the air, for Graben.

All those years ago, when Graben was only 4 years old, burning up with fever, you know what type of model airplane his mother gave him?

"Curious enough," he said, "it was a DC-3."

■  
*Editor's note: The plane never reached its destination Wednesday. Shortly after takeoff one of its engines blew, and it had to land and park in Gainesville, Texas.*

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Please Print

NEED Road Expansion to go  
North so it does NOT  
shorten The Runway AT Fairview Airport

Per Texas Transportation Code, §201.811(a)(5), please check each of the following boxes that apply to you:

- I am employed by TxDOT
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NAME: Erich GRABEN

ADDRESS: 690 GRABEN LN

CITY: Phonix STATE: AB ZIP: 76078

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**TXDOT DALLAS DISTRICT OFFICE  
ATTN: SEUNG YOO, P.E.  
4777 E US HIGHWAY 80  
MESQUITE, TEXAS 75150-6643**

**RE: FM 407 FS**

**CSJs: 1568-02-013  
& 1568-01-016**

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Please Print We prefer option B or C with RR tracks under a bridge for 407

I am very concerned about truckers that use the Advantage road at the Pilot to go south bound to go over the bridge to go south bound

Per Texas Transportation Code, §201.811(a)(5), please check each of the following boxes that apply to you:

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NAME: Bill & Carolyn Payne

ADDRESS: 1189 Illinois St

CITY: New Summer STATE: Tx ZIP: 76078

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ATTN: SEUNG YOO, P.E.  
4777 E US HIGHWAY 80  
MESQUITE, TEXAS 75150-6643**

**RE: FM 407 FS**

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Please Print

Please consider the impact to the businesses along FM 407 from Graham Road to US 287. Any realignment and bridge would have a negative impact to access to those business. Especially, if traffic is southbound on US 287 from Decatur and wants to go east on FM 407 to access a business on Graham Road. A connection from the north of Graham at US 287 might be possible but the challenge will be crossing the rail line. Thanks.

Per Texas Transportation Code, §201.811(a)(5), please check each of the following boxes that apply to you:

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NAME: John Cabrales Jr.  
ADDRESS: 999 Illinois Lane  
New Fairview  
CITY: \_\_\_\_\_ STATE: TX ZIP: 76078

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TXDOT DALLAS DISTRICT OFFICE  
ATTN: SEUNG YOO, P.E.  
4777 E US HIGHWAY 80  
MESQUITE, TEXAS 75150-6643

**RE: FM 407 FS**

**CSJs: 1568-02-013  
& 1568-01-016**

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Please Print

- 1) Lowering road around Fairview Airport would be beneficial to our Community.
- 2) Dillavou + Graben are individual cul de sacs w/ 407 being the only access, having turn lanes to each of these would be a necessity.
- 3) Acquiring part of the runway (expanding 407 south) would affect all 20 residents not only monetarily and functionality but also encroaches on performance and safety of the aircrafts.
- 4) The runway could be an emergency transport location being a reasonable distance from 287 and located adjacent to 407 for Careflite and possibly future substation for firehouse / ambulance.

Per Texas Transportation Code, §201.811(a)(5), please check each of the following boxes that apply

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NAME: Robert & Deborah Cinotto

ADDRESS: 390 Dillavou Lane

CITY: Rhome STATE: Tx ZIP: 76078

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**Seung B. Yoo, P.E.**

TxDOT Project Manager  
Dallas District – Project Delivery Office/Schematics  
PH: 214-320-6178  
[seung.yoo@txdot.gov](mailto:seung.yoo@txdot.gov)

---

**From:** 180plane <[REDACTED]>  
**Sent:** Monday, May 23, 2022 10:42 AM  
**To:** Seung Yoo <[Seung.Yoo@txdot.gov](mailto:Seung.Yoo@txdot.gov)>  
**Subject:** Re: FM407 Meeting Thursday 5/19 5:30pm

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Mr. Yoo,

I sent my first email to you last week.

I am just wondering if I still need to mail a hard copy to you or if my direct email comment will work?

Thank you.

Joe Bauer

On Fri, May 20, 2022 at 9:50 AM 180plane [REDACTED] wrote:

Hello Mr Yoo,

I am one of the pilots that spoke to you last night.

This was a very good meeting to hear how TXDOT is willing to hear from us and to understand our needs and concerns.

I am not sure if you need my comments to be written on your paper form or if this email will suffice?

Please let me know if I need to post my comments on the paper form or if this email will work?

Here are my documented concerns;

-----  
I have lived in my house off of Graben Lane, Rhome for over 25 years now.

I remember when I first moved here, there was nearly no traffic on FM407, in fact, I remember that I never waited at the stop sign when entering FM407. 10-15 minutes may go by without ever seeing a car.

Today --- my wait time at this stop sign is Always but my greatest concern is high speed traffic. I believe FM407 has a max safety speed of 50mph. Today, I estimate most traffic travels at 65-70mph ---- which is dangerous!

I know this forum from last night was to discuss the expansion of FM407 but is there a way for TXDOT to slow down our current traffic to reduce accidents and deaths?

-----  
Back to my comments on the Expansion;

Our Airport community has been established since 1984. Near that time, our community had the electric power line buried just at the North end of the runway, at the North side of FM407.

As a pilot owning 2 small airplanes, the process of landing is to establish a Glideslope on Final Approach at approximately 3 degrees while slowing down and landing at a specific touchdown zone point on the runway.

The process of landing is pretty consistent with all aircraft. Approach airport, slow down to landing speed, enter a down-wind pattern, keep slowing down, turn base leg (90 deg to final approach), turn to final, adjust speed to landing speed, and establish a 3 degree glideslope to the runway. Final Approach is typically a half mile long and on a 3 degree glideslope.

As Tim Hulm mentioned to you yesterday, our 3 degree slope has been measured to be 18 feet about the centerline of FM407. This imaginary 3 degree slope goes North and South. As mentioned, it probably starts at about 1/2 mile North of FM407 and starts at maybe 500 feet above the ground (1/2 mile N) and then goes to zero feet when the landing wheels hit the runway which will be about 100-200 feet down the runway (approx measured from the edge of our runway --- near our runway lights.)

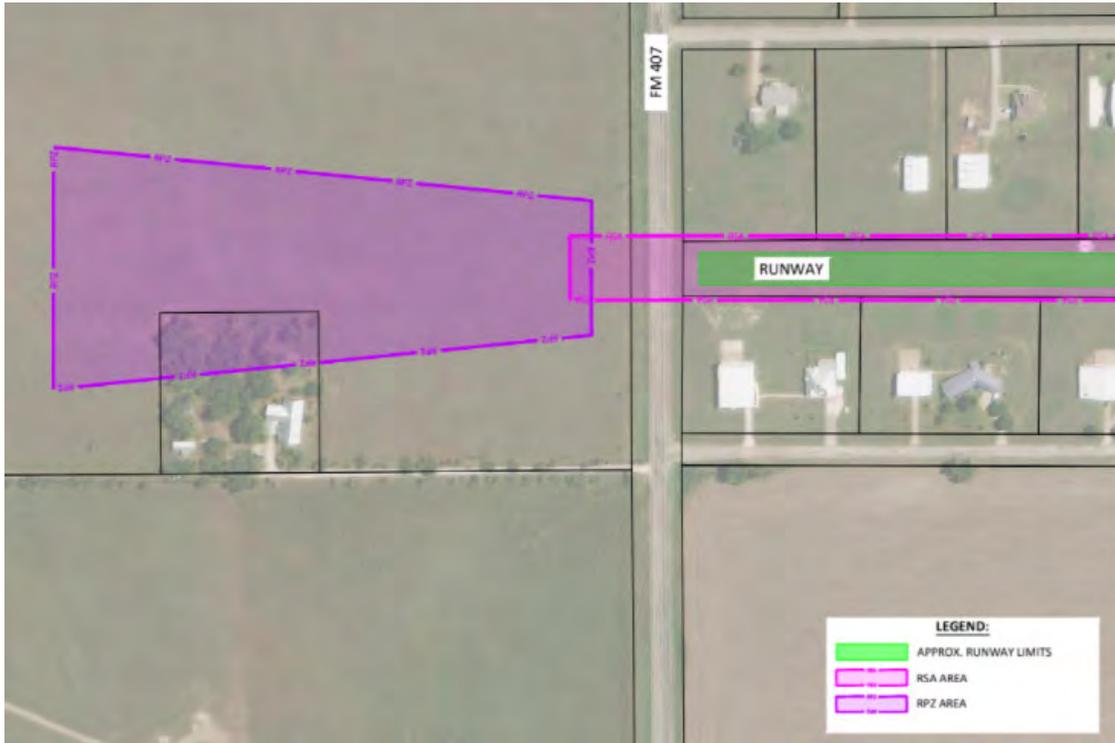
-----  
-----  
Within this Glidepath, our Runway Protection Zone has been requested by the FAA.

The FAA defines the Runway Protection Zone as follows;

Within FAA Advisory Circular 150/5300-13B, paragraph 3.13, the FAA defines a RPZ as follows:

***Runway Protection Zone (RPZ).*** *The RPZ is a protection zone that serves to enhance the protection of people and property on the ground. Airport owner control and implementation of compatible land 3/31/2022 AC 150/5300-13B 3-53 use principles for each runway RPZ is the optimum method of ensuring the public's safety in these areas. Acquisition of appropriate property interest (e.g., fee title, easement, etc.) offers a high degree of control. Zoning ordinances offer a lesser degree of control. The primary goals are to clear the RPZ areas of incompatible objects and activities, and to ensure this area remains clear of such objects and activities.*

Here is the Runway Protection Zone as established for our Runway. Purple denotes the RPZ. Green is our Runway. FM407 is also shown.



My biggest concern with the Expansion of FM407 is the encroachment of our Runway environment. We have several unique aircraft living in our community. Several aircraft use up the entire length of the runway for both Take off and Landing. These aircraft are typically heavier and require more runway length to stop as well as taking off.

Shortening our runway would affect numerous aircraft at our airport.....to the point where they can no longer operate.

Expanding the width of FM407 South towards our runway would require the lengthening of our runway to accommodate all of our aircraft. We can't do this because the southern end of the runway has an access road starting at the end of our runway and going to the housing section just South of our runway.

Please let me know if you have any other questions that I might be able to share with you.

Sincerely,

Joe Bauer



**From:** Seung Yoo

**Sent:** Monday, May 23, 2022 11:02 AM

**To:** '180plane' [REDACTED]

**Subject:** RE: FM407 Meeting Thursday 5/19 5:30pm

Hi Mr. Bauer,

Thank you for reaching out to me. A direct e-mail to me is perfectly fine to send.

I just want to clarify we are looking at a design speed of 40 mph min to 50 mph desirable which this roadway will be designed for. This is the range our design manual specifies for urban roadways which is generally seen for locations with curb and gutter. The “speed limit” which is the actual posted speed will be determined at a later date not during this feasibility study. I appreciate your concern for safety and will document it in our study.

I appreciate you coming out to the public meeting and expressing your concern about the runway impact with our FM 407 expansion. I’ll have further discussion internally with TxDOT and my consultant team to discuss what kind of options may be available to avoid impact. Once we have vetted all options I will reach out to you in the future.

Thank you,

## Seung B. Yoo, P.E.

TxDOT Project Manager  
Dallas District – Project Delivery Office/Schematics  
PH: 214-320-6178  
[seung.yoo@txdot.gov](mailto:seung.yoo@txdot.gov)

---

**From:** John B [REDACTED]  
**Sent:** Monday, May 23, 2022 11:02 AM  
**To:** Seung Yoo <[Seung.Yoo@txdot.gov](mailto:Seung.Yoo@txdot.gov)>; Sharon M. Bergeson [REDACTED]  
**Subject:** Fwd: FM 407 Feasibility Study Comment Form

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Yoo:

Good morning. Thank you for doing such a fine job on our Texas road and highway system. I've live in other places, and our roads here in Texas are among the very best! Good job!

My wife, Sharon, and I live at 119 Graben Lane, in Rhome, Texas, on Fairview Airport. FM 407 forms our northern property border. Improvement to FM 407 affects all the residents at Fairview Airport, but we are affected more, because we have operate aircraft and actually live on property that borders FM 407. The runway at Fairview Airport is just barely long enough for safe aircraft operation. Shortening the runway to accommodate the widening of FM 407 negatively impacts aviation safety. (Really, everyone wants a better road, but nobody wants that road to impact their lives. This is obvious...)

A few possible ideas: Lowering FM 407 would allow the aircraft to have more clearance with vehicular traffic during takeoff and landing operations. The south end of the runway could be lengthened. This property is owned by Mr. Erich Graben, and that project could be quite complex, as a creek runs next to the area where the runway could be extended. A culvert? Divert a creek? Drainage? Also, there are imminent domain issues. Widening FM 407 removes approximately 20 percent of our real property. Our airport association will lose property as well, from the north end of our only runway. Extending the property on the south end makes the association whole.

The road will be faster, and create more noise. Traffic will be at least one lane closer to our aircraft hangar and home. Economic progress benefits everyone. We did not move into this home in 2017 expecting the road system to be static. However, a new rubberized asphalt road surface would make this airport, and this residence quieter overall, and economic progress can continue. Lowering the speed limit might also be a consideration?

Thank you!

John Bergeson

Captain  
119 Graben Lane  
Rhome, Texas 76078

---

A Texas Department of Transportation message



---

**From:** Seung Yoo

**Sent:** Monday, May 23, 2022 1:59 PM

**To:** John B [REDACTED]; Sharon M. Bergeson [REDACTED]

**Subject:** RE: FM 407 Feasibility Study Comment Form

Good Morning Mr. Bergeson,

I appreciate your input for our feasibility study to expand FM 407. We have noted your concern about airport impacts. We will have discussions internally at TxDOT and will look at all options with my consultant team.

We have a design speed for our feasibility study however a speed limit will be determined at a later date not in this feasibility study. Your concern about safety will be noted.

A noise analysis will be conducted in the future during the schematic phase which would be the next steps of this project. During that time we will take into consideration noise abatement as appropriate.

Thank you,



**From:** Sharon M. Bergeson [REDACTED]

**Sent:** Tuesday, May 31, 2022 9:53 AM

**To:** Seung Yoo <Seung.Yoo@txdot.gov>

**Subject:** Public meeting comment form

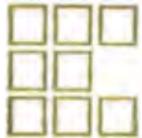
**Importance:** High

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Attached is the comment form from the FARA runway association

**Sharon M. Bergeson CPA, CGMA, CPC, QKC, QPA, QKA**

Benefit Plans Manager



**Compensation  
Strategies Group, Ltd.**

## Retirement Plan Administrators and Consultants

2920 Toccoa Road

Beaumont, TX 77703 ■ Fax (409) 898-2450

Bmt. TX (409) 898-0061 ■ Direct (409) 347- 5260

Hou. TX (713) 652-9099 ■ Toll Free (800) 780-7669

[Send files to Sharon M. Bergeson securely \(Click Here\)](#)

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A Texas Department of Transportation message



# Public Meeting Comment Form

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Please Print

1. Lowering 407 around Fairview Airport would be beneficial to our community.
2. Acquiring a section of the runway (expanding 407 to the south) would affect all 20 +/- residents both monetarily and functionality.
3. The runway could be an emergency transport location, being within a reasonable distance from 287 and located adjacent 407.

Comments are from Fairview Airport Runway Association, a list of residents is attached.

Per Texas Transportation Code, §201.811(a)(5), please check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the study or other item about which I am commenting

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**NAME:** FARA Runway Association President for attached members

**ADDRESS:** 119 Graben Lane

additional addresses attached

**CITY:** Rhome **STATE:** TX **ZIP:** 76078

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).

### FARA Runway Contact List

LOT #	NAME AND ADDRESS	AIRCRAFT
1 1	Bergeson, John & Sharon 119 Graben Lane	YAK, Mooney Mite Yak 55, Cessna 172
2 2	Meeks, Phil & Tracy 145 Graben Lane	Piper Apache
3 3	Case, Bo & Cindy 117 Graben Lane	Wheeler Express Porterfield
4 4	Bauer, Joe & Jones, Devi 207 Graben Lane	1954 Cessna 180 1939 Piper J-4
5 5	Hagen, Mark & Loretta 237 Graben Lane	WagAero 2+2
6 6	Bergeson, Kristin 265 Graben Lane	
7 & 8 7 & 8	Hulme, Tim & Cathy 321 Graben Lane	Cessna 170 B
9 9	Graben, Steve 361 Graben Lane	Mooney M-20C
10 10	Sharp, Virgil @ Sharlet 124 Dillavou Lane	
11 11	Rozell, Ron & Sarah Dillavou Lane	Taylorcraft
12 12	Faust, Tony & Shawnda 162 Dillavou Lane	Aeronca Chief (2)
13 13	Hayden, Trey & Brandie 170 Dillavou Lane	Beach Baron SNJ (T6)
14 14	Reynolds, Larry (Debbie) 180 Dillavou Lane	Piper 140, C-140 Zenith CH750 Kit Project
15 & 16 15 & 16 15 & 16	Goode, Steve & Joan 234 Dillavou Lane	Ercoupe, PA28-160 Taylorcraft
17 17	Heffley, Todd & Cindy 288 Dillavou Lane	Champ
18 18	Robbins, Ken & Linda 302 Dillavou Lane	Murphy Elite Kit Proj
19 19	Pellegreno, Don & Ann 318 Dillavou Lane	Fairchild XNQ-1 Piper Arrow & J-3
20 20	Eppard, Jack and Gena 328 Dillavou Lane	Challenger II Project
n/a n/a	Cinotto, Rob & Debbi 390 Dillavou Lane	
n/a	Graben, Erich & Shelley	

---

**From:** travis [REDACTED]  
**Sent:** Friday, June 3, 2022 9:27 AM  
**To:** Seung Yoo <Seung.Yoo@txdot.gov>  
**Subject:** 407 expansion concerns

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Seung,

You may find that this is a copy, word for word, from another concerned neighbor - but it resonates my thoughts entirely so please take it into consideration.

My wife and I live in the Falcon Ridge subdivision off 407, in the 76247 zip code.

We respectfully request that the construction plans for the 407 expansion utilize the vacant, underdeveloped land, north of Falcon Ridge.

The two 90 degree turns in 407 that border two sides of our subdivision are already highly traveled and dangerous.

Adding more lanes and more traffic would create economic obsolescence for us and be very dangerous to our newly developed community.

Meanwhile, north of Falcon Ridge there are no subdivisions or developments to navigate or negatively impact.

I know you have a difficult job, but ask that you please take special consideration to one of the few subdivisions and handful of homeowners that are currently living in the area.

There are thousands of open acres north of us for you to plan and develop a new path for 407, we ask that you use them and not negatively impact our small subdivision.

Thank you,

Maegan and Travis Schoech

8839 Hidden Pond

Justin, TX. 76247

Sent from my Verizon, Samsung Galaxy smartphone

---

A Texas Department of Transportation message



---

**From:** Will Poundstone <[REDACTED]>  
**Sent:** Thursday, May 26, 2022 7:48 PM  
**To:** Seung Yoo <[Seung.Yoo@txdot.gov](mailto:Seung.Yoo@txdot.gov)>  
**Subject:** FM 407

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I think it would be most prudent to build FM 407 as a Median U-Turn corridor where no direct left turns would be allowed and instead people going left would use U-turns to complete their movements. Michigan has been building them for 60 years and they are consistently shown to improve safety and traffic flow.

---

A Texas Department of Transportation message



---

**From:** Seung Yoo

**Sent:** Friday, May 27, 2022 10:55 AM

**To:** 'Will Poundstone' [REDACTED]

**Subject:** RE: FM 407

Mr. Poundstone,

Thank you for your comment. Your response will be evaluated and a response will be provided in the public meeting matrix.

Thank you,



**Seung B. Yoo, P.E.**

TxDOT Project Manager

Dallas District – Project Delivery Office/Schematics

PH: 214-320-6178

[seung.yoo@txdot.gov](mailto:seung.yoo@txdot.gov)

# #1

**COMPLETE**

**Collector:** Web Link 1 (Web Link)  
**Started:** Friday, May 20, 2022 10:06:08 AM  
**Last Modified:** Friday, May 20, 2022 10:09:09 AM  
**Time Spent:** 00:03:00  
**IP Address:** 198.44.128.43

---

Page 1: TxDOT Dallas District

## Q1

COMMENTS (Please Print):COMENTARIO (Por Favor Escriba):

Traffic noise will increase exponentially. The road noise is already near insufferable for the folk living near FM407. Do the plans include retaining/sound suppression walls for each subdivision/community in New Fairview that abuts FM407? If not please add to plans.

---

## Q2

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque una de las siguientes casillas que apliquen a usted:

**None of the above apply to me. Nada de lo anterior se aplica a mí**

## Q3

Name/Nombre:

Suzette Aprea

---

## Q4

Address/Dirección:

127 Sky Way

---

## Q5

Phone/Teléfono:

██████████

---

## Q6

**Respondent skipped this question**

Email/ Correo electronico:

---

## #2

**COMPLETE**

**Collector:** Web Link 1 (Web Link)  
**Started:** Saturday, May 21, 2022 9:31:35 AM  
**Last Modified:** Saturday, May 21, 2022 9:42:24 AM  
**Time Spent:** 00:10:49  
**IP Address:** 71.221.7.23

---

Page 1: TxDOT Dallas District

### Q1

COMMENTS (Please Print):COMENTARIO (Por Favor Escriba):

The TxDOT staff presented a great deal of information Thursday in New Fairview. I was impressed by the amount of data presented. I do not live within 5 miles of FM 407, but I travel on it every day. This road needs massive improvements, and it appears that TxDOT is planning for the future, good for them. I am open to anything that improves this road, and the plans I saw firsthand look great. I wish other roads like I35 were being treated in the same way.

---

### Q2

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque una de las siguientes casillas que apliquen a usted:

**None of the above apply to me. Nada de lo anterior se aplica a mí**

### Q3

Name/Nombre:

Robert Higgins

---

### Q4

Address/Dirección:

669 CHISHOLM HILLS DR, Rhome, TX 76078

---

### Q5

Phone/Teléfono:

██████████

---

**Q6**

Email/ Correo electronico:

[REDACTED]

---

# #3

**COMPLETE**

**Collector:** Web Link 1 (Web Link)  
**Started:** Monday, May 23, 2022 12:10:55 PM  
**Last Modified:** Monday, May 23, 2022 12:19:31 PM  
**Time Spent:** 00:08:36  
**IP Address:** 99.113.165.180

---

Page 1: TxDOT Dallas District

## Q1

COMMENTS (Please Print):COMENTARIO (Por Favor Escriba):

I approve and support TxDOT's FM 407 from US 81/287 to Bill Cook Road Project. The aspect that I love about TxDOT's FM 407 from US 81/287 to Bill Cook Road Project is that FM 407 from US 81/287 to Bill Cook Road will be widened from 2 lanes to 4 lanes in each direction with turn lanes which will improve safety and reduce congestion on FM 407. Regarding the FM 407/US 81/287 Intersection the alternative that I support is the Elevated Intersections Interchange because this alternative will improve safety and reduce congestion.

---

## Q2

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque una de las siguientes casillas que apliquen a usted:

**I could benefit monetarily from the project or other item about which I am commenting. Yo me podría beneficiar monetariamente del proyecto o cualquier otro elemento sobre el cual estoy comentando.**

---

## Q3

Name/Nombre:

Jackson Hurst

---

## Q4

Address/Dirección:

4216 Cornell Crossing, Kennesaw, Georgia 30144

---

## Q5

Phone/Teléfono:

██████████

---

**Q6**

Email/ Correo electronico:

[REDACTED]

---



## E. Figures



## Virtual Option Public Meeting Website



## Virtual Public Meeting for FM 407 Feasibility Study

From US 81/281 to Bill Cook Road

Denton and Wise Counties

CSJs 1568-02-013 & 1568-01-016

Thursday, May 19, 2022

The virtual meeting begins on Thursday, May 19, 2022 at 5:30 PM and will remain available online through the comment period deadline of June 3, 2022. During this time, please view the project materials and other information provided on this site to learn about the project and provide your comments.

TEXAS DEPARTMENT OF TRANSPORTATION

### FM 407 FEASIBILITY STUDY

FROM US 81 / US 287 TO BILL COOK RD

DENTON COUNTY & WISE COUNTY

**PUBLIC MEETING**  
MAY 19, 2022

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by the FHWA and TxDOT.  
La revisión ambiental, consultas 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 un Memorando de Entendimiento fechado el 9 de diciembre del 2019, y ejecutado por la FHWA y TxDOT.

### PROJECT DESCRIPTION

The purpose of the feasibility study is to analyze potential roadway options to improve FM 407, including improving the existing alignment or utilizing new alignments. Alignment options

could require additional right of way to accommodate the project. The proposed study would potentially involve construction in wetlands and an action in a floodplain.

## PRESENTATION



[Presentation](#)

[Script](#)

## TxDOT EXHIBITS

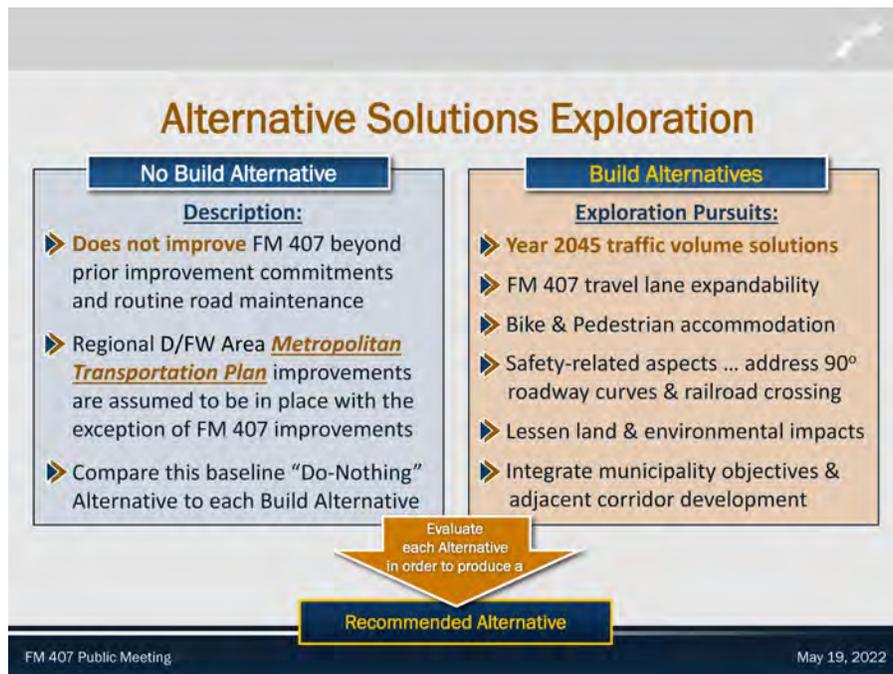
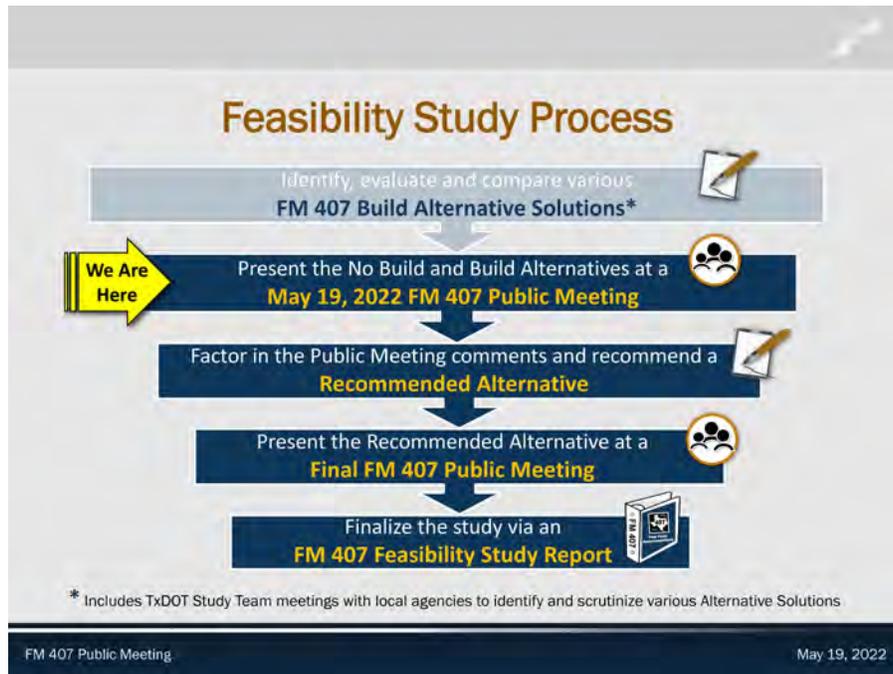
*You may click on any of the project exhibits below to view them at full size*

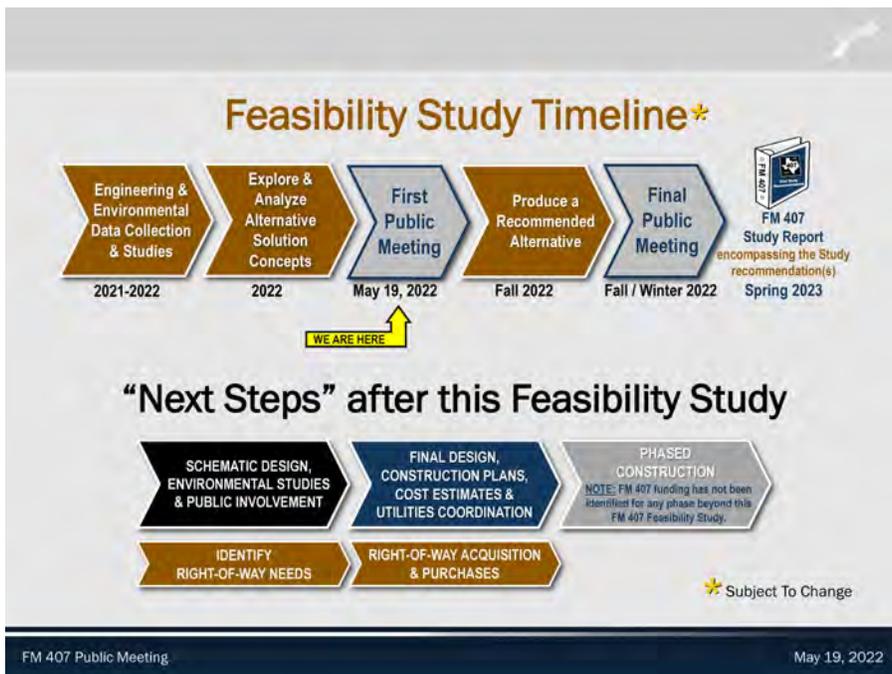
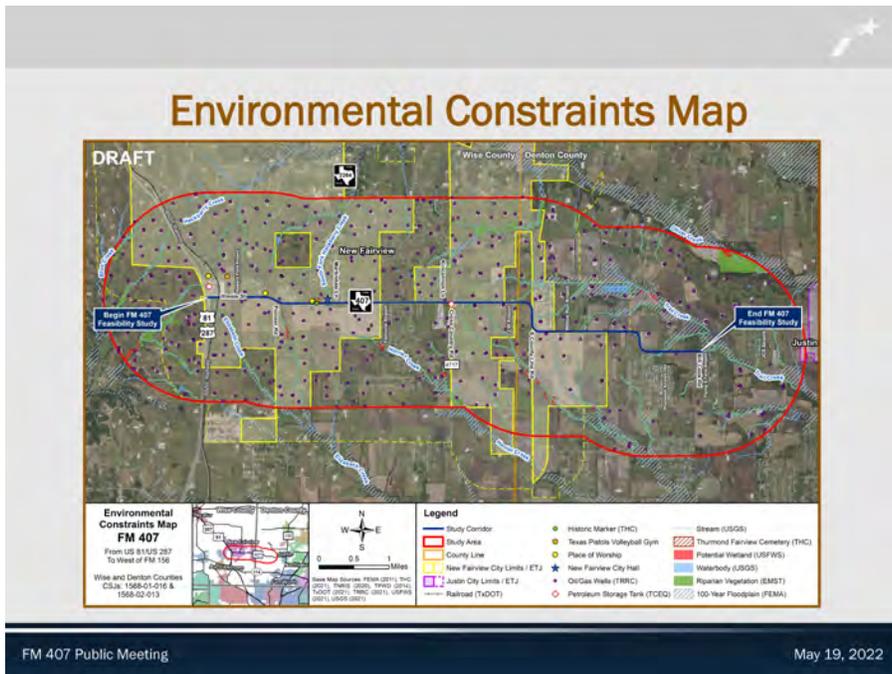
**Feasibility Study Purpose**

- ▶ Identify and evaluate **FM 407 Alternative Solutions** focused on improving daily travel conditions on FM 407:
  - ▶ Mobility and Safety
  - ▶ Traffic Operations
  - ▶ Reliability

*Because local developments, residential populations and commuters will continue to increase the traffic volumes / travel demand, it is important to plan now for a **RELIABLE & OPERATIONALLY EFFICIENT FM 407 FACILITY.***

FM 407 Public Meeting  May 19, 2022





## FM 407 Typical Sections

**EXISTING**  
(Open Ditch Drainage without Turn Lanes)

**CONCEPT**  
(Curb & Gutter Drainage with Turn Lanes & Bike / Pedestrian Accommodations)

\* Specific / final dimensions would be determined during TxDOT's future FM 407 Roadway Schematic Design, Environmental Analyses, and Public Involvement phase.

Median Breaks and Left / Right Turn Lane locations would be determined as coordinated between TxDOT and local officials.

FM 407 Public Meeting
May 19, 2022

## FM 407/US287/BNSF RAILWAY INTERCHANGE CONCEPTS

## Surface Street Intersection

**LONG-RANGE OPTION | FM 407 / US 287 / BNSF Railway Interchange Concept**

--- PROS ---

- Limited Structure (Bridges) and smaller Land Impact Footprint, as compared to interchange options
- Maintains existing US 287 Frontage Road access via Illinois Street
- Least Cost Option

--- CONS ---

- Land Impacts / Land Acquisition
- FM 407 crosses the Railway at grade. Commuters & Emergencies Vehicles are blocked / delayed by BNSF Railway Trains
- Truck traffic continues to utilize Illinois Street
- Illinois Street remains at grade with the Railway. Railway Signals & Crossing upgrades required
- CH / Gas Well Impact if FM 407 is extended west of US 81 / 287

Typical Section A Concept

Typical Section B Concept

FM 407 Public Meeting
May 19, 2022

## “Partial Cloverleaf Interchange”

**LONG-RANGE OPTION | FM 407 / US 287 / BNSF Railway Interchange Concept**

Illinois St. would link FM 407 at Pioneer Rd. Bridge to be removed

Section A

BNSF RAILWAY

US 287

FM 407

WORKING DRAFT CONCEPT IMAGE

Approx. Retaining Wall

Approx. Bridge

No Scale

Typical Section A Concept

**PROS**

- FM 407 overpasses the Railway, free flow travel for Commuters & Emergency Vehicles
- Maintains existing US 287 Frontage Road access via Illinois Street
- Potentially reduces Truck Traffic on Illinois Street

**CONS**

- Land Impacts / Land Acquisition
- Elevated Structures (Bridges)
- Illinois Street remains at grade with the Railway, Railway Signals & Crossing upgrades required
- Increased Cost

FM 407 Public Meeting May 19, 2022

## “Elevated Intersections” Interchange

**LONG-RANGE OPTION | FM 407 / US 287 / BNSF Railway Interchange Concept**

Illinois St. would link FM 407 at Pioneer Rd. Bridge to be removed

Section A

Section B

BNSF RAILWAY

US 287

FM 407

WORKING DRAFT CONCEPT IMAGE

Approx. Retaining Wall

Approx. Bridge

No Scale

Typical Section A Concept

Typical Section B Concept

**PROS**

- FM 407 overpasses the Railway, free flow travel for Commuters & Emergency Vehicles
- Smaller Land Impact Footprint, as compared to other bridge options
- Maintains existing US 287 Frontage Road access via Illinois Street

**CONS**

- Land Impacts / Land Acquisition
- Elevated Structures (Bridges)
- Revised US 287 Ramp Adjustments
- Illinois Street remains at grade with the Railway, Railway Signals & Crossing upgrades required
- Increased Cost

FM 407 Public Meeting May 19, 2022

### DIAGRAMMATIC



### RIGHT OF WAY (ROW) INFORMATION

The proposed improvements would potentially require new ROW.

Information about the process for state purchase of ROW and relocation assistance may be found in the following pamphlets:

Relocation Assistance: English

Relocation Assistance: Spanish

State Purchase of ROW: English

State Purchase of ROW: Spanish

### HOW TO PROVIDE COMMENTS

*The deadline for providing comments is June 3, 2022.*

[CLICK HERE TO COMMENT NOW](#)

**Submit *Your Comments***  
during or after this Public Meeting

**Mail:** Seung B. Yoo, P.E.  
TxDOT Project Manager  
TxDOT Dallas District  
4777 East US Highway 80  
Mesquite, TX 75150

**Email:** Seung.Yoo@txdot.gov

**Phone:** (833) 933-0442

**Website:** www.keepitmovingdallas.com/FM407FS

*Written comments must be received or postmarked on or before **June 3, 2022** to be included in the Public Meeting Documentation.*

FM 407 Public Meeting May 19, 2022

### QUESTIONS?

Contact the TxDOT project manager Seung Yoo, P.E. to ask questions about the project at [Seung.Yoo@txdot.gov](mailto:Seung.Yoo@txdot.gov) or (214) 320-6178.

[Contact Us](#) | [Related Links](#) | [About Us](#) | [TxDOT Open Records](#)

Copyright TxDOT



**Public Meeting Video  
Presentation**



# Public Meeting

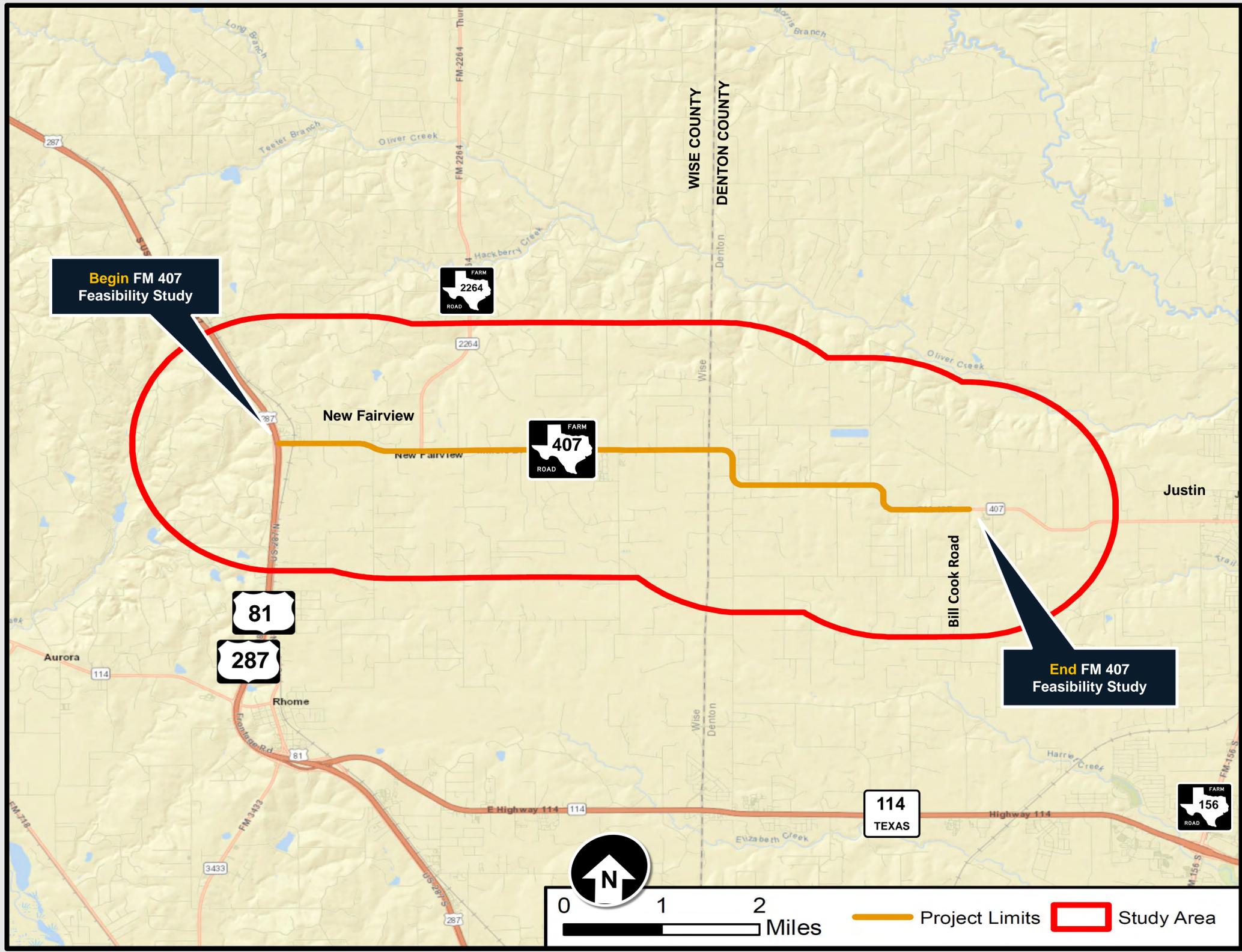
## FM 407 Feasibility Study

From US 81 / US 287 to Bill Cook Road  
Denton and Wise Counties, Texas

---



# Study Location



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

*La revisión ambiental, consultas 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 un Memorando de Entendimiento fechado el 9 de diciembre del 2019, y ejecutado por la FHWA y TxDOT.*



- ▶ Identify and evaluate **FM 407 Alternative Solutions** focused on improving daily travel conditions on FM 407:
  - ▶ Mobility and Safety
  - ▶ Traffic Operations
  - ▶ Reliability

*Because local developments, residential populations and commuters will continue to increase the traffic volumes / travel demand, it is important to plan now for a **RELIABLE & OPERATIONALLY EFFICIENT FM 407 FACILITY.***



# Feasibility Study Process



\* Includes TxDOT Study Team meetings with local agencies to identify and scrutinize various Alternative Solutions



## No Build Alternative

### Description:

- **Does not improve** FM 407 beyond prior improvement commitments and routine road maintenance
- Regional D/FW Area Metropolitan Transportation Plan improvements are assumed to be in place with the exception of FM 407 improvements
- Compare this baseline “Do-Nothing” Alternative to each Build Alternative

## Build Alternatives

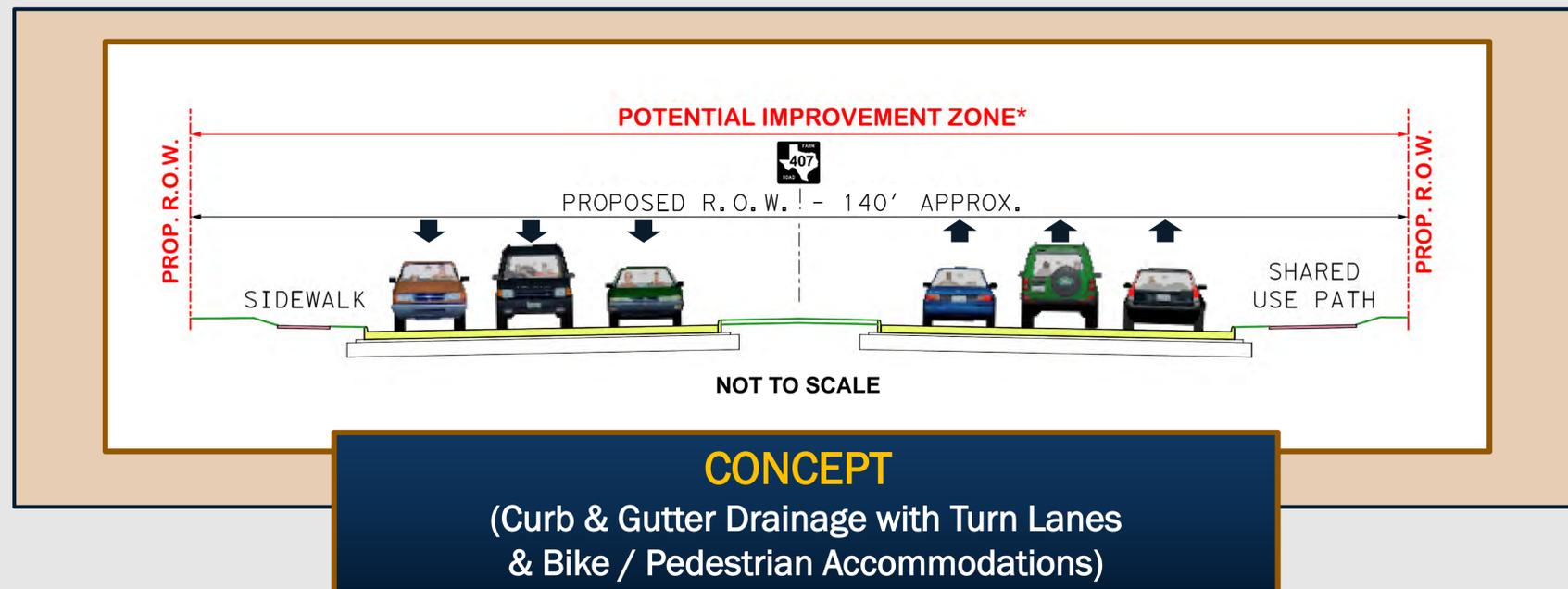
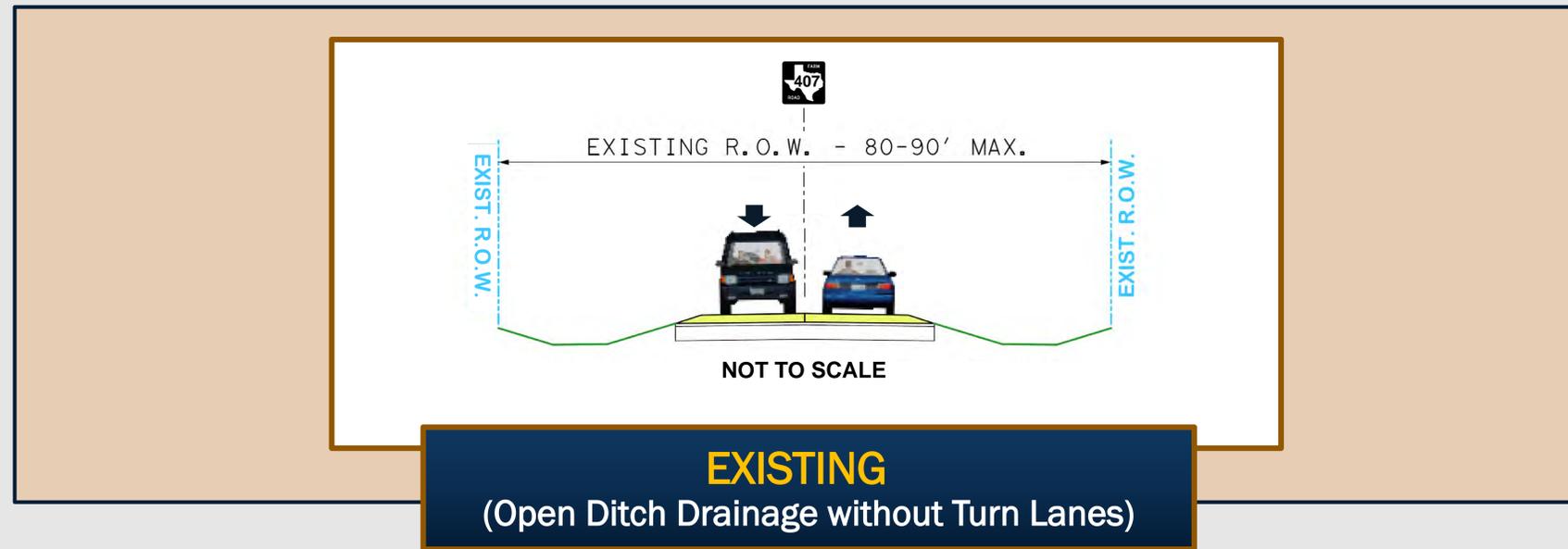
### Exploration Pursuits:

- **Year 2045 traffic volume solutions**
- FM 407 travel lane expandability
- Bike & Pedestrian accommodation
- Safety-related aspects ... address 90° roadway curves & railroad crossing
- Lessen land & environmental impacts
- Integrate municipality objectives & adjacent corridor development

Evaluate each Alternative in order to produce a

**Recommended Alternative**

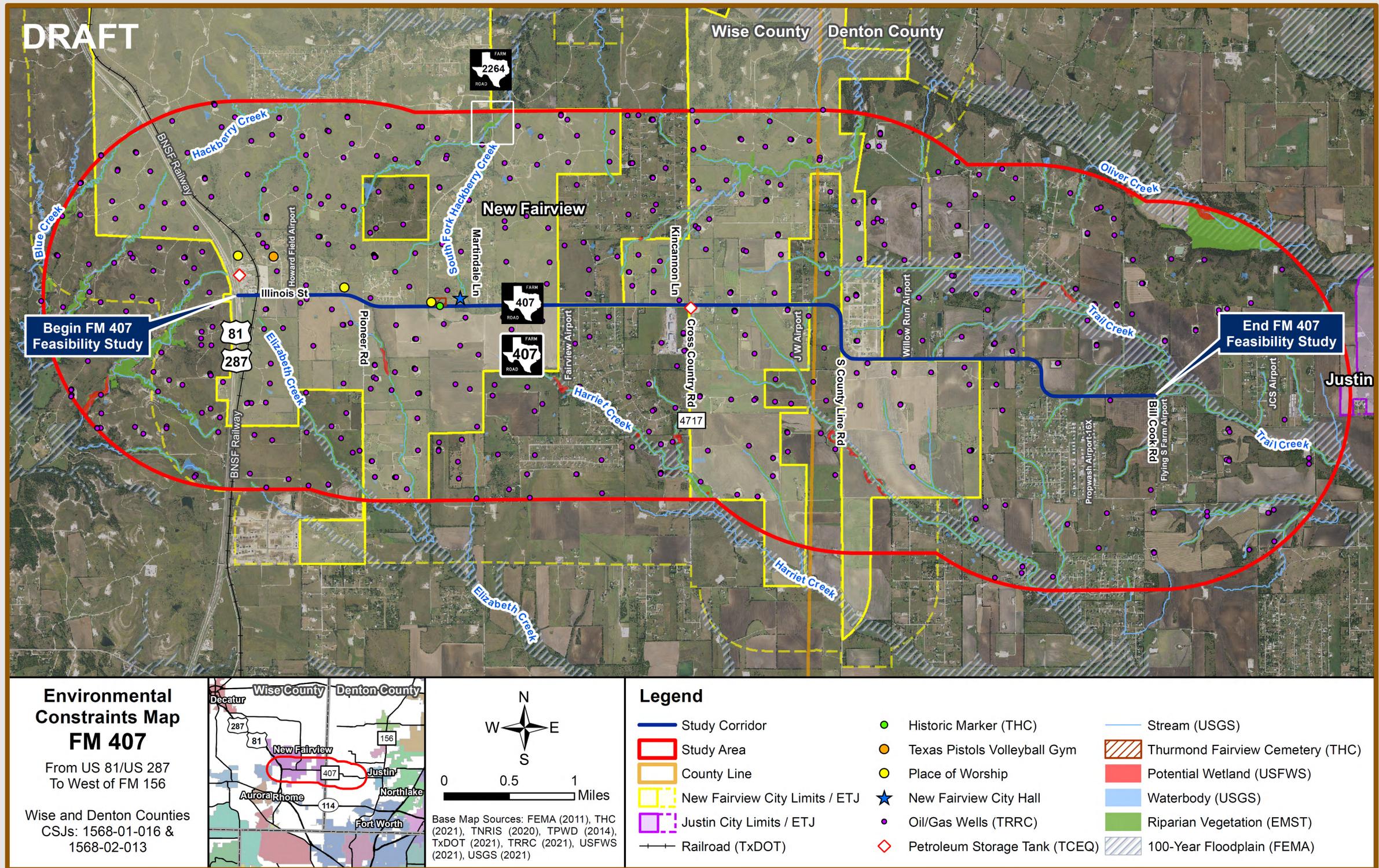
# Existing and Proposed Roadway



\* Specific / final dimensions would be determined during TxDOT's future FM 407 Roadway Schematic Design, Environmental Analyses, and Public Involvement phase.

Median Breaks and Left / Right Turn Lane locations would be determined as coordinated between TxDOT and local officials.

# Environmental Constraints Map





# Timeline and Next Steps

## Feasibility Study Timeline\*



## “Next Steps” after this Feasibility Study



\* Subject To Change



Submit *Your Comments*  
during or after this Public Meeting

**Mail:** Seung B. Yoo, P.E.  
TxDOT Project Manager  
TxDOT Dallas District  
4777 East US Highway 80  
Mesquite, TX 75150

**Email:** Seung.Yoo@txdot.gov

**Phone:** (833) 933-0442

**Website:** [www.keepitmovingdallas.com/FM407FS](http://www.keepitmovingdallas.com/FM407FS)

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# Thank you for your interest in the FM 407 Feasibility Study





**Public Meeting Video  
Presentation Narration**

**VIRTUAL PUBLIC MEETING – POWERPOINT NARRATION**  
**FM 407 FEASIBILITY STUDY (FROM US 81/US 287 TO BILL COOK ROAD)**  
**WISE AND DENTON COUNTIES**  
**CSJs: 1568-02-013 & 1568-01-016**

**SLIDE 1 – Title Slide and Study Location**

Welcome to the May 19, 2022 Public Meeting for the FM 407 Feasibility Study presented by the Texas Department of Transportation. We appreciate your interest in the FM 407 Feasibility Study and welcome each of you.

Please note you may pause this presentation at any point to allow more time to view the slides.

**SLIDE 2 – Study Location**

This Meeting has been convened by the Department's Dallas District Office and is being held to receive and consider comments from the public regarding the FM 407 Feasibility Study.

The approximately 7.7-miles long corridor and Study Area is located in Wise and Denton Counties as noted in orange on the Study Location Map and spans from US 81/US 287 in the City of New Fairview eastward to Bill Cooke Road in the City of Justin.

**SLIDE 3 – Feasibility Study Need and Purpose**

This study is needed because the existing FM 407 within the study limits does not meet current design standards, and does not adequately accommodate current or forecasted traffic volumes, which results in traffic congestion and reduced mobility.

The purpose of this Feasibility Study is to identify, evaluate and recommend solutions to improve travel conditions along FM 407, including improving roadway operations; providing a safer, more efficient means to travel through the area; increasing mobility, including pedestrian and bicycle accommodations; and adding travel lane capacity.

#### **SLIDE 4 – Feasibility Study Process**

There are several steps in the Feasibility Study process. Today we are conducting **Step 2** of the Study process.

**Step 2** presents the No Build and Build Alternatives for public review and comment during this Public Meeting.

**Step 3** prepares a Recommended Alternative which factors in public meeting comments.

**Step 4** presents the Recommended Alternative for public review and comment during the final Public Meeting.

**Step 5** concludes the study with the production of an FM 407 Feasibility Study Report. After the study is completed, the next step will be FM 407 Roadway Schematic Design, Environmental Analyses, and further Public Involvement to determine the specific FM 407 roadway design and right of way dimensions.

#### **SLIDE 5 – Alternative Solutions Exploration**

When conducting an alternatives analysis, the No Build Alternative is compared to various Build Alternatives. Under the No Build Alternative, no improvements to FM 407 would occur; however, improvements to other roadways in the D/FW region would continue as planned.

All of the Build Alternatives have the same goals, including adequate mobility for motorists, bicyclists, and pedestrians, addressing safety issues, and minimizing environmental impacts.

The Build and No-Build Alternative evaluation and comparison process involves travel demand evaluations along FM 407 factoring in forecasted design year 2045 traffic volumes, traffic safety evaluations including crash history locations, minimization of impacts, and municipality and stakeholder agency coordination.

#### **SLIDE 6 – Existing Roadway**

The existing FM 407 typical roadway section within the study limits consists of one 11 to 12-foot wide travel lane in each direction with adjacent 2 to 3-foot wide shoulders, no center median, and side ditch drainage.

The existing FM 407 right-of-way width varies along the corridor, but is overall approximately 80 to 90 feet wide.

The proposed FM 407 would consist of three 12-foot wide lanes in each direction and an 18-foot wide curbed median, which accommodates 12-foot wide left turn lanes. The overall proposed right-of-way width would be approximately 140-foot wide and the recommended roadway drainage would be curb and gutter. A sidewalk or a shared-use path would be located along one side of the roadway and a shared-use path would be located along the other side.

#### **SLIDE 7 – Environmental Constraints Map**

Part of the Build Alternative analysis involves identifying environmental features that could potentially be impacted by various Build Alternatives. An Environmental Constraints Map is prepared to help the designer avoid environmental features or minimize impacts to them. These features include businesses and residences, cemeteries, floodplains and streams, hazardous materials facilities, historic structures, houses of worship, public facilities, and vegetation.

#### **SLIDE 8 – Feasibility Study Timeline and “Next Steps” after the Study**

Based on the comments received from today's public meeting, the design team will prepare a Recommended Alternative. It is anticipated the Recommended Alternative would be completed in the Fall of 2022 and would be available for public review and comment at the final public meeting, which is anticipated for late Fall/early Winter of 2022. The final study is forecasted to be completed in the Spring of 2023.

Please note the listed dates are subject to change.

After the completion of this study, the Department forecasts these Next Step phases as outlined on the screen.

#### **SLIDE 9 – Public Comments**

All public comments received during this meeting will be fully considered and responded to in the FM 407 Public Meeting record and made part of the final documentation for this FM 407 Study. This documentation will then be made available for public review and copying on the Public Meeting website.

Your comments may be provided online, or by mail, email, or voicemail as shown on the screen.

Comments must be received or postmarked on or before **Friday, June 3, 2022** to be included in the documentation for this Virtual Public Meeting.

#### **SLIDE 10 – “Thank You for your Interest”**

We sincerely appreciate your interest in the FM 407 Feasibility Study. Your questions, comments and concerns will receive careful consideration.



## Exhibits



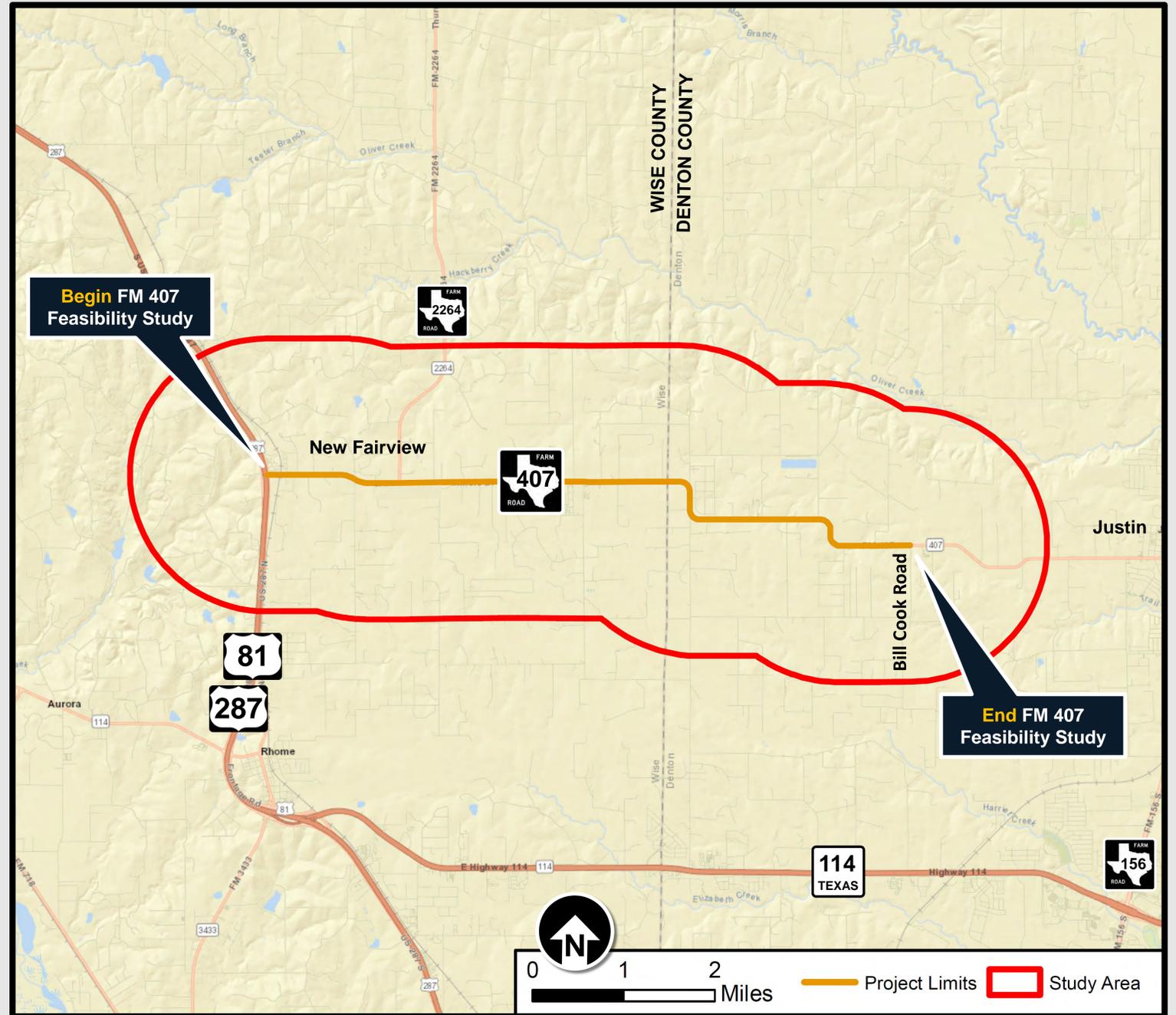
TEXAS DEPARTMENT OF TRANSPORTATION

# FM 407 FEASIBILITY STUDY

FROM US 81 / US 287 TO BILL COOK RD

DENTON COUNTY & WISE COUNTY

## PUBLIC MEETING MAY 19, 2022



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- ▶ Identify and evaluate **FM 407 Alternative Solutions** focused on improving daily travel conditions on FM 407:
  - ▶ Mobility and Safety
  - ▶ Traffic Operations
  - ▶ Reliability

*Because local developments, residential populations and commuters will continue to increase the traffic volumes / travel demand, it is important to plan now for a **RELIABLE & OPERATIONALLY EFFICIENT FM 407 FACILITY.***





# Feasibility Study Process



\* Includes TxDOT Study Team meetings with local agencies to identify and scrutinize various Alternative Solutions



# Alternative Solutions Exploration

## No Build Alternative

### Description:

- **Does not improve** FM 407 beyond prior improvement commitments and routine road maintenance
- Regional D/FW Area **Metropolitan Transportation Plan** improvements are assumed to be in place with the exception of FM 407 improvements
- Compare this baseline “Do-Nothing” Alternative to each Build Alternative

## Build Alternatives

### Exploration Pursuits:

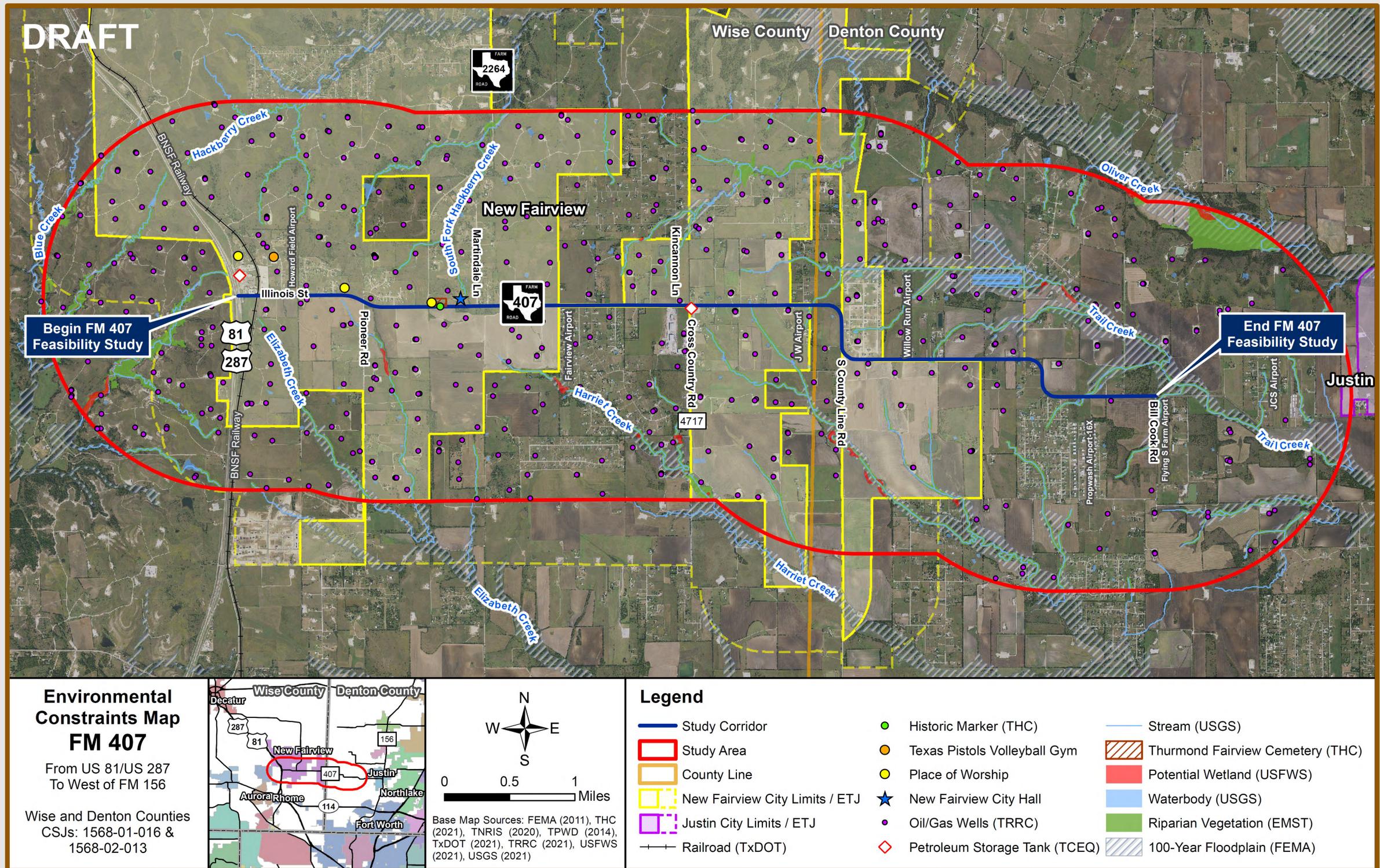
- **Year 2045 traffic volume solutions**
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Evaluate  
each Alternative  
in order to produce a

**Recommended Alternative**



# Environmental Constraints Map





# Feasibility Study Timeline\*



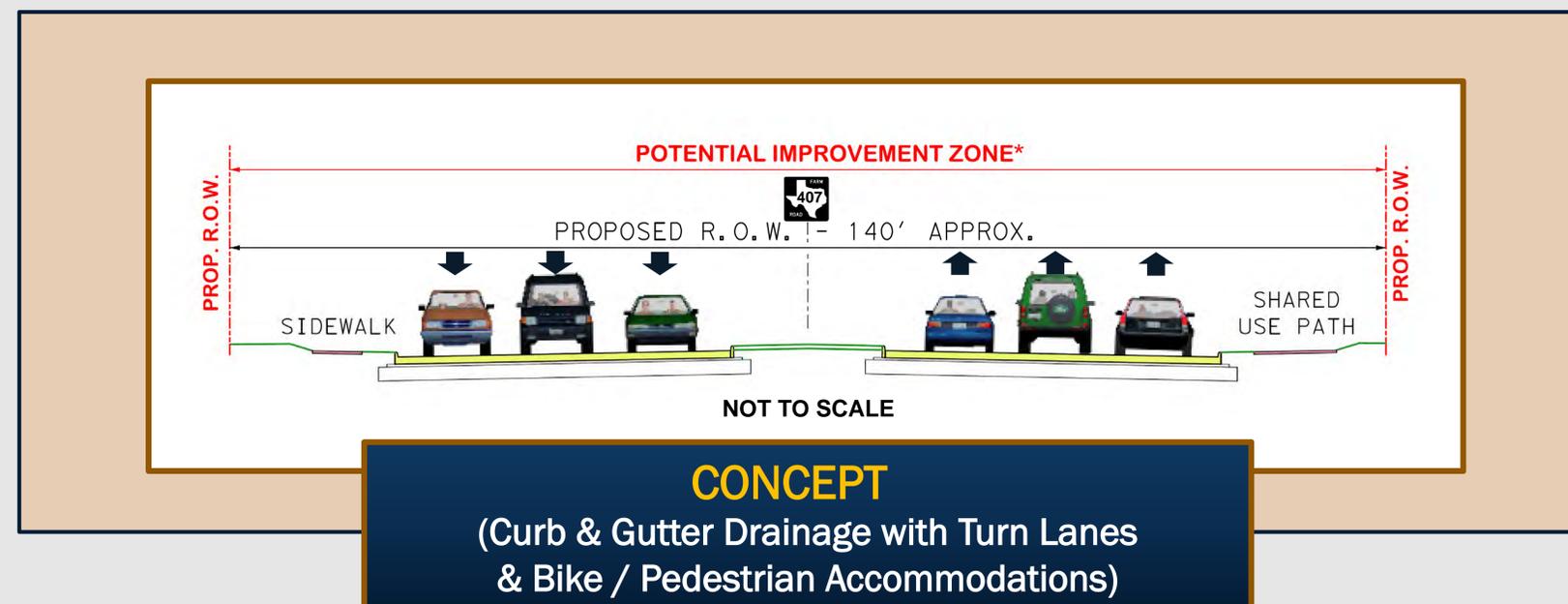
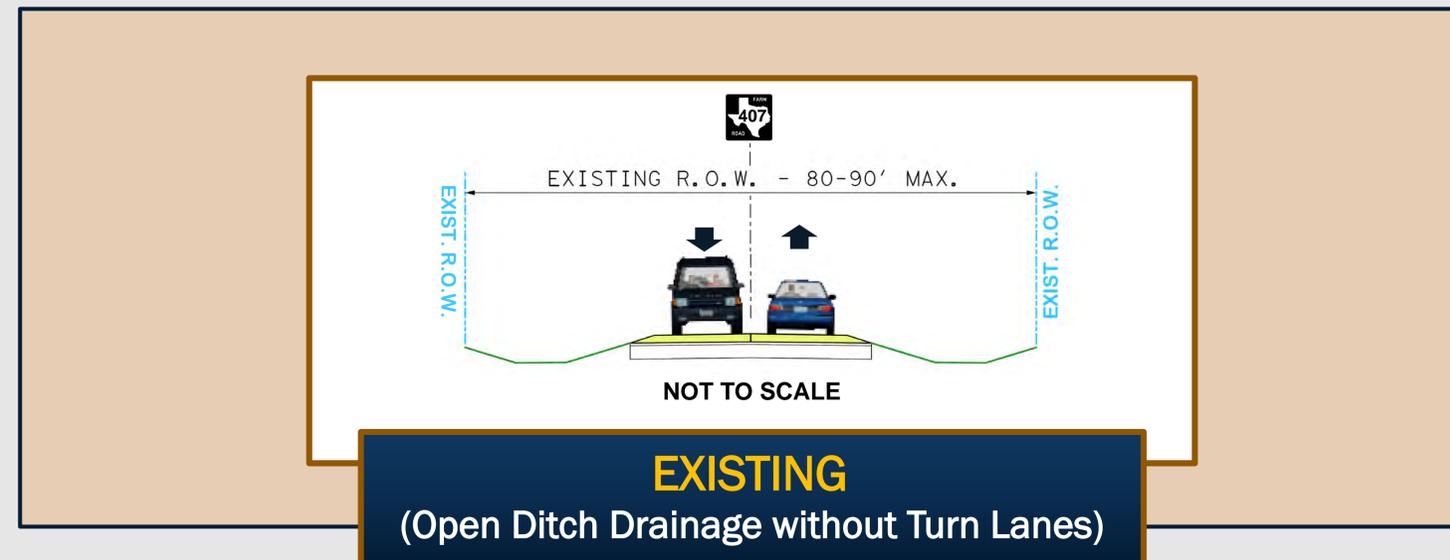
## “Next Steps” after this Feasibility Study



\* Subject To Change



# FM 407 Typical Sections



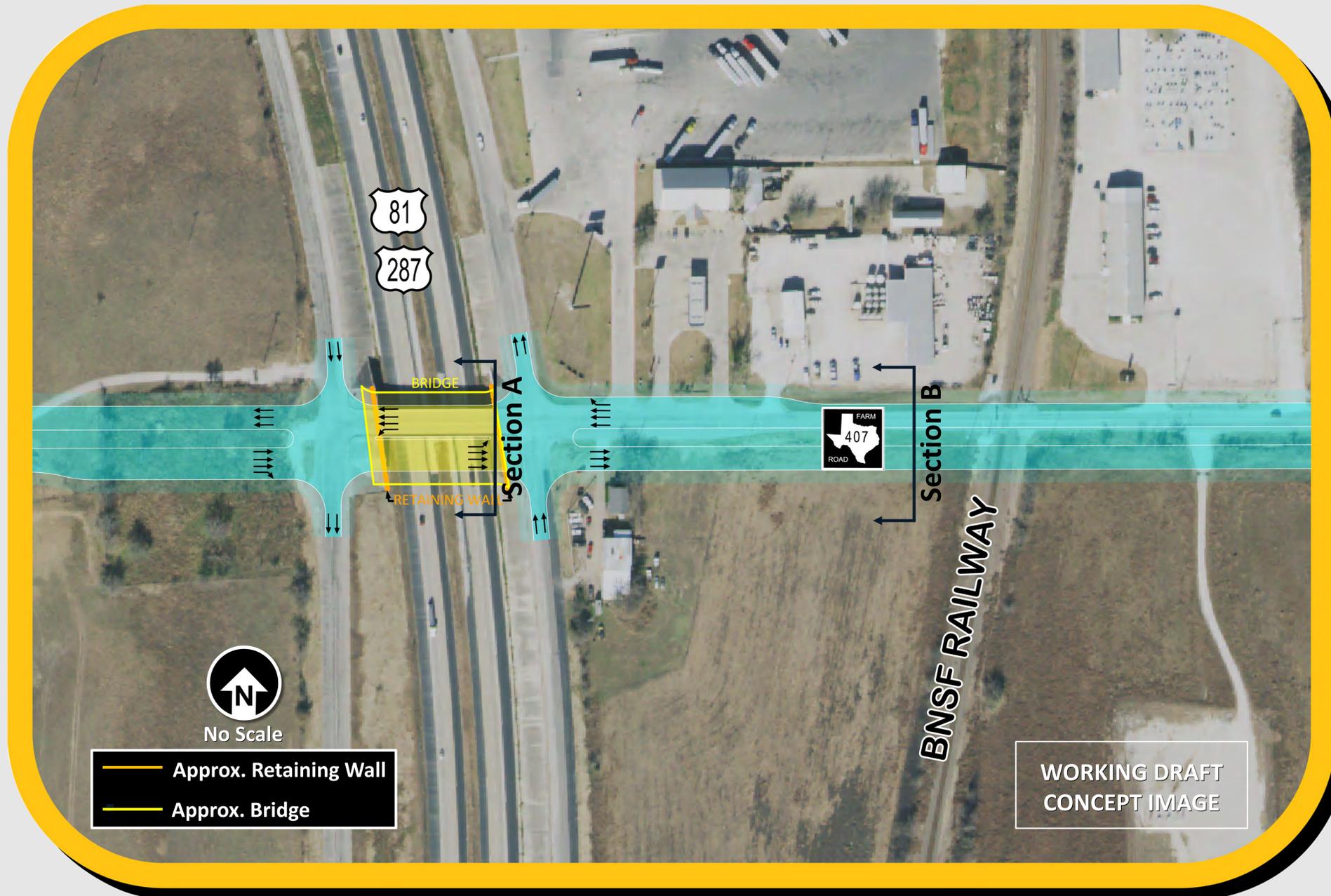
\* Specific / final dimensions would be determined during TxDOT's future FM 407 Roadway Schematic Design, Environmental Analyses, and Public Involvement phase.

Median Breaks and Left / Right Turn Lane locations would be determined as coordinated between TxDOT and local officials.

# Surface Street Intersection



## LONG RANGE OPTION | FM 407 / US 287 / BNSF Railway Interchange Concept



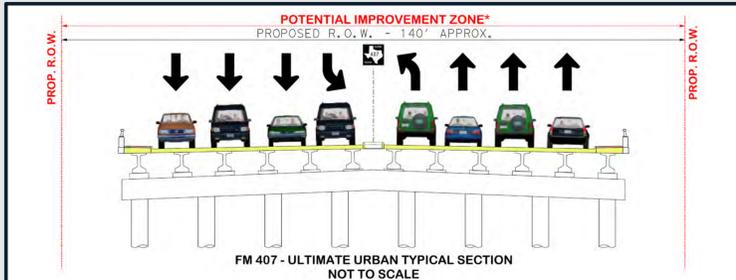
### --- PROS ---

- Limited Structure (Bridge) and smaller Land Impact Footprint, as compared to interchange options
- Maintains existing US 287 Frontage Road access via Illinois Street
- Least Cost Option

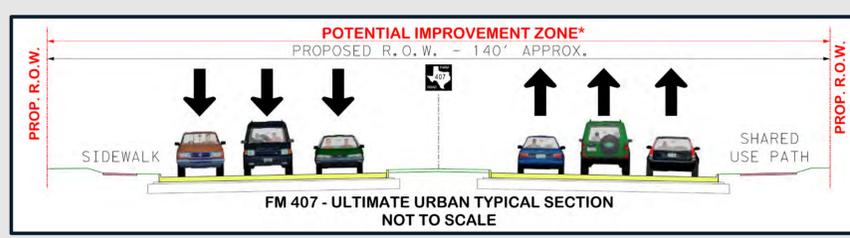
### --- CONS ---

- Land Impacts / Land Acquisition
- FM 407 crosses the Railway at-grade; Commuters & Emergency Vehicles are blocked / delayed by BNSF Railway Trains
- Truck Traffic continues to utilize Illinois Street
- Illinois Street remains at-grade with the Railway; Update Signals & the Railway Crossing
- Surface Well impact if FM 407 is extended west of US 81 / 287

Typical Section A Concept



Typical Section B Concept

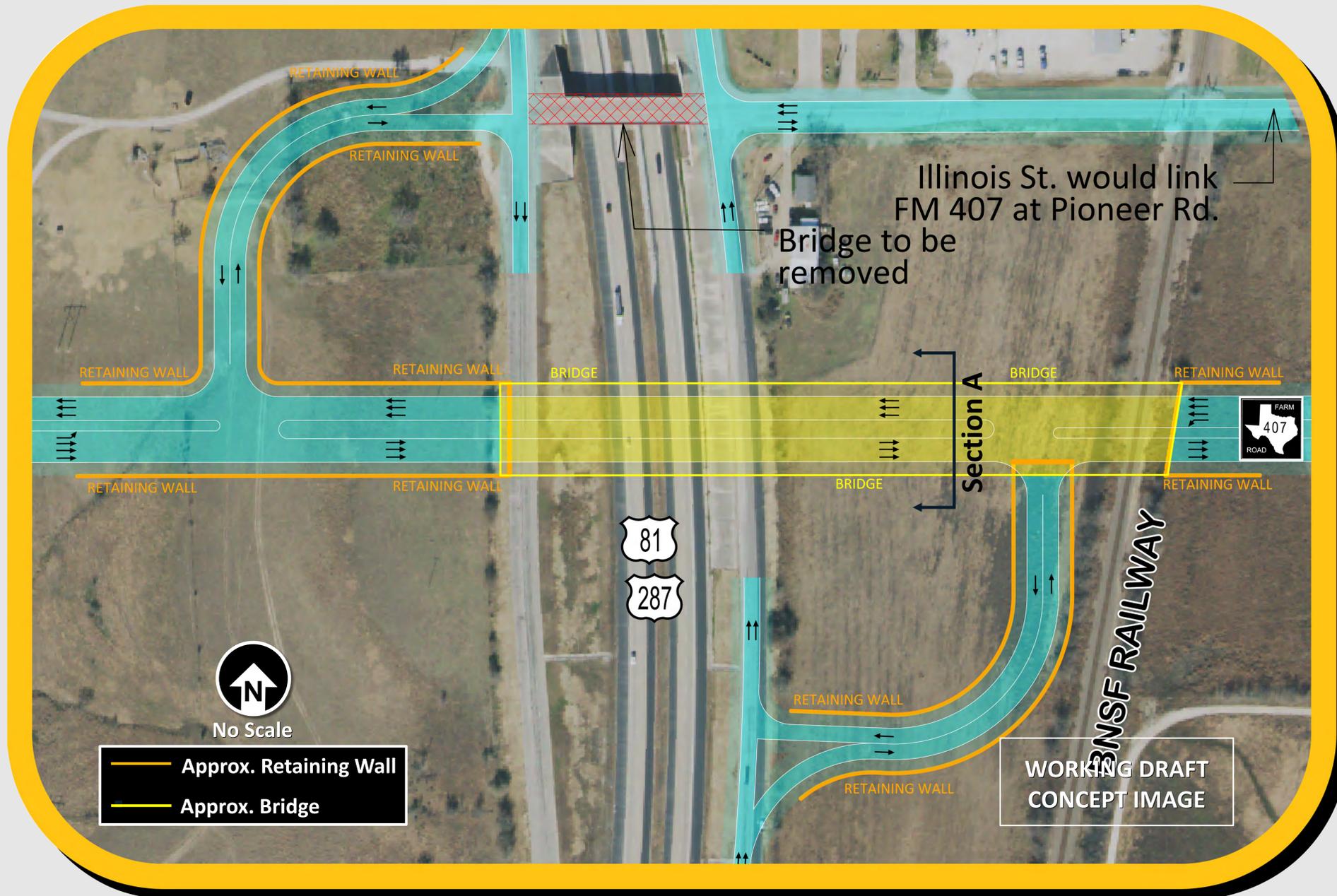


\*Potential Roadway Land Acquisition and Construction Zone; specific / final dimensions would be determined during TxDOT's future FM 407 Roadway Schematic Design, Environmental Analyses, and Public Involvement Phase

# “Partial Cloverleaf Interchange”



## LONG RANGE OPTION | FM 407 / US 287 / BNSF Railway Interchange Concept



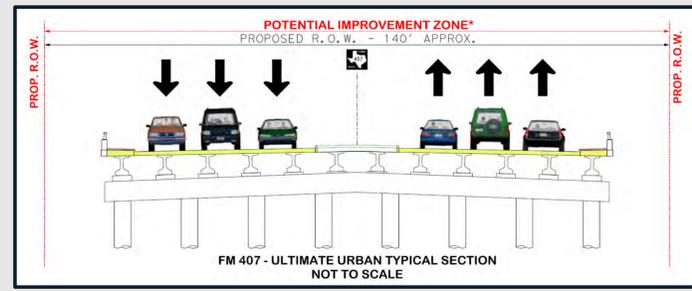
### --- PROS ---

- FM 407 overpasses the Railway; free-flow travel for Commuters & Emergency Vehicles
- Maintains existing US 287 Frontage Road access via Illinois Street
- Potentially reduces Truck Traffic on Illinois Street

### --- CONS ---

- Land Impacts / Land Acquisition
- Elevated Structures (Bridges)
- Illinois Street remains at-grade with the Railway; Update Signals & the Railway Crossing
- Increased Cost

Typical Section A Concept

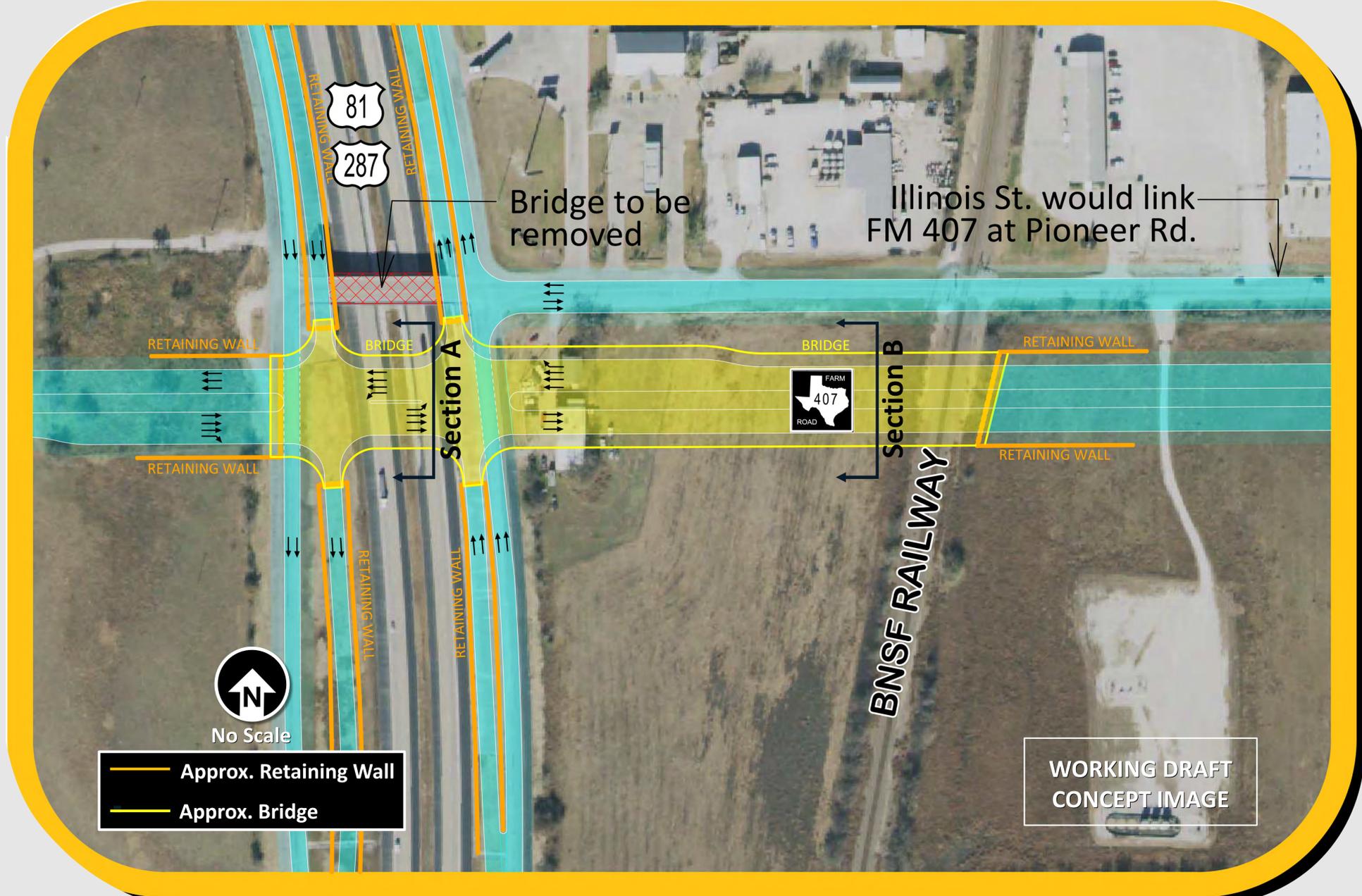


\*Potential Roadway Land Acquisition and Construction Zone; specific / final dimensions would be determined during TxDOT's future FM 407 Roadway Schematic Design, Environmental Analyses, and Public Involvement Phase

# “Elevated Intersections” Interchange



## LONG RANGE OPTION | FM 407 / US 287 / BNSF Railway Interchange Concept



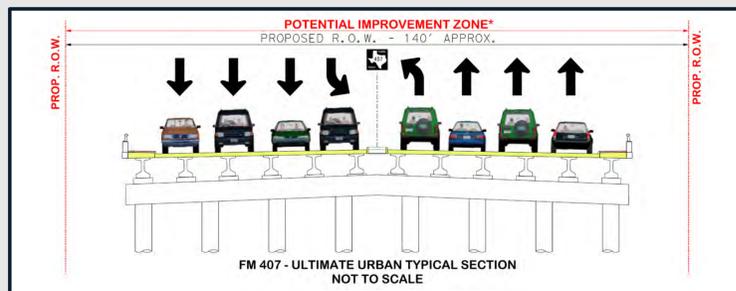
### --- PROS ---

- FM 407 overpasses the Railway; free-flow travel for Commuters & Emergency Vehicles
- Smaller Land Impact Footprint, as compared to other Bridge options
- Maintains existing US 287 Frontage Road access via Illinois Street

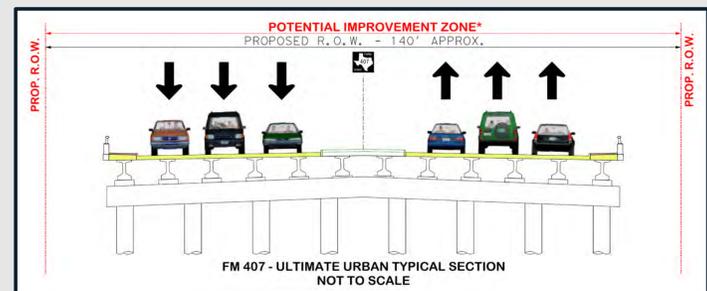
### --- CONS ---

- Land Impacts / Land Acquisition
- Elevated Structures (Bridges)
- Potential US 287 Ramp Adjustments
- Illinois Street remains at-grade with the Railway; Update Signals & Crossing
- Increased Cost

Typical Section A Concept



Typical Section B Concept



\*Potential Roadway Land Acquisition and Construction Zone; specific / final dimensions would be determined during TxDOT's future FM 407 Roadway Schematic Design, Environmental Analyses, and Public Involvement Phase



Submit *Your Comments*  
during or after this Public Meeting

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4777 East US Highway 80  
Mesquite, TX 75150

**Email:** Seung.Yoo@txdot.gov

**Phone:** (833) 933-0442

**Website:** [www.keepitmovingdallas.com/FM407FS](http://www.keepitmovingdallas.com/FM407FS)

*Written comments must be received or postmarked on or before **June 3, 2022** to be included in the Public Meeting Documentation.*



## Project Diagrammatics





## Comment Forms



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Place  
Stamp  
Here

**TXDOT DALLAS DISTRICT OFFICE  
ATTN: SEUNG YOO, P.E.  
4777 E US HIGHWAY 80  
MESQUITE, TEXAS 75150-6643**

**RE: FM 407 FS**

**CSJs: 1568-02-013  
& 1568-01-016**



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**TXDOT DALLAS DISTRICT OFFICE  
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## Photo Pages



Photograph 1: In-Person and Virtual Public Meeting Neighborhood Signage.



Photograph 2: In-Person and Virtual Public Meeting Neighborhood Signage.



Photograph 3: In-Person Public Meeting Outdoor Directional Signage.



Photograph 4: In-Person Public Meeting Outdoor Directional Signage.



Photograph 5: In-Person Public Meeting Outdoor Directional Signage.



Photograph 6: In-Person Public Meeting Outdoor Directional Signage.



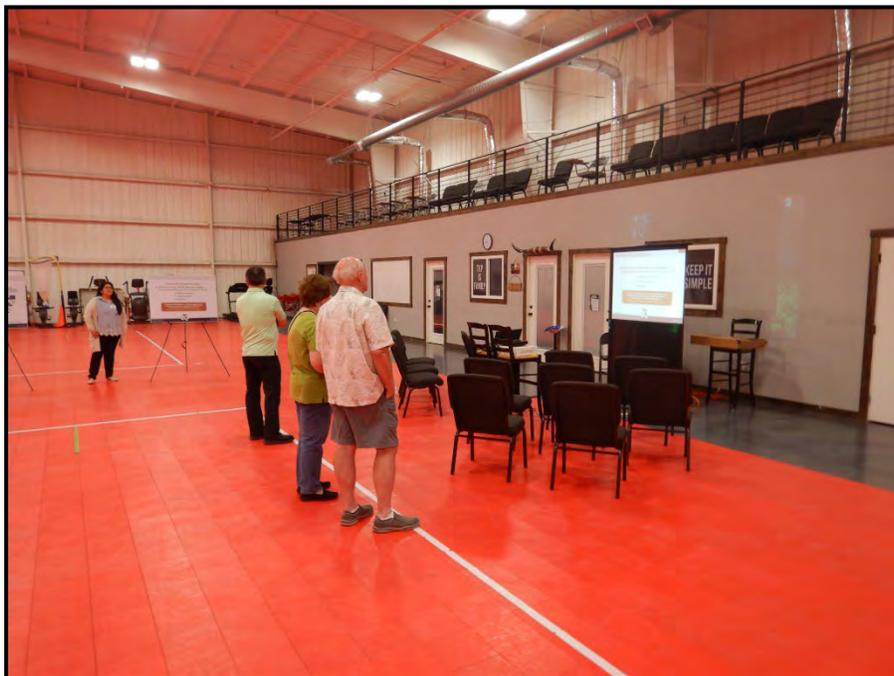
Photograph 7: Project Information Exhibit Board/ TxDOT NEPA Assignment Exhibit Board in English and Spanish.



Photograph 8: Public Meeting Registration Table.



Photograph 9: Project Purpose and Need Exhibit Board.



Photograph 10: Attendees Observing a Voice-Over PowerPoint Presentation.



**Photograph 11: In-Person Public Meeting Schematic Tables.**



**Photograph 12: In-Person Public Meeting Comment Table.**



Photograph 13: Right-of-Way Area



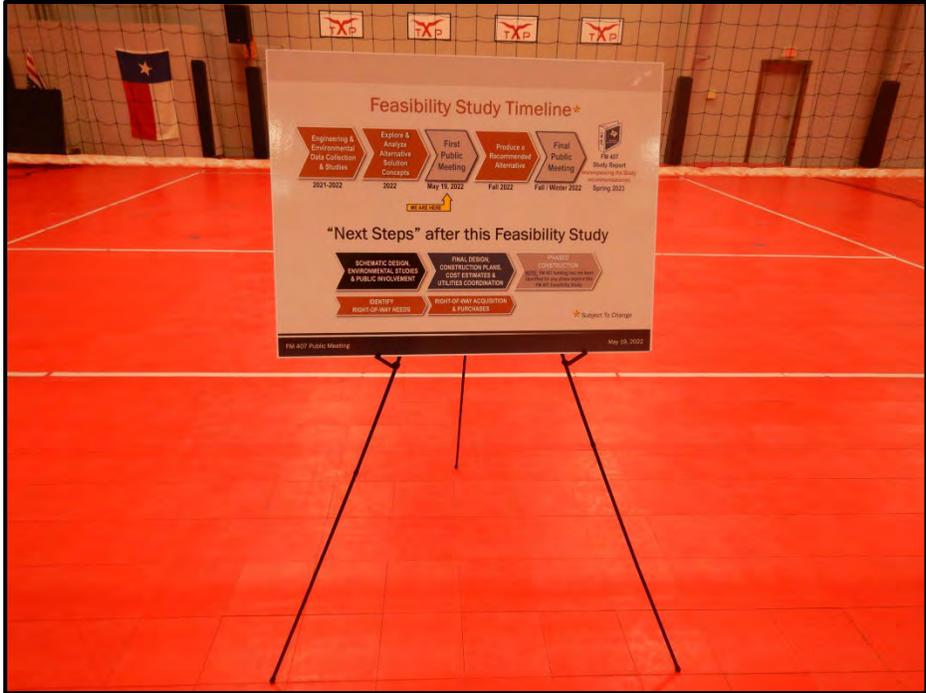
Photograph 14: Project Study Process Exhibit Board



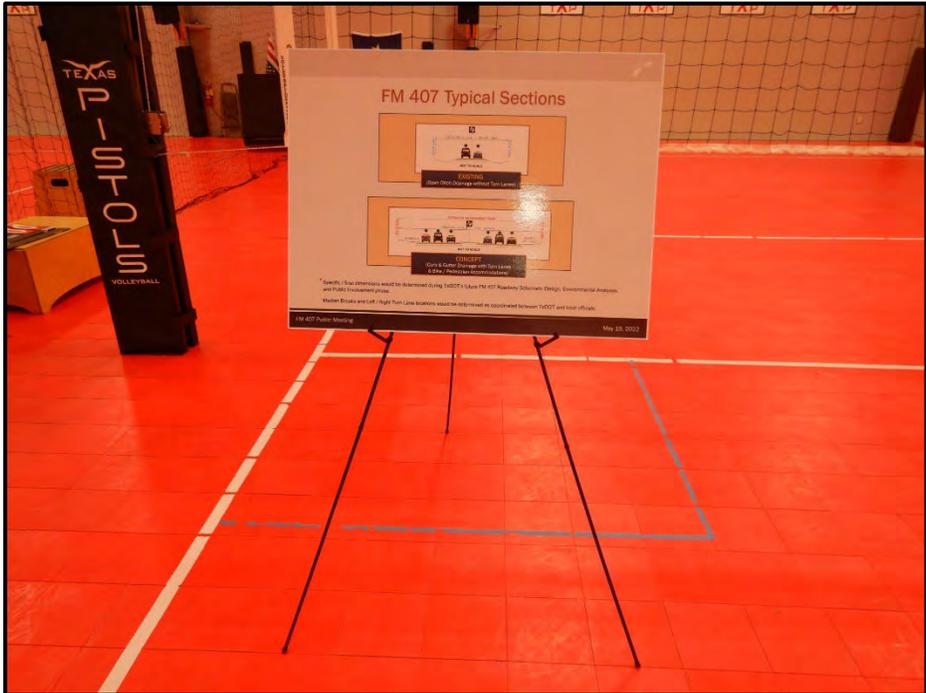
Photograph 15: Project Alternative Solutions Exhibit Board



Photograph 16: Project Constraints Map Exhibit Board



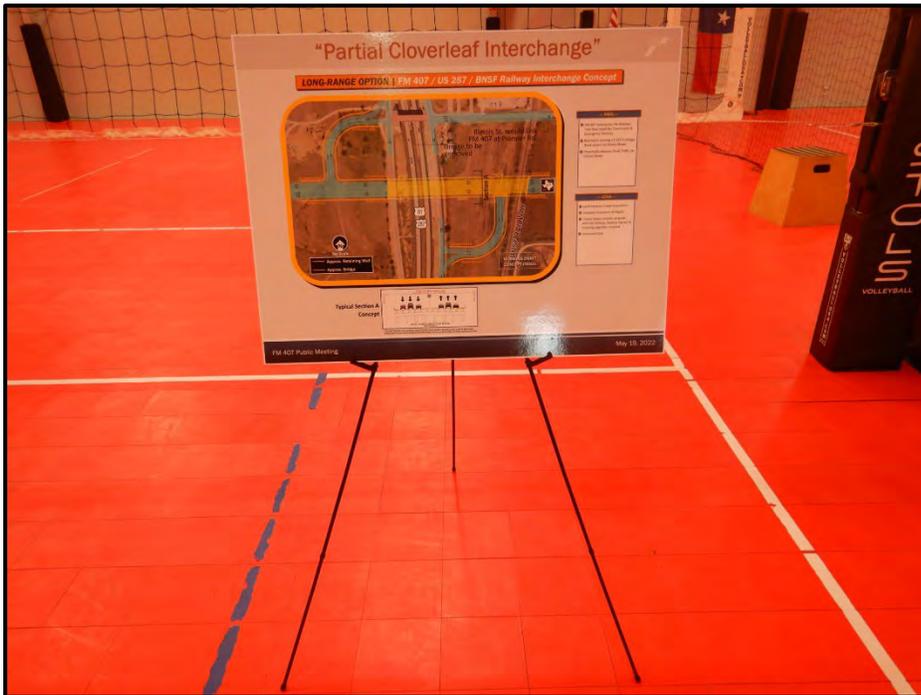
Photograph 17: Project Timeline Exhibit Board



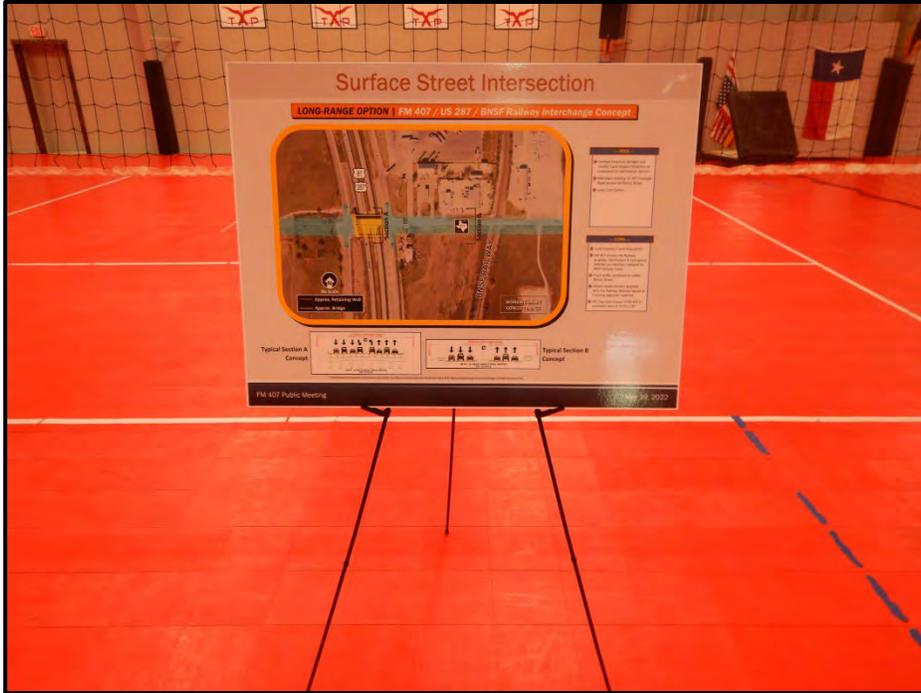
Photograph 18: Project Typical Sections Exhibit Board



Photograph 19: Interchange Exhibit Board



Photograph 20: Interchange Exhibit Board



Photograph 21: Interchange Exhibit Board



Photograph 22: Attendees talking with Engineer while looking at Exhibit Boards