

# Kaufman County Outer Loop Public Hearing

June 30, 2026

CSJ: 0918-11-109



Hello and welcome to the Kaufman County Outer Loop public hearing. We appreciate your interest in this project and thank you for your participation.

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

## Public Hearing Purpose



Inform the public of project status and present the Preferred Alternative.



Describe the environmental analysis and resulting selection of the Preferred Alternative so the public can review potential project impacts.



Provide the public the opportunity to share comments.



Develop a record of public participation.



KAUFMAN COUNTY  
OUTER LOOP

2

This public hearing has been convened by Kaufman County and TxDOT and is being held to receive and consider comments regarding the Kaufman County Outer Loop.

The purpose of this virtual public hearing is to:

1. Inform you about the project status and present the Preferred Alternative.
2. Describe the environmental analysis and resulting selection of the Preferred Alternative so the public can review potential project impacts.
3. Provide the public the opportunity to provide comments.
4. Develop a record of public participation.

This presentation includes information on the need and purpose of the project; a description of the project including the design, right-of-way requirements, and schedule; and the potential environmental impacts associated with the Preferred Alternative.

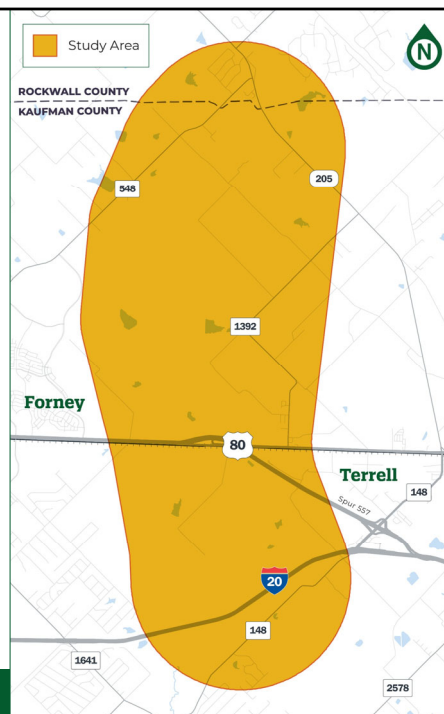
We encourage you to submit comments on the project. Please note that discussions with the project staff will not be included in the official record of the public hearing. If you wish to submit a comment to be part of the official record, you must do so in the ways outlined at the end of this presentation. The deadline to submit comments to be included in the hearing summary report is Thursday, July 30, 2026.

This public hearing is being held in compliance with both federal and state laws. Documentation of this hearing will be made available for the official record.

## Project Overview

- Project Limits
  - New alignment in Kaufman County
    - From FM 148 to SH 205
- Project Length: 8.31 miles
- Estimated Construction Cost: \$1.5 billion
- Estimated Start: To be determined

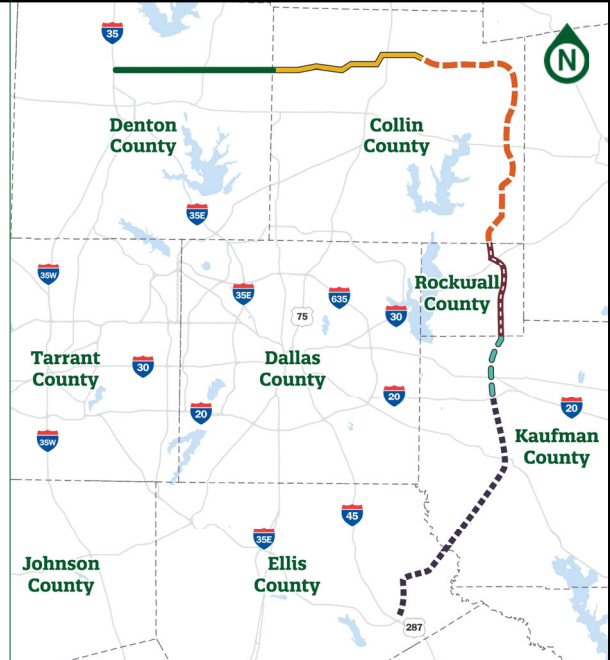
\*No funding has been identified for right-of-way acquisition or construction, and the project cannot let until funding is identified.



The Kaufman County Outer Loop north to south new alignment roadway's limits are from SH 205 to south of I-20, with interchanges at SH 205, US 80, and I-20. The project will study a proposed 8.31-miles and evaluate multiple alternatives to identify the preferred alternative for the new location roadway. The estimated construction cost is \$1.5 billion. The estimated construction start date is to be determined. Please note, the project is currently unfunded for right-of-way acquisition and construction and cannot be released for construction until funding is identified.

## Concurrent Projects

- The Kaufman County Outer Loop project is part of a larger effort toward greater regional connectivity, that would lead to improved access across the region and create a positive impact on congested urban areas in DFW and Kaufman County.
- The project is a joint effort between Kaufman County and TxDOT.
- Three related projects happening concurrently include the Rockwall County Outer Loop, the Collin County Outer Loop, and the Denton County Outer Loop.



The Kaufman County Outer Loop project is part of a larger effort toward greater regional connectivity, which would lead to improved access across the region and create a positive impact on congested urban areas in DFW and Kaufman County. The project is a joint effort between Kaufman County and TxDOT.

There are three other outer loop projects happening concurrently – the Rockwall County Outer Loop, the Collin County Outer Loop, and the Denton County Outer Loop. Contact information for each of these projects will be shown at the end of this presentation. All four of these projects will connect to and make up the regional outer loop.

## Public Involvement to Date

2

Public Meetings

>1,500

Total in-person and virtual meeting participants

200+

Agency coordination meetings & meetings with community members

**Meetings included neighborhood associations, community groups, elected officials, nonprofit organizations, local businesses, and more.**



Throughout the Kaufman County Outer Loop project development process, there have been multiple and varied opportunities for the public, agencies and stakeholders to provide their feedback. A recap of these opportunities is shown on this slide, and the stats are as follows:

- To date, there have been two public meetings on the proposed project.
- More than 1,500 people have participated in-person or online in the public meetings.
- There have been over 200 agency coordination meetings and meetings with community members.

## Project Purpose and Need



### Need

The project is needed because the existing nearby facilities do not provide adequate mobility and regional connectivity between Kaufman County and the region. Furthermore, the existing nearby facilities cannot accommodate current and future travel demands.

The lack of capacity on the existing roadways within the surrounding areas has resulted in congestion and operational deficiencies that can impact peak period travel times for all users, including emergency response and police vehicles.



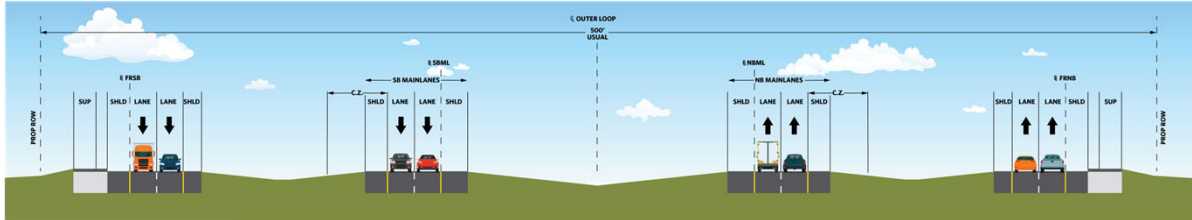
### Purpose

The project would provide improved access across the region and have a positive impact on congested areas in Kaufman County and the region.

The project is needed because the existing nearby facilities do not provide adequate mobility and regional connectivity between Kaufman County and the Dallas - Fort Worth metroplex (DFW). Furthermore, the existing nearby facilities cannot accommodate current and future travel demands. The lack of capacity on the existing roadways within the surrounding areas has resulted in congestion and operational deficiencies that can impact peak period travel times for all users, including emergency response and police vehicles.

The purpose of the project is to provide improved access across the region and have a positive impact on congested urban areas in DFW and Kaufman County.

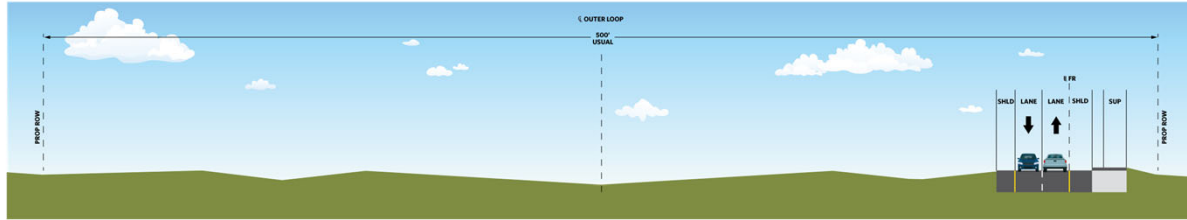
## Proposed Typical Section



The ultimate typical section for the Kaufman County Outer Loop is a four-lane rural freeway with a wide median and 10-foot shared-use paths.

The proposed project right of way for the length of the project is usually 500 feet wide. Construction of the proposed project would occur in phases.

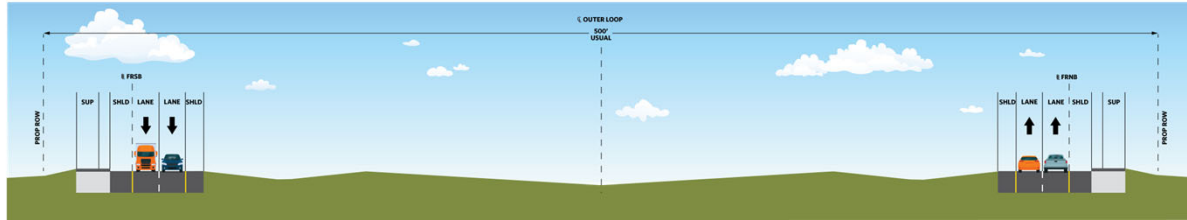
## Typical Section – Phase 1\*



\*Subject to change

The first construction phase for the Kaufman County Outer Loop is a single two-way frontage road with a 10-foot shared-used path.

## Typical Section – Phase 2\*

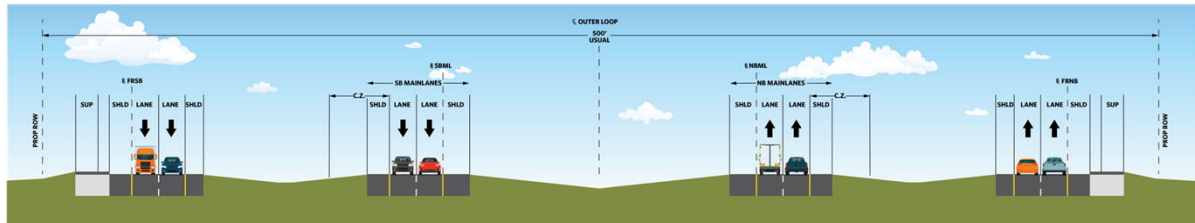


\*Subject to change

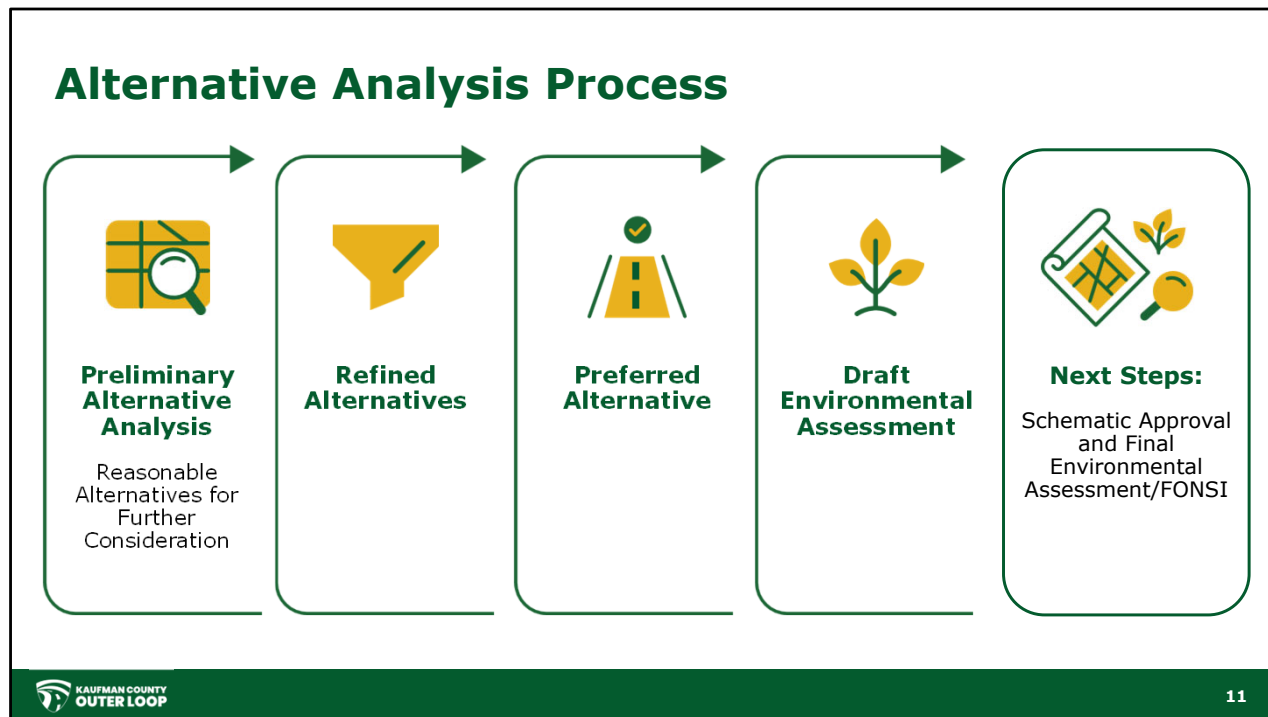
The second construction phase for the Kaufman County Outer Loop includes two one-way frontage roads with 10-foot shared-use paths.

Phases 1 and 2 may be constructed at the same time.

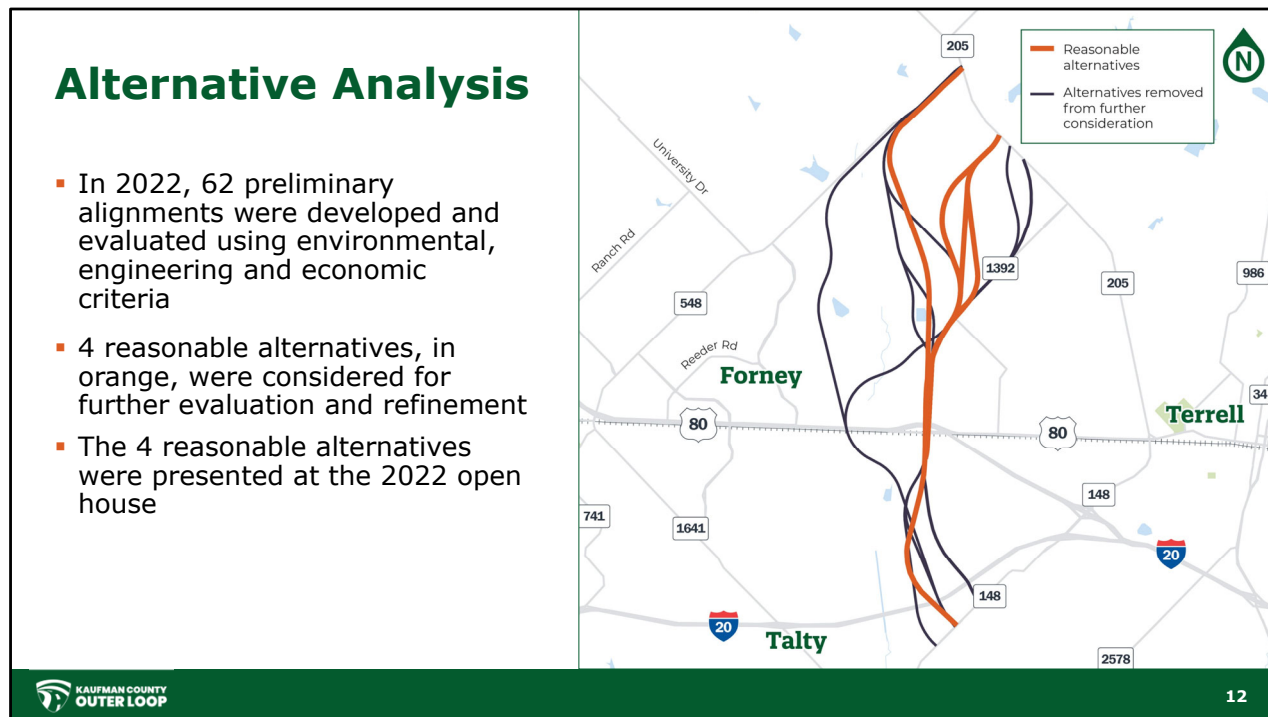
## Typical Section – Phase 3\*



The third construction phase for the Kaufman County Outer Loop is a four-lane rural freeway with a wide median and 10-foot shared-use paths.



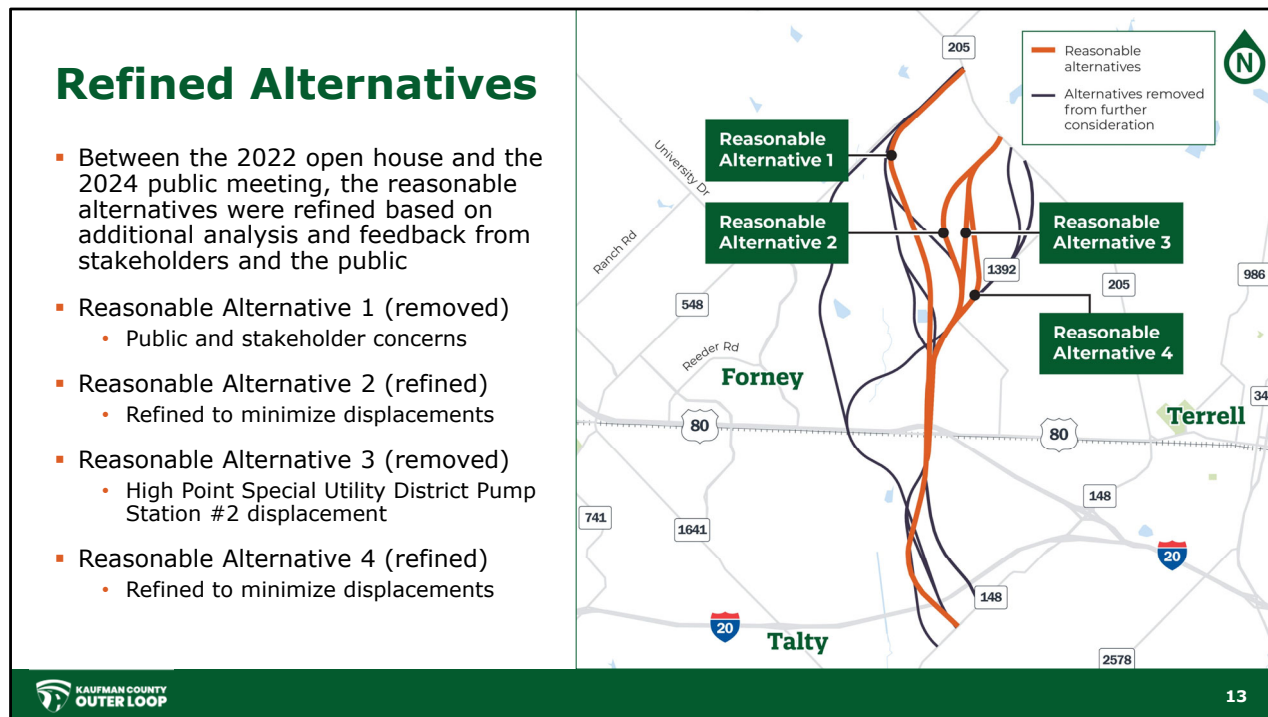
The process for alternatives analysis throughout the Kaufman County Outer Loop project lifecycle is shown on this screen. The process began with the preliminary alternative analysis phase. In this phase, the reasonable alternatives for further consideration were developed. Next, based on additional analysis and public input, the refined alternatives were developed. The preferred alternative has since been developed, and that is what is being shown at this public hearing. The draft Environmental Assessment is also available for review at this public hearing, and this document outlines the environmental studies that have been completed throughout the Kaufman County Outer Loop project development process. Looking ahead, the project's next steps include getting approval on the schematic and developing the final Environmental Assessment. A Finding of No Significant Impacts, or a FONSI, could also be determined at a later date. The reasoning behind a FONSI are explained on a later slide.



The project team developed 62 possible alignments for the Kaufman County Outer Loop considering the existing approved thoroughfare plans.

The team evaluated the preliminary alignments using several different criteria. The criteria fell into the following categories: Environmental, Engineering and Economic. For environmental, they studied community elements, like parks and schools, hazardous materials, wetlands, floodplains, and residential and commercial areas. For engineering, they studied connectivity and local/regional planning efforts. And lastly, for economic, they studied construction cost and right-of-way cost.

After analyzing the alternatives, four reasonable alternatives that were shown to be the least impactful were moved forward for further consideration. These reasonable alternatives are shown in orange on the screen.



After receiving feedback from stakeholders and the public at the first public meeting, additional analysis was done to refine the reasonable alternatives.

A number of factors were involved in the decision to refine or remove alternatives from further evaluation between the 2022 open house and the 2024 public meeting. On this slide, you can see some of the reasons listed out for removal or further refinement of each alternative, along with the map originally shown at the 2022 open house. To view a more detailed version of the map, please refer to our meeting information boards.

## Preferred Alternative

- Refined alternatives 2 and 4 were further evaluated and scored to determine the Preferred Alternative between 2022 and 2024.
- The preferred alternative was presented at the 2024 public meeting



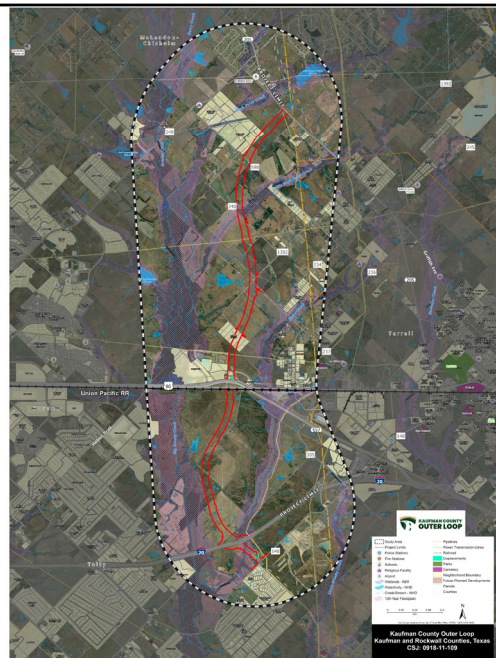
Once the team further refined alternatives 2 and 4, these alternatives were further screened and evaluated based on a range of factors. The different categories used to evaluate the alternatives included need & purpose, engineering, displacements and right-of-way requirements, land use and development impacts, community impacts and cultural resources, environment and natural resources, cost, and stakeholder, agency, and public input. The alternatives were then scored based on how they performed against the categories, and at the end of the scoring process, it was determined that reasonable alternative 2 performed the best and became the preferred alternative.

The preferred alternative is visible on this slide. If you wish to view a larger version of this image, you may do so by viewing our project information boards at [kaufmanouterloop.com](http://kaufmanouterloop.com).

## Summary of Environmental Findings

Kaufman County, in coordination with the Texas Department of Transportation (TxDOT), prepared a Draft Environmental Assessment (EA) for public review and comment.

The purpose of the EA is to thoroughly examine the potential environmental impacts of the KCOL Project. Following the public review and comment period, should Kaufman County and TxDOT find that the proposed project does not lead to significant adverse effects, a Finding of No Significant Impact (FONSI) will be prepared and endorsed.



Kaufman County, in coordination with TxDOT, prepared a Draft Environmental Assessment (EA) for public review and comment.

The purpose of the EA is to thoroughly examine the potential environmental impacts of the Kaufman County Outer Loop project. Following the public review and comment period, should Kaufman County and TxDOT find that the proposed project does not lead to significant adverse effects, a Finding of No Significant Impact (FONSI) will be prepared and endorsed.

The following slides are a summary of major components of the EA. The full EA will be available online and in this public meeting.

## **National Environmental Policy Act (NEPA)**

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 17, 2025 and executed by FHWA and TxDOT.

This project is subject to the National Environmental Policy Act, also known as NEPA. NEPA requires federal agencies to evaluate the environmental and related social and economic effects of their proposed actions prior to making decisions and to provide opportunities for the public to review and comment on those evaluations.

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## Right-of-Way Property Acquisition

**552**

acres

**4**

displacements

**1**

residential  
property

**3**

commercial  
properties

The right-of-way acquisition and relocation process will be conducted in accordance with the Federal Uniform Relocation and Real Property Acquisition Policies Act of 1970.



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Approximately 552 acres, one residential property and three commercial properties will be acquired for the proposed project.

## Community Impacts



**Improve North-South  
Connectivity**



**Improve Mobility  
for the Region**



**Reduce overall  
travel times**



The proposed project would improve north-south connectivity by providing travel options from State Highway 205 to Interstate 20 and will support existing and future development while accommodating Kaufman County's rapid growth.

New frontage roads, ramps and access roads would ensure surrounding communities retain essential connectivity to State Highway 205, US Highway 80 and I-20 and will benefit emergency responders, residents, and business by enhancing overall mobility and travel efficiency. Pedestrian and shared-use paths along the corridor would increase access for non-motorized users, enhancing travel options for pedestrians and cyclists.

The proposed project would alter access and travel patterns along certain segments, requiring some travelers to use turnarounds at designated points to reach specific properties. However, modifications are anticipated to reduce overall travel times and improve safety.

## Cultural Resources



### Archeology

No archeological sites identified in areas surveyed. After ROW is acquired, additional surveys will be conducted



### Historic Properties

No historic properties affected



### Section 4(f)/Section 6(f)

No Section 4(f) or 6(f) properties present in the project area



Cultural resources are structures, buildings, archeological/historic sites, districts (a collection of related structures, buildings, and/or archeological sites), cemeteries, and objects. Both federal and state laws require consideration of cultural resources during project planning. At the federal level, NEPA and the National Historic Preservation Act (NHPA), among others, apply to transportation projects such as this one.

Review and coordination of this project followed approved procedures for compliance with federal and state laws.

No archeological sites were identified in the area surveyed. After right of way is acquired, additional surveys will be conducted.

No historic properties will be affected by the project.

No protected properties are present within the project area.

## Water Resources



### **Waters of the US crossed**

Will require Section 404 Nationwide Permit (NWP) 14 with preconstruction notification set forth by United States Army Core of Engineers (USACE)



### **Floodplains crossed**

49.4 acres of Zone A 100-year flood zone and 0.3 acres of Zone AE 100-year flood zone

The proposed project will require a Section 404 Nationwide Permit with a preconstruction notification set forth by the United States Army Corps of Engineers.

The proposed project crosses approximately 50 acres of a Zone A 100-year flood zone and 0.3 acres of Zone AE 100-year flood zone.

## Biological Resources



### Impacts to Vegetation or Wildlife

Unlikely to adversely affect Federal or State Listed Species



### Construction Vegetation Clearing

Texas Parks and Wildlife Department (TPWD) Best Management Practices (BMPs) would be implemented before, during, and after construction to address the potential presence of protected species and their habitats. Clearing would be limited to smaller work areas and should be stabilized or restored as quickly as possible. Vegetation clearing would be limited to that necessary for construction with seeding and revegetation plans developed according to TxDOT guidelines.

The proposed project would unlikely adversely affect any Federal or State Listed Species.

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## Hazardous Materials & Traffic Noise



### **Hazardous Materials**

Three low-risk sites identified in the project area. Any hazardous materials that may be present on these sites will be handled during the ROW acquisition process.

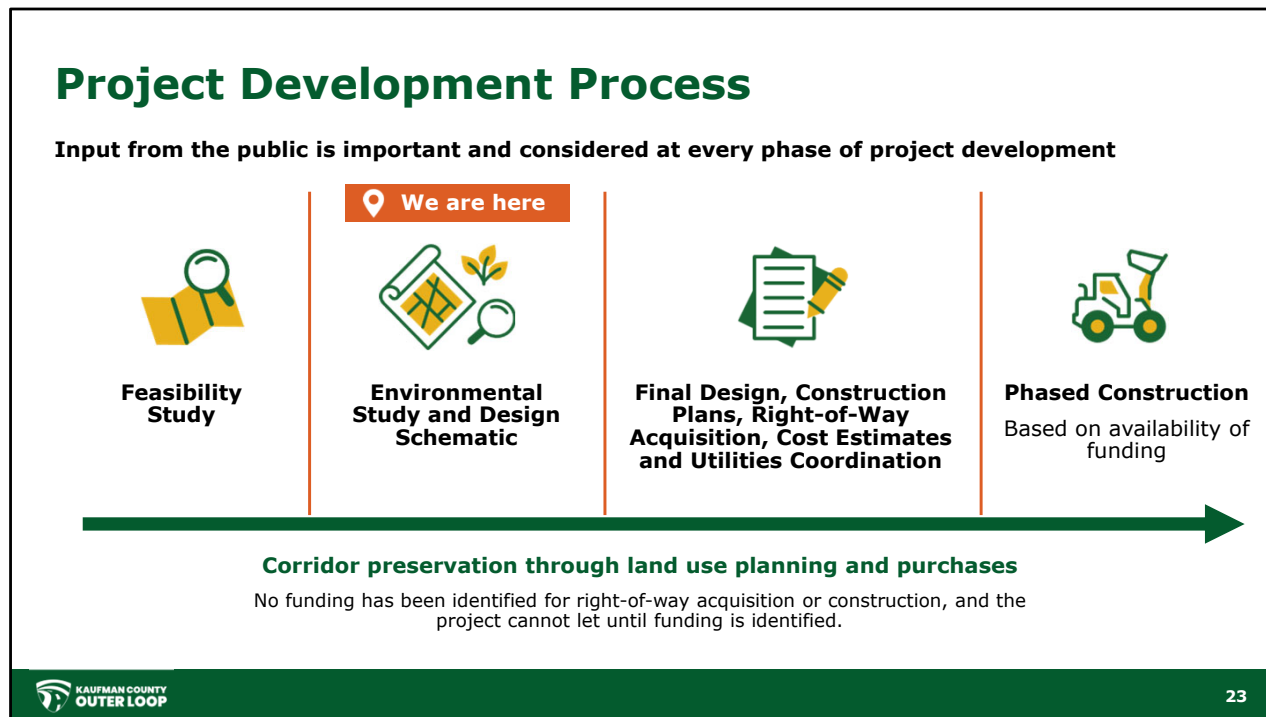


### **Traffic Noise**

No feasible and reasonable noise abatement measures are proposed based on current traffic noise levels and abatement criteria.

Three low-risk hazardous material sites were identified in the project area. Any hazardous materials that may be present on these sites will be handled during the right-of-way acquisition process.

A traffic noise study was prepared and determined that no feasible and reasonable noise abatement measures are proposed based on current traffic noise levels and abatement criteria.



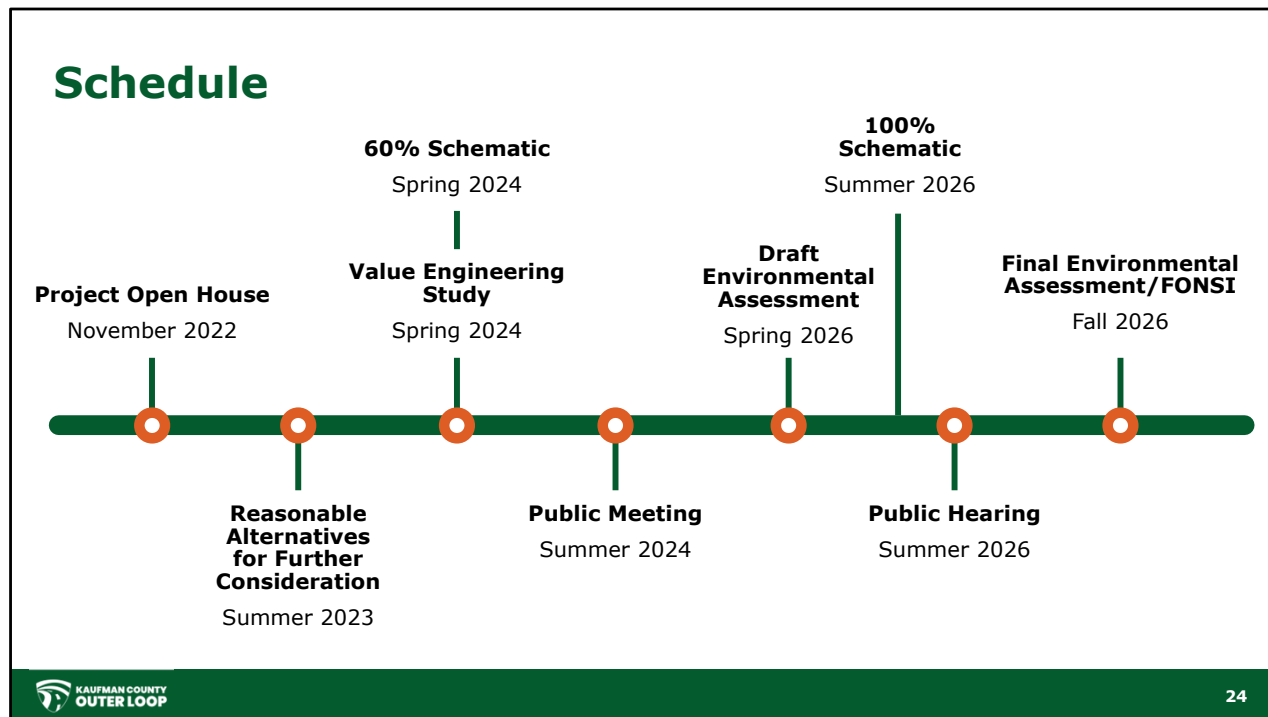
The feasibility study is the first step for any major corridor improvement.

Following the feasibility study, environmental study and schematic design will take place – and that is the phase we are currently in.

Next, final design, construction plans, right-of-way acquisition, cost estimates and utilities coordination will be conducted. Should funding be acquired, corridor preservation through land-use planning and right-of-way purchases will happen concurrently with this phase. Right of way for this project would be acquired in accordance with the Uniform Relocation Assistance and Real Properties Acquisitions Policies Act of 1970, as amended. The State of Texas provides information on Landowner rights, which is included on the virtual public hearing page.

Phased construction would occur after based on the availability of funding.

It should be noted that the project is currently unfunded for right-of-way acquisition or construction and cannot be released for construction until funding is identified.



Next steps for the feasibility and environmental studies are shown on the screen, beginning with the public open house held in November 2022. The reasonable alternatives for further consideration were refined in Summer 2023, with the 60% schematic and value engineering study being presented at the summer 2024 public meeting. Following the public meeting, the project team completed the draft environmental assessment and 100% Schematic in spring 2026. Today, we are holding the public hearing to share the Draft EA and 100% schematic. Looking ahead, the final environmental assessment and/or a FONSI will be finalized in fall 2026. Please note the schedule is subject to change.

## How to Provide Input



### Comment Form

In-person or online



### Email

connect@  
kaufmanouterloop.com



### Mail

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



### Voicemail Line

(972) 960-4490

**All comments must be received or postmarked no later than  
Thursday, July 30, 2026, to be included in the public hearing summary.**



We appreciate your feedback! Kaufman County and TxDOT are available to answer questions anytime during the project development process. Comments are welcome on this project. You can submit comments using the online comment form, you can send comments via email to [connect@kaufmanouterloop.com](mailto:connect@kaufmanouterloop.com), you can mail in your comments to Kaufman County Outer Loop, HDR Engineering, 17111 Preston Road, Suite 300, Dallas, TX 75248, and you can leave a voicemail comment at (972) 960-4490. All comments must be submitted on or before Thursday, July 30, 2026.

## Project Contact Information

Contact us anytime during the project development process.



Brian Swindell,  
Project Manager



[connect@kaufmanouterloop.com](mailto:connect@kaufmanouterloop.com)



(972) 960-4451

**Reminder:** Comment deadline is Thursday, July 30, 2026



The public may call project staff during regular office hours or email project staff to ask questions about the project at any time in the project development process. For questions about this project, please contact Brian Swindell, Project Manager, via email at [connect@kaufmanouterloop.com](mailto:connect@kaufmanouterloop.com), or via phone at (972) 960-4451.

Please note that discussions with the project team members will not be included in the official record of the public hearing. If you wish to submit a comment to be part of the hearing summary report for this public hearing, you must do so formally, in the ways outlined in this presentation. The deadline to submit comments to be included in the hearing summary report is Thursday, July 30, 2026.

# Thank You!



Thank you for your interest in this project. This concludes the presentation.