



**Kaufman County Outer Loop
Virtual Public Meeting with In-Person Option**




June 6, 2024

From SH 205 to south of I-20
CSJ: 0918-11-109


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

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


Public Meeting Purpose




Update the public on the project status and changes since the public open house, and present the recommended alignment



Describe the project so the public can determine how they may be affected



Provide the public the opportunity to provide input



Develop a record of public participation

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

A public meeting has four essential purposes:

- To update the public on the project status and changes since the public open house, and present the recommended alignment.
- To describe the project so the public can determine how they may be affected.
- To provide the public an opportunity to provide input.
- And finally, to develop a record of public views and participation.

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

National Environmental Policy Act (NEPA)



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

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

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

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

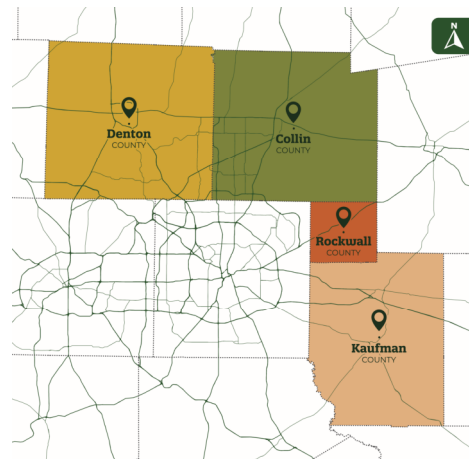
Project Overview



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- 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.



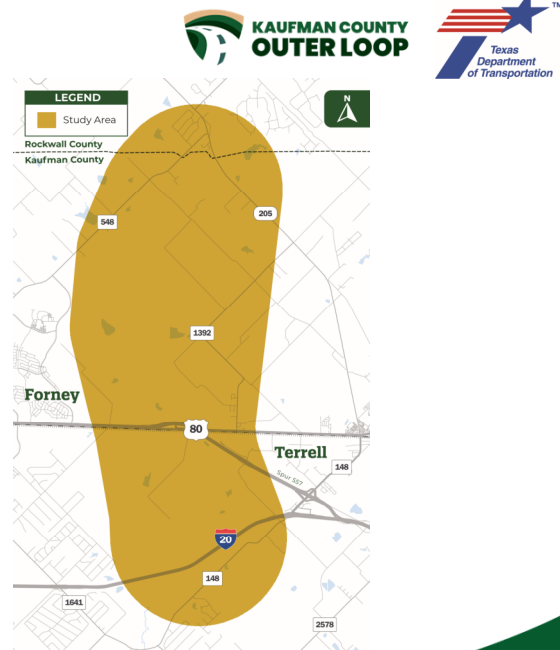
The Kaufman County Outer Loop project is part of a larger effort toward greater regional connectivity, that would lead to improved access across the region and create a positive impact on congested urban areas in DFW and Kaufman County. The project is a joint effort between Kaufman County and TxDOT.

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.

Project Overview

- Project Limits
 - New alignment in Kaufman County
 - From SH 205 to south of I-20
- Project Length
 - 8.37 miles
- Estimated Construction Cost: \$1.2 billion*
- Estimated Start: 2027

*Project is currently unfunded for construction and cannot let until funding is identified; however, right-of-way acquisition can proceed even if the project is not funded for construction.



The Kaufman County Outer Loop project will study a proposed 8.37-mile new location north-to-south alignment roadway through Kaufman County, from SH 205 to south of I-20, with interchanges at SH 205, US 80 and I-20. The project will evaluate multiple alternatives to identify the recommended alignment for the new location roadway. The estimated construction cost is \$1.2 billion, and construction is expected to start in 2027. Please note: The project is currently unfunded for construction and cannot be released for construction until funding is identified; however, right-of-way acquisition can proceed even if the project is not funded for construction.

Project Need and Purpose



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.

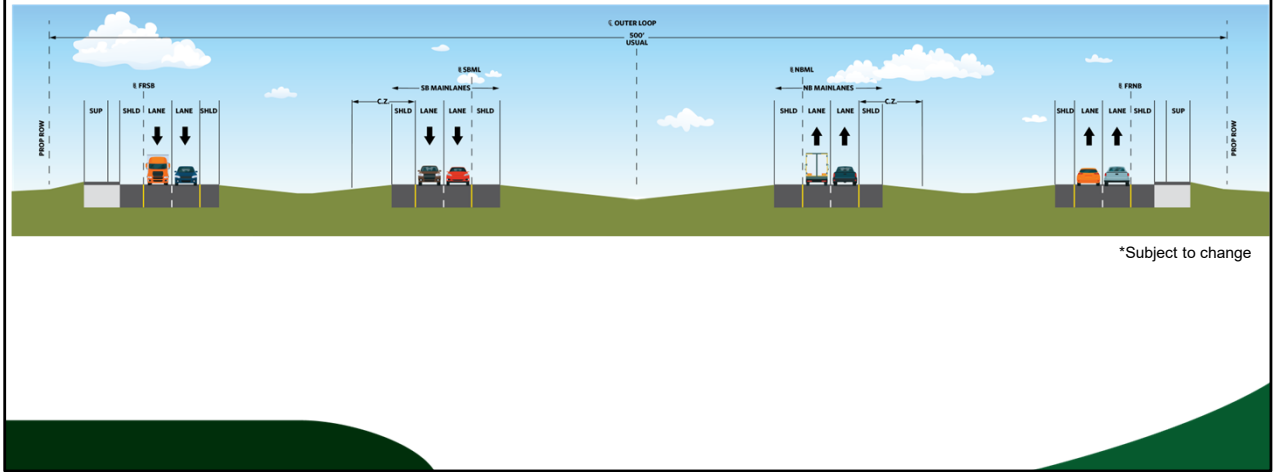
The project is needed because the existing nearby facilities do not provide adequate mobility and regional connectivity between Kaufman County and the Dallas - Fort Worth metroplex (DFW). Furthermore, the existing nearby facilities cannot accommodate current and future travel demands. The lack of capacity 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 project would provide improved access across the region and have a positive impact on congested urban areas in DFW and Kaufman County.

Proposed Typical Section*



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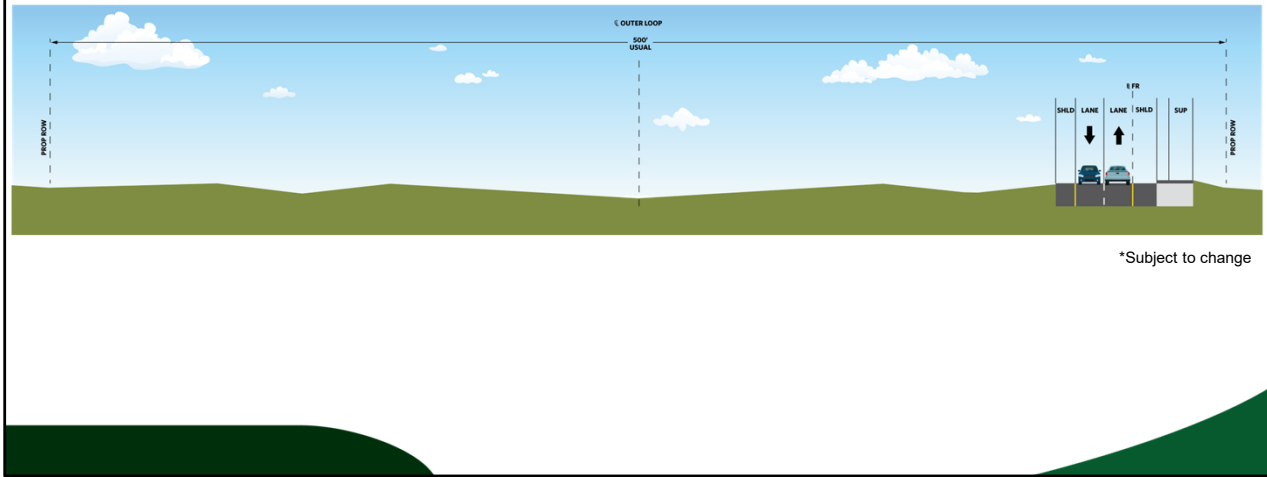
The ultimate typical section for the Kaufman County Outer Loop is a four-lane rural freeway with a wide median and 10-foot shared-use paths, and it is anticipated to open in 2045, though no funding has been committed to date.

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

Typical Section – Phase 1*



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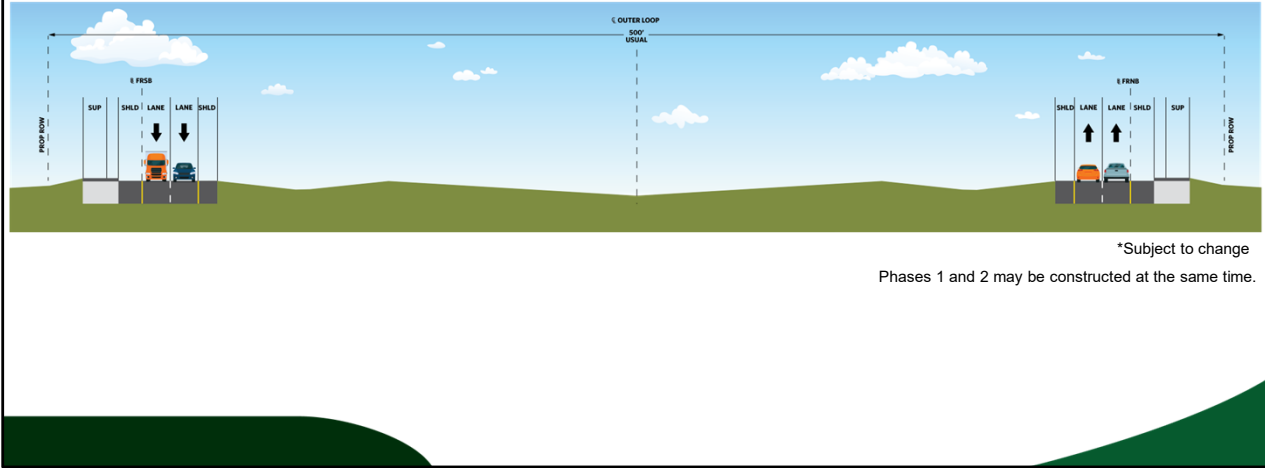


The first construction phase for the Kaufman County Outer Loop is a single two-way frontage road with a 10-foot shared-used path, and it's anticipated to open in 2028.

Typical Section – Phase 2*



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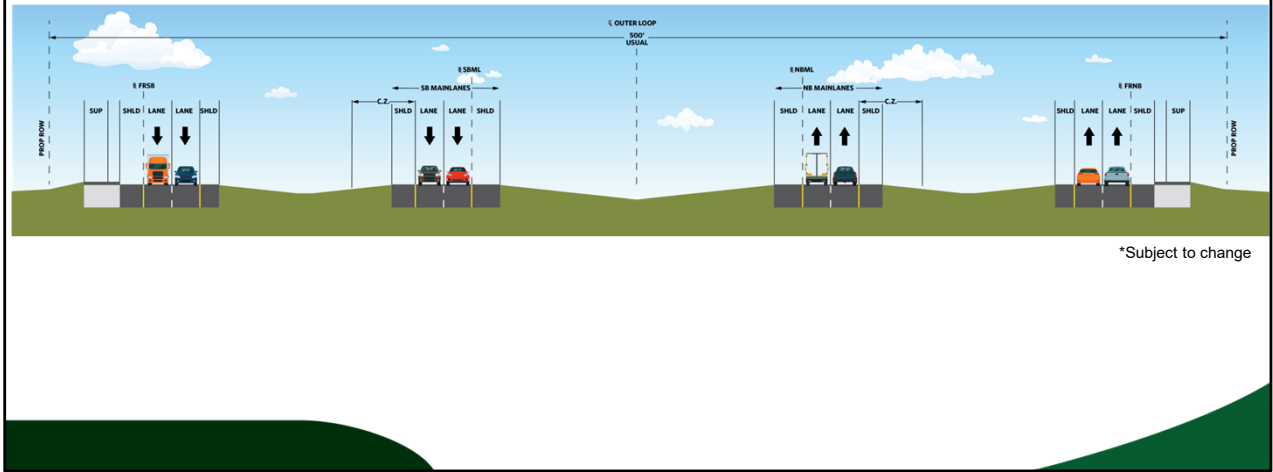
The second construction phase for the Kaufman County Outer Loop includes two one-way frontage roads with 10-foot shared-use paths, and it is anticipated to open in 2036.

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

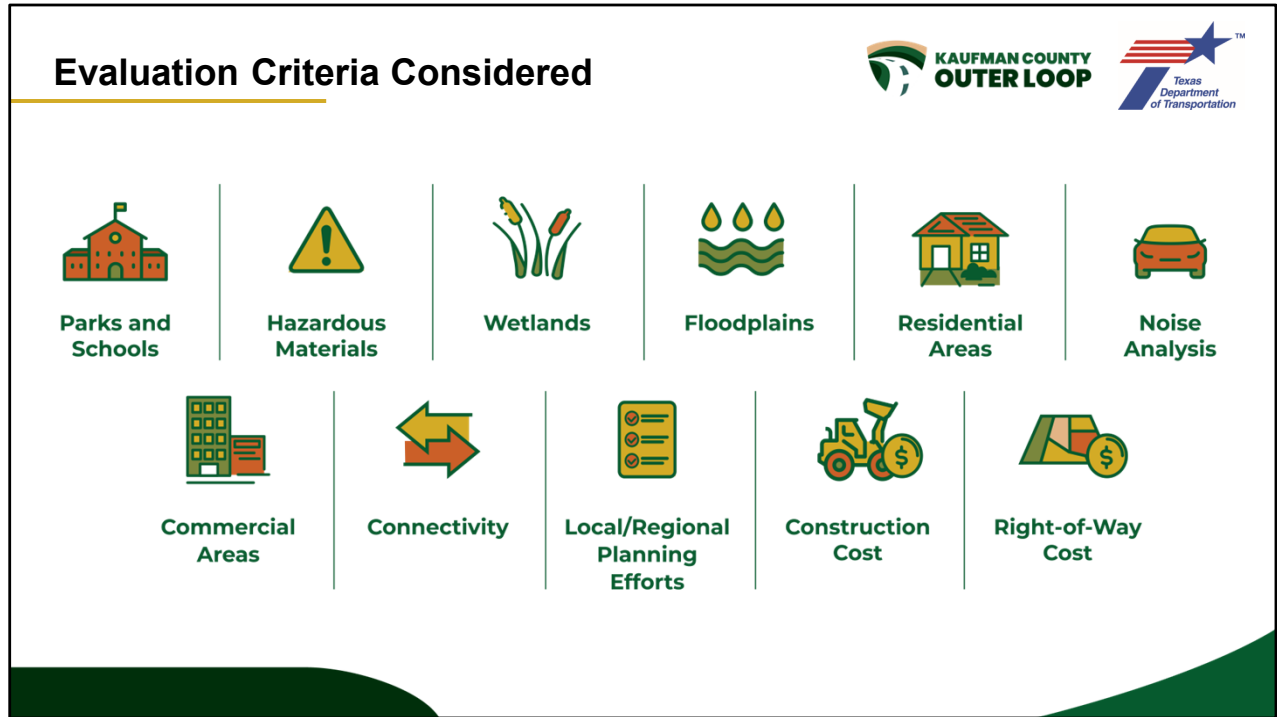
Typical Section – Phase 3*



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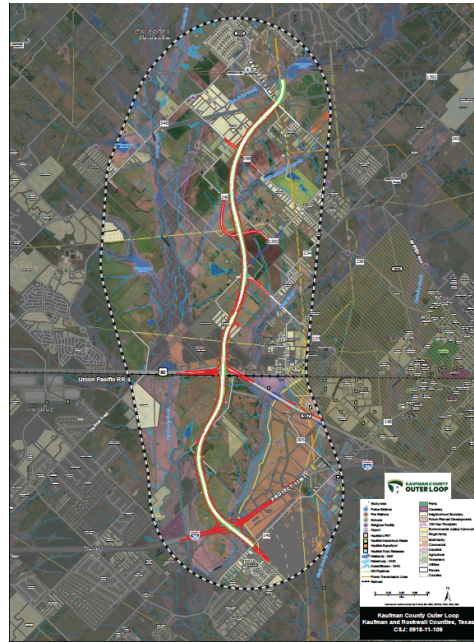


The third construction phase for the Kaufman County Outer Loop is a four-lane rural freeway with a wide median and 10-foot shared-use paths, and it is anticipated to open in 2045.



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

Environmental Constraints



This slide displays our environmental constraints map of the study area. On this map, you can view the various constraints the project team takes into account when developing or refining alternatives for the Kaufman County Outer Loop. To view the full-size version of the map, visit the project website at <https://kaufmanouterloop.com>.

Open House (November 2022) Recap



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- November 17th, 2022: First Baptist Church – Terrell
- Nearly 200 attendees
- Received more than 140 comments
- Major comment themes included:



Property values



Right of way



Traffic



Economic impact



The first public meeting for the Kaufman County Outer Loop was held at First Baptist Church in Terrell on November 17th, 2022. More than 180 people attended the event, and the project received more than 140 comments during the event's comment period. A full summary of the November 2022 public meeting can be found at <https://kaufmanouterloop.com>.

What's Changed Since the Open House?



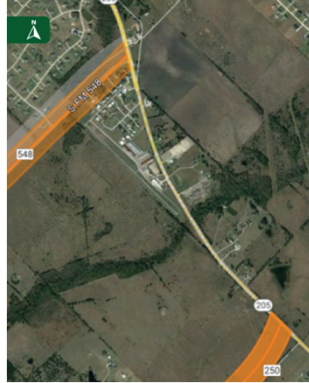
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Connection to SH 205

- This recommended alignment has no impacts to Airpark East Airport and has fewer floodplain impacts.

Shown at Open House



Updated Design



A number of changes have been made to the proposed design since our open house in November 2022. On the next few slides we have outlined the changes that have occurred, as well as included images of our schematic design that was shown at the open house alongside our updated design so you can compare the differences.

One of the changes is related to the connection at SH 205. This recommended alignment has no impacts to Airpark East Airport and has fewer floodplain impacts.

What's Changed Since the Open House?



Alignment Near Samuels Road

- The alignment between Samuels Road and FM 1392 was updated to avoid impacts to properties and to a nearby High Point Special Utility District pump station.

Shown at Open House



Updated Design



Here you can see the alignment between Samuels Road and FM 1392 was updated to avoid impacts to properties and to a nearby High Point Special Utility District pump station.

What's Changed Since the Open House?



Alignment Between FM 1392 and US 80

- The alignment between FM 1392 and US 80 was shifted east to avoid property impacts.

Shown at Open House



Updated Design



To avoid property impacts, the alignment between FM 1392 and US 80 was shifted east.

What's Changed Since the Open House?



Alignment Between US 80 and I-20

- The alignment near County Road 238 was shifted to the west near the western floodplain to avoid property impacts.

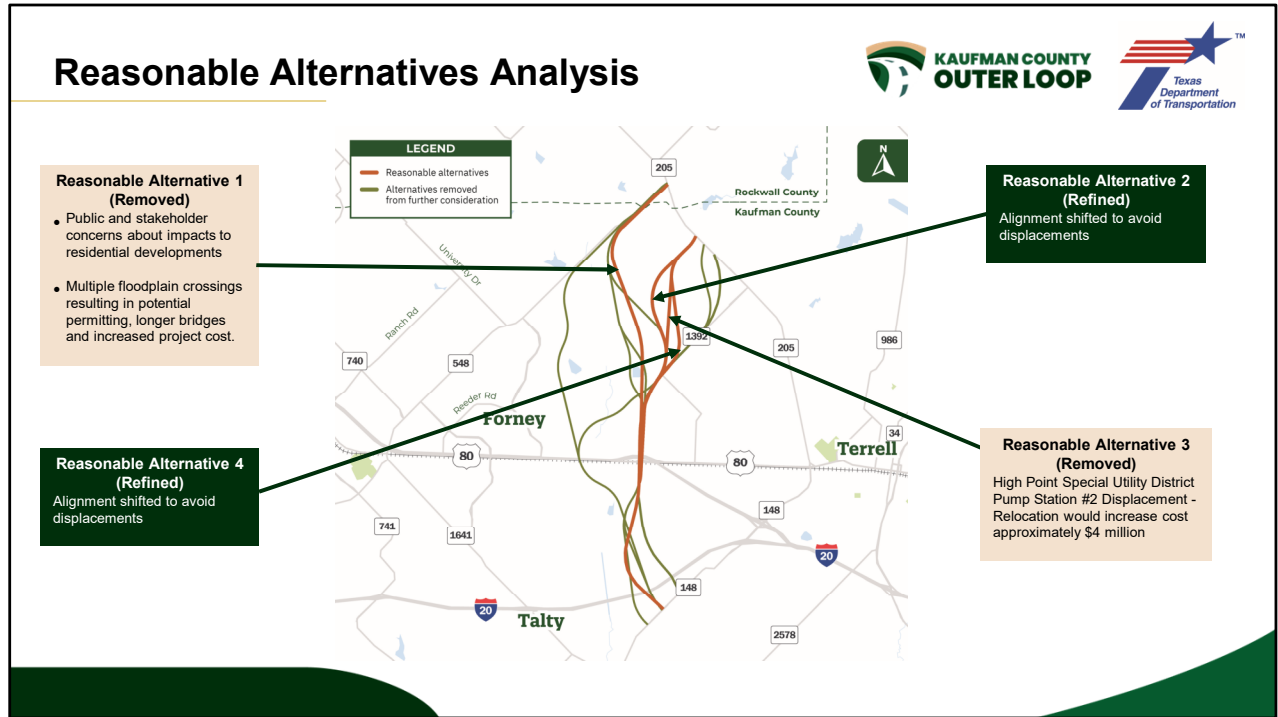
Shown at Open House



































Updated Design








To avoid additional property impacts, the alignment near County Road 238 was shifted to the west near the western floodplain to avoid property impacts.



A number of factors were involved in the decision to refine or remove alternatives from further evaluation between the 2022 open house and this 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.

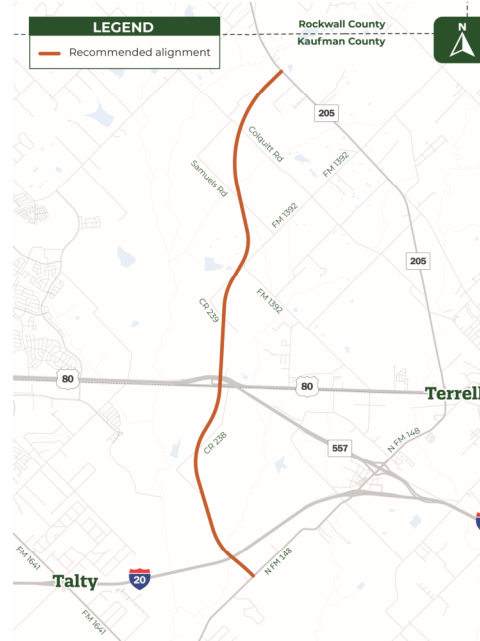
| Refined Alternatives | | | |
|---|---|---|---|
| Screening/Evaluation Category | No Build | Reasonable Alternative 2 | Reasonable Alternative 4 |
|  Need & Purpose |  |  |  |
|  Engineering |  |  |  |
|  Displacements and Right-of-Way Requirements |  |  |  |
|  Land Use and Development Impacts |  |  |  |
|  Community Impacts and Cultural Resources |  |  |  |
|  Environment and Natural Resources |  |  |  |
|  Cost |  |  |  |
|  Stakeholder, Agency, and Public Input |  |  |  |

 **EXEMPLARY**
Highly Meets Criteria
  **GOOD**
Mostly Meets Criteria
  **ADEQUATE OR NEUTRAL**
No Change
  **INADEQUATE**
Sometimes Meets Criteria
  **POOR**
Does Not Meet Criteria

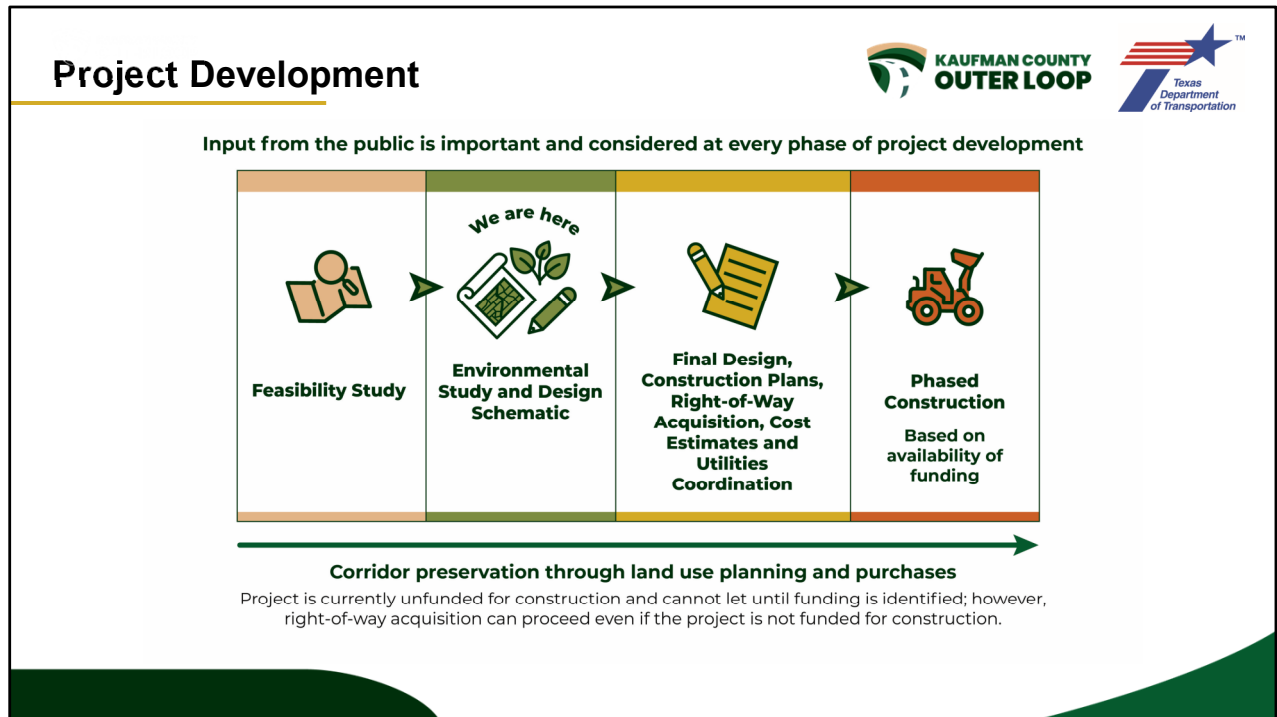
Once we further refined alternatives 2 and 4, we then screened and evaluated the alternatives based on a range of factors. The different categories we used to evaluate our alternatives included need & purpose, engineering, displacements and right-of-way requirements, land use and development impacts, community impacts and cultural resources, environment and natural resources, cost, and stakeholder, agency, and public input. We then scored these alternatives 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. Moving forward, reasonable alternative 2 will be our recommended alignment.

If you wish to view a larger version of this table, you may do so by viewing our project information boards at <https://kaufmanouterloop.com>.

Recommended Alignment (Refined Alternative 2)



Our recommended alignment is visible on this slide – the refined alternative 2. If you wish to view a larger version of this image, you may do so by viewing our project information boards at <https://kaufmanouterloop.com>.



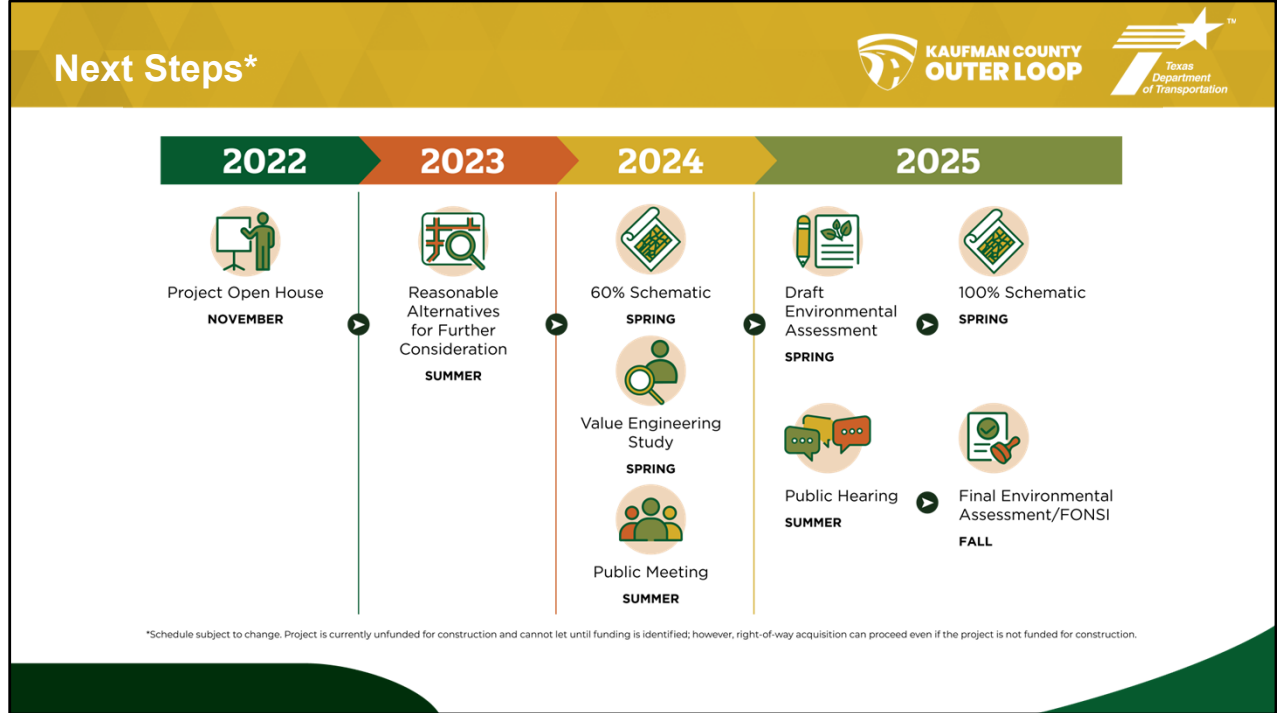
The feasibility study is the first step for any major corridor improvement.

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 meeting page.



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






It should be noted that the project is currently unfunded for construction and cannot let until funding is identified; however, right-of-way acquisition can proceed even if the project is not funded for construction.



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, and at this public meeting we are presenting the recommended alignment. In the spring of this year we developed our 60% schematic – which is what you are seeing at the public meeting – and held a value engineering study. The project team anticipates completing the draft environmental assessment in spring 2025, and they also plan on developing the 100% schematic in spring 2025. A public hearing is slated to be held in summer 2025. Lastly, the final environmental assessment and/or a finding of no significant impact (a FONSI) will be developed in fall 2025. Please note the schedule is subject to change.

How to Provide Input



| | | | |
|---|--|---|--|
|  <p>Comment Form</p> <p>In-person or online</p>  |  <p>Email</p> <p>connect@ kaufmanouterloop.com</p> |  <p>Mail</p> <p>Kaufman County Outer Loop Project Attn: Brian Swindell 17111 Preston Road Suite 300 Dallas, TX 75248</p> |  <p>Voicemail Line</p> <p>(972) 960-4490</p> |
|---|--|---|--|

All comments must be received or postmarked no later than Friday, June 21, 2024, to be included in the public meeting 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, you can mail in your comments to Kaufman County Outer Loop, Attn: Brian Swindell, 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 Friday, June 21, 2024.

Project Contact Information



KAUFMAN COUNTY
OUTER LOOP



Contact us anytime during the project development process.

Brian Swindell, Project Manager
Brian.Swindell@hdrinc.com
(972) 960-4451

**Reminder: Comment deadline is
Friday, June 21, 2024**

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 brian.swindell@hdrinc.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 meeting. If you wish to submit a comment to be part of the meeting summary report for this public meeting, you must do so formally, in the ways outlined in this presentation. The deadline to submit comments to be included in the meeting summary report is Friday, June 21, 2024.

Contact Information – Concurrent Projects



KAUFMAN COUNTY
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Rockwall County Outer Loop

- Email: RCOL@halff.com
- Website:
<https://www.rockwallcountytexas.com/1134/Rockwall-County-Outer-Loop-2022>

Collin County Outer Loop

- Email: cdaugherty@co.collin.tx.us
- Website:
<https://www.collincountytx.gov/Services/Engineering/transportation/outer-loop>

Denton County Outer Loop

- Email: info@dentoncountyouterloop.com
- Website:
<https://burnsmcd.mysocialpinpoint.com/dentoncountyouterloop/home>

If you would like to learn more about the Rockwall, Collin, or Denton outer loop projects, you can use the website and contact information shown on this screen.



Thank you for your interest in this public meeting. We thank you for your participation.