

SL 288 Public Meeting  
Comment Matrix

ff#	Commenter Name	Date Received	Source	Verbatim Comment	Response
1	Adam	8/10/2023	Online Comment Form	Against	Comment noted.
2	Alex Stem	8/7/2023	Email	<p>I live in Denton, off of Windsor Dr. and pretty close to Loop 288 and the Kings Row intersection. I would love for there to be consideration of noise abatement as part of this project. I can sit in my living room and listen to what sounds like a Nascar race on 288. I think cars of the racing variety accelerate from the Kings Row light and its very loud. Forget about enjoying peaceful quiet in my backyard. I'm not an expert on this, but I've seen noise walls being put up in other places. Maybe there are other strategies to ensure peaceful enjoyment of living here especially as the road expands (plant more trees)?</p> <p>Last comment is I've always wondered about the investment in the shared use paths (sidewalks) right along highways such as 380 and 288. It seems to me it would not really be that enjoyable to walk or bike by cars going 70 mph or faster. The one on 380 frightens me how close it is to the road where cars are flying by. I would rather see shared use paths where they would be safer and more enjoyable.</p> <p>Thanks for listening.</p>	<p><b>Response from Nelson Underwood, TxDOT, sent 8/7/2023:</b></p> <p>A noise analysis will be conducted throughout the project corridor to determine if a noise wall is constructible, reasonable and feasible. If a noise wall is determined to meet the three criteria,(constructability, reasonable and feasible) then a wall will be considered upon final approval from the affected property owners.</p> <p>TxDOT is required by the Federal Highway Administration to incorporate into the design of roadways pedestrian and bicycle accommodations. There are guidelines that TxDOT has to follow regarding path width, minimum offset from the curb, etc.</p>
3	Alina Dumitrescu	8/11/2023	Online Comment Form	<p>TxDOT can achieve their stated mission with the original planned ORANGE route which would:</p> <ol style="list-style-type: none"> <li>1. lessen the number of property owners affected</li> <li>2. lessen the number of acres required for the project.</li> <li>3. lessen the noise pollution on existing residential housing.</li> <li>4. lessen the proximity to the 3300 acre Clear Creek Nature Preserve thereby reducing noise pollution which will affect wildlife living conditions.</li> <li>5. lessen the development pressures of urban sprawl in this rural area which is currently undergoing a preservation planning process to protect this environmentally sensitive area.</li> <li>6. lessen the impact on the recreational activities that are already enjoyed in the immediate area affected</li> <li>7. lessen the long term maintenance cost to TxDOT by reduction of all the extra pavement surfaces presented in the yellow plan, reduced mowing costs, reduced litter control.</li> <li>8. lessen the environmental HEAT REFLECTION and HEAT RETENTION by lessening the amount of pavement installed.</li> <li>9. lessen the impact to the environmentally sensitive area of native Post Oak stands (which cannot be transplanted or planted from nursery stock)</li> <li>10. avoid encroachment on historical Cooper Creek Cemetery and Church.*</li> </ol> <p>I SUPPORT the ORANGE route.I own land, live, work, farm in the</p>	<p>TxDOT is still exploring other feasible routes and has not made a decision on where the final route will be. There will be a full noise analysis done for the corridor when TxDOT gets to that part of the process (Point #1). TxDOT is still making refinements to the project and pedestrian/bicycle accommodations are a part of that (Point #2).</p>

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				<p>immediate area. Brian Bentley*Also request TxDOT provide:</p> <p>1. Sound walls and full round berms, terraced berms, or half berms/walls (walls towards the traffic &amp; berms towards the residences) with a diversity of landscaping including, but not limited to a mixture of evergreen deciduous trees (like live oaks with a high, year round leaf ball; conifer trees (with a low, year round needle ball); and bushes with dense year round leaf balls.</p> <p>2. Sidewalks and crossings.</p>	
4	Ann Woodbridge	8/11/2023	Email	<p>Please support the orange Feasibility route, not the yellow Schematic plan.</p> <p>When the Feasibility plan was first presented several years ago, we attended the meeting and thought it a great solution for a connector as it avoided existing neighborhoods, churches, historic areas, and cemeteries, and was an elegant and direct connection between two busy high-speed roads with minimal impact over the proposed route. We expressed our support for the Feasibility route to the staff there that evening.</p> <p>It's a complete mystery that the people who built the warehouses proceeded to build there when this route was a known possibility, but that is certainly no reason to alter what was a good plan in the first place. The Schematic plan is highly destructive the surroundings and not as effective as a transportation solution.</p> <p>Our neighbors in the Deerwood development where both routes attach on the west to the existing Loop 288 are rightfully worried about noise mitigation. At the least, a sound wall and plantings would be essential to their quality of life.</p>	<p><b>Response from Nelson Underwood, TxDOT, sent 8/14/2023:</b></p> <p>Thank you for your interest in the proposed improvements to the Loop 288 project corridor. We have noted your comment.</p>
5	Anonymous	7/30/2023	Online Comment Form	<p>Pedestrian and cyclist safety does not appear to be considered. TxDOT staff representing the project were asked to show how pedestrians accessing school buildings outside of the loop would cross the new expansion. Three different answers were given at different tables. TxDOT designs for cars, not people. Please research the community and how they function before paving over the city for more vehicles. The traffic designs presented appear to create more hostile environments for pedestrians rather than improve the current struggles the community is facing.</p>	<p>TxDOT is still in the early stages of design for this project. The first phase of the project provided an overall footprint to start looking at the project right of way. The second phase, which is starting, will look into more detail at specific constrained areas as well as pedestrian mobility throughout the project.</p> <p>TxDOT understands that cyclists use this area frequently and will take necessary steps in our design to accommodate their needs.</p> <p>There will be more opportunities for public comments as the project progresses.</p>
6	Anonymous	7/30/2023	Online Comment Form	<p>Provide a greater distance between the proposed pedestrian trails and +70 mph traffic. Place trees, or leave space for trees, between the area for cars and pedestrian trails. Trees help reduce noise pollution for the adjacent neighborhoods, create shade for the trails, and improve the overall aesthetics of the area for drivers and path users. Additionally, seed with native turf and wildflower mixes (low maintenance) instead of Bermuda grass with permanent irrigation (high maintenance).</p>	<p>Comment noted.</p>
7	Anonymous	7/30/2023	Online Comment Form	<p>I do not agree with 26 families having to move.</p>	<p>Comment noted.</p>

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8	Anonymous	7/31/2023	Online Comment Form	If you want less roadway deaths, stop widening roads.	Comment noted.
9	Anonymous	8/5/2023	Online Comment Form	As long as a traffic light is placed at the intersection of 380 and Lakeview Blvd., this seems a good improvement to the flow of traffic through Denton.	Comment noted.
10	Anonymous	8/7/2023	Online Comment Form	I greatly prefer the "Feasibility Alignment" as it is far less disruptive to the local community.	Comment noted.
11	Anonymous	8/10/2023	Online Comment Form	With the outer loop coming, there does not need to be 3 lanes each way with a shoulder and a service road. Please prioritize making this project have the smallest footprint possible.	Comment noted.
12	Anonymous	8/10/2023	Online Comment Form	All projects and construction in the Denton area should be stopped immediately and put on hiatus for a period of 2 years in order to ascertain what people in Denton actually want, and if what the people of Denton want is being reflected by their alleged government "representatives". Because as it looks currently, the only will being represented is the will of contractors, developers, and construction companies.	Comment noted.
13	Anonymous	8/10/2023	Online Comment Form	I live on Farris Road. When we leave our house to the left and then left on Hartlee Field to turn left onto Sherman (into Denton) it is increasingly difficult and dangerous due to heavy traffic (getting heavier every day) coming at high speeds. With the changes you are proposing, if we turn right onto Kings Row we will not be able to go straight into town but will have to turn right onto the frontage road and then around, etc.. If you build the northern ramp north of Cooper Creek cemetery etc., we will not be able get to go from Silver Dome road onto Cooper Creek to get to Mingo, the QT, etc.. In other words, you are trapping us in our neighborhood by building the 6 lane highway across the land. You are taking neighbors homes, endangering a historic church (with a state of Texas historic marker) and a historic cemetery. Please seriously consider the southern ramp even if it is a little more expensive so that you will not endanger and ruin our daily lives. Thank you.	<p>TxDOT is still in the feasibility study portion of the project development for this section of the project and is currently looking at other alternative alignments. We are currently looking at several alternatives at King's Row. We focused on keeping access as well as safety at all intersections on this project.</p> <p>As part of the study portion of the feasibility phase of this project, we will evaluate all impacts to cemeteries, historic sites, churches, environmentally significant features and other community features. These will be avoided where possible and impacts will be minimized if avoidance cannot occur.</p> <p>If you have any further questions please contact Nelson Underwood, TxDOT Project Manager, by phone at (214) 320-6628 or email at Nelson.Underwood@txdot.gov.</p>
14	Anonymous	8/11/2023	Online Comment Form	I am for the orange route or the more southern route. This has less impact on family homes, the environment, and will take less acreage	Comment noted.
15	Anonymous	8/11/2023	Online Comment Form	<p>Please do not widen loop 288 - it is NEVER congested. If you must, do not build frontage roads. If you insist on widening loop 288 and adding frontage roads, make frequent provisions for crossing underneath the freeway for those walking or biking to attempt to heal the divides these freeways cause in our town.</p> <p>Buildings these wide freeways with access roads cuts off the fabric of the cities they go through while making it much more difficult for cities to build in a fiscally solvent manner.</p>	<p>Thank you for your interest in this project. The intent of this project is to build the infrastructure of Loop 288 and US 380 before traffic congestion becomes too much of an issue. US 380 will serve as a major connector between Denton and McKinney and will generate traffic when the improvements are completed.</p> <p>We are currently evaluating the bike and pedestrian accommodations along the entire Loop 288/US 380 corridor.</p>
16	Anonymous	8/11/2023	Online Comment Form	The northern surface street proposal looks like what the Denton planning department wants built to increase tax revenue by creating a new commercial corridor to the detriment of the existing neighborhood. I live in the area; it will bring noise, traffic, and exhaust fumes where there was little of that before. Why the warehouses were approved when there was the possibility of the future connector running through the property is poor planning by the owner of the warehouses and the city. The connector on the south (orange) is a more direct and less disruptive solution. It will not require the expense and land necessary for frontage roads, overpasses, or sidewalks. It is also an easier route for thru truck traffic to drive.	Comment noted.

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17	Anonymous	8/11/2023	Online Comment Form	<p>TxDOT can achieve their stated mission with the original planned ORANGE route which would:</p> <ol style="list-style-type: none"> <li>1. lessen the number of property owners affected</li> <li>2. lessen the number of acres required for the project.</li> <li>3. lessen the noise pollution on existing residential housing.</li> <li>4. lessen the proximity to the 3300 acre Clear Creek Nature Preserve thereby reducing noise pollution which will affect wildlife living conditions.</li> <li>5. lessen the development pressures of urban sprawl in this rural area which is currently undergoing a preservation planning process to protect this environmentally sensitive area.</li> <li>6. lessen the impact on the recreational activities that are already enjoyed in the immediate area affected</li> <li>7. lessen the long term maintenance cost to TxDOT by reduction of all the extra pavement surfaces presented in the yellow plan, reduced mowing costs, reduced litter control.</li> <li>8. lessen the environmental HEAT REFLECTION and HEAT RETENTION by lessening the amount of pavement installed.</li> <li>9. lessen the impact to the environmentally sensitive area of native Post Oak stands (which cannot be transplanted or planted from nursery stock)</li> <li>10. avoid encroachment on historical Cooper Creek Cemetery and Church.*</li> </ol> <p>I SUPPORT the ORANGE route.Please provide in plan the following very needed elements:</p> <ol style="list-style-type: none"> <li>1. Sound walls and full round berms, terraced berms, or half berms/walls (walls towards the traffic &amp; berms towards the residences) with a diversity of landscaping including, but not limited to a mixture of evergreen deciduous trees (like live oaks with a high, year round leaf ball; conifer trees (with a low, year round needle ball); and bushes with dense year round leaf balls</li> <li>.2. Sidewalks and crossings.</li> </ol>	<p>TxDOT is still exploring other feasible routes and has not made a decision on where the final route will be. There will be a full noise analysis done for the corridor when TxDOT gets to that part of the process (Point #1). TxDOT is still making refinements to the project and pedestrian/bicycle accommodations are a part of that (Point #2).</p>
18	Anonymous	8/11/2023	Online Comment Form	<p>Precious right-of-way suitable for high-traffic high-speed (45-70 MPH) thoroughfares should not be allocated to low-traffic low-speed (1-10 MPH) thoroughfares such as bicycle paths and sidewalks.</p> <p>Observations in the city of Denton of actual use of bicycle lanes and paths, outside of college campuses, over the last five years reveal that they are not being used for essential mobility needs such as to and from work or school, dropping off and picking up children at school, or grocery shopping except in very rare instances. Bicycle lanes and paths are actually used almost exclusively for recreational exercise and therefore</p>	<p>Comment noted.</p>

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				<p>are actually a recreational facility, not a mobility facility. The conjecture that provisions for bicycles would significantly reduce motor vehicle trips appears to be false.</p> <p>Sidewalks should be placed only along low-speed thoroughfares such as city streets (20-45 MPH) for the best health and safety of pedestrians (lower air pollution and noise levels than near high-speed thoroughfares).</p> <p>Also, TXDOT should require that all local government requests be supported by verifiable actual measured usage data of similar existing facilities before allocating TXDOT physical resources, such as right-of-way, to local government requests.</p> <p>Thanks for the opportunity to comment.</p>	
19	Anonymous	8/11/2023	Online Comment Form	<p>I am writing to express my opposition to the \$922 million plan to widen Loop 288 highway from four lanes to ten lanes (six freeway lanes plus four frontage road lanes).</p> <p>"Statistical analyses of paired corridors suggested that land near frontage roads is associated with lower household incomes, lower population densities, lower percentages of bike trips to work, lower vehicle occupancies for work trips, and higher unemployment rates than those without frontage-roads. Lower employment densities along freeway corridors also emerged when frontage roads were present. Operational simulations of various freeway systems demonstrated that frontage roads may improve the operation of freeway mainlanes in heavily developed areas, but not in moderately developed areas (e.g., purely residential). The financial costs associated with frontage-road facilities were found to be considerably higher than those associated with non-frontage road facilities" - UT Austin 2001 Study Abstract</p> <p>Lower household incomes, lower population densities, lower percentages of bike trips to work, lower vehicle occupancies for work trips, lower employment densities, and higher unemployment rates are all non-starters for Dentonites. While the study makes no consideration of environmental sustainability or the practice of highway expansion's direct correlation to induced demand, both of these are major considerations against the proposed plan. Additionally, the study points out that "operational simulations of various freeway systems demonstrated that frontage roads may improve the operation of freeway mainlanes in heavily developed areas, but not in moderately developed areas". The majority of the proposed project area is adjacent to moderately developed residential land uses, so operational gains likely won't justify the expense of the project or the damage to the community incurred through loss of wealth and property (residences or businesses). The people of Denton deserve to have priority given first to the competent repair and maintenance of their existing crumbling TXDOT roads before we would put any faith in a conversation about TXDOT expanding existing highways in the city.</p> <p>Loop 288 as presently constituted is a significantly divisive element in the city of Denton which limits viable transportation for non-drivers. The road</p>	<p>The intent of this project is to build the infrastructure of Loop 288 and US 380 before traffic congestion becomes too much of an issue. US 380 will serve as a major connector between Denton and McKinney and will generate traffic when the improvements are completed. This project will connect with the proposed improvements to I-35 that TXDOT is currently working on.</p> <p>Currently, an environmental study is being done that will determine the impacts this project will have on any surrounding environmental areas. Impacts to these environmental areas will be avoided as much as possible and impacts will be minimized as much as possible.</p> <p>This project will aim to provide a safe path for pedestrians and bikes to cross Loop 288 and increase the mobility of the area.</p>

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				is dangerous for both drivers, the disabled, and active transportation users (pedestrians and bicyclists). TxDOT funding would be better appropriated towards reducing barriers to active transportation and increasing safety for vulnerable users, too many of which have lost their lives on TxDOT roads. Simply put, the costs of the proposed project in community wealth and lives should reasonably prevent it from moving forward; I humbly demand that the proposal be retracted.	
20	Anonymous	8/11/2023	Online Comment Form	As a resident who is possibly in the relocation zone, I am not for this. I've lived in my home for 20 years and think this huge expansion is inconvenient	TxDOT is still in the feasibility study portion of the project development for this section of the project and is currently looking at other alternative alignments.  If you have any further questions please contact Nelson Underwood, TxDOT Project Manager, by phone at (214) 320-6628 or email at Nelson.Underwood@txdot.gov.
21	Anonymous	8/11/2023	Online Comment Form	The original route is the only choice! Save homes rather than investors.	TxDOT is still in the feasibility study portion of the project development for this section of the project and is currently looking at other alternative alignments.  If you have any further questions please contact Nelson Underwood, TxDOT Project Manager, by phone at (214) 320-6628 or email at Nelson.Underwood@txdot.gov.
22	Ashleigh McClendon	8/11/2023	Email	TxDOT can achieve its stated mission with the originally planned ORANGE route which would.....  <ol style="list-style-type: none"> <li>1. lessen the number of property owners affected</li> <li>2. lessen the number of acres required for the project.</li> <li>3. lessen the noise pollution on existing residential housing.</li> <li>4. lessen the proximity to the 3300-acre Clear Creek Nature Preserve thereby reducing noise pollution which will affect wildlife living conditions.</li> <li>5. lessen the development pressures of urban sprawl in this rural area which is currently undergoing a preservation planning process to protect this environmentally sensitive area.</li> <li>6. lessen the impact on the recreational activities that are already enjoyed in the immediate area affected</li> <li>7. lessen the long-term maintenance cost to TxDOT by reduction of all the extra pavement surfaces presented in the yellow plan, reduced mowing costs, and reducing litter control.</li> <li>8. lessen the environmental HEAT REFLECTION and HEAT RETENTION by lessening the amount of pavement installed.</li> <li>9. lessen the impact on the environmentally sensitive area of native Post Oak stands (which cannot be transplanted or planted from nursery stock)</li> <li>10. avoid encroachment on historical Cooper Creek Cemetery and Church.</li> </ol> <p>Also request TxDOT provide:</p> <p>Sound walls and full round berms, terraced berms, or half berms/walls (walls towards the traffic &amp; berms towards the residences) with a diversity of landscaping including, but not limited to a mixture of evergreen deciduous trees (like live oaks with a high, year round leaf ball; conifer trees (with a low, year round needle ball); and bushes with dense year</p>	<b>Response from Nelson Underwood, TxDOT, sent 8/14/2023:</b>  Thank you for your comments and interest in the proposed improvements to the Loop 288 corridor. We are still exploring other feasible routes and have not made a decision on where the final route will be. There will be a full noise analysis done for the corridor when we get to that part of the process (Point #1). We are still making refinements to the project and pedestrian/bicycle accommodations are a part of that (Point #2).

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				round leaf balls. 2. Sidewalks and crossings.	
23	Ashley Biard	8/9/2023	Email	<p>Please reconsider the route of the loop extension and find a way to spare the Rainey and Hale properties. They have deep family roots there which are too significant to describe, and also - they have already faced so much tragedy in the last few years. Please don't add to their burdens - please find another way.</p> <p>Thank you for your consideration.</p> <p>*Previous Denton Resident with family still living in Denton where they've lived for 40 years.</p> <p>(INCLUDED PICTURE)</p>	<p><b>Response from Nelson Underwood, TxDOT, sent 8/10/2023:</b></p> <p>Thank you for your interest and comments regarding the proposed improvements to Loop 288. We are still in the feasibility study portion of the project development for this section of the project and is currently looking at other alternative alignments.</p> <p>There will be more opportunities for public comments as the project progresses. If you have any further questions, please contact me. Thank you for your comments.</p>
24	Autumn Oehlschlager	8/10/2023	Online Comment Form	<p>I am AGAINST the SL 288 project moving forward. I live near Kings Row, an area that will be impacted negatively by this project. I drive that section of Loop 288 daily, and there has never been any congestion...except when they do construction. If this project moves forward, it will cause congestion for years as it historically takes a ridiculous amount of time to build any roads in the area. The construction will very likely result in multiple car accidents during the process. It will take away land that we use to walk our dog and enjoy nature. It will make the highway and added service roads closer to my house, where I have a toddler. We would not have bought this house if we knew the highway would be four houses down in the near future. The construction equipment will create noise and unhealthy smog and dust for us to breath in our home. I am concerned about the environmental impacts as well as we enjoy the nature in this area. Finally, I think the money could be better spent on other areas in town where there are actually traffic or safety issues.</p>	<p>TxDOT is still in the feasibility study portion of the project development for this section of the project and is currently looking at other alternative alignments. We are currently looking at several alternatives at King's Row. We have been told by many residents that the intersection of King's Row and Loop 288 is heavily congested due to school traffic. Our focus for this intersection is to make it as functional as possible while being as safe as possible. During construction, all safety standards set forth by TxDOT will be followed to minimize congestion and accidents. The contractor will follow all of the EPA's guidelines during construction to minimize the amount of dust that is kicked up.</p> <p>Currently, an environmental study is being done that will determine the impacts this project will have on any surrounding environmental areas. Impacts to these environmental areas will be avoided as much as possible and impacts will be minimized as much as possible.</p> <p>The intent of this project is to build the infrastructure of Loop 288 and US 380 before traffic congestion becomes too much of an issue. US 380 will serve as a major connector between Denton and McKinney and will generate traffic when the improvements are completed.</p> <p>If you have any further questions please contact Nelson Underwood, TxDOT Project Manager, by phone at (214) 320-6628 or email at Nelson.Underwood@txdot.gov.</p>
25	Ben Hokamp	8/10/2023	Online Comment Form	<p>Stuart road needs to be connected (particularly pedestrians). Right now the neighborhoods north of 288 have no way for pedestrians to safely access Denton-proper.</p>	<p>We are still in the early stages of our design of this project. The first phase of the project worked to provide an overall footprint to start looking at the project right of way. The second phase, which is starting, will look into more detail at specific constrained areas as well as pedestrian mobility throughout the project.</p> <p>We understand that pedestrians and cyclists use this area frequently and will take necessary steps in our design to accommodate their needs.</p>

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					There will be more opportunities for public comments as the project progresses.
26	Bernard Vokoun	8/6/2023	Email	<p>My name is: Bernard (Bud) Vokoun I currently reside at: 3909 Grant Pkwy, Denton TX</p> <p>First: I am sincerely disappointed with/at the less than little effort TxDOT took in noticing the public about this meeting. I received no personal notice about it and only found out about the meeting because of word of mouth from a couple of neighbors who are very active in observing Web sites that provide information about events that affect this area. I know that a vast majority of the citizens who showed up at this meeting were there only because they found out about it at the last minute and only by word of mouth - your public noticing may have met the minimum requirements but, was totally inadequate and NOT in the public's best interest. I have yet to find any other neighbor who received a personal notice about this meeting. This is very alarming to me, as I know the City has a large data base with virtually all the e-mail addresses in my subdivision as well as a substantial number of e-mail addresses for residents in the surrounding County. Also, I am aware of at least three local e-mail action groups in the area, all of which are well known and could have been tapped by TxDOT to provide the public a reasonable notice of the meeting.</p> <p>Second: The meeting was in the evening of the 27th and public comments are only accepted by TxDOT until August 11. Many of us have full time jobs, many have families, some take vacations, others have other additional time responsibilities like church, coaching, charity work and so on and so forth and so we do not have the time to sit down and in little more than 15 days review, digest and then comment in writing on design plans that will affect the residents of this area for the rest of their lives. This review and comment time line is a travesty.</p> <p>Third: I understand that the plans shown were schematics. However, a critical part of the design was not even a part of this meeting. I also understand that that the Environmental Assessment is still being done but, it started at least a year ago and some preliminary conclusions should have been able to have been gleamed from it in regards to both noise pollution and visual blight that this project will exacerbate. Even now at my place of residents, noise pollution under normal conditions can be high when I am outside and there are occasions when, at night when all the electronics are turned off, I can hear the traffic. Many other residents are of the same opinion and it gets s worse the closer one lives to Loop 288.</p> <p>A. Noise Pollution TxDOT will be buying up large chunks of property between our subdivision (and the Oak Bend area (in the County)) and the current Loop 288 to install this proposed facility - at least one property now</p>	<p>TxDOT will hold a second public meeting that will address many of the comments that the public has provided in this first public meeting. More detailed designs are already being worked on based off comments from the first public meeting and work with the city and county. .</p> <p>TxDOT makes every effort to reach out to everyone in the project area with public meeting notices posted in the newspaper, media releases to local media sources, social media, letters to stakeholders and property owners near the project area, and encouragement of word of mouth notification through grassroots efforts, but parties outside of the adjacent project corridor can sometimes be missed. TxDOT works to maintain an ongoing and updated list of stakeholders throughout the project process and will add all new contacts from this public meeting for those who have provided contact information and requested information about upcoming public meetings. TxDOT will continue to explore all opportunities to get the word out about future meetings.</p> <p>The 15-day comment period is a standard across all TxDOT projects. It is a timeframe to give boundaries, but TxDOT understands that you may need more time to respond. All in all, TxDOT will be actively communicating with the public and potentially impacted stakeholders throughout the project development process. The formal comment timeframe is to allow for the creation of the public meeting summary report and the comment response matrix.</p> <p>We are at the beginning of the project development process and the environmental study is just beginning. All environmental factors will be reviewed, and design will attempt to avoid or minimize those environmental and community features while addressing the purpose and need of the project. Noise and light impacts as well as other environmental and community factors will be a part of that study and technical reports will be created for review.</p>



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				<p>appears to be within about 60ft of the new ROW. If allowed to develop, the property TxDOT is buying up would have had buildings constructed to have helped reduce noise pollution - obviously this is no longer the case.</p> <p>The intersection of Kings Row now appears to have an interchange with 2 overpasses of the main lanes! This appears to mean that the future main lanes will be on the order of 30ft higher than the current lanes and thus the noise will be projected substantially further from the source.</p> <p>TxDOT will be expanding the main lanes from 2 in each direction to 3 each and adding 3 lanes of frontage roads in both directions. As such, not only is the ROW encroaching closer to the residences but, the traffic will also be closer.</p> <p>With the additional main lanes and frontage roads, it can be expected that future traffic volume growths to fill the facility (you build it, they will come), further exacerbating the noise pollution.</p> <p>B. Visual/Blight Pollution The additional lanes and the overpass alone will contribute considerably to the adverse visual effects to the residents on the westerly side of this subdivision and the Oak Bend area. Given the above, one can assume that the Environmental Assessment will show the need for sound reduction in various areas. TxDOT's solution to noise reduction is typically through the use of sound walls. These walls, in themselves, are a blight to any residence that can readily see them.</p> <p>Seeing as how it is TxDOT that is expanding its facilities towards our long established residences and adding a dual overpass in the area, it is hoped that TxDOT has the empathy and sympathy for the residents in the area and are willing to reach out and work with us on solutions that are above and beyond what is a typical TxDOT sound wall solution. Things like full round berms, terraced berms, or half berms/walls (walls towards the traffic &amp; berms towards the residences) with a cornucopia of landscaping including, but not limited to: a mixture of evergreen deciduous trees (like live oaks with a high, year round leaf ball; conifer trees (with a low, year round needle ball); bushes with dense year round leaf balls and the like are highly desirable.</p> <p>I and I know a number of my neighbors would like to be on a committee to work with TxDOT on this matter. I am sure, if I had more time, I could say much more, but you get the idea Thank you for your time on this matter</p>	
27	Bernard Vokoun	8/9/2023	Email	<p>My name is: Bernard (Bud) Vokoun I currently reside at: 3909 Grant Pkwy, Denton TX</p> <p>Given both my private time constraints and the number of days allotted by TxDOT for comments due, I am unable to review said schematics in a manner I am typically accustomed to. As such, my review will be constrained mostly to "Roll 4" as this portion most affects me and my immediate surroundings. I have the following comments concerning Roll 4:</p>	<p><b>Response from Nelson Underwood, TxDOT, sent 8/10/2023:</b></p> <p>Thank you for your interest and comments regarding the proposed improvements to the Loop 288 project. This project is still in the conceptual phase and further refinements will be done as the project progresses. My responses to your comments are below in red. If you have any further questions, please contact me via the contact information listed below.</p>

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				<p>1. here is a snapshot from the schematic: (PICTURE WAS INCLUDED) Note that I added an "A", "B" &amp; "C", each being in their own, a total of 3, in a captions shape. Traveling north from US380/US377 on the east side of the Loop, how does a pedestrian/cyclist get from "C" to "A" and visa vera? Walking south from Kings Row on the west side of the Loop, how does a pedestrian/cyclist get from "B" to "C" and visa versa and from "B" to "A" and visa versa? At this point, it appears that one has to go all the way to the next interchange to do so? This is tedious for both the pedestrian/cyclist in excellent shape, extremely laborious for an average person and nearly impossible for the handicapped, knowing the handicapped are to be REASONABLY accommodated in all new public related transportation projects and therefore, this configuration is a substantial discouragement for even the fittest to want to use these facilities.</p> <p>2. are a lot of bicycle facilities on and around Lake Ray Roberts. I am aware of large packs of bicyclists can be seen on FM428/Sherman Dr traveling to/from these facilities and leaving the parking lots (varies throughout the week) of Hodge Elementary School to access these facilities. There may be other routes in this area that I am not aware of, It therefore could be expected that with the sidewalk facilities completed on both sides of the Loop, they will be readily incorporated into their routes. A 12ft wide or even a 15-16ft wide facility is much more desirable than a 10ft wide to accommodate the mix of both these expected bicycles and pedestrians. Please consider this in your design.</p> <p>3. Main lane design speed (PICTURE WAS INCLUDED) What criteria allows US380/US377 to be considered as 70MPH relative to the Loop's 60MPH? With the installation of the overpasses and thus, the removal of the traffic signal for the main lanes at Kings Row, what is the need of a speed restriction of 60MPH for the Loop's main lanes? Certainly this current speed of 60MPH is here in order to reduce the deceleration needs, because of the traffic signal's red light at Kings Row, for traffic in general and certainly for the substantial number of trucks that use the Loop as a truck route and also reduce red light running. Do a speed study, most everyone is already doing 70+MPH.</p> <p>4. For the Loop's northbound frontage road turning right onto Kings Row - this is a skewed intersection with a greater than 90 degree turn. There are substantial school buses turning here to go to Hodge Elementary School. The inner curve appears to be substantially undersigned and may not accommodate a SU35 and because of proposed commercial development in the area, does not appear to properly fit the turning radius needed for a WB40 let alone a WB50 vehicle. A 2 center curve might be better, a 3 center curve even more so or maybe an offset curve with tapers with the ultimate being a spandrel. The island may need to be enlarged to accommodate this change and should be of sufficient size to be utilized by pedestrians crossing the roadway.</p>	<p>1. Accommodations will be made to get bicyclist and pedestrians from one side of Loop 288 to the other side at Kings Row.</p> <p>2. Comment noted.</p> <p>3. We are designing the main lanes for 70 mph but that does not mean that the posted speed will be 70 mph. The posted speed will be determined after a speed study is completed on the built facility. Designing for a higher speed allows for a safer roadway with greater sight distance and longer horizontal and vertical curves.</p> <p>4. Roll 4 and the schematic as a whole is more conceptual and has not been fully detailed out. These kinds of details will be looked at further as the design progresses.</p> <p>5. Please refer to the comment above.</p> <p>6. This initial alignment of Windsor was a suggestion from the City of Denton. Further coordination and discussion will be coming up and this option can be explored.</p> <p>7. As stated in a response above, this is still in the conceptual stage and further details design will be forthcoming.</p> <p>8. We are currently looking at several different options and configurations and will further the detail design in coordination with the City of Denton.</p> <p>9. The purpose of the grade separation is to eliminate the at grade crossing with the UP RR and provide greater mobility and connectivity between US 380 and Loop 288. Further detail design and Bike/Ped accommodations will be investigated further as the design progresses.</p> <p>10. This is still a conceptual design and we will be looking at adding additional ramping to try and accommodate access to FM 429/ Sherman Drive.</p> <p>11. The number of lanes required will be determined by the traffic volumes.</p> <p>12. The number of lanes on this ramp will be determined by the traffic volumes.</p> <p>13. This is a conceptual design and further refinements will be looked at.</p>

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				<p>5. The pedestrian/cyclist facilities on both sides of the Loop, do not appear to be shown so as to cross from one side of the Loop to the other at either the interchange crossings of: Kings Row nor Kings Row/(prop)Windsor Dr?</p> <p>6. The intersection of (prop) Windsor Dr at the current Windsor Dr (a "T" intersection) is an accident waiting to happen. The left turns internally (between this "T" intersection and the "T" intersection of Armstrong St (just to the west and on the opposite side of Windsor Dr.) overlap each other and causes 2 opposing, opposite direction drivers to be in the "chicken out" effect - who gets there first. It will take a little more work but, a much safer alignment is for (prop) Windsor Dr to begin at Kings Row (on the west side pf the Loop), curve (as shown) to the south until at La Paloma Dr, then curve easterly to the number "S93", then curve southerly and connect to the existing Windsor at its current end with a round-a-bout (I understand TxDOT now accepts them as a design feature). This alignment is a little longer but, also serves the open land that will be developed in the future because it is more in the center of it.</p> <p>7. Relative to the Loop's 2 overpasses at: Kings Row/Windsor Rd, at approximate Sta 1013+00; and of Kings Row, at approximate Sta 1004+00 - 2 underpasses. I am somewhat impressed at the glimmer of imagination shown by the design engineer and TxDOT's acceptance of what appears to show this feature is a squared, elongated, quasi, semi, pseudo, almost a round-a-bout - i.e. substantial movements are restricted from being able to do what is normally performed at other interchanges, with some traffic being required to negotiate both underpasses to accomplish their desired direction of travel.</p> <p>1ST The property to the east of Sta 1004+00 is undeveloped - it will be some day. It can be reasonably assumed that, because of the addition of the frontage roads, that the developer of this property will ask the City for upzoning to Commercial/Retail of some of it and the City (because of the increased tax base) will most likely agree. Whatever is finally developed, you can darn well bet that they will be requesting connection(s) (street(s) and/or driveways) to the frontage road. TxDOT needs to consider this in the design now. TxDOT needs to incorporate a design and partially install the applicable feature(s) in order to anchor them and thus restrict all other options. The most obvious feature is to install the curb cut for a backage road, that serves all of this property, within a reasonable distance, and that connects to Kings Row (at about Sta 1004+00) and then restrict all driveway's access to the frontage road to the south and for a sizable distance to the north of this backage road connection.</p> <p>2ND See #10 below. This ramp is essential for the Kings Row feature to work as efficiently as possible and thus, without the additional (and expected sizable) traffic continuing on to FM428/Sherman Dr. because of the current offramp locations. I have the following suggestions: A. Make this feature a full round-a-bout - " the Peanut"</p>	

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				<p>With #10 incorporated, the volumes approaching the facility should be no more than moderate and random, perfect for a round-a bout.As such: It would appear that only a one lane approach, for both the northbound and southbound frontage roads, are needed (frontage roads are typically 2 or 3 because of an attempt to accommodate the size of the queue from the upstream signal (nonexistent or minimal in this case) and the queuing space needed at the signal when it is red - if this is a true round-about, there is minimal stopped queuing to no stopped queue at all).</p> <p>Because of the reduction in the number of frontage road lanes, it now appears that there is now more room to design the 1 lane approach with the curvilinear features needed to reduce the approach speeds to 20MPH and provide the deflection angle needed at the intersection The frontage roads, in-between the 2 underpasses, need to be more curvilinear to provide the same speed reduction and deflection angels. The 2 underpasses also need to be more curvilinear and have the apronriate deflection angles to accommodate traffic flow. Thus "the Peanut" Additional. partial lanes can be added to the design throughout to better separate directional movements. I would be more than happy to meet and discuss this with you and/or the design engineer at a convenient time/location.</p> <p>B. Current design Because of the perpendicular crossing of some of the movements, a yield condition will not work. A multi-way stop condition would totally defeat the purpose of this feature. A stop condition for the underpasses would create substantial delays at various times and cause drivers to take unreasonable chances shooting gaps. Because of the very likelihood of significant "T" bone accidents, if not initially installed, traffic signals will need to be installed at some point, again causing unnecessary delays to thethrough traffic and some delay to the external right turns and internal left turns because they will most likely have to stop at the traffic signal when it is red and then yield on red to the cross-street queues that have built up during the time when they had the red.</p> <p>C. Typical designed interchange Install 2 standard (all applicable movements allowed) and the needed number of lanes to accommodate the queues. This is obviously a disaster in the making and should not be considered. If neither of the 2 options above are considered then this dual underpass needs to be reconsidered.</p> <p>8. Currently, and for the foreseeable future, the major traffic destinations of westbound US380/US377 at Trinity Rd is: TWU and UNT, downtown Denton via Mingo Rd and the high density commercial/retail development beginning west of Loop 288 and continuing to IH35N. A lot of this traffic will continue to want to be served, in the same manner, well into the future. Currently traffic turning right onto Loop 288 largely consists of trucks because of the truck ban on US380/US377 between the Loop and IH35N. Certainly traffic flow patterns will change in the future but to have a one lane ramp (starting on US380/US377 at approximately Sta 1140+00) is a huge underdesign, given the above noted traffic patterns,</p>	

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				<p>destinations and demand. It should be at least 2 lanes if not 3 (upstream queue sizes as a result of an upstream traffic signal) so as to maintain the consistency/capacity of the current facility. A larger number of lanes will reduce the "line cutting" typically seen at ramps by empowered/impatient drivers as the queue grows longer in length at peak periods and some delay to the external right turns and internal left turns because they will most likely have to stop at the traffic signal when it is red and then yield on red to the cross-street queues that have built up during the time when they had the red.</p> <p>9. The pedestrian/cycle facilities, for the Connector, "U" turn at Mingo Rd/railroad (approximate Sta 1080+00) with no apparent means of continuation baffles me. It serves no purpose and certainly discourages any usage of these facilities for those who want to continue on. They need to be connected.</p> <p>10. It appears that there is no FM 428/Sherman Dr offramp from the main lanes of the northbound Loop to the frontage road north of Kings Row? To me this implies that mainland northbound Loop traffic must exit further upstream and go through the Kings Row interchange. It appears that the same can be said for the Connector's westbound traffic. There is over 1 mile between Kings Row and FM428/Sherman Dr. and therefore, appears to provide more than sufficient room for this off ramp and there are no apparent hindrances shown on the schematics to prevent its installation. The existence of this ramp would substantially reduce traffic passing through the Kings Row interchange that are continuing on to FM428/Sherman Dr. Please seriously consider this request. See Item #7 for additional information.</p> <p>11. For the southbound Loop at about Sta 1020+00 there appears to be a 1 lane ramp to continue south and 4 lanes to continue onto the Connector? This is a huge inconsistency. Large volumes now, and in the foreseeable future, continue south to be served by the large amount of commercial/retail properties that continue all the way to IH35E (including the mall), as well as to access IH35E, as well as the regional hospital at IH35E/Mayhill Rd. This ramp needs to be 2 lanes.</p> <p>12. For the northbound Loop near the southerly beginning of the Loop's improvements, there appears to be a 2 lane roadway that then divides into 2 - 1 lane ramps - 1 to service the northbound frontage road and the other to continue north on the Loop? Large volumes now, and in the foreseeable future, travel north on the Loop having been served by the large amount of commercial/retail properties that continue all the way to IH35E (including the mall) as well as having exited from IH35E. This ramp needs to be 2 lanes to continue to service the Loop, with a partial ramp (3rd lane) branching off to service the frontage road.</p> <p>13. For the northbound Loop near the southerly beginning of the Loop's improvements, there appears to be a 1 lane ramp that serves to the Connector, merges with the Connector's frontage road but then, does not appear to provide an onramp so as to merge with the Connector's main lanes until east of Cooper Creek Rd. One can only assume that the</p>	

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				<p>frontage roads of the Connector at Cooper Creek Rd will have a traffic signal. This means that much of the northbound Loop to the eastbound Connector's main lanes will be stopping at the Cooper Creek Rd signalized intersection. This is a sad state of affairs (brings up all the same traffic issues that exist for the IH35E frontage roads at the signalized intersection for Bucky's for those vehicles that want to continue on). There needs to be a braided ramp at about Sta 1045+00 or a bypass connector that bypasses Cooper Creek Rd so this traffic does not have to stop at the Copper Creek Rd traffic signal, in order to get onto the Connector's main lanes.</p> <p>I am sure that if I had more time I could find more items to comment on - I think I hit most of the major ones but, unfortunately, this will have to suffice.</p> <p>I am sure that some of these comments could also apply to similar issues on rolls 1, 2 &amp; 3.</p> <p>Please excuse any grammatical and/or punctuation errors as there was little time for editing. Thank you for your time on this matter</p>	
28	Bernard Vokoun	8/13/2023	Email	<p><b>In response to Nelson Underwood, TxDOT's email to first comment:</b></p> <p>Thank you for acknowledging my e-mail.</p> <p>However, I find your responses to my concerns tend to be rather vague. I understand that these are conceptual plans but, design flaws as obvious as these should have been resolved at the conceptual plan stage.</p> <p>In general, I would hope that you and your design team will review my comments in more detail and assess their worthiness, in part or in whole, and for those comments with some merit, that they (or that they be the cause for someone to come up with an even better design) will be incorporated, in part or in whole, into the Loop's design.</p> <p>Specifically, points:</p> <ol style="list-style-type: none"> <li>1. Pedestrian crossing(s) at Kings Row is/are necessary but, this does not resolve the discontinuity I noted and the inability of a person in getting to any one of the noted points of the sidewalk from any of the other points without substantial travel. So much travel, that I am concerned that pedestrians wanting to get from these point to the others will choose to use the shorter route of crossing the vehicle lanes rather than walk to the interchanges and back - example: walking southbound on the west side, to get from "B" to "C" one would have to walk (from "B") to the US380/US377 interchange and then back (to "C") - about 2.5miles - also understanding that this project will not provide sidewalk for the entirety of this route and so the pedestrian will be required to walk on the shoulder of the Loop where there is no sidewalk.</li> <li>3. I in no way expressed any concerns about the design speed of US380/US377 being 70MPH - I used it as a comparison for the Loop- the concern was having the design speed of the Loop only be 60MPH and</li> </ol>	All comments are currently being addressed and the schematic is being adjusted to accommodate pedestrian elements.

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				<p>that it should be at least 70MPH. I understand the posted speed(s) may end up being less than the design speed but, the design speed should not be a determining factor in causing a lesser posted speed limit when, there are no features present to cause a lessening of the design speed. As you indicate "Designing for a higher speed allows for a safer roadway with greater sight distance and longer horizontal and vertical curves" so, design the Loop for at least 70MPH.</p> <p>9. I understand the need for a grade separation, full pedestrian access should be a paramount requirement.</p> <p>Thank you for your time</p>	
29	Billy Roussel	7/28/2023	Email	<p>I was unable to attend the meeting yesterday but in viewing the video and looking at the drawings, it seems there is a possibility that TxDOT will have to displace the property we own at 1009 Savage Drive. Apologies if it's online somewhere and I missed it but what does that process look like in terms of value given for the property, etc.?</p>	<p><b>Response from Nelson Underwood, TxDOT, sent 8/7/2023:</b></p> <p>Thank you for your comments and questions on the Loop 288 Roadway Improvement project. TxDOT is not planning on acquiring any Right-of-Way along the north side of your property of any of the properties along Savage Drive. All of the improvements will be starting at the existing ROW line of all the properties along Savage Drive and expand north away from your property.</p> <p>To answer your question about the right-of-way acquisition and the process it is as follows:</p> <ul style="list-style-type: none"> <li>•Property is appraised using market comparable properties in the area that have sold within the last couple of years.</li> <li>• An offer is sent to the property owner to approve or reject. Negotiations starts when the offer letter is sent and usually lasts 60 days.</li> <li>•If an agreement cannot be reached within the 60 days, then negotiations still proceed however eminent domain proceedings begin.</li> <li>•Property owner cannot get anything less than what the State originally offered.</li> </ul> <p>Since there currently is no proposed ROW acquisition off your property, the above steps are not needed.</p>
30	Brandi Bounds	7/28/2023	Online Comment Form	<p>I live in Harvest Hill. The noise we hear from Loop 288 is terrible. If construction takes place, there needs to be a 10ft sound barrier wall put up to help block out the noise on the Loop. We do not need access coming in to this neighborhood from the highway. There is already too much traffic using it as a cut thru and if there is access from the Hwy I believe that increases the chances of criminal activity happening in this neighborhood and accidents due to the streets already not being wide enough with cars parked along the road and small children playing outdoors.</p>	<p>A noise analysis will be conducted throughout the project corridor to determine if a noise wall is constructible, reasonable and feasible. If a noise wall is determined to meet the three criteria, (constructible, reasonable and feasible) then a wall will be considered upon final approval from the affected property owners. If a noise wall is shown to be constructible, reasonable and feasible and a majority of the property owners along the project right of way approve of the construction, then a wall would be built.</p> <p>The current design would connect Mill Run Road to the proposed frontage road and accommodate the existing Poinsettia Blvd and King's Row. We will make the City, County and local law</p>

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					enforcement aware of your concern so they can better serve and protect you and your family.
31	Brenda Townsend	7/27/2023	Written Comment Form	Is there going to be a traffic light at 288 and Locust? I would like to be notified of any further meetings about this project. Brenda Townsend 504 Neptune, Denton, TX 76209.	<p>TxDOT is still in the feasibility study portion of the project development for this section of the project and is currently looking at other alternative alignments. Traffic light locations are not determined in this phase of project development but much later in the detailed design.</p> <p>You will be added to the project mailing list and notified of upcoming public meetings and the public hearing.</p> <p>If you have any further questions please contact Nelson Underwood, TxDOT Project Manager, by phone at (214) 320-6628 or email at Nelson.Underwood@txdot.gov.</p>
32	Brendan Kennelly	8/1/2023	Verbal Comment	<p><i>(Transcribed from audio voicemail)</i> Hi, I'm Brendan Kennelly (spelled b r e n d a n k e n n e l l y) [REDACTED] address 5058 Oak Bend Circle, Denton, Texas 76208 My comment is to request that there be installed a sound wall. Will really be needed on the north and south side due to the proximity of all the residential development along Loop 288 for the whole duration of construction of the whole extent of it from 380 to I-35. Currently I live in approximately half a mile from Loop 288. The noise is already very, very high when there's a south wind here. It's just magnified far worse for anyone living even closer to Loop 288 this whole region, this whole area, due to the landscape, the traffic, the dividing safety wall in the middle installment of Loop 288, construction volume, lack of speed control or rule of law or anything along 288. It sounds like a raceway. So, please install sound walls. Thank you, bye-bye.</p>	<p>A noise analysis will be conducted throughout the project corridor to determine if a noise wall is constructible, reasonable and feasible. If a noise wall is determined to meet the three criteria, (constructible, reasonable and feasible) then a wall will be considered upon final approval from the affected property owners. If a noise wall is shown to be constructible, reasonable and feasible and a majority of the property owners along the project right of way approve of the construction, then a wall would be built.</p>
33	Brendan Kennelly	8/11/2023	Online Comment Form	<p>Please chose the orange (feasibility) route.</p> <ol style="list-style-type: none"> <li>1. This route will keep traffic closer to existing 288 and 380 traffic.</li> <li>2. Keep sound farther away from residential areas.</li> <li>3. Reduce pavement and land acquisition.</li> <li>4. Save many residents from being forced to relocate.</li> <li>5. Preserve old growth post oaks, few remaining oaks left in the wake of development.</li> </ol> <p>Additionally please install sound walls facing traffic and berms facing all residential areas, including sound-absorbing evergreen and deciduous trees.</p>	<p>TxDOT is still exploring other feasible routes and has not made a decision on where the final route will be.</p> <p>A noise analysis will be conducted throughout the project corridor to determine if a noise wall is constructible, reasonable and feasible. If a noise wall is determined to meet the three criteria, (constructible, reasonable and feasible) then a wall will be considered upon final approval from the affected property owners. If a noise wall is shown to be constructible, reasonable and feasible and a majority of the property owners along the project right of way approve of the construction, then a wall would be built. Also, it is a common misconception that trees will abate noise as well as a concrete wall. While trees and berms help with visual screening, there is no effect on the noise level from the traffic.</p>
34	Brett Steward	8/10/2023	Online Comment Form	The northern yellow/Schematic route encroaches too closely to the historic Cooper Creek Cemetery and Church.	TxDOT is still in the feasibility study portion of the project development for this section of the project and is currently looking at other alternative alignments. As part of the study portion of the feasibility phase of this project, we will evaluate all impacts to cemeteries, historic sites, churches, environmentally significant



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					<p>features and other community features. These will be avoided where possible and impacts will be minimized if avoidance cannot occur.</p> <p>If you have any further questions please contact Nelson Underwood, TxDOT Project Manager, by phone at (214) 320-6628 or email at Nelson.Underwood@txdot.gov.</p>
35	Brian Bentley	8/11/2023	Online Comment Form	<p>TxDOT can achieve their stated mission with the original planned ORANGE route which would.....</p> <ol style="list-style-type: none"> <li>1. lessen the number of property owners affected</li> <li>2. lessen the number of acres required for the project.</li> <li>3. lessen the noise pollution on existing residential housing.</li> <li>4. lessen the proximity to the 3300 acre Clear Creek Nature Preserve thereby reducing noise pollution which will affect wildlife living conditions.</li> <li>5. lessen the development pressures of urban sprawl in this rural area which is currently undergoing a preservation planning process to protect this environmentally sensitive area.</li> <li>6. lessen the impact on the recreational activities that are already enjoyed in the immediate area affected</li> <li>7. lessen the long term maintenance cost to TxDOT by reduction of all the extra pavement surfaces presented in the yellow plan, reduced mowing costs, reduced litter control.</li> <li>8. lessen the environmental HEAT REFLECTION and HEAT RETENTION by lessening the amount of pavement installed.</li> <li>9. lessen the impact to the environmentally sensitive area of native Post Oak stands (which cannot be transplanted or planted from nursery stock)</li> </ol> <p>I SUPPORT the ORANGE route. I own land, live, work, farm in the immediate area.</p>	Comment noted.
36	Bridget Marshall	8/7/2023	Online Comment Form	<p>Neither route is favorable, but I am strongly opposed to the northern Schematic route which will destroy considerably more homes, businesses and outbuildings, and require more ROW acreage than the Feasibility route. It also comes exceedingly close and would impact an historical cemetery and church. It is unfortunate that the City of Denton approved warehouses to be built in the path of the Feasibility route, knowing that TxDOT had already proposed the Feasibility route. The loss of 2 commercial buildings, including a warehouse, is less disruptive to lives than the destruction of many longtime residences and businesses though. It doesn't justify creating a "commercial corridor" with the Schematic route.</p>	<p>TxDOT is still exploring other feasible routes and has not made a decision on where the final route will be. As part of the route evaluation, we are looking at the impacts to cemeteries (Cooper Creek Cemetery), churches (The Bridge Church Denton), and a wide array of other community and environmental areas. We will work to minimize or eliminate those impacts where possible. A noise analysis will be conducted throughout the project corridor to determine if a noise wall is constructible, reasonable and feasible. If a noise wall is determined to meet the three criteria, (constructible, reasonable and feasible) then a wall will be considered upon final approval from the affected property owners. If a noise wall is shown</p>

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				<p>The noise from Loop 288 is currently disturbingly high even as far as a mile away and worsens as you get closer to Loop 288. It will only be exacerbated by the expansion of Loop 288 and an interchange with 2 overpasses of the main lanes at/near Kings Row, which will project the noise substantially farther. It can be expected that future traffic volume will increase even more so with additional main lanes and frontage roads, further exacerbating the noise pollution.</p> <p>I request that TxDOT work with area residents on solutions that are above and beyond the typical TxDOT sound wall to mitigate the noise pollution. For example: full round berms, terraced berms, or half berms/walls (walls towards the traffic &amp; berms towards the residences) with a diversity of landscaping including, but not limited to a mixture of evergreen deciduous trees (like live oaks with a high, year round leaf ball; conifer trees (with a low, year round needle ball); and bushes with dense year round leaf balls, would be desirable.</p> <p>Please install sidewalks at the 2 underpasses at/near Kings Row, so pedestrians and bicyclists can cross Loop 288.</p> <p>Please improve your public outreach in the future. The public outreach for the open house was terrible. Although many of us were signed up to receive notices from TxDOT about such meetings, no one was notified that I spoke to. We only learned of it by word-of-mouth on very short notice.</p> <p>Thank you for taking my comments into consideration.</p>	<p>to be constructible, reasonable and feasible and a majority of the property owners along the project right of way approve of the construction, then a wall would be built. Also, it is a common misconception that trees will abate noise as well as a concrete wall. While trees and berms help with visual screening, there is no effect on the noise level from the traffic.</p> <p>TxDOT is still in the early stages of design for this project. The first phase of the project provided an overall footprint to start looking at the project right of way. The second phase, which is starting, will look into more detail at specific constrained areas as well as pedestrian mobility throughout the project. TxDOT understands that cyclists use this area frequently and will take necessary steps in the design to accommodate pedestrian and cyclists' needs.</p> <p>TxDOT makes every effort to reach out to everyone in the project area with public meeting notices posted in the newspaper, media releases to local media sources, social media, letters to stakeholders and property owners near the project area, and encouragement of word of mouth notification through grassroots efforts, but interested parties can sometimes be missed. TxDOT works to maintain an ongoing and updated list of stakeholders throughout the project process and will add all new contacts from this public meeting for those who have provided contact information and requested information about upcoming public meetings. TxDOT will continue to explore all opportunities to get the word out about future meetings.</p>
37	Bridget Marshall	8/11/2023	Email	<p>TxDOT can achieve their stated mission with the original planned ORANGE FEASIBILITY route which would:</p> <ol style="list-style-type: none"> <li>1. lessen the number of property owners affected</li> <li>2. lessen the number of acres required for the project.</li> <li>3. lessen the noise pollution on existing residential housing.</li> <li>4. lessen the proximity to the 3300-acre Clear Creek Nature Preserve thereby reducing noise pollution which will affect wildlife living conditions.</li> <li>5. lessen the development pressures of urban sprawl in this rural area which is currently undergoing a preservation planning process to protect this environmentally sensitive area.</li> <li>6. lessen the impact on the recreational activities that are already enjoyed in the immediate area affected</li> <li>7. lessen the long-term maintenance cost to TxDOT by reduction of all the extra pavement surfaces presented in the yellow plan, reduced mowing costs, and reducing litter control.</li> <li>8. lessen the environmental HEAT REFLECTION and HEAT RETENTION by lessening the amount of pavement installed.</li> <li>9. lessen the impact on the environmentally sensitive area of native Post Oak stands (which cannot be transplanted or planted from nursery stock)</li> <li>10. avoid encroachment on historical Cooper Creek Cemetery and</li> </ol>	<p><b>Response from Nelson Underwood, TxDOT, sent 8/14/2023:</b></p> <p>Thank you for your comments and interest in the proposed improvements to the Loop 288 corridor. We are still exploring other feasible routes and have not made a decision on where the final route will be. There will be a full noise analysis done for the corridor when we get to that part of the process (Point #1). We are still making refinements to the project and pedestrian/bicycle accommodations are a part of that (Point #2).</p>

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				<p>Church.</p> <p>I SUPPORT the FEASIBILITY ROUTE.</p> <p>Please provide:</p> <p>1. sound walls and full round berms, terraced berms, or half berms/walls (walls towards the traffic &amp; berms towards the residences) with a diversity of landscaping including, but not limited to a mixture of evergreen deciduous trees (like live oaks with a high, year round leaf ball; conifer trees (with a low, year round needle ball); and bushes with dense year round leaf balls, particularly in the residential areas.</p> <p>2. sidewalks and crossings, particularly at Kings Row and Sherman Dr./FM 428, where there is much pedestrian and bicycle traffic. Thank you for your time and consideration.</p>	
38	Bridget Marshall	8/14/2023	Email	<p><b>In response to Nelson Underwood, TxDOTs email to first comment:</b></p> <p>You're welcome. Thank you for your email and for taking my comments into consideration. I appreciate your update.</p> <p>Is there a link to sign up to be notified when there are community meetings scheduled?</p>	<p><b>Response from Nelson Underwood, TxDOT, sent 8/15/2023:</b></p> <p>Any stakeholder meetings that would be held would be through whatever community/neighborhood website. We do not advertise stakeholder meeting, just the public meetings/hearings. I would keep checking with the local community leaders for any information regarding community meetings.</p>
39	Bridget Marshall and Ann Woodbridge North Denton Neighborhood Association	8/6/2023	Email	<p>Hello Friends and Neighbors, This is a reminder to submit your comments on the proposed US 380/Loop 288 bypass connector by Friday, August 11.</p> <p>Comments from the public regarding the proposed project may be submitted online at: <a href="https://www.surveymonkey.com/r/RCXBYTP">https://www.surveymonkey.com/r/RCXBYTP</a>, by mail to the TxDOT Dallas District Office, Attn: Nelson Underwood, P.E., 4777 East U.S. Highway 80, Mesquite, TX 75150, or by email to <a href="mailto:Nelson.Underwood@txdot.gov">Nelson.Underwood@txdot.gov</a>.</p> <p>Verbal comments can be submitted by calling (940) 202-9015. All comments must be received before or postmarked by Friday, Aug. 11, 2023. Responses to comments received will be available online at the project website once they have been prepared.</p> <p>Thanks to all of you who attended the TxDOT open house on July 27 on such short notice! The public outreach was abysmal. Although many of us were signed up to receive notices from TxDOT about meetings, no one was notified. Thanks to one vigilant neighbor it quickly spread by word-of-mouth.</p> <p>TxDOT presented another more northerly route for the US 380/Loop 288 bypass connector. (See attachment.) This northerly (yellow or Schematic) route avoids the warehouses now being constructed next to Loop 288, but instead would potentially destroy 26 existing residences, 5 commercial and 22 outbuildings and acquire 190 new acres of Right-of-Way (ROW).</p> <p>The orange (or Feasibility) route proposed last summer would be less</p>	<p>TxDOT is still exploring other feasible routes and has not made a decision on where the final route will be.</p> <p>A noise analysis will be conducted throughout the project corridor to determine if a noise wall is constructible, reasonable and feasible. If a noise wall is determined to meet the three criteria, (constructible, reasonable and feasible) then a wall will be considered upon final approval from the affected property owners. If a noise wall is shown to be constructible, reasonable and feasible and a majority of the property owners along the project right of way approve of the construction, then a wall would be built. Also, it is a common misconception that trees will abate noise as well as a concrete wall. While trees and berms help with visual screening, there is no effect on the noise level from the traffic.</p> <p>The intersection at King's Row and Loop 288 is still being analyzed and other alternatives are being considered at this time.</p> <p>TxDOT makes every effort to reach out to everyone in the project area with public meeting notices posted in the newspaper, media releases to local media sources, social media, letters to stakeholders and property owners near the project area, and encouragement of word of mouth notification through grassroots efforts, but interested parties can sometimes be missed. TxDOT works to maintain an ongoing and updated list of stakeholders</p>

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				<p>destructive, taking 9 residences, 2 commercial (including a new warehouse) and 1 outbuilding, and acquiring 139 new acres of ROW. The city knew about TxDOT's proposed original bypass (orange route) before the warehouses were proposed, but approved the project anyway because of "property owners' rights".</p> <p>Tina Firgens, Director of Development Services, said at the TxDOT open house that the northern route will affect the Northeast Denton Area Plan, and both she and the city's Transportation Planner told us that the yellow (northern) route would be better for the city because they would have a commercial corridor that would bring more revenue in for the city. Even though it will destroy all those existing residents and businesses, the city Transportation Planner told us it was for "the greater good" (yes, that is an exact quote) by bringing in more tax revenue.</p> <p>Two other issues of concern are the noise and visual pollution which TxDOT did not address at the open house. The noise is currently high even as far as a mile away and worsens as you get closer to Loop 288. It will only be exacerbated by the expansion of Loop 288 and an interchange with 2 overpasses of the main lanes at/near Kings Row, which will be approximately 30 ft higher than the current lanes, projecting the noise substantially farther from the source.</p> <p>TxDOT will be expanding the main lanes from 2 in each direction to 3 each and adding 2-lane frontage roads and a 'shared-use path' in both directions. (See attachment.) Not only is the ROW encroaching closer to the residences, but the traffic will also be closer. With the additional main lanes and frontage roads, it can be expected that future traffic volume will increase to fill the facility (you build it, they will come), further exacerbating the noise pollution.</p> <p>The additional lanes and the overpasses alone will contribute considerably to the adverse visual effects to residents. TxDOT typically uses sound walls which are also not visually appealing. Request that TxDOT work with area residents on solutions that are above and beyond the typical TxDOT sound wall. Things like full round berms, terraced berms, or half berms/walls (walls towards the traffic &amp; berms towards the residences) with a diversity of landscaping including, but not limited to a mixture of evergreen deciduous trees (like live oaks with a high, year round leaf ball; conifer trees (with a low, year round needle ball); and bushes with dense year round leaf balls, are highly desirable.</p> <p>Kings Row will be rerouted to connect with Windsor Dr. under an overpass. No left turn will be allowed from Kings Row (coming from the east). You will only be able to turn right and make a U-turn under a new overpass west of Kings Row to go southbound on Loop 288. There were no sidewalks planned. (See attachment.)</p> <p>For more information go to:  <a href="https://www.keepitmovingdallas.com/projects/state-highways/SL288East">https://www.keepitmovingdallas.com/projects/state-highways/SL288East</a>. Please contact TxDOT and let them know your concerns. Thanks for staying involved in our neighborhoods!</p>	<p>throughout the project process and will add all new contacts from this public meeting for those who have provided contact information and requested information about upcoming public meetings. TxDOT will continue to explore all opportunities to get the word out about future meetings.</p>

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				(EMAIL INCLUDED ATTACHED IMAGES)	
40	Carol Loe	7/31/2023	Email	<p>Our biggest concern with this project is the increased noise level so close to our home. The current noise level is already bad. Since we moved into our home in 2020 the traffic has increased - with more &amp; more 18 wheelers and more &amp; more noisy motorcycles passing by.</p> <p>The project is adding 2 more high speed lanes as well as 4 service road lanes total. Two of the service road lanes will be directly behind our home just on the other side of our backyard fence. The noise level from the added traffic plus close proximity to our back yard is unacceptable.</p> <p>Adding an 8 - 10 foot noise reduction wall behind the houses on Forest Bend Road which back up to SL 288 seems to be a good resolution for this problem. This would not only reduce the noise level but the barrier would also add a degree of safety for folks out enjoying their back yards. (The idea being it would protect individuals if a high speed accident veered towards our houses).</p>	<p><b>Response from Nelson Underwood, TxDOT, sent 8/7/2023:</b></p> <p>A noise analysis will be conducted throughout the project corridor to determine if a noise wall is constructible, reasonable and feasible. If a noise wall is determined to meet the three criteria, (constructible, reasonable and feasible) then a wall will be considered upon final approval from the affected property owners. If a noise wall is shown to be constructible, reasonable and feasible and a majority of the property owners along the ROW approve the construction of the wall then a wall would be built (as long as it met all criteria).</p> <p>Please refer to the response above.</p>
41	Carolyn and Jerry Barnes	8/11/2023	Online Comment Form	<p>TxDOT can achieve their stated mission with the original planned ORANGE route which would:</p> <ol style="list-style-type: none"> <li>1. lessen the number of property owners affected</li> <li>2. lessen the number of acres required for the project.</li> <li>3. lessen the noise pollution on existing residential housing.</li> <li>4. lessen the proximity to the 3300 acre Clear Creek Nature Preserve thereby reducing noise pollution which will affect wildlife living conditions.</li> <li>5. lessen the development pressures of urban sprawl in this rural area which is currently undergoing a preservation planning process to protect this environmentally sensitive area.</li> <li>6. lessen the impact on the recreational activities that are already enjoyed in the immediate area affected</li> <li>7. lessen the long term maintenance cost to TxDOT by reduction of all the extra pavement surfaces presented in the yellow plan, reduced mowing costs, reduced litter control.</li> <li>8. lessen the environmental HEAT REFLECTION and HEAT RETENTION by lessening the amount of pavement installed.</li> <li>9. lessen the impact to the environmentally sensitive area of native Post Oak stands (which cannot be transplanted or planted from nursery stock)</li> <li>10. avoid encroachment on historical Cooper Creek Cemetery and Church.*</li> <li>11. Sound walls and full round berms, terraced berms, or half berms/walls (walls towards the traffic &amp; berms towards the residences) with a diversity</li> </ol>	Comment noted.

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				<p>of landscaping including, but not limited to a mixture of evergreen deciduous trees (like live oaks with a high, year round leaf ball; conifer trees (with a low, year round needle ball); and bushes with dense year round leaf balls.</p> <p>12. Sidewalks and crossings.</p> <p>We support the ORANGE route. We live and own property in this area.</p>	
42	Carolyn Bednar	8/7/2023	Email	<p>My husband and I have lived at 6335 Fishtrap Road near Denton for 30 years. Our 3 acre property is at the northeast corner of Fishtrap Road and Collins Creek Road. We have looked at the map of the proposed expansion of a bypass to Loop 288, but we cannot determine exactly where this crosses Fishtrap Road.</p> <p>We have the following questions:</p> <ol style="list-style-type: none"> <li>1. What is the difference between the schematic alignment and the feasibility alignment on the map? Which is most likely to be implemented?</li> <li>2. How close will the Loop 288 bypass come to our property.</li> <li>3. How will Fishtrap Road and Mingo Road be impacted by the bypass road?</li> <li>4. Will the Loop 288 bypass feature an overpass over the railroad track?</li> </ol> <p>Thank you for your help in answering these questions.</p>	<p><b>Response from Nelson Underwood, TxDOT, sent 8/7/2023:</b></p> <ol style="list-style-type: none"> <li>1. The feasibility alignment that was conducted prior to 2022 and was concluded in 2022 which showed the locally preferred route for the Loop 288 bypass that would connect Loop 200 improvements to the US 380 future improvements. After the schematic started to be developed it was noticed that there was development (both current and future) along the feasibility alignment so another alignment was explored and shown at the public meeting for public input.</li> <li>2. The current schematic alignment shows that it will be a considerable distance away from your property along Fishtrap Road and would not affect it.</li> <li>3. The current design of the bypass will create direct access from the frontage roads on the northside of the RR to Mingo Road however there will be no such direct access to Mingo Road from the Frontage road on the south side of the RR tracks. Fishtrap would T into the westbound service road and Geesling Road would T into the eastbound service road.</li> <li>4. We currently are proposing the main lanes, frontage roads and any ramping to go over Mingo and UP RR.</li> </ol>
43	Cassondra Neale	8/9/2023	Email	<p>I recently learned of the proposed expansion of 288 and the possible eminent domain that would displace families that have lived on and farmed their land for decades. I would like to urge you to choose the other option that would not only be less costly to taxpayers, but would not take family land away from Denton residents that has been a part of their family for generations.</p> <p>Thank you for your consideration.</p>	<p><b>Response from Nelson Underwood, TxDOT, sent 8/10/2023:</b></p> <p>Thank you for your interest and comments regarding the proposed improvements to Loop 288. We are still in the feasibility study portion of the project development for this section of the project and are currently looking at other alternative alignments. There will be more opportunities for public comments as the project progresses. If you have any further questions please contact me. Thank you for your comments.</p>
44	Christine	8/11/2023	Online Comment Form	<p>These types of projects are one of the largest wastes of money and they have near bankrupt government entities. People are enslaved to the car. I urge you to redirect funds to public transit and creating walkable and bikeable spaces. This is fiscally irresponsible and limits my personal freedom to do these things safely.</p>	<p>The intent of this project is to build the infrastructure of Loop 288 and US 380 before the traffic congestion becomes too much of an issue. US 380 will serve as a major connector between Denton and McKinney and will generate traffic when the improvements are completed.</p>

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45	Cindy S Davis	8/11/2023	Online Comment Form	<p>Once again, in the development of Northeast Denton, I am horrified at the potential plan for more severe impact versus less impact.</p> <p>The proposed US 380/Loop 288 bypass connector plan with the orange indicated lines is shorter and would apparently disrupt less land, families, their homes and even businesses. If it has to happen, I would favor this plan.</p> <p>However, the plan indicated in yellow lines is what truly horrifies me!</p> <p>First and foremost, is the loss of family homes and lives via eminent domain. When ever is taking more families/homes/property versus less families/homes/property good?Or even the morally right thing to do??</p> <p>Other factors:</p> <ul style="list-style-type: none"> <li>•The negative impact of the environment in the area by the need to use more land and property. What does the future look like environmentally to this naturally rural area by building the yellow route?</li> <li>•The practicality of cost – orange route being shorter and less costly, versus the extensively longer yellow route. Not to mention the maintenance of a longer route over the decades. Tax dollars should be respected and used more wisely.</li> </ul> <p>Why would anyone think the longer, more extensive, more costly, more impactful yellow line would be better is beyond me.</p> <p>While some of the homes in the area may not be fancy or costly or the Cooper Creek Baptist Church have any consequence to planners, these homes and places of worship are important to those who have placed their lives and families there purposefully.</p> <p>There are hundreds of us who have bought property in Northeast Denton (outside of Loop 288) because we chose a rural lifestyle intentionally.</p> <p>Now it is being threatened and possibly taken away by ...</p> <ul style="list-style-type: none"> <li>•the State of Texas (by potentially using a more costly route)</li> <li>•the City of Denton (likely looking for more tax base)</li> <li>•foreign investors (simply wanting to make more money to line their pockets)</li> </ul> <p>... thereby displacing families, homes and spoiling our natural environment.</p> <p>We realize as a greater neighborhood that development is going to happen. But where is it written that we have to house every single person that wants to come to our little neck of the woods and have the impact on our area just to convenience them and those who want to make money.</p> <p>Please choose the shorter orange route over the longer yellow route. I beg of you.</p>	<p>TxDOT is still exploring other feasible routes and has not decided on where the final route will be.</p> <p>As part of the study portion of the feasibility phase of this project, we will evaluate all impacts to cemeteries, historic sites, churches, environmentally significant features and other community features. These will be avoided where possible and impacts will be minimized if avoidance cannot occur.</p>

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46	Clint DeBusk	8/11/2023	Online Comment Form	<p>TxDOT can achieve their stated mission with the original planned ORANGE route which would:</p> <ol style="list-style-type: none"> <li>1. lessen the number of property owners affected</li> <li>2. lessen the number of acres required for the project.</li> <li>3. lessen the noise pollution on existing residential housing.</li> <li>4. lessen the proximity to the 3300 acre Clear Creek Nature Preserve thereby reducing noise pollution which will affect wildlife living conditions.</li> <li>5. lessen the development pressures of urban sprawl in this rural area which is currently undergoing a preservation planning process to protect this environmentally sensitive area.</li> <li>6. lessen the impact on the recreational activities that are already enjoyed in the immediate area affected</li> <li>7. lessen the long term maintenance cost to TxDOT by reduction of all the extra pavement surfaces presented in the yellow plan, reduced mowing costs, reduced litter control.</li> <li>8. lessen the environmental HEAT REFLECTION and HEAT RETENTION by lessening the amount of pavement installed.</li> <li>9. lessen the impact to the environmentally sensitive area of native Post Oak stands (which cannot be transplanted or planted from nursery stock)</li> <li>10. avoid encroachment on historical Cooper Creek Cemetery and Church.*</li> </ol> <p>I SUPPORT the ORANGE route.I own land, live, work, farm in the immediate area. Clint and Rebecca DeBusk*Also request TxDOT provide:1. Sound walls and full round berms, terraced berms, or half berms/walls (walls towards the traffic &amp; berms towards the residences) with a diversity of landscaping including, but not limited to a mixture of evergreen deciduous trees (like live oaks with a high, year round leaf ball; conifer trees (with a low, year round needle ball); and bushes with dense year round leaf balls.2. Sidewalks and crossings.</p>	Comment Noted.
47	Clint DeBusk	8/11/2023	Email	<p>TxDOT can achieve its stated mission with the originally planned ORANGE route which would.....</p> <ol style="list-style-type: none"> <li>1. lessen the number of property owners affected</li> <li>2. lessen the number of acres required for the project.</li> <li>3. lessen the noise pollution on existing residential housing.</li> <li>4. lessen the proximity to the 3300-acre Clear Creek Nature Preserve thereby reducing noise pollution which will affect wildlife living conditions.</li> <li>5. lessen the development pressures of urban sprawl in this rural area which is currently undergoing a preservation planning process to protect this environmentally sensitive area.</li> </ol>	<p><b>Response from Nelson Underwood, TxDOT, sent 8/14/2023:</b></p> <p>Thank you for your comments and interest in the proposed improvements to the Loop 288 corridor. We are still exploring other feasible routes and have not made a decision on where the final route will be. There will be a full noise analysis done for the corridor when we get to that part of the process (Point #1). We are still making refinements to the project and pedestrian/bicycle accommodations are a part of that (Point #2).</p>



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				<p>6. lessen the impact on the recreational activities that are already enjoyed in the immediate area affected</p> <p>7. lessen the long-term maintenance cost to TxDOT by reduction of all the extra pavement surfaces presented in the yellow plan, reduced mowing costs, and reducing litter control.</p> <p>8. lessen the environmental HEAT REFLECTION and HEAT RETENTION by lessening the amount of pavement installed.</p> <p>9. lessen the impact on the environmentally sensitive area of native Post Oak stands (which cannot be transplanted or planted from nursery stock)</p> <p>10. avoid encroachment on historical Cooper Creek Cemetery and Church.*</p> <p>I SUPPORT the ORANGE route. I own land, live, and work in the immediate area. *Also request TxDOT provide:</p> <p>1. Sound walls and full round berms, terraced berms, or half berms/walls (walls towards the traffic &amp; berms towards the residences) with a diversity of landscaping including, but not limited to a mixture of evergreen deciduous trees (like live oaks with a high, year-round leaf ball; conifer trees (with a low, year round needle ball); and bushes with dense year-round leaf balls.</p> <p>2. Sidewalks and crossings.</p>	
48	Dale Wolf	8/10/2023	Online Comment Form	<p>This project is a developer's pork barrel and out of line with priorities. Widening North 288 without addressing the interchanges at 77 and I35 is akin to performing bypass heart surgery without fixing the non-functioning heart valves. West bound traffic on 288 and 77 backs up for up to a mile as there is no efficient way to merge onto I-35, particularly southbound. In addition the I-35 to 77 interchange support all west board Krum traffic. The fact that 288 does not link to the GROWING Krum 1173 artery is irresponsible. FM1173 to Krum it quickly becoming a death trap. Do better - get your priorities in order TxDot.</p>	<p>The intent of this project is to build the infrastructure of Loop 288 and US 380 before traffic congestion becomes too much of an issue. US 380 will serve as a major connector between Denton and McKinney and will generate traffic when the improvements are completed. This project will connect with the proposed improvements to I-35 that TxDOT is currently working on.</p>
49	Danna Zoltner	8/10/2023	Email	<p>Displacing homeowners, businesses as well as cemeteries, historical markers, parks, and wetlands is UNACCEPTABLE. Our ecosystem is under attack. Your department needs to figure out a way to mitigate the damage, not add to it. Shame on you and all the developers who are destroying our environment. Please take the environment into consideration. Oncor energy does, why don't you?</p>	<p><b>Response from Nelson Underwood, TxDOT, sent 8/11/2023:</b></p> <p>Thank you for your comments regarding the Loop 288 improvement project. Your comment has been noted.</p>
50	David Douthit	8/11/2023	Online Comment Form	<p>How is the entrance/exit to Lakeview Blvd from US 380 going to work after the completion of the entire project?</p>	<p>TxDOT is still in the feasibility study portion of the project development for this section of the project and are currently looking at other alternative alignments. Connection points with US 380 will be finalized in the final design.</p> <p>If you have any further questions please contact Nelson Underwood, TxDOT Project Manager, by phone at (214) 320-6628 or email at Nelson.Underwood@txdot.gov.</p>
51	Debra Mills	7/27/2023	Written Comment Form	<p>1) The feasibility route should be chosen due to the least amount of impact on existing property owners and the smaller footprint through this area.</p>	<p>1) TxDOT is still in the feasibility study portion of the project development for this section of the project and is currently looking at other alternative alignments.</p>

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				2) A sound barrier constructed of stone (not wood) should be constructed between the SL 288 roadway and all existing neighborhoods. The barrier should be aesthetically appealing.	2) A noise analysis will be conducted throughout the project corridor to determine if a noise wall is constructible, reasonable and feasible. If a noise wall is determined to meet the three criteria, (constructible, reasonable and feasible) then a wall will be considered upon final approval from the affected property owners. If a noise wall is shown to be constructible, reasonable and feasible and a majority of the property owners along the project right of way approve of the construction, then a wall would be built.
52	Debra Mills	8/11/2023	Online Comment Form	<p>Please consider the items below and choose the Feasibility Study (orange) route in the best interest of this area of Denton County in North Texas.</p> <p>The feasibility (orange) route:</p> <ol style="list-style-type: none"> <li>1) has less impact on existing home and land owners</li> <li>2) will cost less for right-of-way acquisition</li> <li>3) will provide unthrottled and quick access from Hwy 380 to Loop 288 and vice versa; whereas the other plan will slow down throughput due to on and off ramps.</li> <li>4) will have less environmental impact on this area</li> <li>5) will preserve more of the existing old grove post oak forest</li> <li>6) will cost less to maintain long-term due to smaller footprint</li> <li>7) will have less noise impact also due to smaller footprint</li> </ol> <p>Again, I support the feasibility (orange) route.</p>	Comment Noted.
53	Dennis Fisher	7/27/2023	Written Comment Form	<p>Concerns -</p> <p>Exit eastbound to Sherman Drive - Currently appears that the exit will be more than a mile to the west requiring extensive travel on the frontage road. Exit should be much closer.</p> <p>Entrance from Kings Row onto 288 - southbound - It appears there is a relocated intersection at the frontage road and Kings Row with underpasses to west / northbound 288. There is another underpass about 100 ft. further south to access E. Kings Row. Will there be traffic lights at both intersection on either side of 288? The entrance to 288 is much too far south - again requiring extensive travel on frontage roads.</p>	<p>TxDOT is evaluating alternatives for this exit ramp; however, due to the tight constraints just to the west of Sherman Drive, there isn't room to fit an exit ramp. The current design will allow for traffic to exit Loop 288 and bypass the intersection at Locust Street and continue on the frontage road to Sherman Drive.</p> <p>TxDOT is currently exploring many different alternatives for the Kings Row intersection to ensure that we meet the high demand of vehicles at this intersection.</p>
54	Diane Robson	7/27/2023	Written Comment Form	<p>Not necessary. We don't need another highway that redirects I-35 traffic through north Denton. Texas needs mass transit.</p> <p>This loop is so close to I-35 then TxDOT is going to do another loop further north. Houston is an example of how too many lanes doesn't work. Oklahoma City / Tulsa looked at the traffic problems and solved it by rerouting traffic. No big new roads. A wide multi-lane road is not always the answer.</p> <p>I am against this highway. Against the service roads. This is a reason to sell and leave. The noise pollution , which is already bad, will be horrible. Smog, noise, more heat, and angry drivers. That's what this will bring.</p>	<p>The intent of this project is to build the infrastructure of Loop 288 and US 380 before traffic congestion becomes too much of an issue. US 380 will serve as a major connector between Denton and McKinney and will generate traffic when the improvements are completed. This project will connect with the proposed improvements to I-35 that TxDOT is currently working on.</p> <p>A noise analysis will be conducted throughout the project corridor to determine if a noise wall is constructible, reasonable and feasible. If a noise wall is determined to meet the three criteria, (constructible, reasonable and feasible) then a wall will be considered upon final approval from the affected property owners. If a noise wall is shown to be constructible, reasonable and feasible and a majority of the</p>

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					property owners along the project right of way approve of the construction, then a wall would be built.
55	Donna Smith	8/10/2023	Email	Could you please tell me if my home will be included in the list of displaced residents?	<p><b>Response from Nelson Underwood, TxDOT, sent 8/10/2023:</b></p> <p>Thank you for your interest in the Loop 288 improvement project. After locating your home on Google Earth I can say with all certainty that your home is not one the homes being impacted. If you have anymore questions please contact me via the information listed below.</p>
56	Gene Heathcock Jr	8/11/2023	Online Comment Form	It would lessen the number of acres required for the project and thus lessen the noise pollution on existing residential housing. Even now even the late night traffic on loop 288 causes my dogs to bark at the loud truck and motorcycle noise. lesson the number of acres required for the project and important to me it lessons the proximity to the 3300 acre Clear Creek Nature Preserve. Which then lessens the impact on the recreational activities that are already enjoyed in the immediate area. I also hope with the support of the ORANGE route that TXDOT provide Sound walls and full berms,with a diversity of landscaping including, but not limited to a mixture of evergreen deciduous trees and bushes with dense year round leaf balls. Sidewalks and crossings. I hope also that TXDOT can avoid encroachment on historical Cooper Creek Cemetary and Church. Also note that it would lessen the long term maintenance cost to TXDOT by reduction of all the extra pavement surfaces that are otherwise presented in the yellow plan.	<p>TxDOT is still in the feasibility study portion of the project development for this section of the project and is currently looking at other alternative alignments.</p> <p>The next phase of the design process will be to analyze and evaluate pedestrian and bike movements so that accommodations can be included for them to safely travel this corridor.</p> <p>A noise analysis will be conducted throughout the project corridor to determine if a noise wall is constructible, reasonable and feasible. If a noise wall is determined to meet the three criteria, (constructible, reasonable and feasible) then a wall will be considered upon final approval from the affected property owners. If a noise wall is shown to be constructible, reasonable and feasible and a majority of the property owners along the project right of way approve of the construction, then a wall would be built.</p> <p>Environmental and community impacts will be avoided where possible and minimized if unavoidable, including impacts to the cemetery and the church noted.</p> <p>If you have any further questions please contact Nelson Underwood, TxDOT Project Manager, by phone at (214) 320-6628 or email at Nelson.Underwood@txdot.gov.</p>
57	Glend Breeding	8/10/2023	Verbal Comment	Glenda breeding 1913 Cavender Circle, Denton, Texas 76205 phone [REDACTED]. I am totally opposed. to the Loop 288 construction. It is ridiculous that it takes so long for the construction of these projects. Loop 288 is fine as it is and I don't think you should displace all these businesses. I moved to the behind the mall. I've lived here 20 years because of the businesses on Loop 288. Thank you. Goodbye.	Comment noted.
58	Gretchen Arrant	8/10/2023	Verbal Comment	2504 Freedom Lane, Denton, TX 76209. I think it's a terrible thing that you're gonna widen that road. It may need it but there are other places it can be done. We already have so much concrete in land. The apartments and houses are building, we need trees, the trees are the lungs of the word. People don't realize that. We've got wild animals coming into town, it's not their fault that their habitat has been destroyed. You're going to destroy the Clear Creek Heritage, I thought the wildlife preserve couldn't be touched., that it was something more or less set in concrete. Now	Comment noted.

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				you're going to drive those animals into town which is wrong. People are losing animals now because of the wild animals coming in and killing their pets. It's a dirty rotten shame. People need to wake up and realize that we can't destroy all of the habitat of the wild animals. Thank you.	
59	Hannah Flowers	7/27/2023	Written Comment Form	No traffic models were shown to prove these road expansion will solve anything (likely because they won't due to induced demand). This plan does not value residents that will be affected, the environment, or basic rules of traffic projection and modelling. If widening roads solved traffic issues, Houston would not still have so much congestion on its highways. This plan makes TxDOT seem as if they do not understand traffic or transportation and shows a clear disregard for equity issues. Choosing to go forward with this project would be a continuous embarassment of TxDOT's record of failing to appropriately address Texas residents' transportation problems and needs.	At the public meeting, a traffic diagram was presented as a part of the schematic design that showed the existing traffic numbers as well as the projected traffic numbers to show the growing number of vehicles that will be using this facility. The traffic diagram is located on roll 5 of 5 of the presented schematics.
60	Huntley Lewis	7/27/2023	Written Comment Form	<p>I am the development manager for the industrial project impacted by the southern feasibility option for the 380 / 288 transition (Veloch KBC Denton North SV...) We strongly prefer the northern alignment which not only leaves our project intact but also brings connectivity to the local streets, which we believe will strongly benefit the property values and businesses in the area. Furthermore, based on the published timeline, our building will surely be fully leased, likely by local businesses, for a term beyond the ROW acquisition date.</p> <p>Also, something that probaby goes unnoticed: the southern feasibility option would surely impact a Denton Environmentally Sensitive area in the form of upland habitat, something the City of Denton constituents have regularly expressed that they value.</p> <p>Lastly, can a representative of TxDOT comment on the timeline of frontage road construction on 288 between 380 and the proposed loop connection? Is that being considered as part of this project?</p> <p>Please contact me at [REDACTED]</p>	<p>TxDOT is still in the feasibility study portion of the project development for this section of the project and is currently looking at other alternative alignments.</p> <p>Environmental and community impacts will be avoided where possible and minimized if unavoidable. The environmental study has just begun and habitats in the area will be studied.</p> <p><b>TxDOT to provide the timeline for the frontage road construction question.</b></p> <p>If you have any further questions please contact Nelson Underwood, TxDOT Project Manager, by phone at (214) 320-6628 or email at Nelson.Underwood@txdot.gov.</p>
61	Jackie Thames	8/11/2023	Online Comment Form	<p>On TxDOT publication Roll 4 -- King's Row to Trinity Blvd, the originally planned route, which is the Orange/Feasibility alignment at the Loop 288/US 380 bypass, is the preferred option. It will accomplish TxDOT's project goals with less damage to the surrounding areas. According to the TxDOT/City of Denton presentation I attended 7/27/2023, the Orange/Feasibility route requires less acreage for ROW, and will require the destruction of fewer residences, businesses, and outbuildings. It will also lessen the noise pollution for existing residential homes. The existing Loop 288 noise is already disturbing to area residents. Strong sound walls, sidewalks, and berms, including landscaping will still be needed along the route bordering existing neighborhoods, but the Orange/Feasibility route will require less TxDOT maintenance in the long run.</p> <p>In addition, the Orange/Feasibility route is not as close to the 3300-acre Clear Creek Nature Preserve which should be protected as a sensitive environment. TxDOT can also avoid environmental damage to the Cooper Creek cemetery and church, which are historical landmarks</p>	<p>TxDOT is still in the feasibility study portion of the project development for this section of the project and is currently looking at other alternative alignments.</p> <p>Environmental and community impacts will be avoided where possible and minimized if unavoidable, including impacts to the cemetery and the church noted.</p> <p>If you have any further questions please contact Nelson Underwood, TxDOT Project Manager, by phone at (214) 320-6628 or email at Nelson.Underwood@txdot.gov.</p>

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				<p>important to the area. These areas are already threatened by development pressure. We need to preserve them for the recreational opportunities provided and the historical aspects.</p> <p>I live and work in Denton, and own a home inside the city limits near the proposed project. If this project must be done, the Orange/Feasibility route is the best of the 2 options.</p> <p>Thank you for reading and considering my comments.</p>	
62	Jackson Hurst	7/28/2023	Online Comment Form	I approve and support TxDOT's SL 288 from east of I-35 to US 380 Project. The aspect that I love about TxDOT's SL 288 from east of I-35 to US 380 Project is that TXSL-288 will be widened from 2 lanes to 3 lanes in each direction with one way frontage roads which will improve safety, reduce congestion, and improve freight mobility by converting TXSL-288 to a freeway from east of I-35 to US-380.	Comment noted.
63	Jae Shim Southwire Company LLC	8/7/2023	Email	<p>Please see attached comments to the July 27th Virtual Public Meeting for SL 288 project. We look forward to continued dialog regarding this project.</p> <p><b>Attached comments:</b> Dear Mr. Underwood: We appreciate the opportunity to provide comment on the proposed improvements to SL 288 from east of I-35 and US 380.</p> <p>Southwire's Denton Plant, located at 2727 Geesling Rd in Denton, TX, is one of the company's largest campuses, operating a copper rod mill, wire and cable manufacturing facility and distribution center. Currently, approximately 360 team members are employed at Southwire's Denton facility, and the company is committed to growth in the City of Denton and the broader DFW area.</p> <p>As part of a more than a \$1B overall company investment into modernization across the Southwire footprint, we have plans to expand operations on our current property in Denton. As we have previously shared with TxDOT representatives, we are finalizing plans for a new manufacturing facility on our property that could be expandable to 400,000 square feet. This strategic investment has the potential to create new full-time jobs for approximately 95 people and has the potential grow to 200 employees within five to eight years after initial construction. We estimate that the manufacturing plant will generate \$300-\$400 million in revenue per year. This site is ideal for this facility because of its proximity to our existing plant as well as proximity to our raw material supply chain and the growing Texas construction market.</p> <p>As TxDOT and the city finalize plans for the SL 288 improvements, we ask that considerations continue to be made to determine a route that minimizes the impact to any property or land owned by Southwire and allows us to pursue continued investment and growth in the City of Denton and the state of Texas.</p> <p>Based on the information presented in the July 27 public meeting, we are pleased to see that the schematic alignment would have less direct</p>	<p>TxDOT is still exploring other feasible routes and has not decided on where the final route will be. Your contact information will be added to the mailing list for notifications of future public meetings and the public hearing.</p> <p>There will be access to Geesling from the SB frontage road. You will be able to access your facilities using the existing access points from Geesling Rd.</p> <p>Once an alignment has been selected by TxDOT for the connector, there will be a clearer definition of how the intersection of Geesling Road and US 380 will function.</p> <p>At this time, we do not have detour plans or construction phasing for this project. Once TxDOT moves into the PS&amp;E phase of this project, the traffic control plan will be developed.</p> <p>If you have any further questions please contact Nelson Underwood, TxDOT Project Manager, by phone at (214) 320-6628 or email at Nelson.Underwood@txdot.gov.</p>

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				<p>impact to Southwire's property than the previously considered feasibility alignment.</p> <p>If TxDOT and the City of Denton pursue the schematic alignment for this project, we do have some follow up questions/topics for consideration:</p> <ul style="list-style-type: none"> <li>- Regional Traffic Impact – Once completed, what impact will the proposed schematic alignment have on ingress/egress to our property through Fishtrap Rd./Mingo Rd.?</li> <li>- Geesling/380 – In an effort to provide a safe ingress/egress to Geesling Rd. and our facility, we would ask the City of Denton and TxDOT to improve the safety at the intersection of US 380 and Geesling Rd. This intersection is located in a high-volume/high-traffic area. For our employees that utilize this intersection to access the workplace daily, this is an area of concern when it comes to our team members' safety, even with current traffic conditions. As the purpose behind the proposed 288/380 improvements comes from projected population and traffic increases, the safety improvements will become even more important in the coming months and years for the safety of our team members and fellow neighbors.</li> <li>- Construction Traffic Impact – More than 360 Southwire team members travel to work in our Denton facility each week, and the materials required to manufacture our products successfully are being delivered to us around the clock. If TxDOT and the City of Denton decide to move forward with this project, could you please provide clarity on what, if any, temporary traffic detours will take place during construction and how these may impact the current ingress/egress routes at our facility?</li> </ul> <p>Southwire is North America's leading manufacturer of wire and cable solutions, and we are proud and thankful to be part of the Denton community. We lead with our vision - We Deliver Power... Responsibly® - each and every day, not only within the walls of our facilities, our team member experience or in the way that we interact with our customers but in how we safely and responsibly remain a good neighbor and give back to the places we call home.</p> <p>Please send all notices to Southwire regarding the US 380 Denton County Feasibility Study to:</p> <p>Burt Fealing, General Counsel  Southwire Company, LLC  One Southwire Drive  Carrollton, Drive 30119  [REDACTED]</p> <p>Should you have any questions or need additional information, please do not hesitate contact me at [REDACTED]. I look forward to hearing from you. Thank you for your time and consideration regarding this important matter.</p>	

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64	Jakob Vingren	8/7/2023	Online Comment Form	<p>Please use the more southern "feasibility study" route for the Loop 288 to 380 connector. This will have less impact on existing neighborhoods and reduce other burdens (see next comment). Also please ensure more than "normal" sound insulation/barrier options including landscaping to improve reduce the sound and visual "pollution" burden. Also consider options other than a raised overpass for Kings row and Mingo to reduce the visual and sound pollution burden. Could Kings row be brought over the loop instead of the other way around?The lack of sufficient outreach to the public and additional hearings with proper Q&amp;A session and presentations is trouble some. please hold an additional meeting as such and inform the affected neighborhoods.</p>	<p>TxDOT is still in the feasibility study portion of the project development for this section of the project and is currently looking at other alternative alignments.</p> <p>A noise analysis will be conducted throughout the project corridor to determine if a noise wall is constructible, reasonable and feasible. If a noise wall is determined to meet the three criteria, (constructible, reasonable and feasible) then a wall will be considered upon final approval from the affected property owners. If a noise wall is shown to be constructible, reasonable and feasible and a majority of the property owners along the project right of way approve of the construction, then a wall would be built. Also, it is a common misconception that trees will abate noise as well as a concrete wall. While trees and berms help with visual screening, there is no effect on the noise level from the traffic.</p> <p>We are currently evaluating other alternatives for the King's Row intersection. Due to the large amount of traffic at that intersection, our priority is to improve safety as well as functionality.</p> <p>TxDOT makes every effort to reach out to everyone in the project area with public meeting notices posted in the newspaper, media releases to local media sources, social media, letters to stakeholders and property owners near the project area, and encouragement of word of mouth notification through grassroots efforts, but interested parties can sometimes be missed. TxDOT works to maintain an ongoing and updated list of stakeholders throughout the project process and will add all new contacts from this public meeting for those who have provided contact information and requested information about upcoming public meetings. TxDOT will continue to explore all opportunities to get the word out about future meetings. Your contact information will be added to the project mailing list.</p>
65	James Bush	7/27/2023	Written Comment Form	<p>We live in the Harvest Hill sub division. The boundaries are Sherman dr to Kings Row. We need a sound barrier wall for this area. The roadway noise is currently extremely high. The current project to widen SL 288 will create new and greater noise. This will cause our property value to go down and could cause a difficult situation in marketing or property when we decide to sell.</p>	<p>A noise analysis will be conducted throughout the project corridor to determine if a noise wall is constructible, reasonable and feasible. If a noise wall is determined to meet the three criteria, (constructible, reasonable and feasible) then a wall will be considered upon final approval from the affected property owners. If a noise wall is shown to be constructible, reasonable and feasible and a majority of the property owners along the project right of way approve of the construction, then a wall would be .</p> <p>At the time of response, other projects recently developed in the area have continued to hold their property value.</p>
66	James Cundall	8/11/2023	Email	<p>I am AGAINST the widening of loop 288 in Denton Texas.</p>	<p>Comment noted.</p>

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67	Janette Stalder	8/11/2023	Email	<p>I am writing regarding the newly second proposed extension of Loop 288 in Denton. We have not received any notification regarding the second expansion proposal by mail, so we can address the proposed changes.</p> <p>In 1970 my father, Taylor Vinson bought acreage in this area of Mingo Road and Vinsonville Lane so our families could all have homes next to each other. Family was super important to him, and he helped us build a community that would help us generate income. The houses were all moved in when my father and brother-in-law, Jerry Webb started Denton County Housemovers. One of 6 businesses would be eliminated. This second plan would affect four generations of family. This new proposed extension would take out all our family's homes plus rental properties that we have acquired for our retirement. We are all senior citizens and require the rental income for our retirement.</p> <p>Please choose a route that is not homesteaded and rental property for low income and veterans' families, displacing families that have lived on the land for over 50 years. The original plan presented or another plan moving further north would be less costly to taxpayers and not displace families that love their heritage and family bonds.</p> <p>The second plan would also remove two historical buildings Cooper Creek Baptist Church, Cooper Creek Schoolhouse. There is also Cooper Creek Cemetery that has graves dating back to the civil war that would be affected.</p> <p>I am asking the Texas Department to Transportation TxDot to please reconsider and choose an option that would not impact so many families and would be more cost effective.</p>	<p><b>Response from Nelson Underwood, TxDOT, sent 8/15/2023:</b></p> <p>Thank you for your comments and interest in the proposed improvements to the Loop 288 corridor. TxDOT, in partnership with the County of Denton and the City of Denton, is still looking at alternative solutions that could alleviate some of these you have expressed. We still in the feasibility study process for this section of Loop 288. If you have further concerns or questions, please contact me via the information listed below.</p>
68	Jason	7/29/2023	Online Comment Form	<p>With the current expansion coming which means more vehicles and more traffic noise, I would like for TXDOT to put up a sound barrierwall along our community to cut down on the noise traffic that will be increasing due to this expansion.</p>	<p>A noise analysis will be conducted throughout the project corridor to determine if a noise wall is constructible, reasonable and feasible. If a noise wall is determined to meet the three criteria, (constructible, reasonable and feasible) then a wall will be considered upon final approval from the affected property owners. If a noise wall is shown to be constructible, reasonable and feasible and a majority of the property owners along the project right of way approve of the construction, then a wall would be built.</p>
69	Jason	8/11/2023	Online Comment Form	<p>Why have none of the residents and property owners in the been made aware of this project. By mail or phone. I personally own property in the area and have received zero info from TXDOT, only from other members of the community.</p>	<p>TxDOT makes every effort to reach out to everyone in the project area with public meeting notices posted in the newspaper, media releases to local media sources, social media, letters to stakeholders and property owners near the project area, and encouragement of word of mouth notification through grassroots efforts, but interested parties can sometimes be missed. TxDOT works to maintain an ongoing and updated list of stakeholders throughout the project process and will add all new contacts from this public meeting for those who have provided contact information and requested information about upcoming public meetings. TxDOT will continue to explore all opportunities to get the word out about</p>



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					future meetings. Your contact information will be added to the project mailing list.
70	JC	7/30/2023	Online Comment Form	The noise level along 288 near Dr. Horton harvest hill neighborhood is getting worse. Especially at late night. Building a noise barrier is very much needed to help reduce noise pollution for the health of residents near the edges of 288.	A noise analysis will be conducted throughout the project corridor to determine if a noise wall is constructible, reasonable and feasible. If a noise wall is determined to meet the three criteria, (constructible, reasonable and feasible) then a wall will be considered upon final approval from the affected property owners. If a noise wall is shown to be constructible, reasonable and feasible and a majority of the property owners along the project right of way approve of the construction, then a wall would be built.
71	Jeff Boyles	7/27/2023	Written Comment Form	This is a wild and wanton mistake. Please, more roads just make more traffic. Invest in public transportation and better walkways. Invest in the removal of roads to make way for foot traffic. Stop destroying green space so you can sell land to fast food joints. REJECT THIS PROJECT.	Comment noted.
72	Jennifer	8/10/2023	Online Comment Form	I am against the SL 288 project. It will negatively impact that area in several ways. It will take away historical sites, natural environment areas, create traffic and congestion during construction (for years), and bring the highway to the doors of residents (many of which have young children).  Not forgetting the families and homes that will be dislocated in this proposal.	Currently, an environmental study is being done that will determine the impacts this project will have on any surrounding environmental areas. Impacts to these environmental areas will be avoided as much as possible and impacts will be minimized as much as possible.
73	Jennifer	8/11/2023	Online Comment Form	(did not leave a comment)	
74	Jennifer Lane	8/11/2023	Email	TXDot proposes reconstructing and widening a stretch of Loop 288 between Interstate 35 and U.S. Highway 380 from four to six lanes. It also plans to construct two frontage lanes in each direction, a 10-foot path on the north side and a 6-foot sidewalk on the south side.  To complete the project, TxDOT will require a total of about 329 acres. This would mean 35 residential, 23 outbuilding and seven commercial displacements. The project would also include construction in streams, wetlands, floodplains, historical markers, public parklands, cemeteries, archeological sites and potential hazardous material sites.  Many have proposed mitigations to prevent these impacts. TXDot must incorporate them. Additionally, for the growth predicted, far too many TXDot managed existing roads are in disastrous condition. These should be attended to before any such widening plans are undertaken. Some of the building planned needs to be aborted. This area is losing far too much green space. It's unsustainable. We need more, not less. For wildlife and for humans, it is becoming unlivable here.  This plan must not go forward as currently described. Many have made that clear. Listen to them.	Currently, an environmental study is being done that will determine the impacts this project will have on any surrounding environmental areas. Impacts to these environmental areas will be avoided as much as possible and impacts will be minimized as much as possible.
75	Jeri Housel	7/27/2023	Written Comment Form	Requesting that pedestrian crossing / access at major intersection points; especially at 288 and Sherman, as there are students that walk / bike to LaGrone Academy from S 288 on Sherman. Would also encourage / suggest sidewalk run to the school / Colleseum for student travel .	TxDOT is still in the early stages of design for this project. The first phase of the project provided an overall footprint to start looking at the project right of way. The second phase, which is starting, will

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					<p>look into more detail at specific constrained areas as well as pedestrian mobility throughout the project.</p> <p>TxDOT understands that pedestrians and cyclists use this area frequently and will take necessary steps in our design to accommodate their needs.</p> <p>There will be more opportunities for public comments as the project progresses.</p>
76	Jim and Joan Roberts	8/11/2023	Online Comment Form	<p>As long time residents of Hartlee Field Rd. (since 1978) we are respectfully asking you to reconsider the plans for SL 288. This is a quiet rural area that would be disrupted by the loss of homes, acreage, green space, farm land, and historical areas. The increase in noise pollution would be significant. Thank you for considering the concerns of the residents of this area. Jim and Joan Roberts</p>	<p>Currently, an environmental study is being done that will determine the impacts this project will have on any surrounding environmental areas. Impacts to these environmental areas will be avoided as much as possible and impacts will be minimized as much as possible.</p>
77	John Knowles	7/27/2023	Written Comment Form	<p>The access lanes seem likely to induce additional demand from local traffic. If the goal is to re-route and expedite through traffic I believe the access lanes should be cut.</p> <p>Additionally, I think the bike / ped improvements would be much more useful if we had more crossing points. Raised walkways / ped bridges every 3/4th of a mile would be really cool.</p> <p>I would also really like to see some sort of barrier between the sidewalk and the frontage roads.</p>	<p>TxDOT is still in the feasibility study portion of the project development for this section of the project and is currently looking at other alternative alignments.</p> <p>We are currently analyzing the bike and ped needs for this area. We will make sure any pedestrian facilities areas safe as we can make them.</p> <p>Adding a barrier between the sidewalk and frontage roads isn't typical for TxDOT. We can look at maximizing the distance from the shared use path to the edge of the roadway. This will give more of a buffer between pedestrians and cars.</p> <p>If you have any further questions please contact Nelson Underwood, TxDOT Project Manager, by phone at (214) 320-6628 or email at Nelson.Underwood@txdot.gov.</p>
78	John Landdeck	8/10/2023	Online Comment Form	<p>All the data you have supplied in your presentation clearly point to the feasibility study plan being far less destructive to current residents and commercial businesses as well as ecological damage (A much smaller footprint). 60 fewer acres, 17 fewer homes, 3 fewer commercial buildings and 21 fewer other structures being lost. Are you kidding? I'm surprised anyone bothered to put together the schematic plan. Just because someone decided to put up a warehouse where they knew a road was imminent is not a good reason to "displace" long time residents and business owners. Tear the warehouse back down. I'm sure it will be more expensive in the long run. The schematic plan should not even be a choice. I don't like either plan, but the feasibility plan is the lesser of the evils. If these are my only choices, the original feasibility study plan makes VASTLY more sense. I live here. These are my neighbors. Don't take homes away from long time Denton county residents for the sake of some new, out of town, commercial property investment crooks. The</p>	<p>TxDOT is still in the feasibility study portion of the project development for this section of the project and is currently looking at other alternative alignments.</p> <p>If you have any further questions please contact Nelson Underwood, TxDOT Project Manager, by phone at (214) 320-6628 or email at Nelson.Underwood@txdot.gov.</p>

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				project isn't even complete and shouldn't have been built to begin with. Probably not what you wanted to here. Let me know if you want to here any more. Thanks	
79	Joseph Strittmatter	8/11/2023	Online Comment Form	I am strongly opposed to arterials crossing clear creek east of Sherman drive/FM 428. They will disrupt wildlife habitat, agriculture and green space.	Comment noted.
80	Joy Pugliese	8/11/2023	Email	Loop 288 and Kings Road. Please stop this project and send the developers away. Changes to the Denton area on Loop 288 are too much too quickly with all the apartments and now the proposed plan to expand 288 to 380. This will be a disaster for the residence on both sides of 288. We have received no notification that this plan has been developed. To this extent the intended changes will directly impact the establish community, tree-lined, quiet, pleasure to live in that we love, how many trees will it cost us as well as a 35 residential And many commercial areas. This is not what we want send the developers away. With all the new apartment communities, and there has to be (three or four on the loop ) and this major construction to the road will cause horror To the well-established and new Home owners. Please STOP NOW.	TxDOT is still in the feasibility study portion of the project development for this section of the project and is currently looking at other alternative alignments.  The environmental study has begun and will identify potential impacts. Environmental and community impacts will be avoided where possible and minimized if unavoidable.  If you have any further questions please contact Nelson Underwood, TxDOT Project Manager, by phone at (214) 320-6628 or email at Nelson.Underwood@txdot.gov.
81	Juan Gonzales	8/10/2023	Online Comment Form	As a homeowner backing up to 288, I would like to request a masonry sound barrier wall be erected of at least 10 ft tall. We deal with substantial road noise and it will only get worse. We are in Harvest Hill subdivision on Forest Bend Rd.	A noise analysis will be conducted throughout the project corridor to determine if a noise wall is constructible, reasonable and feasible. If a noise wall is determined to meet the three criteria, (constructible, reasonable and feasible) then a wall will be considered upon final approval from the affected property owners. If a noise wall is shown to be constructible, reasonable and feasible and a majority of the property owners along the project right of way approve of the construction, then a wall would be built.
82	Judith Michalewicz	7/27/2023	Written Comment Form	Please provide an alternative to the Windsor and Kings Row intersection - allowing use of existing area connecting roadway. Making two-way traffic flow at both intersections is most desirable. Please allow for sound barrier construction.	TxDOT is still in the feasibility study portion of the project development for this section of the project and is currently looking at other alternative alignments.  A noise analysis will be conducted throughout the project corridor to determine if a noise wall is constructible, reasonable and feasible. If a noise wall is determined to meet the three criteria, (constructible, reasonable and feasible) then a wall will be considered upon final approval from the affected property owners. If a noise wall is shown to be constructible, reasonable and feasible and a majority of the property owners along the project right of way approve of the construction, then a wall would be built.
83	Kate Landdeck	8/11/2023	Email	After spending time with your presentation and data concerning the 380/Loop 288 expansion in Denton, it is obvious there is only one choice. Taking dozens of homes and businesses to avoid an empty, unfinished warehouse that is being build on spec by an investor would be unethical, immoral and simply ridiculous. The shorter, original route is the obvious answer.	<b>Response from Nelson Underwood, TxDOT, sent 8/15/2023:</b>  Thank you for your comments and interest in the proposed improvements to the Loop 288 corridor. We are still exploring other feasible routes and have not made a decision on where the final route will be. There will be a full noise analysis done for the corridor when we get to that part of the process (Point #1). We are still

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				<p>TxDOT can achieve their stated mission with the original planned ORANGE FEASIBILITY route which would:</p> <ol style="list-style-type: none"> <li>1. lessen the number of property owners affected</li> <li>2. lessen the number of acres required for the project.</li> <li>3. lessen the noise pollution on existing residential housing.</li> <li>4. lessen the proximity to the 3300 acre Clear Creek Nature Preserve thereby reducing noise pollution which will affect wildlife living conditions.</li> <li>5. lessen the development pressures of urban sprawl in this rural area which is currently undergoing a preservation planning process to protect this environmentally sensitive area.</li> <li>6. lessen the impact on the recreational activities that are already enjoyed in the immediate area affected.</li> <li>7. lessen the long term maintenance cost to TxDOT by reduction of all the extra pavement surfaces presented in the yellow plan, reduced mowing costs and reduced litter control.</li> <li>8. lessen the environmental HEAT REFLECTION and HEAT RETENTION by lessening the amount of pavement installed.</li> <li>9. lessen the impact to the environmentally sensitive areas of native Post Oak stands (which cannot be transplanted or planted from nursery stock).</li> <li>10. avoid encroachment on historical Cooper Creek Cemetery and Church.</li> </ol> <p>I SUPPORT the FEASIBILITY ROUTE.</p> <p>Please provide:</p> <ol style="list-style-type: none"> <li>1. sound walls and full round berms, terraced berms, or half berms/walls (walls towards the traffic &amp; berms towards the residences) with a diversity of landscaping including, but not limited to a mixture of evergreen deciduous trees (like live oaks with a high, year round leaf ball; conifer trees (with a low, year round needle ball); and bushes with dense year round leaf balls, particularly in the residential areas.</li> <li>2. sidewalks and crossings, particularly at Kings Row and Sherman Dr./FM 428 where there is much pedestrian and bicycle traffic.</li> </ol> <p>Thank you for your time and consideration.</p>	<p>making refinements to the project and pedestrian/bicycle accommodations are a part of that (Point #2).</p>
84	Katherine Beberman	7/27/2023	Written Comment Form	<p>I have lived in Denton for 6 years and worked as a delivery driver for 4 years. I've worked all over the city and have never encountered an issue with the stretch of road being discussed in regards to lack of capacity or frontage roads. This seems like an unneeded and wasteful use of our tax dollars.</p> <p>TxDOT could do much more for the community by seriously implementing and improving public transportation and active mobility. This infrastructure would be much cheaper, safer, environmentally friendly, accommodating of growth and overall better for quality of life. The only reason this project seems remotely necessary is because nobody has any viable way to move around this area without a car.</p> <p>If this project is built, TxDOT should implement traffic calming on the frontage roads and plant trees between the sidewalk and road. 45 mph</p>	<p>The intent of this project is to build the infrastructure of Loop 288 and US 380 before traffic congestion becomes too much of an issue. US 380 will serve as a major connector between Denton and McKinney and will generate traffic when the improvements are completed. This project will connect with the proposed improvements to I-35 that TxDOT is current working on.</p> <p>Public transportation is not a part of the scope of this project.</p> <p>Any landscaping will be determined and detailed later in the project.</p>

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				and 12-ft lanes is excessive and unsafe next to pedestrians. With the current design drivers will push 60 by default. This is especially problematic near schools.	
85	Kati Hale	8/9/2023	Email	<p>I am writing you today regarding the extension of the north side of loop 288 in Denton, TX. I was notified on Monday by someone that the extension of this project will come directly 150 feet from my front door if one option is selected. I am disappointed that I am just now learning of this and confused why I wasn't notified as a home owner on something that will impact me so deeply. After reviewing both options for the expansion of the loop 288 in Denton, I am txdot choose the option that impacts fewer home owners and would be less costly. Below is more information about my family and why we encourage you to take the route that wouldn't pass directly by my house at 2882 Cooper Creek Road, Denton, TX 76208, and destroy other properties in my family. My father is cc'd here, he is 77 and is recovering from a quadruple bypass surgery so I am doing my best to share as much detail as possible.</p> <p>My parents built their house when I was 1 years old on land my grandparents had bought to build their business. The land prior to that had been leased by my family and farmed by them for generations. There are three houses/families (my parents – Bill &amp; Pam Rainey (2894 Cooper Creek Road), my uncle/aunt – Tom &amp; Sharon Rainey (3020 Cooper Creek Road) and us). My uncle Tom, currently continues that family tradition of farming and the land is currently not only lived on but a working farm with equipment. My house at 2882 Cooper Creek Road, Denton, TX was built on the land that my great grandmother had her garden, and intentional spot we planned to live a very long time. All this to paint a picture of our home and the rich history we have here.</p> <p>My in-laws, Ricky and Julie Hale (1950 Vinsonville Lane) have property directly behind ours, also a couple hundred acres, that is also family land that has rental property (20+ rental houses) that bring in income to each of those families. Not only do they have rental property but my mother-in-law lives next door to her siblings who all have houses on the same street (Jerry and Janice Webb, Tate Vinson, Janette and Bob Stalder). Taylor Vinson, former Police Chief of Denton, started a house moving business, Denton County House Movers, that is located on this property that would be impacted. He bought the land and moved each of his children homes when they were younger so they could live close to each other. Family was super important to him and he helped them build a community they could also generate revenue with rental houses. The version proposed would also go directly through their homes and business.</p> <p>On the other side of the proposed loop that would be 150 feet from my house is the historic Cooper Creek Cemetery and School House, where 4 generations of both my family and husbands' family is buried. The cemetery also has graves as early back as the civil war and unmarked graves. My uncle is over the cemetery association and provide all the context of both historical sites. The schoolhouse is where my grandfather walked to school and is maintained as a historic site.</p>	<p><b>Response from Nelson Underwood, TxDOT, sent 8/10/2023:</b></p> <p>Thank you for your interest and comments regarding the proposed improvements to Loop 288. We are still in the feasibility study portion of the project development for this section of the project and are currently looking at other alternative alignments.</p> <p>There will be more opportunities for public comments as the project progresses. If you have any further questions please contact me. Thank you for your comments.</p>

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				I am encouraging you to please take the extension of this loop closer to 380 and avoid the option that cuts through cooper creek road our home. It would be less costly and keep families in their homes. I would be available anytime to have a conversation with you or your team. I will be sharing this with my LinkedIn community as well as facebook and other social media sites to spread the word so we can get this changes. Thank you for your consideration.	
86	Kati Hale	8/10/2023	Email	<p><b>In response to Nelson Underwood, TxDOTs email to first comment:</b></p> <p>Thank you so much for your timely response and attention to this matter. I appreciate TxDot continuing the feasibility study portion of the extension of the Loop 288 project. I will continue my grassroots efforts with my local historic cooper creek community along with my legislators who were responsive yesterday as well. They connected me with Laura Kolstad, State Legislative Affairs Liaison and Government Affairs Division at TxDot. She also was going to connect me with the Dallas District Engineer. This truly restores my hope and prayers that TxDot is taking this matter seriously and looking at other alignments.</p> <p>Because we received no notifications of the progression or changes of the proposed route, I want to ensure I am keeping my grassroots community connected to the latest on this project. Is there a specific site that lists that information or is regular communication with you on the project best?</p> <p>If you are in Denton when working on this project and would have the availability to meet with our family members we would be happy to host you at the historic Cooper Creek School House to discuss this project. Thank you again, Mr. Underwood for your response and understanding. Have a great weekend!</p>	<p>The project page on <a href="http://keepitmovingdallas.com">keepitmovingdallas.com</a> provides the latest information about project development. The next public meeting will use multiple notification efforts as well, including ads in the paper, letters, social media, and website notifications. You will be added to the project mailing list.</p> <p><b>TxDOT should address the stakeholder meeting with their group.</b></p>
87	Kati Hale	8/10/2023	Email	<p><b>Comment was sent to Senator Alex Sprague:</b></p> <p>Hi Alex,</p> <p>I am reaching out to you directly to get assistance with Sen. Drew Spinger in regards to an issue I am facing with TxDot. I was not informed about the new route and comments end tomorrow, Friday, August 11th. If at all possible I would love to speak to Sen. Drew Spinger and/or have a response sent on Sen. Drew Spinger's behalf to TxDOT project manager Nelson Underwood, P.E. to at Nelson.Underwood@txdot.gov. My cell phone number is [REDACTED]</p> <p>As my representative (as I live at 2882 Cooper Creek Road, Denton, TX 76208) I'm requesting your support to help me get the attention of Texas Department of Transportation . I have a few days until the comments close on a period regarding the extension of Loop 288 in Denton. This new proposed extension will enact something I learned about in school but never thought we would experience, eminent domain. The comment period ends on 08/11/2023 and while we discovered that a second route published that impacts our house was listed but our family received no notifications regarding this option. I am urging TxDOT to please chose the route that does not involve homesteads and displacing families that</p>	<p>Comments were sent back through Denton County with this response.</p>

Commented [ME1]: We need to cut/paste that response in here for the report

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				<p>have lived on the land, farmed the land and loved the land for decades. The other option would also be less costly to taxpayers and to the hearts that love this land so deeply. This project is part of the "Keep Dallas Moving Project".</p> <p>In the 1970s my grandfather had the ability to purchase land that had been leased and farmed by his family for generations. He built his business, a wholesale nursery and farm, which his two sons (one being my father) dedicated their lives to successfully growing. This land is still owned by our family and we live on the 100+ acres across the working pasture from my parents and other family members who have also built homes here. My uncle still currently owns and operates a farm from this land. My home was built on the section of the land my great grandmother had her garden, and I intentionally picked this land knowing she had lost her wedding ring in this spot many many years ago.</p> <p>My in-laws, have property directly behind ours, also a couple hundred acres, that is also family land. Not only do they have rental property here, but my mother-in-law lives next door to her siblings who all have houses on the same street. Her father, Taylor Vinson, former Police Captain in Denton, started a house moving business, Denton County House Movers, that is located on this property that would be impacted by eminent domain. Family was super important to him and he helped them build a community they could also generate revenue with rental houses.</p> <p>On the other side of the proposed loop that is the historic Cooper Creek Cemetery and School House, where 4 generations of both my family and husbands' family is buried. The cemetery also has graves as early back as the civil war. The schoolhouse is where my grandfather walked to school and is maintained as a historic site.</p> <p>I am asking for Texas Department of Transportation TxDOT to reconsider and choose the option that would not impact my home or others, but choose the more cost effective route. If so compelled I ask for your support and helping like this post so that more awareness is raised to TxDOT. You can Contact the TxDOT project manager Nelson Underwood, P.E. to at Nelson.Underwood@txdot.gov</p>	
88	Katie Kidd	8/10/2023	Online Comment Form	I do not support the 288 and 380 expansion plan. I do not believe we have a great enough need to justify displacing families.	Comment noted.
89	Kendall Martin	8/11/2023	Online Comment Form	I see no purpose to expanding and building further onto this road. It is perfectly good and does it's job connecting people in north Denton. There has never been traffic when I have used it and this is one of the only remaining green spaces in Denton. Displacing locals and disrupting more wildlife is not worth whatever "benefit" and cost this will incur. Finish improving 35 and focus on building statewide transit opportunities please so that there will never be a need for mass movements of cars through this corridor. It's ridiculous and outdated.	<p>The intent of this project is to build the infrastructure of Loop 288 and US 380 before the traffic congestion becomes too much of an issue. US 380 will serve as a major connector between Denton and McKinney and will generate traffic when the improvements are completed. This project will connect with the proposed improvements to I-35 that TxDOT is currently working on.</p> <p>The environmental study has begun and will identify potential impacts. Environmental and community impacts will be avoided where possible and minimized if unavoidable.</p>

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90	Keri Armentrout	8/10/2023	Email	<p>Regarding the extension of Loop 288 in Denton, I am urging TxDOT to please choose the route that does not involve homesteads and displacing families that have lived on the land, farmed the land and loved the land for decades. The other option would also be less costly to taxpayers and to the hearts that love this land so deeply.</p> <p>I am asking for Texas Department of Transportation TxDOT to reconsider and choose the option that would not impact homes or others, but choose the more cost effective route.</p> <p>Sincerely concerned for the preservation of Texas,</p>	<p><b>Response from Nelson Underwood, TxDOT, sent 8/10/2023:</b></p> <p>Thank you for your interest and comments regarding the proposed improvements to Loop 288. We are still in the feasibility study portion of the project development for this section of the project and are currently looking at other alternative alignments.</p> <p>There will be more opportunities for public comments as the project progresses. If you have any further questions please contact me. Thank you for your comments.</p>
91	Kim Hopw	8/10/2023	Online Comment Form	<p>TxDot has not taken into account the health and welfare of people living east of the loop. Both plans are awful but the orange plan at least saves lots of existing homes. Please think of people instead of money in the future</p>	<p>TxDOT is still in the feasibility study portion of the project development for this section of the project and is currently looking at other alternative alignments.</p> <p>If you have any further questions please contact Nelson Underwood, TxDOT Project Manager, by phone at (214) 320-6628 or email at Nelson.Underwood@txdot.gov.</p>
92	Kristine Bray	7/27/2023	Written Comment Form	<p>If the goal is through traffic, don't add access lanes. "Limiting the construction of frontage roads along freeways will increase mobility by extending the operational use of the roadway. With frontage roads, the freeway reaches capacity much sooner." - TxDOT, Transportation News - 2002</p> <p>"Statistical analysis of corridors suggested that land near frontage roads is associated w/ lower densities, lower percentages of trips to work by bike, lower vehicle occupancies for work trips, and higher unemployment rates than those without frontage roads. [...] studies indicated that frontage road facilities contributed substantially to crash and injury incidence".</p>	<p>The intent of this project is to build the infrastructure of Loop 288 and US 380 before traffic congestion becomes too much of an issue. US 380 will serve as a major connector between Denton and McKinney and will generate traffic when the improvements are completed. This project will connect with the proposed improvements to I-35 that TxDOT is currently working on.</p>
93	Kyle Covington	8/11/2023	Verbal Comment	<p>Hi, my name is Kyle Covington. My phone number is [REDACTED]. I live at 819 Savage Drive. I would just like to disagree with the road Improvement on the access road at 288. We live it at property line displacing 35 homes at a cost of 950 million dollars is totally ridiculous. I think that they should make more road improvements within the City of Denton and not at the outside loop that doesn't need the additional traffic. We don't want our home displaced if it is within that property line, and I don't think the other 35 homes should be displaced. Again, I don't see the expenditure of the 950,000 or 950 million. Excuse me is a good accumulation for the state to approve of and move forward on and I'd like to disagree with it. I'd like a call back if my home is going to be within one of those areas that will be displaced and talk to someone personally. Again, you can contact me at [REDACTED]. Thank you.</p>	<p>TxDOT is still in the feasibility study portion of the project development for this section of the project and is currently looking at other alternative alignments.</p> <p>Please contact Nelson Underwood, TxDOT Project Manager, by phone at (214) 320-6628 or email at Nelson.Underwood@txdot.gov.</p>
94	Laith Sadri	8/11/2023	Online Comment Form	<p>for a city that prides itself on its preservation of local wildlife, your complete disregard for it in recent years has been astounding- let alone lives of humans living in my local neighborhood. I've lived here my whole life and over time the sounds coming from the freeway have gotten unbearable (I can easily hear engines screaming in my room with my window shut right now). reconsider this, or at least give us a better soundwall.</p>	<p>The environmental study has begun and will identify potential impacts. Environmental and community impacts will be avoided where possible and minimized if unavoidable.</p> <p>A noise analysis will be conducted throughout the project corridor to determine if a noise wall is constructible, reasonable and feasible. If a noise wall is determined to meet the three criteria, (constructible,</p>

**Commented [ME2]:** Nelson may want to call him? We may want to highlight this as an action item for Nelson?



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					reasonable and feasible) then a wall will be considered upon final approval from the affected property owners. If a noise wall is shown to be constructible, reasonable and feasible and a majority of the property owners along the project right of way approve of the construction, then a wall would be built.
95	Larry Beck	8/10/2023	Online Comment Form	<p>What remains the last natural preserve in Denton needs to remain intact for reasons that go beyond the concerns of citizens who live in or near this area. It fulfills a quality of natural life that sustains us all as a place to go diminish the effects of urban, over population growth. NYC's Central Park is an example of this for citizens there who suffer the stress that comes from the encroachment of urban development and the loss of natural habitats that link us to our origins.</p> <p>Studies have shown the negative impacts of urban growth include, "among others, air pollution resulting from automobile dependency, water pollution caused in part by increases in impervious surfaces, the loss or disruption of environmentally sensitive areas, such as critical natural habitats (e.g., wetlands, wildlife corridors), reductions in open space, increased flood risks, and overall reductions in quality of life." (Kenworthy &amp; Laube, 1999; Hirschhorn, 2001; Kahn, 2000).</p> <p>Save this area for the quality of life it affords us all. There is room still for urban growth in other areas of the City that do not threaten this essential human need. Thank you</p>	<p>TxDOT is still in the feasibility study portion of the project development for this section of the project and is currently looking at other alternative alignments.</p> <p>If you have any further questions please contact Nelson Underwood, TxDOT Project Manager, by phone at (214) 320-6628 or email at Nelson.Underwood@txdot.gov.</p>
96	Laura Dromgoole	8/10/2023	Online Comment Form	<p>1. I disagree with the decision to change from the feasibility route to the schematic route. This new route is more damaging to the existing community and there is no reason to inflict this upon the area. Existing homes and businesses should be prioritized over new and empty warehouses. 2. 1. I disagree with the decision to change from the feasibility route to the schematic route. This new route is more damaging to the existing community and there is no reason to inflict this upon the area. Existing homes and businesses should be prioritized over new and empty warehouses. 2. Access roads along Loop 288 are unnecessary and will only contribute to crashes, pollution, traffic, and decrease pedestrian safety. 3. The pedestrian and bicycle infrastructure is woefully inadequate. There is no way for pedestrians or bicycles to cross Loop 288 safely. Children walk along 428/Sherman drive all the time, with no sidewalks or signaling to protect them. It's infuriating that this supposed improvement continues to put them at risk by not including ANY pedestrian infrastructure crossing the Loop. 4. the increased traffic noise and visual disturbance of this massive increase in road surface is unacceptable. TxDOT work with area residents on solutions that are above and beyond the typical TxDOT sound wall. Things like full round berms, terraced berms, or half berms/walls (walls towards the traffic &amp; berms towards the residences) with a diversity of landscaping including, but not limited to a mixture of evergreen deciduous trees (like live oaks with a high, year round leaf ball; conifer trees (with a low, year round needle ball); and bushes with dense year round leaf balls, are highly desirable.</p>	<p>1) TxDOT is still in the feasibility study portion of the project development for this section of the project and is currently looking at other alternative alignments.</p> <p>2) TxDOT is still in the early stages of design for this project. We are looking at all alternatives at this stage.</p> <p>3) TxDOT is still in the early stages of design for this project. The first phase of the project provided an overall footprint to start looking at the project right of way. The second phase, which is starting, will look into more detail at specific constrained areas as well as pedestrian mobility throughout the project.</p> <p>TxDOT understands that pedestrian and cyclists use this area frequently and will take necessary steps in the design to accommodate cyclists' needs.</p> <p>4) A noise analysis will be conducted throughout the project corridor to determine if a noise wall is constructible, reasonable and feasible. If a noise wall is determined to meet the three criteria, (constructible, reasonable and feasible) then a wall will be considered upon final approval from the affected property owners. If a noise wall is shown to be constructible, reasonable and feasible</p>

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				This whole project is just so disappointing as a resident. The accommodations to the quality of life of nearby residents are a paltry afterthought.	and a majority of the property owners along the project right of way approve of the construction, then a wall would be built. Also, it is a common misconception that trees will abate noise as well as a concrete wall. While trees and berms help with visual screening, there is no effect on the noise level from the traffic.
97	Laura Fowler	7/27/2023	Written Comment Form	<p>From what I've seen so far, many intersection improvements - yay!</p> <p>Not glad that it will take considerably more time to actually access the loop southbound from Stuart Rd, Locust Rd region. Any chance for the current access ramp at Locust to remain?! Or move it down to Stuart Rd?</p> <p>SOUND BARRIER is the primary concern otherwise. PLEASE use as many trees and shrubs as possible - along the sidewalks would be bonus for aesthetics and shade for walkers and bikers. It would make the paths along a busy, noisy roadway more inviting.</p> <p>Appreciate your time and effort to communicate with us!</p>	<p>TxDOT is still in the feasibility study portion of the project development for this section of the project and is currently looking at other alternative alignments. We are currently evaluating the best locations for the ramps.</p> <p>A noise analysis will be conducted throughout the project corridor to determine if a noise wall is constructible, reasonable and feasible. If a noise wall is determined to meet the three criteria, (constructible, reasonable and feasible) then a wall will be considered upon final approval from the affected property owners. If a noise wall is shown to be constructible, reasonable and feasible and a majority of the property owners along the project right of way approve of the construction, then a wall would be built. Also, it is a common misconception that trees will abate noise as well as a concrete wall. While trees and berms help with visual screening, there is no effect on the noise level from the traffic.</p>
98	Laura Li	7/30/2023	Online Comment Form	Please install a 12 ft. masonry wall at the roadside for all neighborhoods bordering this project, specifically Harvest Hill community from Kings Row to Sherman in Denton. As a resident of this community, the current 288 Loop already creates unpleasant and at times overwhelming amounts of road noise INSIDE our homes, much less outside. There are times where we can't play outside or even have a conversation in the backyard due to traffic noise. The noise is my biggest regret of living in this neighborhood. I cannot fathom the amount of traffic, construction, and and road noise that will be created by this project and it is an unfortunate future for us. This will likely be a health hazard with the levels of noise pollution and detriment to the mental health and wellbeing of residents. I assume it will also negatively impact our home values, but that will be determined. This absolutely must be a consideration- as it's your duty and responsibility to ensure the safety of Texas citizens- not just those who will drive on the road.	<p>A noise analysis will be conducted throughout the project corridor to determine if a noise wall is constructible, reasonable and feasible. If a noise wall is determined to meet the three criteria, (constructible, reasonable and feasible) then a wall will be considered upon final approval from the affected property owners. If a noise wall is shown to be constructible, reasonable and feasible and a majority of the property owners along the project right of way approve of the construction, then a wall would be built.</p> <p>At the time of response, other projects recently developed in the area have continued to hold their property value. TxDOT is committed to the safety of all citizens during construction and after.</p>
99	Leah Gonzales	7/29/2023	Online Comment Form	<p>I'm opposed to this expansion, as it directly affects my property. If it were to pass, we need a sound barrier wall along Harvest Hill Subdivision (1/3 mile 10' masonry wall from the 1st to last homes backing to Loop 288).</p> <p>17 homes (approx. 103" from backyard fence to road) will immediately be impacted by Loop 288 expansion, in addition to an increase of sound in the entire community. There is also a safety issue with our homes being so close to the road without a masonry wall. I think this will also negatively effect our property values.</p>	<p>TxDOT is still in the feasibility study portion of the project development for this section of the project and is currently looking at other alternative alignments.</p> <p>A noise analysis will be conducted throughout the project corridor to determine if a noise wall is constructible, reasonable and feasible. If a noise wall is determined to meet the three criteria, (constructible, reasonable and feasible) then a wall will be considered upon final approval from the affected property owners. If a noise wall is shown</p>

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					<p>to be constructible, reasonable and feasible and a majority of the property owners along the project right of way approve of the construction, then a wall would be built.</p> <p>At the time of response, other projects recently developed in the area have continued to hold their property value.</p> <p>If you have any further questions please contact Nelson Underwood, TxDOT Project Manager, by phone at (214) 320-6628 or email at Nelson.Underwood@txdot.gov.</p>
100	Liam Ganme - Wakefield	7/27/2023	Written Comment Form	<p>Frontage roads are not necessary and are counter productive to goal of making loop 288 a truck route because frontage increase traffic because of the commercial and residential development along the frontage roads. Frontage roads are also safety issues because of 45 mph and commercial lots. Also we need to focus on other traffic solutions then road expansion such as rail, bus and other multimodle solutions.</p>	<p>The intent of this project is to build the infrastructure of Loop 288 and US 380 before the traffic congestion becomes too much of an issue. US 380 will serve as a major connector between Denton and McKinney and will generate traffic when the improvements are completed. This project will connect with the proposed improvements to I-35 that TxDOT is currently working on.</p> <p>Acceleration and Deceleration lanes can be added to improve safety and those will be evaluated later in the design process.</p> <p>Rail system and transit considerations are not a part of the scope of this project.</p>
101	Lisa Caldwell	7/28/2023	Online Comment Form	<p>I live in the Harvest Hills neighborhood on the south side of Loop 288. First of all I do not want the increased noise and traffic of a bigger road directly behind our neighborhood. I think our property value will decrease. Secondly, I think the proposed expansion is excessive. It's not an interstate. Frontage roads would make the loop too wide and impractical and would be a waste of space. If more lanes are needed, may I suggest adding them in the wide median that currently exists, and leaving off the frontage roads? Another idea is if there will be sidewalks, perhaps a pedestrian bridge over by the water park so people are able to cross the loop to access the natatorium and skate park.</p>	<p>TxDOT is still in the feasibility study portion of the project development for this section of the project and is currently looking at other alternative alignments.</p> <p>A noise analysis will be conducted throughout the project corridor to determine if a noise wall is constructible, reasonable and feasible. If a noise wall is determined to meet the three criteria, (constructible, reasonable and feasible) then a wall will be considered upon final approval from the affected property owners. If a noise wall is shown to be constructible, reasonable and feasible and a majority of the property owners along the ROW approve the construction of the wall then a wall would be built (as long as it met all criteria).</p> <p>At the time of response, other projects recently developed in the area have continued to hold their property value.</p> <p>If you have any further questions please contact Nelson Underwood, TxDOT Project Manager, by phone at (214) 320-6628 or email at Nelson.Underwood@txdot.gov.</p>

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102	M Snider	8/10/2023	Online Comment Form	I am completely opposed to this expansion. The neighborhood at risk is one of the few affordable, family-friendly places left in town, and this project would rip it apart.	<p>TxDOT is still in the feasibility study portion of the project development for this section of the project and is currently looking at other alternative alignments.</p> <p>The environmental study has begun and will identify potential impacts. Environmental and community impacts will be avoided where possible and minimized if unavoidable.</p> <p>If you have any further questions please contact Nelson Underwood, TxDOT Project Manager, by phone at (214) 320-6628 or email at Nelson.Underwood@txdot.gov.</p>
103	Madeline Torres	7/27/2023	Email / Comment Form (as attachment)	<p><b>Email also included attached written comment form:</b></p> <p>LOOP 288 - 6 LANE EXPANSION - IN PERSON PUBLIC MEETING 7/27/23</p> <p>In advocating to help our Harvest Hill community (near Loop 288 Kings Rd entrance) we share main concerns and we would like inputs on how you can help us, specifically with a 10' masonry noise reduction wall as part of your Loop 288 expansion project.</p> <p>The following are some points Harvest Hill neighbors have regarding: 1) the homes that will be impacted at Forest Bend 2) overall noise impact and pollution within the community 3) TxDOT solutions to our concerns:</p> <ul style="list-style-type: none"> <li>- concern and a request: Can a 10' or 12' masonry sound reduction wall be placed behind the line of the 17 homes that will be immediately and severely be impacted by the increased traffic noises and house trembles?</li> <li>- wall needed would estimate be 1/3 mile creating a sound barrier from the 1st to last homes on Forest Bend - 17 homes, backing to Loop 288. Is this feasible?</li> <li>- concern: with Row, how close will expansion be to homes backing Forest Bend at Harvest hill? In average, these 17 homes are estimate 103' away - measuring from their back fence to where Loop 288 frontage begins. (Google Earth)</li> <li>- concern: there will be an increment of vehicle pollution, severely affecting our Harvest Hill neighbors - different age groups and groups predisposed to asthma and allergy triggers.</li> <li>- concern: right now sound decibels range from 55 to +90 a different times throughout day or night. Nights are worse that even walls tremble. How can TxDOT help lesson decibels with a rias widening?</li> </ul> <p>- Loop 288 speed is up to 60, however at night cars and trucks go +80,</p>	<p><b>Response from Nelson Underwood, TxDOT, sent 8/7/2023:</b></p> <ol style="list-style-type: none"> <li>1. A noise analysis will be conducted throughout the project corridor to determine if a noise wall is constructible, reasonable and feasible. If a noise wall is determined to meet the three criteria, (constructible, reasonable and feasible) then a wall will be considered upon final approval from the affected property owners.</li> <li>2. Please refer to the previous response.</li> <li>3. The proposed improvements to the corridor in this area would potentially bring the eastbound frontage road to within 60' of the closet home. The proposed eastbound frontage road would be built in existing ROW and would not require any additional ROW.</li> <li>4. One of the purposes of this project is to increase mobility which means being able to move people from point A to point B in a more efficient manner. With the improvements there would not be any traffic delays or slowdowns which would cause a vehicle to pollute more. By allowing free flow traffic, the vehicles would pollute less.</li> <li>5. Please refer to the first response concerning noise walls.</li> <li>6. The design speed and posted speed are two different things. TxDOT designs for a higher design speed; however, if as a result of a speed study after the project is completed, the posted speed will be the 85th percentile of the average speed taken over a 24-hour period. This could result in a high posted speed or a lower posted speed. The posted speed can also be regulated through the City of Denton requesting a posted speed be placed on Loop 288 by TxDOT. Please refer to the first response concerning noise walls.</li> <li>7. TxDOT cannot predict what home values will do when major</li> </ol>

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				<p>creating louder noise...unacceptable. With a wider highway, will it remain 60 miles or be increased? If left at 60, how can 60 miles throughout the night be enforced?</p> <p>- noise affects promotes sleep depravation and overall wellness.</p> <p>- How will this impact our home values?</p> <p>Our Harvest Hill neighbors are concerned, how close to their fence will Loop 288 be extended and take from Forest Hill 17 homes?</p> <p><b>Written Comment Form Attached:</b></p> <p>As an advocate for my community Harvest Hill located next to Kings Row from Loop 288, 17 homes located at Forest Bend will be severaly affected with noise.</p> <p>1) As the plan phases progress, we strongly ask consideration for a 10- or better a 12 ft. noise reduction masonry fence.</p> <p>2) Other concern is that speed of 60 miles do not increase. As it is, 60m becomes 80-85 during the nights with decibels ranging up to 90-95.</p>	<p>corridors are improved.</p> <p>8. There will be no ROW (Right-of-Way) acquired off the Harvest Hill development for this project and would not affect any of the 17 homes along the existing ROW.</p>
104	Mahmoud Sadri	8/11/2023	Online Comment Form	<p>Dear TXDOT officials:My name is Mahmoud Sadri. We have lived at 3105 Deerfield Dr, Denton, TX 76208. Two adopted children and two biological children have grown in this house. It is more than a house for them, naturally. It is their safe universe. Although we are close to Clear Creek Natural Heritage Our back yard is a wooded prairie and home to many kinds of wildlife, including rare species of frogs and butterflies. But it is not a matter of our house only. We have studies all the routs and consider the orange route the least intrusive with respect to cultural (Cemetaries, etc.) and natural (wetlands, wildlife, etc.) heritage of this area. Thank you very much for considering my request.</p>	<p>TxDOT is still in the feasibility study portion of the project development for this section of the project and is currently looking at other alternative alignments.</p> <p>The environmental study has begun and will identify potential impacts. Environmental and community impacts will be avoided where possible and minimized if unavoidable.</p> <p>If you have any further questions please contact Nelson Underwood, TxDOT Project Manager, by phone at (214) 320-6628 or email at Nelson.Underwood@txdot.gov.</p>
105	Marla Strittmatter	8/11/2023	Online Comment Form	<p>I am writing in support of the orange route. While I acknowledge that growth to this area is inevitable and I do appreciate that TxDOT is being proactive in working to make road changes in preparation for the upcoming increase in people and traffic, I am also sensitive the the displacement of the fewest number of residents and the least impact on the fragile ecosystems within the Clear Creek Nature Preserve. The orange route, as initially proposed by TxDOT, was a well thought out plan which took into consideration 1) a route which required the fewest number of residents to be required to move, 2) required the least number of acres needed to be acquired by eminent domain, 3) was farther from established neighborhoods and thereby causing less noise pollution, 4) was farther from the Nature Preserve and would thereby have less of an impact on flora and fauna. Change is inevitable and change is often painful, but I think it is prudent to try to provide a solution that is the least</p>	<p>TxDOT is still in the feasibility study portion of the project development for this section of the project and is currently looking at other alternative alignments.</p> <p>The environmental study has begun and will identify potential impacts. Environmental and community impacts will be avoided where possible and minimized if unavoidable.</p> <p>If you have any further questions please contact Nelson Underwood, TxDOT Project Manager, by phone at (214) 320-6628 or email at Nelson.Underwood@txdot.gov.</p>

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				painful to our neighbors and our environment. I live in the North Denton area and I support the orange route.	
106	Marnie Sadri	8/11/2023	Email	<p>I have mailed the attached letter via USPS so you should receive the original letter very soon; However, my son also asked if I could email you his letter (attached).</p> <p>Please note, I did not have him edit it, nor did I ask him to change any misspellings or anything else on the letter. He has been listening to the adults in the neighborhood talk about this 288 expansion now for a couple of years. These are his words based on what he has gathered from our meetings and conversations.</p> <p>Please see the attached letter from Kian Sadri, age 9</p> <p><b>Email attachment text:</b></p> <p>Hi Im Kian and I'm 9 years old I dont want you to expand the highway because it will kill alot of wildlife and run over wetlands please.</p>	<p>Comment noted.</p> <p>The environmental study has begun and will identify potential impacts. Environmental and community impacts will be avoided where possible and minimized if unavoidable.</p>
107	Marnie Sadri	8/11/2023	Email	<p>Dear TXDOT officials:</p> <p>My name is Marnie Sadri. For 17 years I have lived with my husband at 3105 Deerfield Dr, Denton, TX 76208. I have two young children still at home and a grown daughter who also lives with us.</p> <p>We live two stop signs away from Clear Creek Natural Heritage Center but we are also very close to 288 and we our street is on one side, Kings Row and then our back yard is adjacent to the prairie and a beautiful grove of mature trees that meanders to Clear Creek Natural Heritage Center and the bike trails as well as the last vestige of WWII in the DFW area, historic Hartlee Field. There is a natural spring in the prairie behind our home and this area supports a great deal of wildlife. I have kept a bird list and a wildlife list of all the animals that I have seen right here in my yard over the years and the list continues to grow. It should also be noted that there are five species of tree frog that live in Denton and I have documented all five of these species in my yard; Truly it is an oasis to live in this area of northeast Denton. I have attached my wildlife list and avian list so you can see just how many species that I have documented who call this area "home".</p> <p>It may be of interest to know that my home is actually a certified Wildlife Habitat (recognized by the Texas Conservation Alliance" and a Certified Butterfly Habitat (recognized by the North American Butterfly Association) because I have cultivated and cared for this small property adjacent to the wetlands and continued to create space that nurtures wildlife and I have signs and certificates to validate this.</p> <p>In addition to the wildlife, wetlands, excessive noise (which is already so loud at times that I can not hear my neighbor shout out hello from across the street) I am also very concerned about the historic cemetery at Cooper's Creek which would no doubt be destroyed by the expansion as it is proposed now.</p> <p>We understand that Denton and the surrounding area have grown in recent years and a new road could be helpful. If TXDot must put in a new road, my family would like to request the Orange Route be utilized for</p>	<p><b>Response from Nelson Underwood, TxDOT, sent 8/15/2023:</b></p> <p>Thank you for your comments and interest in the proposed improvements to the Loop 288 corridor. We are still exploring other feasible routes and have not made a decision on where the final route will be. There will be a full noise analysis done for the corridor when we get to that part of the process (Point #1). We are still making refinements to the project and pedestrian/bicycle accommodations are a part of that (Point #2).</p>

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				<p>the expansion and Sound Walls be installed. As well as sidewalks and trails for our community to utilize. Presently there are no sidewalks and it is very dangerous to walk due to high traffic.</p> <p>Please consider the Orange Route; This would help minimize the noise and also be a better route that would not disturb wildlife, historic cemetery and church and wetlands. People come from all over to relax in Northeast Denton and we would like to minimize the impact that this expansion would cause. Please will you consider my request? Denton has a 2040 plan and the current expansion as will not support this 2040 plan and the goals of our community.</p> <p>To summarize: Please consider THE ORANGE ROUTE, as it would:</p> <ol style="list-style-type: none"> <li>1. lessen the number of property owners affected</li> <li>2. lessen the number of acres required for the project.</li> <li>3. lessen the noise pollution on existing residential housing.</li> <li>4. lessen the proximity to the 3300 acre Clear Creek Nature Preserve thereby reducing noise pollution which will affect wildlife living conditions.</li> <li>5. lessen the development pressures of urban sprawl in this rural area which is currently undergoing a preservation planning process to protect this environmentally sensitive area.</li> <li>6. lessen the impact on the recreational activities that are already enjoyed in the immediate area affected</li> <li>7. lessen the long term maintenance cost to TxDOT by reduction of all the extra pavement surfaces presented in the yellow plan, reduced mowing costs, reduced litter control.</li> <li>8. lessen the environmental HEAT REFLECTION and HEAT RETENTION by lessening the amount of pavement installed.</li> <li>9. lessen the impact to the environmentally sensitive area of native Post Oak stands (which cannot be transplanted or planted from nursery stock)</li> <li>10. avoid encroachment on historical Cooper Creek Cemetery and Church.*</li> </ol> <p>I SUPPORT the ORANGE route.</p> <p>*Also I request TxDOT provide:</p> <ol style="list-style-type: none"> <li>1. Sound walls and full round berms, terraced berms, or half berms/walls (walls towards the traffic &amp; berms towards the residences) with a diversity of landscaping including, but not limited to a mixture of evergreen deciduous trees (like live oaks with a high, year round leaf ball; conifer trees (with a low, year round needle ball); and bushes with dense year round leaf balls.</li> <li>2. Sidewalks and crossings.</li> </ol> <p>Our children are counting on you to help save our neighborhood.</p>	
108	Martha Heuser	7/27/2023	Written Comment Form	<p>With the new construction on the highway expanding on Kings Row from Sherman Road the sound impact will increase. My request to the county is for the construction of a 10 ft. sound proof wall near the pedestrian sidewalk. The 10 ft. wall should be built from Kings Row to Sherman Road to help improve the quality of life for the Harvest Hill community</p>	<p>A noise analysis will be conducted throughout the project corridor to determine if a noise wall is constructible, reasonable and feasible. If a noise wall is determined to meet the three criteria, (constructible, reasonable and feasible) then a wall will be considered upon final approval from the affected property owners. If a noise wall is shown</p>

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				and help aid against unsafe / high risk noise / sound exposure from increased road traffic.	to be constructible, reasonable and feasible and a majority of the property owners along the project right of way approve of the construction, then a wall would be built.
109	Maya Young	8/10/2023	Email	This is in regards to the \$922 million Loop 288 project in Denton. I can't believe this is truly up for discussion. Not only would you be displacing several residents, you'd be harming historical sites, archaeological sites, and waterways. How is this in any way beneficial? And you also want to include a sidewalk and footpath? How many people do you see casually strolling along a highway? I've been a Denton resident for nearly half of my life and I strongly oppose this wasteful, harmful project. Please reconsider. Thank you.	The environmental study has begun and will identify potential impacts. Environmental and community impacts will be avoided where possible and minimized if unavoidable.  The intent of this project is to build the infrastructure of Loop 288 and US 380 before the traffic congestion becomes too much of an issue. US 380 will serve as a major connector between Denton and McKinney and will generate traffic when the improvements are completed. This project will connect with the proposed improvements to I-35 that TxDOT is current working on.
110	Melissa Lenaburg	8/11/2023	Online Comment Form	(did not leave a comment)	
111	Morgan Heuser	7/27/2023	Written Comment Form	There needs to be a 10 ft. - 12 ft. sound proof wall at Harvest Hill from Forest Bend Rd. to Sherman Road. The increased road traffic is unsafe and impacts quality of life for the neighborhood. 10-12 ft. Build a sound proof wall!	A noise analysis will be conducted throughout the project corridor to determine if a noise wall is constructible, reasonable and feasible. If a noise wall is determined to meet the three criteria, (constructible, reasonable and feasible) then a wall will be considered upon final approval from the affected property owners. If a noise wall is shown to be constructible, reasonable and feasible and a majority of the property owners along the project right of way approve of the construction, then a wall would be built.
112	Natalie Zabel	7/28/2023	Online Comment Form	I don't like any of this. All of this is terrible. We don't need to add more lanes to these highways, they are already dangerous enough as is. These highways bulldoze their way through neighborhoods, my neighborhood, and make it impossible to get groceries, medicine and other goods without a car. What we need is to build infrastructure that supports short distance travel such as walking and biking. I struggle to get groceries and medicine because I can't bike to the Kroger without risking my life. Don't add more lanes to 288, 380, or I-35 please I am literally begging you.	TxDOT is still in the feasibility study portion of the project development for this section of the project and is currently looking at other alternative alignments. As part of this project, TxDOT is looking at pedestrian and bike mobility throughout this corridor.  If you have any further questions please contact Nelson Underwood, TxDOT Project Manager, by phone at (214) 320-6628 or email at Nelson.Underwood@txdot.gov.
113	Nicholas Tindle	7/27/2023	Written Comment Form	Overall, I want to be abundantly clear that I am in favor of this project and would accept it as it stands. I have only minor notes as it relates to the existing plans.  From Section 970+00 to 995+00, please investigate the noise impact from the increased traffic on the planned housing developments.  Additionally, please investigate expanding the rail system for DCTA to include rail that follows the increased ROW. Expanding only car and foot / bike capacity is appreciated but increasing public transit ROW for the communities affected would be very appreciated.	TxDOT is still in the feasibility study portion of the project development for this section of the project and is currently looking at other alternative alignments.  A noise analysis will be conducted throughout the project corridor to determine if a noise wall is constructible, reasonable and feasible. If a noise wall is determined to meet the three criteria, (constructible, reasonable and feasible) then a wall will be considered upon final approval from the affected property owners. If a noise wall is shown to be constructible, reasonable and feasible and a majority of the



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				Specifically consider DOT to 288 / Discovery Park and Downtown Transit Center to 288 (Discover Park or other)	property owners along the project right of way approve of the construction, then a wall would be built.  Rail system and transit considerations are not a part of the scope of this project.
114	Norman Mills	7/27/2023	Written Comment Form	Request sound barrier on the Loop	A noise analysis will be conducted throughout the project corridor to determine if a noise wall is constructible, reasonable and feasible. If a noise wall is determined to meet the three criteria, (constructible, reasonable and feasible) then a wall will be considered upon final approval from the affected property owners. If a noise wall is shown to be constructible, reasonable and feasible and a majority of the property owners along the ROW approve the construction of the wall then a wall would be built (as long as it met all criteria).
115	Phil Schenk	7/31/2023	Email	I am trying to understand the SL288 & US380 Connector Schematic Key Map. Are all houses inside the roll # dark perimeter boxes affected? I understand that the existing roadway width would double, but these boxes are far beyond that possible width. Also, if my house is affected when would TXDOT send me a notice? Thank you.	<b>Response from Nelson Underwood, TxDOT, sent 8/7/2023:</b>  Thank you your interest in the Loop 288 improvement project. The light black lines represent the property lines for all the parcels in a given area. We show these so we have an idea of property lines and how best to avoid undue impacts to properties. The location of your property is well outside to the project area and would not be affected.
116	Radu Moisa	7/27/2023	Online Comment Form	Understandably the road may need to be widened. However I have not seen any vehicular count for the segment of the road, no forecast and no projections. The environmental impact is mentioned tangentially but no studies have been provided. Regarding the residential impact, I have seen no mitigation whatsoever ( e.g. noise pannels on the segment leading to Sherman Rd. or the apartment complexes. The noise at peak traffic times are propagating at levels over accepted dB standards, and for close to 3/4 miles. With the widening this will be a disaster to wildlife, residents and quality of air. Are any of the above be presented to the public ? or are they even taken into consideration ?	At the public meeting, a traffic diagram was prepared that showed the existing traffic numbers as well as the projected traffic numbers to show the growing number of vehicles that will be using this facility. This diagram can be found on the schematic roll 5 of 5 and is located on <a href="http://keepitmovingdallas.com">keepitmovingdallas.com</a> . The environmental studies are currently underway. Typically, those studies will begin after the 30% milestone submittal of the plans, which happened after the public meeting.  As part of the environmental study process, a noise analysis will be conducted throughout the project corridor to determine if a noise wall is constructible, reasonable and feasible.
117	Reid Ferring	8/11/2023	Online Comment Form	The southern position and elevated design of the proposed US380/Loop 288 is the best choice in this difficult situation. This preference is based on lower known impacts to neighborhoods and landscapes associated with the southern (orange) route, compared with the much larger six lane surface route.	TxDOT is still in the feasibility study portion of the project development for this section of the project and is currently looking at other alternative alignments.  There will be more opportunities for public comments as the project progresses. If you have any further questions please contact Nelson Underwood, TxDOT Project Manager, by phone at (214) 320-6628 or email at <a href="mailto:Nelson.Underwood@txdot.gov">Nelson.Underwood@txdot.gov</a> .
118	Resident in the neighborhood	8/10/2023	Online Comment Form	I am against this plan as currently designed. It will result in more traffic deaths, more air and noise pollution, and bring gridlock to the north side of Denton.  Widening artery roads is not the solution here as this method is proven to be useless in the long term for commuting, convenience, and emergency transportation. TXDOT proposes to build an environment entirely	The intent of this project is to build the infrastructure of Loop 288 and US 380 before traffic congestion becomes too much of an issue. US 380 will serve as a major connector between Denton and McKinney and will generate traffic when the improvements are

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				unsuitable for the neighborhoods right next to it, especially in Roll 2 & 3, then to put walking/biking right next to this pollution-generating addition. Are there projections about how many more road deaths this little section will cause? The pollution that will filter into the neighborhoods from this plan? Are any trees lining allthis to shade the walkway or shield us from pollution? Eternally doubling down on the most inefficient way of moving people around is bad enough, but show us a street design that doesn't make the entire area hell on earth (specifically, a dangerous, pollution-generating heat island that cuts into what little farmland there is left) and we'll be happier. We'd rather have a tree-lined park and transport ourselves via Sherman or Mingo, two roads that allow easy access to services and are integrated with our town.	completed. This project will connect with the proposed improvements to I-35 that TxDOT is currently working on.  Currently, an environmental study is being done that will determine the impacts this project will have on any surrounding environmental areas. Impacts to these environmental areas will be avoided as much as possible and impacts will be minimized as much as possible.
119	Rhonda Cundall	8/11/2023	Email	I am writing to inform you that I am totally against the proposed expansion of Loop 288 in Denton, Texas. To destroy the animal habitat, homes and businesses is against everything people appreciate about our town. I use Loop 288 frequently and there is no traffic issue between 135 and 380. There are so many streets that need improvement to start a project that will be destructive and take years to complete.	The intent of this project is to build the infrastructure of Loop 288 and US 380 before traffic congestion becomes too much of an issue. US 380 will serve as a major connector between Denton and McKinney and will generate traffic when the improvements are completed. This project will connect with the proposed improvements to I-35 that TxDOT is currently working on.  Currently, an environmental study is being done that will determine the impacts this project will have on any surrounding environmental areas. Impacts to these environmental areas will be avoided as much as possible and impacts will be minimized as much as possible.
120	Robert Joines	8/10/2023	Online Comment Form	I actually don't have a problem with this project but I would prefer a relocation of 288 from 380 to 35E. It needs to be moved out of a business area and made a limited access road. The proposed project will only dump more traffic into an already crowded business area.	TxDOT is still in the feasibility study portion of the project development for this section of the project and is currently looking at other alternative alignments. The intent of this project is to build the infrastructure of Loop 288 and US 380 before traffic congestion becomes too much of an issue. US 380 will serve as a major connector between Denton and McKinney and will generate traffic when the improvements are completed. This project will connect with the proposed improvements to I-35 that TxDOT is currently working on.  There will be more opportunities for public comments as the project progresses. If you have any further questions please contact Nelson Underwood, TxDOT Project Manager, by phone at (214) 320-6628 or email at Nelson.Underwood@txdot.gov.
121	Robert K Tickner	8/3/2023	Online Comment Form	#1. Please add "sound reducing walls" along residential homes and apartments. Highway road noise is excessive now.  #2. Close the Kings Row intersection at Loop 288 near stations 1005.00-1015.00. Remove this intersection and move to a new location near	1) A noise analysis will be conducted throughout the project corridor to determine if a noise wall is constructible, reasonable and feasible. If a noise wall is determined to meet the three criteria, (constructible, reasonable and feasible) then a wall will be

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				<p>Stations 1025.00 that will connect with west Windsor Street and Farris Road/Kings Row. Existing Kings Row can connect via new service roads. With future residential growth projected in Northeast Denton traffic counts will be to great for the narrow complicated proposed two bridge Kings Row intersection. The Windsor Drive/Farris/Kings Row interchange has been in the City's throughfare plan for years. With the elevated bridges being built for the new connector, build this connection at grade level under the new bridges.</p> <p>#3. Expedite this project as possible so current land owners can reasonably plan for their land uses.</p>	<p>considered upon final approval from the affected property owners. If a noise wall is shown to be constructible, reasonable and feasible and a majority of the property owners along the project right of way approve of the construction, then a wall would be built.</p> <p>2) TxDOT is currently exploring many different alternatives for the Kings Row intersection to ensure that the high demand of vehicles at this intersection is met.</p> <p>3) The environmental study for this project is anticipated to be completed in the summer of 2025 with a ready to let for construction date of 2028. The project is not currently funded.</p>
122	Rodney & Ellen Wall	8/11/2023	Online Comment Form	<p>We own land, live, work, farm in the immediate area.We SUPPORT the ORANGE route. TxDOT can achieve their stated mission with the original planned ORANGE route which would:</p> <ol style="list-style-type: none"> <li>1. lessen the number of property owners affected</li> <li>2. lessen the number of acres required for the project.</li> <li>3. lessen the noise pollution on existing residential housing.</li> <li>4. lessen the proximity to the 3300 acre Clear Creek Nature Preserve thereby reducing noise pollution which will affect wildlife living conditions.</li> <li>5. lessen the development pressures of urban sprawl in this rural area which is currently undergoing a preservation planning process to protect this environmentally sensitive area.</li> <li>6. lessen the impact on the recreational activities that are already enjoyed in the immediate area affected</li> <li>7. lessen the long term maintenance cost to TxDOT by reduction of all the extra pavement surfaces presented in the yellow plan, reduced mowing costs, reduced litter control.</li> <li>8. lessen the environmental HEAT REFLECTION and HEAT RETENTION by lessening the amount of pavement installed.</li> <li>9. lessen the impact to the environmentally sensitive area of native Post Oak stands (which cannot be transplanted or planted from nursery stock)</li> <li>10. avoid encroachment on historical Cooper Creek Cemetery and Church.*</li> </ol> <p>We also request TxDOT provide:1. Sound walls and full round berms, terraced berms, or half berms/walls (walls towards the traffic &amp; berms towards the residences) with a diversity of landscaping including, but not limited to a mixture of evergreen deciduous trees (like live oaks with a high, year round leaf ball; conifer trees (with a low, year round needle ball); and bushes with dense year round leaf balls.2. Sidewalks and</p>	<p>TxDOT is still exploring other feasible routes and has not made a decision on where the final route will be. There will be a full noise analysis done for the corridor when TxDOT gets to that part of the process (Point #1). TxDOT is still making refinements to the project and pedestrian/bicycle accommodations are a part of that (Point #2).</p>

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				crossings.Thank you for your consideration of these items in our area and neighborhood.	
123	Ruth Bowen	8/10/2023	Verbal Comment	<p>Ruth Bowen B-O-W-E-N 1406 Stratford Lane Denton 76209 [REDACTED]</p> <p>[REDACTED] I am totally opposed to any construction that is going to environmentally disrupt the wetlands, the parklands, the cemeteries, anything that's going to disrupt and damage and pollute the Clear Creek Park area. Disturbing the environment in that way and destroying the environment in that way is not acceptable. So, please revise your plan that gets it away from the wetlands, the parklands, the cemetery, the historic part, all of that. It's not a good idea and it's destructive to the environment and it's destructive to Denton. So, please revise your plan to get away from the wetlands, the parklands, etc. Thank you so much.</p>	The environmental study has begun and will identify potential impacts. Environmental and community impacts will be avoided where possible and minimized if unavoidable, including wetlands, parklands, cemeteries, and historical structures.
124	Ryan Cole	8/11/2023	Online Comment Form	<p>TxDOT can achieve their stated mission with the original planned ORANGE route which would.....</p> <ol style="list-style-type: none"> <li>1. lessen the number of property owners affected</li> <li>2. lessen the number of acres required for the project.</li> <li>3. lessen the noise pollution on existing residential housing.</li> <li>4. lessen the proximity to the 3300 acre Clear Creek Nature Preserve thereby reducing noise pollution which will affect wildlife living conditions.</li> <li>5. lessen the development pressures of urban sprawl in this rural area which is currently undergoing a preservation planning process to protect this environmentally sensitive area.</li> <li>6. lessen the impact on the recreational activities that are already enjoyed in the immediate area affected</li> <li>7. lessen the long term maintenance cost to TxDOT by reduction of all the extra pavement surfaces presented in the yellow plan, reduced mowing costs, reduced litter control.</li> <li>8. lessen the environmental HEAT REFLECTION and HEAT RETENTION by lessening the amount of pavement installed.</li> <li>9. lessen the impact to the environmentally sensitive area of native Post Oak stands (which cannot be transplanted or planted from nursery stock)</li> <li>10. avoid encroachment on historical Cooper Creek Cemetery and Church.* I SUPPORT the ORANGE route.I own land, live and work in the immediate area.</li> </ol> <p>I am also requesting TxDOT provide:1. Sound walls and full round berms, terraced berms, or half berms/walls (walls towards the traffic &amp; berms towards the residences) with a diversity of landscaping including, but not limited to a mixture of evergreen deciduous trees (like live oaks with a high, year round leaf ball; conifer trees (with a low, year round needle</p>	TxDOT is still exploring other feasible routes and has not made a decision on where the final route will be. There will be a full noise analysis done for the corridor when TxDOT gets to that part of the process (Point #1). TxDOT is still making refinements to the project and pedestrian/bicycle accommodations are a part of that (Point #2).

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				ball); and bushes with dense year round leaf balls.2. Sidewalks and crossings.	
125	Sage Thorne	7/27/2023	Written Comment Form	As a resident and pedestrian, I have several concerns. First, when notifying potentially displaced residents, including the information on relocation assistance and landowners rights should be a regular practice for the purposes of accessibility for those who cannot attend the meetings. As for the project itself, I am hole heartedly in support of the pedestrian sidewalks. However, I am against the addition of frontage roads. The practice of entering 45 mph roads from residences and commercial areas is highly dangerous, and is not practiced in any other state. Instead, I recommend acceleration / deceleration lanes to allow safe entry / exit of the road. Additionally, instead of releiving traffic from the loop, frontage roads only add traffic toward the aforementioned purpose of acceleration / deceleration. Finally, for the pedestrians, please include a traffic barrier. I would prefer not to be run down at 45 mph, nor at 70. Additionally, please increase the safety of existing pedestrian crossings, as well as the addition of more frequent crossings between the existing ones so that we may cross to access residences and commercial businesses without adding 2 miles extra to what should be a 500 ft. bike / walk.	<p>TxDOT is still in the early stages of design for this project. The first phase of the project provided an overall footprint to start looking at the project right of way. The second phase, which is starting, will look into more detail at specific constrained areas as well as pedestrian mobility throughout the project. Final right of way needs have not been determined. All right-of-way acquisition would be completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Brochures, including two booklets titled "The Purchase of Right of Way," and "Relocation Assistance," are also available on the project website. These booklets contain detailed information to inform you of your rights and provide information about the TxDOT right-of-way acquisition process.</p> <p>TxDOT understands that pedestrians and cyclists use this area frequently and will take necessary steps in the design to accommodate pedestrian and cyclists' needs.</p> <p>Regarding acceleration and deceleration lanes, that is something that we will analyze and evaluate later in the design process.</p> <p>There will be more opportunities for public comments as the project progresses.</p>
126	Stacey	8/11/2023	Online Comment Form	1. We need SAFE CROSSINGS and dedicated separated lanes for pedestrians & bicyclists!!!!	<p>TxDOT is still in the early stages of design for this project. The first phase of the project provided an overall footprint to start looking at the project right of way. The second phase, which is starting, will look into more detail at specific constrained areas as well as pedestrian mobility throughout the project.</p> <p>TxDOT understands that pedestrians and cyclists use this area frequently and will take necessary steps in the design to accommodate pedestrian and cyclists' needs.</p> <p>There will be more opportunities for public comments as the project progresses.</p>
127	Stacey Medler	8/10/2023	Online Comment Form	It is not right to take people's homes from them. "The greater good" is an excuse for greed. Many of the people being affected by this plan are long term residents who have sown their time and money into this community over the year. The focus should be to support those who have supported the community over the years.	<p>Comment noted. The intent of this project is to build the infrastructure of Loop 288 and US 380 before traffic congestion becomes too much of an issue. US 380 will serve as a major connector between Denton and McKinney and will generate traffic when the improvements are completed. This project will connect with the proposed improvements to I-35 that TxDOT is currently working on.</p>

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128	Stacy	8/9/2023	Online Comment Form	My opinion is to find a new solution that does not require the additional ROW and displace as many homes. Suggest to have the connector for 380 and 288 be further east on 380 and connect to 288 further north, making a larger connector loop.	TxDOT is still in the feasibility study portion of the project development for this section of the project and is currently looking at other alternative alignments
129	Susan L. Garrett	8/10/2023	Email	<p>My name is Susan Garrett and I reside at 3936 Fawn Drive, Denton, TX 76208. I am writing to you in regards to the above mentioned TxDOT project. I live within half a mile of Loop 288; thus, this project greatly impacts my property and my family. I would like to go on record as stating that I have a number of concerns regarding this project and the ramifications to the citizens and the environment that currently call this area home. I've outlined these concerns below and would appreciate an acknowledgement of this email as well as responses to my concerns.</p> <p>1. Environmental Impact. The virtual meeting video presented a number of "environmental constraints" that would be investigated prior to the start of this project. My question is: How can you get approval and funding for a project without completing the environmental study requirements? As you are probably aware, the nearby Clear Creek Natural Heritage Area is home to a good number of migratory songbirds and waterfowl. Routing traffic from US 380 to Loop 288 in the manner outlined in the proposal brings a huge number of daily commuting vehicles closer to this environmentally important area. How can this proposal be approved without consideration of the impact higher traffic noise and emissions will have on this area?</p> <p>2. Cultural Heritage Sites. Again, as you are probably aware, the area previously known as the Brown property located on the north side of Loop 288 just past Kings Row has been documented as a former Native American foot trail that needs to be formally and systematically surveyed for cultural remains. According to the project proposal, the widening of Loop 288 would require land from the former Brown property. Can you please provide information as to the project plans to address these potential cultural remains?</p> <p>3. This will all be a part of the feasibility and environmental studies. We are still looking at other options.</p> <p>4. Impact to Citizens. Historically, the area of Mingo Road where the connection brings US 380 and Loop 288 together has been a bicycling and running "go to" for the more than 28 years I've lived in this area. I believe it is important to let TxDOT know that the proposed connection through Mingo road would essentially eliminate one of the few places within the city of Denton that residents have utilized for recreation, especially for cyclists. I did not see anything in the proposal that addressed this issue. Can you please comment on this?</p> <p>5. Finally, I would like to address my dissatisfaction with the short amount of time that residents and interested parties had to comment on this proposal. With the meeting held on July 27, 2023, and final comments due on August 11, 2023, very little time was available for residents to review and provide feedback on a complicated proposal. Perhaps</p>	<p><b>Response from Nelson Underwood, TxDOT, sent 8/14/2023:</b></p> <p>Thank you for your interest and comments regarding the proposed improvements to Loop 288. I will answer your concerns below in red. If you have any more questions or concerns as the project progresses please contact me.</p> <p>1. The "environmental constraints" map that was shown at the public meeting is the first look at what environmental issues we are looking at. As the project progresses, a full environmental assessment will be performed that will look at all of the environmental issues we have to address with this project (noise, air quality, waters, habitat, etc.).</p> <p>2. This will all be a part of the feasibility and environmental studies. We are still looking at other options.</p> <p>3. There will be a noise analysis performed for the entire corridor when we get to that part of the process.</p> <p>4. With the proposed alignment, TxDOT would be looking at improvements to Mingo Road and the City would be responsible for any improvements to Mingo outside of the immediate Loop 288 improvements.</p> <p>5. I apologize if you feel that you have not been given enough time to submit comments. We are following the standard process of public meeting notification and comment time per the environmental process we have to follow.</p>

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				<p>TxDOT could consider allowing more time for public comment on the next phase of the proposal.</p> <p>Thank you in advance for your response to my concerns. I would also appreciate it if you could add me to any email list that notifies of upcoming meetings regarding this particular project.</p>	
130	Susan Stanfield	8/8/2023	Email	<p>My name is Susan Stanfield and I live in the Deerwood subdivision off of Kings Row, in Denton, TX.</p> <p>I've tried to follow the information available, but the maps are far too small for me to make heads or tails of.</p> <p>We've learned that approximately 26 residences will potentially be destroyed with the expansion project, and I'm selfishly wanting to know if my home is included in the 26.</p>	<p><b>Response from Nelson Underwood, TxDOT, sent 8/10/2023:</b></p> <p>Thank you for reaching out concerning the proposed improvements to Loop 288. The potential 26 homes that would be impacted are mostly southeast of your location in a recently formed development. To answer your somewhat "selfish" question (and which all property owners want to know if a project is going to impact my their home) is that you r home will not be impacted by the improvements to Loop 288.</p>
131	Tess Kass	8/11/2023	Email	<p>TxDOT can achieve their stated mission with the original planned ORANGE route which would....</p> <ol style="list-style-type: none"> <li>1. lessen the number of property owners affected</li> <li>2. lessen the number of acres required for the project.</li> <li>3. lessen the noise pollution on existing residential housing.</li> <li>4. lessen the proximity to the 3300 acre Clear Creek Nature Preserve thereby reducing noise pollution which will affect wildlife living conditions.</li> <li>5. lessen the development pressures of urban sprawl in this rural area which is currently undergoing a preservation planning process to protect this environmentally sensitive area.</li> <li>6. lessen the impact on the recreational activities that are already enjoyed in the immediate area affected</li> <li>7. lessen the long term maintenance cost to TxDOT by reduction of all the extra pavement surfaces presented in the yellow plan, reduced mowing costs, reduced litter control.</li> <li>8. lessen the environmental HEAT REFLECTION and HEAT RETENTION by lessening the amount of pavement installed.</li> <li>9. lessen the impact to the environmentally sensitive area of native Post Oak stands (which cannot be transplanted or planted from nursery stock)</li> <li>10. avoid encroachment on historical Cooper Creek Cemetery and Church.*</li> </ol> <p>I SUPPORT the ORANGE route.</p> <p>I also request TxDOT provide:</p> <ol style="list-style-type: none"> <li>1. Sound walls and full round berms, terraced berms, or half berms/walls (walls towards the traffic &amp; berms towards the residences) with a diversity of landscaping including, but not limited to a mixture of evergreen deciduous trees (like live oaks with a high, year round leaf ball; conifer trees (with a low, year round needle ball); and bushes with dense year round leaf balls.</li> <li>2. Sidewalks and crossings.</li> </ol>	<p>TxDOT is still exploring other feasible routes and has not made a decision on where the final route will be. There will be a full noise analysis done for the corridor when TxDOT gets to that part of the process (Point #1). TxDOT is still making refinements to the project and pedestrian/bicycle accommodations are a part of that (Point #2).</p>
132	Tiago Belinati	7/28/2023	Online Comment Form	<p>Hi TxDot team. I'm a resident of Harvest Hill. Currently I already being affected by the traffic noise coming from Loop 288. With the expansion,</p>	<p>A noise analysis will be conducted throughout the project corridor to determine if a noise wall is constructible, reasonable and feasible. If</p>

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				the traffic noise will be even worst. Please consider a 12' masonry wall between Loop 288 and Harvest Hill as part of the project. This is really needed, please. Thank you.	a noise wall is determined to meet the three criteria, (constructible, reasonable and feasible) then a wall will be considered upon final approval from the affected property owners. If a noise wall is shown to be constructible, reasonable and feasible and a majority of the property owners along the project right of way approve of the construction, then a wall would be built.
133	Trey Rozelle	7/30A/2023	Online Comment Form	<p>I request revision in three areas for the plan:-A wide shoulder, preferably protected, for pedestrians and cyclists traveling under 288, demonstrated on plans and properly executed. -Traffic control and infrastructure going beyond paint for the acceleration lanes cyclists and pedestrians will cross when traveling under 288. -A 10' MUP for cyclists and pedestrians to share on the south side of 288.</p> <p>Bicycle and pedestrian traffic was not considered for traveling under Loop 288; 8 traffic lanes are depicted with no shoulder. All TXDOT-design cross-section are focused upon 288, not focused upon Bonnie Brae, Locust, Sherman, or King's Row. There is a large high school sports complex just north of 288 on Sherman and there is a high school just south of 288 off Bonnie Brae. How do you expect children without access to cars to attend either facility? Give children a path to ride a bike or walk to school, the stadium, or the waterpark when a parent cannot drive them. A child should be able to ride a bicycle from Denton High to the CH Collins stadium. Children walking counter-flow to traffic to attend a school function is unacceptable.</p> <p>Cyclists are required to cross a right turn lane before going under 288 and then pass across an acceleration lane to get back to the shoulder under all intersections here. I don't believe TXDOT is aware of the volume of children on foot and bicycles who pass under 288 on a given day, in an area with 45-60mph speed limits, with 600+ homes in development phase near these areas. Please provision for at least wide shoulders under 288 if you cannot provision for anything greater than paint on the road. If you do not, cyclists and pedestrians will take the lane, drivers will complain, and there will be "problems". I'll also remind you that at least two people have died on King's row while waiting to cross the road from cars crashing into each other; please provide infrastructure to protect cyclists and pedestrians awaiting traffic control at these intersection.</p> <p>It was clear that consideration was given to multi-modal transportation traveling east/west on 288 because TXDOT expects cyclists and pedestrians travel on a 3' sidewalk to the south; there is no consideration given to how cyclists or pedestrians will get to the north-side of the loop to use the 10' path. Why is there no 10' path on both sides while the current design promotes crossing the intersections without multi-modal transportation design to use the 10' path?</p> <p>Additionally, I was advised that traffic studies in this area only counted cars, surely we can do better, next to a high school and stadium.</p>	<p>TxDOT is still in the early stages of design for this project. The first phase of the project provided an overall footprint to start looking at the project right of way. The second phase, which is starting, will look into more detail at specific constrained areas as well as pedestrian mobility throughout the project.</p> <p>TxDOT understands that pedestrians and cyclists use this area frequently and will take necessary steps in the design to accommodate pedestrian and cyclists' needs. In the next phase of the design process, TxDOT will evaluate closer the pedestrian and bike facilities at each intersection as well as along the corridor. A shared use path will be provided for both bikes and pedestrians to use.</p> <p>There will be more opportunities for public comments as the project progresses.</p> <p>The traffic study that was done does not only count the cars but also counts the number of trucks (buses, delivery trucks, etc.) as well as the heavy trucks (18 wheelers).</p>



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134	Walter	8/11/2023	Online Comment Form	Is there a way to know if my house will be involved in any imminent domain, and what that payment would look like?	<p>TxDOT is still in the feasibility study portion of the project development for this section of the project and is currently looking at other alternative alignments.</p> <p>At this time, it has not been determined if your house will be impacted by this project. If your house is impacted, then TxDOT will work with you to determine fair market value of the property at the time of purchase. Final right of way needs have not been determined. All right-of-way acquisition would be completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Brochures, including two booklets titled "The Purchase of Right of Way," and "Relocation Assistance," are also available on the project website. These booklets contain detailed information to inform you of your rights and provide information about the TxDOT right-of-way acquisition process.</p>
135	Wilbur F. Poppe	7/27/2023	Written Comment Form	<p>DO NOT ALLOW a traffic light and at-grade crossing at Kings Row and Loop 288. That needs an overpass.</p> <p>No traffic lights on the Loop.</p> <p>Kings Row, when Loop 288 was built was poorly planned as a grade crossing when it should have been an overpass.</p> <p>No traffic lights on all of northeast Loop 288.</p>	<p>TxDOT is currently exploring many different alternatives for the Kings Row intersection to ensure that the high demand of vehicles at this intersection is met. There will not be any signals on Loop 288, however, there will be signals at the major intersections and frontage roads.</p>
136	Zach Yeager	7/27/2023	Written Comment Form	<p>Thank you for being proactive in widening SL 288 before traffic becomes a nightmare.</p> <p>I do not support a 70 mph speed limit. 55-65 is appropriate due to proximity to residential buildings, especially because this is a truck route.</p> <p>I support the orange highlight schematic for 380 that crosses the new manufacturing / logistics building instead of the houses nearby. I would ask for an exit ramp for westbound to Kings Row / Windsor. Please do not remove houses. Working living humans spend their lives here. The new construction of the warehouse could be rebuilt anywhere. Support the citizens not the warehouses / businesses!</p> <p>Please do not remove residential structures on Savage, Redstone, Selene or Neptune. I would support removal of frontage roads in this section to preserve these houses.</p> <p>Please ensure well-times lights at Kings Row / Windsor.</p> <p>Traffic travelling west on 380 would need to stop at 4 lights to go on the proposed option to Kings Row westbound. A closer exit would be beneficial instead of waiting at Cooper, Windsor, and at Kings Row.</p>	<p>TxDOT is still in the feasibility study portion of the project development for this section of the project and is currently looking at other alternative alignments. The speed limit will not be set until much later in the project. TxDOT is designing the roadway for a 70-mph vehicle but that doesn't mean the posted speed limit will be 70 mph.</p> <p>Ramp locations are subject to change at this phase of design. TxDOT is evaluating all alternatives for ramp locations.</p> <p>Traffic light timing is a responsibility of the city.</p> <p>There will be more opportunities for public comments as the project progresses. If you have any further questions please contact Nelson Underwood, TxDOT Project Manager, by phone at (214) 320-6628 or email at Nelson.Underwood@txdot.gov.</p>