COLLIN COUNTY
OUTER LOOP
SEGMENT 5

Documentation of Virtual Public Meeting

Project Location
Collin County, Texas

Collin County Outer Loop – Segment 5 (Northeast)

Project Limits
SH 121 to US 380

Virtual Public Meeting Location
Virtual: ccol-segment5.com

Virtual Public Meeting Date and Time
Thursday, November 13 to Monday, December 15, 2025

Translation Services
Spanish translations services were available upon request.

Total Number of Attendees (approx.)
3,781 unique website visitors

Total Number of Commenters
112

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A. Comment/response matrix

Comment Number	Date	Source	Name	Comment	Response
1	11/6/2025	Online Comment Form	Tony Kimmey	Please add me to your public meeting invitees list. Thanks.	Thank you for your interest in this study. Your contact information has been added to the study mailing list.
2	11/8/2025	Email	Caleb Blagburn	Please change the alignment section 5 from 121 to us 380 to south of blue ridge, there is a 3800 home community that If aligned right will be close enough they can get on there and bypass the schools in Melissa for safety reasons, there are also larger tracts of land south of town and north of Farmersville to help tie all this together, also the proposed route now is going through several Indian burial grounds around 2862 where a&m has done studies already this alignment needs to be shifted south. Where section 1 ties into section 6 at fm 121 there is no reason for that to go north there just to turn and go south please straighten the line up take the 90 degree sweeping bend out. Where the section crosses cr 671 and goes through the bottom ground Indian creek affects the lake Lavon water shed. If this alignment is shifted south it will have fewer bridges as creeks are merged the further south you go to help financially with this project the further north you go the more creeks there are. I have attached maps of creeks can see north of town there are quite a few more. I hope you take all this into consideration and change the alignment to south of Blue Ridge.	Thank you for providing your comments regarding alignment options, environmental considerations, cultural resources, public safety, and project costs. Your input on potential alignment adjustments and associated impacts will be documented and considered as part of the ongoing evaluation process for Segment 5.
3	11/8/2025	Email	Caleb Blagburn	Please change the alignment section 5 from 121 to us 380 to south of blue ridge, there is a 3800 home community that If aligned right will be close enough they can get on there and bypass the schools in Melissa for safety reasons, there are also larger tracts of land south of town and north of Farmersville to help tie all this together, also the proposed route now is going through several Indian burial grounds around 2862 where a&m has done studies already this alignment needs to be shifted south. Where section 1 ties into section 6 at fm 121 there is no reason for that to go north there just to turn and go south please straighten the line up take the 90 degree sweeping bend out. Where the section crosses cr 671 and goes through the bottom ground Indian creek affects the lake Lavon water shed. If this alignment is shifted south it will have fewer bridges as creeks are merged the further south you go to help financially with this project the further north you go the more creeks there are. I have attached maps of creeks can see north of town there are quite a few more. I hope you take all this into consideration and change the alignment to south of Blue Ridge	Thank you for your comments regarding potential alignment adjustments south of Blue Ridge and the associated environmental, cultural, and cost considerations. Your input has been documented and will be considered as part of the study's ongoing evaluation.

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4	11/10/2025	Email	Gary Lawson	I received a letter about a virtual meeting Nov 13 to Dec 15 regarding the outer loop segment 5? We own a farm in Blue Ridge, TX. The subheading of your letter reads VIRTUAL* ccol-segment5.com "Thursday, November 13, to Monday, December 15, 2025" I am totally confused. I have never seen a meeting scheduled to last over an entire month? I went on line and saw somewhere that there might be a real in-person meeting at some school? I can't find a decent map online that I can see where the current proposed highway would be. On one map I found it looks like it connects up north to Hwy 121 and then comes down overlaying on County Rd 78? Our farm is on [redacted], just north of [redacted]. Please help me understand. Is there any real in-person meeting, anywhere? If there is something that will be posted on your website Nov 13th. What is that web address? Why if it states that "This is not a live event" why is it called a "virtual public meeting"? Gary Lawson, J.D., LL.M. [redacted]	The study team left Mr. Lawson a message on 11/10/25 regarding the virtual public meeting format and the separate project meeting that had an in-person meeting.
5	11/11/2025	Online Comment Form	Gwendolyn Kakaska	I live at [redacted] I know you're straightening out 660 near me, a very small part of my property is part of that alignment. May I please see & know what else you are planning for my immediate area and property (if any)? I was trying to see the new segment design, but it won't show on this site. Please forward to me the plats/segments for my immediate area. Thank you. Gwen K.	Thank you for your comments. Current improvements to 660 are separate from this study. Your comments have been shared with the County Engineering team.
6	11/13/2025	Online Comment Form	Becky Airhart-Smith	The Chilton land has been in the family since 1836. Please do not destroy this area.	Thank you for sharing your concerns regarding potential impacts to long-standing family land and historical resources. Your comments have been documented and will be considered as part of the evaluation of alignment options for Segment 5.
7	11/13/2025	Online Comment Form	Becky Airhart-Smith	What happened to create two alignments the technical and preferred? What happens to the homes that are in the area the outer loop appears to be going thru?	Thank you for your interest in this study. The purpose of this study is to evaluate where further modifications to the Previously Technically Preferred Alignment are needed due to current conditions and constraints. Multiple alignment alternatives are being evaluated as part of this study, and no final decisions have been made. At this stage, no decisions have been made regarding property acquisition. If right-of-way acquisition becomes necessary in future phases, it would follow applicable state and federal

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					requirements. Your questions and concerns regarding property impacts and acquisition have been noted and will be considered as the study progresses.
8	11/13/2025	Online Comment Form	Christopher Barber	I should probably try to come up with another reason, but the Alternate Alignment moves this roadway further away from my farm, which, to be honest, is why I prefer it greatly!	Thank you for your comment. Public input on alignment preferences is an important part of the study process, and your comment will be documented and considered as the evaluation continues.
9	11/13/2025	Online Comment Form	Vivi M Berg	Will any of these variations of alignments affect CR 465 in Altoga TX? Thanks	Thank you for your question regarding potential impacts to County Road 465 in Altoga. The alignments currently under consideration do not impact County Road 465 in Altoga. The alignments currently under consideration are preliminary, and the alignment has not yet been finalized. Your question has been noted and will be considered as the study advances.
10	11/13/2025	Online Comment Form	Vivi M Berg	Will any of these variations of alignments affect CR 465 in Altoga TX? Thanks	Thank you for your question regarding potential impacts to County Road 465 in Altoga. The alignments currently under consideration do not impact County Road 465 in Altoga. The alignments currently under consideration are preliminary, and the alignment has not yet been finalized. Your question has been noted and will be considered as the study advances.
11	11/13/2025	Email	Brian Delsey	Given the route shown below, what would happen to the land shown where the proposed route just clips the corner of the property? Is that property subject to eminent domain takeover or is it left as is with a major roadway now adjacent to it? Thank you and regards Brian Delsey	Thank you for your question regarding potential right-of-way impacts. The alignments shown are preliminary, and property acquisition decisions have not been made. If the project advances, additional information regarding right-of-way needs and property impacts would be provided in future phases.
12	11/13/2025	Online Comment Form	Alex Dubovsky	Please keep me updated on the status of this project since we own some land near Farmersville	Thank you for your interest in this study. Your contact information has been added to the study mailing list.
13	11/13/2025	Online Comment Form	Susan Gordey	The 'alternative alignment' should be the route chosen. To choose any other route or path, would impact the Lake Lavon water shed. To choose any other path or route will economically impact well established farms that have been generation homesteads (50+ years). To choose the alternative alignment route, is a better option due to less creeks and other waterways to cross. 'The shortest distance between two points is a straight line'. In doing so, the cost of construction (destruction) should cost much less.	Thank you for sharing your comments regarding environmental considerations, agricultural impacts, and project costs. Your input on the Alternative Alignment and associated factors will be documented and considered as part of the alignment evaluation process.
14	11/13/2025	Online Comment Form	Meegyn James	I finally after 30 years of dreaming have my farm land and now it will be intervened with highway. All that's buying up the land now is investors. American dream Is now dead, giving it to foreigners because they are the	Thank you for sharing your concerns regarding potential property impacts and the proximity of the proposed roadway. Your comments have been documented and will be considered as part of the

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				only ones who can afford to have our dreams. Don't build this road so close to us -CR 505	ongoing evaluation of the study's purpose, need, and alignment options.
15	11/13/2025	Online Comment Form	No Name	This alternative route is terrible ! No one wants a six lane highway here . Leave Valdasta alone	Thank you for sharing your concerns regarding the Alternative Alignment and potential impacts to the Valdasta area. Your comments have been documented and will be considered as part of the ongoing evaluation of alignment options for Segment 5.
16	11/14/2025	Online Comment Form	Becky Airhart-Smith	How will county work with habitable structures? Will market value be paid?	Thank you for your question regarding how habitable structures may be addressed if the project advances. At this stage, no decisions have been made regarding property acquisition. If right-of-way acquisition becomes necessary in future phases, it would follow applicable state and federal requirements. Your question has been noted and will be considered as the study progresses.
17	11/14/2025	Online Comment Form	Sara Bahmanyar	I use segment 3 on a daily basis since it opened. The 45 mph speed limit is too slow, as it is supposed to be a highway. Other FM streets that intersect with the outer loop have higher limits. Please increase it to 55. Please also ban bicyclists from riding on this road. They take over the entire road, don't move over, hold up traffic, and present a significant safety risk.	Thank you for your comments regarding operations and safety on existing segments of the Outer Loop, including speed limits and bicyclist use. Your input has been documented and will be shared with the County Engineering for consideration as part of ongoing transportation planning and roadway operations.
18	11/14/2025	Online Comment Form	Susan Clark	I prefer the Modified Technically Preferred route. Seems that it would serve a greater population of Collin County. The Alternative Alignment would create greater distance and more cross roads and traffic to allow access to the Outer Loop. How do you propose to get to the Loop if you live in Northern Collin County? Build more roads at what cost? How is this cost effective?	Thank you for sharing your perspective regarding alignment options, access, and cost considerations. Public input related to mobility, accessibility, and long-term planning is an important part of this study, and your comments will be documented and considered as the evaluation continues.
19	11/14/2025	Online Comment Form	Donna Cotter	I prefer the alternate alignment as it is located farther away from the water districts' reservoir and station off C. R. 702 giving the water districts room to expand and grow. Also the alternate alignment runs through the middle of segment 5 making the route easier for all people to use and quicker, especially for the Princeton residents where their is a large population growth!	Thank you for your comments regarding the Alternative Alignment, future population growth, traffic considerations, and potential impacts to water infrastructure. Your input has been documented and will be considered as part of the alignment evaluation process.
20	11/14/2025	Online Comment Form	Adriana Jaimes	Either way either route puts the road less than a mile from our home while disappointing as we just purchased but it makes sense. But how does collin county plan on acquiring this land some of this looks very close to the Farmersville park trails and I'm curious on how fairly the city and landowners will be compensated considering Collin county's inflated land appraisal. Much of the county is also struggling with lack of permanent fire coverage. what does this mean for land owners near working areas will Collin county's provide extra resources for fire coverage or coverage for the areas being cleared with	Thank you for sharing your concerns regarding property acquisition, compensation, public safety, and emergency services. At this stage, alignment options are still under evaluation and no acquisition decisions have been made. Your comments have been documented and will be considered as the study continues to advance.

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				heavy equipment. It's very off putting considering this could yet again be left up to Collin county's residents.	
21	11/14/2025	Email	Gail Prather	Could you please send me a map of where the loop will be on 78 right next to County Road 617? I cannot get the map online to function. Gail Prather	The study team emailed Ms. Prather a map on 12/5/25.
22	11/14/2025	Online Comment Form	Deanne Sampson	The Alternative Alignment makes more sense from a traffic perspective. The new subdivision traffic will need to go south, not north. Using the Modified Technically Preferred Alignment will force people north and not many people are commuting north of Blue Ridge. There are also fewer bridges that need to be built with the Alternative Alignment making it more cost effective.	Thank you for providing your comments regarding traffic patterns, bridge needs, and cost considerations associated with the Alternative Alignment. Your input has been documented and will be considered as part of the alignment evaluation process.
23	11/14/2025	Online Comment Form	Bethany Thompson	Hello, My grandma's property is where the outer loop goes directly through. Can you please not do this because that property is so important for my family and I and my grandpa worked so hard to achieve this beautiful space of land. It hold so many precious memories for him and his family, kids, grandkids, and anyone else who earn to privilege of glimpsing it. Texas is such a precious space and it's terrible to see how we keep destroying it with urban amenities rather than preserving it.	Thank you for sharing your concerns regarding potential impacts to family property and land with personal and historical significance. Your comments have been documented and will be considered as part of the ongoing evaluation of alignment options.
24	11/14/2025	Online Comment Form	Barbara Tice	I live on the middle of [redacted] in the Blue Ridge. Will our home that we have worked so hard on for our retirement be affected. Why is CR 580 or FM 981 being widened to accommodate the plan to meet up with 380? It dies not seem very cost effective to have to buy and plow thru people's homes instead of just widening existing roads that run parallel to 380.	Thank you for your questions regarding potential impacts to your property, cost considerations, and the use of existing roadways. Alignment options are still under evaluation, and no final decisions have been made. Your questions and concerns have been documented and will be considered as the study progresses.
25	11/14/2025	Email	Roopa Tiruveedula	Hello Team, Good morning. We are reaching out regarding the proposed Collin County Regional Outer Loop construction. Our property, detailed below, is currently in active use, and we are concerned about the potential impact this project may have on our house and land. We would greatly appreciate any information or guidance you can provide regarding how the construction might affect our property, including any changes to access, boundaries, or usage. We have highlighted subjected property in the following image for your reference. Property ID: [redacted] Property Address: [redacted] Owner: [redacted]	Thank you for your interest in this study. The alignments shown are preliminary and no decisions have been made. There are several steps that need to occur before construction can begin. Following the completion of this study, the County will begin the right-of-way mapping process. However, at this stage, no decisions have been made regarding property acquisition. If right-of-way acquisition becomes necessary in future phases, it would follow applicable state and federal requirements. Your contact information has been added to the study mailing list.

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26	11/14/2025	Online Comment Form	Josh Turner	I travel this area every day for work and personal reasons. I support an upgrade to the road system, but please don't use eminent domain. If someone doesn't want to sell, there's nothing wrong with an increased cost and a few extra bends to go around them. God Bless Texas!	Thank you for sharing your perspective regarding roadway improvements, property rights, and cost considerations. Your comments have been documented and will be considered as part of the evaluation of alignment options for Segment 5.
27	11/15/2025	Online Comment Form	Jan Pillai	Prefer the alternate alignment for a number of reasons: Less number of private land parcels needed for ROW, more efficient in cost and convenience.	Thank you for your comments regarding the Alternative Alignment and its potential benefits related to right-of-way needs, cost, and convenience. Your input has been documented and will be considered as part of the alignment evaluation process.
28	11/15/2025	Online Comment Form	Subbarayan Venkatesan	The Modified Technically Preferred Alignment is better than the rest as it has the advantages of the technically preferred alignment and reduces the impact to many land owners and results in faster ROW acquisition.	Thank you for sharing your preference for the Modified Technically Preferred Alignment and your perspective on right-of-way impacts. Your comments have been documented and will be considered as the study continues.
29	11/16/2025	Online Comment Form	Jason Hubbard	I live in the trails of blue ridge subdivision which is right near the path of this road, about .4 miles away. The road noise and traffic on 78 near our home is bad enough but adding more traffic and road noise will only deteriorate my home values and country life. The northern route makes more sense vs. the alternate that I love close to.	Thank you for your comments regarding traffic, noise, property values, and alignment preference near your community. A traffic and noise study would be done at a later date once a preferred alignment has been identified. Your input has been documented and will be considered as the study advances.
30	11/16/2025	Online Comment Form	Rebecca Peterson	Stick with the original map	Thank you for your comments.
31	11/16/2025	Online Comment Form	Tracy Phillips	I am the owner of a 27.2-acre property on [redacted] Based on the published maps, the northern portion of my land falls within the proposed Segment 5 corridor. I am requesting a re-evaluation of the alignment due to the following concerns: 1. Rural character, privacy, and environmental quality This area is a low-noise, low-light rural community. The proposed alignment would introduce permanent increases in noise, headlight glare, and light pollution that would significantly alter existing environmental conditions. These impacts cannot be mitigated once the roadway is built. 2. Deviation from previously anticipated alignments Earlier Outer Loop planning indicated an alignment farther north/east, following existing major corridors. The current alignment appears to have been shifted for cost or distance reasons, but it increases impacts to rural residential properties and fragments large parcels. Alignments that follow established routes typically produce fewer long-term impacts 3. Drainage and hydrology concerns My property drains north toward the proposed roadway location. Any embankments, culverts, or changes to	Thank you for your comments. The study team is evaluating multiple alignment alternatives as part of the planning review process. Once a preferred alignment is identified, further engineering and environmental studies would be conducted. Your request to re-evaluate the alignment and consider alternatives farther north has been noted and will be considered as the study continues to advance.

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				natural runoff patterns could create flooding, erosion, or hydrologic impacts to my land. I request that drainage modeling and hydrology analysis be completed and shared publicly. 4. Proximity to reservoir and sensitive areas The revised alignment appears closer to a nearby reservoir, raising potential concerns for watershed impacts. This factor warrants additional review of alternatives. Request: I respectfully ask the project team to re-evaluate the alignment and consider shifting the corridor north to follow existing major roadways. This alternative would reduce impacts to rural residents, drainage systems, and environmental quality. Thank you for considering this comment.	
32	11/16/2025	Online Comment Form	Les Walker	By your alignment you will be taking all the land on my property that can be built on leave me with worthless flood plain. Are you going to compensate me for the depreciation of the land you are not taking.	Thank you for your comment and question regarding potential property impacts. Alignment options are still under evaluation and no acquisition decisions have been made at this stage. If right-of-way acquisition becomes necessary in future phases, it would follow applicable state and federal requirements, including property appraisal and compensation procedures. Your concern regarding remainder impacts and property value has been documented and will be considered as the study progresses.
33	11/17/2025	Online Comment Form	Mike Airhart	My family has been living and farming in Valdasta since the late 1800's. Our land was inducted in the Texas Heritage Farms in early 2000s. My great grandfather helped his neighbors, when they were in need by providing produce and meat. Now you want to repay us by taking our land.	Thank you for sharing your concerns and the history of your family's land and agricultural legacy. The study team is evaluating alignment alternatives and potential impacts. Your comments have been documented and will be considered as the study continues.
34	11/17/2025	Online Comment Form	Becky Airhart-Smith	Please explain the process of habitable structures? The Hope Church in Valdasta is Historical if you go thru here the parking & activity area has been removed and/or compromised.	Thank you for your questions regarding habitable structures and the Hope Church area. Alignment options are still under evaluation, and potential impacts to properties and cultural/historical resources will be considered. Your concerns have been documented and will be considered as the study advances.
35	11/17/2025	Online Comment Form	Becky Airhart-Smith	Why would you want to destroy the community of Valdasta? Have you validated the environmental constraints and the endangered birds?	Thank you for your comments regarding environmental constraints and potential impacts to wildlife, including threatened or endangered species. Environmental impacts are considered as part of the study's planning review process. Further environmental studies would be conducted at a later date. Your concerns have been documented and will be considered as the study continues.

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36	11/17/2025	Online Comment Form	Mohammad Asif	Even though the modified technically preferred alignment cost more now but it will cover more area and benefits in future	Thank you for your comment regarding the Modified Technically Preferred Alignment and its potential long-term benefits. Your input has been documented and will be considered as the study continues to advance.
37	11/17/2025	Online Comment Form	Crystal Coorough	I am totally against the realignment. This would be taking out Old Valdasta which is an old historical area and destroying so much farm land and a church around it. This butts up to the back of our property, taking away land from us and our neighbors, and will destroy market value for our house let alone put a large freeway in our backyard. It also goes right through a resevor. Please do not do this! An alignment along 545 would make so much more sense	Thank you for your detailed comments regarding potential impacts to Valdasta, nearby historic and community resources, farmland, water resources, and property value. The study team is evaluating multiple alignment alternatives and considers community, environmental, and property impacts as part of the study. Your concerns and suggested alternative have been documented and will be considered as the study progresses.
38	11/17/2025	Online Comment Form	Adam Jackson	What is the time and location address of the meeting tomorrow (Tuesday November 18th)?	The study team sent Mr. Jackson an email on 11/17/25 with details and the website for the Segment 2 meeting that was held on 11/18/25.
39	11/17/2025	Online Comment Form	Shirish Kavoor	The alternative alignment is a more direct and shorter connection. A straighter alignment will be more useful and have a smaller impact. With so much increase in traffic it is important and get this project completed as soon as possible. Alignments should avoid people's homes to the extent possible.	Thank you for your comments supporting the Alternative Alignment and for noting considerations related to directness, cost, traffic, and avoiding homes where practicable. Your input has been documented and will be considered as part of the alignment evaluation process.
40	11/17/2025	Online Comment Form	Stacy Morgan	The alternative "solid lines" goes directly through Valdasta and a historical marker and a historical building. There is open property North of 545 over to 2862 "Houston St." That would be less impact full to homes in the area. Also, From Houston St/545 intersection straight south to CR 502 is farmland. So why not shift the solid line over to avoid Valdasta and the Historical building there.	Thank you for your comments regarding potential impacts to Valdasta, including historic resources, and for your suggestion to shift the alignment to reduce impacts to homes and farmland. The study team is evaluating alternatives and potential impacts to cultural resources and surrounding properties. Your input has been documented and will be considered as the study continues.
41	11/17/2025	Email	Jennifer Morris	Hi, Jen Morris, Property ID [redacted] Please reconsider your location for the outer loop. Valdasta is a tight community which is very peaceful and well established. I bought my property in 2017 for the quiet country feeling. You're basically planning on running this enormous road through my front yard. It looks as if no one has come to survey what is in our community. The map looks like you're wiping out the historic Church?! Do you think just because we are peaceful country folk that we will be the path of least resistance?! Some of these land owners have been here for 7+ generations. Please post that on my portion of the map. [redacted] Thank you, Jennifer Morris Sent from my iPhone	Thank you for your comments regarding potential impacts to your property and the Valdasta community, including concerns about historic and community resources. The alignments shown are part of an ongoing evaluation, and potential impacts to properties and cultural resources will be considered as part of the planning review process. Your request to include your concerns in the project record has been documented and will be considered as the study advances.

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42	11/17/2025	Online Comment Form	Antonio Palazzolo	After reviewing the proposals, I personally favor the modified technical preferred alignment. I feel the environmental impact would better serve the community of Blue Ridge if this were what is decided. It's been my experience that cost effectiveness and faster routes aren't always best to serve the permanent residents of the area.	Thank you for your comment and for sharing your preference for the Modified Technically Preferred Alignment. Your input regarding environmental considerations, community impacts, and cost has been documented and will be considered as the study continues to advance.
43	11/17/2025	Email	Rebecca Peterson	To Whom It May Concern: My name is Rebecca Peterson, and I am a homeowner in The Trails of Blue Ridge. I write to express my strong opposition to the proposed alternative alignment of the Collin County Outer Loop (segment 5) that would run directly behind my property and the HOAs private nature preserve. This alignment is wholly unacceptable for the following key reasons: 1) Severe Impact on Quality of Life & Property Value - The proposed route will bring constant traffic noise. Highway noise isn't just a temporary inconvenience — it will become part of our daily lives. Increased decibel levels from a major road degrade the serenity of a residential area, interfere with sleep, conversation, and general well-being. - Importantly, national and regional studies show that homes adjacent to highways often decrease in value. According to reports, property declines of 8–10% or more are common when backing onto a busy road. - Given these financial implications, this alignment would be a direct threat to our investment in our homes, possibly undermining our ability to sell in the future. 2) No Adequate Mitigation for Noise Issues - According to TxDOT's own draft environmental assessment, noise barriers were considered but ultimately "not feasible and reasonable" for at least some of the impacted homes. - Federal guidelines (FHWA) require that noise abatement efforts be made when impacts are predicted. However, options are limited. Vegetative buffers (trees/shrubs) might help visually, but they are ineffective to significantly reduce noise unless extraordinarily large (e.g., 200-foot-thick vegetation) — which likely isn't realistic in our	Thank you for your detailed comments regarding potential impacts to your neighborhood and HOA nature preserve, including concerns about noise, air quality, water resources, safety, property values, and mitigation. These considerations are part of the ongoing evaluation of alignment options. Your request for continued community engagement and further study has been documented and will be considered as the study progresses.

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				neighborhood. - Insulating existing homes or installing soundproofing is not a sufficient or equitable solution. According to FHWA, insulation can be expensive, often not funded, and is rarely used for private residences. - In short, the promised mitigation does not protect our homes, our health, or our quality of life. 3) Destruction of Natural Landscape & HOA Amenities - The proposed alignment would run along our HOA's nature preserve, a key part of why we built or moved here. This preserve is not just aesthetic — it's integral to our community's identity, outdoor recreation, and ecological well-being. - Building a highway near this preserve would result in habitat fragmentation. Roads divide ecosystems, disrupt wildlife corridors, and degrade habitat quality. - Noise, pollution, and human intrusion will significantly degrade the preserve's value as a tranquil, safe, natural space for residents and wildlife alike. 4) Health & Environmental Harm - Increased traffic means more vehicle emissions (exhaust, particulate matter), especially if heavy trucks use this route. These pollutants pose documented risks to air quality and public health. - There are also broader ecosystem impacts. Linear infrastructure like highways alter water runoff, soil, vegetation, and can permanently shift how a nature preserve functions. - The environmental assessment already flags "indirect impacts" including alteration of vegetation, disruption of ecological processes, and water-quality concerns. 5) Long-Term Community Cohesion & Safety - Cutting a major highway through a residential area threatens neighborhood cohesion. What is now a serene, private space would become part of a thoroughfare — affecting property lines, views, and privacy.	

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				- Increased traffic, especially commercial or heavy vehicles, raises safety risks for residents, including in our shared spaces (walking trails, preserve paths, children's play areas). 6) Alternative Solutions Exist - Rather than this destructive alignment, the county and TxDOT should thoroughly evaluate less damaging alternatives (e.g., alignments that avoid residential areas, use buffer zones, or route highways along less sensitive land). - We should demand a transparent, community-involved process: more public hearings, noise studies, environmental studies, and a robust re-evaluation of route options that preserve the integrity of residential areas and nature. For these reasons, I strongly urge the county commissioners, planning staff, and TxDOT to reject the proposed alignment that parallels our property and the HOA preserve. The costs to our health, property, environment, and community are simply too high, and the trade-off for "connectivity" is unacceptable. Please engage more deeply with the community, commit to real alternatives, and protect the neighborhoods and green spaces that make our area uniquely livable. Thank you for considering our concerns. I am happy to meet, provide testimony, or work with my neighbors to propose viable alternatives. Sincerely, Rebecca Peterson The Trails of Blue Ridge	
44	11/17/2025	Online Comment Form	Tracy Phillips	Sorry I submitted my comments incorrectly here instead of via the map. I corrected it. Where do I find a way to sign up for notifications on the Collin County Outer Loop segment 5? Thank you!	Thank you for your interest in this study. Your contact information has been added to the study mailing list.
45	11/17/2025	Online Comment Form	Fran Pritchard	I am opposed to route using county road 500. I would like exact route going proposed.	Thank you for your comment and request for additional detail regarding the proposed route near County Road 500. The alignments shown as part of this study are preliminary and subject to further

Comment Number	Date	Source	Name	Comment	Response
					evaluation. Additional mapping materials are available on the study website, and your request for clearer route information has been documented and will be shared with the study team.
46	11/17/2025	Email	Regina Small	Dear Committee Members or Whom it May Concern, I am writing to provide input on the comparison between the technically preferred alignment for the Collin County Outer Loop and the proposed alternative alignment. The alternative alignment does not function as an outer loop. Its location and configuration more closely resemble a cut-through rather than a true perimeter route. As a result, it does not support long-term regional mobility goals. In contrast, the modified technically preferred alignment maintains the characteristics of a genuine outer loop and better aligns with the intended purpose of the project. Current analysis appears to emphasize present-day development patterns rather than projected growth. Collin County continues to experience rapid expansion, including in areas east of the proposed corridors. A long-term transportation framework must account for future population increases, emerging development east of the existing growth centers, and the corresponding need for an efficient north-and-east regional connection. An alignment that does not position the roadway appropriately for this growth may require significant redesign or additional infrastructure investments in the future. For these reasons, the original modified technically preferred alignment offers stronger long-term utility and maintains the functional intent of an outer loop. It provides a more strategic foundation for supporting regional mobility, future development, and long-range transportation planning. In addition, I would like to document the practical impacts on my property. Based on the current Technically preferred alignment, this would cross the central portion of the land, separating the existing cow pasture from the remainder of the property and impacting the pond used for livestock and lose a complete grazing pasture. It would also intersect areas currently used for agricultural functions, including livestock enclosures for goats and chickens. These changes would prevent the property from functioning as agricultural land in its current form and would displace all existing operations. I provide this information solely to record the land-use considerations associated with the alignment. Thank you for your consideration of these comments. I appreciate the opportunity to provide input on this	Thank you for your detailed comments regarding the alignment options and the purpose of an outer loop facility. The study team is evaluating multiple alternatives based on the project's purpose and need, as well as potential impacts to property, agricultural operations, and regional mobility. Your concerns regarding long-term planning, as well as the specific operational impacts you described on your property, have been documented and will be considered as the study continues to advance.

Comment Number	Date	Source	Name	Comment	Response
				process. Regina Small Collin County Resident.	
47	11/18/2025	Online Comment Form	Laura Gonzales	Please email details on loop seg 5. Specially around county road 500	The study team responded to Ms. Gonzales on 1/14/26 and sent a map.
48	11/18/2025	Email	Mary Matthews	I would like to voice my objection to current proposed route on loop #5 Blue Ridge. The orange secondary proposal that goes into Blue Ridge would be a much smoother transition and cause less disturbance to me and my neighbors property. When will you make your final decision? Regards. Mary Matthews [redacted]	Thank you for your comment regarding alignment preference and potential property impacts. The study team is evaluating multiple alternatives, and your input has been documented and will be considered as the study progresses. Information regarding the anticipated decision process and schedule will be provided as the study advances and materials are updated.
49	11/18/2025	Online Comment Form	Stacy Morgan	There is a utility line just east of Whiterock Baptist church that runs southeast to CR 1827 and continues southeast near CR500. Why not use this same path which would be more direct and displace way fewer families?	Thank you for your comment and suggested adjustment to reduce displacement. The study team is evaluating multiple alignment alternatives and considers opportunities to avoid or minimize impacts to homes and communities where practicable. Your suggestion has been documented and will be considered as the study continues.
50	11/18/2025	Email	Kamie Porro	When you compare the Modified Technically Preferred Alignment (basically the original plan) and the Alternate Alignment (newer plan), the only difference is the cost per Virtual Public Meeting slide #14. However, have you considered the long term higher taxpayer cost of buying out more developed privately owned homes, land and lots at a higher cost per acre as well as the additional planning and building of more infrastructure that comes along with a major highway system going into pre-existing developed areas? The Alternate Alignment plan would quickly result in over congestion in an area that was built by homeowners who wanted country charm and rural appeal with larger lots, not the overcrowding that has a way of running amuck because of poor city planning. With the already pre-existing developed area in place, a highway system added through this area would result in additional patchwork community planning and poor management of what should be the balanced expansion of the NE corner of Collin County. A major highway system added to the literal backyards of recently built planned housing communities will cause an overall degradation of the charm that is NE Collin County. In fact, the proposed Alternate Alignment could potentially come to resemble the parts of Garland that 635 goes through because no one wants their backyard abutted to 70MPH	Thank you for your detailed comments regarding long-term planning considerations, potential costs, community impacts, and alignment preference. The study team is evaluating alternatives based on the study's purpose and need as well as factors such as property impacts, engineering considerations, environmental resources, and cost. Your input regarding long-term outcomes and the potential effects of routing near developed areas has been documented and will be considered as the study continues to advance.

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				freeways. Look also at both George Bush and Sam Rayburn highways as another example. The areas along these highway systems where homes were nearby but not adjacent to the highways, those areas had the ability to develop into beautiful neighborhoods that boosted home prices and livability, because adequate space was allocated to allow business to be built along the highway service roads, such as in Plano, Frisco and Allen. These cities allowed the area near the highway to expand in a managed way that resulted in highly desirable neighborhoods and lower crime. Then look at the areas of Carrollton where George Bush went immediately through existing neighborhoods, those areas declined rapidly and remain undesirable to live in because of the destruction of the liveability of the homes next to the highway. When you consider the historical implications of the progression of both George Bush and Sam Rayburn highways, is Collin County truly looking toward the future? As a Collin County home owner and taxpayer, I have to ask what the long term cost to Collin County will be when only the immediate cost is being considered. The NE corner of Collin County is expected to grow considerably per your assessments, let the communities be well planned out to continue to allow Collin County to thrive, not simply exist to the detriment of poorly planned future growth. The best way to ensure this well thought out growth and expansion is to keep the Modified Technically Preferred Alignment plan for the loop-5 segment. Without it, there is too great of a risk to have more fast paced pop ups of other piecemeal, overbuilt and poor urban planned areas, similar to what happened to the once endearing areas of Princeton and McKinney. I urge you to not let Collin County become an over urbanized hellscape that is associated with too many other areas of North Texas. Do your elected due diligence and preserve the beautiful and serene landscape of NE Collin County by letting population grow around the Loop 5 segment, not ramming the highway down the throats of homeowners that have contributed to the well planned out version of Collin County. Sincerely, Kamie	
51	11/18/2025	Online Comment Form	Kimberly Sherrin	This is absolutely devastating that you see going through these small towns fits this best!! We want to raise our son in this small town (right around the corner from where we grew up). There has to be better and else where to build this outter loop then to bring more traffic, around about	Thank you for sharing your concerns regarding potential impacts to your family, your community, and quality of life. The study team is evaluating alignment alternatives and potential impacts to nearby properties and communities. Your comments have

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				out of the way,way. You are proposing to building this right by our road and take so much of what we have built and live for away in amatter of seconds! Take this outter loop out of blue ridge and build it somewhere else!	been documented and will be considered as the study progresses.
52	11/19/2025	Email	Alondra Acuna	Hello, I hope you're doing well. My name is Alondra Acuna, and I am a resident on [redacted] in Blue Ridge. I am reaching out to request information regarding the Collin County Outer Loop project and how it may affect properties in our area. Specifically, I would like to know whether homes near County Road 669 fall within the planned route or right-of-way zone, and if there is any possibility of property acquisition or eminent domain for residents who live very close to the proposed highway. If available, could you please provide: Current or projected right-of-way maps for our section Whether our specific area is expected to be impacted The timeline for decisions related to land acquisition or homeowner notifications I appreciate any guidance or documentation you can share. Thank you in advance for your time and assistance. Kind regards, Alondra Acuna [redacted]	The study team responded to Ms. Acuna on 1/14/26 and sent a map.
53	11/19/2025	Online Comment Form	Mark Downing	Are you going to reimburse me for the reduction in value of my property in The Trails if the alternative route goes across the back of my property?	Thank you for your comment and question regarding potential impacts to property value. Alignment options are still under evaluation and no acquisition

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				Otherwise the technically or modified technically preferred has my vote!	decisions have been made at this stage. If right-of-way acquisition becomes necessary in future phases, it would follow applicable state and federal requirements, including property appraisal and compensation procedures. Your concerns regarding property value impacts and your alignment preference have been documented and will be considered as the study continues to advance.
54	11/19/2025	Online Comment Form	Tim Gimeno	Would prefer ya'll to use the yellow route. The blue route seems it would cut right through the country in the middle of nowhere…right through our property and would ruins our peace and quite lifestyle. Also, Yellow route seems to have way more population thus the reason for the road. Please for the love of god done build the blue route! I can say for sure that NO ONE in Pike or Frog it want a highway coming though our little town!!!	Thank you for your comment regarding alignment preference and concerns about impacts to your property and rural quality of life. The study team is evaluating multiple alternatives and considers factors such as community impacts and future growth. Your input has been documented and will be considered as the study progresses.
55	11/19/2025	Online Comment Form	Stacy Morgan	There is a utility line just east of Whiterock Baptist church that runs southeast to CR 1827 and continues southeast near CR500. Why not use this same path which would be more direct and displace way fewer families?	Thank you for your comment and suggested adjustment to reduce displacement. The project team is evaluating multiple alignment alternatives and considers opportunities to avoid or minimize impacts to homes and communities where practicable. Your suggestion has been documented and will be considered as the study continues.
56	11/19/2025	Online Comment Form	Caroline Prather	Could you please tell me if any land will be purchased on either side outside of the perimeter of the lines I mean did the colored lines showing the road is that all the land that will be encompassed or will land on either side be purchased for any reason?	Thank you for your question regarding the limits of right-of-way. The colored lines shown in public materials represent preliminary alignment concepts and do not by themselves define final right-of-way needs. The study will continue to evaluate potential alignments and consider opportunities to avoid or minimize impacts to homes and communities where practicable. Your question has been documented and will be shared with the study team.
57	11/19/2025	Online Comment Form	Frances Pritchard	The original planned proposed route would be less costly not affecting as many agricultural land holders and families. It is my understanding that 134 home sites are being planned for 500/982 and new homes to be built 470/500 which would be very costly. Why not stick with original propose /study.	Thank you for your comment. The project team evaluated multiple alignment alternatives, including the originally proposed route, as part of the planning review process. Each alternative was assessed based on factors such as cost, potential impacts to agricultural lands and property owners, environmental considerations, and the ability to meet the project's purpose and need. Your comments regarding cost, agricultural impacts, and alignment preferences have been documented and will be considered as the study continues to advance.
58	11/19/2025	Online Comment Form	Frances Pritchard	The proposed housing development i spoke of i stared 500/982 wrong 500/832 sorry and it is just speculation at this point	Thank you for the clarification and additional information. Your updated comment has been documented and will be included in the study record as the study continues.

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59	11/19/2025	Online Comment Form	Karan Shridharani	Can you add me to any mailing list you may have so I can remain updated with this project?	Thank you for your interest in this study. Your contact information has been added to the study mailing list.
60	11/20/2025	Online Comment Form	Steve Christiaens	Since the alternative alignment would pass in or very near our property, we would like to be kept updated on the plan. Short-term it would negatively impact our property value, to say nothing of our quality of life. When we bought in 2014, the segment was slated to be further north, which played a big part in us buying where we did.	Thank you for your interest in this study. Your contact information has been added to the study mailing list. The study team evaluated multiple alignment alternatives as part of the planning review process, including options that have been publicly identified since 2007 as well as newer alternatives. Each alignment was assessed based on potential impacts to nearby properties, and the study's purpose and need. Your concerns regarding property values, quality of life, and reliance on previously identified alignments have been noted and will be considered as the study continues to advance.
61	11/20/2025	Online Comment Form	T.J. Lane	In the materials put online for the Outer Loop Segment 5 Virtual Public Meeting, the study area is at several places referred to as "southeast" Collin County (pages 8-9). It's in the northeast quadrant. I'm working on and will submit more detailed comments, but figured you might want to go ahead and make this revision to a document I realize is a work in progress. Thank you, T.J. Lane McKinney	Thank you for your comment and for noting the terminology used in the public meeting materials. The study team appreciates your attention to detail, and this clarification regarding the project's location within northeast Collin County has been noted. The materials were updated online.
62	11/20/2025	Online Comment Form	Dorman Mannon	Hello All, I just wanted to sign up for updates to this discussion. Thank you, Dorman	Thank you for your interest in this study. Your contact information has been added to the study mailing list.
63	11/20/2025	Online Comment Form	Austin Russell	Hello, Can you let me know if the NCTCOG is involved in permitting the Collin County Outer Loop. Thank you, Austin Russell	Thank you for your question. The Collin County Outer Loop study is being coordinated with relevant regional and state agencies as appropriate, including transportation planning organizations. Coordination and permitting requirements will continue to be addressed as the study advances.
64	11/20/2025	Email	Chithirai Selvakumar	Hi Any update? Best Regards Chithirai selvakumar On Sun, Nov 2, 2025, 8:29 PM chithirai S Mani [redacted] wrote: Good morning, My land falls under the purple part of the survey lines. I would like to know more about this and the survey being taken. I want to know the plans on this highway and what	The study team responded to Mr. Selvakumar on 1/14/26 and sent a map.

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				they would do with my land. I am not actively looking to sell my land. Please provide me with full details at your earliest convenience. Thank you image.png --image.png Best Regards Chithirai selvakumar Mob: [redacted]	
65	11/20/2025	Online Comment Form	Sierra Yoder	Hi! Wanted to understand when stage 5 of the project is going to be under construction. Thanks!	Thank you for your question. Segment 5 of the Collin County Outer Loop is currently in the planning review phase. Construction timelines have not yet been finalized and will depend on future approvals, funding, and completion of required studies. Updates will be provided as the study progresses.
66	11/21/2025	Online Comment Form	Regina Forster	To the Collin County Outer Loop Project Engineers and County Commissioners: Re: Opposition to the Sudden Alternative Alignment & Request to Uphold the Previously Published Outer Loop Route Dear Commissioners and Project Engineers: We are writing to strongly oppose the newly introduced alternative alignment for the Collin County Outer Loop that cuts directly through our property and the property of long-standing neighbors. This alignment was never shown, referenced, or discussed in the published materials available at any point prior to now November 2025. This issue is not about resisting growth — it is about honoring the County's own long-standing planning documents, protecting residents who made good-faith decisions, and avoiding irreversible damage to agricultural livelihoods and natural ecosystems. 1. The County's Own Maps Guided Property Purchases The Outer Loop alignment has been on the books since 2007, with the Technically Modified Alignment finalized in 2010. That is the alignment we relied on when purchasing our land in 2020. We performed due diligence: • We reviewed the 2007 plan • We reviewed the 2010 modified alignment • We ensured the route was to the east and north of our property • No alternative route was ever indicated or open for public comment We bought this land because we were safely away from	Thank you for your comment. The study team evaluated multiple alignment alternatives as part of the planning review process, including the Technically Preferred, Modified Technically Preferred, and Alternative Alignments. Each option was assessed based on potential impacts to property, environmental impacts, cost, and the study's purpose and need. Your concerns regarding reliance on previously published alignments, environmental impacts, and public process have been documented and will be considered as the study continues to advance.

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				the published route. 2. The 2024 alternative alignment represents a sudden, unpublicized deviation The newly proposed route cuts through: • Our home (coming within 80 feet of our front door) • Our cattle pastures • Our ponds used for livestock water • Our wildlife corridors and wooded areas • Our corrals, fencing, and agricultural infrastructure built at great cost • A natural drainage basin flowing into a major watershed Changing a well-established, publicly documented alignment nearly 15 years later — without providing earlier notice or transparent rationale — creates severe and unfair consequences for property owners who relied on official information. 3. Our neighbor's multi-generation property is also being destroyed This is not an isolated impact. Our neighbor, whose family has had their land for generations, also made investments based on the long-established route: • He recently built a one-acre pond • Installed new fencing • Completed a native grass restoration • Prepared his land for a future Wagyu cattle operation • Planned his home site — on the same hill as ours — to overlook his pond • He has not yet built the house, but he has invested tens of thousands preparing the land responsibly He too relied on the County's published maps for over a decade. 4. Residents who purchased near the "true" Outer Loop knew the risks — we did not This must be stated plainly: Everyone who purchased property on the long-published alignment knew the Outer Loop was coming. It has been on the map since 2007. Buyers accepted that risk. Those of us located outside that corridor — relying on official County planning — should not be penalized for making responsible, informed decisions. The County's public maps guided land values, purchase decisions, and long-term planning for families and agricultural operations for nearly two decades.	

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				To deviate now — after people invested their life savings based on your published information — is an avoidable harm that undermines trust. 5. Environmental, agricultural, and watershed impacts The proposed route would: • Destroy wildlife habitat supporting deer and other species • Disrupt the main drainage channel from the hill into a major watershed • Remove agricultural land used for clean, pasture-raised beef for local families • Eliminate ponds and water access for livestock • Damage soil, water flow, and flood-plain ecology These findings merit environmental review and reconsideration. 6. The "true" route remains the safest, most consistent, and least harmful alignment The existing Outer Loop corridor: • Has been publicly known for over 15+ years • Minimizes impacts to established homes and agricultural operations • Honors the planning process the County initiated • Respects landowners who made decisions based on your maps • Avoids uprooting families in their late 50s who cannot simply start over	
67	11/21/2025	Email	Deanne Sampson	The Alternative Alignment makes the most sense for the road. People are not traveling north in Collin County, which they would have to do to use the Technically Preferred Alignment or the Modified Technically Preferred Alignment. The Alternative Alignment crosses fewer creeks and flood plains, which should be more cost effective. If the Technically Preferred Alignment or the Modified Technically Preferred Alignments are chosen, then I will push for a 20-foot-high sound barrier to be built to block the traffic noise from my property.	Thank you for your comment. The project team evaluated multiple alignment alternatives based on factors such as traffic patterns, cost, floodplain and creek crossings, and potential community impacts. Noise analyses are part of the environmental review process, and would be completed during a later phase in the project. Your input regarding alignment preference and noise concerns has been noted.
68	11/22/2025	Online Comment Form	Karen Y	Highly against yellow loop option vs blue line. We live on 622 and 78 and this will cut near our property effecting several factors.	Thank you for your comment. The study team evaluated multiple alignment alternatives as part of the project development process. Each alternative was assessed based on potential impacts to nearby properties, community considerations, environmental factors, and the study's purpose and need. Your concerns regarding property impacts and alignment preference have been noted and will be considered as the study continues to advance.

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69	11/24/2025	Email	Regina Forster	I'm writing with deep concern regarding the proposed Alternative Alignment for Segment 5. My family and I built our homestead and working farm from scratch over the past four years, pouring our life savings and heart into this property. We've built roads, ponds, fenced pastures, and brought utilities over 1,200 feet to our home. This land isn't just a property—it's our dream, our sanctuary, and the foundation of a future charity to support our community. Seeing that the highway is planned just 80 feet from our back door is devastating. It would cut through our pastures, pond, and livestock enclosures, leaving the property largely unusable. We chose this site for its tranquility, wildlife, and scenic valley views. I am reaching out to kindly request a detailed schematic of Segment 5 and the contact information for the engineers assigned to this portion. The plans online are too small to read, and I need clarity on what is being proposed. For some reason when I try to enlarge them everything goes fuzzy. This project threatens not just our property, but our livelihood and dreams. Any guidance or information you can provide would mean the world. Thank you for your understanding and attention. [redacted] Best Regards, Regina Forster Accounting	Thank you for your comment. The study team evaluated multiple alignment alternatives as part of the planning review process, including the Technically Preferred, Modified Technically Preferred, and Alternative Alignments. Each option was assessed based on potential impacts to property, environmental impacts, cost, and the study's purpose and need. Your concerns regarding reliance on previously published alignments, environmental impacts, and public process have been documented and will be considered as the study continues to advance.
70	11/24/2025	Online Comment Form	Laura Richey	Why is this necessary at all ? Why disrupt & destroy peoples property for the sake of convenience ? I am opposed to the whole thing, sorry.	Thank you for your comment. The purpose of the Collin County Outer Loop is to address long-term regional mobility needs and anticipated growth. Multiple alignment alternatives are being evaluated to balance transportation needs with potential impacts to property owners, communities, and environmental resources. Your opposition to the project and concerns regarding property impacts have been noted.
71	11/25/2025	Email	Randie Berry	Hello I'm reaching out schedule or inquire about a time and date when the meeting will be help, prior to the loop route being finalized. Thank you	Thank you for your interest in this study. Your contact information has been added to the study mailing list. Information regarding public meetings and opportunities for input will be shared as it becomes available.
72	11/25/2025	Online Comment Form	Patti Burnside	I suggest the route that has been established since 2007.	Thank you for your comment. The study team evaluated the alignment that has been identified since 2007, along with other alternatives, as part of the planning review process. Your preference for maintaining the long-established alignment has been noted and will be considered as the study advances.

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73	11/25/2025	Email	Julia Eller	Hello, I am a landowner for the next step segment 5. I would like a map that is clear showing the 3 proposed paths in Collin County. In other words, I can not see the roads and lands that the proposed road would be crossing. Also, please keep informed during this process. Julia Ann Eller [redacted]	Thank you for your comment and request. Additional mapping materials showing the proposed alignment alternatives are available on the project website, and updates will continue to be provided as the study progresses. Your request to remain informed has been noted, and your contact information has been added to the study mailing list.
74	11/25/2025	Online Comment Form	Regina Forster	When do you plan to make a decision on the Alternative Alignment. A lot of people in the path of this new proposed path are freaking out. I was told by a trusted person in the community yesterday he thinks it's Jan or Feb of 2026 you will make the decision? Please fill me in... This website, if I'm reading it right, states it's Spring of 2025 which is March-May? Please fill me in on the month you will make your final decisions. Thanks for your help.	Thank you for your question. A final decision regarding alignment selection has not yet been made. The study team is currently reviewing public input and technical analyses, and the anticipated decision timeframe will be shared once it is finalized. Updates will continue to be posted on the study website.
75	11/25/2025	Online Comment Form	Kris Peterson	I am a homeowner in The Trails of Blue Ridge. I write to express my strong opposition to the proposed alternative alignment of the Collin County Outer Loop (segment 5) that would run directly behind my property and the HOAs private nature preserve. This alignment is wholly unacceptable for the following key reasons: Severe Impact on Quality of Life & Property Value The proposed route will bring constant traffic noise. Highway noise isn't just a temporary inconvenience, it will become part of our daily lives. Increased decibel levels from a major road degrade the serenity of a rural residential area, interfere with sleep, conversation, and general well-being. Importantly, national and regional studies show that homes adjacent to highways often decrease in value. According to reports, property declines of 8–10% or more are common when backing onto a busy road. Given these financial implications, this alignment would be a direct threat to our investment in our homes, possibly undermining our ability to sell in the future. No Adequate Mitigation for Noise Issues According to TxDOT's own draft environmental assessment, noise barriers were considered but ultimately "not feasible and reasonable" for at least some of the impacted homes. Federal guidelines (FHWA) require that noise abatement efforts be made when	Thank you for your comment. The study team evaluated multiple alignment alternatives based on potential impacts to residential areas, environmental resources, noise, traffic, and community amenities, as well as the study's purpose and need. Noise and environmental analyses are part of the ongoing review process, and feasible mitigation measures will be considered where applicable. Your concerns regarding quality of life, property values, environmental impacts, and public involvement have been documented and will be considered as the study continues.

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				impacts are predicted. However, options are limited. Vegetative buffers (trees/shrubs) might help visually, but they are ineffective to significantly reduce noise unless extraordinarily large (e.g., 200-foot-thick vegetation) which likely isn't realistic in our neighborhood. Insulating existing homes or installing soundproofing is not a sufficient or equitable solution. According to FHWA, insulation can be expensive, often not funded, and is rarely used for private residences. In short, the promised mitigation does not protect our homes, our health, or our quality of life. Destruction of Natural Landscape & HOA Amenities The proposed alignment would run along our HOA's nature preserve, a key part of why we built or moved here. This preserve is not just aesthetic, it's integral to our community's identity, outdoor recreation, and ecological well-being. Building a highway near this preserve would result in habitat fragmentation. Roads divide ecosystems, disrupt wildlife corridors, and degrade habitat quality. Noise, pollution, and human intrusion will significantly degrade the preserve's value as a tranquil, safe, natural space for residents and wildlife alike. Health & Environmental Harm Increased traffic means more vehicle emissions (exhaust, particulate matter), especially if heavy trucks use this route. These pollutants pose documented risks to air quality and public health. There are also broader ecosystem impacts. Linear infrastructure like highways alter water runoff, soil, vegetation, and can permanently shift how a nature preserve functions. The environmental assessment already flags "indirect impacts" including alteration of vegetation, disruption of ecological processes, and water-quality concerns. Long-Term Community Cohesion & Safety Cutting a major highway through a residential area threatens neighborhood cohesion. What is now a serene, private space would become part of a thoroughfare, affecting property lines, views, and privacy. Increased traffic, especially commercial or heavy vehicles, raises safety risks for residents, including in our shared spaces (walking trails, preserve paths, children's play areas). Alternative Solutions Exist Rather than this destructive alignment, the county and TxDOT should thoroughly evaluate less damaging alternatives (e.g., alignments that avoid residential areas, use buffer zones, or route highways along less sensitive land). We should demand a transparent, community-involved process: more public hearings, noise studies,	

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				environmental studies, and a robust re-evaluation of route options that preserve the integrity of residential areas and nature. The Trails of Blue Ridge also got hit with a "Special District Road Tax" to cover the maintenance cost of poorly constructed and damaged road that the builder left us with. So on top of that, we're potentially going to have to deal with all of the above listed nuisances from the proposed alternate route?! For these reasons, I strongly urge the county commissioners, planning staff, and TxDOT to reject the proposed alignment that parallels our property and the HOA preserve. The costs to our health, property, environment, and community are simply too high, and the trade-off for "connectivity" is unacceptable. Please engage more deeply with the community, commit to real alternatives, and protect the neighborhoods and green spaces that make our area uniquely livable. Thank you for considering our concerns. I am happy to meet, provide testimony, or work with my neighbors to propose viable alternatives.	
76	11/27/2025	Email	Kathirvel Thirumalai	Dear Project Team, We are the property owners of Property ID [redacted] on [redacted], and we appreciate the county's vision for future mobility with the Outer Loop Project. However, the alternative diagonal alignment shown for Segment 5 presents severe and lasting issues for our property and current operations. This alternative alignment cuts directly through the middle of our land, causing immediate and permanent severance. The resulting parcels are irregularly shaped and highly impractical, leading to significant disruption in managing our cattle operation, making movement for livestock and farm equipment extremely difficult, and fundamentally destroying the functional utility of the property. To find a mutually beneficial solution that minimizes the operational damage, we formally propose shifting the alignment to run exclusively along the eastern boundary line of Property ID [redacted] This boundary alignment drastically reduces the overall impact, thereby preserving the functional viability of our existing cattle operation. This strategic adjustment avoids the most costly damage—the permanent crippling of the remaining land—and still accomplishes the goal of establishing the Outer Loop corridor. Please see attached our hand drawn proposal of the	Thank you for your comment and for sharing your proposed adjustment. The alignments shown in the Segment 5 study are preliminary and subject to further evaluation. The study team is considering engineering feasibility, environmental impacts, safety, and the study's purpose and need as part of the ongoing analysis. Your request to shift the alignment along the eastern boundary of Property ID [redacted] and the information you provided regarding operational impacts to your cattle operation have been documented and will be reviewed by the study team as the study progresses.

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				adjustment shown as a green color road along the boundary of our parcel. Thank you for considering our proposal. Property ID [redacted] Legal Description: [redacted] Sincerely, Kathirvel Thirumalai	
77	11/28/2025	Email	Emily Cave	To whom it may concern, I am writing to express my opposition to the proposed Alternative Route for Segment 5 of the Collin County Outer Loop. While I understand the intention to accommodate future growth and transportation needs, this particular alignment poses substantial and unacceptable consequences for our rural communities. First, the proposed route would significantly disrupt the fabric of small-town life that defines this area. Our communities value quiet, safety, and continuity—qualities that would be compromised by a major highway cutting through established neighborhoods, agricultural land, and long-standing homesteads. The proposed alignment does not reflect the character or needs of those who actually live here. Additionally, livestock safety presents a serious concern. Many families rely on open pastureland and established fencing lines that would be severed by the highway. Increased traffic, construction noise, and long-term roadway activity create high risk for livestock injury, escape, or death. This is not merely an inconvenience—it threatens the livelihood of families who depend on their herds for income and stability. Finally, the environmental disruption associated with this alternative route is deeply troubling. The proposed corridor affects natural drainage areas, wildlife habitats, and mature tree stands that cannot easily be replaced. Rural ecosystems are already sensitive, and introducing a major transportation corridor would irreversibly damage the landscape and local biodiversity. For these reasons, I strongly urge planners and decision-makers to consider other routing options that minimize harm to rural communities, preserve agricultural land, and protect our natural environment. Growth and progress do not have to come at the expense of the people and landscapes that make Collin County unique. Thank you for your time and consideration.	Thank you for your comment. Multiple alignment alternatives are being evaluated as part of the Segment 5 study, including consideration of potential impacts to rural communities, agricultural operations, environmental resources (including drainage and wildlife habitat), and long-term community effects, along with engineering feasibility, cost, and the project's purpose and need. Your concerns regarding community character, livestock safety, and environmental impacts have been documented and will be included in the study record.

Comment Number	Date	Source	Name	Comment	Response
				Sincerely, Emily Cave	
78	11/28/2025	Email	Hannah White	To whom it may concern, I am writing to oppose the proposed Alternative Route for Segment 5 of the Collin County Outer Loop. The proposed Outer loop highway route should remain with the original plan to build up and around Blue Ridge, as it is the better access to rural locations that are rapidly growing in population and business. Small towns such at Anna, Blue Ridge, Melisa, Lavon, Leonard, Merit and Farmersville have had a rapid increase in population. Unfortunately, many of these rural locations are also integral farming properties that support the American Beef industry, along with other agricultural products like corn feed, hay, and local food. To build directly through these areas would break up many properties, potentially destroying their livelihood and negatively affect the agriculture of Collin county. It's is better to build around these towns. Industrial development will further drive these family farms out of business. Family's that have been in Collin county for generations. There are already established roads and routes to access larger highways to get to the Dallas metroplex area. The larger loop provides better access for people further out. I urge you to pursue other routing options that protect rural residents, preserve agricultural operations, and reduce environmental harm. Thank you sincerely from a fourth generation cattle rancher,	Thank you for your comment. The study team is evaluating multiple alignment alternatives as part of the Segment 5 study, including considerations related to future growth, regional mobility, property and community impacts, environmental resources, and effects on agricultural operations. Your preference to maintain an alignment consistent with prior planning and your concerns regarding impacts to rural communities and agriculture have been noted and will be considered as the study continues to advance.

Comment Number	Date	Source	Name	Comment	Response
				Hannah White BSN, RN, CCRN	
79	11/30/2025	Email	Melinda Heath	To Whom it May Concern, Below are comments from an impacted property owner of the 'Alternate' Route for segment 5 of CCOL. This is a request for the Collin County to adhere to the 2007 approved route. Thank you, Melinda Heath Profile Our family has lived multi-generationally on 12 acres at [redacted] in Blue Ridge for the past 13 years. Choosing this property was a deliberate lifestyle decision, balancing rural living with commuting to work, stores, and church. The location was selected with foresight, knowing that the 2007 approved CCOL road plans did not place major routes near the property. Traffic Pattern The dominant traffic flow from Blue Ridge is southwest, not southeast toward Farmersville/380. This southwest pattern reflects where the majority of jobs and economic activity are located. Long-Term Strategy Expand existing infrastructure to support southwest commuters and growth, while continuing with the "Technically Approved Route" for long-term commercial and residential development. The Technically Approved Route offers: Greater access to undeveloped land, enabling balanced growth for both commercial and residential needs. Less densely developed areas, ensuring sustainable long-term expansion for Collin County. In contrast, the alternate route: Cuts through denser communities. Prioritizes short-term financial savings. Requires condemnation and redevelopment of historic and rural neighborhoods. Loss Summary: Construction of an 8-lane highway through the backyard	Thank you for your comment. The project team is evaluating multiple alignment alternatives for Segment 5 and is considering environmental impacts (including potential impacts to homes and communities), engineering feasibility, cost, and the project's purpose and need. Your comments regarding reliance on prior planning, traffic patterns, and the potential impacts to your property and rural quality of life have been documented and will be included in the project record as the study progresses.

Comment Number	Date	Source	Name	Comment	Response
				would condemn the property, transforming it from a premium rural residence into commercial highway frontage. The home would become uninhabitable, resulting in a total loss of residential value. Irreplaceable Lifestyle Losses: gun range, privacy, solitude, scenic views, wildlife, multi-generational living, and rural character. Market Reality: Comparable 12-acre properties with similar features do not exist in Collin County under $2M. Permanent loss of Unique Selling Features: Gun Range – eliminated, not relocatable on remaining property. Privacy – tree removal and highway traffic erase seclusion, permanently devaluing the property. Farming Income – ~20% reduction in usable land decreases hay production and livestock capacity for the life of the property. Environment – The wooded acreage on impacted properties are home to coyotes, bobcats, armadillos, road runners, cardinals, blue birds, hummingbird migration, possums, deer, eagle flight paths, the list is long…there is impact and loss with the removal of forests and highway impediments over the reservoir. Light Pollution – disrupts wildlife, permanently disrupts residents' ability to sleep, and devalues property for the life of the property. Noise Pollution – 8 lanes of highway create noise levels prohibiting outdoor entertainment and living, harms residents' wellbeing, prohibits residents' ability to sleep, and devalues property for the life of the property. Drainage/Erosion – tree removal and soil disruption threaten drainage patterns and reservoir stability. Immediate Financial Impact: As of November 2025, due to disclosure requirements, the proposed alternate route currently prevents the property from being sold at a premium price. Consultations with tax accountants, realtors, and attorneys add stress and financial burden to resident.	
80	12/4/2025	Online Comment Form	Steven Cooper	The crossing at County Road 632 goes right over the top of my home (west side). If you move it 500 feet to the north then I would appreciate that. The lot north of mine is vacant. Please be clear as to the reason if this can not be accommodated.	Thank you for your comment. The alignments shown in this study are preliminary and subject to further evaluation. The study team will continue to evaluate potential refinements to avoid or minimize impacts where practicable, consistent with engineering, environmental, and right-of-way considerations. Your request to shift the crossing location near County Road 632 and your note regarding the nearby vacant

Comment Number	Date	Source	Name	Comment	Response
					lot have been documented and shared with the study team for review.
81	12/4/2025	Online Comment Form	James Keisman	Hello, I'm not sure if this is the place to leave a comment. But, I would like to voice my concerns over the Alternative Segment 5. My family lives just South of the proposed Alt Seg 5 alignment. We live in the Trails of Blue Ridge. My family enjoys the outdoors and the trails and wildlife that presents itself in our community. The thought of a major highway that's more than the existing Highway 78 is very troubling. The Alternative Segment 5 project would bring more noise, air pollution and wildlife disruptions. Please consider other alternatives that are available North of Blue Ridge proper. Thank you, James, Cindy and Chloe Keisman [redacted]	Thank you for your comment. The study team is evaluating multiple alignment alternatives for Segment 5, including potential impacts to nearby neighborhoods and community resources. Considerations include property and community impacts, environmental resources, and the study's purpose and need, along with engineering feasibility and cost. Your concerns regarding the Alternative Alignment and your request to consider alternatives north of Blue Ridge have been noted and will be considered as the study continues.
82	12/4/2025	Online Comment Form	Darren Forster	Commissioners, I am writing to respectfully and firmly oppose the proposed Alternate Route for Segment 5 of the Collin County Outer Loop through the Farmersville area. My family and I made substantial investments in reliance on the County's long-standing planning for the Outer Loop corridor established more than twenty years ago. We acquired our land in 2020, planned our future, and developed our operations based on that published alignment. The sudden shift to an alternative alignment directly through our property places severe and unjust hardship on our family, our operations, and the vision we have worked hard to build. Over the past several years, we have transformed raw land into a working, sustainable home and agricultural operation. This includes construction of roads, waterways, fencing, pasture improvements, land clearing, and utility infrastructure—gas, water, sewer, electrical service, and backup generation. We built a custom family home and a shop intended not only for personal use but for business and agricultural purposes. Our land also supports livestock and companion animals. We currently raise cattle with the intent to breed, grow, and sell. We also care for goats, chickens, cats, and a donkey. We have invested heavily in housing, fencing, feed systems, and animal welfare facilities—not only for present use but for future expansion. Our long-term plans include forming a charitable sanctuary operation for animals, continuing to develop our cattle program, and eventually retiring or passing this land on to our children. We have even been working with neighboring property	Thank you for your comment. Multiple alignment alternatives are being evaluated as part of the Segment 5 study, including consideration of property impacts, agricultural operations, environmental resources, community effects, cost, and the study's purpose and need. Your comments regarding reliance on prior planning, cumulative transportation projects in the area, and potential impacts to your property, operations, and long-term plans have been documented and will be included in the study record as the study progresses.

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				owners to plan acquisitions and cohesive development. All of this is effectively jeopardized by the proposed routing decision. Additionally, the alternate alignment raises serious planning and economic questions. Farmersville is already surrounded by major transportation expansion including the planned multi-lane expansion of Highway 380, the upcoming widening of Highway 78 less than approximately 1,000 yards from the proposed new route, improvements along 69/619, and proximity to I-30—an already established, efficient corridor. These routes collectively offer superior access, higher traffic absorption capacity, and more logical ingress/egress patterns for regional mobility than forcing an inner-loop style road deep into agricultural, residential, and rural homestead areas around Farmersville. Shifting the alignment now would harm families like mine who relied on publicly-presented planning and invested accordingly. Meanwhile, those who purchased land near the originally designated Outer Loop stand to benefit significantly from increased valuation—creating an unjust enrichment scenario where one group unfairly gains while landowners in the newly-impacted zone experience direct value loss, operational disruption, future development loss, and emotional and financial stress. This announcement has already taken a toll on my family. We have spent years planning, investing, and building—not speculating, but creating real, tangible value for our community and our future. The uncertainty and threat of displacement have caused ongoing emotional strain for both my wife and myself. I respectfully ask the County to: • Honor the originally planned alignment that residents, investors, and developers have relied upon for two decades; • Consider cumulative impacts on homesteads, agricultural operations, habitat, and animal welfare; • Evaluate the inefficiency of routing high-capacity infrastructure away from existing and expanding major corridors; and • Recognize the significant financial and personal harm imposed on families who acted in good faith reliance on County planning. Thank you for your time and careful consideration. My family and I, along with many other affected residents, urge you to reject the Alternate Route for Segment 5 and uphold the integrity of the established Outer Loop alignment.	

Comment Number	Date	Source	Name	Comment	Response
				Respectfully, Darren Forster [redacted]	
83	12/6/2025	Mail	Dixon Ann Airhart Glaze	Dear Ms. Jurisich: We wish to express our extreme displeasure with Collin County's consideration of our Historic Airhart Farm as an Alternate Planned Route for Collin County Outer Loop - Segment 5 (Northeast). All the proposed plans of the TXU (Oncor) 345 KVL in 2000, TTC-35 Alternate in 2006 and Collin Co. Loop in 2009 planned on the same tracts were stopped by the same documented archeological, TARL, cultural, historical, environmental and economic facts that still exist here. Please remove every tract from all possible route plans now. References: PUC Docket #22665 science, history and art section expert witness Dixon A. Glaze; Collin County, Texas Families ISBN: 0-88107-246-X 1994, Collinty County, Texas Families Volume II ISBN: 0-966 7999-0-9 1998 contributing author Dixon Ann Airhart Glaze for families Airhart, Callahan, Hendricks and Skelton-Wallis. Speaker Sam is spinning in his grave. Tom and Anne Airhart hosted Speaker of the House Sam Rayburn overnight many times on his trips from his home in Bonham to and from Washington D.C. The Airhart family farm fed the community during The Great Depression. The farm was the beacon for implementing soil conservation techniques in the area. Destroying the Airhart TX Dept of Agriculture Family Land Heritage Farm with this road would indicate lack of respect for community and good citizenship. Sincerely, Dixon Ann Airhart Glaze	Thank you for your comment. The project team is evaluating multiple alignment alternatives for Segment 5 and is considering potential impacts to cultural and historical resources, environmental resources, and private property, along with engineering feasibility, cost, and the project's purpose and need. Your concerns regarding the potential effects on the Airhart Farm and your request to avoid impacts to these tracts have been documented and will be included in the project record for consideration as the study continues.
84	12/7/2025	Online Comment Form	Carol Turnage	I support the Technically Preferred Alignment. This alignment supports long term growth in rural areas and ensures accessibility as those communities expand. The "newly" introduced Alternative Alignment bisects and sends incessant heavy regional traffic through the middle of an area that has been transitioning from primarily agricultural to low density residential uses, and severely limit opportunities for developing more and higher value commercial uses further out and nearer the county line, (along the original preferred route to the North and East of Blue Ridge). Other costs and unintended negative consequences would most surely accompany a shift to the Alternative Alignment. These have yet to be identified, much less thoroughly analyzed, and properly addressed. The Alternative Alignment injures residents that invested in their properties with the knowledge that the route for	Thank you for your comment. The study team is evaluating multiple alignment alternatives for Segment 5, including the Technically Preferred and Modified Technically Preferred options as well as the Alternative Alignment. Considerations include potential impacts to property owners and communities, long-term growth and mobility, environmental resources, cost, and the study's purpose and need. Your concerns regarding reliance on prior planning, potential traffic and development effects, and your suggestion to prioritize improvements to existing corridors have been documented and will be included in the study record.

Comment Number	Date	Source	Name	Comment	Response
				Segment 5 was vetted, approved and chosen in 2007. The Alternative serves as a band aid, not a long term solution to the continuing growth of Collin County. If saving money is the priority, then improvements to Hwy 78 and FM 545 would serve as a better use of funds. The original intent of the Outer Loop was to follow the edges of growth, not cut through densely populated residential zones. Please focus on solutions for broader long term growth, rather than constraining the future to fit recent, localized development. The solution was identified nearly 20 years ago.	
85	12/7/2025	Online Comment Form	C Turnage	support the Technically Preferred Alignment. This alignment supports long term growth in rural areas and ensures accessibility as those communities expand. The "newly" introduced alternative alignment bisects and sends incessant heavy regional traffic through the middle of an area that has been transitioning from primarily agricultural to low density residential uses, and severely limit opportunities for developing more and higher value commercial uses further out and nearer the county line, (along the original preferred route to the north and east of Blue Ridge). Other costs and unintended negative consequences would most surely accompany a shift to the alternative alignment. These have yet to be identified, much less thoroughly studied, thoughtfully analyzed, and properly addressed. The alternative alignment injures current residents that invested in their properties with the knowledge that the route for segment5 had already been vetted, approved and chosen in 2007.The alternative serves as a band-aid, not a long term solution to the continuing growth of Collin County. If saving money is the priority, making needed improvements to Hwy 78 and FM545 would serve as a better use of funds. The original intent of the Outer Loop was to follow the edges of growth, not cut through densely populated residential zones. Please focus on solutions for broader long term growth, rather than constraining the future to fit recent, localized development. The solution was identified nearly 20 years ago.	Thank you for your comment. Multiple alignment alternatives are being evaluated as part of the Segment 5 study, including consideration of impacts to property owners, community character, environmental resources, long-term mobility needs, and project costs, consistent with the project's purpose and need. Your comments regarding alignment preference, potential impacts to residents and development patterns, and the suggestion to consider improvements to existing roadways have been documented and will be included in the study record.
86	12/8/2025	Online Comment Form	Steven Payne	My families been livin on this road since high school and I couldn't imagine having this eyesore runnin through my back yard I believe that if we all pray about this the Lord will bring us through this tragedy.	Thank you for your comment. The study team is evaluating multiple alignment alternatives and potential impacts to nearby properties and communities as part of the Segment 5 study. Your concerns regarding impacts to your property and quality of life have been noted and will be included in the study record.

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87	12/9/2025	Online Comment Form	Philip McDonald	Modified preferred alignment looks like best route.	Thank you for your comment. Multiple alignment alternatives are being evaluated as part of the Segment 5 study, including the Modified Technically Preferred option and other alternatives. Your alignment preference has been documented and will be considered as the study continues to advance.
88	12/7/2025	Email	Scott & Connie Gavel	Objective Assessment of Original/ Technical Route vs. Proposed Alternative Route for Collin County Outer Loop Segment #5, Prepared 30 November 2025 Submitted for consideration by: Scott & Connie Gavel, [redacted] 1) Original route was defined in 2007…eighteen years ago when the population in Collin County was 58% of what it was in 2024 (725,000 vs. 1,255 Million). This 18-year old plan is obsolete. 2) The original route was defined before significant improvements were made to SH-121 from Melissa to the junction of SH-160 approximately 6.5 miles north of Blue Ridge. 3) The majority of traffic in the northeast corner of Collin County, southeast Grayson County, and the southwest corner of Fannin County rely on SH-121 to drive to US-75 via Melissa, TX. 4) There are only three major roads that provide east to west routes across Collin County: US-380, FM-545, and the "proposed" Collin County Outer Loop. 5) The Original/Technical Route for Segment 5 of the Collin County Outer Loop is approximately 6.5 miles south of the SH-121/SH-160 Intersection at the northeast edge of the county. 6) FM-545 is the primary road used for travel from Blue Ridge (immediately west of SH-78) to US-75 via Melissa (FM-545 intersects SH-121 approximately 2.6 miles east of US-75). 7) FM-545 crosses SH-78 approximately 11 miles north of US-380, but is only a two-lane road. However, 90% of the road is routed through agricultural property and appears to support widening with an additional two lanes without major disruption to existing residences. 8) Major development of several tract-home communities has already started on the east side of FM-1377 in the region 2.5 to 3 miles south of Blue Ridge. The CCAD Interactive Map also shows several new utility districts intended to support additional housing developments.	Thank you for your comment and for providing your assessment. The study team is evaluating multiple alignment alternatives for Segment 5, including considerations related to current and future traffic demand, connectivity, environmental resources, property impacts, and overall cost and feasibility, consistent with the study's purpose and need. Your input regarding growth projections, travel patterns, and the potential role of improvements to existing corridors has been documented and will be included in the project record as the study progresses.

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				9) The growth projections provided by Colin County show a significant increase in population in the area between Princeton, New Hope, and Farmersville on the south end of this region and Melissa, Anna, and Blue Ridge at the north end of this region. 10) Allowing these housing developments to proceed in this region of Colin County without providing a new east to west transportation route would be almost criminal. US-380 and FM-545 are already seriously overloaded and commute times are already much too long without the additional traffic these new housing tracts will bring. 11) A strong case can be made for adopting the Alternative Route for the Colin County Outer Loop Segment #5 while also widening FM-545 in order to provide adequate east to west routes for the new communities planned for FM-1377 south of Blue Ridge. 12) It would be extremely short-sighted for Colin County to think that Segment #5 alone will be enough to meet the east to west traffic generated by the housing tracts being developed between Anna, Blue Ridge, and US-380. Additional roads will be needed. 13) Finally, the Original/Technical Route for the Collin County Outer Loop Segment #5 would be only 6.5 miles south of the SH-121/SH-160 Intersection. This would likely result in a significant diversion of southwest-bound traffic from Fannin and Hunt Counties traveling to US-75 via Melissa. CONCLUSION: The Original/Technical Route proposed for Collin County Outer-Loop Segment #5 would cost more and result in an unintended increase in traffic drawn from Grayson, Fannin, and Hunt Counties due to the close physical proximity of the route to SH-121. In addition, the current and projected growth for the region between the southern towns (Princeton, Farmersville, and New Hope) and the northern towns (Melissa, Anna, and Blue Ridge) in this area of Collin County will drive the need for a more southern route for Segment #5. Any assumption that people living in these new communities between the southern and northern towns will drive further north instead of south and west is questionable, at best. There are only two realistic options: using FM-2862 to travel north, and/or FM-545 to travel west for access to the Original/Technical Route of Collin County Outer Loop Segment #5. This will drive the need for traffic signals and the widening of FM-2862 and FM-545. Most	

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				of these folks will likely drive south to US-380 via FM-1377 or FM-1827, instead. Again, this will likely drive the need for additional traffic signals in existing residential communities in New Hope and Princeton. The Alternate Route proposed for the Collin County Outer Loop Segment #5 appears to be the most logical and cost-effective option. It is also recommended that plans for widening FM-545 should be accelerated in conjunction with the finalization of the route for the Collin County Outer Loop Segment #5 Project. Submitted for consideration by: Scott & Connie Gavel, [redacted]	
89	12/9/2025	Email	Brian Sieling	I wanted to send my comments on the purposed Outer Loop Project. While I support using funds for roads, etc to help the growth of the area, I am not sure why you are changing the route that was purposed 17 years ago. The new route goes right through residential areas and many of these people made plans thinking the road was going to be routed the way it was originally. Why would this change now years after already having a plan. What is wrong with the original plan and why has it taken this long to follow a plan done so long ago. It needs to be done, but using the original plan makes the most sense in not affecting other properties. Changing the plans years later is not fair to these landowners. Thanks Warm Regards, Brian C Sieling, CRPC™ Senior Vice President Senior Financial Advisor Portfolio Manager NMLS [redacted] Robert J. Thomas III, CFP, Vice President, Wealth Management Advisor, [redacted]	Thank you for your comment. The project team is evaluating multiple alignment alternatives for Segment 5, including the Technically Preferred, Modified Technically Preferred, and Alternative Alignment options. Each alternative is being reviewed based on the project's purpose and need, engineering feasibility, environmental considerations, cost, and potential impacts to communities and property owners. Your concerns regarding changes from prior planning, impacts to residential areas, and the importance of clear public communication have been documented and will be included in the study record as the study continues.

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				Click My Website for timely information that matters to you! Named to the 2025 Forbes "Best-in-State Wealth Management Teams" list	
90	12/9/2025	Email	Phyllis Turnage	I support the technically preferred alignment. This alignment supports long term growth in rural areas and ensures accessibility as those communities expand. The alternative alignment injures current residents that invested in their properties and businesses with the knowledge that the route for segment 5 had already been vetted, researched, approved to be the best route from the several presented back in 2006, 2007. The original intent of the outer loop was to follow the EDGES of growth in the county, not cut through densely populated residential zones. We are counting on you to focus on solutions for broader long term growth, not constraining the future to fit recent, localized development. Thank you for your consideration. Phyllis Turnage	Thank you for your comment. Multiple alignment alternatives are being evaluated as part of the Segment 5 study, including the Technically Preferred and Modified Technically Preferred options and the Alternative Alignment. The study team is considering long-term mobility needs, community and property impacts, environmental resources, cost, and the study's purpose and need. Your support for the technically preferred alignment and your concerns regarding impacts to residents and development patterns have been noted and will be included in the study record.
91	12/9/2025	Email	Mimi Parker	Since the 1:30 pm meeting yesterday we now have 3 schematic proposals for the outer loop. We support the true definition of OUTER LOOP.....meaning a loop outside of our existing habitats. We support a new outer loop schematic that will be located NORTH of the Technically Preferred Alignment schematic. This New Northern outer loop should support long term growth in rural areas ensuring true accessibility for all communities to live for today and to plan for the future. This New Northern outer loop should also support a lower amount of noise pollution. cr 474 should remain a road for the rural community. cr 474 schematic should be revised and SHOULD NOT cross the conservation lake in order to connect to cr 475. Let the New Outer Loop north of the technically preferred alignment schematic DO IT'S JOB. An expressway definition is just that. An expressway is a solution of convenience to get around habitats - NOT to go through habitats or seriously punish habitats with huge amounts of noise pollution.	Thank you for your comment. The study team is evaluating multiple alignment alternatives for Segment 5 and is considering potential impacts to rural communities, environmental resources (including water features and drainage), along with engineering feasibility, cost, and the study's purpose and need. Your suggestions regarding an alignment farther north, avoidance of impacts near CR 474/CR 475, and minimizing impacts to the conservation lake and nearby communities have been documented and will be shared with the study team for consideration as the study progresses.

Comment Number	Date	Source	Name	Comment	Response
				The proposed north and south expressways should not invade our existing habitats. [redacted] Email: [redacted]	
92	12/9/2025	Email	Juliet M	To Whom May Concern: The original intent of the Outer Loop was to follow the outer edges of growth—not cut through established or developing residential areas. Redirecting it into populated zones contradicts that purpose, disrupts communities, and limits future commercial potential. Long-term, county-wide planning should guide this project, not short-term development pressures. The preferred alignment identified nearly 20 years ago still represents the most sustainable solution for Collin County's future. Your consideration is greatly appreciated. Juliet	Thank you for your comment. The study team is evaluating multiple alignment alternatives for Segment 5, including consideration of long-term mobility needs, community and property impacts, future development patterns, and the project's purpose and need, along with engineering feasibility, environmental considerations, and cost. Your concerns regarding routing through developing residential areas and your preference for an alignment that remains on the outer edge of growth have been documented and will be included in the study record.
93	12/10/2025	Email	Cherri Rapp	To Whom it may Concern, I am concerned about the Collin County Outer Loop - Segment 5 Alternative Alignment. This is not a good idea in my opinion. We should stay with the Technically Preferred Alignment or the Modified Technically Preferred Alignment. If you are thinking about the future in 10 - 20 years, instead of right now you should make the loop farther out. That Alternative Alignment loop will be outdated in just a few years as the population is growing so fast in Collin County. I have seen this happen in other cities, not thinking far enough in the future. It would money spent that won't last very long. Cherri Rapp	Thank you for your comment. Multiple alignment alternatives are being evaluated as part of the Segment 5 study, including the Technically Preferred and Modified Technically Preferred options and the Alternative Alignment. The study team is considering long-range transportation needs, projected growth, cost, and potential impacts to communities and environmental resources, consistent with the project's purpose and need. Your concerns about long-term effectiveness and your alignment preference have been noted and will be included in the study record.
94	12/10/2025	Email	Jon Rapp	To whom it may concern: I am writing to confirm my support for the blue "Technically Preferred Alignment" over other alternatives. I believe this will be the most efficient and best use of funds. The development that is going on now in the area of the alternative alignment (the orange line), is way too far advanced to make the alternative alignment an outer	Thank you for your comment. The study team is evaluating multiple alignment alternatives for Segment 5 and is considering engineering feasibility, cost, long-term mobility needs, and potential impacts to communities and property owners, consistent with the study's purpose and need. Your support for the Technically Preferred Alignment and your concerns

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				loop. I believe the road needed now is farther north of the alternative alignment. The alternative option seems to be short-sighted and not looking toward the ten to twenty year future needs of roads in the area. Please use taxpayer funds wisely and keep the original plan. Thank you for your consideration, Jan Rapp	regarding development patterns and long-term planning have been documented and will be included in the study record.
95	12/10/2025	Online Comment Form	Philip McDonald	The modified technically preferred alignment looks like the best route.	Thank you for your comment. Multiple alignment alternatives are being evaluated as part of the Segment 5 study. Your preference for the Modified Technically Preferred Alignment has been documented and will be considered as the study continues to advance.
96	12/10/2025	Email	Julia Sedate	I support the Technically Preferred Alignment. This alignment supports long term growth in rural areas and ensures accessibility as those communities expand. The "newly" introduced alternative alignment bisects and sends incessant heavy regional traffic through the middle of an area that has been transitioning from primarily agricultural to low density residential uses, and severely limit opportunities for developing more and higher value commercial uses further out and nearer the county line, (along the original preferred route to the north and east of Blue Ridge). Other costs and unintended negative consequences would most surely accompany a shift to the alternative alignment. These have yet to be identified, much less thoroughly studied, thoughtfully analyzed, and properly addressed. The alternative alignment injures current residents that invested in their properties with the knowledge that the route for segment 5 had already been vetted, approved and chosen in 2007. The alternative serves as a band-aid, not a long term solution to the continuing growth of Collin County. If saving money is the priority, making needed improvements to Hwy 78 and FM 545 would serve as a better use of funds. The original intent of the Outer Loop was to follow the edges of growth, not cut through densely populated residential zones. Please focus on solutions for broader long term growth, rather than constraining the future to fit recent, localized development. The solution was identified nearly 20 years ago	Thank you for your comment. The study team is evaluating multiple alignment alternatives for Segment 5, including the Technically Preferred and Modified Technically Preferred options and the Alternative Alignment. Considerations include long-term mobility needs, property and community impacts, environmental resources, cost, and the study's purpose and need. Your alignment preference and concerns regarding traffic, potential development effects, and impacts to residents who relied on prior planning have been documented and will be included in the study record.
97	12/10/2025	Email	Liz Scaggs	I would say that changing the alignment at this late juncture is a disservice to the folks that have moved in the area with the Technically Preferred Alignment in mind. An "Outer Loop" should be just that, an outer loop, not a loop through developed areas or areas where people bought property with development in mind? Liz	Thank you for your comment. Multiple alignment alternatives are being evaluated as part of the Segment 5 study, including consideration of potential impacts to property owners and nearby communities, consistent with the study's purpose and need, engineering feasibility, environmental considerations, and cost. Your concerns regarding changes from

Comment Number	Date	Source	Name	Comment	Response
					prior planning and routing through developed or developing areas have been noted and will be included in the study record.
98	12/11/2025	Email	Andria Lai	I'm writing to voice my support for the originally planned Technically Preferred Alignment. This route has been on the books for years, and it was chosen specifically because it supports long-term growth, protects rural communities, and keeps traffic flowing where it makes sense as the county expands. The newly introduced alternative alignment raises a serious question: why are we changing something that was already planned, approved, and communicated to the public? This alternative cuts straight through an area that has been steadily moving from agricultural land to low-density residential neighborhoods. Pushing heavy regional traffic into the middle of those homes is not only disruptive, it undermines the future potential for commercial development farther out near the county line — the very area the original alignment was designed to support. Switching routes now would also create a whole set of new costs and unintended consequences that have not been identified or studied. Residents bought and built near the current alignment with the understanding — based on decisions made back in 2007 — that the route had already been vetted and chosen. Changing it now feels less like good planning and more like applying a temporary fix that doesn't serve Collin County's long-term needs. If the goal is simply to save money, improving Hwy 78 and FM 545 would be a better and more direct use of funds. The purpose of the Outer Loop has always been to guide growth, not run a major roadway through established neighborhoods. The original solution has been in place for nearly 20 years. It was chosen for good reasons, and nothing has changed that would justify abandoning it now	Thank you for your comment. The study team is evaluating multiple alignment alternatives for Segment 5 and is considering long-term mobility needs, community and property impacts, environmental resources, and cost, consistent with the study's purpose and need. Your preference for the Technically Preferred Alignment, concerns regarding changes from prior planning, and suggestion to consider improvements to existing corridors have been documented and will be included in the study record.
99	12/9/2025	Mail	Scott and Connie Gavel	Objective Assessment of Original/ Technical Route vs. Proposed Alternative Route for Collin County Outer Loop Segment #5, Prepared 30 November 2025 Submitted for consideration by: Scott & Connie Gavel, [redacted] 1) Original route was defined in 2007 ... eighteen years ago when the population in Collin County was 58% of what it was in 2024 (725,000 vs. 1,255 Million). This 18-	Thank you for your comment and for providing your assessment. The study team is evaluating multiple alignment alternatives for Segment 5, including consideration of current and future traffic demand, growth projections, connectivity, engineering feasibility, environmental resources, property impacts, and overall cost effectiveness, consistent with the project's purpose and need. Your input

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				year old plan is obsolete. 2) The original route was defined before significant improvements were made to SH-121 from Melissa to the junction of SH-160 approximately 6.5 miles north of Blue Ridge. 3) The majority of traffic in the northeast corner of Collin County, southeast Grayson County, and the southwest corner of Fannin County rely on SH-121 to drive to US-75 via Melissa, TX. 4) There are only three major roads that provide east to west routes across Collin County: US-380, FM-545, and the "proposed" Collin County Outer Loop. 5) The Original/Technical Route for Segment 5 of the Collin County Outer Loop is approximately 6.5 miles south of the SH-121/SH-160 Intersection at the northeast edge of the county. 6) FM-545 is the primary road used for travel from Blue Ridge (immediately west of SH-78) to US-75 via Melissa (FM-545 intersects SH-121 approximately 2.6 miles east of US-75). 7) FM-545 crosses SH-78 approximately 11 miles north of US-380, but is only a two-lane road. However, 90% of the road is routed through agricultural property and appears to support widening with an additional two lanes without major disruption to existing residences. 8) Major development of several tract-home communities has already started on the east side of FM-1377 in the region 2.5 to 3 miles south of Blue Ridge. The CCAD Interactive Map also shows several new utility districts intended to support additional housing developments. 9) The growth projections provided by Colin County show a significant increase in population in the area between Princeton, New Hope, and Farmersville on the south end of this region and Melissa, Anna, and Blue Ridge at the north end of this region. 10) Allowing these housing developments to proceed in this region of Colin County without providing a new east to west transportation route would be almost criminal. US-380 and FM-545 are already seriously overloaded and commute times are already much too long without the additional traffic these new housing tracts will bring. 11) A strong case can be made for adopting the Alternative Route for the Colin County Outer Loop Segment #5 while also widening FM-545 in order to provide adequate east to west routes for the new communities planned for FM-1377 south of Blue Ridge. 12) It would be extremely short-sighted for Colin County to think that Segment #5 alone will be enough to meet the east to west traffic generated by the housing tracts being	regarding travel patterns, the relationship to existing corridors, and your recommendations for complementary roadway improvements have been documented and will be included in the study record.

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				developed between Anna, Blue Ridge, and US-380. Additional roads will be needed. 13) Finally, the Original/Technical Route for the Collin County Outer Loop Segment #5 would be only 6.5 miles south of the SH-121/SH-160 Intersection. This would likely result in a significant diversion of southwest-bound traffic from Fannin and Hunt Counties traveling to US-75 via Melissa. CONCLUSION: The Original/Technical Route proposed for Collin County Outer-Loop Segment #5 would cost more and result in an unintended increase in traffic drawn from Grayson, Fannin, and Hunt Counties due to the close physical proximity of the route to SH-121. In addition, the current and projected growth for the region between the southern towns (Princeton, Farmersville, and New Hope) and the northern towns (Melissa, Anna, and Blue Ridge) in this area of Collin County will drive the need for a more southern route for Segment #5. Any assumption that people living in these new communities between the southern and northern towns will drive further north instead of south and west is questionable, at best. There are only two realistic options: using FM-2862 to travel north, and/or FM-545 to travel west for access to the Original/Technical Route of Collin County Outer Loop Segment #5. This will drive the need for traffic signals and the widening of FM-2862 and FM-545. Most of these folks will likely drive south to US-380 via FM-1377 or FM-1827, instead. Again, this will likely drive the need for additional traffic signals in existing residential communities in New Hope and Princeton. The Alternate Route proposed for the Collin County Outer Loop Segment #5 appears to be the most logical and cost-effective option. It is also recommended that plans for widening FM-545 should be accelerated in conjunction with the finalization of the route for the Collin County Outer Loop Segment #5 Project. Submitted for consideration by: Scott & Connie Gavel, [redacted] Scott K. Gavel and Connie M Gavel	
100	12/8/2025	Mail	The Law Office of T.J. Lane, PLLC	THE HONORABLE CHRIS HILL, COLLIN COUNTY JUDGE THE HONORABLE SUSAN FLETCHER, COLLIN COUNTY COMMISSIONER - PRECINCT 1 THE HONORABLE CHERYL WILLIAMS, COLLIN COUNTY COMMISSIONER - PRECINCT 2 THE HONORABLE DARRELL HALE, COLLIN COUNTY COMMISSIONER - PRECINCT 3	Thank you for your comment. Multiple alignment alternatives are being evaluated as part of the Segment 5 study, including consideration of the project objectives, engineering feasibility, environmental impacts, cost effectiveness, and potential impacts to communities and property owners. Your concerns regarding the Alternative Alignment, your request to remain consistent with the long-standing corridor, and your comments regarding long-term planning considerations have been documented and will be included in the study record.

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				THE HONORABLE DUNCAN WEBB, COLLIN COUNTY COMMISSIONER - PRECINCT 4 c/o HDR Engineering Consultants Attn: Courtney Kintner, P.E. 17111 Preston Road, Suite 300 Dallas, Texas 75248 Re: COLLIN COUNTY OUTER LOOP - SEGMENT FIVE OPPOSITION TO PROPOSED REALIGNMENT Dear Judge and Commissioners, I write concerning a major change you as our County Commissioners Court are considering to the designated alignment of Segment Five of the Collin County portion of the Regional Outer Loop. I, together with many friends and clients who own land and live in the study area, oppose any route that substantially deviates from the current and long-standing Technically Preferred Alignment which runs to the north and around the east side of the Town of Blue Ridge. The Virtual Public Meeting materials include a Screening Matrix which analyzes three Segment Five roadway alignment options, and scores each of those options based on four broadly defined project objectives. Two routes (the Alternative Alignment and the Modified Technically Preferred Alignment) would satisfy three of those goals: "Enhanced Mobility & Safety", "Engineering Feasibility", and "Minimizing Environmental Impacts". The only difference between these two is in the remaining, fourth goal: "Cost Effectiveness". Compared to the more expansive Modified Technically Preferred Alignment, a road along the truncated Alternative Alignment would cost less to build. That should not surprise anyone. But cost is not the only consideration. For example, we must also take into account that the Alternative Alignment would (1) bisect and send incessant heavy regional traffic through the middle of an area that has for some time now been transitioning from primarily agricultural to low density residential uses; and (2) severely limit opportunities for developing more and higher value commercial uses further out and nearer the county line, along the original preferred route to the north and east of Blue Ridge. Other costs and unintended negative consequences would most surely accompany a	

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				shift to the Alternative Alignment. These have yet to be identified, much less thoroughly studied, thoughtfully analyzed, and properly addressed. I respectfully ask each of you to continue thinking big. Reject the Alternative Alignment. Don't veer off course, far afield from the outermost alignment. Don't sign off on the short cut. Don't cut corners. In the end, it will be up to you to determine what is in the best long-term interests of Collin County. Your decision on Segment Five will have significant and far-reaching consequences. We're counting on you to get it right. The right thing in this case is stay the course. Choose the Modified Technically Preferred Alignment. Respectfully, T.J. LANE Cc: Hon. Chris Hill, County Judge Collin County Administration Building [redacted]	
101	12/11/2025	Online Comment Form	Scott Fowler	I support the Technically Preferred Alignment. This alignment supports long term growth in rural areas and ensures accessibility as those communities expand. The "newly" introduced alternative alignment bisects and sends incessant heavy regional traffic through the middle of an area that has been transitioning from primarily agricultural to low density residential uses, and severely limit opportunities for developing more and higher value commercial uses further out and nearer the county line, (along the original preferred route to the north and east of Blue Ridge). Other costs and unintended negative consequences would most surely accompany a shift to the alternative alignment. These have yet to be identified, much less thoroughly studied, thoughtfully analyzed, and properly addressed. The alternative alignment injures current residents that invested in their properties with the knowledge that the route for segment 5 had already been vetted, approved and cosen in 2007. The alternative serves as a band-aid, not a long term solution to the continuing growth of Collin County. If saving money is the priority, making needed improvements to Hwy 78 and FM 545 would serve as a better use of funds. The original intent of the Outer Loop was to follow the edges of growth, not cut through densely populated residential	Thank you for your comment. The study team is evaluating multiple alignment alternatives for Segment 5, including the Technically Preferred and Modified Technically Preferred options and the Alternative Alignment. Considerations include long-term mobility needs, community and property impacts, environmental resources, cost, and the study's purpose and need. Your alignment preference and concerns regarding potential impacts to residents and future development patterns have been documented and will be included in the study record.

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				zones. Please focus on solutions for broader long term growth, rather than constraining the future to fit recent, localized development. The solution was identified nearly 20 years ago.	
102	12/11/2025	Online Comment Form	Jesse Hernandez	My family and I are in favor of the 2007 technically preferred alignment. The alternative route severely penalizes residents who bought their property and built businesses using the knowledge which was made available for almost 20 years. The original intent of the OUTER loop was to stay ahead of the growth. If you want to offer an alternative. It should be even further north of the original route proposed.	Thank you for your comment. Multiple alignment alternatives are being evaluated as part of the Segment 5 study, including consideration of long-term mobility needs, community and property impacts, and the study's purpose and need, along with engineering feasibility, environmental considerations, and cost. Your preference for the 2007 technically preferred alignment and your comments regarding consistency with long-range planning have been documented and will be included in the study record.
103	12/13/2025	Online Comment Form	Laurie A	Taking the Collin County through Valdasta along County Road 500 would take land that families have worked for generations. Six generations of my family lived, loved and cared for part of the land being reviewed for this road expansion. We chose to live and raise our families in the country, and with that choice we have accepted the responsibilities and challenges that come with it. While I believe in progress, that progress should not come at the cost of destroying family land, heritage, and a way of life that has existed here for generations. There are other places where development can occur without displacing families who have deep roots in the community. Progress should not mean pushing people out their homes and land. Some of this land is a part of the Texas Heritage Land (inducted in 2006).	Thank you for your comment. The study team is evaluating multiple alignment alternatives for Segment 5 and is considering potential impacts to private property, community resources, and cultural and historical resources, along with engineering feasibility, environmental considerations, cost, and the study's purpose and need. Your concerns regarding multi-generational family land, heritage resources, and potential impacts near Valdasta and County Road 500 have been documented and will be included in the study record as the study progresses.
104	12/14/2025	Online Comment Form	Janet Lambert	I support the Technically Preferred Alignment. The "newly" introduced alternative alignment ploughs through, cutting up, bisecting and sending more traffic through the middle of an area that's already experiencing hyper-phenomenal growth, including new residential and commercial construction, with heavy traffic and congestion! This is in addition to the existing "country" type residences some owners purchased to escape this kind of expansion associated with City living! The logical area for the Loop would be best suited further north, close to the county lines. In addition, expanding Highway 78 and FM 545 to alleviate some of this traffic would be money well spent.	Thank you for your comment. The study team is evaluating multiple alignment alternatives for Segment 5, including the Technically Preferred, Modified Technically Preferred, and Alternative Alignment options. Each alternative is being reviewed based on the study's purpose and need, engineering feasibility, environmental considerations, cost, and potential impacts to traffic, communities, and nearby properties. Your concerns regarding congestion, growth trends, and your suggestion to consider improvements to existing corridors such as SH 78 and FM 545 have been documented and will be included in the study record.
105	12/14/2025	Online Comment Form	Janet Lambert	I support the Technically Preferred Alignment. The "newly" introduced alternative alignment ploughs through, cutting up, bisecting and sending more traffic through the middle of an area that's already experiencing hyper-phenomenal growth, including new residential and	Thank you for your comment. The project team is evaluating multiple alignment alternatives for Segment 5, including the Technically Preferred, Modified Technically Preferred, and Alternative Alignment options. Each alternative is being

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				commercial construction, with heavy traffic and congestion! This is in addition to the existing "country" type residences some owners purchased to escape this kind of expansion associated with City living! The logical area for the Loop would be best suited further north, close to the county lines. In addition, expanding Highway 78 and FM 545 to alleviate some of this traffic would be money well spent.	reviewed based on the project's purpose and need, engineering feasibility, environmental considerations, cost, and potential impacts to traffic, communities, and nearby properties. Your concerns regarding congestion, growth trends, and your suggestion to consider improvements to existing corridors such as SH 78 and FM 545 have been documented and will be included in the study record.
106	12/14/2025	Online Comment Form	Frances Pritvhard	I strongly am against the new route through cr 500 stay with the original approved plan, families have owed these farms and make their living with hay and cattle this new route would cause farmers to lose their livelihood and reduce their farm value, it is a flat area and has drainage issues which would impact this new route.	Thank you for your comment. Multiple alignment alternatives are being evaluated as part of the Segment 5 study, including consideration of potential impacts to agricultural operations, private property, drainage and hydrology, and water resources, along with engineering feasibility, cost, and the study's purpose and need. Your concerns regarding potential impacts near County Road 500, agricultural livelihoods, property value, and drainage issues have been documented and will be included in the study record as the study progresses.
107	12/14/2025	Online Comment Form	Frances Pritvhard	I strongly am against the new route through cr 500 stay with the original approved plan, families have owed these farms and make their living with hay and cattle this new route would cause farmers to lose their livelihood and reduce their farm value, it is a flat area and has drainage issues which would impact this new route.	Thank you for your comment. Multiple alignment alternatives are being evaluated as part of the Segment 5 study, including consideration of potential impacts to agricultural operations, private property, drainage and hydrology, and water resources, along with engineering feasibility, cost, and the study's purpose and need. Your concerns regarding potential impacts near County Road 500, agricultural livelihoods, property value, and drainage issues have been documented and will be included in the study record as the study progresses.
108	12/14/2025	Online Comment Form	Alfred Scott	My grandparents lived on this property since 1922. My grandkids make 5 generations who have worked on the farm. The technically preferred route will take out pecan trees planted by my grandfather and uncle in the 1930's. One of the trees is a tree my grandkids have climbed and played in. It looks like I will lose 2 barns, one of which is a log barn that is over 125 years old. That barn was originally owned by Collin County commissioner Carl Whitt. The technically preferred will divide the property and leave a strip about 100 feet wide that will not the usable for pasture. Personally, this is not the route I would like to see used. There doesn't appear to be any concern about the future of agriculture in Collin County.	Thank you for your comment. The study team is considering potential impacts to private property, agricultural operations, and cultural and historic resources as part of the evaluation of alignment alternatives for Segment 5, along with engineering feasibility, environmental considerations, cost, and the study's purpose and need. Your concerns regarding potential impacts to barns, mature trees, remainder usability, and the long-term viability of agricultural use have been documented and will be included in the study record. If you have any additional information regarding the historic resources you referenced, you may provide it for inclusion in the study record.
109	12/14/2025	Online Comment Form	Al Tagizadeh	I like to sign up any future updates please. Thanks, Al	Thank you for your interest in this study. Your contact information has been added to the study mailing list.

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110	12/14/2025	Online Comment Form	John Tice	We live on [redacted]. Please, we do NOT want the Outer Loop in our neighborhood nor crossing our road with your Tecnnically Preferred Alignment. It is NOT cost effective and it does NOT minimize Environmental impacts. We PREFER you use the Alternative Alignment which green checks all the boxes. There is a plethora of animal inhabitants including rare birds that live here and return every year. We have logged over 50 varieties of birds. PLEASE USE THE "ALTERNATIVE ALIGNMENT"!!! - We do NOT want the Outer Loop going through our neighborhood!!! This is our retirement home & ranch. Thank you for your consideration, Kind Regards, John Tice	Thank you for your comment. The study team is evaluating multiple alignment alternatives for Segment 5, including the Technically Preferred, Modified Technically Preferred, and Alternative Alignment options. Each alternative is being reviewed based on engineering feasibility, environmental impacts (including wildlife and habitat), community and property impacts, cost, and the study's purpose and need. Your preference for the Alternative Alignment and your concerns regarding potential impacts to your neighborhood and local environmental resources have been documented and will be included in the study record as the study continues.
111	12/14/2025	Online Comment Form	Carol Turnage	The 2007 identified alignment provided planning certainty for landowners and developers alike. Maintaining that established corridor respects predictable land-use planning. Introducing a materially different alternative alignment at this stage, disrupts those expectations and shifts unanticipated burdens onto properties that planned around the 2007 corridor. The newer, shorter, route will likely have higher costs increased by severance damages and cost-to-cure obligations associated with cutting up contiguous tracts. The stated purpose of the Outer Loop is to provide a true outer circumferential route for Collin County. The alternative offered deviates from that purpose by closely paralleling existing and planned routes, including US 380 bypass, spur 399, and CC Northeast freeway study. Such close proximity is duplicative, inefficient, and not prudent stewardship of county resources. I request Collin County eliminate the alternative alignment for Segment 5 from consideration.	Thank you for your comment. Multiple alignment alternatives are being evaluated as part of the Segment 5 study, including consideration of long-range mobility needs, consistency with the project's purpose and need, engineering feasibility, environmental resources, community and property impacts, and overall cost effectiveness. Your comments regarding long-standing corridor consistency, severance and acquisition cost considerations, and potential duplication with existing or planned facilities have been documented and will be included in the study record.
112	12/14/2025	Online Comment Form	Paige Wallace-LaSalle	Why are you changing the route now? People have changed their lives with the route picked YEARS ago! This new route is unfair. Go further north not south! Keep original route please!	Thank you for your comment. The study team is evaluating multiple alignment alternatives for Segment 5, including the Technically Preferred, Modified Technically Preferred, and Alternative Alignment options. Considerations include the study's purpose and need, engineering feasibility, environmental resources, cost, and potential impacts to communities and property owners. Your concerns regarding changes from prior planning, public expectations, and your preference for an alignment farther north have been documented and will be included in the study record.

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113	12/15/2025	Online Comment Form	Michael Eddy	I would like to keep the original route for Collin County outer loop being the northernmost route. Not the alternate southern route. It makes more sense to have access from The most northern route due to the projected growth in that area.	Thank you for your comment. Multiple alignment alternatives are being evaluated as part of the Segment 5 study, including consideration of projected growth, regional connectivity, engineering feasibility, environmental resources, cost, and potential community and property impacts consistent with the study's purpose and need. Your preference for the northernmost/original route and your comments regarding growth trends have been documented and will be included in the study record.
114	12/15/2025	Online Comment Form	Don Nichols	The technically preferred alternative goes right over the Soil Conservation Site 16 dam on the south end of our property defined by the David Van Winkle Survey. Seems as though the alternative route further south would be a better solution environmentally and would preserve this soil conservation dam.	Thank you for your comment. The study team is evaluating potential impacts to environmental resources, drainage and hydrology features, and water-related infrastructure as part of the review of alignment alternatives for Segment 5, along with engineering feasibility, cost, and the study's purpose and need. Your concern regarding the Soil Conservation Site 16 dam and your preference for an alternative that would avoid impacting that feature have been documented and will be included in the study record.
115	12/15/2025	Online Comment Form	Ally Shapley	Residents and land owners have been preparing for the preferred alignment for years. When the route is changed this late in the process it is very detrimental.	Thank you for your comment. Multiple alignment alternatives are being evaluated as part of the Segment 5 study, including consideration of community and property impacts, engineering feasibility, environmental resources, cost, and the study's purpose and need. Your concerns regarding changes from prior planning and the timing of alignment adjustments have been documented and will be included in the study record.
116	12/15/2025	Online Comment Form	Ryan Norman	I oppose the construction of a new highway near my property. Rather than creating a new corridor that would require taking private property, the county should prioritize expanding existing highways such as 380, 78, and other established routes. Improving current infrastructure would reduce disruption to residents and minimize the economic and personal impacts associated with new right-of-way acquisition. The loss of property and the resulting disruption would create long-term economic and quality-of-life consequences for those affected. If the project is ultimately approved, I would support the technically preferred alignment. Based on the available information, this alignment appears to be the most practical option and likely the least costly, while also reducing impacts compared to other alternatives.	Thank you for your comment. The study team is evaluating multiple alignment alternatives for Segment 5 and is considering factors including the project's purpose and need, engineering feasibility, environmental considerations, cost, and potential impacts to property owners and communities. Your comments regarding use of existing corridors, right-of-way acquisition impacts, and your alignment preference if the project advances have been documented and will be included in the study record.
117	12/14/2025	Email	Dixon Ann Airhart Glaze	Dear Ms. Jurisich: We wish to express our extreme displeasure with Collin County's consideration of our Historic Airhart Farm as an	Thank you for your comment. The study team is considering potential impacts to cultural, historic, and environmental resources as part of the evaluation of

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				Alternate Planned Route for Collin County Outer Loop - Segment 5 (Northeast). All the proposed plans of the TXU (Oncor) 345 KVL in 2000, TTC-35 Alternate in 2006 and Collin Co. Loop in 2009 planned on the same tracts were stopped by the same documented archeological, TARL, cultural, historical, environmental and economic facts that still exist here. Please remove every tract from all possible route plans now. References: PUC Docket #22665 science, history and art section expert witness Dixon A. Glaze; Collin County, Texas Families ISBN: 0-88107-246-X 1994, Collinty County, Texas Families Volume II ISBN: 0-966 7999-0-9 1998 contributing author Dixon Ann Airhart Glaze for families Airhart, Callahan, Hendricks and Skelton-Wallis. Speaker Sam is spinning in his grave. Tom and Anne Airhart hosted Speaker of the House Sam Rayburn overnight many times on his trips from his home in Bonham to and from Washington D.C. The Airhart family farm fed the community during The Great Depression. The farm was the beacon for implementing soil conservation techniques in the area. Destroying the Airhart TX Dept of Agriculture Family Land Heritage Farm with this road would indicate lack of respect for community and good citizenship. Sincerely, Dixon Ann Airhart Glaze	alignment alternatives for Segment 5, along with engineering feasibility, cost, and the project's purpose and need. Your concerns regarding the historic Airhart Farm and the resources you referenced have been documented and will be included in the study record.
118	12/12/2025	Email	Raymond Keith Tahbone	Keep the project going with the blue or red route as originally proposed. That will make the project a loop as proposed and not a zag route.	Thank you for your comment. Multiple alignment alternatives are being evaluated as part of the Segment 5 study, including the Technically Preferred and Modified Technically Preferred options and the Alternative Alignment. Each alternative is being reviewed for consistency with the study's purpose and need, engineering feasibility, environmental considerations, cost, and potential community and property impacts. Your preference to maintain the originally proposed alignment options has been documented and will be included in the study record.
119	12/12/2025	Email	Suzanne Bridenbaugh	I vote NO on alternative routes. The original Blue-Red route is better than the others. It is least invasive to humans and the environment. Also it makes no sense to go further south when most the building is north. Really need to be careful about with a weak infrastructure and heavy building like what has happened in Princeton. Sent from my iPhone	Thank you for your comment. The study team is evaluating multiple alignment alternatives for Segment 5, including the Technically Preferred, Modified Technically Preferred, and Alternative Alignment options. Each alternative is being reviewed based on the project's purpose and need, engineering feasibility, environmental considerations, projected growth and mobility needs, and potential

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					impacts to communities and properties. Your opposition to the Alternative Alignment and preference for the originally identified route have been documented and will be included in the study record.
120	12/14/2025	Email	Janie Carpenter	To Whom It May Concern, I support the Technically Preferred Alignment for Collin County Outer Loop's Segment 5. I am very disappointed that you are trying to change the route in Segment 5 from its 2007 studied, voted, and approved route to some random alternate route that will cut through people's planned farms / ranches / land. That land was likely purchased due to the original approved route on Segment 5 so the owners' land would not be chopped apart and destroy whole segments of inheritance with completed homes, barns, grazing land, etc. This land may transition to more residential use but this alternative route will cause issues with planned developments and roads and long-term growth. Please hold true to the studied, voted, and approved Technically Preferred Alignment route for Collin County Outer Loop's Segment 5. Sincerely, J.A. Carpenter	Thank you for your comment. Multiple alignment alternatives are being evaluated as part of the Segment 5 study, including consideration of potential impacts to private property, agricultural operations, community resources, and long-term transportation needs, consistent with the project's purpose and need. Your concerns regarding changes from prior planning, potential property and land-use impacts, and your preference to maintain the previously identified alignment have been documented and will be included in the study record.
121	12/14/2025	Email	Janie Carpenter	To Whom It May Concern, I support the Technically Preferred Alignment for Collin County Outer Loop's Segment 5. I am very disappointed that you are trying to change the route in Segment 5 from its 2007 studied, voted, and approved route to some random alternate route that will cut through people's planned farms / ranches / land. That land was likely purchased due to the original approved route on Segment 5 so the owners' land would not be chopped apart and destroy whole segments of inheritance with completed homes, barns, grazing land, etc. This land may transition to more residential use but this alternative route will cause issues with planned developments and roads and long-term growth. Please hold true to the studied, voted, and approved Technically Preferred Alignment route for Collin County Outer Loop's Segment 5. Sincerely, J.A. Carpenter	Thank you for your comment. Multiple alignment alternatives are being evaluated as part of the Segment 5 study, including consideration of potential impacts to private property, agricultural operations, community resources, and long-term transportation needs, consistent with the study's purpose and need. Your concerns regarding changes from prior planning, potential property and land-use impacts, and your preference to maintain the previously identified alignment have been documented and will be included in the study record.
122	12/11/2025	Email	Dave Murray	I request the outer loop segment 5 remain as selected in 2007. Due to the development and growth north a plan other the 2007 will limit growth opportunities plus eliminate disruption to wildlife save costs and keep current landowners whole. Sent from my iPad	Thank you for your comment. The study team is evaluating multiple alignment alternatives for Segment 5, including the Technically Preferred, Modified Technically Preferred, and Alternative Alignment options. Considerations include projected

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					growth, regional mobility needs, engineering feasibility, environmental resources and wildlife habitat, cost, and potential impacts to property owners. Your request to maintain the alignment identified in prior planning and your comments regarding growth, environmental impacts, and cost have been documented and will be included in the study record.
123	12/14/2025	Email	Carl Glaze	To Collin County Officials As you know, this work was done many years ago and the conclusions reached were publicly available for all to review. Those who were under or near the preferred alignment were in a position to plan their lives, businesses, activities, and investments with the understanding that the loop would affect them. That expectation may have been welcome to some land owners who saw that their property values might grow with the availability of enhanced access. Some may well have bought land on or near that announced alignment with a view to exploiting that increased access. Others who view their land ownership from a less mercenary perspective, viewing it as carrying links to personal, family, and generational memories, plans, and connections or as an environmental and historical legacy for family, community, nature, or God, were undoubtedly very unhappy with that designation. But they too have had those years of knowledge of what to expect to adjust to the county's decisions. By the same token, land-owners such as my family whose land would have been affected the path of alternative alignments then being considered, but at that time rejected, have lived and made decisions based on the knowledge that their land would not be affected by the proximity of the loop. But now you have reopened all those issues by proposing a drastically different new alternative alignment. The plans of the landowners affected by the Preferred Alignment are put at risk as are those of the landowners affected by the new alternative. This is unjust and, indeed, outrageous. I would appeal to the sense of justice of the County officials but suspect that they will be more responsive to economics than to considerations of justice. Economic decisions are best made with as little uncertainty regarding the future as possible. By reopening the alignment issue you have injected great uncertainty into the market not only with regard to this loop's alignment but also with the dependability of all of your other alignment decisions. My wife and I own property (Collin County tax tracts	Thank you for your comment. Multiple alignment alternatives are being evaluated as part of the Segment 5 study, including consideration of long-standing corridor planning, community and property impacts, right-of-way acquisition considerations, and the project's purpose and need. Your concerns regarding reliance on prior planning, impacts to affected landowners, and your preference regarding alignment options have been documented and will be included in the study record.

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				[redacted] and [redacted] on [redacted]) affected by the alternative you have proposed here that would also have been affected by alternatives and rejected in the earlier iteration of this project years ago. We both participated extensively in the earlier iteration of these proceedings. She is now submitting tract specific comments that I consider compelling but that I will not repeat here. Much of that information was submitted years ago and played a part in the county's selection of the Preferred Alignment. My purpose is to criticize the unjust and uneconomic reopening of a previously decided issue, thereby reopening a set of old wounds for my family. Carl E. Glaze [redacted]	
124	12/15/2025	Email	Cy Heath	After nearly 20 years of existing and new Collin County residents making life plans, investment decisions, and career choices based on a plan approved in 2007 based on a map published 12/12/2006, you're deciding to toss away that plan along with the trust of those residents your new alternate plan hurts. And, for WHAT? The project team presented several seemingly reasonable sounding challenges with very little supporting detail. Only a green checkmark vs. a red X, on a slide and a new "constraints" map that only supports the shorter distance without support for the other arguments and avoiding addressing the impact of going through a much more densely populated area. It's not very trust-inspiring, convincing, or even credible. Any reasonable person would evaluate the vague criteria and map to conclude the exact same, is not greater; challenges exist for the alternative route. Also, additional challenges could exist with the alternate route due to residential growth in the alternative route area over the last 20 years. The project team completely ignores the possibility of new, and increased risk with the new alternative route--much less address it directly. The presentation only states some vaguely worded supposed challenges that took 20 years to discover. Furthermore, the alternate route doesn't solve any of the problems that have grown over the last 20 years. The county acknowledges in the northeastcountyfreeway.com communication, that rapid	Thank you for your comment. The study team is evaluating multiple alignment alternatives for Segment 5 and is considering factors including the study's purpose and need, regional mobility goals, engineering feasibility, environmental considerations, and potential community and property impacts. Your comments regarding long-range planning, public information and transparency, and your preference to maintain the alignment identified in prior planning have been documented and will be included in the study record.

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				growth and congestions are the current concerns. The purpose of the CCOL is to alleviate distant future traffic from edges of county and other counties to travel to neighboring counties without going through the center and most congested areas. Distant future traffic, as the proposal says, is not the biggest concern today. Also, the alternative CCOL routes do seem to conflict with the recently approved Thoroughfare Plan--which will alleviate current congestion. Leave the Outer Loop in the location it has been planned since 2007 and focus on the regional arterial roadways to address both current and future demand,	
125	12/15/2025	Email	Jane Wigginton	I want to thank Collin County for taking the time to reevaluate the Outer Loop alignments rather than relying solely on the initial assessment. That willingness to reassess and refine the plan reflects a thoughtful, data-driven approach to long-term transportation planning. Based on the County's reassessment and screening criteria, I strongly agree that the southernmost Alternative Alignment represents the optimal solution for Collin County—both today and in the years to come. The Alternative Alignment most effectively balances regional mobility needs with preservation of Collin County's rural character, environmental resources, and community stability. As demonstrated in the County's own analysis, this route provides a straighter, safer, and more efficient corridor while minimizing impacts to floodplains, watersheds, agricultural land, and long-established rural communities. The northern alignment options would place a major transportation corridor through areas that were never intended to absorb highway-level traffic. This would accelerate commercial encroachment, increase noise and light pollution, fragment agricultural land, disrupt sensitive environmental systems, and permanently alter the low-density buffer that protects the quality of life and identity of this region. These impacts are irreversible and would create long-term costs far beyond initial construction. By contrast, the southern Alternative Alignment demonstrates superior engineering feasibility, reduced construction and long-term maintenance burden, improved emergency-response integration, and stronger alignment with future arterial planning. It accommodates necessary growth while respecting the communities and	Thank you for your comment. Multiple alignment alternatives are being evaluated as part of the Segment 5 study, including consideration of engineering feasibility, public safety, environmental resources (including floodplains, watersheds, and rural/agricultural lands), cost, and potential community and property impacts consistent with the project's purpose and need. Your preference for the Alternative Alignment and your request that your comment be included in the public record have been documented and will be included in the study record.

Comment Number	Date	Source	Name	Comment	Response
				landscapes that continue to define Collin County's character and appeal. Collin County's decision to reassess the alignment options and identify a clearly superior alternative reflects responsible leadership and careful stewardship of public resources. I strongly encourage the County to advance the southernmost Alternative Alignment as the preferred route for Segment 5, as it represents the most cost-effective, community-supportive, and environmentally responsible choice for the county's long-term future. I intended to submit this comment through the project website but was unable to locate the appropriate posting location, and I appreciate the opportunity for this input to be included as part of the public record. If there is a way for it to be inserted into the public comment section of the project website, I'm happy for that to happen. If you have any questions, or if there's anything I can help, I with please don't hesitate to reach out. Dr Jane Wigginton [redacted]	
126	12/15/2025	Email	Ken Means	Collin County should move forward routing segment 5 of the outer loop along the Technically Preferred / Modified Technically Preferred Alignment. The Alternative Alignment route is the wrong choice for the county. For the past 18 years residents of rural Collin County have made their decisions about where to live and where not to live with the knowledge of this outer loop routing that has been available to them. Changing segment 5 routing now, to follow the Alternative Alignment path, would break trust with residents whose lives and property would be negatively impacted by this routing change. Collin County has offered no compelling reason for consideration of the Alternative Alignment route. The absence of this information begs the question why? And it damages the trust of the county leaders in charge of planning the outer loop. Please, publish your data, your analysis, and your rationale for choices. And ask again for input. Routing segment 5 along the Alternative Alignment path would be short sighted. If you build segment 5 along the Alternative Alignment path the county will ultimately build another loop along the Technically Preferred Alignment / Modified Technically Preferred Alignment years later.	Thank you for your comment. The study team is evaluating multiple alignment alternatives for Segment 5, including the Technically Preferred, Modified Technically Preferred, and Alternative Alignment options. Each alternative is being reviewed based on the project's purpose and need, engineering feasibility, environmental considerations, cost, and potential impacts to communities and property owners. Your comments regarding reliance on prior planning, the request for additional supporting information, and your preference regarding alignment options have been documented and will be included in the study record.

Comment Number	Date	Source	Name	Comment	Response
				Ken Means [redacted]	
127	12/12/2025	Email	Suzanne Bridenbaugh	I am not in favor of any routes presented for this project other than the original Blue-Red. Doing a project like this is disruptive for those in the path of it. The idea is to go forward with needed growth but with least disruption to humans and the environment. The alternatives are not in the best interest of either of those. Suzanne Bridenbaugh Sent from my iPhone	Thank you for your comment. Multiple alignment alternatives are being evaluated as part of the Segment 5 study, including consideration of potential impacts to communities, private property, and environmental resources, along with engineering feasibility, cost, and the study's purpose and need. Your opposition to the Alternative Alignment and your preference for the originally identified route have been documented and will be included in the study record.
128	12/15/2025	Email	Ryan Norman	Good morning, I have a few questions regarding this project. What is the timeline for this project? How long are you anticipating it will take to acquire property? When do you anticipate starting highway construction? Will this devalue my property? If the alternate route is selected I will have to move as this highway will be right behind my backyard and I am very concerned this will devalue my property and make it difficult to sell. Thank you, Ryan Norman	Thank you for your questions. The Segment 5 study is currently in the planning and evaluation phase, and key schedule milestones—including anticipated timing for alignment decisions, right-of-way considerations, and any future construction activities—will be shared as they are developed. Right-of-way needs, if any, would depend on the alignment ultimately advanced and subsequent design development. With respect to property value, the study team is considering potential property impacts as part of the evaluation of alternatives; however, specific effects to individual properties cannot be determined until an alignment is selected and further design work is completed. Your questions and concerns have been documented and will be included in the study record.
129	12/12/2025	Email	Lannie Jackson	See attached comments on Collin County OUTER LOOP NE On behalf of Lannie Jackson December 12, 2025 Subject: Collin County "OUTER LOOP" NE Quadrant To: Project Group/Managers From: Lannie Jackson, property owner of 157.5 acres on [redacted] When I first heard about the original Outer Loop and the general location I thought that makes good sense. When I saw the location on the first map with the proposed location I thought that makes good sense. When you hear the term "Outer Loop", what does that mean? Well to me it means you build a roadway that mirrors the boundaries of the Collin County line. Over my many years of working and driving around Dallas County I would always be running into or across Beltline Road. I thought this is a	Thank you for your comment. The study team is evaluating multiple alignment alternatives for Segment 5, including consideration of long-range regional mobility needs, consistency with the study's purpose and need, engineering feasibility, environmental resources, and potential impacts to property owners and agricultural operations. Your comments regarding the definition and function of an "outer loop," potential impacts to your property and ongoing land improvements, and your preference regarding alignment options have been documented and will be included in the study record.

Comment Number	Date	Source	Name	Comment	Response
				mystery, a little crazy. Wherever I go around Dallas County, I run into Beltline Road. I thought it has no rhyme or rhythm to it. But much later I would find out it did. Finally, I read some things and met someone who knew a little history on Beltline Road. It was designed and built in the early days of the county with the idea to build a road that would loop the entire perimeter of Dallas County. The designers and leaders of the county thought it would serve a very useful purpose of being able to travel around the county on a road that paralleled the county boundary. Anyone could get on Beltline Road and travel all the way around the county to get to where they wanted. After learning the sketchy history of Beltline Road, it made a lot of sense to me. When you are on the edge of the county road perimeter, you can travel around the edge until you get to where you want to go and then turn off to go into the heart of the county to your destination. An "Outer Loop" is no longer an Outer Loop when it deviates a substantial distance away from the county line. So, I thought the proposed route was headed in a good direction. Until I got a call from several people telling me there was a new "alternate route" being proposed on the NE Collin County Loop. They also sent me a picture and the alternate route goes through the heart of my 157.5 acres on a north-south route. How did this happen? The Outer Loop is supposed to be going in a East-West direction in this part of the county. My property runs East-West. It fronts on CR 618 and goes to the Indian Creek bottom. I believe this dramatic change of going away from the perimeter of the county line for the OUTER LOOP, destroys the integrity of your original planned "OUTER LOOP". I believe many of the reasons and factors the engineers and planners used in the original route are "still present today". It makes perfect sense to see the proposed route run between the east Indian Creek bottom and the Collin – Hunt County lines. The distance is good. When I look at your maps it puts the alternate route that crosses my land in a North-South fashion, west of Indian Creek and very, very, very close to Highway 78. Tom Brady could almost throw a football from your new alternate route to state Highway 78. If you are going to deviate that far from the county line perimeter, might as well use Hwy 78 for your "Outer Loop" which would not meet the definition of an "Outer Loop". This route really destroys the concept of the "Outer Loop" and the purpose it is supposed to	

Comment Number	Date	Source	Name	Comment	Response
				serve. When I first saw this drawing with such a huge deviation from the original North-South route on the Eastern boundary of the county, it made me think of a childhood game we use to play. Ring Around the Rosie with the added feature of "cut the mustard". In other words, just cut the original route and cut the mustard and take a big "short cut". I think that's what this new alternate route does. FACTS ABOUT MY PROPERTY and WHAT EFFECT THIS SHORT CUT WOULD HAVE: The property has three distinct segments, broken into approximately one-thirds each. • One-third frontage – flat, traditional row crop land • One-third – rolling terrain with lots of oak trees and ponds and lakes • One-third – Indian Creek bottom land, wildlife area The new alternate route just about splits the middle one-third of the property, which is the best part of the property. It has branches, trees, two ponds and one lake. The 3-4 acre lake in this section was recently built at an investment of $55,000. Land Improvements: I wanted to improve this property, my family farm that I grew up on. I went to the USDA office, NRCS in McKinney and discussed my options. They have a program called "Regenerative Agriculture". It is to improve the soils fertility, restore good grasses, including natives where possible. The idea is to get good healthy soil and vegetation growing on the flat lands as well as clearing and planting many acres of grasses in the one-third rolling section. I already have a good deal of my personal money invested in this. We are going to grow healthy grass and healthy cattle. I have entered into a long-term agreement with a young, smart rancher who subscribes to practices of the regenerative agriculture principles. We have entered into an agreement with USDA-NRCS to carry out these plans. They pay for parts of some things, we pay 100% of other things. I, as a land owner just paid $10,000 to have a 100+ year old fence row cleared out to make way for new electric fencing. OVERALL EVALUATION: I have tried to look at these Collin County Outer Loop proposals in two ways. #1 As if I were not a land owner affected by these	

Comment Number	Date	Source	Name	Comment	Response
				proposals. #2 As a land owner, GREATLY affected. If I were a commissioner, trustee, etc. and had a vote, I in no way would vote for this alternate route. As I said earlier, I believe it greatly affects the integrity of the purpose of an "Outer Loop" plan. Fifty years from now, an "Outer Loop", route that mimics and parallels the county line will still stand out as a very helpful, practical route that serves the best interest of the citizens. I don't believe the hurry up short cut, cut the mustard plan will stand the test of time. Let's remember what it is you are building; an "Outer Loop" that sticks to the Outer Loop of Collin County. Remember to look out for the interest of the land owners. Don't take a short cut for whatever reasons, just to deal with a short-term problem. I can't stand the thought of a so-called "Outer Loop" that's on the west side of Indian Creek Bottom and so close to HWY 78. WHAT YOUR DOING IS NOT AN EASY TASK!! I KNOW FROM EXPERIENCE. I ran for office and was elected for 3 terms of 9 years on the Board of Trustee of Coppell ISD. I had a leadership role for the 7 of 9 years. During that time, we acquired building sites and built six new schools, including the Master Planned new Coppell High School and Athletic Complex. As you can imagine, we had all kinds of challenges and dealt with them successfully. We tried to meet the needs of the students and treat the parents and property owners as partners, since they were paying the taxes. In dealing with land owners, we tried to do no to as little harm as possible. When we were searching for enough land to build the new high school and athletic complex of 50 acres. We had three choices inside our district boundaries. We tried to acquire our best two choices (we thought). There were problems that negatively affected the citizens. Our third choice, which we acquired, turned out to be the best choice by far. Unbelievably good. Thank you for your work and your serious consideration of my thoughts and observations. Respectfully and Sincerely, Lannie D Jackson, TAMU Class of '64 [redacted] P.S. If you don't decide to go back to your original	

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				proposed route, I believe we could find 2-3 others that would be better than the current alternate route.	
130	12/16/2025	Email	Kristin Hawk	Please keep the original technically preferred alignment! It is the best solution for the continuing growth of the county, residents have purchased property and invested in their properties based on knowledge of the original route from 2007. Please don't constrain the future to fit recent, localized development by adopting an alternate route. Thank you, Kristin Hawk	Thank you for your comment. Multiple alignment alternatives are being evaluated as part of the Segment 5 study, including consideration of projected growth, community and property impacts, engineering feasibility, environmental resources, and the project's purpose and need. Your preference to maintain the originally identified alignment and your comments regarding reliance on prior planning have been documented and will be included in the study record.
131	12/11/2025	Email	Leah Burchfield	To whom it may concern, I'd like to voice my thoughts towards the Collin County Outer Loop segment 5. I feel as the original technically preferred alignment chosen in 2007 is the better option. The new alternate route will be outgrown before the construction is finished. The continuous growth of the county demands a more northern alignment. Leah Burchfield	Thank you for your comment. The study team is evaluating multiple alignment alternatives for Segment 5, including the Technically Preferred, Modified Technically Preferred, and Alternative Alignment options. Considerations include projected growth, regional mobility needs, engineering feasibility, and potential community and property impacts consistent with the project's purpose and need. Your preference for a more northern alignment and opposition to the Alternative Alignment have been documented and will be included in the study record.
132	12/13/2025	Email	Teresa Airhart	To Whom It May Concern: This comment addresses the proposed Alternative Alignment for Segment 5 of the Collin County Outer Loop and explains why it should be eliminated from further consideration. As detailed below, the Alternative Alignment departs from a corridor that has been publicly identified and relied upon by landowners since 2007, imposes disproportionately high acquisition and severance costs despite its shorter length, and duplicates existing and planned transportation facilities in a manner inconsistent with the stated purpose of a true outer circumferential loop for Collin County. I am the owner of approximately 92 acres located near the intersection of [redacted] within the Segment 5 study area. As shown in the public materials, the Alternative Alignment would run directly through the center of my property, bisecting the farm and materially impairing its continued operation as a viable agricultural enterprise. Our property supports active cattle and hay operations,	Thank you for your comment. Multiple alignment alternatives are being evaluated as part of the Segment 5 study, including consideration of potential impacts to agricultural operations, private property, historic and cultural resources, environmental resources, right-of-way needs, and overall cost effectiveness, consistent with the project's purpose and need. Your requests regarding evaluation topics, documentation in the public record, and potential alignment refinements have been documented and will be included in the study record.

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				with approximately 40 head of cattle. The Alternative Alignment would fragment the property into separated triangular remnants, disrupt fencing and livestock movement, and eliminate or substantially reduce the hay-producing acreage that supports the herd. These impacts are not incidental; they would fundamentally compromise the farm's operational integrity, requiring purchased hay, reconstruction or relocation of fencing, gates, and water access, and ongoing management and safety accommodations that render the remainder economically inefficient for its current use. This farm was formally recognized as a Texas Family Land Heritage Farm in 1991, reflecting more than a century of continuous family ownership and agricultural use dating back to 1891. My family's stewardship began when my great-grandfather, Tom Airhart, acquired the original acreage through trade and hard work. The proposed severance and conversion of this intact agricultural operation would result in the permanent loss of a documented working farm, undermining both rural heritage and the continuity of agricultural land use in this area of Collin County, in addition to the economic harms described above. The Technically Preferred Alignment has been publicly identified since 2007, providing long-standing notice and planning certainty to landowners and developers alike. Maintaining consistency with that established corridor respects reasonable reliance interests and reinforces predictable land-use planning, whereas a late-stage departure shifts unanticipated burdens onto properties that have planned around the historically identified alignment. Income generated from this farm constitutes my sole source of supplemental income in retirement from teaching. By materially impairing the farm's viability, the Alternative Alignment would impose a significant and disproportionate financial hardship. Even if the property were no longer economically efficient for continued agricultural use, the Alternative Alignment would also cause a substantial diminution in value as a potential residential or mixed-use development tract. The proposed diagonal acquisition of a large right-of-way through the center of the property does not merely remove acreage; it fundamentally impairs the economic integrity of the remainder. The tract currently functions as a single, contiguous parcel with multiple viable end uses,	

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				allowing value to be maximized through unified planning, efficient infrastructure placement, and market flexibility. The proposed alignment fractures the property into irregular, functionally constrained remnants that are significantly less marketable, less efficient to develop, and less attractive to a broad pool of buyers. As a result, the diminution in value to the remainder is not proportional to acreage alone and is likely to exceed the value of the land taken, thereby increasing severance damages and the County's overall acquisition cost. Under standard appraisal practice, diagonal takings that create irregular remnants frequently generate substantial cost-to-cure obligations, further elevating total project costs beyond what acreage-based estimates suggest. In practical terms, this alignment converts a single, economically efficient property into inferior parcels, creating avoidable financial consequences for both the landowner and the County. By contrast, the Technically Preferred Alignment and the Modified Technically Preferred Alignment have been matters of public record for nearly two decades, providing landowners with a stable and identifiable corridor around which long-term land use, investment, and estate planning decisions have been made. That prolonged public identification of a preferred corridor has created legitimate reliance interests for affected landowners. Introducing a materially different Alternative Alignment at this stage disrupts those settled expectations and imposes new and unanticipated burdens on properties that have been planned, managed, and improved in reliance on the previously identified alignment. While the Alternative Alignment may appear shorter in overall mileage, any apparent cost savings from reduced length are likely offset by higher aggregate acquisition and severance costs resulting from diagonal takings through large, contiguous tracts. Based on a review of current property listings, land values along portions of the Alternative Alignment appear significantly higher (approximately $50–100k per acre) than along the Technically Preferred Alignment (approximately $20–40k per acre), materially increasing overall acquisition costs. In addition, the stated purpose of the Outer Loop project is to provide a true outer route for Collin County that improves regional mobility. The Alternative Alignment appears to deviate from that core objective by tracking	

Comment Number	Date	Source	Name	Comment	Response
				much closer to existing and planned thoroughfares, thereby limiting its marginal transportation value. Specifically, the Alternative Alignment overlaps or closely parallels infrastructure projects that the County has already completed or is actively planning, including the US 380 Bypass, Spur 399, and the ongoing Collin County Northeast Freeway study. Notably, the Northeast Freeway concept contemplates a north–south controlled-access facility that could run parallel to the Alternative Alignment for extended distances, in some locations separated by approximately one mile or less. Constructing two high-capacity facilities in such close proximity would be duplicative, inefficient, and inconsistent with prudent stewardship of County resources. Compressing multiple major facilities into a narrow corridor effectively creates an infrastructure barrier rather than a true outer circumferential loop that distributes regional mobility and long-term growth more efficiently. For these reasons, I respectfully request that Collin County eliminate the Alternative Alignment from further consideration for Segment 5, or, at a minimum, modify the alignment to avoid bisecting this property and similarly situated tracts. I further request that the project team include in the administrative record a detailed evaluation of: (1) agricultural operational impacts, including fencing, livestock movement, hay production, water access, safety considerations, and any drainage or hydrology effects to the extent applicable; (2) severance damages and remainder viability for both current agricultural use and foreseeable residential or mixed-use development, including cost-to-cure considerations; and (3) any feasible alignment adjustments or corridor refinements that would avoid splitting this farm and similarly situated tracts. In addition, given that the Technically Preferred Alignment was originally identified in or around 2007 and that the County subsequently undertook extensive technical analysis to develop the Modified Technically Preferred Alignment, I respectfully request that the record include: (4) a clear explanation of the planning rationale for departing from the long-established preferred corridor at this stage of the project; (5) a comparison of the Alternative Alignment against the Technically Preferred and Modified Technically Preferred Alignments that fully accounts for total acquisition costs, including severance damages, remainder impairment, and mitigation measures, rather than mileage alone; and (6)	

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				documentation showing how the Alternative Alignment advances the stated purpose and need of an outer circumferential route without duplicating existing or planned facilities. I am available to provide additional information in writing or through virtual means regarding fencing, water access, and other operational features relevant to the alignment decision, and respectfully request that all substantive responses and supporting materials be included in the public record. Regards, Teresa Airhart	
133	12/15/2025	Online Comment Form		The technically preferred alignment option will have the LEAST negative impact on homeowners who choose the rural lifestyle quality of life as well as preserving our wildlife habitats and wetlands. The preferred alignment supports long term growth in rural areas and provides accessibility as those communities expand. Please continue to focus on the broader, long term picture for our north east residents rather than veering off course and constraining the future to fit recent, localized development.	Thank you for your comment. The study team is evaluating multiple alignment alternatives for Segment 5, including review of potential impacts to communities and property owners, environmental resources (including wildlife habitat and wetlands), projected growth and mobility needs, engineering feasibility, and the project's purpose and need. Your opposition to the Alternative Alignment and your comments regarding long-term planning priorities have been documented and will be included in the study record.
134	12/15/2025	Online Comment Form		The Collin County SWCD has several concerns about the impact of this project on several floodwater retarding structures along these routes. The SWCD would recommend that the sites be listed on environmental constraints maps. They are more than just water bodies since they were constructed with tax dollars for flood control and are part of the infrastructure of the county. They are also regulated by TCEQ. Texas Administrative Code and SWCD easements dictate what can and cannot be constructed near these sites. The SWCD would ask that engineers reach out to the SWCD about the impacts of this project.	Thank you for your comment. The study team understands the importance of floodwater retarding structures as critical flood-control infrastructure and acknowledges that these facilities may be subject to regulatory requirements and easements, including applicable Texas Administrative Code provisions and oversight by the Texas Commission on Environmental Quality (TCEQ). Your recommendation to identify these sites on the environmental constraints mapping has been noted, and coordination with the Collin County SWCD regarding locations, applicable restrictions, and potential project impacts will be shared with the engineering and environmental teams as the evaluation of alternatives continues. Your request for agency coordination and consideration of these resources has been documented and will be included in the study record.
135	12/16/2025	Online Comment Form	Kristin Hawk	Please keep the original technically preferred alignment! It is the best solution for the continuing growth of the county, residents have purchased property and invested in their properties based on knowledge of the original route from 2007. Please don't constrain the future to fit recent, localized development by adopting an alternate route.	Thank you for your comment. Multiple alignment alternatives are being evaluated as part of the Segment 5 study, including the Technically Preferred, Modified Technically Preferred, and Alternative Alignment options. The evaluation considers projected growth and long-term mobility needs, engineering feasibility, environmental resources, and

Comment Number	Date	Source	Name	Comment	Response
					potential impacts to communities and property owners, consistent with the study's purpose and need. Your preference to maintain the originally identified alignment, your opposition to the Alternative Alignment, and your comments regarding reliance on prior planning have been documented and will be included in the study record.
136	12/13/2025	Mail	Airhart	Dear Gwen Jurisich, I am the owner of 91.98 acres of land off of [redacted] and [redacted] If the Alternative Alignment is chosen for Segment 5, it would cut straight across my farm. Currently I have 41 cows, 16 calves, and 1 bull on my land and my sister's adjoining land. These cattle would be displaced, and there would not be enough land to grow hay on. Our farm was named a Family Land Heritage farm in 1991, being recognized for a century or more of continuous ownership and operation as a family agricultural enterprise. My ancestorsm, beginning with my great-grandfather, Tom Airhart, who traded two mules and a wagon for the first 50 acres, worked hard since 1891 to make this farm a success. It would be truly heartbreaking to witness a multi-land highway destroy it! In addition, the income from this farm is my sole supplemental income to my teacher retirement. It seems both the technically preferred an modified technically preferred routes would be more sutable for the Outer Loop, as they seem to be located along existing corridors, away from farmland. Please choose the technically preferred routes, instead of the Alternative Alignment for Segment 5. Thank you, Teresa Airhart [redacted] [redacted]	Thank you for your letter and for sharing details about your farm and operations. The project team is evaluating multiple alignment alternatives for Segment 5, including consideration of potential impacts to agricultural operations, property use, and right-of-way needs, consistent with the study's purpose and need. Your comments regarding the effects of the Alternative Alignment on livestock operations, hay production, and the continued viability of the farm—as well as your preference for the Technically Preferred or Modified Technically Preferred alignment—have been documented and will be included in the study record.
137	12/16/2025	Online Comment Form	The Exercise Coach McKinney	I am writing regarding the ongoing study of Segment 5 of the Collin County Outer Loop, from SH 121 to US 380. As a resident who cares deeply about responsible growth and long-term planning, I respectfully request that the county maintain the originally proposed route rather than adopting the newly suggested changes. Thank you for	Thank you for your comment. The study team is evaluating multiple alignment alternatives for Segment 5 as part of the planning and environmental review process. This evaluation considers long-term regional mobility needs, engineering feasibility, environmental constraints, cost, and potential

Comment Number	Date	Source	Name	Comment	Response
				your time and for your commitment to responsible growth in Collin County. I appreciate your consideration.	community and property impacts consistent with the study's purpose and need. Your request to maintain the originally proposed route and your concerns regarding changes to the alignment have been documented and will be included in the study record.
138	12/19/2025	Online Comment Form	Harvey Starks	Please include me in updates.	Thank you for your request. Your request to be included in future project updates has been received, and it has been documented for the study team.
139	12/10/2025	Mail	Joyce Scott	[redacted] December 10, 2025 Dear Sir: My grandfather bought land (currently on both sides of 973) in the early 1920s. While other families lost their land during the Great Depression, my family kept on farming. When World War 2 began, my uncle was sent overseas, so my mother and aunt took over his duties on the farm. All the barns were built sturdily by hand. My grandfather and uncle planted a very nice orchard with trees and grapes. Beginning with cotton then dairy cows and now beef cows it has been in agricultural use for over 100 years. It would be such a loss to destroy this farm... Sincerely, Joyce Scott	Thank you for your letter and for sharing your family's history and the long-standing agricultural use of your property. The study team is evaluating multiple alignment alternatives for Segment 5, including consideration of potential impacts to private property, agricultural operations, and historic and cultural resources, consistent with the study's purpose and need. Your comments regarding your family's multi-generational farming history, the potential loss of barns and orchard features, and your concerns about property impacts have been documented and will be included in the study record.

B. Notices Provided

Section	Document
B1	Public Meeting Notice Schedule
B2	Notice
B3	Mailing List
B4	Newspaper Affidavits and Advertisements
B5	Collin County Government Social Media Posts
B6	CCOL Website Notice

B1. Public Meeting Notice Schedule

COLLIN COUNTY OUTER LOOP
SEGMENT 5

PUBLIC SCOPING MEETING NOTICE SCHEDULE

Collin County Outer Loop
From State Highway (SH) 121 to US 380 in northeast Collin County
Collin County, Texas

Newspaper Publications

The Public Scoping Meeting Notice for the above project has been published in the following newspaper:

- *Farmersville Times (English)*
- *McKinney Courier Gazette (English)*
- *Sherman Herald Democrat (English)*

Contact	Published	Method & Deadline for Submitting Legal Notice	Publication Dates
Farmersville Times [redacted]	Weekly	Deadline is Monday noon, 10/27	**10/30**
Star Media *McKinney Courier-Gazette* [redacted]	Weekly	Deadline is noon on Wednesday, 10/29 ¼ page 4.517" x 10.31" high $762.94	**10/31**
Sherman Herald Democrat [redacted]	Tuesday-Saturday (5 days a week	Deadline is 3 days before ad publishes (10/29 end of day) ¼ page ad is 5" w x 10" h	**11/1**

B2. Notice

COLLIN COUNTY OUTER LOOP
SEGMENT 5

NOTICE OF VIRTUAL PUBLIC MEETING

Collin County Outer Loop - Segment 5 (Northeast)

Collin County is conducting a study of the alignment of Segment 5 of the Collin County Outer Loop in the northeast part of the county from State Highway (SH) 121 (near Anna, Texas) to US 380 (near Farmersville, Texas) in northeast Collin County. The current study will refine the previously identified alignment and develop right-of-way (ROW) mapping documents.

Collin County is hosting a virtual public meeting to share information about the project and gather feedback from the public on the alignment variations under consideration. The virtual public meeting is not a live event. All public meeting materials will be posted to the project website at ccol-segment5.com and will consist of a pre-recorded video presentation, exhibit boards, and an interactive comment map.

The public meeting details are listed below.

VIRTUAL*

ccol-segment5.com

Thursday, November 13, to Monday, December 15, 2025

Information regarding the Collin County Outer Loop – Segment 5 project will be posted on the project website by 8 a.m. on Thursday, November 13 and will remain available through Monday, December 15, 2025.

**This is not a live event*

About the Study

The Collin County Outer Loop is a 55-mile planned transportation facility that will ultimately span from the Denton/Collin County line, through or by cities including Celina, Weston, Anna, Melissa, Blue Ridge, Farmersville, Josephine and Royse City, to the Rockwall/Collin County line. This project consists of Segment 5, which extends approximately 21 miles from SH 121 to US 380 in northeast Collin County. A technically preferred alignment for this roadway was previously identified and approved in 2007. The Collin County Outer Loop – Segment 5 project will review the previously identified alignment, identify needed revisions to the alignment location, and develop the ROW mapping documents.

The project's objectives are focused on enhancing mobility and safety, cost effectiveness, engineering feasibility, and minimizing environmental impacts.

The public is invited to submit comments on the proposed update through Monday, December 15, 2025.

Comments may be submitted in one of the following ways:

- Online at ccol-segment5.com
- By mail or email to:

  Collin County Outer Loop – Segment 5
  17111 Preston Road Rd., Suite 300
  Dallas, TX 75248

  connect@ccol-segment5.com

The public meeting materials will be developed in English. If you need additional language or accessibility accommodations, please contact Gwen Jurisich at connect@ccol-segment5.com. If you experience any technical difficulties while accessing the virtual public meeting, please contact Gwen Jurisich at connect@ccol-segment5.com or via phone at 972-960-4431.

B3. Mailing List

Elected Officials

GREETING	SALUTATION	FIRST NAME	LAST NAME	TITLE	TITLE 2	ORGANIZATION	MAILING ADDRESS	CITY	STATE	ZIP CODE	EMAIL 1
	The Honorable	Toby	Tucker	Superintendent		Anna ISD	[redacted]				
The Honorable		Brian	Bymaster	Superintendent		Bland ISD					
The Honorable	Dr.	Darrell	Floyd	Superintendent		Blue Ridge ISD					
The Honorable		Pete	Cain	Mayor		City of Anna					
The Honorable		Kevin	Toten	Mayor Pro Tem		City of Anna					
The Honorable		Nathan	Bryan	Council Member		City of Anna					
The Honorable		Stan	Carver II	Deputy Mayor Pro Tem		City of Anna					
The Honorable	Council Member	Kelly	Patterson-Herndon	Council Member		City of Anna					
The Honorable	Council Member	Elden	Baker	Council Member		City of Anna					
The Honorable	Council Member	Manny	Singh	Council Member		City of Anna					
The Honorable		Rhonda	Williams	Mayor		City of Blue Ridge					
The Honorable	Judge	Terry	Douglas	Presiding Judge		City of Blue Ridge					
The Honorable		Craig	Overstreet	Mayor		City of Farmersville					
The Honorable		Coleman	Strickland	Place 1		City of Farmersville					
The Honorable		Russell	Chandler	Place 2		City of Farmersville					
The Honorable		Kristi	Mondy	Place 3		City of Farmersville					
The Honorable		Mike	Henry	Mayor Pro-Tempore		City of Farmersville					
The Honorable		Tonya	Fox	Place 5		City of Farmersville					
The Honorable		Jay	Northcut	Mayor		City of Melissa					
The Honorable	Council Member	Preston	Taylor	Council Member		City of Melissa					
The Honorable	Council Member	Rendell	Hendrickson	Council Member		City of Melissa					
The Honorable	Council Member	Dana	Conklin	Council Member		City of Melissa					
The Honorable	Council Member	Joseph	Armstrong	Council Member		City of Melissa					
The Honorable	Council Member	Craig	Ackerman	Council Member		City of Melissa					
The Honorable	Council Member	Sean	Lehr	Council Member		City of Melissa					
The Honorable		David	Moore	Honorable Judge Presiding		City of Melissa					
The Honorable	Council Member	Susan	Fletcher	County Commissioner	Precinct 1	Collin County					
The Honorable	Council Member	Cheryl	Williams	County Commissioner	Precinct 2	Collin County					
The Honorable	Council Member	Darrell	Hale	County Commissioner	Precinct 3	Collin County					
The Honorable	Council Member	Duncan	Webb	County Commissioner	Precinct 4	Collin County					
The Honorable	Judge	Chris	Hill	County Judge		Collin County					
The Honorable		Micheal	French	Superintendent		Farmersville ISD					
The Honorable		Brad	Maxwell	Superintendent		Leonard ISD					
The Honorable		Keith	Murphy	Superintendent		Melissa ISD					
The Honorable		Brian	Bymaster	Superintendent		Bland ISD					
The Honorable	Dr.	Darrell	Floyd	Superintendent		Blue Ridge ISD					

GREETING	SALUTATION	FIRST NAME	LAST NAME	TITLE	TITLE 2	ORGANIZATION	MAILING ADDRESS	CITY	STATE	ZIP CODE	EMAIL 1
The Honorable		Pete	Cain	Mayor		City of Anna	[redacted]				
The Honorable		Kevin	Toten	Mayor Pro Tem		City of Anna					
The Honorable		Nathan	Bryan	Council Member		City of Anna					
The Honorable		Stan	Carver II	Deputy Mayor Pro Tem		City of Anna					
The Honorable	Council Member	Kelly	Patterson-Herndon	Council Member		City of Anna					
The Honorable	Council Member	Elden	Baker	Council Member		City of Anna					
The Honorable	Council Member	Manny	Singh	Council Member		City of Anna					
The Honorable		Rhonda	Williams	Mayor		City of Blue Ridge					
The Honorable	Judge	Terry	Douglas	Presiding Judge		City of Blue Ridge					
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The Honorable		Russell	Chandler	Place 2		City of Farmersville					
The Honorable		Kristi	Mondy	Place 3		City of Farmersville					
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The Honorable	Council Member	Dana	Conklin	Council Member		City of Melissa					
The Honorable	Council Member	Joseph	Armstrong	Council Member		City of Melissa					
The Honorable	Council Member	Craig	Ackerman	Council Member		City of Melissa					
The Honorable	Council Member	Sean	Lehr	Council Member		City of Melissa					
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The Honorable	Council Member	Duncan	Webb	County Commissioner	Precinct 4	Collin County					
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The Honorable		Brad	Maxwell	Superintendent		Leonard ISD					
The Honorable		Keith	Murphy	Superintendent		Melissa ISD					
The Honorable	Council Member	Craig	Ackerman	Council Member		City of Melissa					
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GREETING	SALUTATION	FIRST NAME	LAST NAME	TITLE	TITLE 2	ORGANIZATION	MAILING ADDRESS	CITY	STATE	ZIP CODE	EMAIL 1
The Honorable		David	Moore	Honorable Judge Presiding		City of Melissa	[redacted]				
The Honorable	Council Member	Susan	Fletcher	County Commissioner	Precinct 1	Collin County					
The Honorable	Council Member	Cheryl	Williams	County Commissioner	Precinct 2	Collin County					
The Honorable	Council Member	Darrell	Hale	County Commissioner	Precinct 3	Collin County					
The Honorable	Council Member	Duncan	Webb	County Commissioner	Precinct 4	Collin County					
The Honorable	Judge	Chris	Hill	County Judge		Collin County					
The Honorable		Micheal	French	Superintendent		Farmersville ISD					
The Honorable		Brad	Maxwell	Superintendent		Leonard ISD					
The Honorable		Keith	Murphy	Superintendent		Melissa ISD					

Stakeholders, Agencies, and Interested Parties

GREETING	SALUTATION	FIRST NAME	LAST NAME	TITLE	TITLE 2	ORGANIZATION	MAILING ADDRESS	CITY	STATE	ZIP CODE	EMAIL 1
Chief		Ray	Isom	Fire Chief		Anna Fire Department	[redacted]				
Chief		Dean	Habel	Police Chief		Anna Police Department					
						Blue Meadow MUD No. 1					
						Blue Meadow MUD No. 3					
Chief		Jason	Brazil	Fire Chief		Blue Ridge Fire Department					
Chief		John	Bowers	Chief		Blue Ridge Volunteer Fire Department					
						Caddo Basin SUD					
		Joseph	Cotton	Director of Engineering		City of Anna					
		Taylor	Lough	Assistant City Manager		City of Anna					
		Edie	Sims	City Secretary		City of Blue Ridge					
		Audrey	Rubadue	Court Clerk		City of Farmersville					
		Ben	White	City Manager		City of Farmersville					
		Jason	Little	City Manager		City of Melissa					
		Eric	Hogue	Chairperson		Collin County Historical Commission					
						Collin County MUD CR 412					
Chief		Greg	Massey	Fire Chief		Farmersville Fire Department					
Chief		Marsha	Phillips	Chief of Police		Farmersville Police Department					
		Ujval	Patel	Area Engineer		FHWA - Texas Division					
						Frognot SUD					
		Angie	Toles	Executive Director		Greater Anna Chamber of Commerce					
		Brian	Swindell			HDR, Inc.					
		David	Sutton			HDR, Inc.					
		Courtney	Kintner			HDR, Inc.					
		Gwen	Jurisich			HDR, Inc.					
		Caroline	Trigger			HDR, Inc.					
		Jeff	Smith			HDR, Inc.					
		Margot	Greer			HDR, Inc.					
		Kynseth	Mann			HDR, Inc.					
		Mike	Wemhoener	General Manager		Hickory Creek SUD					
		Cameron	Robinson	Collin County MUD 412 Operator		Inframark Water and Infrastructure Services					
		Shannon	Sweat	Executive Director		Melissa Chamber of Commerce					

GREETING	SALUTATION	FIRST NAME	LAST NAME	TITLE	TITLE 2	ORGANIZATION	MAILING ADDRESS	CITY	STATE	ZIP CODE	EMAIL 1
Chief		Carl	Nix	Fire Chief		Melissa Fire Department	[redacted]				
Chief		Erik	Stokes	Police Chief		Melissa Police Department					
		Jeffrey	Neal	Senior Program Manager	Streamlined Project Delivery and Data Management	NCTCOG					
		Berrien	Barks			NCTCOG					
		Chris	Reed			NCTCOG					
		Dan	Lamers			NCTCOG					
		Samuel	Simmons			NCTCOG					
		Wade	Haffey			NCTCOG					
		Patricia	Rohmer			NCTCOG					
		Allen	Knight	General Manager		North Collin SUD					
						North Texas Municipal Water District					
						Raintree MUD No. 1					
To whom it may concern,						Texas Parks and Wildlife Department					
To whom it may concern,						Texas Historical Commission					
Mr.	Mr.	Rob	Newman	Deputy District Engineer, Programs and Project Management		United States Army Corps of Engineers					
						Verona SUD					
		Richard	McCabe	General Manager		Westminster SUD					
	Mr.	Charles Mark	Ready								
To whom it may concern,	Ms.	Tori	Paine								
To whom it may concern,	Mr.	Tony	Kimmey								
To whom it may concern,	Mr.	Alex	Dubovsky								
To whom it may concern,	Ms.	Roopa	Tiruveedula								
To whom it may concern,	Ms.	Tracy	Phillips								
To whom it may concern,	Ms.	Alondra	Acuna								
To whom it may concern,	Ms.	Karan	Shridharani								
To whom it may concern,	Mr.	Steve	Christiaens								
To whom it may concern,	Mr.	Dorman	Mannon								

GREETING	SALUTATION	FIRST NAME	LAST NAME	TITLE	TITLE 2	ORGANIZATION	MAILING ADDRESS	CITY	STATE	ZIP CODE	EMAIL 1
To whom it may concern,	Ms.	Chithirai	Selvakumar							[redacted]	
To whom it may concern,	Ms.	Randie	Berry								
To whom it may concern,	Ms.	Julia	Eller								
To whom it may concern,	Mr.	Al	Tagizadeh								
To whom it may concern,	Ms.	Victoria	Gibson								
To whom it may concern,	Mr.	Ryan	Norman								
To whom it may concern,	Mr.	Harvey	Starks								
To whom it may concern,	Mr.	Allen	Hundley								

Adjacent Property Owners

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
10720 PROPERTIES LLC	[redacted]			
1210 SYCAMORE LLC				
124 HAMILTON SERIES- SMALL TOWN REAL ESTATE LLC				
12VESTORS LLC				
16485 CR 617 FARMERSVILLE LLC				
1808 BURDEN RANCH RD FARMERSVILLE LLC				
1ST NATL BANK				
1ST QUICK CHECK CONVENIENCE STORES INC				
269 DBS LTD				
2TR RANCH LLC				
30A CAPITAL GROUP LLC				
4 ACES MANAGEMENT LLC				
4718 PROPERTIES INC				
4D INVESTMENTS - FARMERSVILLE LLC				
4D RENTAL PROPERTIES LLC				
4FORBASEBALL LLC				
4SNS INVESTMENTS LLC				
501 MAIN STREET SERIES - SMALL TOWN REAL ESTATE LLC				
617 AAA PROPERTIES LLC				
6210 COUNTY SERIES - SERIES OF CJ GRAY PROPERTY HOLDINGS LLC				
786 HOMES LLC				
9117 NEW HOPE ROAD LLC				
A & J OWENS LLC - FARMERSVILLE BATCH PLANT SERIES RS				
A&D TEXAS INVESTMENTS LLC				
A&J OWENS LLC FARMERSVILLE PLANT SERIES RS				
A. E. H. MANAGEMENT LLC				
A-AFFORDABLE BOAT & RV STORAGE - FARMERSVILLE LLC				
ABATE LIVING TRUST				
ABBA MANAGEMENT LLC				
ABBARAJU RAMASESHA & ETAL				
ABBOTT JAMES OTIS &				
ABBOTT LEGACY LTD				
ABDI SOHAIL & ERIN FARAHANI				
ABDI SYED M SR & TALAT SAYED				
ABELL TOM & JANIE				
ABELL WILLIAM D & JERRY				
ABIMBOLA VICTOR & ABIMBOLA O AJIKANJU				
ABNEY KELLY				
ABRAHAMSON GARY L				
ABU YITSHAK				
ACE ESCALANTE LLC				
ACEDO JENNIPHER LYNN &				
ACKLIN MARK & KAREN				
ACOSTA- DIAZ JOSE EVERARDO				
ACTION GROUP LLC				
ACUFF JOEL G				
ADAMS APRIL				
ADAMS BOBBY CARROLL JR &				
ADAMS CASEY PAUL & AMANDA ELAINE GILES				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
ADAMS JEFFREY A & FRANCES R	[redacted]			
ADDINGTON BRYAN & ADDINGTON ADRIANE				
ADEBAYO ADEYINKA OLUSEYE				
ADIDEV INVESTMENT LLC				
ADLOF MICHAL PAUL				
ADLOF PAUL W &				
ADLOF PHILLIP				
ADLOF PHILLIP W & JENNIFER L				
AGAR CONSTRUCTION LLC				
AGBETI OLUBUKOLA				
AGUADO DE DIOSDADO MA CRUZ				
AGUILAR EDWIN GIOVANNI				
AGUILAR ENRIQUE &				
AGUILLON JOSE JUAN CARLOS SANDOVAL				
AGUIRRE PEDRO				
AGUIRRE RENE GARCIA				
AHARONIAN NATALIE				
AHMED ZAHIR M & FATHIMA 1992 TRUST				
AHREND BRENT THOMAS JR & SARAH M				
AINSWORTH CLARENCE &				
AINSWORTH DAMON KIRK &				
AIRHART SANDRA LEE				
AIRHART TERESA ANN				
AIRHART THOMAS M &				
AJA VENTURES LLC				
AKAVARAM SRAVANTHI & RAVINDHAR REDDY KONDAKINDI				
AKIN WESLEY & DONNA				
AKSHARA LLC				
AKULA SRIKANTH & MOUNIKA				
AL ASADI ALI RAFEEQ MOHAMMED &				
ALAMO GULF COAST RAILROAD COMPANY				
ALAN TX INVESTMENTS LLC				
ALANIS ALEJANDRA &				
ALANIS RICARDO & MARIA DEL CARMEN				
ALBANESE PAM S BATES &				
ALBERS GST EXEMPT RESIDUARY TRUST FOR SCOTT A ALBERS				
ALBERT DEBBIE MARIE				
ALBRECHT DALE & MARIA				
ALDER LINDA S				
ALDERSON AMBER NATASHA				
ALEXANDER BRENDA & RON				
ALEXANDER J M MRS ESTATE				
ALEXANDER RICKEY E & BEATRICE B				
ALEXANDER THOMAS & BELA THOMAS				
ALFARO ALEXANDER ALONSO				
ALFORD ADRIAN ALLEN				
ALI ABDELHAFZ A				
ALI AKBAR & ELIZABETH C				
ALI AMIN				
ALIX MARIE MARLAINE G				
ALKURD ADAM				
ALLARD JERALD DANIEL & TONIE ARLINE				
ALLEGIANT CAPITAL GROUP LLC				
ALLEN CATHERINE & CHRISTOPHER				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
ALLEN CHARLES &	[redacted]			
ALLEN IRA D JR & LISA				
ALLEN JEFFREY PAUL ARTHUR & JESSICA NICOLE				
ALLEN TERESA R & GARY				
ALLEN TIMOTHY A &				
ALLIN WENDY				
ALLISON TRAMBLE DENTON JR				
ALMASI BABAK				
ALOHA VILLAGE INC				
ALONSO YASMANY FERRER & DAILYN LIMONTE LOPEZ				
ALPHIN DAVID ETAL				
ALPINE OAK HOLDING LLC				
ALSBROOKS WILLIAM R &				
ALSOBROOK KRISTOPHER SCOTT & KIMBERLY LEEANN				
ALSTON CHRISTOPHER A				
ALTAMIRANO SHELLEY & FRANK				
ALTOGA BAPTIST CHURCH				
ALTOGA CEMETERY ASSOCIATION				
ALTOGA CITY OF				
ALVA ISMAEL				
ALVARADO ALFREDO C				
ALVARADO ELOY &				
ALVAREZ EMMANUEL ULISES FLORES &				
ALVAREZ FELICIA & JOHNATHAN MARGRAVES				
ALVAREZ JOSE I & KELLY LEEANN				
ALVAREZ KELLY BAKER &				
ALVAREZ MANUEL DE JESUS HERNANDEZ &				
ALVISO JOSE A &				
AMBERKAR AJAY & ROOPA				
AMBITION GROUP LLC				
AMERICAN FAMILY ASSOC INC				
AMIN VENTURES LLC				
AMIRIAN-BENNETT HASMIK				
AMIX JASEN L & TAMATHA R				
AMMONS GASTON & SKYLER				
AMMONS REVOCABLE TRUST				
AMUNDSEN KEVIN				
ANAYA RAFAEL				
ANDERSON FAMILY TRUST THE				
ANDERSON GUY F JR & CHERYL D				
ANDERSON JOSEPH MATTHEW & FADWA				
ANDERSON LARRY L &				
ANDERSON LORI J				
ANDERSON LYLE EDWIN				
ANDERSON MICHAEL & VANESSA M				
ANDERSON THOMAS & MELISSA				
ANDERSON TISHA				
ANDERSON WILLIAM J & ELIZABETH L				
ANDERSON WILLIAM MARK & BARBARA RANA				
ANDRADE MICHAEL &				
ANDREWS LUKE K				
ANDREWS SHERMAN COLE				
ANDREWS WILLIAM S & GAIL				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
ANJUMAN-E-TAHERI (PLANO)	[redacted]			
ANNA 121 REAL INVESTMENTS LLC				
ANNA COUNTRY RV RANCH LLC				
ANNA CTW LLC				
ANNA FARMLANDS LLC				
ANNA PROPERTIES LLC				
ANNA/121 LAND HOLDINGS LLC				
ANNA52 GROUP LLC				
ANNAM VENKAT				
ANNATX50 GROUP LLC				
ANOKYE THOMAS WESLEY				
ANTONYSWAMY FLORRENCE SOPHIA &				
ANUGRAH = GRACE OF GOD LLC				
APARICIO LAURA				
APLEY BELYNDA M				
APPLE DAVID				
ARAUJO GRICELDA C &				
ARBANAS STACY				
ARBANAS STEVEN JOHN				
ARDIS ELIZABETH & MICHAEL				
ARELLANO JUAN J &				
ARELLANO LUIS MICHELENE MOYA &				
AREY JOAN R				
ARGUIJO JOSE N				
ARGUMANIZ RAYMUNDO & TINA				
ARIAS HUGO ALEXANDER JIMENEZ & CARMEN ELENA SAMBRANO JIMENEZ				
ARIFUDDIN MOHAMMED &				
ARISTA JHAIRA VANESSA ROLDAN &				
ARMSTRONG J MART				
ARMSTRONG JAMES & RACHEL				
ARMSTRONG JEFFREY B &				
ARMSTRONG ROBEERT S &				
ARMSTRONG WILLIAM & ROBBIE A				
ARNDORFER KEVIN MICHAEL				
ARNEY BRYAN & KRYSTAL				
AROCHE NICOLE ASHLEY & KEVIN MASON				
ARORA AMIT & NEHA				
ARORA PANKAJ				
ARRAMBIDE JOSE L & MELISSA				
ARREDONDO GILBERTO & MARIBEL				
ARRELLANO ANTONIO &				
ARREOLA RICARDO AMAYA				
ARRIOLA MIGUEL VILLAGOMEZ & SAGRERO CARLOS & ROSA DELIA				
ARRIZON RAUL JAIMES &				
ARTEAGA PAUL MITCHELL &				
ARTHOFER AUSTIN				
ARUMALLA BHARGAVI &				
ARY TINA				
ARYAL KRISHNA				
ARYAL KRISHNA PRASAD				
ARZOLA JOSE LUIS RODRIGUEZ				
ASBERRY MEL & ANN				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
ASHCRAFT CRAIG ETAL	[redacted]			
ASHTON DALLAS RESIDENTIAL LLC				
ASKEW DONNA				
ASPENIA HOMES LLC				
ASR REAL ESTATE INVESTMENT GROUP				
ASTELLO SARAHI				
ATCHISON ANDREW &				
ATHANS CONOR GARRETT & AOIFE PATRICIA				
ATMOS ENERGY CORPORATION				
ATOR BRITTNEY ERIN				
ATTAWAY STEVE D				
ATTEBERRY CHARLES M				
ATTEBERRY HAROLD D				
ATTEBERRY SHANNON				
AUGER ALLY				
AVANT CAETLYN				
AVANT CYNTHIA				
AVERY BILLY JOE &				
AVM-SK CEDAR RIDGE LLC				
AVULA INVESTMENTS LLC				
AWAN AMNA				
AXE HOLLY LYNN				
AYALA JOSE RAMON YANEZ & REINA ISABEL MORAN YANEZ				
AYALEW ASNAKEW & ABEBU TESFA				
AYVE COMMERCIAL INVESTMENTS LLC				
B & L ESTATES LLC				
BAARA BILAL				
BACA MANUEL D & ROBYN L				
BACKBAY VENTURES LLC				
BACKER LAWRENCE				
BADDAM KIRAN BHARGAV REDDY & SINDHURI THANDRA				
BADILLO RENE & CRISTINA AGUINAGA ORTIZ				
BAGBY ALLEN G &				
BAGGS FAMILY LIVING TRUST				
BAGWILL HAROLD GLENN JR				
BAILEY BILLY JOE & EARNESTINE				
BAILEY BRIAN & AMY				
BAILEY CAROL MARIE				
BAILEY JACQUELINE				
BAILEY ROBERT LESLIE &				
BAIN REGINA				
BAKER GLORIA SUE - LE & RIO CANSADA BOX BAKER				
BAKER JAMES A & CINDY C				
BAKER JOSHUA J & TONYA G				
BAKER LUCAS ARTHUR & MEGAN ELIZABETH				
BAKER PHILLIP AARON & ANNA LORA				
BAKER ROBERT K & LINDA K				
BAKER SHARON M				
BAKKEN KIM				
BAKMAN CHRISTOPHER RONALD & JAIDIE GOMEZ				
BALDERAS JAIRO &				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
BALDERRAMA RACHEL	[redacted]			
BALDRIDGE JOHN WALTER JR & CYNTHIA LOU				
BALES MICHAEL LYNN &				
BALL PATRICK MICHAEL & CANDACE R BAILL				
BALLENGER SARAH KAY HELENE &				
BALLEW BILLY &				
BALTAZAR JUAN MARCELO &				
BANGS MICHAEL RYAN & BRITTANY TAYLOR				
BANJOKO IBIDAPO				
BANK OF NEW YORK MELLON THE TRUSTEE TO JP MORGAN CHASE BANK ASSET				
BANK SITE ACQUITITION CORP				
BANKS JONATHAN MATTHEW & AMANDA LYNN				
BANKSTON SHANNON				
BANSCHBACH PAMELA ANN				
BANSCHBACH TIMOTHY JASON & TIFFANY ANN				
BAO YUMEI				
BAPTISTA PALOMA CERBONI				
BARAKAH TEXAS PROPERTIES LLC				
BARANDELA ROBERT J & SHERRY R				
BARAZANI YOSEF				
BARBER CHRISTOPHER BART & TRACY LYNN				
BARBER LAURA- HP &				
BARBER MARILYN BYRD				
BARBER RONALD & TAMMY				
BARBER TIFFANY AMBER & FRANKLYN BYRD				
BARCENAS JUAN JAVIER MONTECILLO &				
BARE CHARLES T & SHARON L				
BARKER AARON & JOLI				
BARKLEY GARRETT WADE &				
BARNES NANCY				
BARNETT LARRY T &				
BARNETT LIVING TRUST THE				
BARNETT NEIL R & TERRI L				
BARNEY DAVID & CAITLYN				
BARONE ERIK				
BARR KATHRYN E				
BARRATT MARK & CAROL REVOCABLE TRUST				
BARRERA DIANA &				
BARRERA ELPIDIO &				
BARRERA GABINO				
BARRERA PEDRO &				
BARRETT STEPHEN BLAKE & REBECCA				
BARRON RIGOBERTO VAQUERA &				
BARROSO SILVIA				
BARRUETA AURELIANO ROJAS				
BARRY THEODORE & MARIANNA				
BARTHALT ADAM & DEBORAH				
BARTON EVA H				
BARTON J AUTUMN				
BARTON KEITH RICHARD & BRANDIE MICHELLE				
BARTON LLOYD VANCE &				
BARTZEN FREDERICK ANTHONY				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
BASTIDA RODOLFO GUTIERREZ & MARIA DEL ROCIO ROJAS GARCIA	[redacted]			
BATES CAROLE L DDS PA				
BATES DANNA & SHELLIE CERVENKA				
BATES DANNA GAYLE				
BATES JUSTIN &				
BATES KENT W				
BATES KODY C				
BATES PEGGY - LE &				
BATES PHYLLIS KAY				
BATES WHITNEY				
BATHULA ESTATES LLC				
BATHULA SUDHEER KUMAR				
BATTERSHELL TARA D &				
BATTHULA SATHEESH &				
BATTLES RENE C				
BAUGH LEAH BETH BOONE				
BAUGH TAMMY A				
BAUGHMAN ALLEN J & JULIA M				
BAUMGARNER DONALD & VICKIE L				
BAUTCH JANE ANN & SCOTT MICHAEL JR				
BAXTER JAMES & CHARLOTTE				
BAXTER JAMES T				
BEACH NICOLE SAWEKSOOT & GREGORY STEWART				
BEACH STREET INVESTMENTS LLC				
BEAN BOB ALAN & KATHY ANN				
BEARD INCHA &				
BEARD MICHAEL & VANESSA ANNE				
BEARD MICHAEL BALDWIN &				
BEASLEY DAVID MARY & EVAN FAMILY TRUST				
BEASON JIMMY & KARI				
BEATY WILLIAM MARK & KAREN &				
BEAUSEJOUR JOSEPH & PATRICIA				
BEAVER JUNE L - LE				
BECERRA-BLANCO ADAN & MARINA SANCHEZ OJEDA				
BECK CHARLES E & DIANE				
BECKWITH DIANNE RENEE				
BEGGS JENNIFER				
BEHAN BERNARD F &				
BEHELER JERROD				
BEHEN DEBORAH S & STEVEN R				
BEILIN DAVID IRA & BELINDA ELAINE				
BEIRACH HOLLY ANGELL &				
BEITEL ASHLEY N				
BELL JAMES RUSSELL & SARA DENISE				
BELL KEVIN J & ABIGAIL				
BELL LIVING TRUST THE				
BELL NATHAN JAMES & KIMBERLY ANNE				
BELL RALPH II & LISA KAREN				
BELLOTTE STEVEN L & TAMMIE				
BELMARES MARTHA A REYES				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
BEMIS PATRICK & NANCY	[redacted]			
BENATAR DERICK				
BENEFIELD CHARLOTTE				
BENITEZ MARTIN &				
BENSON DREW A & ALEXIS				
BENTER KENNETH HENRY				
BENZEL KRYSTAL L				
BERA INCORPORATED				
BERGIN JAMES & HOPE NAIL-BERGIN				
BERLANGA CRISTINA				
BERMEJO VICTOR				
BERMUDEZ MARTHA ALICIA				
BERRY KENNETH H & MARY F				
BERRY STEVE & MISTY DAWN				
BERRYHILL AMANDA NICOLE & JOSHUA AARON				
BERTRAND POLLY				
BEST LEON R & DORA S				
BEST RANDY E & MIRNA O				
BEST RENTAL MANAGEMENT LLC				
BEST SHEILA				
BETHAPUDI BALA SAINATH & HARI PRIYA MAMILLA				
BETHKE JOSHUA A				
BETHKE JOSHUA A &				
BETHLEHEM CEMETERY ASSOCIATION				
BETHLEHEM INC				
BGOOD ENTERPRISES LLC				
BHAMIDIPATI SREE &				
BHMM GROUP FAMILY PARTNERSHIP LTD				
BIBBEE ALLISON & SCOTT V				
BILLINGTON ERIC &				
BIRDWELL JAMES M & DESIREE J				
BIRDWELL TERRI CHADICK &				
BIRKHEAD LINDA				
BISHOP MICHAEL J & PAULA J				
BITTLE ROBERT &				
BITTLESTONE CLIVE &				
BLACK DAVID & JULIA &				
BLACK THOMAS				
BLACKMON WARREN R				
BLACKWELDER RICHARD & ROSE				
BLACKWELL CYNTHIA & RICKEY				
BLACKWELL LONNIE				
BLACKWELL ROSS & KIMBERLY				
BLACKWELL SUMMER FAWNE & BRIAN RUSSELL				
BLACKWOOD GEORGE L & JOANNA H				
BLACKWOOD JOANNA LEIGH				
BLAGBURN CALEB				
BLAGBURN LAURIE A				
BLAKEMORE BILLY G & PATRICIA				
BLAND ISD				
BLANKS KENNETH ROY JR & SIERRA LEANNN				
BLATT KATHERINE				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
BLAYLOCK CHARLES CONNELL JR & LYNDA Y	[redacted]			
BLEDSOE CHRISTOPHER				
BLEVINS JAMES A				
BLEVINS JAMES A & CAROLYN Y				
BLEVINS JAMES A & HILDA A				
BLEVINS JOE L & PAMELA				
BLUBAUGH MARK ALLEN & MISTY				
BLUE CHARLIE R				
BLUE K PROPERTIES LLC				
BLUE RIDGE 15 A PROTECTED SERIES OF CHICASUE HOLDINGS LLC				
BLUE RIDGE 66 PROPERTIES LLC				
BLUE RIDGE 9283 LLC				
BLUE RIDGE AREA SPORTS ASSN				
BLUE RIDGE AUTO GROUP LLC				
BLUE RIDGE BIBLE CHURCH INC				
BLUE RIDGE CEMETERY INC				
BLUE RIDGE CHURCH OF CHRIST				
BLUE RIDGE CITY OF				
BLUE RIDGE FARMS LLC				
BLUE RIDGE INDEPENDENT SCHOOL DISTRICT				
BLUE RIDGE MASONIC LODGE #490				
BLUE RIDGE RESIDENCE TRUST				
BLUE RIDGE RV VILLAS LLC				
BLUE RIDGE-COMMUNITY CENTER				
BLUEMARK FAMILY HOLDINGS LLC				
BMCP STORAGE LLC				
BOB TEDFORD CHEVROLET COMPANY INC				
BOBITT CARLENE S				
BOCANEGRA NICHOLAS & SHERRI				
BOCUI AND BESHIMAN INC &				
BODEPUDI GOPI CHAND				
BODIFORD JAMES &				
BOEHM MARK & KARLINE				
BOEHMKE ROCKY J - CLE				
BOES MICHAEL & SANDRA				
BOGDAN STEVE & MEIRONG ZHOU				
BOKTOR SAMEH RIZK SEDRAK & SALLY ADEL BERTY MATTA				
BOLES MEGHAN E & RYAN				
BOLLU VENKATA UMA SANKAR & VANI NAGA DEEPTHI TIRUMALASETTY				
BOLTON RHONDA				
BOMMINENI BHARGAVA &				
BOMMU MANOHAR REDDY				
BONDS SCOTT J & JEANNIE M				
BONE MARK W				
BONETTI ROBERT & MELISSA				
BONFANTE VITTORIO & ANGELA				
BONHAM KELLY W & DIANA L				
BONNER JASON				
BONURA ANTHONY & BRENDA				
BOOK RANDELL LEE & KATHERINE F				
BOOKER LIVING TRUST				
BOONE CHARLES &				
BOONE CHARLES R & GENORA				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
BOONE DAVID RYAN & TIFFANY DAWN &	[redacted]			
BOONE GARY DON & DARLA				
BOOYSE JOHANNES J & TERRY S BOOYSE				
BOREN ASHLEE TAYLOR & TIMOTHY LUIS GARCIA				
BOREN BRADLEY K &				
BOREN BRADLEY K & MELISSA A				
BORJA JOSE MARIA MALDONADO & MANUELA VERGARA BALDOVINOS				
BORREGO EDGAR ADRIAN RAMOS & ESTHER AIDE TERRAZAS AGUAYO				
BOTTOMS REAL ESTATE INVESTMENTS				
BOUCHER LUC & CHRISTINA				
BOUFFARD GENE				
BOURDAGES STEFANIE &				
BOURG WILFRED M JR & KAREN LYON LINDWALL-BOURG				
BOUSKA DEANNE LYNN				
BOUTIN LEO R JR & WENDY				
BOWEN BRIAN				
BOWER ZACHARY & DREA				
BOWERMAN RODNEY				
BOWERS GAIL				
BOWERS JOHN A & BONNIE				
BOWERS SANDRA M				
BOWERS WILLIAM A				
BOWLES STEPHEN A				
BOWLING BROTHERS HOMES LLC				
BOWLING CHRISTOPHER & LINDA				
BOX K HOLDINGS LP				
BOX NOEL & SHARON				
BOX RONALD G				
BOYD BENNIE CLAYTON & MABEL PAUPALAI				
BOYD DONNA & KEVIN				
BOYD JUSTIN				
BOYD STEVEN				
BOYD STEVEN				
BOYD TYSON GRAHAM				
BOYDSTUN TRENT				
BOYKIN DESMON				
BOYKIN VICKI KIM				
BOYSEN RHONDA				
BOZEMAN VICTOR CORDELL & JASMINE				
BR PIONEER DEVELOPMENT LP				
BRADFORD CHARLES HOUSTON & LORI JEAN				
BRADSHAW BROCK				
BRALY CHRISTOPHER				
BRANCH BOBBY				
BRANCH MICHAEL K				
BRANDT LYDIA M V REVOCABLE TRUST THE				
BRANSCOME AARON				
BRANSCOME AARON COLE &				
BRANSCOME ERIC & DEVYN M				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
BRANSCOME PORTER R	[redacted]			
BRANTLEY BAILEY & RACHEL				
BRANTLEY BREANN ELIZABETH				
BRANTLEY SHERMAN W & BONNIE				
BRAR NAVJIT				
BRASWELL GIBSON JR				
BRASWELL GIBSON MORRIS JR				
BRASWELL TRUDY N				
BRATCHER DIANA &				
BRATTON ROBERT KIRK & PAMELA WHATLEY				
BRAUGHTON MELISSA R				
BRAZIL BRIAN D & GINGER				
BRCR633 HOLDINGS LLC				
BREDE DONNA JEAN				
BREDLEAU NICHOLAS R & CRISTINE M				
BREITWIESER DANIEL				
BREM GARY				
BRENNAN JOHN & CARRIE				
BRENT MARK &				
BRENTON COURTNEY TRUST				
BREWER ANTHONY L &				
BREWER DAVID J JR				
BREWER RAY THOMAS &				
BRIAR ADAM & NAWA				
BRIDGELINK TECH LLC				
BRIDGES ALICE L				
BRIDGES BILLIE				
BRIGHTSTAR ACQUISITIONS LLC				
BRIMMAGE ASHLEY & JENNIFER				
BRIMMAGE LINDA M				
BRINLEE MARSHA C				
BRIONES MELQUISEDEC & ELIZABETH &				
BRISTER TIMOTHY M & HEATHER M				
BROCK JACQUELINE D				
BROCK KEVIN				
BROCKMAN CHARLES				
BROCKMAN RANDALL				
BROOKS CHARLENE A				
BROOKS DARREN & GLENDA				
BROOKS JAMES & JACQUELINE				
BROOKS JEREMY C & CHANTALA				
BROOKS JUSTIN & YUKIMI				
BROOKS KEVIN W & LITA J				
BROOKS MARILYN TURNER				
BROOKS RHETT DOUGLAS				
BROOKS ROBERT A & LINDA B - LE				
BROOKSHIRE WILLIAM & BRIDGET				
BROTHWELL JEFFREY				
BROWN CURTIS J & HOLLIE D				
BROWN JACK				
BROWN JEFFERY J & TASHA G				
BROWN KENNETH RAY				
BROWN PATSY JOYCE ETAL				
BROWN RANDY JOE & JUNELLA KAYE &				
BROWN REBEKAH J				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
BROWN RONALD M & LINDA	[redacted]			
BROWN SHANNON THOMAS				
BROWN VERONICA & CLINTON				
BROWN WILLIAM NIELSEN				
BROWNE BUSTON NAGBE & NELLIE NAH				
BROWNING RICKY				
BROZO KELLY & BEN SMALLMAN				
BRUMIT GREGORY & DEBORAH				
BRUNDRETT THERESA RENEA &				
BRUNSON TRUST				
BRUNSWICK WANDA K & DALE A				
BRYAN LISA & KEVIN				
BRYANT GARY GLENN				
BRYN ELIZABETH DIANE & JOHN EDWIN				
BRZUSKIEWICZ DONNA				
BUCHANAN JACOB &				
BUCHANAN JAMES A & ELISABETH A				
BUCHANAN MARK &				
BUCHANAN ROBERT R SR & BETTY				
BUCHANAN TIM				
BUCHHORN FAMILY LIVING TRUST				
BUCKLEY JAMES				
BUCKLEY REVOCABLE TRUST				
BUFFINGTON KYLE E & KERRI J				
BUHOLTZ DANIEL VANN				
BULLARD BILLIE J				
BUNCH BILLY BOB ET AL				
BURCHAM CAROLYN F				
BURCHAM VELENA GAIL & AVALYN BALLIET				
BURDEN ALFRED LESLIE JR & STEFANI S				
BURKE SHELLEY				
BURLESON SUE ANN - LE &				
BURNETT RYAN &				
BURNS KYLE & PAULINE				
BURNSIDE NELDA ETAL				
BURNSIDE OPERATING LLC - 8782 SERIES				
BURR CHERYL ANN LEE &				
BURSE DARNELL KENYATA &				
BURT MITZI &				
BURTON RICHARD V & MELISA				
BURTON TAMMY				
BUSH JENNIFER G				
BUSH MATTHEW &				
BUSH ROY MICHAEL				
BUSTER JAMES & LISA MONCIBAIZ-BUSTER				
BUTLER FAMILY LEGACY WEALTH TRUST THE				
BUTLER JOSHUA D &				
BUTLER KRISTOPHER				
BUTLER MICHELLE				
BUTRIS NAMIR & MARY				
BUTTERFLY FARM LLC				
BYNUM CALVIN & INA				
C R A B FARMERSVILLE LLC				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
C TO D LLC - 8291 COUNTY ROAD 470	[redacted]			
C&C RESIDENTIAL PROPERTIES INC				
CABALLERO CARLOS & LIDA				
CABLE JAMES M & HEATHER K				
CADDO BASIN SPECIAL UTILITY DIS				
CADE MIRIAM G - LE &				
CAIN MATHEW JAMES & BRANDY M				
CALDWELL CLIFF RAY & MARTY KAYE				
CALDWELL JESSIE				
CALLAWAY MICHAEL W & DORIS J				
CALNAN LIVING TRUST				
CALVERLEY CHRISTOPHER WAYNE & MEAGHAN ROSE				
CALVILLO EPIMENIO JR & MARY				
CAMACHO RODRIGO BELEN				
CAMP TRAVIS				
CAMPBELL ARTHUR WAYNE & KATHY JO				
CAMPBELL GLEN LP				
CAMPBELL JAMES B & SHERYL L CAMPBELL				
CAMPBELL KRISTIE S				
CAMPBELL NANCY JO				
CAMPBELL RICHARD DEAN &				
CAMPBELL SHERRY L - LE				
CAMPBELL WILLIAM & REBECCA				
CAMPSEY JEFFREY MICHEAL				
CANA JOHN-PAUL P & VICKI				
CANADA ASHLEY & MARCUS				
CANALES RENTAL PROPERTY LLC				
CANDELARIO BUCIO & NOEMI T				
CANFIELD DAVID W & ELISA R - LE				
CANFIELD JEFF & DONNA				
CANGELOSE TIMOTHY JOE & JAMIE B CANGELOSE				
CANNON EUGENE & ETOSHA ABRAMS				
CANNON JENNIFER LYNN				
CANO JASMINE & ALEJANDRO MENDOZA				
CANTRELL BETTY NELL				
CANTRELL BRADY & KYLEE				
CANTRELL CHRYSTAL				
CANTRELL G J				
CANTRELL GARY D &				
CANTRELL JOE BRENT				
CANTRELL KENNETH GERALD EST OF & EST OF DANNIE R CANTRELL				
CANTRELL RICKY				
CANTRELL SUE				
CANTUS TX LLC				
CAO YU				
CAPITAL GROUP INVESTMENTS LLC				
CAPPS CHRISTOPHER SHAWN & JENNA LEIGH				
CAPSA INNOVATIONS LLC				
CARBAJAL MANUEL NEVAREZ				
CARD PAMELA				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
CARDON KIRK JULES &	[redacted]			
CARDOZA ANTONIO JR				
CARDOZA VICTORIA				
CARELLO CAROL A				
CARGAL JAMES DALE & BRENDA KAY				
CARIFEE MICHAEL				
CARLIN DEBRA KAY				
CARLOCK MICHAEL WAYNE				
CARLOCK ROBERT & JESSICA				
CARLOS SAGRERO				
CARLSON DAVID E & MARY K				
CARMONA NANCY				
CARNES JAZETTE J				
CARNZALES KRISTIN				
CARR MICHAEL E & LORI V				
CARRERA FRANCISCA				
CARRIGER SAMMIE MARIE				
CARRILLO ANTONIO & CARRILLO MARIA				
CARRION JUAN M &				
CARRION PATRICIA &				
CARRIZALES LAURA E &				
CARROL REBECCA A &				
CARROLL CHRISTOPHER ROBERT & APRIL DIANE				
CARROLL MICHAEL D & JACKIE A				
CARTER CAROLE A				
CARTER EDNA E				
CARTER JOHN S &				
CARTER MORRIS W				
CARTER PATRICIA HALL & JAMES				
CARVER TINA S				
CASABONNE MICHAEL G & DEWANNA L				
CASADA CHARLES W & DEBORAH K				
CASARES MICHAEL JAY & CYNTHIA ANN				
CASCADE ROCK 1 LLC				
CASE CURTIS E & LESLIE E				
CASEBOLT ROBERT D & PATRICIA A				
CASEY AUDIE				
CASEY MATTHEW				
CASH CODY B & CASSADY C				
CASH JOYCE &				
CASHON FAMILY INVESTMENTS LLC				
CASPARI STEVE V & LEACA G				
CASTANEDA RAFAEL				
CASTELLANOS MIGUEL				
CASTILLEJA JOSE & MARIA				
CASTILLO EFREN LERMA				
CASTILLO FRANCISCO JAVIER PERALES & MAYELA GUADALUPE PERALES				
CASTILLO JAMIE & BRAULIA				
CASTILLO JUSTINO FIGUEROA				
CASTILLO MARIA G				
CASTILLO RONALD ADAM & SHAWN LEIGH				
CASTLE WILLIAM - LE & JOANNA - LE				
CASTRO FAMILY LIVING TRUST THE				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
CASTRO JORGE E & ERICA	[redacted]			
CATE DAKOTE ASHTON & TONYA SHAWNANN				
CATES BILLY J				
CATES CHRIS & CASSIE				
CATHEY KIEL & ASHLEY				
CAUDELL BARBARA S L-E				
CAVALLITO FRANK D				
CAVANAUGH KATELYN J &				
CAVAZOS JERMONOMO				
CAVE CLIFF D JR & REBECCA				
CAVE CLIFF DAVID				
CAVE JAMES R & LOU				
CAVE JEFFERY LYNN & ANGIE LEIGH				
CAVE JULIE ANN				
CAWTHON LYNDIE KAY				
CAYWOOD LETICIA				
CECIL REBECCA MCKEE &				
CELLO-WRAP PACKAGING INC				
CEMETERY				
CEMETERY				
CERDA ESMERALDA GONZALEZ				
CERECERES BRITTANY				
CERECERES STEPHEN				
CERTAIN DAVID TRAVIS & PATTIE				
CERVANTES JANET &				
CESSNA SCOTT &				
CHACON FRANCISCO &				
CHADDHA ANIL & DEEPTI				
CHADDICK CHRISTOPHER R &				
CHADDICK DENNIS R				
CHAFFIN NATHAN				
CHAIREZ JOSE & CORINA				
CHALLA MONIKA & ANURAG BEERAVOLU				
CHAMBERS DAVID WILLIAM				
CHAMBERS EDWARD D - LE &				
CHAMBERS HOMER W II & CHERIE A				
CHAMBLISS LAND LLC				
CHAMBLISS LAND LLC				
CHAMBORD BLUE RIDGE LLC				
CHAMP GARRY J & MARSHA				
CHAN DONNA				
CHAN IRMA DEJESUS				
CHANDLER BRIAN LEE				
CHANDLER DAWN & RUSSELL				
CHANDLER WILLIAM C & OLGA L				
CHANEY DEBRA & JERI REVOCABLE TRUST				
CHANG CHIN CHIEH & LING YU KU				
CHANG CHIN J &				
CHAPMAN ALICE FAYE &				
CHAPMAN STEVEN L				
CHAPMAN THOMAS J				
CHAPMAN WENDELL R REVOCABLE TRUST				
CHAPMAN ZOE				
CHASTEEN MICHAEL				
CHAVEZ CASSANDRA L				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
CHAVEZ IGNACIO CRUZ	[redacted]			
CHAVIRA EVAN A &				
CHAVIRA GONZALO B & CARMEN				
CHEESMAN JAMES PHILIP & MEGAN E				
CHELASANI SOWJANYA				
CHEN FLORA				
CHEN MINFEI				
CHEN SCOTT				
CHEN WEIDONG				
CHEN YEN CHEN &				
CHERRY ANTHONY N & MELODY A				
CHESHIER MATTYE L - LE				
CHESSON DAVID &				
CHIH STANLEY & FUYUE				
CHIHABA MAGUS & SUKOLUHLE D				
CHILDERS EDWARD & CRYSTAL GAYLE				
CHILDERS LINDA - LE				
CHILDRESS BRENDA				
CHILDRESS LINDA SUE & BRENDA JOICE CHILDRESS EWTON				
CHILDRESS WILLIAM R QTIP TRUST				
CHILSON NICOLE D & COLIN B				
CHILTON RONNIE D				
CHINTAM BHOOMANNA &				
CHISHOLM BENNY RAY JR				
CHITWOOD BRIAN KEITH & TAMMY B				
CHIU PATRICK SPENCER & SUZANA INGLES RODIS CHIU				
CHOATE MARY				
CHOCKALINGAM KUMARASWAMY & NAVANEETHAN CHITRA				
CHOSKA INVESTMENT INC				
CHOU ANTHONY				
CHOWDHURY DURRE DR				
CHOWDURY JULEKHA &				
CHRISENBERRY RYAN & KELLY				
CHRISTENSEN BETHANY JAE				
CHRISTIAENS STEVEN &				
CHRISTIAN SHAWN TREVOR &				
CHRISTIE JOHN				
CHRISTIE PARKER HUNT & REBECCA LOMAX				
CHRON DAMON SCOTT & MELISSA				
CHUANG WELSON & MICHELLE NGAN VI				
CHUNARA ANIQ MANSOORALI &				
CHURA GEORGE & LUANNE				
CHURCH JAMES R &				
CISCO MICHAEL & POWELL JASON LEGACY TRUST				
CITY OF FARMERSVILLE				
CITY OF IRVING				
CLAASSEN DANIEL L & MARJEAN E				
CLAMON BRIAN & TRISTAN				
CLARK ANJANETTE M &				
CLARK BOBBY &				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
CLARK CODY & MACY	[redacted]			
CLARK DEBBIE A				
CLARK JUDY				
CLARK KELLY				
CLARK KEVIN & LISA				
CLARK MATTHEW GARY & CYNTHIA RENEE				
CLARK MILDRED JO				
CLARK RANDAL				
CLARK ROBERT PAUL				
CLARK SUSAN ANN &				
CLARK TRESIA				
CLARKE DAVID HUNTER &				
CLARK-RIVERA CYNTHIA				
CLASSIC HEATING AND AIR INC				
CLAY ANGELA YVETTE				
CLAY CHARLES & BRITTANY				
CLAY JULIE L				
CLAYPOOL DENVER & MOLLY				
CLEM DONALD W & PAMELA S				
CLEMENTS CAROLYN				
CLEMENTS MALISA &				
CLEVENGER MARY JANICE				
CLICK CARL EDWARD &				
CLIFTON FAMILY REVOCABLE TRUST THE				
CLIFTON KEITH A				
CLINE TIMOTHY DUANE & EARLINE DEE				
CLOUGH AMY BETH & JAMES ALLAN				
CLOUTIER KYLE MARC & HALEY JANE				
CLOVER LANE PROPERTIES LLC				
CLUTTS LARRY L & JEANNINE				
COBURN DARLA & FREDRIC A				
COCHRAN STEPHEN M				
COGDILL CODY DAN				
COGSWELL PHILLIP &				
COKER BILLY G - LE &				
COKER COLBY MATTHEW				
COKER JAMES HARLAND				
COLE GARY				
COLE MATT & NICOLE				
COLEMAN DAVID				
COLEMAN GARY D & SHARON				
COLEMAN JACK & C JEAN				
COLEMAN TRAVIS &				
COLINA PROJECTS LLC				
COLLIN BAPTIST ASSOCIATION				
COLLIN COUNTY				
COLLIN COUNTY				
COLLIN COUNTY				
COLLIN COUNTY COMMUNITY COLLEGE DISTRICT				
COLLIN COUNTY NEW BEGINNINGS IN CHRIST CHURCH				
COLLIN NH REALTY LTD				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
COLLIN SFR PORTFOLIO LP	[redacted]			
COLLINS FAMILY LIVING TRUST				
COLLINS LYNNA				
COLLINSWORTH COLBY D & REBECCA L				
COLLINSWORTH JAMES D				
COLMENERO JOSE MARCELINO SOLIS & DAISY TORRES GONZALEZ				
COLUNGA JUAN J &				
COMMERCIAL BANK OF TEXAS NA				
COMMUNITY ACQUISITIONS & DEVELOPMENT LLC				
COMMUNITY HEALTH SERVICE AGENCY				
COMPTON WILLIAM F & CINDY				
CONKLIN RICHARD SR & CYNTHIA PARSONS				
CONNER JAMES CALVIN & MARY JANE CONNER REVOCABLE LIVING TRUST				
CONSTANT FAMILY TRUST				
CONTES LUIS DANIEL & DIGMARIE BAEZ-ROSARIO				
CONTINENTAL TELEPHONE OF TX				
CONTRERAS GERARDO &				
CONTRERAS LEONEL				
CONTRERAS-LOPEZ SAUL &				
CONVENTO JUAN ROBERTO FRANCO & MARTHA PATRICIA ALEJOS JARAL				
CONYERS RODNEY A & DARLENE D				
COOK EDWINA				
COOK JERRY D &				
COOK JOHN L & GERALD JOHNSON				
COOKE CARRIE				
COOKS ANTHONY PHILLIP				
COOKS LESTER LAVEL SR				
COOL BUSINESS INC				
COOMBER DION				
COOPER DICKIE LYNN - LE				
COOPER DICKIE LYNN JR & KRISTI COOPER				
COOPER JOHN REVOCABLE LIVING TRUST				
COOPER KRISTIN - LE &				
COOPER SARAH JON				
COOPER STEVEN WILLIAM				
COOPER THOMAS E TRUSTEE				
COOPERZADEH LLC				
COOPERZADEH LLC				
COOROUGH CRYSTAL D & MARK A				
COPE ALEX BRANDON & MAYGAN				
COPE EQUITIES LLC				
COPE HOMES LLC				
COPE REIDANA L				
COPELAND CLOYD				
COPELAND MATHEW &				
COPELAND WARREN RAY				
COPLEN GABRIELA MARIANNA				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
COPPAGE STEVEN	[redacted]			
CORN JOHN D & SUSIE L				
CORN MARGARET ANN				
CORONA FELIX &				
CORONA JOSE				
CORONADO LUIS & BRENNA CORMIER				
CORPORATION OF THE PRESIDING BISHOP OF				
CORPORATION OF THE PRESIDING BISHOP OF				
CORPORON KYLE A & JESSICA L				
CORRAL ROLANDO MELCHOR &				
CORREA CHRISTIAN ALEX &				
CORRERA COLLEEN & MICHAEL				
CORRERO JACK SEXTON				
CORTEZ ANGELA MARTIN & ROBERT PAUL JR				
CORTEZ GERARDO				
CORTEZ NICHOLAS PAUL & NORA C				
CORTEZ SANTOS & AZALIA GASCA				
CORZINE MICHAEL T				
CORZINE SANDRA KAYE				
COSTA FAMILY TRUST				
COSTELLO MARK A				
COTTER BETTY				
COTTER DONNA G				
COTTER MARK THOMAS				
COTTINGHAM CHARLES G & KRISTINA M				
COTTLE BRADY D & MISTY D				
COTTLE MICHAEL VANCE & ANNA KATHLEEN				
COTTLE PAT & PEGGY				
COTTLE PEGGY JO				
COTTLE TAMARA &				
COTTON JIMMIE GAYLE				
COURTNEY KATHRYN LILY				
COVEY MICHAEL E &				
COVINGTON RICHARD & SHARI				
COWAN ELIZABETH M 2022 TRUST				
COWDEN CRAIG				
COWLE REVOCABLE TRUST				
COWLES JARED & BRIANNA				
COX CODY NORTON				
COX DUSTY ZANE & ARDITH LYNN COX				
COX JOEL L				
COX JONATHAN & KELLY				
COX RESIDUARY TRUST				
COYLE RONNIE D & KRISTY R				
CPJ WILLIAMS LTD				
CPV PROPERTIES LLC				
CRADDOCK A L				
CRADDOCK ANTHONY				
CRADDOCK CLARVEST &				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
CRADDOCK JERRY & KATHEY	[redacted]			
CRADDOCK MAMIE - LE				
CRADDOCK REBECCA CAITLIN MCKEE & BRENT RESHAD				
CRADDOCK TONY & DARLA				
CRAIG JAMES				
CRAM WILLIAM L				
CRANE DAVID M				
CRANE ROGER KENT &				
CRANE STEVE & CATHY				
CRANK KEITH A				
CRANSON JOHN F &				
CRAVEY LYNDOL W & KIMBERLEY				
CRAWFORD RON &				
CRAWLEY GARY & DORIS				
CREWS JENNIFER				
CRISWELL-HUDAK PROPERTIES LLC &				
CRONIN LORI				
CROSS SCOTT COREY & KYLA GENICE EMMERT				
CROUCH GEOFFREY M & JESSICA M				
CROW JASON & CHANTEL				
CROW KELLY W				
CROWDER MATTHEW PAUL & LISA DIANE RENEE				
CROWE COLBY &				
CROWE SARAH				
CROWELL MIRANDA				
CRUMP GEORGE & SHARON				
CRUZ ALEJANDRO BAUTISTA & ARACELI ANGELES AGUILAR				
CRUZ CHRISTOPHER LEE				
CRUZ CRISTELA CABALLERO				
CRUZ DALILA				
CRUZ DAVID & ENRIQUE				
CRUZ GLADIS				
CRUZ HENRY & ASHLEY				
CRUZ JAVIER SANCHEZ &				
CRUZ JOSE L &				
CRUZ KEVIN & MIRANDA CAROLYN				
CRUZ ROLANDO & MARIA D				
CRUZ RUDIS RUBIO & ELVIA ENSY CASTORENA				
CRUZ YASMIN &				
CSUDAE PREETHI R &				
CUBA CHRISTOPHER C & LISA G				
CUBA JEREMY				
CULLUM ERIC ALLEN				
CULVERHOUSE RUBY J				
CUMMINGS AUBRIE MICHAEL & DEBRA SUE FAMILY LIVING TRUST				
CUMMINGS LARRY WAYNE & TORI MARIE				
CUMMINGS LINDSAY JO				
CUMMINGS TOMMY J &				
CUNNINGHAM BILLY E &				
CUNNINGHAM JEANA KAY &				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
CUNNINGHAM MICHAEL A &	[redacted]			
CUNNINGHAM PHILIP &				
CUNNINGHAM PHILIP WARREN				
CUNNYNGHAM ALLEN & CATHY				
CURA NOEL &				
CURIEL TAMMY JEANETTE				
CURLESS ANGELA J				
CURRY THOMMY &				
CURTIS STEVEN A				
CUSTIS SHERRY				
CUTFORTH DANIEL W &				
CZEKPOINT HOLDINGS LLC				
DA SILVA GLAUCO ALEXANDRE PEREIRA & CLARA VALENCA PEREZ RIVERA				
DACUS CHRISTOPHER				
DAFFODIL DEVELOPERS LLC				
DAFFT ANNIE JO &				
DAGLEY ADRIENNE				
DAIGREPONT MICHAEL J				
DAILEY BRIAN S & RHONDA L				
DAILY GARY & TERESA				
DAILY GARY D SR & TERESA J				
DALCAR LLC				
DALE JEFFREY TRUST THE &				
DALGIC IHSAN				
DALGIC TEVFIK				
DALLAS DISTRICT ADVISORY BOARD CHURCH OF THE NAZARENE				
DALLAS FORT WORTH BUDDHIST				
DALTON LORIE K				
DALTON TRACY W				
DAMA CHAITANYA CHOWDARY				
DANE MITCHEL BRADLEY &				
DANE MITCHELL B				
DANIEL EDDY W &				
DANIEL INEZ ROBERTA ESTATE OF				
DARLAND RAYMOND A &				
DARNELL ERIN				
DARNELL GARY				
DARNELL WILLIAM D JR				
DAUGHETY MICHAEL D & AIMEE				
DAUSTER KEVIN				
DAUSTER SAMAR				
DAVAL LAND SALES LLC &				
DAVE RUTVI SHIRISH & JASWANTH REDDY MULA				
DAVENPORT LISA M				
DAVID MURPHY				
DAVIDSON BEVERLY R				
DAVIDSON JUSTEN &				
DAVIDSON RICHARD & ARIANA				
DAVIDSON TERRY				
DAVIS CHRISTINA ALEVRAS				
DAVIS COREY & SYDNEY				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
DAVIS DELORES	[redacted]			
DAVIS DENNIS DWAYNE & ASHLEY NICHOLE				
DAVIS DOUGLAS				
DAVIS ELIZABETH ANN THE ESTATE				
DAVIS FELICIA A				
DAVIS JARED NATHANAEL				
DAVIS JERRY EDWARD SR &				
DAVIS JOHN E SR & ANGELA SINGLEY DAVIS				
DAVIS JOHN R				
DAVIS JOHN W & LYNNE P - LE				
DAVIS JOSEPH & TAYLOR				
DAVIS L C				
DAVIS MICHAEL				
DAVIS RAYMOND L				
DAVIS RICHARD & STACEY				
DAVIS RONALD R				
DAVIS SHIRLEY DIANNE				
DAVIS STEPHANIE RENE				
DAVIS TAMERA K JONES				
DAVIS TERYN &				
DAVIS TINA CHARLENE				
DAVIS WINSTON JONATHAN				
DAWSON VICTOR E				
DAY DAN				
DAY DEANNA & DAVID S				
DAY NATHAN RAY &				
DAY SAM & MUNECA				
DAY WILLIAM HARRY III & CARRIE ANN				
DE BOER ANDREW				
DE LA TORRE YOVANY C &				
DECKARD CHARLES & BARBARA				
DECKARD CHARLES E JR & JENNIFER L - LE				
DECKER KENNETH W				
DECOU FAMILY LIVING TRUST THE				
DEDICATION RENTALS LLC				
DEEL KENNETH MARK & LAUREN				
DEHART FRANCIS BRIAN &				
DEJESUS ISRAEL &				
DEL RIO FIDENCIO GERONIMO				
DELA SANCHA JOSE LUIS &				
DELAFUENTE GUADALUPE D JR				
DELAFUENTE LORI M				
DELAFUENTE ROLANDO G & KASEY D				
DELANEY SHERIE L				
DELARM ANNE MARIE				
DELEON BRANDON MICHAEL				
DELGADO EDUARDO				
DELORANTIS CANDY S & FRANK J				
DELSEY LIVING TRUST				
DELUCO MISTY & JAMES				
DEMARS SEBASTIAN B & ERIKA NELSON				
DEMENT RODGER D				
DEMILL GORDAN				
DENNARD FAMILY REVOCABLE TRUST				
DENNIE DARRON K & OKAY				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
DENNIS BENNY W-LE & DORIS E-LE &	[redacted]			
DENNIS HOLLY & XQC PROPERTY LLC &				
DENT SHARON				
DERRICK JUSTIN D & MARCIA L				
DESANTIAGO NICOLAS				
DESTEFANO AARON & ELIZABETH				
DEVAULT DOUGLAS E & DEBRA				
DEVENPORT JEFFREY LAYNE & LYNDA WINTERS				
DEVORE DOUGLAS C & S LYNN				
DEWOLFE CHRISTOPHER I &				
DHARANI LLC				
DIACONT JOSEPH SCOTT SR & MARILYN				
DIAL KIRVEN H JR ESTATE OF				
DIAMOND S REVOCABLE TRUST THE				
DIAZ ANA PINEDA				
DIAZ DAVID & AMY				
DIAZ DE LEON VANESSA & JUAN DANIEL ESCARENO &				
DIAZ HUMBERTO & MONICA DIAZ				
DIAZ ISAURA RANGEL &				
DIAZ MARIO ALBERTO HUERTA & BRENDA NAYELI HUETE HERNANDEZ				
DIAZ RONALD & KIMBERLY DENISE				
DIBI GLADMAN K				
DIBLE HARRY D & LORA				
DICKERSON LIVING TRUST				
DICKEY PAMELA LOURENA				
DICKSON PAMELA V - LE				
DIEHL MARY M &				
DIKE CHIKEZIE ALOYSIUS & MARTINA NNEKA				
DILLARD CHAD & EMILY				
DILLARD CHAD C & EMILY A				
DISHAW FAMILY TRUST				
DITTFURTH RUSSELL & MELISA				
DIXON BETTY &				
DOAN JIM				
DOAN VANESSA TRUST THE				
DOCEKAL WILLIAM L				
DODSON LONNIE ROSS & DEBORAH K				
DODSON NICK L &				
DOLI VENKATA SIDDARTHA				
DOLVIN JERALD L				
DOMENICO CASSANDRA &				
DOMINGUEZ JULIO C JURADO &				
DONALDSON BRANT				
DONALDSON CAROL BLACKWELL SURVIVING SETTLORS TRUST				
DONEHOO BARBI &				
DONOVAN HOLLY & ERIC				
DONSELAAR TIMOTHY J &				
DONTHAMSETTY ABISHEK				
DOONAN DONALD W & SHERYL J				
DOONAN STORMIE				
DOOSE DANIEL R &				
DORONZO LUIGI ANGELO				
DOSS WILLIAM FRANCIS & PEGGY ELAINE				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
DOSSEY RONALD E	[redacted]			
DOUDNEY MELODY ANN &				
DOUGLAS BRUCE A				
DOUGLAS DAVID & JANICE				
DOUGLAS GLEN R & CHRISTIE ANN				
DOUGLAS GREGORY SCOTT				
DOUGLAS LETA RUTH - ESTATE OF				
DOUGLAS ROBERT & PIERCE CATHY J				
DOUGLAS SCOTT &				
DOUGLAS SEBASTIAN KRAN &				
DOUGLAS-DAVIS ROBIN & KELLY				
DOUTHEY WILLIAM TODD &				
DOVILLE SHONE				
DOWELL ROBERT GENE &				
DOWELL STEPHEN ALEXANDER				
DOWLING CODY & ANGELA				
DOWNEY JAMIE N				
DOWNEY MAREA F HOLDINGS TRUST				
DOWNEY RICHARD &				
DOWNING MARK R & JULIA DELORES REIDLINGER-DOWNING				
DOWNING RONALD K				
DOWNS MICHAEL				
DOYLE CURTIS				
DOYLE NICOLE A & CHARLES D				
DP FAMILY REVOCABLE TRUST				
DRA PROPERTIES LLC				
DRAKE EDWIN & JANICE				
DRAPER SAMANTHA & KEVIN M				
DRCE TRUST				
DRIGGERS ROLAND L & BETTY				
DRIVER BUDDY & SANDRA LIVING TRUST THE				
DRIVER WILLIAM P				
DRY CODY & SAMANTHA RENEE				
DRYDEN ROBERT L & PAMELA				
DUBOIS JANICE E				
DUBOIS KENNETH R & BONNA J				
DUBOVSKY REVOCABLE TRUST				
DUCKWORTH ILA &				
DUCKWORTH LIVING TRUST				
DUDA MARK &				
DUEER LINDA - LE &				
DUGARTE NELSON JAVIER RINCON & YSNELBA MARIA SALAS ARENAS				
DUGAS GUY L & JANELLE N				
DUGGER KATHLEEN MAE & DONALD KEITH				
DUKE LESLIE				
DUKE TRAVIS JAMES & MAKEZIE LYNN				
DUMAIS ROBERT M JR & HEATHER RALYN				
DUNCAN BRADLEY & RHONDA REVOCABLE TRUST				
DUNCAN CHAD AVERY &				
DUNCAN RICKY LEON &				
DUNHAM LARRY & KAYLA				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
DUNLAP JOHN C JR & LAURA H	[redacted]			
DUNN JIMMIE & TERRI				
DUNN MARIETTA & RICKEY				
DUNPHY TERRY E JR				
DUOS ESCALANTE LLC				
DURAN ANTONIO & DURAN ROSALUA &				
DURAN DAGOBERTO				
DURAN FRANCISCO				
DURAN IGNACIO				
DURAN JANET H				
DURAN JESUS &				
DURAN JOSE & VIRGINIA				
DURAN JOSE CARLOS &				
DURAN MARIA DE JESUS				
DURAN MARISOL & MARCO HERNANDEZ				
DURAN MAXIMILIANO				
DURBIN LAWRENCE & ELIZABETH				
DURBIN PATRICIA A - LE &				
DURRETT RAYMOND &				
DYER COREY &				
DYER JUSTIN & AMBER				
DYER LESLI A				
DYMOND RACHEL NICOLE & DONAL BLAKE				
DZIATKU HOLDINGS LLC - SERIES F 18				
E T STAPLETON FAMILY LIMITED PARTNERS				
EAGLE CHRISTINA ANN				
EARL DAVID M				
EARL DAVID M				
EARLYWINE DONALD E & JULIE				
EARTH RANCH LLC				
EASTIN MARK R & CRISTINA				
EASTMAN LARRY & LISA				
EDEBBARH WHITNEY L				
EDENSTROM MICHAEL D & CONNIE JO				
EDGAR JACK				
EDGE BOBBY EARL - LE				
EDGER BRIAN ADAM				
EDWARDS KARRISSA &				
EDWARDS MATTHEW SCOTT & KYLIE MICHELLE				
EITEL BESSIE M L SMITH				
EL BANNA ABDEL RAHMAN				
EL RECYCLING LLC				
ELDER ASHLEY				
ELDER RENE MICHELLE MCCARLEY				
ELEGBEDE ADELEKE OLUWAFEMI				
ELITE Q ENTERPRISES LLC				
ELLER JULIA ANN WEST				
ELLINGSON BRYAN A & AMANDRA R				
ELLIOTT BRYAN				
ELLIOTT JEFFREY LEIGH & CHRISTINE MICHELLE				
ELLIOTT STEVEN JR				
ELLIS ANGELA & KEVIN				
ELLIS BOBBY JOE JR				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
ELLIS JOHN E & JERLDINE - LE	[redacted]			
ELLIS MARGUERITE FISHER				
ELLISON THOMAS W & PATTY J				
ELSBURY JOEL J & AMY R				
ELUMALAI RAMAMOORTHY & SHYAMALADEVI RAMAMOORTHY				
ENGBROCK CHAD & DUGGAN SONIA				
ENGLAND GROVER WAYNE & RITA GWEN				
ENGLE HELEN				
ENLOE SHELLY & CHRISTOPHER				
ENRIQUEZ LISA MICHELLE				
EPPINGER JEROME & GAYLA				
EPPINK JORDAN ROSS & KORI LYNN				
EQUITY TRUST COMPANY CUSTODIAN FBO DUWAINE THOMAS IRA				
EQUITY TRUST COMPANY DBA STERLING TRUST fbo STEVEN G BANDER AND EQUITY				
ERICKSON ALESHA CHRISTINE & DALE R II				
ERICKSON JEFFREY				
ERWIN KETIH D & CYNTHIA F &				
ESCAMILLA GORGONIO GARZA				
ESCOBEDO JORGE ANTONIO				
ESKENAZI RYAN &				
ESPINOSA PEDRO III & MICHELLE NICOLE				
ESPINOZA ALFREDO & GINA				
ESPINOZA MERICIA				
ESQUIVEL DAVID ZAPATA				
ESQUIVEL JEREMY & BRITTANY JADE				
ESQUIVEL SERGIO &				
EST PROPERTIES LLC				
ESTRADA DANIEL				
ESTRELLA MARVIN E & VEE GAPUZAN				
ESWARAN BOONATH & PONNU BOONATH				
EUBANK FAMILY TRUST THE				
EVANS BRENDA				
EVANS DUSTIN & SHONJA				
EVANS HILMER EVAN TRUST B SUBTRUST UNDER THE EVANS FAMILY LIVING TRUST				
EVANS LIVING TRUST				
EVBODAGHE PREF I & HARVEY EHIS				
EVEREST PREMIUM RANCH LLC				
EVERETT BILLY N&DOREEN E REV LT				
EVERETT DANA				
EVERYTHING IN CARPENTRY & HOME CONSTRUCTION CORP				
EWING ANTHONY W TRUST				
EWING ROBERT EVERETT & KRISTEN AMANDA				
EWING TIMOTHY M &				
EXNER ROGER				
EXPLORER PIPELINE COMPANY				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
EXTANTSOFT INC	[redacted]			
EXUM ELIZABETH & JAMES				
FAGALA ROBERT H				
FAGG BARRY				
FAGG BARRY JAMES				
FALLEY MICHAEL WAYNE & SHANNON DAWN				
FAMILY TRUST THE				
FANG QING & PING ZHANG				
FANNIN RANCH LLC				
FANT DARRELL & MARY MAY				
FANT DAVID & GENEVIEVE JONES				
FARM MARKET 2194 TRUST				
FARMER BRITTANIE B &				
FARMER JERRY DALE & MYRTLE KAY				
FARMER JOSHUA CHARLES &				
FARMERSVILLE 380/653 LP				
FARMERSVILLE CHURCH OF CHRIST				
FARMERSVILLE CITY OF				
FARMERSVILLE FEED & HARDWARE CO				
FARMERSVILLE HISTORICAL SOCIETY				
FARMERSVILLE HOLDINGS LLC				
FARMERSVILLE INDEPENDENT SCHOOL DISTRICT				
FARMERSVILLE IOOF CEMETERY				
FARMERSVILLE IOOF CEMETERY				
FARMERSVILLE ISD				
FARMERSVILLE PARKWAY LLC				
FARQUER NATHAN & JORDAN				
FARR FRANCES MANNING - ESTATE OF				
FARRAL THOMAS WAYNE & MADDELYNE				
FARRAR ROBERT W				
FARRELL VICTOR &				
FAUCETT BILL & DOROTHY				
FCR610 HOLDING LLC				
FEAGIN JIMMIE CHARLES				
FEAGIN LIVING TRUST				
FEAGIN W R JR &				
FEAGINS BILLY TAL & BRITTANY KALLAY				
FEAGINS DEBORAH K				
FEATHERSTON LARRY &				
FELICIANO JOSHUA D & ANGELA CAROLYN STRANGE				
FENSTERMAKER ANDREW &				
FERGUSON JUSTIN W & TOBEY L				
FERNANDEZ CARLOS CASTANEDA &				
FERNANDEZ ZANDER				
FERRETIZ NOE OLGUIN &				
FERRETIZ TERESO &				
FERRIS JAMES & JENNIFER FAMILY TRUST				
FGP OWNER LLC				
FIANNACA GIUSEPPE & LAUREEN M				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
FIELDER BAKER	[redacted]			
FIELDER JAMES P &				
FIELDER JAMES TUCKER & CASSANDRA DANIELLE				
FIELDER-BAKER FUNERAL HOME				
FIELDS DEBRA JANE				
FIELDSIDE DEVELOPMENT LLC				
FIELDSIDE DEVELOPMENT LLC				
FIELDSIDE DEVELOPMENT LLC				
FINK CONNON & MARY				
FINK THOR & ASHLEE				
FINKLE DEACON				
FINN HUNTER TERRILL & HALEY YELLIN				
FIRST BAPTIST CHRUCH				
FIRST BAPTIST CHURCH OF BLUE RIDGE INC				
FIRST LINDA A &				
FIRST OUT RENOVATIONS LLC				
FIRST TEXAS HOMES INC				
FIRST UNITED METHODIST CHURCH				
FISCHER LAND & CATTLE COMPANY LLC				
FISCHER RICHARD G				
FISHER BRAD & MARCIA				
FISHER DARRELL & KATE				
FISHER GREGORY L & DEBBIE G				
FISHER MARK C				
FISHER-CATES LYNN				
FITZGERALD JAMES P & KATHERINE A				
FITZGERALD L G & MYRTIS				
FLAHERTY JAMES E & PATRICIA B				
FLAHIVE JAMES FRANCIS &				
FLANNERY JOSEPH S & JENNY C				
FLEMING CHERYL L & M JAMES				
FLETCHER BRENT & SAMANTHA				
FLETCHER JAMES W				
FLETCHER LIVING TRUST				
FLETCHER PATECIOUS &				
FLORER MICHAEL K & KENDALL				
FLORES HOMERA				
FLORES HOMERO				
FLUELLEN MICHAEL				
FOLKMAN RICHARD A & STACEY J				
FONSECA EFRAIN MORALES &				
FONTENAULT ERIC & MEREDITH				
FONVILLE DONNIE E				
FONVILLE JASON EDWARD				
FONVILLE JOHNNIE E & FRANCES G				
FOOT OF CHEYENNE LLC THE - SERIES 1				
FORD EVA LOUISE				
FORD JASON M & DIANA J				
FORD KEVIN B & ROBBIN J				
FORD MICHAEL GEORGE				
FORD PHILIP W &				
FORD STEPHEN LARKIN &				
FORDER KAY & JOHNNY				
FOREMAN LARRY C				
FORSHEE DIANNE J				
FORSMAN MICHAEL &				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
FORSTER CAROL DIANNA &				
FORSTER DARREN TODD & REGINA KAYE				
FORSTER JUSTIN S				
FORTNER JAMES RICKEY - LE & DONNA N - LE				
FORTNER JAMES RICKEY JR				
FORTNER VICKI JENE - LE				
FORTUNA NAVA LLC				
FOSTER JEANNE ALEEN & JIMMY R -LE				
FOSTER KEVIN THOMAS &				
FOSTER MAURICE R & MARY L				
FOSTER RICK				
FOURNIER LUCY				
FOX DAVID ALAN				
FOX TONYA R				
FOY JAMES H				
FR MEADOW PARK LLC				
FRANCIS BRYAN & TARA				
FRANCIS ILA MAE				
FRANKLIN JOHN BENJAMIN & LEAH H				
FRANKLIN SCOTT ALEX				
FRANKUM LTD				
FRANKUM LTD				
FRANKUM LTD				
FRANKUM LTD				
FRAZIER BYRON K & ELMA				
FRECH BENJAMIN & REBECCA				
FREDERICKS ROSS & TARA				
FREEAR TYLER MICHAEL				
FREEMAN JOEL				
FREEMAN MARK HOWELL				
FREEMAN REVOCABLE TRUST				
FREENY ELIZABETH LYN				
FREID NANCY J LIVING TRUST THE				
FREILEY THOMAS				
FREMOUW GARY &				
FRENCH MICHAEL				
FRESNILLO DANIEL & PAULINE				
FRIAS ADRIAN & MARIANA				
FRIAS RODOLFO TREVIZO &				
FRIEDEL CLAIRE MORGAN & JOSHUA CALEB				
FRIEND TRACEY				
FRITSCHE DARLA KAY				
FRITTS STEVE &				
FROGNOT SPECIAL UTILITY DISTRICT				
FROST ROBERT J & BUNNY H				
FRYMAN REGINA				
FUENTES ELSA & NICHOLAS GEORGE SIBIGTROTH				
FULLER ALBERT M				
FULLER ALBERT M & BERTHA M				
FULLER ROXANNA S				
FULTON JEREMY SHAWN				
FUNK WADE &				
FURR MARSHALL R & SHAWN R				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
FUSCO CATHLEEN H	[redacted]			
FUSSELMAN GREG M & DEBORAH				
G HENDRICKS & CO INC				
GADALA AMAR &				
GADDIS BOBBY & ANGELA				
GADE KARUNA &				
GAGE JOHNNY W & LORI LEIGH				
GAGE JOHNNY WAYNE SR &				
GALLAGHER ELIZABETH COUPLAND				
GALLAGHER FRANCES MARIE CLEMENCE				
GALLAGHER JULIA CLARE PENDLETON				
GALLAGHER SARAH WOODSIDE				
GALLEGOS FERMIN JAVIER &				
GAMEZ APRIL & RUBEN VARGAS				
GANDHI TARUN				
GANDY JOHN PASCAL &				
GARCIA ADAN JR &				
GARCIA ASHLEE NICHOLE				
GARCIA DAISY ANNETT				
GARCIA DANIAL				
GARCIA DAVID				
GARCIA DAVID EARL TERRY				
GARCIA ELOY OMAR & GLORIA PATRICIA				
GARCIA FRANCISCO TOBAR & MARIA A HERNANDEZ BARRERA				
GARCIA GEREMIAS & PAULA N VENTURA				
GARCIA GILDER				
GARCIA HOLLY M &				
GARCIA HUMBERTO & MARIA G				
GARCIA JACLYN JANETTE				
GARCIA JOHN & MARY				
GARCIA JOSE				
GARCIA JUAN JAVIER & IGNACIA				
GARCIA LEONARDO & YOLANDA DIAZ				
GARCIA LINDA S				
GARCIA LUIS A GONZALEZ & MARIA GONZALEZ CARRION				
GARCIA LUIS F & STEPHANIE LEMUZ				
GARCIA NEREO				
GARCIA NOGUEZ ARACELI &				
GARCIA ROSALIO				
GARCIA TOMAS JR &				
GARCIA-ACOSTA LESLIE STEPHANIE				
GARCIA-SEGURA ANTONIO &				
GARDENIA HOMES LLC				
GARDNER PAMELA - LE &				
GARG AMIT & NEHA SINGHAL				
GARLA RAMESH BABU &				
GARNER CLETA SUE				
GARNER ESTES G & PENNY R				
GARNER JEFFREY W				
GARNER JOHNNY MACK				
GARNER RICHARD &				
GARNICA JENNY & JOSE JUAN GOMEZ ESPINO				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
GARR INVESTMENTS LLC	[redacted]			
GARRISON VICKY A				
GARVEY WILLIAM EDWARD & JENNA IVY PARTINGTON				
GARZA JOHN &				
GARZA JUAN M & IRMA F				
GARZA KELLY				
GASAWAY ELIZABETH				
GASPAR JOSE LUIS &				
GATES AMBER & DUNCAN				
GATES JASON LEVI &				
GATEWOOD TERRY D & GREGORY A				
GATLIN JAMES MICHAEL &				
GAULDEN CORINDA E				
GAUTHIER-GAY LINDA MARIE				
GAVEL SCOTT K &				
GAYTAN ABIGAIL & LUIS				
GDP SYSTEMS LLC				
GE JUN & GUIHUA LI				
GEBRESILASSIE ELYAS &				
GEIGER TABITHA DAWN & WALTER EDWARD III				
GELVIN FLORIAN MICHAEL &				
GELVIN GUY				
GELVIN STEVEN L AND DONNA SUE REVOCABLE TRUST				
GEMFUL HOLDINGS LLC				
GENNEKEN JAMES M & CAROL A				
GEORGE DORINDA KAY				
GEORGE LISA A				
GEORGE RAY D &				
GERHARDT FAMILY TRUST THE				
GERSTENKORN KEVIN W & SHERRI A				
GERTENBACH SHERRY				
GHARIVAND KOUROSH				
GHRIGSBY FRANKLIN & PATRICIA				
GIBBONS WILLIAM E JR & SUE ANNE				
GIBSON ANDREE MATHEW				
GIBSON BARBARA				
GIBSON JIMMY G				
GIBSON LYNDON				
GIBSON PAUL D				
GIBSON RHONDA REVOCABLE LIVING TRUST THE				
GIDNEY JOE D & KARON Y				
GIDNEY STEPHANIE A				
GILBERT BART				
GILBERT ERVIN				
GILBERT TIM & SUE ANN				
GILBERT TOMMY A & SANDRA A - LE				
GILBERTSON DAVID E				
GILDER KATHERINE R				
GILL DORIS M ETAL				
GILL RAJINDER &				
GILLARD TINA				
GILLEN LARRY & SHELIA				
GILLESPIE DOUGLAS W & VIRGINIA J				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
GILLESPIE LORRAINE &	[redacted]			
GILMORE AMIE & JEREMY				
GILMORE SAMANTHA &				
GILSTER LARRY - LE &				
GINDLE JEANNE M &				
GIPSON DONALD R REV LIV				
GIPSON MARCUS				
GIRARD ADAM & JESSICA				
GLA VENTURES LLC				
GLANDER GINGER				
GLASSCOCK CALEB R				
GLASSCOCK RANDY & KATHY L				
GLASSEL TERRY J &				
GLATT JESSE				
GLAZE DIXON ANN				
GLAZER LARRY JOEL EXEMPT TRUST &				
GLORIOSO CHRISTOPHER & KELLEY LORENZEN				
GOCHNOUR BRIAN & DOANH				
GODFREY TERRY & PAM				
GODSELL MARK &				
GOFF MARK & OFELIA				
GOKUL AGROVET LLC				
GOLDEN REVOCABLE TRUST THE				
GOLDSTEIN DEBORAH LEVY &				
GOLDSTEIN FAMILY I LIMITED PARTNERSHIP				
GOLDSTEIN FAMILY I LIMITED PARTNERSHIP				
GOLLA RAVITEJA & BHAVANA PRATHYUSHA KARRA				
GOMES CLIFFORD &				
GOMES KEOLA & TIA &				
GOMEZ AURORA ISABEL				
GOMEZ AURORA ISABEL				
GOMEZ FELIPE A				
GOMEZ FELIPE ALEX				
GOMEZ JORGE LUIS & HAILEY RENE				
GOMEZ JOSE A				
GOMEZ RICARDO				
GOMEZ WILLIAM				
GONZALES EUGENE				
GONZALES GABRIEL OSCAR				
GONZALES JASON & CARMEN				
GONZALES JESSE R & TRACEY A				
GONZALES JULIE ALEXANDRA				
GONZALES LANA &				
GONZALES NANNETTE FAMILY TRUST				
GONZALEZ ADRIAN CANTORAN				
GONZALEZ ANTONIO				
GONZALEZ JAIME MIGUEL				
GONZALEZ JUANA M				
GONZALEZ LUIS & NANCY CARRERA VASQUEZ				
GONZALEZ OMAR &				
GONZALEZ OSCAR X & FRANCISCA S				
GONZALEZ PORFIRIO				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
GONZALEZ PORFIRIO & MARIA ESTELA	[redacted]			
GONZALEZ RICARDO				
GONZALEZ SARAI & GALILEO BOLANOS PINEDA				
GONZALEZ SHANE G				
GOOCH CLAY VERN & GAIL				
GOOCH JOHN JR & KAY BETH				
GOOCH NONA RAE & G ANN GOOCH & MARY JO STROUP				
GOODWIN JOEY & JEFFERY				
GOODWIN NIKKI L &				
GOPLIN DAN & SHERRY L GOPLIN				
GOPLIN DANIEL ROGER &				
GORDEY SUSAN DAWN SMITH INHERITANCE TRUST THE				
GORDON RICHARD EARL &				
GORSKI BRIAN D & CHRISTINA M				
GOSNELL PATRICIA				
GOUDARZI SOHRAB HABIBI & FARAH HABIBI &				
GOURNAY MICHAEL BRET & LINDA				
GOVARDHANAN KANNAPIRAN KRISHNASAMY &				
GOW PROPERTIES LLC				
GOWDA PRAVEEN KUMAR				
GOWENS RICHARD WAYNE JR &				
GRACE & LOVE FAMILY TRUST				
GRACY JIM				
GRAF THOMAS W				
GRAHAM JAMES &				
GRAHAM ROBERT &				
GRAMS DIANNA WISE				
GRANADOS ELIAS				
GRANADOS-ORTEGA JOSE a/k/a JOSE M GRANADOS				
GRAND IVORY LLC THE				
GRANT DAVID L & MARILYN				
GRANT JADETTA				
GRANT KENNY RAY				
GRAVES CHRISTOPHER M & AUTUMN L				
GRAVES DOUGLAS RAY				
GRAVES EDMOND R III & CHERYL				
GRAY ALLISON B				
GRAY ANTHONY L				
GRAY CODY				
GRAY CW-ESTATE OF & ESTATE OF MEDA VON				
GRAY GARY LYNN - INDEP EXEC				
GRAYSON COLLIN ELEC CO-OP				
GREEN ACRES DFW PROPERTY HOLDINGS LLC				
GREEN DENNIS				
GREEN HEIRS LLC				
GREEN HEIRS LLC				
GREEN MICHAEL F				
GREEN ROBERT FRANKLIN & FRANCIS ERNA				
GREEN RONNELL E & ELIZABETH A REVOCABLE TRUST				
GREEN TOMMY J				
GREEN VIEW RANCH LLC				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
GREENE RICHARD LEE & JUANA BRENDA CABRERA	[redacted]			
GREENWAY CHARLENE				
GREGER BROOKS & HEATHER				
GRIDER MINERVA				
GRIDER NELDA				
GRIER MATTHEW D & KAYLA S				
GRIFFIN CODY & KAYLA DUFFEY				
GRIFFIN JOHN BRENDAN				
GRIFFIN JOSEPH EDWARD & ROXXY RASCHELL				
GRIFFIN LEGACY LP				
GRIFFITHS DYLAN & CHRISTINA REVOCABLE TRUST				
GRIGG KELLY & DEBORAH				
GRIMALDO DANIEL &				
GRIMES MASON & SUSANNA G				
GRIMM BRANDON CHARLES & SARA MARIA				
GRIMMETT BLAKE JOSHUA & CASSIE LEE				
GROBE JOHN D & GUILIANA				
GROBE MELVIN J				
GROETTUM MICHAEL L				
GROSS STEVEN K & ROXANNE P				
GROSSE GARRY HANS				
GROSSMAN SEAN				
GROVES EILEEN &				
GRUMBLES ELIZABETH KAY				
GRUSENDORF SUZANNE				
GTR LLC				
GUARNACCI MARGUERITE L				
GUDALA SANJAY KUMAR				
GUDISE VENKATESWARA REDDY & MADHURYA BHARATHI				
GUERRA JESUS MONDRAGON & MANDI MONDRAGON				
GUERRERO FRANCISCO & GLORIA				
GUERRERO VICENTA E &				
GUIDO JAMES DOUGLAS &				
GUILKEY MICHAEL				
GUILL CLARENCE E JR & LAURA K				
GUILLEN REFUGIO				
GUILLORY ANGELA C				
GULLAPALLI SREENU BABU &				
GULSVIG MARK				
GUNDA DIVYA				
GUNEYDAS ISMAIL				
GUNNELL JOHN & JO ANN REVOCABLE TRUST				
GUO YISHAN				
GURLEY DANIEL & ANGELA				
GURNEY KENNETH I & SANDRA F				
GUSTAVSON ROBIN A & MIRIAM				
GUTIERREZ ANTONIO CORONADO				
GUTIERREZ JESSICA CELESTE & EDUARDO GUTIERREZ-LOZANO &				
GUYNES JIMMY R - LE				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
GUZMAN HOMERO	[redacted]			
GUZMAN SANDRA KAY & FRANCISCO				
GUZMAN-INFANTE JOSE ANTONIO &				
GYGER CHARLES R & PATRICIA A				
H G ENTERPRISES LLC				
HAAS KURT J & KAREN L				
HADDAD DANIEL LEE				
HADDOCK JOHN DAVID & STEPHANIE K &				
HAGLER BRANTLEY TODD & CHRISTY DEANN				
HAIR ASHLEY D & KELLY DON				
HALE DAVID M & KATHRYN M				
HALE DEWI R				
HALE ERNEST JAMES JR & JULIA MENNETTE				
HALL ANGELA C				
HALL BILLY ROPER				
HALL CHARLOTTE A				
HALL CHERRIE LEE				
HALL DARRELL G &				
HALL DOUGLAS CYD II & CAMHY CAO				
HALL HAROLD WAYNE				
HALL JASON R				
HALL JOHN				
HALL JONATHAN MARSHALL &				
HALL KRISTY A &				
HALL MALCOLM				
HALL RYAN CHARLES & DANIELLE REGINA COSTA				
HALL SAMUEL PHILLIP				
HALL SHARON J				
HALL STEVEN LEE &				
HALLFORD ED & PEGGY				
HALTER MARY PEARL				
HAMADEH GROUP LLC				
HAMILTON DAVID &				
HAMILTON MICHAEL R & LAURA D				
HAMILTON TRENT DEWAYNE & DENA RAE				
HAMILTON WANDA WILLIAMS - ESTATE OF				
HAMITER WILLIAM D				
HAMLIN JULIET & JUSTIN				
HAMM JENNIFER LEANN B & ERIC O				
HAMMAN ALICIA				
HAMMILL AARON ERIC				
HAMMONDS CARROLL				
HAMMONDS LESLIE R				
HAMPTON DONNA				
HAMPTON FAMILY TRUST				
HAMRA INVESTMENTS LLC				
HAMRICK LINDA M				
HANCOCK RICHARD & TAYLOR J				
HANDYSIDE GEORGE R & BARBARA				
HANIF ANWER A &				
HANIF AOUN & AYESHA TAHIR				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
HANNA CAMERON	[redacted]			
HANNA DANIEL W &				
HANNEMAN DARWIN & JULIE				
HANSEN HANS J				
HANSON LEON A & GATHA				
HANTLA CHARLES MICHAEL				
HAQUE SYEDA				
HAQUE SYEDA				
HARAPPA FARMS LLC				
HARDIN BARBI JO				
HARDIN JAMES ALLEN				
HARDORMILLS PROPERTIES LLC				
HARDY CARLNELL				
HARDY STEPHANIE & DARIEN A				
HARGETT NANCY LEVERETT				
HARGROVE DICK LYNDON II &				
HARING JAMES & JULIE				
HARKEY CHERYL ELAINE				
HARLAN PROPERTIES INC				
HARLAND SAMUEL E & CHERIE S				
HARLESS DAVID M & RYANN				
HARLOWE JENNY				
HARMON LIVING TRUST				
HARMONY HILLTOP RANCH LLC				
HAROLD THURMAN PROPERTIES LLC				
HARRIS ANGELA &				
HARRIS DENNIS & DONNA				
HARRIS DERICK DALE & JESSICA LYNN				
HARRIS GREGORY ALLAN &				
HARRIS GWENDOLYN ANN CLAY				
HARRIS JASON & KRISTEN				
HARRIS MELVIN EUGENE				
HARRIS MITCHELL &				
HARRIS TERRY JAY				
HARRIS TERRY WAYNE & SHAWN				
HARRISON BILLY - CLE &				
HARRISON PHILLIP R &				
HARRISON TONYA R & PAUL DAVID				
HART CASEY DEREK				
HART GLENDA				
HARTIGAN JON K & VANESSA B				
HARTIGAN JON KERBY &				
HARTLEY ELLEN KAE				
HARTMAN LEWIS & BILLYE-LE				
HARTNESS ANDRE				
HARTT MEGAN & CHRISTOPHER				
HARVEY JOE W & LEE ANN				
HARVEY RONNEE R				
HARVILLE RICHARD B & JANICE B				
HARWELL KEIFFER JR & DEBORAH				
HARWOOD TIMOTHY &				
HASSELL FAMILY TRUST				
HASTINGS DONALD F				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
HASTINGS SABRINA & SCOTT	[redacted]			
HATCHER EMORY E & TERRY L				
HATHAWAY WILLIAM SANTEE & ERIN				
HATTON FRED DOUGLAS				
HAUER DACIANA ELENA				
HAUS HOUSE LLC				
HAUSLER DALTON & JAYMEE K				
HAVIS LINDA SUE				
HAWKIN DEWEY LLC				
HAWKINS JACK				
HAWTHORNE CAMERON BLAKE				
HAYAT MANSOOR M & ROBINA QADIR				
HAYES CHRISTOPHER				
HAYES ROBERT S				
HAYES THOMAS PATRICK III &				
HAYNES HARLEY & RITA				
HCG REALTY & DEVELOPMENT LLC				
HE LINGLIN				
HEARD DAVID L & JANICE A				
HEARNE AMY				
HEARNE BILLY W & PEGGIE J				
HEATH CY S & MELINDA D				
HEATH ROBERT WINDLE &				
HECKERT JOACHIM W & KELLIE R				
HECTO ESCALANTE LLC				
HEDDIN KAREN L - LE				
HEIBERGER KAITLYN RECHAEL				
HEIDBRIDER DALE K				
HEIDT DAVID E & JOAN L				
HEINTZ ROBERT A JR				
HELEN ONE LLC				
HELLWIG KEN				
HELMBERGER JOSEPH & DEBRA LIVING TRUST				
HELMBERGER TIMOTHY HAROLD &				
HELMS BRADLEY WAYNE & JESSICA RENEE				
HELMS JIMMIE R - LE				
HELMS RANDY L & MAITEE C - LE				
HELMS STEVEN LANE				
HEMBY JAMES ALLEN & SANDRA LEA				
HENAGIN DONALD & HOLLY				
HENDERSON BRANNON J & HOLLY S				
HENDERSON DARRELL GLEN				
HENDERSON MARSHALL - ESTATE OF &				
HENDERSON STEVE RANDOLPH &				
HENDREX KALE				
HENDRICKS ALAN				
HENDRICKS AMY				
HENDRICKS CHARLES DALE ESTATE TRUST THE				
HENDRICKS CLINTON DALE				
HENDRICKS DUSTIN LEE &				
HENDRICKS GREG				
HENDRICKS JACK & SUE as part of a1031 exchange made through GBT 1031				
HENDRICKS JACK ESTATE OF				
HENDRICKS LIVING TRUST				
HENDRICKS MICHAEL J &				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
HENDRICKS RICKIE EUGENE	[redacted]			
HENDRICKS W B				
HENDRICKS WILLIAM MONT				
HENNIGAR JENE				
HENRY G MICHAEL & BARBARA M				
HENRY STELLA ODOCHI				
HENRY STRATFORD & CANDI				
HENSLEY BERNIE L				
HENSON DAMON				
HENSON DIANNA				
HERNANDEZ ANGELA M & JOSE				
HERNANDEZ ANTOLIA G &				
HERNANDEZ ANTONIO				
HERNANDEZ AUXILIADORA				
HERNANDEZ CORNELIO ZEPEDA &				
HERNANDEZ EDUARDO ROMAN &				
HERNANDEZ FLORIBERTO TREJO				
HERNANDEZ GONZALO				
HERNANDEZ GONZALO				
HERNANDEZ IRVIN URIEL ANGELES				
HERNANDEZ JUAN PABLO &				
HERNANDEZ KATHY & MIKE				
HERNANDEZ MANUEL &				
HERNANDEZ NORA				
HERNANDEZ SALVADOR & MARGARITA				
HERNANDEZ STACEY LYNN &				
HERNANDEZ TIMMOTHY &				
HERNANDEZ VERONICA				
HERNANDEZ YESSENIA &				
HERNANDEZ-GOMEZ PAOLA J &				
HERNDON ANDY ALLEN & CAROLE LOUISE				
HEROD TOMIE & WAYNE				
HERPECHE KURTIS W & TERRITA MICHELLE-BRANDY ALLEN				
HERRERO CARLO DAVID & NINAH AGUAS				
HERSHEY MARY KATHERINE				
HESS JASON &				
HESS SAUNDRA & ALTON				
HESSE MICHAEL WAYNE				
HEUMANN TED R &				
HEVRON RONALD G SR & LINDA K				
HEZAVEH RAHIM				
HIBBITTS CLIFFORD RAY SR				
HICKMAN DEBORAH				
HICKMAN FRANCES DYER				
HICKMAN LIVING TRUST				
HICKMAN MARK H & ROSEMARY MILLER				
HICKMAN TODD L & LISA B				
HICKS DWAYNE				
HICKS PAUL L & DELINDA L				
HIDDEN OAKS ACM LLC				
HIGHTOWER FAMILY IRREVOCABLE TRUST THE				
HILL ELSIE L				
HILL JANICE M - LE &				
HILL JOE DAVID				
HILL JOHN L ESTATE				
HILL JOHNSON REVOCABLE LIVING TRUST THE				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
HILL MICHAEL W	[redacted]			
HILL RICHARD S				
HILL TROY & CHERIE REVOCABLE TRUST				
HILLIS JIMMY & MARIA				
HILZ JEFFREY D				
HINES MILRANY RANCH LLC				
HINKLE HAROLD R & BARBARA				
HINTON JUSTIN				
HINTON ROBERT & MICHELLE				
HINZE MARSHA				
HISEY JOSEPH DAVID & CHERYL DIANE				
HITHAS LLC				
HITT JOSHUA				
HITZEMAN JAMES C &				
HITZFELD BRANDI A &				
HIXSON FRANCES ANN NELSON				
HO JUI-LIEN CHOU				
HOAR BRENT & KRISTEN				
HOCKETT BILLY M & LORNA L				
HOCKETT FELICIA DAWN				
HOCKETT JONATHAN & CORTNEY				
HODGE STEVEN G & NICOLE D				
HODGES NELSON & SANDRA L				
HODGSON GREGORY JOHN & INGER MARGARETA				
HOEY MARK &				
HOEY MICHAEL J & JACLYN D				
HOFFERT GREGOR IRREVOCABLE TRUST				
HOGUE SALLY ANN				
HOKE LOUIS HUNTER & KALISHA WEST				
HOLBROOK KIM ANN				
HOLBROOK MATTHEW & JENNIFER				
HOLCOMB ROY LOUIS				
HOLGUIN GILBERT JR & HEIDI				
HOLLAND JOHN WESLEY & ASHLEY				
HOLLAND SHEILA B				
HOLLAND TIM				
HOLLOWELL WALTER R AND BARBARA R REVOCABLE LIVING TRUST				
HOLMQUIST STEFFAN JON				
HOLUB CAMERON A				
HOLYOAK JOEL &				
HOME BUYER ALLIES LLC				
HOMEPRO INC				
HOMER TOMMY & JUDITH				
HOMES NOW LLC				
HOMES NOW LLC				
HOMME LUCKNER PETIT & RAQUELIAH				
HONEY DANIEL A SR & JACQUEL				
HOOD BRADLEY NATHAN				
HOOKS JIM DUNBAR & MICHELE C				
HOOKS RICKY & SANDRA				
HOOPER CAROL				
HOOPER JENNIFER A & JAYSON C				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
HOOVER DOUGLAS B & JENNIFER L	[redacted]			
HOOVER JASON LEE & SUMMER R				
HOPE JOANN & SHANNON				
HOPEWELL JORDAN CHASE & ERICA GABRIELLE				
HOPKINS CHARLES L				
HOPPER ALTON W				
HOPPER BILLY N & REBECCA				
HOPPER BILLY N & REBECCA G				
HOPPER DEWEY W & MARY M				
HOPPER HELEN CHRISTINA				
HOPPER JAMIE LEIGH				
HORACEK JEFFERY JAY				
HORAK WALTER ANDREW				
HORIGAN DEVON BRYAN &				
HORISBERGER ANDREAS M & BARI R				
HORNE ANITA LOUISE				
HORNER JOHN				
HORSTMAN BRIAN S & CARA L				
HORTON CHARLES R				
HORTON J D & LINDA K				
HORTON STEVE				
HORTON STEVEN C & KAMI R				
HOSTUTLER JOHN ENTERPRISES LLC				
HOUCK JOE HENRY				
HOUSE OF PRAYER				
HOUSLEY JAMES & MELISSA				
HOVLAND KENNETH & SCARLETT				
HOWARD BILLY W & JO ANN				
HOWARD CYNTHIA STAHL & THOMAS CHARLES				
HOWARD FAMILY REVOCABLE TRUST				
HOWARD HENRY				
HOWARD JOSHUA DON & AIMEE RENE				
HOWARD LARRY DON				
HOWARD SHARON MARR LIVING TRUST				
HOWE FELISA R & DAVID M				
HOWELL AARON LEE & SARAH ELIZABETH				
HOWELL GARY SHERMAN II				
HOWELL MICHAEL W &				
HOWINGTON JOE DAVID & PATRICIA DECK				
HOWLAND STACY & STEVEN L				
HUANG CAI-JIE & DORIS				
HUANG MING LUANG &				
HUBBARD JASON R & LISA R				
HUBER SHARON R MILLER				
HUDDLESTON AUBRY III				
HUDSON JADE KORLACEE & JEMETRIAS RAYMONE				
HUDSON JOHN A				
HUDSON MALCOLM LEE & MARGARET LEE - LE				
HUDSON WANDA				
HUERTA JORGE MARTINEZ & BIBIANA RODRIGUEZ GALVAN				
HUERTA LAZARO MARTINEZ				
HUETT DEBORAH MCDONALD				
HUFF DANIEL REED &				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
HUGHES AMY	[redacted]			
HUGHES CODY & REBECCA				
HUGHES JACKIE W				
HUGHES MARY FRANCES				
HUGHEY JORDAN & KARI				
HUI HUAN				
HULKENBERG RICK & JOYCE				
HULL MARGARET LEATHERWOOD				
HULSEY JAMES B & CHRISTI R				
HUME BRUCE W III &				
HUNDLEY ALLEN V &				
HUNG CHENG HSIEN & YIRONG ZHAO				
HUNT 0605 LLC				
HUNTCREEK INVESTMENTS LLC				
HUNTER GREG & PAM TRUST				
HURST EDWARD AKA EDWARD P HURST				
HURST GARY MACK				
HURST JEFFREY & STEFANIE				
HURST LELA J				
HUSTON SHOU-HWA				
HUTCHESON CHARLES				
HUTCHESON CHARLES TAYLOR				
HUTCHESON REBECCA A &				
HUTCHINSON WENDY K				
HUTH JEFFRY RICHARD & TAMARA LYNN				
HUYNH LOC TAN				
HYLAND MICHAEL				
I FIREPLACES LLC				
IANNUZZI OSCAR & MARIA				
IBARRA DIANNA L				
IBARRA MACRINA				
IC FARMERSVILLE LLC				
IGLESIA NI CRISTO CHURCH OF CHRIST				
ILLG ROBERT				
ILLINGWORTH DAVID & LAURA				
INDIAN TRAILS RANCH LLC				
INGEBRETSEN ERIK & JEANNE				
INGERSOLL MARK				
INGRAM LUCAS A & HEATHER B				
INTELLI REALTY GROUP LLC				
INV380 LLC				
INVEST XCHANGE LLC				
IORT LLC				
IQBAL MUHAMMAD UMAR & SHIZZA KANWAL				
ISAACKS JONATHAN &				
ISAACS LIVING TRUST				
ISRAEL JOHN &				
J & S PLATING & REPAIR INC				
J & S PLATING AND REPAIR INC				
J T & SONS LLC				
J&S PLATING & REPAIR INC				
J3 RESTORATION RANCH LLC				
JACKSON ADAM BLAKE & DANIELLE N				
JACKSON CATHY				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
JACKSON ERNEST E & SUE	[redacted]			
JACKSON JAMES & ANGELA R				
JACKSON JEREMY & HOLLY				
JACKSON KELLY K & JESSE L				
JACKSON LANNIE				
JACKSON PHYLLIS				
JACKSON REVOCABLE LIVING TRUST				
JACKSON SHERRY & CHESTER THOMAS JR				
JACKSON TERRY &				
JACOBS LUKE &				
JACOBSON ROBIN KAYE				
JACQUOT JOSEPH E &				
JAFARITABAR AMIR &				
JAIMES ROSELIA MORALES				
JAIMES-ECHEVERRIA JOHNNY & RUBI PINEDA DIAZ &				
JALAL KHADIZA BINTE & MOHD MEZANUR RAHMAN				
JAMAICA JORGE A MALDONADO				
JAMES BILLIE J - LE &				
JAMES COLTON PHILLIP & ZORAH INEZ				
JAMES CYNTHIA &				
JAMES DERRICK B & MEEGYN C JAMES				
JAMES EMELY E				
JAMES PEGGY A LIVING TRUST				
JAMES REBECCA				
JAMES ROBERT READY				
JAMES RODNEY & MELISSA				
JAMES TIM & MELITA				
JAMINDARS INVESTMENT LLC				
JAMISON CHRISTOPHER J & ANNAMARIE S				
JANOW PROPERTIES LLC				
JAQUEZ RICARDO JR & NOEMI RAMOS SANTIAGO				
JARRELL MARGARET I				
JARVI JEFFREY & SHANA				
JARVIS STEVEN HOWARD				
JASPER MICHAEL F & YONNICE C				
JASSO EVERARDO				
JASSO LUIS & JANIS				
JAUREGUI DANIEL & GUADALUPE				
JAY & RAJ GORUP LLC				
JCM PARTNERS				
JCM PARTNERS LP				
JDI INVESTORS LP				
JECH CLAYTON & FAITH				
JEFFCOAT BRITTANY MISHELL				
JENKINS DAVID ROBERT				
JENKINS JENNIFER R & JASON A				
JENKINS JIMMEY - LE				
JENNER KEVIN & DESARI				
JENNINGS SHARON TOLLESON				
JERNIGAN KEVIN J &				
JFC HOLDINGS LLC				
JIANG YUN ZHEN				
JIMENEZ CESAR & AMANDA				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
JIMENEZ JAVIER &	[redacted]			
JIMENEZ JESUS R & LIDIA				
JIMENEZ JORGE ALBERTO				
JIMENEZ RUBEN				
JIMENEZ SERAFIN				
JIMINEZ RODOLFO				
JING LIJUAN &				
JIRASEK TOM H & DONNA				
JLG FAMILY LIVING TRUST				
JMR FARMS LTD				
JOBE KENNETH LEE				
JODAVULA SASHANK & SWETHA BEEDILA				
JOHANSEN TYLER & JENNIFER				
JOHANSSON BRENDA				
JOHN DORCAS M &				
JOHNS TERRY & TRACY				
JOHNS THOMAS & ELLIVEE				
JOHNSON ALVAH L III				
JOHNSON BERNICE				
JOHNSON BETTY				
JOHNSON CHRISTOPHER WADE &				
JOHNSON CLAYTON LEE & TIFFANI				
JOHNSON COLTER				
JOHNSON DAIQUIRI				
JOHNSON DEAN &				
JOHNSON DEBORAH G				
JOHNSON DEBRA ANN & GARY W				
JOHNSON DENNIS				
JOHNSON DENNIS MARK				
JOHNSON DONALD A				
JOHNSON DONNIE G				
JOHNSON DORIS LONG				
JOHNSON EDDIE G				
JOHNSON JESSICA				
JOHNSON JOSHUA & REBECCA				
JOHNSON JOYCE				
JOHNSON KAREN D				
JOHNSON KERI LYNN & PAUL				
JOHNSON LAWRENCE LEE				
JOHNSON LEE V & HAZEL A				
JOHNSON LYNNETTE ELLEN				
JOHNSON MATT &				
JOHNSON MICHAEL H &				
JOHNSON RAYMOND				
JOHNSON RICKY &				
JOHNSON ROBBY MARK				
JOHNSON TAMMY S				
JOHNSON THOMAS &				
JOHNSON ZACHARY & DEZIRAY LIZETH				
JOHNSTON ARLENE &				
JOHNSTON CHRISTINA M & JAMES C				
JOHNSTON FAMILY TRUST				
JOHNSTON JEFFREY D &				
JOHNSTON MARTIN A & LINDA				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
JOINER CONSTRUCTION CO INC	[redacted]			
JOINER LIVING TRUST				
JOJE PROPERTIES LLC				
JONES AMANDA				
JONES BRENDA J				
JONES CASEY AARON & KATIE MARIE				
JONES CHRISTOPHER & NAOMI				
JONES DOUGLAS E				
JONES EVAN S & MEAGAN R				
JONES GLORIA J - LE &				
JONES HAROLD - ESTATE OF				
JONES JAMES E				
JONES JERAMY T				
JONES JULIE A LIVING TRUST THE &				
JONES KERRY				
JONES LESLIE ANN				
JONES RANDALL A				
JONES RONALD KEVIN				
JONES SAMMY J & TERI L				
JORDAN BRIAN & HEATHER				
JORDAN FAMILY REVOCABLE TRUST				
JOSEPH AINSLEY & VASHTI ELOISE AMANDA PATRICK				
JRR CUSTOM HOMES LLC				
JUAREZ ABDIEL MARTINEZ &				
JUAREZ DANIELLE &				
JUAREZ FRANCISCO				
JUAREZ GUSTAVO MALDONADO &				
JUAREZ MIULER BALDEMAR LOPEZ &				
JULIANO MICHAEL L SR				
JUNG RICHARD W				
JUNTADO RADNY B &				
JURCA JASON S & KRISTIE D				
JURDEN JERRY WAYNE & TRONA ELIZABETH				
JUSTICE JACK M & MOLLY A				
JUSTICE MOLLY ANN				
JUSTIN GARNER INVESTMENTS LLC				
JUSTISS LIVING TRUST				
KAISER EMILY &				
KAKASKA GWENDOYLN C &				
KALIA AMAN &				
KALIDINDI RAVI VARMA &				
KALISHETTY SUDHAKAR & SUSHMA				
KAMY REAL PROPERTY TRUST				
KANE BARRY & JOY ANN				
KANSAS CITY RAILWAY COMPANY				
KANUMARLA PITCHI & HARITHA REDDY DANDUGA				
KAPLONSKI EDWARD L & NOEL PICCA				
KARKHOFF MICHAEL & JUDY				
KATHCART NELDA YVONNE				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
KATKOORI SANTHOSH REDDY & DWARAKA GUNDA	[redacted]			
KATTAMPALLY JOSEPH & BINALFA KATTAMPALLY				
KAUFMANN RICHARD F JR				
KAVANAUGH STEPHANIE & AARON				
KAVOOR SHIRISH &				
KEAGY JAMES & SANDRA M PERAZA				
KECK LAURI LEE ANN				
KEEL BILLY RAY				
KEELING REBECCA RYAN				
KEEN DAVID ANTHONY &				
KEITH JOHNNY &				
KELLER JAMES FRANK &				
KELLER LIVING TRUST THE				
KELLEY JOE & DORA FAMILY TRUST &				
KELLEY PAUL & HATTIE				
KELLEY WALTER A &				
KELLOGG GARRETT & ALBINA RAMILEVNA				
KELLY PAUL D & DEBORAH S				
KELLY RORY & JAMIE MARIE				
KELLY SEAN & DENISE				
KELSEY ERNEST FREDERICK & COLLETTE				
KELTON EDWARD F & BARBARA S				
KEMP BRENT W & LORAINE P				
KEMP SUZY O				
KEMPF TANIA L				
KENNEDY JAMES R				
KENNER MARIA ESTHER JOHNSON &				
KENNETH LEROY DYKES				
KENNEY JOHN J III & KRYSTAL A				
KENNINGTON GREGORY L & KEELEE				
KENNON LARRY D &				
KENT JEREMY DALE ETAL				
KENT TEDDIE WAYNE				
KERHALKAR ANUSHKA & ANAND				
KERNS MICHAEL JR & JENNIFER				
KERRIGAN DAVID VICTOR SR & APRIL MARIE				
KESSINGER STEVEN ALLEN &				
KEYES WILLIAM BRUCE &				
KEYLAND INVESTMENTS LP				
KHA THAO &				
KHAN BILAL HUSSAIN & ATUFA ARSHAD				
KIANI BROTHERS LLC				
KIEFER MARK GORDON				
KILGORE JACK & SHARON				
KILPATRICK BRETT S &				
KIM BENJAMIN				
KIM HYANG SUN				
KIMBERLING DENNIS R & CARLA S				
KIMBROUGH LUCY				
KIMMEL DAN LIVING TRUST				
KIMMEL GARY BRYAN & CHRISTINA				
KINAMON LIVING TRUST				
KINARD MICHAEL K &				
KING ANTHONY STEWART II				
KING GLENN F				
KINGERY SPENCER K & KARREN				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
KINGORI LUCY N & JACKSON K WANJERU	[redacted]			
KINNETT FOREST RANDOLPH & MARGARET				
KINNEY HARRISON MICHAEL & ALEXANDRIA PAIGE LOVELL				
KINSER HEATHER NICOLE &				
KINSER LAURIE				
KIRK ELIZABETH C &				
KIRKLAND JOHN W &				
KIRKLAND KYLE &				
KITTS TRACY ANN ELLIS				
KLICHE MARK STEVEN & JENNIFER LYNN				
KLOSTERMANN JOHN W - LE &				
KNOBEL KURTIS M & LISA M				
KNOWLES CAROLENE BOARDMAN & JOHN RICHARD				
KNOX SALLY ANN				
KOCH ZACHARY & KELLEY HANS				
KOLLIPARA PADMAJA & RAMAKRISHNA				
KONARSKI JOHN G & ELIZABETH M BUCHER				
KONATAM SUKANYA & VENKATA NAGA MURALI				
KONDAMEDA FAMILY TRUST				
KONDRAGUNTA SUBBARAO & MOUNIKA				
KOOIMAN MARSHALL REVOC TR AGREEMENT OF				
KOPPULA LEELA RANI & ETAL				
KORONEOS THOMAS DINO &				
KOSHAREK PAUL D &				
KOVACS TRAVIS A & CHELSEA J				
KRAFT ANTHONY				
KRAMER TABATHA				
KREHER ADRIANE & DUSTIN W				
KREMEN IRINA &				
KRIENITZ FRANCES E				
KRONQUIST DONNA C				
KRUEGER WILLIAM & KARLA				
KUBIN MARY				
KUEHNE BEN &				
KUESTER LORI LEE & CHARLES ALLAN				
KUHLMANN RANDALL & BONNIE				
KUHNEN RODRIGUES ARACELI &				
KULAK MICHAEL SCOTT				
KUMAR AJAY & GOLDY PATHAK				
KUMAR AMBRISH & POOJA KUMARI				
KUMAR LOKESH VIJAY & POORNIMA BAGARE RAJU				
KUMAR PRADEEP & MALA CHOUDHARY				
KUMAR PRIYANK & JYOTI				
KUMAR VIOLET R				
KUMMS CONSULTING INC				
KURAVALAPALLI REDDY SEKHAR & RAJAKALA CHINTHAPARTHI				
KURLINSKI JOSHUA & HEATHER				
KURTZ DWAYNE				
KUTHURU ESTATES LLC				
KUTTIPARAMBATH DINESH RAMANATH & VIJINA DINESH				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
KUYKENDALL JOHN C &	[redacted]			
KYLE KAREN				
KYSIAK KRISTINE ST CLAIR &				
L & J REVOCABLE TRUST				
L & M SLAUGHTER PROPERTIES LLC				
LACKLAND COLLIN COUNTY DEVELOPMENT LLC				
LACY CHAD & JENNIFER HANSON				
LADNER GARY CURTIS				
LAFLEUR LIVING TRUST				
LAFON LARRY & MARILYN				
LAFONTAINE AMY CHADBOURN				
LAGRAVE JOSEPH				
LAIER MICHAEL LYNN & DAWN JOLYNN				
LAIR CHRIS				
LAIRD LISA J				
LAMA ANIL & ASMA LAMA TAMANG				
LAMB SETH ANTHONY				
LAMBERT JAMES D JR & GEORGIA LYN				
LAMKIN CALVIN S & ROBBIN H				
LANDAVERDE JUAN				
LANDAVERDE MARTHA				
LANE JASON LARRY & STACY				
LANE LIVING TRUST				
LANE LIVING TRUST				
LANGHAM KENNETH NELSON				
LANGLEY JEANNINE				
LANIER CRYSTAL				
LANIER TERRY				
LANIUS KENNETH R & TAMMY J				
LANMAN DAVID & REBECCA				
LANNON MICHAEL CHARLES				
LANSFORD GARRETT				
LANZILLO JANET R MCCARLEY				
LARKIN STREET HOMES LLC				
LAROCQUE SHAWNDA LYNN &				
LARSON FAMILY TRUST &				
LARSON TIMOTHY &				
LASHGARI SASAN				
LASHLEY JULIA C				
LATHEEF SYED YUSUF HUSSAINY & HAJIRA KHALEEL				
LATIMER APRIL KAY				
LAVIGNE LAUREN				
LAVON LAKELAND PROPERTIES				
LAVON REALITY LLC				
LAWLER MICHAEL G & DOTTI D				
LAWRENCE C & MILLER B				
LAWRENCE CARROLL & VIRGINIA				
LAWRENCE DONALD JAMES &				
LAWRENCE JULIA				
LAWRENCE MICHAEL DUANE				
LAWRENCE WESLEY				
LAWSON LIVING TRUST				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
LAWSON LIVING TRUST THE	[redacted]			
LAWSON MARCIA FAMILY TRUST THE				
LE JENNIFER				
LEANG SOTHEA & ALICE				
LEDBETTER DONALD L & TERRIE L				
LEDBETTER JOEY & LISA				
LEDEZMA SINTHIA				
LEE BRANDY M & JOHN S				
LEE CHRISTIE PERKINS				
LEE DIANA LYNN				
LEE KIMMY				
LEE NEWONG &				
LEE RAY CHARLES				
LEEK STEPHEN V & EILEEN J				
LEFORGE ARTHUR &				
LEFORGE ARTHUR &				
LEHMAN FRANCES C				
LEHMANN RANDALL E				
LEHR JORDAN THOMAS				
LEIBS ARLENE				
LEKIM LONG				
LEMBERG JOSEPH & MISTY				
LEMONDS CHRISTOPHER L & MARIA L				
LENNON ALVIN GREGORY				
LENNON STEPHANIE A				
LENOIR CLAUDIA ULBRICH				
LENORE WILLIAM R SR - LE				
LENTZ PHILLIP & KRISTEN				
LEON CARLOS ALBERTO CUELLER &				
LEONARD ISD				
LEONARD SAMANTHA ANN & STEVEN MATTHEW BIRD				
LEOS LIONSO				
LESEBERG ROBERT M &				
LEU HRONGJI &				
LEUNG WING YIN & CHIAHUNG HUANG				
LEV HOLDINGS LLC				
LEVI MICHAEL A & PATRICIA M				
LEVIN MICHAEL HOWARD				
LEWIS ANDREW PATRICK & TIFFANY J				
LEWIS DONALD K & DIANNE				
LEWIS ED				
LEWIS JOHN BENSON &				
LEWIS NITA MARIE &				
LEWIS RONNY R				
LEWIS SUSAN				
LEYVA VICTOR				
LIANG HSIUTAO &				
LIBERTY FAMILY FUNERAL SERVICES LTD				
LIESCHESKI JANA K &				
LIGHTBODY JUSTIN ROY &				
LIGHTFOOT LAURA				
LIGHTNER ASHLEY NICOLE &				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
LIGHTNER KAREN & JOE DAN &	[redacted]			
LILES THOMAS & PATRICIA				
LILLARD GARY W & ANGELA D				
LILLEY MICHAEL DOUGLAS				
LIMON RICARDO				
LINDSEY DIXIE ETAL				
LINDSEY LEIGH				
LINDSEY SHIRLEY JO				
LINGA NAGAPHANIDRA				
LINKE WALTER S & SUSAN M				
LINNEBUR DREW MICHAEL & BRITNI MISHELLE LINNEBUR				
LINTON ANTHONY E				
LIONEL RACHAEL LYNN				
LIRA EDDY C				
LIRA JUAN & VICTORIA				
LIRA JUAN & VICTORIA				
LISARRAGA MARTIN GARCIA & MARIA GLORIA ALANIS-NOGUEZ &				
LITTLE FARMERS LEARNING CENTER LP				
LITTLE ROGER LESLIE				
LITTLEJOHN BARBARA K				
LITTLEJOHN SUSAN				
LITTRELL COLLETE - CLE				
LITTRELL ROY L & BEVERLY D				
LIU ZHONGXIANG				
LIVINGSTON DARYL & CHRISTI HAWN				
LLAMAS KATHERINE NICOLE & ARMANDO				
LLAMAS ROLANDO REQUENA				
LLOYD MCKENZIE J & CAITLYN R				
LOBB FRANKIE L				
LOCKHART BRIAN D & SHAN				
LOCKHART EVELYN ELAINE				
LOCKHART ROBERT LEE & SHEILA				
LOCKWOOD PROPERTIES LLC				
LOFTIN MICHAEL				
LOGAN MICHAELLINE CROSS &				
LOGAN PAUL &				
LOGSTON NANCY				
LOKEY SUSAN				
LOLLER ERIC & JAMIE LOLLER &				
LOMAS FAMILY LIMITED PARTNERSHIP				
LOMAS JESUS &				
LOMAS MAGADALENA LAURA				
LOMBARD JOHN &				
LONG AMANDA				
LONG BILLY J & CASSIE A				
LONG JOHN				
LONG PRISCILLA				
LONG STEVEN G &				
LONG STEVEN GENE				
LONG TAO				
LONG TRACI D				
LONG VALARIE ANN & ROBERT JR				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
LONGEST JOE	[redacted]			
LOPEZ ALMA D				
LOPEZ GERMAN G & MARIA				
LOPEZ JUAN PABLO & MARIA DE LOURDES-LOPEZ PEREZ				
LOPEZ LOUIS ANTHONY &				
LOPEZ RICKY C &				
LOPEZ VICTOR MANUEL SANTOS & MARIA DELOSE ANGELES ACOSTA MARTINEZ				
LORANCE BERNICE -LE				
LORANCE ELIZABETH & JAMES F JR				
LOREDO JORJE MARTINEZ & SILVIA HERNANDEZ				
LOST PLAINS PROPERTIES LLC				
LOTT DEVELOPMENT LLC				
LOTTMANN RICHARD H &				
LOUIS DAVID PHILIP &				
LOVAS WILLIAM & CHELSEA				
LOVE ALLEN & ROBIN				
LOVE OSCAR JR & REBECCA				
LOVE THY NEIGHBOR PROPERTIES LLC				
LOVELESS KALLEY				
LOVELL INVESTMENTS LTD				
LOVELL JOSHUA & HEATHER				
LOVEN DOYLE				
LOVEN DOYLE &				
LOVICK CRISTY & RICHARD SCHMALZRIED				
LOWE BRANDY				
LOWE DANIEL				
LOWERY PATRICK L &				
LOYA AARON &				
LOYA LINDSAY GONZALES				
LOYOLA DENISSE CATALINA & ROGELIO GAYTAN				
LOYOLA NOE &				
LUBENSKI ZEEV &				
LUBY JAMES DYLAN & MACIE				
LUCAS ANTHONY A & JENNIFER M				
LUCAS ANTHONY MICHAEL & AUTUMN LEANN LUCAS - LE				
LUCAS CHRISTINE MARY &				
LUCERO HERACLIO & ADA				
LUCKADO CODY				
LUCKETT WILLIAM JOHNSON & CRISSY LYNNE				
LUKE REVOCABLE LIVING TRUST				
LUKE REVOCABLE LIVING TRUST				
LUKE ROBERT P SR & TERI L				
LUNA LUCIANO				
LUNA MARIA DEL ROSARIO TORRES				
LUNA OSCAR ANTONIO &				
LUTHER JAMES A & TAMMY JANE VANBEEK-LUTHER				
LUTTRELL DON A & NANCY P				
LUX MF HOLDINGS LLC &				
LYMAR IVAN & MARYNA BREUS				
LYNBA HOLDINGS LLC				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
LYNCH DAVID BLAKE VICK &	[redacted]			
LYNN BETTY - LE				
LYNN JANET S				
LYNN JOSEPH B				
LYTLE BILL &				
M K & T RAILWAY				
M2G2 LLC				
MA MARK HONGNIAN & HONG WU				
MAC CONTROLS INC				
MACHARIA BENSON KARANJA & ESTHER MUTHONI KARANJA				
MACKEY KAREN MAE WASEK & HENRY CHARLIE WASEK &				
MACKLENAR TIM & LINDA				
MACOMBER MICHAEL R				
MADDI RAVINDRA				
MADDIN MICHAEL TODD				
MADISON TRUST COMPANY FBO KIMBERLY TAUCH &				
MADRID BILLY & CONNIE &				
MAFI ILIKAYA				
MAGANA MARIA MONTSERRAT BRIONES				
MAGAR MARK D & KAYLEEN				
MAHA SHIVA FAMILY LLC				
MAHAN REVOCABLE TRUST				
MAHAN TRACY				
MAHER MIRANDA &				
MAHLMANN KAITLIN MCCOY & EVERETT SCOTT				
MAHON TYLER & MICHELLE				
MAINALI INVESTMENT INC				
MAIR ANGELA L &				
MAKI ERIK & CASSANDRA				
MALAGON MARTIN &				
MALDONADO CRISTINA				
MALDONADO MANUEL ANTONIO CARRENO				
MALDONADO PATRICIO				
MALKA LAXMAN RAO & VASANTHA DEVI MALKA &				
MALONE DEBORAH				
MALONE JAMES THOMAS &				
MALONE SAMANTHA JEAN & KYM BERNARD				
MALTSBERGER FAMILY REVOCABLE LIVING TRUST				
MANCIAS ROSALIO & MARIA ELVIA MORENO &				
MANDA KALYAN CHAKRAVARTHY & NAGAVALLI RAVIPATI				
MANDERSCHEID ALYSSA HALEY & GREGORY ALAN				
MANDUJANO MARIA C &				
MANDUJANO MIGUEL				
MANEY GEORGE M				
MANGUM JAMES TROY ESTATE OF				
MANI CHITHRAI S				
MANKINS PHILIP M & PEGGY S				
MANLEY CHRISTOPHER MATTHEW				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
MANLEY JERRY C	[redacted]			
MANN CHERI & THOMAS WHITLEY GAY				
MANN JUSTIN				
MANNON DORMAN BOYCE II & AMY				
MANOR DAVID JASON				
MANSFIELD RUTH ALICE				
MANTOOTH JERRY				
MANTOOTH RUSSELL RAY				
MANZANO DAVID &				
MARAK SANDRA				
MARBLE JOSEPH LEE & DORIAN SHAE				
MARES FRANCISCO & JOSEFINA				
MARIN JOSUE & AMILZA CIFUENTES				
MARJORIE E ADDIS LIVING TRUST				
MARKHAM TRAVIS DONALD & DEANNA ROCHELLE				
MARKSBERRY PEGGY SUE LOVE				
MAROM JACOV &				
MARQUEZ CARAH NICOLE &				
MARROQUIN LUIS &				
MARROTT JONATHAN WADE & CARRIE COLLEEN				
MARSH BARBARA DRIGGERS & ROLAND LANE DRIGGERS &				
MARSHALL CONNIE &				
MARSHALL DOROTHY JANE & JAMES RAYMOND				
MARSHALL JERRY R & DEBBIE D				
MARSHALL KEITH A				
MARTIN CHARLES TERRY & SUSAN TERESA				
MARTIN JAN				
MARTIN JENNIFER L & CHRISTINE L PETERSON				
MARTIN MAKAYLA & JEFFREY				
MARTIN MATILDE GABRIELA &				
MARTIN STEVE S & ORALIA B				
MARTINEZ ANA MARIA				
MARTINEZ BENEDICTO &				
MARTINEZ EFREN & ARRIAGA MA VICTORIA				
MARTINEZ EFREN J & ABELINDA FLORES				
MARTINEZ FERNANDO ANTONIO OSORNIO &				
MARTINEZ GAVINA				
MARTINEZ GAVINA &				
MARTINEZ GILBERTO & TERESA				
MARTINEZ HILARIA &				
MARTINEZ JONATHAN PAUL				
MARTINEZ JONI ANDREA				
MARTINEZ JOSE FIDEL &				
MARTINEZ JOSE GUILLEN &				
MARTINEZ JUAN				
MARTINEZ LAZARO				
MARTINEZ LAZARO				
MARTINEZ LAZARO				
MARTINEZ LORENZO &				
MARTINEZ MANUEL JUAN & JULISSA				
MARTINEZ MICHELLE L & RENE				
MARTINEZ MONICA CHAVEZ & OCTAVIO PEREZ				
MARTINEZ RAYMUNDO &				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
MARTINEZ SUAMY &	[redacted]			
MARTINEZ SUAMY &				
MARTINEZ SYLVIA A				
MARTSCHINSKY PHILIP R				
MARTSCHINSKY RAYMOND W				
MARYLAND EQUITY PARTNERS LLC				
MAS RANCH LLC				
MASIAS MATTHEW & MARY JESSIE				
MASON FAMILY LIVING TRUST				
MASON GEORGE				
MASON KIMBERLY ANN &				
MASON PERRY C II				
MASONIC LODGE #214				
MASTERS OF THE VOID ORGANIZATION LLC				
MASTERS OF THE VOID ORGANIZATION LLC				
MASTERS-HINSON SAMANTHA				
MATAM MALLIKARJUNA & PRIYANKA				
MATHEW ALICE T &				
MATHEWS BENJAMIN DEE & TAMARA LAYNE				
MATHIS JERRYME & BRANDI				
MATHIS SHAWN				
MATIN FAMILY INVESTMENT INC				
MATTHEWS JOHN W & JOETTE L				
MATTICE DANIEL				
MATTICE LEEROY E & MELODY D				
MATTINA VINCENT M &				
MAY CHESTER L II				
MAY JACOB CODY				
MAYBERRY WILLIAM CODY &				
MAYFIELD DENNIS				
MAYNARD DAVID CHRISTOPHER				
MAYO MICHAEL D &				
MAYO ORVILLE TRUMAN				
MC NAIR MELINDA SUE & STEPHEN R				
MCADAMS TERRY				
MCALLISTER DARYL RAY & MEREDITH LEIGH				
MCBETH-WOOD CHERYL ANN				
MCBROOM JOSHUA				
MCBROOM MICHEAL D				
MCBROOM REDONNA LUKER				
MCCALL FARMS LTD				
MCCALL MICHAEL E & KATHRYN D				
MCCALL SHARON &				
MCCANDLESS GARY P				
MCCARLEY CAMILLE L				
MCCARLEY COLTON RAY & MCKENNA KAY				
MCCARLEY CONNIE L				
MCCARLEY CONSTRUCTION LLC				
MCCARLEY JAMES BRADLEY				
MCCARLEY MICHAEL				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
MCCARLEY MICKEY	[redacted]			
MCCARLEY MONTY W & BRENDA C				
MCCARLEY PEGGY				
MCCARLEY SONEY GARTH - LE				
MCCARLEY STEPHEN				
MCCARTER STEVE &				
MCCARTY KIP WADE				
MCCAULEY DARRELL & BECKY				
MCCAULEY WILLIAM A JR				
MCCLAIN ESKER YOUREE				
MCCLAIN SANDRA JOHNSON				
MCCLAIN TONY				
MCCLOUD FARRIE H JR ETAL				
MCCLOUD JEAN A REVOC LIV TRUST				
MCCLURE SAM MILLER & KATHY JAN				
MCCOMIC REBECCA GRETCHEN				
MCCONNELL FAMILY LIVING TRUST				
MCCORD MICHAEL D & MOLLY J				
MCCORMACK JOHN A & JANET BULL				
MCCOY JACOB &				
MCCOY LEALON JAY JR & AMANDA				
MCCRARY JAMES LYNN				
MCCREARY MICHAEL &				
MCCROHAN TODD D				
MCCRORY ERIC DEAN & VERONICA				
MCCULLOUGH ADAM & CHASITY				
MCCUTCHEN CHRISTOPHER & LESLIE J				
MCDANIEL ROBERT & VERA				
MCDONALD AMANDA VAUGHN				
MCDONALD DAVID & LAURIE				
MCDONALD GREGORY KEITH - INDEP EXEC				
MCDONALD JAMES				
MCDONALD LYNN M				
MCDONALD PHILIP DWAYNE				
MCDONALD TONY ALEN				
MCELHINEY CLINT & ROSELYNN L OGAN				
MCELWAIN DANIEL &				
MCELWEY MARK				
MCGARTHY RODERICK V				
MCGEE JACKIE S				
MCGHIE MADISON M &				
MCGILL CATHY - LE & MCGILL LIVING TRUST U/T/A				
MCGILL JOSHAWA ALLEN				
MCGINNIS SETH				
MCGRATH PAUL R				
MCGUIRE PHILLIP &				
MCGUIRE WYATT E &				
MCINTIRE AMANDA MARIE & GRAHAM				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
MCKEAN JOHN S JR & KATIE C	[redacted]			
MCKENNA PROPERTIES LLC				
MCKENZIE MALCOLM O & HEATHER L				
MCKINLEY DANIELLE RENEE &				
MCKINLEY DUSTIN				
MCKINNEY BRIAN K & KIMBERLY				
MCKINNEY ELITE VENTURES LLC				
MCKLEMURRY ROBERT V & JANA K				
MCLAIN MIKE & SARA				
MCMAHAN DAVID B				
MCMAHAN LEVI DAVID & CHRISTINA MAE				
MCMAHON MICHAEL DAVIS JR				
MCMAHON PATRICK BRENNAN & APRIL LYNN				
MCMAHON PATRICK BRENNAN & APRIL LYNN				
MCMASTER ALLIE L & BRANDON J				
MCMILLEN DONNA JEAN & ERIC				
MCNEELY JEFFREY LEE & THU MINH				
MCNEELY SAMUEL W JR &				
MCPHAIL CHRISTOPHER M &				
MCPHERSON DAVID & STEPHANIE				
MCTAGGART SHARON E				
MCTEE ALEC BLAYNE & SARAH ASHTON				
MCTEE ANDREW RYAN & SARAH ETOYLE				
MCTEE BILL & BARBARA A				
MCTEE DEBRA LYNN				
MCTEE JASON & JENGER				
MCTEE NATHAN				
MCVAY KEITH A & PAMELA				
MCVAY PAMELA KAY & JAMES RICHARD THEIS JR &				
MCWILLIAMS BILLY & LISA				
MEADOW RUN HOMEOWNERS ASSOCIATION INC				
MEADOW RUN HOMEOWNERS ASSOCIATION INC				
MEANS KENNETH &				
MEAR JOSEPH W				
MEDINA KIMBERLY ANN & JONATHAN E				
MEDLOCK AMBER & STEVEN				
MEEK CRAIG ALLEN				
MEEK MICHAEL & JULIE				
MEGUIRE PATRICIA &				
MEHROTRA KHUSHBOO & MOHIT CHAUDHARY				
MEISENBACH ROLLIN				
MEJIA GUILLERMO &				
MEJIA JOSE FERNANDO ROBLES &				
MEKALA PREETI &				
MELENDEZ RAMON & ADRIANA				
MELISSA BUSINESS PARK LLC				
MELISSA CITY OF				
MELISSA FARMHOUSE LLC				
MELISSA INDEPENDENT SCHOOL DISTRICT				
MELISSA INDUSTRIAL DEVELOPMENT LLC				
MELISSA ISD				
MELISSA-TX 25 VESTORS LLC				
MEMA LESTER D & BIANCA F				
MENCHACA ANA				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
MENDEZ PEDRO &	[redacted]			
MENDOZA CRISTIAN ARTURO VILLARREAL & GRISEL MEDINA				
MENDOZA EUSTAQUIO &				
MENDOZA NOHEMI				
MERAZ CESAR AND/OR				
MERAZ LUIS ALONSO & MARIA DEL CARMEN MONTANES				
MERAZ PAZ JAVIER & ANA I				
MERAZ PAZ JAVIER & ANA I				
MERCER JEFFREY D & TONYA L				
MERCER TONYA & JEFF INVESTMENTS LLC				
MERRILL MATTHEW SCOTT &				
MERRITT CAROL E				
MERRIWEATHER AARON & ELBA A				
MERWARTH MARGARET &				
MESEROLE BRIAN WAYNE				
MESHKI INC				
MESSER DAVID W & MARTHA A				
MESSER JAMES D				
MESSINA MICHAEL RICHARD & SARAH REBECCA				
MEUIR CHAD AARON & SHANNON LEANN				
MEUTH JASON E & ALYSON R				
MEYER JOAN EVELYN & STACY ST PIERRE				
MEZA JAVIER & VERONICA				
MICHAELS HANNAH DAY & CHASE ADAM-TINCH				
MICHAUD YURI & MICHAEL				
MICHELLE AMY				
MICHELS JEREMY D & NICOLE M LEVELSMIER-MICHELS				
MICHULKA BRIAN E & STEPHANIE LYNN				
MICRO LOVE REVOCABLE LIVING TRUST THE				
MIDDAUGH CHARLES				
MIDDLETON MICHAEL F & JENNA L				
MIDLAND INVESTMENTS LLC				
MIDLAND INVESTMENTS LLC				
MIDLAND INVESTMENTS LLC				
MIDWAY EXCHANGE TRS 1 LLC				
MIELS CHRISTOPHER MICHAEL &				
MIHALIK PAMELA LOUISE PORTER				
MILAN HUGO & BRIANNA				
MILANO TODD & LORI				
MILBECK KEVIN & BRITTANY				
MILES BARBARA				
MILES CHRISTOPHER &				
MILLENNIUM INTERESTS LTD				
MILLER ALLEN W & CLARA W				
MILLER CHRISTOPHER K & JESSICA R				
MILLER DEREK BRUCE &				
MILLER GLEN HOBART				
MILLER LASANDRA				
MILLER MATTHEW MICHAEL & KARA LYNN				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
MILLER MICHAEL F &	[redacted]			
MILLER REVOVABLE TRUST				
MILLER ROBERT O JR & LERA A				
MILLER SHAYLON & GUNTERMANN IRIARTE				
MILLER THOMAS C &				
MILLER WILLIAM				
MILLER-SPURGIN TRUST				
MILLICAN BILLY WAYNE				
MILLIGAN MENA K &				
MILLS JOSHUA				
MILRANY CAPITAL LLC				
MILRANY RANCH HOMEOWNERS ASSOCIATION				
MILRANY STRIKER LLC				
MILSTEAD HOLLY				
MILSTEAD THOMAS A & ROBIN D				
MILSTEAD THOMAS ANDREW				
MILTON MARLYN GAY				
MIMS ROBERT LEWIS JR & ALEXANDRA ELIZABETH				
MINOT PAMELA CAROLINA				
MINTER MELVIN KEITH				
MINTER NANCY LOGSTON				
MIRAMONTEZ RODRIGO & ROSEMARY				
MIRYALA SHYAMPRASAD REDDY & AKSHITHA MENDU				
MITCHELL JO ANN - LE &				
MITCHELL MATTHEW W & LESLEE J				
MITCHELL MISTY DAWN				
MITCHELL ROBERT C				
MITCHELL STEPHENS E & WYNELLE L				
MITCHELL TROY &				
MITHANI NASRULLAH				
MITTAPALLY SATHISH & NISHITHA KADAPATI				
MIXON DEBORAH - LE				
MIZE WILLIAM CLAUDE				
MMBK PROPERTIES LLC				
MMCJ MANAGEMENT LLC				
MO LING				
MOCH ROBERT DANIEL				
MOCK DANIEL MARTIN JR & EMILY				
MOCZYGEMBA EUGENE F				
MODERN MECHANICS LLC				
MOHAMMAD FAIZ &				
MOHAMMED ABDUL JABBAR DEVALA &				
MOHAMMED WAHED & ARSHIA BEGUM &				
MOHANDASS SHANTHI PUSHNAN & SARASWATHY RAMACHANDRAN				
MOHANTY ABHIJIT & SUDESHNA				
MOLINA MICHELLE				
MOLLAMAT ADIL				
MOLSTAD DANIEL R & SHARON-LE				
MONCIBAIZ ALFONSO III				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
MONCIBAIZ ANNA MARIA - LE	[redacted]			
MONDRAGON CRISTINA GARCIA &				
MONDRAGON HUGO				
MONDRAGON HUGO				
MONDRAGON HUGO				
MONDRAGON YAMILETH & RAMIRO				
MONDY BEVERLY & BENNY				
MONDY BILLY D				
MONDY BUSTER				
MONDY KRISTI				
MONDY RAYMOND B - HP &				
MONDY SHIRLEY FIELDS				
MONICAL BRANDON L				
MONK THOMAS E & TABATHA				
MONOCLE INVESTMENTS LLC				
MONROE DANIEL WAYNE - LE ETAL &				
MONROE KIMBERLY PAIGE				
MONTERROSA MARCELLO &				
MONTES JAVIER				
MONTGOMERY STEVE & MELINDA				
MONZINGO ROBERT L &				
MOODY BILLIE C - ESTATE OF &				
MOODY MANDY N				
MOODY RANDALL & BOBBIE				
MOODY RICKY & DEBBIE				
MOORE CANDY R & GALEN T				
MOORE CLAYTON & ASTRID				
MOORE DANIEL MICHAEL				
MOORE JERRY E				
MOORE LOLA THE ESTATE OF				
MOORE PATRICK & SUSAN				
MOORE REBEKAH				
MOORE RICHARD & MARIA 2001 TRUST				
MOORE RITA SUE				
MOORE TIMOTHY H & ANGELA C				
MOORE TRAVIS &				
MOOREHEAD CHARLES & MARIA				
MORA CHRISTIAN &				
MORADI AMIN &				
MORALES DANIELA LIZBETH PINEDA				
MORALES EVANGELINA & ELIZABETH CONDE-FRAZIER				
MORALES LIZEHT VIRIDIANA JUAREZ				
MORAN JOHN &				
MORAN WALTER &				
MORENO MANUEL				
MORGAN CODY &				
MORGAN DAVID C & JAN C				
MORGAN JEREMY & LINDA DIANE				
MORGAN KERRY				
MORGAN LYNN & JERRY WAYNE				
MORGAN PATRICIA				
MORGAN RYAN M				
MORGAN STACY D & ROMA L				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
MORMAN JUDY	[redacted]			
MORO SULEMANA				
MORQUECHO CRESPIN III				
MORRIS JAMES E & BECKY L				
MORRIS JAMES STIRLING				
MORRIS JENNIFER				
MORRIS LAUREL HUNTER TRUST				
MORRIS MARK ANTHONY & JODY LYNN				
MORRIS RANDY S &				
MORRIS RICHARD L & KATHY B				
MORRIS STEPHEN				
MORRISON CECIL				
MORROW CHARLES & WINNETTA				
MORROW MARTIN D				
MORROW WESLEY C &				
MOSER FAMILY LIVING TRUST				
MOSER-HOOTEN NICHOLAS G				
MOSLEY SEAN ERIC				
MOSMAN LISA PARKER				
MOSS CARROLL JOAN				
MOSS CHANCE WAYNE				
MOSS CLIFFORD & TERESA				
MOSS MARK EDWARD & ALISHA ANNE				
MOTA MARK J &				
MOUNGER DUSTIN B & AMBER N				
MOUNGER RICKEY G & KIMMIE D				
MOUNGER RUSSELL B				
MOUNTAIN OUTPOST INVESTMENTS LLC				
MOZELLE PENDLETON REVOC TRUST				
MOZINGO JOE				
MT CALVARY MISSIONARY				
MUDALAGIRIY KRISHNAMURTHY & FNU RANJINI JAYARAMEGOWDA				
MUELLER KEITH OWEN JR & SAMANTHA RAE				
MUHAMMAD VILLAYAT &				
MULLENS DAVID GRANT &				
MULLINS GARY W II & LISA A				
MULVIHILL JOSEPH T & SHERRI				
MUNAKIRI TONDERAI & KUZIVA MUTSVARU				
MUNIRAJU HARSHA				
MUNIZ BERNARDINO & CARMELA MERINO				
MUNIZ CRISPIN & EMMA				
MUNOA JOSE A &				
MUNOZ JOSE ALBERTO GUTIEEREZ &				
MUPPANENI CHANDRASEKHAR & ANUSHA SUNKARA				
MURCHISON TIM ARTHUR				
MURILLO J GUADALUPE MURILLO & AUDELIA HERNANDEZ FRIAS				
MURILLO- LOPEZ CARMEN FABIOLA &				
MURPHREE ALAN W & REBECCA A				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
MURPHREE ANA MARIA	[redacted]			
MURPHY HALLEE				
MURPHY JEANETTE				
MURPHY MARY ANN & JOE				
MURPHY WILLIAM DUSTYN				
MURRAY MELISSA & JUSTIN				
MURRAY WILLIAM R &				
MUSE JOHN DENTON &				
MUTNURU SRINIVAS MURTHY & SUDHA SWAPNA VARRI				
MUTYALA VENKATA RAMANA REDDY &				
MWARAMBA TEERERAI				
MYERS CATHERINE ANN & DAVID RONALD				
MYERS HAROLD D				
MYERS JAMES E III & HEATHER K				
MYLER ROBERT ALAN				
N10 HOLDINGS LLC				
NAABHUMI PROPERTIES LLC				
NAIL DARREL W & DEBRA J &				
NAINI SRIKAR REDDY				
NAIR RUPESH RAMACHANDRAN & RESHMI VELUKUTTY				
NAJERA VICTOR M & CAMELIA				
NALL JAMES & JOAN				
NAMBURU PRAVEEN &				
NANCE CECIL DONALD JR ETAL				
NANCE JOHN GABRIEL & DANA				
NANCE RICHARD & JUNE				
NAPA VALLEY REALTY LLC				
NAQVI MEHDI R & MASOOMA JAWAD				
NASH JENNIFER LYNN &				
NASIR ODZA				
NATIVE PRAIRIES ASSOCIATION OF TEXAS				
NATURE CONSERVANCY OF TEXAS INC				
NATURE CONSERVANCY OF TX INC				
NAUMAN JANE E & STEVE E				
NAVAJA BRENDA & ANDREW				
NAVARRO MARCO A				
NEAL CURTIS &				
NEAL DALE				
NEAL ED				
NEAL ROBERT III				
NEALY ERIC				
NEELY JOSHUA RYAN & ASHLEY				
NEESMITH NATALIE JEANNE &				
NELSEN JESSE D				
NELSON HILLARY M				
NELSON JOHNNY T				
NELSON KEVIN &				
NELSON MARK A & CYNTHIA A				
NELSON REVOCABLE TRUST				
NELSON ROBERT L &				
NERWICH JOHN & KAY				
NERWICH JOHN L & KAY				
NESMITH CARLINE SHEEDY				
NESMITH JAMES CLYDE				
NESSI HOMES LLC				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
NESTEGG 2032 LLC	[redacted]			
NETFARMS LLC				
NEU BERTIE C & WAYNE				
NEVAREZ JUAN CARLOS				
NEW LIFE CONTRACTOR LLC				
NEW MCKINNEY INC				
NEWBERG DANIEL J				
NEWBERG IRYNA & CARLOS CLABIORNE				
NEWELL SHAWN &				
NEWHOUSE WILLIAM R				
NEWPOINT SFR SPE 3 LLC				
NEWTON MITCHELL A				
NEWTUNE GROUP INC				
NGUWO AMANDA R & MARLON MKWEBU				
NGUYEN HUONG N &				
NGUYEN MARY				
NGUYEN MICHAELA CHEN				
NGUYEN TUAN &				
NGUYEN VAN & TIEN TRUST ET AL				
NICELY JAMES GREGORY & AGNES MARIE				
NICHOLAS ADAM				
NICHOLLS PARRISH & MEGAN				
NICHOLS CHRISTOHER J & HEATHER D				
NICHOLS JON RAYMOND				
NICHOLS MARK &				
NICHOLSON LIVING TRUST				
NICOL DONNA CAROLE				
NIDRA VAMSHI & OJASWANI MULLAMURI				
NIEBUHR LINDA M				
NIKROO ALI				
NIKROO ALI				
NINH QUAN HUY &				
NIRVRTTI GARDEN LLC				
NMKM FAMILY REVOCABLE TRUST				
NNN REIT LP				
NOBLES KYLE A				
NOBY ROBYN RENEE				
NOGUE APOLINAR MENDOZA				
NOLAN ANGLEA & ADAM				
NOLAN ROBERT B &				
NOLAN ROBERT B &				
NOLEN ROBERT				
NOMAD BUILD TWO LLC				
NOPP NICHOLAS DANIEL				
NORED LYNN S & MARTHA J				
NORFLEET JAMES J & REBECCA				
NORIVA LLC				
NORMAN CHANDLER GLENN & RYAN				
NORMAN LEGACY RANCH LLC				
NORMAN ROBERT G & MINDY M				
NORRIS MARCUS & HEIDI				
NORTH DALLAS CONCRETE LLC				
NORTH HAMPTON LLC				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
NORTH PONDEROSA LLC	[redacted]			
NORTH TEXAS INTERESTS LLC				
NORTH TEXAS MUNICIPAL WATER DISTRICT				
NORTH TEXAS MUNICIPAL WATER DISTRICT				
NORTHCUTT NORMA				
NORTHERN INTERCORP INC				
NORTHERN MORAINE LTD				
NORTHSCAPES PROPERTIES LLC				
NORTON DON A & SARAH M - LE &				
NORTON JOHN L & STACY LEE				
NORWOOD MERRY				
NOSEKABEL STEVIE JAY & NIKKI				
NOVAK NIKOLAI				
NOYOLA ADELAIDO				
NOYOLA KRYSTAL &				
NSUTEBU DESMOND FRUCHE				
NUNEZ ABRAHAM E & MARIA D				
NUNEZ HENRI & ITZEL PICHARDO &				
NUNEZ HILARIO C & MARIA				
NUNEZ MARTIN &				
NUNNA NARESH KUMAR & SIVARAMAKRANTI TANGUTURI				
NURSERY TRAIL LP				
NYBERG JON JEFFREY				
NYE ALLAN JERRY & JULENE ANN				
NYOBE EMMANUEL & ANNE GISELE M TAGUEMBOU				
OAKES JAN & MICHAEL				
OAKTREE PROPERTY GROUP LLC				
OATES JASON L				
OATIS JOSEPH CEPHUS III & JESSICA LEA				
OBULADINNE SAI CHARAN &				
OCEAN CASEY JO BOEHM				
OCHIENG KENNETH & SARAH				
OCHOA CARYN & IGNACIO				
ODELL JOHN L JR				
ODELL SHIRLEY MONTGOMERY				
ODNEAL EARL L III & LAURA J				
OGBURN JASON PORTER & RACHEL JEANETTE				
OGDEN FAMILY TRUST				
OGDEN TINA L				
OGUNLEYE KEHINDE JOHN & ADEDAMOLA ADEBOLU MATHEWS				
OKIAH KEVIN & BIANCA OYULA				
OKPALA MICHAEL & SHANDREA				
OLDHAM LINDSEY MICHELLE				
OLDHAM ROBERT M				
OLEARY DENNIS J & CHARMANE				
OLIVAREZ VICTOR & MARIA				
OLIVER LINDA				
OLIVER SUSAN				
OLIVER TANYA & ROBERT				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
OLIVIERI BRIAN T & NADIA M	[redacted]			
OLORUNDA ABIOYE OLUSHOLA & ABIDEMI OLAMIDE AJAYI				
OLSON TRUST THE				
OLSZEWSKI MATTHEW E & HEIDI R				
OLVERA ABRAHAM J & NOHEMI				
OLVERA ALFREDO				
OLVERA ALFREDO & CELINA				
OLVERA BERTA &				
OLVERA HECTOR				
OLVERA MARTINEZ JOSE & KARINA				
OLVERA RAFAEL & MARIA				
OLVERA ZACHARY				
OLVERA-SOTELO HECTOR &				
OMNIPART USA LLC				
ONCOR ELECTRIC DELIVERY COMPANY LLC				
ONEAL ALFRED RAY &				
ONEAL LOIS ELIZABETH REVOCABLE TRUST				
ONEILL FAMILY LIVING TRUST THE				
ONEILL ROBERT L SR &				
ONEOK NGL PIPELINE LP				
ONSTOTT LAUREN &				
OPENDOOR PROPERTY TRUST I				
OPPELT JACOB &				
ORDONEZ ABRAAN ISIDRO &				
ORDONEZ MARIA D				
ORDUNA EDUARDO RAMIREZ & KARINA RAMIREZ				
ORELLANA EVENGELINA				
ORELLANA LEONARDO JOSE RIVERA &				
ORILEY CHERI K				
OROZCO ESLEIDI E PINEDA &				
OROZCO RUBEN &				
ORTA ALEJANDRO & PATRICIA				
ORTEGA ELIZABETH GRANADOS &				
ORTEGA LOPEZ JOSE ANGEL &				
ORTIZ EMILIO CARLOS				
ORTIZ GIL SANCHEZ & OLGA DOMINGUEZ MEDINA &				
ORTIZ JOSE				
ORTIZ MANUEL A				
OSBORN JENNIFER LYNN & MATTHEW ALLEN				
OSBORNE ERICA DIANE & CHRISTOPHER				
OSTRUM CHEYENNE D & CODY J				
OUCHLEY CHRIS				
OVERSTREET WALTER CRAIG & ALLISON G - LE				
OWEN DAVID B				
OWEN DAVID H & SANDRA				
OWEN MIKKA				
OWENS ASHLIE JO WELCH				
OWENS JOHNNIE D				
OWENS LAURIE D				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
OWENS MICHAEL & MARIAM KEVLISHVILI	[redacted]			
OWENS NANCY J				
OWENS RANCHES INC				
OWENS RUTH				
OWENS WAYLAN BLAYNE & ELIZABETH REES				
OYEYIPO ELIZABETH &				
OZA JAY & KINJAL VIJAYBHAI PATEL				
P C HICKMAN ENTERPRISES LTD				
PACE CHARLES B III &				
PACE CHARLES B JR				
PACESETTER HOMES LLC &				
PACKARD RYAN MEREDITH & JESSICA				
PADETI MARTIN LEO MOULI & SIRISHA PONDUGALA				
PADMAKUMAR POORNIMA & NAVEEN RAVEENDRANATHAN				
PADRON MILTON JOEL &				
PAEZ NINA & RYAN H				
PAGE GARRETT				
PAGE JOHN &				
PAHADSINGH SAMBIT & VARSHA PARIJA				
PAHUJA DEEPAK				
PAKALAPATI VAMSI CHAITANYA				
PALASOTA PHYLLIS HENDRICKS				
PALAZZOLO ANTONIO T				
PALLADINO KAILYN LORRAINE & BRYCE ANTHONY				
PALMER ALBERT J & DORIS LYNN FAMILY LIVING TRUST				
PALMER DONNA CRYSTAL &				
PALMER FAMILY TRUST				
PALMER KAARYN & MATTHEW				
PAN XIULI				
PANDEY ASHWANI & SONALI				
PANDEY PRAKASH & SUNITA DEVI				
PANDEY RAGHUBANSH & NAMRATA				
PARANDHAMAN SHYAM PRASAD &				
PAREDES LIBORIO MUNOZ &				
PARIKH WISHY & VISHWA NIPULKUMAR THAKKAR				
PARIS CYNTHIA				
PARK TRAIL-LEGACY ENTERPRISES LTD				
PARKER MARK D & LILLIAN C				
PARKER STACEY E & MATTHEW S				
PARKHILL PRAIRIE RANCH LLC				
PARKS RONALD DUSTIN &				
PARNELL LARRY JOE JR & SUSAN CHRISTINE				
PARR GARY R & KIMBERLI A				
PARR LUCAS R & KATLYN C				
PARRA ESTEBAN & IRENE				
PARROTT ANGEL LEIGH				
PARSONS JANET A				
PARSONS SAMUEL & DANIELLE MEGAN				
PARSONS STEVEN & AMY				
PARTIDA VERONICA &				
PARVATANENI FAMILY TRUST				
PASHAM SHIVA TEJA & KIRAN REDDY TEELERU				
PASSINI REVOCABLE TRUST THE				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
PASSMORE ROBERT L REVOCABLE TRUST	[redacted]			
PATCHAVA SRINIVASA RAO & ANUSHA				
PATE DONNIE W				
PATEL & PATEL LLC				
PATEL SAVAN				
PATEL VRAJESH & VAISHALI				
PATHANI DEEPAK & KHUSHBOO				
PATINO ADRIAN G &				
PATINO CARLOS H & CLAUDIA				
PATINO GERARDO VEGA				
PATINO JORGE				
PATTANAIK DIBYA RANJAN & SUBHASHREE MOHAPATRA				
PATTERSON JUDY MARIE &				
PATTERSON KAREN KAY				
PATTON HUEY & BRENDA				
PATTON SCHUYLER T JR & PAMELA B				
PATY TIMOTHY D & KARON E				
PAULING BRENT & MARISOL				
PAUSTIAN JOHN & DEBI				
PAYNE JEROD & JOLEY				
PEACE ELAINE F				
PEACH EUGENE & CAROL				
PEACOCK PAT LIVING TRUST				
PEARSON MAJOR JR & SHONTEL MONIC				
PEDDICORD PROTECTION TRUST				
PEDRESCHI JUAN EDUARDO &				
PEEL LARRY CHAD & ERIKA MARIE				
PEEL LARRY G - LE BELINDA G - LE				
PEISNER JERRY S				
PEISNER JERRY S &				
PEISNER JERRY S &				
PELERAS SEAN K SR & GINGER M				
PELLEGRINI MEREDITH & PATRICK				
PELTONEN VANCE M				
PENDER LANCE MOSIEJ				
PENDLETON JOHN ETAL				
PENN FAMILY TRUST				
PENNINGTON IVY				
PENNINGTON PRESTON RANDALL				
PENVESCO				
PEOPLES GREGORY B & VALENCIA F				
PEOPLES GREGORY S & LATRESS				
PERALES BIANCA PATRICIA COLORADO				
PERALES CASTILLO JOSE LUIS &				
PERALES SANDY DAYAN COLORADO &				
PERELLA JAMES PATRICK JR &				
PEREZ ALEJANDRO				
PEREZ ARNOLDO ALVARADO				
PEREZ BERENICE PINEDA &				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
PEREZ JOE	[redacted]			
PEREZ LUCIA R ETAL				
PEREZ ROSA M				
PEREZ WILMA SUE				
PERFECT PANORAMA LLC				
PERIN MICHAEL JOHN & CHRISTINE ANN				
PERKINS DONNA T-LE				
PERKINS PRECIOS R				
PERKINS SHARON				
PERNA CAMPBELL COLE				
PERRY WESTON LEE				
PERT JUSTIN JOHN & TABITHA ANNE				
PETERS ANDREW JOHN & SUSAN KARR				
PETERS CHARLES H &				
PETERS KRISTEN				
PETERS LOUEEN				
PETERS PAMELA CHRISTINE &				
PETERSEN FAMILY LIVING TRUST				
PETERSON JAY P				
PETERSON KRISTOFFER R & REBECCA				
PETREE NONA				
PETROMAX BRAZOS LLC &				
PETTY BRANDON & CANDIS				
PETTY CYNTHIA & JEREMY				
PETTY KATHY S & MICKEY L				
PEURIFOY J COLBERT				
PEURIFOY JOHN C JR				
PFCW PROPERTIES LLC				
PHAM LONG &				
PHAM TRISTAN				
PHARR PEGGY JOAN				
PHARR PEGGY JOAN				
PHATTYFARM LLC				
PHEBUS MERANDA LEE				
PHELPS TASHA & MARCUS				
PHIFER ALYSSA				
PHIFER STANLEY				
PHIFER STANLEY & CARLA				
PHIFER TERRY & JUDY				
PHILLIPS CODY R & LACY G				
PHILLIPS DOYLE C & KAY M				
PHILLIPS HALEY				
PHILLIPS JOSHUA DANIELJOE & SUEANNE SHARYN				
PHILLIPS JUSTIN &				
PHILLIPS LEDA MAY - LE &				
PHILLIPS PAUL MICHAEL &				
PHILLIPS TRACY A &				
PHIPPS MICHAEL TED & LAURA LYNNE - LE				
PICHLER DANIEL T				
PICKEL JAMES H & SHARON R				
PICKETT DALE				
PIEDRA BERNABE & LILIA AGOSTO REYES &				
PIERCE FREDDIE W &				
PIERCE JAMES PATRICK & KAYLYN MCDONALD				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
PIERCE JERRY & CATHERINE HONEA	[redacted]			
PIERCE KAYLA &				
PIERCE KENNETH W & KARIN L				
PIERCE WANDA E				
PIERSON THOMAS ALLEN				
PIKE BAPTIST CHURCH				
PIKE BAPTIST CHURCH				
PILLARD LIVING TRUST THE				
PINEDA BRANDON CHAD & BRANDI				
PINEDA PEDRO				
PINEDA RAMIRO & YAVIDIA A ISAIS				
PINGSTERHAUS KATHRYN ELIZABETH				
PINTYE TERESA				
PIPE DREAM PROPERTIES LLC				
PITCHER DONNA				
PITTMAN CHERYL ANNETTE				
PITTMAN LINDA				
PITTMAN MARY				
PITTMAN STEVEN L &				
PITTS BILLIE				
PIVOTAL PROPERTIES LLC				
PIVOTAL PROPERTIES LLC				
PLEASANT GROVE CEMETERY ASSOCIATION				
PLEDGER THOMAS GEORGE & WENDY ADELIA				
PMC HOLDINGS LLC				
PODINA DANIEL				
POLAK KRZYS J & HELENA KOMARYNSKA				
POLANI SHAHID				
POLASEK MICHAEL J & LYNDA B				
POLITZ BRANDON SHANE & CAITLEN MURL				
POLITZ JOHN B & MARY				
POLKINHORN RAYMOND H & DEBORAH V				
POLLARD AARON				
POLLARD BARRY & RHOND				
POLLARD LINDA				
POLLARD PATRICIA C & THOMAS M JR				
POLLARD SHAUN WESLEY				
POND MICHAEL R & KRISTN B HOLT				
POOL BEN N &				
POOVEY JOE C &				
POPE RICHARD E				
POPLIN JOHN & DIANA				
POPLIN LINDA &				
POPURI SANTHI KUMARI				
PORATH DION				
PORRO JOHN CHARLES & KAMIE MARIE				
PORTER BOBBY & KATHERINE				
PORTER CHRISTIE & CARTER				
PORTUGAL CHERYL D & FRANK A				
POSADA MARIA ANGELICA				
POSADA MARIA ANJELICA &				
POSS JAMES & JAN				
POSSO KATHERINE ELIZABETH & ANDREW OLIVER				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
POTTER CLAY	[redacted]			
POTTER JAMES E & DORIS M				
POTTER SUSAN &				
POTTS COURTNEY TAYLOR				
PRADO BALTAZAR & MARIA SUITA MEDRANO				
PRATT DAVID				
PRATT SCOTT NELSON &				
PREFERRED MATERIALS LLC				
PRESS DAVID JAMES				
PRESSLEY LIZABETH J				
PRICE JOHN E				
PRICE LESTER WAYNE JR & ERIN L				
PRIETO EDGAR & JESSICA				
PRIME ESCALANTE LLC				
PRINCETON ACRES LLC				
PRINCETON FARMS LLC				
PRINCETON ISD				
PRITCHARD FRANCES				
PRITCHARD JASON SCOTT				
PRITCHETT DEANDRA				
PROCTOR STANLEY W & CARLA JENE				
PRUETT LIVING TRUST				
PRUNY LLC				
PRVS LLC				
PRYOR JANET				
PS LPT PROPERTIES INVESTORS				
PTLA HOME BUYERS SERIES X				
PUEBLA VICTOR SR & MARIA A				
PUGA AIDA				
PUGH ARCHIE & SHERYL				
PULLIAM PHILLIP & KRIS				
PUMPHREY DYLAN &				
PURDY CARIANNE J & JOHNNY G				
PURSER TEEDIE ELIZABETH - ESTATE OF				
PURYEAR BILLY JAMES & MARILYN DENISE				
PVR ESTATES LLC				
PYLAND CHAD &				
PYLAND CHAD MORGAN & VALERIE DAWN				
PYLE JOAN W				
QAMAR ZEESHAN & MANAHIL USMANI				
QARIYAH LLC &				
QIN XIAOZHEN &				
QJR PARTNERSHIP LTD				
QT PROPERTIES LLC				
QUEEN BRADLEY K				
QUEEN SEAN M				
QUEST TRUST COMPANY FBO HIMA DOPPALAPUDI IRA #3203031				
QUILLAN JENNIFER & TIMOTHY JR				
QUILLIN CRAIG & KIMBERLY				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
QUINN CALEB & HALLYE	[redacted]			
QUINONES ROBERTO				
QUINTERO JAIME &				
QUINTERO LORENA				
QUINTEROS RALPH & GLENDA				
QUINTON JERRY				
R & P LEASING LLC				
R & R HOMES INVESTMENTS INC				
RAASCH BRANDON ALEXANDER				
RADCLIFF HAILEY NICOLE & RYAN DAVIS BEAVERS				
RAGSDALE STAN R &				
RAHIME ABOLFAZI &				
RAHMAN AMNA &				
RAHMAN MASHIUR & ASFIA				
RAHMAN MOHAMMAD WAHIDUR & SUMAIYA AKTAR				
RAHMAN RAYAN & MANFIA ZAMAN-RAHMAN				
RAI RAVI				
RALLABANDI SRIRISHI & SUDHARANI				
RAMCHANDANI JAIKISHAN				
RAMCHANDANI RAMESH & SANDHYA				
RAMIREZ ALVARO LUIS CABRERA &				
RAMIREZ BARBARA JEAN				
RAMIREZ CLEMENTE J &				
RAMIREZ EDUARDO				
RAMIREZ ERIKA L & JESUS				
RAMIREZ JACQUELINE &				
RAMIREZ JERARDO & DINA LUZ				
RAMIREZ ROBERTO				
RAMON JONI JORDAN				
RAMOS JOSE A & DULCE				
RAMOS RANDALL D				
RAMSAY CALLUM J & ELIZABETH				
RAMSEY DUB & KATIE REVOCABLE TRUST				
RAMSEY RAY &				
RANGEL ADELAIDA				
RANGEL FELIX				
RANGEL GALINDO &				
RANGEL HUMBERTO JOSE				
RANGEL JOSE O &				
RANGEL MARIA LAURA				
RANGEL ORALIA &				
RANSOM GARY A & CYNTHIA A				
RAO SUDHIR &				
RASMUSSEN RONALD B & LINDA				
RATHINASAMY SATHESH KUMAR & SRIPRIYA SATHESH KUMAR				
RATHKE LINDA JO & DONALD J				
RATLIFF HEIDI A				
RATLIFF RICHARD & SHERRI				
RATLIFF ROGER G - LE				
RATLIFF ROGER WARD				
RAWLINS CLYNT & ROSE NEVES				
RAY DARRELL & DARLENE				
RAY JAMES BENNY				
RAY RAEMICHELE RIVERA				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
RAYMUNDO ADEELMO	[redacted]			
RAYSBY JANET ELIZABETH BAUER				
RAZUTIS KAYLA & DANIEL J				
READY CHARLES MARK				
REAL INCOME PROPERTIES TEXAS LLC				
REALTY INCOME PROPERTIES 27 LLC				
REAVIS MORRIS R				
REBER KEITH ERIN & MEGAN MARIE				
RED MAZE ESTATES LLC				
REDDEN DENNIS D &				
REDDEN FARMS LLC				
REDDEN SANDRA MILLER				
REDDY CHANDRA OBUL REDDY NAGI				
REDDY ESTATES LLC				
REDDY VIDYASAGAR GURAM &				
REDWINE JANIE				
REED JUDY				
REED MICHAEL W & GAIL M				
REEDER REAL ESTATE LP				
REGLIN NATHAN				
REHMAN WASI UR				
REID NANCY M &				
REIDER MARTHA C				
REISING DONALD L & MARY ANN				
REISING ERIC &				
RELYKS ENTERTAINMENT GROUP LLC				
RENAULT FELIPE ANTONIO & YEJI				
REPP RICHARD JR &				
REVELES ASCENCION & HILDA				
REVELES BLANCA E &				
REVELES CRECENCIO				
REVELY ROY & LINDA				
REX MICHAEL CLINTON &				
REYES ALEJANDRA				
REYES DANIEL JR &				
REYES ISABEL				
REYES JUAN				
REYES JUANITA M				
REYES XAVIER &				
REYNA HOME SERVICES LLC				
REYNALDO JESUS HERNANDEZ				
REYNOLDS MARK &				
REYNOLDS TIMOTHY R &				
RICE DAYLENE & JEREMY				
RICE GARRET C				
RICE JACK R & KAREN C				
RICE JEREMY				
RICE JOHN & SHERRY				
RICE JOHN W & SHERRY				
RICE KYLE & MANDI				
RICE LIVING TRUST				
RICE PAULINE				
RICHARDS DELINDA J				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
RICHARDSON BRADLEY S & DANIELLE L	[redacted]			
RICHARDSON DAVID M & SHERRY G				
RICHARDSON EDWARD DWAYNE				
RICHARDSON H E				
RICHARDSON J W & PHYLLIS				
RICHARDSON MARY & WILLIAM RAYFIELD				
RICHEY LAURA LYNN				
RICHMOND DANN &				
RICKARD KIMBERLY & AARON				
RICO JOSE ISRAEL MORALES &				
RIDGE LINDA SUE				
RIDGEVIEW FELLOWSHIP				
RIDLEY PATRICIA				
RIEDEL STEPHAN & LEONA				
RIEGLE ROBERT R				
RIGDEN WILLIAM A & CARRIE A				
RIGGS DEAN EDWARD & CHRISTI L				
RIGGS MICHAEL J & DEBORAH L				
RILEY ERIC F & DANA K				
RILEY HERMINIA- LE				
RILEY JAMES E II				
RILEY RANCY B & CATHY L				
RILEY ROBERT V				
RILEY STEPHANIE NICOLLE & ISAAK DAVIS				
RINCON CRISTINA I GONZALEZ & CHRISTIAN GONZALEZ				
RIORDAN JOHN & RAE				
RIOS JOSE ADRIAN &				
RIOS THOMAS C &				
RIPPLE JACOB R				
RISINGER JANA M & STEVE A				
RISINGER STEVEN A & JANA L				
RISNER DAVID R & PAMELA A				
RITCHIE CLAYTON & KATHRYN P				
RIVERA ARMANDO				
RIVERA ARMANDO				
RIVERA LUIS				
RIVERA LUIS &				
RIVERA PATRICK & TIFFANY				
RIVERA RODOLFO				
RIVERA-DIAZ JOSE EDUARDO & SUSANA REYE RIVERA				
RIZAN RENE M & ALLISON L				
RIZVI SYED I & IFFAT ZEHRA JAFRI				
RNP EQUITIES LLC				
ROBBINS JACOB & KALEY				
ROBBINS TOMMY DOAK				
ROBBYNS NEST EQUESTRIAN CENTER & RESCUE FOUNDATION				
ROBERSON BERMAN D &				
ROBERTS HUDSON				
ROBERTS JODY & AMBER				
ROBERTS MATTHEW & JENNIFER				
ROBERTS PATRICIA LOUELLEN				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
ROBERTSON DEVIN D & GLYNDA F	[redacted]			
ROBERTSON GLENN J				
ROBERTSON JAMES ROBBIE & JACQUELINE ELAINE				
ROBERTSON JESSICA LYNN				
ROBERTSON JOANNA B				
ROBINSON AMBER & MATTHEW				
ROBINSON CHARNIQUE				
ROBINSON EDMOND KYLE & HOLLY BROOKE				
ROBINSON JOHN				
ROBINSON NICCOLE REVOCABLE TRUST				
ROBINSON REBECCA LEE				
ROBINSON WILLIAM JEFFREY				
ROBISON JASON & AMY				
ROBY JEREMY JAMES & JENSEN K				
ROCK ELIZABETH				
ROCK VIRTUOSOS LLC				
ROCKWOOD DEVELOPMENT LLC				
RODARTE JOSEPH ANTHONY HECTOR				
RODELA JOE A & CECILIA D				
RODGERS JERRY N & SHERI G				
RODGERS MARY &				
RODGERS RUSSELL SCOTT & LISA				
RODRIGUEZ AGUSTIN AGUILERA &				
RODRIGUEZ ALICIA				
RODRIGUEZ BERENICE &				
RODRIGUEZ BRIAN & JENNIFER				
RODRIGUEZ BRIAN & JENNIFER				
RODRIGUEZ CESAR EDUARDO VAZQUEZ & LAURA IFIGENIA LOZOYA ONTIVEROS				
RODRIGUEZ DORA HILDA OLVERA &				
RODRIGUEZ ERNEST				
RODRIGUEZ EVA				
RODRIGUEZ GIOVANNI L				
RODRIGUEZ J ROBERTO & MACELINA REYES				
RODRIGUEZ JAMES & TARA				
RODRIGUEZ JESUS ANTONIO LOPEZ &				
RODRIGUEZ JOSE MANUEL & BETZABE AVINA				
RODRIGUEZ JUAN MANUEL & DEYANIRA				
RODRIGUEZ LUIS L				
RODRIGUEZ MAGDALENO				
RODRIGUEZ MARTIN &				
RODRIGUEZ MOSES & BETTY				
RODRIGUEZ RAMON JR				
RODRIGUEZ RAUL				
RODRIGUEZ RICARDO J & NILSA X GOMEZ JIMENEZ				
RODRIGUEZ ROMEO & SONIA R				
RODRIGUEZ ROSA				
RODRIGUEZ ROSALBA JIMENEZ				
RODRIGUEZ SAUL				
RODRIGUEZ VICTORINA - LE				
RODRIGUEZ YVONNE & PEDRO				
RODRIQUEZ ALFREDO R & HORTENCIA T				
ROETTO CHRISTOPHER EUGENE & MICHELLE				
ROGERS AMANDA DELLOW				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
ROGERS CHRISTOPHER & CRYSTAL ROGERS	[redacted]			
ROGERS CHRISTOPHER THOMAS & TONYA M				
ROGERS DANIEL CARTER &				
ROGERS KEVIN GENE & ANNA				
ROGERS MARK LOUIS				
ROGERS SHIRLEY ANN				
ROHR KACY R				
ROHRICK STEVEN H & JACKELINE M				
ROJAS FEDERICO & VIRGINIA				
ROLAND ANDREW HALL &				
ROMA PACIFIC LLC				
ROMERO AUGUSTINE & ROSE MARY				
ROMERO JOSEPH & AMANDA				
ROMERO LEONEL ROSA				
ROMERO MA DE JESUS BANUELOS				
ROMINGER PAUL E & JAN J				
ROOK CHARLES LYNN & MICHELE ANN				
ROOSE KENNETH J & ROBIN D				
ROPER AMON BRIAN				
ROPER AMON BURL				
ROPER LUSCOMBE LLC				
ROPER WELDON LEON				
ROSA FRED C				
ROSE ANDREW E & DIONE S				
ROSE DAVID & KRIS				
ROSE SARAH J & FREDERIC D				
ROSS TRACY LOVEBERRY &				
ROTHENBUHLER JOHN JACOB				
ROTHROCK BRYAN NEAL & STEPHANIE SUZANNE				
ROWE BENJAMIN E & LISA M				
ROWTON LARRY J SR &				
RR BLUERIDGE FARMS LLC				
RSL LAND OF TEXAS LLC				
RSREE LLC				
RUBADUE JOSHUA & AUDREY				
RUCKER JOSEPH H & ANGELA C				
RUDD ANTHONY S & CYNDI A				
RUFINO LUIS MARCELINO OLVERA & KARINA ANGOLI CHAIRES				
RUIZ CORNELIO JURADO &				
RUIZ DOLORES HORACIO OLVERA &				
RUIZ EDMOND RICHARD JR				
RUIZ JUAN LUIS & ESPERANZA CASTILLO				
RUIZ JUAN S & DEANDA CARMINA				
RUIZ ROBERT EDWARD III &				
RULE MELVIN T				
RULE SARITA ALLEN				
RUMCO PROPERTIES LLC				
RUN PLEASANT PROPERTIES LTD				
RUPLE CHARLES N				
RURAL HOUSING OF FARMERSVILLE LP				
RUSH BENJAMIN &				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
RUSHING DOROTHY M REV LIV TR-DALE & GREG RUSHING TR	[redacted]			
RUSHING E L				
RUSHING JEANIE				
RUSHING JERRY				
RUSHING JUSTIN				
RUSHING SHIRLEY J				
RUSHING STEVEN E & AMBER L				
RUSSELL CLAYTON LANE & LAURA MICHELLE GILES				
RUSSELL DARYL LYNN & PATRICIA A				
RUSSELL EDWARD LEE ETAL				
RUSSELL KENNETH B & DIANE L				
RUSSELL MARY C				
RUSSELL ROBERT M &				
RUSSELL WALTER & KAREN A				
RUSSELL WESLEY G				
RUSSMANN CHRIS J & MARCIE L				
RUTLEDGE JEFFREY				
RUTLEDGE TRACY S & JIM H				
RUVALCABA SALVADOR				
RYAAN REALTY GROUP LLC				
RYANO CO LLC				
S D HOME DESIGN LLC - SERIES A				
S2M2 LLC				
SACHWANI SULEMAN & RESHMA &				
SADAT MD ANWAR &				
SADLER WILLIAM JOSEPH &				
SAFFELL AMY LYNN				
SAFI SHAHIR & BELQIS				
SAHOO ADYASHA & ASHISH KUMAR				
SAIPAD INVESTMENTS LLC				
SALAAM TITILOPE				
SALAS FERNANDO & ANA ROSA				
SALAZAR DOLORES				
SALAZAR JACINTO MANCILLA &				
SALCEDO RICARDO J				
SALCIDO EDGAR A & PATRICIA SAN JUAN				
SALDANA JEREMY F & JUANA H				
SALEM JUDY K AKA JUDY KAYE SALEM				
SALINAS ELIJAH &				
SALINAS FELIX				
SALSMAN DENA				
SALUDA PROPERTIES LLC				
SALVAGGIO PAULA				
SAMPLES GARY WAYNE &				
SAMPLES JUSTIN				
SAMPSON LISA MARIE & JAMES ERIC				
SAMSON HOLDINGS LLC				
SANCHEZ ALVARO CASTILLO				
SANCHEZ ANASTACIO &				
SANCHEZ ANDRES JORGE				
SANCHEZ BRENDA &				
SANCHEZ EDWARD &				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
SANCHEZ HERBERT O	[redacted]			
SANCHEZ ILMANUEL ENRIQUE OMANA				
SANCHEZ KARINA &				
SANCHEZ MANUEL				
SANCHEZ MAXIMINO MARTINEZ &				
SANCHEZ RODRIGO				
SANCHEZ SOTERO &				
SANCHEZ-JAIMES JAVIER				
SANDERS ALFRED				
SANDERS ELIZABETH & CHRISTOPHER				
SANDERS MICHAEL THOMAS a/k/a MICHAEL T SANDERS				
SANDOVAL ALEJANDRO &				
SANDOVAL GENOVEVA				
SANGER KENNETH E & SUSAN J				
SANTIBANEZ REBECCA P & KENNETH P				
SANTIBANEZ REGINO				
SANTOS FREDDY				
SANVI N TANVI LLC				
SAPPHIRE RIDGE REALTY LLC				
SAQUIC MARIA NOEMI & MENFIL FRANCO				
SARAC KAMIL &				
SARFO RUTH A & KWESI YANFUL M				
SARGENT KENNETH WYMAN JR & TONUE DENISE				
SARKAR SUVODIP & LAUREN ALEXANDRIA				
SARKER MD FARZAD & JAKIA SHARMIN				
SARRETT RODNEY D & LISA M				
SATANOVSKAYA IRINA & ALEKSANDR SATANOVSKIY				
SATANOVSKIY EVGENIY & VALERIIA				
SATL INVESTMENTS LLC				
SAUCEDO LUZ				
SAULTERS LAURA & JUSTIN				
SAUNDERS JERRY BURKE JR & SHIRLEY GRAY				
SAUNDERS PENNY DELYNN &				
SAVAGE TRUMAN				
SAWYER REVOCABLE TRUST				
SAZINA OLENA &				
SBK GLOBAL LLC				
SCALF WALLACE & DOROTHY				
SCARBROUGH PEGGY J - LE				
SCHAAB JOACHIM &				
SCHAFER BRYAN & JANA				
SCHEI RACHEL N & MARY ALEXANDER MATTHEWS				
SCHERER STEPHANIE & DAVIS				
SCHEURER BENJAMIN B & NANCY				
SCHKADE ANGELA &				
SCHLAFKE BRENDA				
SCHLEPPI DAVID & ARLENE				
SCHLOSSER GERALD ROBERT III & TRINA				
SCHMID LIVING TRUST				
SCHMIDT TAMMY L				
SCHMOKER ANTHONY L & JULIA L				
SCHMOKER JOHN WALTER				
SCHOOR MARK M &				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
SCHREINER TIMOTHY CARL & LEAH MICHELLE	[redacted]			
SCHROEDER APRIL CAROL				
SCHROEDER KATHY				
SCHUCHARDT SUZANNE				
SCHULER TRACI DENISE				
SCHULTZ JESSICA				
SCHULTZ JUSTIN ADAM & ELAURA MIRANDA				
SCHUTZ NATHAN & APRIL				
SCHWARTZ KEVIN &				
SCHWARTZ KIMBERLY DAWN & MARK ANTHONY				
SCHWARTZ RONNIE L				
SCHWEND SALLY MAE				
SCIARRINO DYANE R				
SCOTT ALFRED B &				
SCOTT CLIFTON M & MARY				
SCOTT GORDON R &				
SCOTT LINDA SUSAN &				
SCOTT MICHAEL EUGENE & KIMBERLY RAE				
SCOTT STEVEN ROBERT &				
SCOTT WAYNE D &				
SCOUT HEART LLC				
SCRIBNER MATTHEW W &				
SCUBE PROPERTIES LLC				
SCUDDER STEPHAN & JILL RENE NORTHCUTT				
SEABOLT TOMMY & DEBBIE				
SEAWAY PIPELINE CO				
SEGOVIA JEREMIAS GARAY & JOSE ARQUIMEDES SEGOVIA GIRON				
SEGOVIA MANUEL				
SEGURA JOSE S				
SEGURA MOISES MIRANDA & LETICIA MIRANDA				
SEIGLER MARY LUCILLE				
SEIGLER WINDEL D				
SELF BRYAN A & CHRISTINA L				
SELF GARY L & WINDIE				
SELLERS MICHAEL G				
SELMAN DOYLE ALDEN & MARY SUE				
SELMAN FAMILY TRUST				
SELVAGE TAMMY ANNETTE & CLINTON S MORGAN				
SELVAM SANTHOSH KUMAR & AARTHI MANOHARAN				
SEMON WILLIAM E & NANCY A				
SEMPLE REVOCABLE TRUST				
SENSEL STEVEN D & MARSHA F				
SERENE MEADOWS LLC dba MORNING MEADOWS				
SERENITY ROAD ENTERPRISES LLC				
SERENO EVARISTO &				
SERNA RUBEN JR & ABIGAIL BERNICE FABIAN				
SERRANO GONZALO				
SERRANO RAFAEL				
SERRITENO OLIVIA				
SERVIN JAIME				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
SEVEN STORIES LLC	[redacted]			
SEVILLA-MACIEL JOSE M & LISA SEVILLA				
SEWARD LOYDELL				
SEWELL AMY RAE				
SFR JV-2 2022-2 BORROWER LLC				
SHACKELFORD CYNTHIA G				
SHACKELFORD MEREDITH NICOLE &				
SHACKELFORD RALPH &				
SHAFFER LARRY W - LE				
SHAFFER PAULA LYNNETTE				
SHAHANDEH ALEXANDER & JENESSA ANN				
SHAIK NASEEM				
SHAMBECK FAITH ROSE & RYAN HARBIN				
SHAMBECK MARK & GLENAJO				
SHANE CHRISTOPHER				
SHANMUGASUNDARAM SANKAR				
SHARMA ANKIT KUMAR				
SHARP KENNETH				
SHARP ZACHARY B &				
SHARPIN CARE & VINCENT				
SHAVUKULA SRINIVAS & MOUNICA TADOORI				
SHAW BENJAMIN &				
SHAW NELLIE CARROLL				
SHAW T & J REVOCABLE TRUST				
SHEA ROBERT E & TERESA L				
SHED FARMS LLC				
SHELBY CAROL-LYNN &				
SHELLEY VIJAY SOCRATES & GETHCY CORDELIA GEORGE GNANA PRAGASAM				
SHELTON BYRON & SADIE				
SHELTON CHARLES & MARVINE				
SHELTON MICHAEL &				
SHELTON MICHAEL J				
SHEPARD GRANT EDWARD				
SHERLEY PARTNERS LTD				
SHERLEY ROBERT THAD				
SHERMAN BRENT DEWAYNE &				
SHEWBIRT THOMAS DECKARD				
SHEWMAKER LIVING TRUST				
SHINN EL JAVANI COMMEAL - LE				
SHINN ELI J &				
SHINN ELI JOSEPH - HP &				
SHINN GREG				
SHINN GREGORY SCOTT & LYNDA				
SHINN RANDAL KEITH &				
SHIPP DONNIE & RAELENE				
SHIPWASH JARED GENE & MELANIE MARIE				
SHIVASHANKAR HARISH				
SHIVERS RUTH E & JAMES L				
SHOEMAKER BRANDON KELLY & RENEE MARY MARGARET				
SHOJAEI REZA GHOLI				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
SHOLAK FRAGRANCES LLC	[redacted]			
SHORES JIMMY L &				
SHORT CAROL				
SHORT HELEN FAYE- LE &				
SHORT MARSHAL & LINDA TRUST THE				
SHOUGA ALI & BASIMA				
SHOUSE SHARON ELIZABETH & CARROLL WAYNE				
SHREWSBURY MATTHEW &				
SHUGART NORMA JEAN REVOCABLE TRUST				
SHURTLEFF MICHAEL & JOYCE				
SIDELINE RENTAL PROPERTIES LLC				
SIDERIS BASIL K & ANTEOPE B				
SIDES JOHN WYATT				
SIDES JUSTIN THOMAS				
SIDES NINOSKA DEL VALLE				
SIEBER WILLIAM F III				
SIKES DOYLE RAY JR & LANA J				
SIKES STACY LYN				
SILVER FOX LAND COMPANY LLC - SERIES BLUE RIDGE RANCH				
SILVER HILLS INVESTMENTS LLC				
SIMINSKI FRIEDA JO KEMP				
SIMMONS AMBER DENISE				
SIMMONS DONALD				
SIMMONS JONATHON				
SIMMS DRAKE STAUB & LORILYNN GRACIA				
SIMMS JOSH L & JAHAIRA				
SIMON MARK THOMAS &				
SIMONIAN HABET CRAIG				
SIMONIAN KIMBERLY				
SIMONIAN MARLENA A				
SIMONS CHRISTOPHER LEON & SANDRA GAYLE				
SIMOSKY GLORIA				
SIMPKINS ELLA MAE ESTATE OF				
SIMPKINS GLORIA				
SIMPKINS PAULA DENISE CRADDOCK				
SIMPSON GREGORY S				
SIMPSON RHONDA S				
SIMS CAROL				
SIMS DON R &				
SIMS JUDY MAE				
SIMS TIMOTHY E				
SINCLAIR DANNY W & V LYNNE				
SINGH AMISHA &				
SINGH RAJNA & ARCHANA				
SINGLETERRY RAUL & JENARA G				
SINHA DEVESH & ANKITA SRIVASTAVA				
SISCO HARVEY DOYLE - LE				
SISSOM TRENTON &				
SIVAKUMAR NIMALAN				
SIX T DALLAS ASSOCIATES LLC				
SIXHS RANCH LLC				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
SKETCH PROPERTIES LLC	[redacted]			
SKIDMORE NOLAN D				
SKOTNICKI JOHN W III & MELISSA				
SKR ENTERPRISES LLC				
SKR ENTERPRISES LLC				
SKRM INVESTMENTS LLC				
SKY TREASURES RANCH LLC				
SLATE JOHN BRADLEY &				
SLEDGE KAREN A				
SLOAN BRADLEY J & BRITT M				
SMALL TOWN STORAGE FARMERSVILLE LLC				
SMITH BEAU R				
SMITH BENJAMIN JOSEPH &				
SMITH BETTY ROSAMOND TRUST THE				
SMITH BRYAN &				
SMITH CHARLES & CYNTHIA				
SMITH CHERRY LYNN				
SMITH- COLE REVOCABLE LIVING TRUST				
SMITH DONALD C & LENORA M				
SMITH EDWARD				
SMITH ELAINE				
SMITH ERIC CHRISTOPHER &				
SMITH ERIN ANDREW & TEAL				
SMITH HOWARD S & BECKY A				
SMITH J RICHARD				
SMITH JACK GLENDON JR &				
SMITH JAMES RAY &				
SMITH JASON GARRETT				
SMITH JEANETTE CHAPMAN				
SMITH JEFFREY ALAN & LINNEA EILEEN				
SMITH JOHNNY L & LASHONNTYONNA M				
SMITH JULIA				
SMITH KIRK & AMANDA				
SMITH MARJANEH TEJ				
SMITH MARVIN JR & STACY L				
SMITH MARVIN L & STEPHANIE				
SMITH MATTHEW				
SMITH MELINDA A				
SMITH MICHAEL ANTHONY & SHELBY NICOLE				
SMITH RANDOLPH I & MYRA EDITH KIRKLAND				
SMITH RANDOLPH IVAN &				
SMITH RAYMOND J & MAGIC				
SMITH RHODA A - LE				
SMITH ROBERT E LEGACY WEALTH TRUST				
SMITH TRENT				
SMITH VEADY ROY				
SMITH WELDON LEE				
SMITH WILLIAM JOSEPH				
SMITH WILMA J				
SMITH WINSTON D - ESTATE OF & ESTATE OF CLEOPATRA K SMITH				
SNEED HAROLD W				
SNELLING MATTHEW C & DUSTI J				
SNOW HILL BAPTIST CHURCH				
SNOW HILL CEMETERY ASSOCIATION				
SNOW HILL FARM TRUST				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
SNOW PHILLIP & ELAINE H LOCKHART	[redacted]			
SNYDER GLENN N				
SNYDER JAMES E & THERESA				
SNYDER MICHAEL				
SOLIS CARLOS & DIANNE				
SOLIS RIEANNA L & JEFFREY A				
SOLIS RODOLFO G & LEE ELAINE				
SOMARAJU SATHYAPREMA & RAM G				
SONG JIANHONG				
SONI PROPERTIES LLC				
SONTAG SYLVIA K				
SORMIN LLC				
SOSSAMON SANDI				
SOTELO CARLOS LUIS & MARTINA ORDONEZ				
SOTELO HECTOR OLVERA				
SOTO ANNA TREZA &				
SOTO DANIEL &				
SOTO DANIEL GARCIA				
SOTO JORGE &				
SOTO JOSE MANUEL				
SOTO JULIAN & DELTA				
SOTO LLAMILET &				
SOTO NOEL &				
SOTO RAMIRO & MARIBEL				
SOTO RAMIRO MEJIA				
SOTO ROBERTO &				
SOURBER DONALD & CATHERINE				
SOURBER DOUGLAS & KAREN M				
SOVERNS MARK & MARY				
SPAIN ANITA				
SPAIN RODNEY W				
SPANGLER CURT & PATRICIA REVOCABLE TRUST				
SPARKS JAMES COLEMAN				
SPARKS JAMES COLEMAN & JADETTA GRANT & DOUGLAS RAY DUCKWORTH				
SPEARMAN DWAYNE HOUSTON - LE				
SPEARS JAMES II				
SPECIALTY CONTRACTORS INC				
SPECK PATRICK E &				
SPEED GAYLE W				
SPEEDY KMART INC				
SPEIR DARREN LEON & RHONDA				
SPEIR INVESTMENTS LP				
SPENCE BARBARA ANN				
SPENCE HANSON				
SPENCE VIRGINIA TENILLE				
SPENCER CASEY & AMANDA				
SPORICH MICHAEL STEPHEN & KIMBERLY BLAKE &				
SPRADLIN BILLY BOB - LE & ANN NEAL - LE				
SPRADLIN TREVOR SCOTT				
SPRINKLE STEVEN D &				
SPROAT ELIZABETH				
SPROUSE DAVID &				
SPRUILL ALLEN D II & STACY D				
SPURGERS DARRYL LYNN				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
SPURGERS DARRYL LYNN & SONIA L	[redacted]			
SPURGERS STEVEN K & JULIETTE E				
SREESASH INVESTMENTS LLC				
SRI BHOOMI LLC				
SRINIVASAIAH RAGHAVENDRA MANDYA & SUJAYA HEMMANAHALLY JAGANNATHA SETTY				
ST JOHN HEATHER SHEA & CHASE BRADLEY SMITH				
STAILEY DON				
STALNAKER CARL DAVID				
STANDEFORD DANNY WAYNE & BARBARA DIANNE - LE				
STANLEY TIMOTHY W & TONI				
STANTON JEREMY JUSTIN & JESSICA N				
STAR 2022-SFR3 BORROWER LP				
STARCEVICH SARAH EMILE				
STARKES KEITH & ALLISON				
STARKS SUSAN & HARVEY JR				
STARR KENT				
STARR KENT W				
STATE OF TEXAS				
STEAD ROBERT J & TONYA L				
STEPHENS BOBBIE MICHELLE				
STEPHENS JASON R				
STEPHENS MICHAEL & JAMIE				
STEPHENSON JAMES & DOROTHY				
STEPP CAROL A				
STERLING JAMES M & JUDITH E				
STERRY GILBERT D SR & LOIS E				
STEVENSON ARTHUR J JR				
STEWART ANDREW C & KAREN A				
STEWART BYRON T				
STEWART CHEROKEE C &				
STEWART GARY				
STEWART JOHN ROBERT & DEBY				
STEWART MICHAEL &				
STEWART MICHAEL & RACHEL				
STEWART TODD & JENNIFER				
STEWART TOMMY				
STICKENS KYLE E & APRYL V				
STILES THOMAS HOWARD & KAYLA LYNN				
STINEY MICHAEL EUGENE & MARIA				
STKN PROPERTIES LLC				
STONE ALLEN & BRENDA				
STONE JERRY C & ARTIE				
STONEY POINT CEMETERY ASSOC				
STONY POINT & BRINLEE CEMETERY ASSOCIATION				
STOOKSBERRY BARBARA ASTON				
STOVER KATIE LIISA				
STOWE DOUGLAS PAUL				
STOWE KHARA & BRANDON K				
STRADER WALLACE H & KERESIA J				
STRAIN MARSHALL & SAMANATHA				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
STRAKA LESLIE COHEN &	[redacted]			
STRANGE ELIZABETH				
STRANGE ELIZABETH ANN SULLIVAN				
STRANGE PATRICK BRIAN & TERESA DANIELLE				
STRATEGY GROUP MANAGEMENT LLC				
STRATVEST LLC &				
STRAWN WILLIAM MICHAEL &				
STRESSMAN TAYLOR JO &				
STREY JEANNE L				
STRICKLAND BILLY				
STRICKLAND COLEMAN & LAUREN P				
STRICKLAND COLEMAN WAYNE & LAUREN PAIGE				
STRICKLAND LEE				
STRICKLAND LISA K				
STRICKLAND LISA K				
STRICKLAND TROY W & LISA K				
STRINGER WILLIAM DENNIS II				
STRIPLIN DAVID G &				
STROMAN RUSSELL A & TAMMY A				
STRONG CONSTRUCTION SERVICES LLC				
STRONG LINDA I				
STROUP BILLY GLENN - LE				
STROUP FREDA VONCIL				
STROUP MARY - LE				
STROUP PAUL				
STROUP WENDY LEE				
SUAREZ JESUS &				
SUBRAMANIAN FAMILY TRUST				
SUL KYUNG & JESSICA				
SULEYMAN HAMZAH INC				
SULLIVAN JUSTIN E				
SULLIVAN MICHAEL HOLMAN				
SULLIVAN WILLIAM S & SHANNON L				
SUMROW DAVID KEITH &				
SUPOLAR ASSOCIATES LLC				
SURI TONY SARAFRAZ K				
SUROJU AMRESHWARA CHARY &				
SUTHERBY DEBBIE R				
SUTHERLAND ANDREW LEIGH				
SV DREAM LLC				
SVM ESTATES LLC				
SVOBODA JODYE				
SWANNER JENNILEE				
SWEETIN MARVIN & REGINA LIVING TRUST				
SWIFT RODNEY DEAN				
SWINDLER DELMAR C				
SYAMALA SMITHA &				
SYDNEY JEFF & RENEE				
SYED SALAUDDIN SHAHWAR & SABAHAT TANVEER SHAIK				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
SYED TOUSEEF ALI	[redacted]			
SZABO RICHARD & YOLANDA				
T I B CORPORATION				
TALAVERA ALEXANDRIA ERIN RIVAS				
TALBOT MICHAEL S				
TALLANT CHELLIA A				
TALLENT PROPERTIES LLC				
TALLEY JULIE MARIE				
TALLMAN JEFFREY &				
TAMAYO MAYELA				
TAPIA ANNIE				
TAPIA CARLOS & MARIA CRISTINA				
TAPIA JUAN CARLOS &				
TARIN MARIA C				
TARRANT CYNTHIA & DERRICK				
TARRANT DUSTIN GLEN				
TARTAGLINO JERRY J REVOCABLE TRUST				
TASBY TANYA & MARC				
TATE BILLY J				
TATE BOONE				
TATE VIRGIL W & KAYE				
TAUCH ERIC				
TAVARES EVERSON T & ELIANE C				
TAYLOR ALLEN D JR & MARY BALKON TAYLOR				
TAYLOR BRIAN PATRICK & BRITTANY RENEE ORTIZ				
TAYLOR JOHNNIE & LYNETTE				
TAYLOR MICHAEL				
TAYLOR NICKEVIAN & SHELBIE				
TAYLOR RACHEL FLETCHER				
TAYLOR TIMOTHY J & LAURA L				
TAYLOR VICKIE ANN MCCORD &				
TDMM PROPERTIES LLC				
TEDFORD ROBERT A JR &				
TEEGALA SHOBHA RANI & ANAND				
TELLEZ MIGUEL &				
TEMPLE CAPITAL TWO LLC				
TEMPLE TERRY VANCE & SHERRY DENISE				
TEMPLIN JOYCE R				
TENA JUAN &				
TENG MIN				
TENG YING & YU TANG				
TENHET CALVIN & JESSICA				
TERRA ENTERPRISES LLC				
TERRAZAS BEN REVOCABLE TRUST				
TERRAZAS ERVIN BEN SR & HELEN STAHR - LE &TERRAZAS LIVING TRUST				
TERRY DANNY &				
TERRY DANNY W				
TERRY JOANNE RUTH				
TEXAS DD HOLDINGS LLC				
TEXAS MILLION INVESTMENTS LLC				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
TEXAS NEW MEXICO POWER CO	[redacted]			
TEXAS RANGERS RANCH LLC				
TEXOMA HOUSING PARTNERS PFC				
THAKUR INVESTOR GROUP LLC				
THAN YEN THI HAI & TU TRAN				
THE FEDUNIN FAMILY LIVING TRUST				
THESSEN BREEANNA K & MARK A JR				
THIRUMALAI KATHIRVEL & JAYASHREE SUBRAMANIAM &				
THOMAS CYNTHIA LYNN WINGO				
THOMAS JAUNA AMY MARIE				
THOMAS JOHNNY P ESTATE OF &				
THOMAS LEON SR & DAWN M				
THOMAS LUKE & NATHAN THOMAS				
THOMAS STACIE				
THOMASON CONNIE				
THOMASON DARRIN &				
THOMASON SETH RYAN				
THOMPSON BRYCE &				
THOMPSON DODGE D & FRANCES E				
THOMPSON HELEN				
THOMPSON MICHAEL S				
THOMPSON NATHANIEL RICHARD & AMANDA XAVIER				
THOMPSON RACHELLE D				
THOMPSON RICK ALLEN &				
THORMAN CHRISTOPHER H &				
THORNHILL SETH D				
THORNTON BERNAE DEEANN & WILLIAM EDWARD				
THORNTON COREY W				
THORP JOE R III &				
THUMMA SRIKANTH & SAHITHI SUDHA GANGARAJU				
TICE JOHN & BARBARA A				
TIDWELL TOMMY E & JERI L				
TIETJENS RYAN				
TIFFEE ELISA &				
TIGHE MICHAEL JOHN &				
TILL ROBERT & PAULA				
TILLER CHARLES RICHARD				
TIMMONS BRYAN A & FIDELINA				
TINER CARL D & CHERYL A				
TIPPETT CHARLES & SARA				
TITUS MILTON & DEBORAH				
TIWARI CHANDRA PRAKASH				
TIWARI VIJAY K & ARTI DEVI				
TJF VENTURES				
TMGJHB LLC				
TOADALLY PURPLE TOO LLC				
TOBAR ELFIDIO ANTONIO BARRERA				
TODD DANNY RAY & LISA GAY CANTRELL				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
TODD DUSTIN &	[redacted]			
TODD JAMES R				
TODD JIMMY DEAN & LINDA J				
TODD MATTHEW J & LAURA M				
TODD MICHAEL A				
TODD ROBERT &				
TOLENTINO NEIL D &				
TOLMAN RICK & BETHANY				
TOMEK MARCUS F - LE				
TOOKER JEFFREY GEORGE & DANEILLE ELIZABETH				
TORNO NATHAN & SARAH				
TORRES ADRIANA				
TORRES BELINDA CARMINA				
TORRES DAVID &				
TORRES FRANCISCO BERNAL &				
TORRES ITZEL				
TORRES JANIE				
TORRES JAVIER				
TORRES JUAN				
TORRES JUSTO				
TORRES MANUEL - LE				
TORRES MARIA MAGDALENA ARTEAGA & ISRAEL ACOSTA MENDOZA				
TORRES MARTIN				
TORRES NANCY &				
TORRES WILLIE				
TORTES LEO D &				
TOTAPALLY SRINIVAS &				
TOUMBS JESSIE				
TOVAR ALONZO				
TRACY LOREN DALE JR				
TRADITIONAL SELECT HOMES INC				
TRAILS OF BLUE RIDGE HOMEOWNERS ASSOCIATION INC				
TRAMELL PHILLIP J &				
TRAMMELL CHRISTINA A & JASON ADAM				
TRAMMELL CLIFF & SONYA				
TRAN DA HUONG				
TRAN JIM T				
TRAN VE M				
TRAVIS WILLIAM AARON & MICHELLE				
TRAWEEK VINA ARLENE				
TRAWEEK VINA ARLENE				
TRENT BRENDA J				
TREVINO GRACIE				
TREVIZO ANGEL MOISES &				
TREVIZO RAFAEL &				
TRICOLOR LAND HOLDINGS LLC				
TRIMBUR TINA LOUISE				
TRINITY BAPTIST CHURCH				
TRN CAPITAL GROUP LLC				
TROTTER BRENT A				
TRUDEAU GLEN & CAROLYN				
TRUE DFW HOMES-1 LLC				
TRUE LAND CO INC				
TRUEMPER JAMES R & MARY A				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
TRUJILLO NANCY	[redacted]			
TRUONG JOHN & JULIE				
TRUONG NGHIA				
TUCKER CHARLES G & SUZANNE H				
TUCKER DONEVA FOUNTAIN				
TUCKER GARY D &				
TUCKER JEFFREY LEE				
TUCKER RANDALL & BRENDA				
TUCKER SHAWN W &				
TUGGLE W R JR				
TURNAGE CAROL				
TURNBULL PAMELA A				
TURNER CHARLES F				
TURNER DENNIS - LE				
TURNER JOHN A				
TURNER LOUIS H &				
TURNER MICHAEL & RACHEL				
TURNER RANDALL G &				
TURNER ROBERT BRUCE				
TURNER RUSSELL A & PATRICIA L				
TURNER WANDA PRESS ESTATE TRST & CAROL TURNER SMITH GST TRST &				
TURNER WILMA				
TURRELL CHIQUITTA DENISE & JUSTIN MICHAEL				
TWIST JEFF				
TWO-J PARTNERS LLLP				
TWYFORD JEFF & COURTNEY				
TYLER JOHN AUSTIN & JESSICA LIEBZIET				
TYLER MICHAEL & SHEILA				
TYLER RONNIE D &				
TYUTYUNNIK OLGA &				
TYXSON PROPERTIES LLC				
UCHEOMA UZODINMA CHIEMEKA & MAUREEN OMEREKPE				
UDDIN MUHAMMAD & RAHIMA AFROZA				
UKPE NNAMDI JOHN				
ULAND JOHN T JR & PAULA D				
ULAND LARRY L				
UMANA CARLOS MATIAS RODRIGUEZ & DUNIA MARIA AMADOR ORELLANA &				
UNDERWOOD GREGORY C TRUST				
UNIONMAIN HOMES LLC				
UNIONMAIN HOMES LLC				
UPP LARRY				
UPPER TRINITY REGIONAL WATER DISTRICT				
UPTEGROVE CHARLES MCCORD & MARITZA SOLIS DIAZ				
URIBE RODOLFO R				
USAB-HOFACKER WENDY				
VACANCES DAMOUR LLC				
VALADEZ EDGAR ORDUNA				
VALADEZ MARY GRACE				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
VALERA KRYSTAL & JUAN JOSE				
VALLANCE KRISTI				
VALLE ISRAEL DE JACOB & ALMA R				
VALLEJO ESPERANZA D & HERIBERTO CARLOS				
VALVERDE JESSE JR & MARY LEE				
VALVERDE PABLO				
VAMVAKAS BETTY ANN				
VAMVAKAS PETE III				
VAN METER KIRK & MARILYN K				
VAN WINKLE LESTER & DONNA				
VANBEVERS LLOYD LEE JR				
VANBUSKIRK RONALD				
VANCE KATIE				
VANDENBERG JUSTIN & ROSINE				
VANEGAS JAVIER &				
VANG LY & KU				
VANG SONG & YIA				
VANHORN DOYLE W & GREER GLORIA				
VAQUERA DARIO				
VAQUERA FERNANDO & ALICIA				
VAQUERA PRISCILLA & ERASMO				
VARGAS JULIO & ROSA				
VARNELL SHERRY & JONATHAN				
VARNER WILLIAM SHANE & CHANDRA KAY				
VARSHEE PROPERTIES LLC				
VARVIL BRENT W & CARRIE I				
VASEEMUDDIN MOHAMMED & FERHA				
VASEY SCOTT M				
VASQUEZ ENGRACIE				
VASQUEZ HERLINDA &				
VASQUEZ JAVIER				
VASQUEZ JOSE &				
VASQUEZ JOSE ANGEL				
VAUGHN MADELINE R & LUKE A				
VEAL BRODY & MELISSA				
VEGA ALVARO S &				
VEGA GERARDO ESPINOZA				
VEGA GIOVANNI PUGA &				
VEGA JUAN CARLOS				
VEGA MA DIANA GALVAN				
VELASQUEZ RENATO &				
VELAZQUEZ THERESA				
VELU SUDHAKAR SHANMUGA				
VEMULAPALLY NAVEEN KUMAR				
VENEGAS JUAN &				
VERBURG JOHN W				
VERDE ROBERTO & JOANNA				
VEREMAKIS LUCAS & LORENA				
VERNIER DAVID &				
VERONA BAPTIST CHURCH				
VERONA CEMETERY ASSOCIATION				
VERONA METHODIST CHURCH				
VERONA SPECIAL UTILITY DISTRICT				
VEST BEVERLY M				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
VICKERS CURTUS &	[redacted]			
VIERA LEONEL ENRIQUE RUBIO				
VILJOEN JEAN MARIE & ROHAN				
VILLA MICHAEL TIMOTHY & DIANA ROSE				
VILLAGE KEEPERS THE LLC				
VILLAGRAN VERONICA B				
VILLANUEVA AGAPITO GAMEZ &				
VILLEGAS JOSE LUIS GAMEZ & MONICA GONZALEZ OJEDA				
VILLEGAS URIEL				
VINAKALNS SHANNON & JOHN				
VINING GERALD M & DENISE E				
VIRABYAN PETROS &				
VITTORIO STEVEN & BETSY				
VITZ CODY A & RACHEL				
VO PHILLIP &				
VOIRIN JASON				
VON MERVELDT BRIAN P & KANOKWAN				
VOSS JOHN EVANS & SHELLY REBECCA				
VSR REALTY MANAGEMENT & SERVICES LLC				
WAFER MERCY NAMUTOWE LIVING TRUST				
WAGGONER HOLLY RENAE				
WAGGONER TIANA SUE & BRANDON				
WAGNER BLAINE J & MARY T				
WAGNER CAROLYN DARLENE & TEDDY R				
WALKER CELINA ARA				
WALKER JACOB &				
WALKER JESSICA				
WALKER JUSTIN CODY & RACHEL				
WALKER LARRY B &				
WALKER LESLEY T & KAREN				
WALKER LLOYD D				
WALKER PETER CARTER JR & SHIRLEY ANN				
WALKER REVOCABLE LIVING TRUST				
WALL BRANDON				
WALL DONALD LEE & TAMMY L				
WALL GEORGE				
WALLACE BILLY F & BRENDA J				
WALLACE EMMETT & JENNIFER				
WALLACE GARY D				
WALLACE KEVIN WAYNE LIVING TRUST				
WALLACE RONNIE & BERTHA				
WALLACE SHARON ANN				
WALLIG JEREMY & GENA				
WALLS BARBARA LOU				
WALLS CHAD LAYNE & TRACY LYNN				
WALLS ERNIE L & BEVERLY A				
WALNUT CORNER INVESTMENTS LLC				
WALSTON BILL R & JAUNE				
WALTERS ALAN JOE				
WALTERS CECILIA HENRIC & TOBY &				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
WALTERS DAN & SHARON	[redacted]			
WALTERS DAN KEITH				
WALTERS DEBRA JEAN				
WALTERS JUDY &				
WALTERS REGGIE W & SHEILAH ANN				
WANG LIN				
WANG MIAO YUAN & ARRAN L MORFELD				
WANG SONG &				
WANG TIAN				
WANG XING & NGO MAN				
WANG XIUZHEN				
WANGLER RONALD STEVEN				
WANKINE TRUST				
WARDEN MALINDA				
WARE JACOB &				
WARNER PENNEY IRENE				
WARREN LEROY W JR & LINDA F				
WASHAM ANDREW & ANNA				
WASHAM TIMOTHY & KRISTINA				
WASSERMAN VICTORIA R				
WATKINS AUSTIN & MIRANDA				
WATKINS CAROLINE - LE				
WATKINS FAMILY GIFT TRUST				
WATKINS GLYNN D & TERESA A				
WATKINS LUKAS S &				
WATKINS MYRA D				
WATKINS ROBERT R & KIMBERLY				
WATSON BRYAN LEE & MELISSA ANN				
WATSON DANA LEON & CYNTHIA LYNN				
WATSON DIANNE				
WATSON KAYLEE TRUST				
WATSON LEE A & LORI K				
WATSON RANDY NOLAN &				
WATTERS ROBY				
WATTERS TRAVIS M & VICTORIA L				
WATTS ASHLEY & JAMES				
WATTS JEREMY O				
WATTS JESSE LEE &				
WATTS LIVING TRUST				
WATWOOD BRENDA				
WATWOOD BRENDA				
WEAVER CORY & LAYKIN MARVEL				
WEAVER JAMES RANDALL				
WEAVER MICHAEL J				
WEBB CHRISTOPHER D & MEGAN N				
WEBB JARED E & KIMBERLY D JORDAN				
WEBB RYAN & CODY R				
WEBB SHERYL CALDWELL & KEVIN G				
WEBER TIMOTHY & SHARON				
WEEKS FRANCELIA				
WEHRENBERG DAREL E				
WEISENBACH KYLE THOMAS & JESSICA COUNTS				
WEISHAUPT RICKY L				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
WEISINGER BRYAN RICK & FALLON N	[redacted]			
WEISS PHYLLIS GAYE STRATTON				
WEISSER MICHAEL J &				
WELBORN AURTHUR D & CYNTHIA A				
WELCH DANIEL J & EMILY P				
WELLMAN MARY & MATTHEW				
WELLOTT MEGAN & RYAN				
WELLS GEORGE K & TERRI L				
WELLS JACOB CURTIS & CASSANDRA MILLIE				
WELLS JOHN D LLC				
WELLS KEITH & TERRI				
WELLS WILLIAM				
WEST BILLY R & TRACI M				
WEST DAWN M				
WEST HENRY WADE &				
WEST JOHNNY P				
WEST KENNETH OTIS JR				
WEST WILLIAM & JAMES				
WESTBROOK LARRY &				
WESTERMAN BRUCE V				
WESTMORELAND WARREN &				
WESTON JAMES & BRENDA				
WESTON JAMES B &				
WESTON JAMES BARTON & RHONDA LEE				
WESTOVER LINDA J				
WETTON BRYN & BETH C				
WHARTON FRANCINE & W.A. TRUST THE				
WHATLEY SHEILA & BRYAN				
WHEELER JAMES & CHERI				
WHELAN ADRIANNE				
WHISKEY RANCH LLC				
WHITAKER CHAD				
WHITAKER CHARLES C &				
WHITE ADAM				
WHITE ADRIAN				
WHITE AMANDA SHAMBECK				
WHITE BENJAMIN L & CAROL M				
WHITE BRADLEY NATHANIEL				
WHITE BRENDA KAYE				
WHITE BRENTLEY RAY &				
WHITE BRIAN CHARLES &				
WHITE DAVID &				
WHITE ELTON RANDALL &				
WHITE ERIC & TAMMY				
WHITE FAMILY TRUST				
WHITE JESSE &				
WHITE JOHN &				
WHITE JOHNNY DALE				
WHITE MATTHEW &				
WHITE MICHAEL &				
WHITE MICHAEL SCOTT & CYNTHIA				
WHITE MONICA				
WHITE TIFFANY MICHELLE				
WHITED KENNETH & MARCY JAN				
WHITELEY BARBARA A & RICHARD O				

OWNER	STREET ADDRESS	CITY	STATE	ZIP CODE
WHITEROCK BAPTIST CHURCH	[redacted]			
WHITETAIL ROOFING COMPANY A TEXAS CORPORATION				
WHITFIELD JOSEPH E & TRACY L				
WHITFIELD LEE & ALISHA				
WHITLA MARY A				
WHITSELL BRYCE &				
WHITSELL FAMILY TRUST THE				
WHITSELL JOANN - LE				
WHITSELL WHITNEY &				
WHITT BARBARA ANN				
WHITT BARBARA ANN LIVING TRUST				
WHITTED JAMES G & KIMBERLY				
WIBERG JAMES D II				
WIEBOLD BRYON KEITH &				
WIGGINS KEVIN & BROOKE				
WIGGINS KRISTINA &				
WIGGINS LITA				
WIGGINTON JANE				
WILCHER DAVID BRUCE & LAURIE E				
WILDER DAVID K				
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B4. Newspaper Affidavits and Advertisements

Farmersville Times

STATE OF TEXAS
COUNTY OF COLLIN

Before me, the undersigned authority, on this day personally appeared Chad Engbrock, publisher of C & S Media, dba *The Farmersville Times*, a newspaper regularly published in Collin County, Texas and having general circulation in Collin County, Texas, and being in compliance with Section 2051.044, Texas Government Code (a); (1), (2), (3) and (4), who being by me duly sworn, deposed and says that the foregoing attached:

HDR
Legal Notice – Virtual Public Meeting
Collin County Outer Loop - Segment 5 (Northeast)
was published in said newspaper on the following date(s), to-wit:
October 30, 2025

Chad Engbrock, Publisher

Subscribed and sworn before me on this, the 30th day of October, 2025 to certify which witness my hand and seal of office.

SONIA A DUGGAN
Notary ID #126646343
My Commission Expires
August 12, 2028

Notary Public in and for
The State of Texas

My commission expires 08/12/2028.

Three keys to win Week 10 football games

By David Wolman
sports@csmediatexas.com

There are just two weeks remaining in the regular season, but both Farmersville and Princeton remain in playoff contention.

Despite losing in heartbreaking fashion to Van Alstyne last week, Farmersville is still in control of its playoff destiny — win its final two games against Krum and Sanger, and the Farmers will make the postseason for the third consecutive season. Meanwhile, Princeton can clinch its first playoff berth since 2017 with wins over Prosper and McKinney Boydand a loss by either Plano or Plano West.

Of course, the focus for Farmersville and Princeton remains on what they can control.

Here are three keys for Princeton to defeat Prosper and for Farmersville to upend unbeaten Krum.

Prosper at Princeton, 7 p.m. tonight at Jackie Hendricks Stadium

1. Start fast. Prosper is plenty motivated. The Eagles will look to take out their frustrations on the Panthers after missing a 46-yard field goal as time expired in a nail-biting 31-30 home loss to Allen in their most recent game. That's why it is important for Princeton to gain an early advantage and not let Prosper build any momentum.

Jerry Winfrey/C&S Media

Princeton junior wide receiver Daniel Luster (10) turns up the field after making a catch against Plano West last Friday.

2. Finish drives. Princeton moved the ball well at times against Plano West, but the Panthers were held to six points in the first half. The visitors moved the ball inside Plano West's 40-yard line later in the half, but an incomplete pass forced a turnover on downs. Princeton also had untimely mistakes that stalled drives, including a penalty for illegal touching that would've resulted in a first down but instead forced a punt.

3. Contain Prosper quarterback Braeden Imhoff. Imhoff and wide receiver Lathon Latiolais have given opposing secondaries fits. Of the 20 touchdown passes that Imhoff has thrown, 12 have been caught by Latiolais, who has a team-high 956 yards receiving. It will also be important for Princeton to limit the production of running back Bryce Robinson (963 rushing yards, 13 rushing touchdowns).

Krum at Farmersville, 7 p.m. Friday at Farmers Stadium

1. Build on the positives. Last Thursday's 43-37 loss to Van Alstyne felt like a gut punch to Farmersville, but the Farmers have shown all season that they are a resilient team. That's why it's important for Farmersville to focus on what it did well against Van Alstyne in a must-win game against Krum. The Farmers put up 495 total yards against the Panthers and got 265 rushing yards from senior running back Marquis Oshodi, while getting two passing touchdowns from junior quarterback Levi McAbee and three field goals from senior Christian Aguilar.

Victor Tapia/C&S Media

Farmersville senior Marquis Oshodi (6) finished with 265 yards rushing and two touchdowns in last Thursday's road game at Van Alstyne.

2. Stop the run. Farmersville struggled to contain Van Alstyne quarterback Brayden Miller, who finished with five rushing touchdowns. The Farmers will look for better success against a Krum team that averages 270 rushing yards per game with 28 rushing touchdowns. Bobcats senior running back Will Holland has 1,148 rushing yards and a team-high nine rushing touchdowns.

3. Never say never. Farmersville has its back against the wall, needing two wins to make the playoffs. But the Farmers have been in this situation before. They trailed 38-24 with 1:49 left to play against Sanger during the final game of the regular season last year, but the Farmers proceeded to score 15 points to stun the Indians. Farmersville will look to display that same type of desperation on Friday.

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COLLIN COUNTY OUTER LOOP SEGMENT 5

Notice of Virtual Public Meeting
Collin County Outer Loop - Segment 5 (Northeast)

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ccol-segment5.com
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Dallas, TX 75248
connect@ccol-segment5.com

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McKinney Courier-Gazette

STAR LOCAL MEDIA

Star Local News

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I, Rodney Blaukat, VP of Sales of the Star Local News a newspaper printed in the English language in Collin County, State of Texas, do hereby certify that this notice was Published in the Star Local News on the following dates, to-wit

Star Local News	10/31/25	10/31/25	1

COLLIN CO OUTER LOOP SEG 5 MEETING	$762.94
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4 day of November, 20 25

JONI CRAGHEAD
Notary Public, State of Texas
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Notary Public, State of Texas

TENNIS

From PAGE 1B

10-2 victory over Corsicana.

A familiar face awaited the Titans in the state quarterfinals with district rival Independence, but just like when the teams met earlier in the year, it was all Centennial in a 10-1 win.

The Titans earned another 10-1 win against Abilene Wylie in the semifinals to reach the state championship round for the fourth consecutive season, and the win over Flour Bluff allowed them to hoist the 5A trophy for the third time.

"I knew we could be successful with this group," Fair said. "But winning one title is very challenging, let alone three. Championships are never guaranteed."

Due to the volume of matches, it takes talent and depth to be successful, which this group has demonstrated.

The team includes Arhaan Altaf, Siri Aravalli, Elizabeth Berg, Andy Cruz-Rivera, Sahasra Dodda, Viraj Gate, Ananya Kala, Shreema Kandula, Kavin Karthikeyan, Akshay Komminemi, Trudi Kosman, Medha Kota, Ishita Ratnakaram, Veda Reddy, Vinay Sethi, Aarohan Sharma, Raj Sheth, Rohan Sheth, Rohan Singh and Kritika Voruganti.

That group pushed each other in practice and that carried over into competition.

"The key to success in fall tennis is getting everyone to understand that the work they put into practice, and ultimately, their match results, impact not only themselves, but their teammates," Fair said.

What makes this championship even more impressive is that the Titans had a target on their backs from the start of the season, getting every team's best shot.

Despite that, they turned back the challenges, and with the exception of the clash with Highland Park, they were in control from start to finish in every other match.

"Regarding pressure, we talk about how pressure is a privilege; teams that don't experience consistent pressure may not have potential to achieve the results that we strive for," Fair said. "This team did a great job of putting the work into practice. I felt like our energy and effort was strong all year and our execution peaked at the right time in the playoffs."

Now, the question becomes can Centennial make it four in a row and further add to the winning tradition it has established.

But answering that question can wait for now, as the Titans are still busy celebrating this team's achievement.

"I'm not sure what the future holds," Fair said. "But I guarantee the Titans will be happy with our success, but never satisfied."

BLAIRE

From PAGE 1B

my freshman year, I was adapting and learning the speed of the game from our seniors. As a senior now, I am helping the underclassmen adapt and know their roles in the program.

I have definitely learned how to make smart plays instead of just hitting hard every time. That has definitely brought a lot to the team and our playing type.

MATT WELCH / STAFF PHOTO

Plano West senior Blaire Bowers and the Lady Wolves repeated as District 6-6A champions this season.

SLM: How has your experience playing beach volleyball helped develop your skill set for high school volleyball?

BB: I would say beach totally changes your game. It is very easy to tell a beach player apart from an indoor player. In beach you have to do everything — pass, set, hit, serve — and read the court better. It has made me way quicker on my feet on the court and better at reading hitters.

Plus, you can't hide on the sand when there are only two people, so it really builds confidence and ball control.

On the mental aspect, I think beach volleyball has helped me slow down and enjoy the game, with indoor being fast-paced with loud student sections – many can forget to take a breath and reset.

SLM: How long have you been playing volleyball and what gravitated you to the sport?

BB: I started playing volleyball when I was 9 years old – I went straight into club volleyball at Mad-Frog. I found my love for beach volleyball through my sister – Brooke Bowers, who currently plays at Loyola Marymount University – when I was 10 years old.

I tried many sports before, but the teamwork and energy that volleyball brings to my life was hard to pass up. The lessons and lifelong memories that volleyball has given me reminds me every day how lucky I am. I cannot wait to learn and make more at UCLA while I continue my beach volleyball career.

SLM: Who are some of the biggest influences on your development as a volleyball player?

BB: I have had many people in my life that dedicated their entire heart to me playing volleyball. My sister definitely has pushed me and helped me through the highs and lows. My parents have always been by my side, driven me to practices and have been at every single game.

I would also say (West head coach Cooper) Phillips has had a big impact on my career. His passion and heart for the game is a good reminder. He has supported me through balancing beach and court volleyball and that does not go unnoticed. Every 6 a.m. practice that feels like it's 3 a.m., he makes sure to make it fun and worth it.

SLM: What is one memory from your high school volleyball career that stands out?

BB: Out of my four years with the program I have made lifelong memories, but one of my favorites was being able to play with my sister on varsity my freshman year. Being on the same team and playing side by side with her was a true blessing.

I got to spend early-morning practices, bus rides and a district championship with my best friend.

SLM: What are your favorite ways to spend your downtime when not playing volleyball?

BB: On my very rare off days, I would say you can find me either at the gym doing weights but always at the lake surfing. Surfing is one of my favorite things to do when I do not have volleyball or lifts.

A good boat day with my family and friends is very hard to beat. I think it is very important to have those fun off days with your people – it is very good to balance the grind with the social aspect.

SLM: Care to share an interesting fact about yourself?

BB: My faith is a huge part of who I am. I always keep God at the center of everything I do — on and off the court. Volleyball has taught me a lot about trust and perseverance, and I really believe that my strength and peace come from Him.

Whether we win or lose, I always try to play for something bigger than myself.

HAWKS

From PAGE 4B

"My girls have been working hard this season and I am so happy that they are starting to see the fruits of that hard work," said Buckley. "I am extremely proud of them for their effort Friday, but I am even more proud of the standard they have been holding themselves to in practice and in games, hitting the goals that they set for themselves and I am excited to head into playoffs with this group."

Part of that standard has been a commitment on defense while filling their roles offensively. Junior setter Kamryn Mullican has handled the logistics of finding her hitters while looking for her own opportunities. Currently at 878 assists, the bi-district match against Plano East will give her a chance to cross the 900 mark. She is second on the team with 270 digs and 37 aces while sitting third in kills with 190.

"I think winning a back-to-back title even though our team this year looks extremely different from last year just goes to show how Coach Buckley has kept this program at such a high standard," said Mullican. "We set goals for ourselves no matter who we play, and I think that's why we've been so successful."

Sophomore hitter Taylor Johnson is improving an impressive freshman run by leading the team in kills with 263. Junior Marley Rogers tallied 222 kills and the duo of junior Grace Schneekloth and sophomore Kate McGough combined for another 316. Rogers was incredibly effective at the net, adding 97 blocks with Johnson adding 53 of her own.

McGough is the defensive stopper to the tune of 414 digs and 462 serves received while Mullican and junior Maddox Whitlow, along with freshman Zoe Miller, all logged 200-plus digs to the cause.

And while the numbers paint part of the picture, the joy that the team presents while playing is infectious. While volleyball is a sport of celebration, the Lady Hawks exude the type of joy that goes beyond the play, helping engrain the team-first mentality by lifting each other up. From Buckley to the crowd, to the players themselves, the energy can build on itself and has manifested on the court more than once.

With a well-rounded and young team brimming with talent, Hebron will be looking for another deep venture into the postseason. That starts in the bi-district round against Plano East, scheduled for 6:30 p.m. Friday at McKinney High School.

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PLAYOFF SCHEDULES
Find out when and where local volleyball teams are playing through the postseason

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District-by-district roundups recapping all the area's weekly high school football action

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10/31
mk

Sherman Herald Democrat

AFFIDAVIT OF PUBLICATION

County of Grayson, State of Texas

Herald Democrat	
Sherman, TX 75092 903-893-8181	Order No. 3995380

I, Katherine Smith, of lawful age, being duly sworn upon oath, deposes and says that I am an authorized representative of Herald Democrat, a daily/weekly publication that is a "legal newspaper" as that phrase is defined in 25 O.S. § 106, as amended to date, for the City of Sherman, for the County of Grayson, in the State of Texas. The attachment hereto contains a true and correct copy of what was published in the regular edition of said newspaper, and not in a supplement, in consecutive issues on the following dates:

PUBLICATION DATES
11/01/2025

Katherine Smith

Signed and sworn to before me on this 17 (Day) Nov. (Month) 2025 (Year)

Julie Thomas

Signature above, Julie Thomas, Notary Public
My commission expires: 04/10/2027
Commission # 23004962

Seal

Publication Fee $ 325.00

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Words	Columns	Length (inches)	Insertions

CherryRoad Media

FAITH

SGLY: Paid in full

By Tiffany Chartier
Special to the Herald Democrat

Tiffany Chartier

"I went to three different high schools before I finally did for good what each tried to do: get rid of me," he said.

I looked at the young man before me. He had a full beard that hid a youthful face; broad shoulders that seemed capable of holding more than I could imagine.

He bowed his back when speaking words that might make him appear weak, looking away before keeping his eyes closed for a moment too long. In these slow blinks, he revealed a tiredness from carrying a cross that seemed heavier than what his age should bear.

His tattoos told stories I will never hear, but his voice told me one that I will never forget.

"Get rid of you?" I asked.

"After getting kicked out of three high schools, I knew fitting in was not going to be my path. I was angry, most of the time not even knowing what I was angry about," he said.

He stared at me with firm intensity, his eyes were so dark that I imagined if he cried, his tears would pour of dark blood.

"I wasn't my brother, or my father. Heck, I wasn't even my grandpa.... I never got to really know him. My dad told me everyone thought Grandpa would outlive all the sinners because he never did anything wrong. The only mistake he ever made was being in the right place at the wrong time."

"How were you not like the men in your family?" I asked.

"They were good, or at least they acted good. I tried to act good, but I knew I was bad... I was a bad actor... and they knew it," he said with a slight smirk.

He took off his ball cap and ran his fingers through his hair — thick waves that matched the color of his eyes.

"I was tired of disappointing myself, and even more tired of disappointing others. I convinced myself that I could finish the job so many had tried and failed... maybe for once I could follow through with something," he said.

"What did you do?" I asked.

"Well, you're standing here listening to me, so I clearly didn't succeed. That's something I've learned in all this: some things are greater than pain... one of those things is love," he said.

I was not expecting him to use the word 'love'; it didn't seem to be a natural word that came easily off his lips. And yet, when he said it, it was as if 'love' pulled on a deep root, one that had known seasons of hardened drought.

He could tell I was confused.

"Ma'am, I'll just save you the guessing," he said. "I took the blade my dad bought me to skin my first deer to my wrist. Before the first drop of blood hit the floor, I knew I didn't want to die."

I grabbed the note I wrote for my dad to read once he found me and ran to his bedroom door. He should have been asleep," he said. "He was always sleeping by then."

He stopped talking.

"And?" I asked.

"Stupid, but I didn't want to wake him. We hadn't been on the best terms. He was tired of my crap, and I was just tired."

He shook his head and looked down, making a sliding motion with his hand: "I slid the note under his door and went back to my bedroom, closed the door behind me, and sat on my bed knowing I was about to pass out."

He clasped his hands together like a child saying bedtime prayers, gripping them tight until his fingers were white and red.

"I heard him before I saw him — Dad came bolting out of his bedroom so fast that you would've thought the house was on fire." His eyes dampened and lowered.

"'No!' I heard him scream. In all the yellings I got from that man, they were nothing like that scream... nothing."

I saw a tear fall onto his knuckles. He didn't look up. He didn't wipe away a tear. He just watched it slip down his clasped hands onto the countertop... another soon followed.

"In one hand, my dad had my note, stained with blood. In the other, he had my wrist, trying to stop the blood."

The young man unclasped his hands and turned over his right hand. There was a tattoo that cuffed his wrist... I couldn't make out what it said, but I knew what it covered.

"I don't remember much after that. It wasn't until I got home from the hospital that I saw that my door was broken," he said, chuckling and shaking his head. "My dad busted through my door. The damn thing was unlocked."

He bowed his back and wiped his eyes. "I'd been such an ass to my dad. We hadn't been doing a lot talking before that night. Some yelling, yeah, but talking... no. Yet, he busted a door and two knuckles to get to me."

He picked up his ballcap and put it back on his head. "That was seven years ago. I don't live at home anymore, but I see my dad nearly every day... we started our own business together," he said, pointing to the logo on his cap.

I didn't have the right words, so I remained quiet. I reached out and held his hand. It was warm and calloused.

Squeezing my hand, he said, "Thank you, ma'am... I don't know you, but now you know more about me than most. Guess I just needed someone to talk to, and God gave me you. I never knew my mom." His face flushed. "Not saying you're that old."

"Well, I think we both know that I'm that old," I said lightly. "My guess is you're close to the same age as one of my boys. If it's okay, I'll add you to my prayers tonight. I don't know if you know Jesus, but..."

Before I could finish my sentence, he smiled the first and last smile I would ever see on him.

"Ma'am, I know Jesus. I met Him that night. He woke up Dad. He broke my door, and He healed me... He healed me and my dad. We both met Him that night," he said.

I wiped tears from my cheek.

"The day I got my own apartment, my dad gave me a gift," he said. "I didn't know he had kept that note from that night, but he did. Dad took a corner of the blood-stained page and cut it out into a small cross. He wrote over the stain: PAID IN FULL. I framed it, and it hangs on my wall."

He left soon after. I never even got his name. I don't think I was supposed to — what I got was more than I anticipated, and a reminder of what I'll never forget: the power of love and the power of the blood of Jesus.

SGLY, dear reader.

(Smile, God Loves You.)

Tiffany Kaye Chartier is an inspirational author and columnist. To share feedback or request a topic for consideration, visit http:// www. tiffanykayechartier. com or email connect@ tiffanykayechartier. com. Follow on Facebook: Tiffany Kaye Chartier. The views and opinions expressed here are the author's own and do not necessarily reflect those of the Herald Democrat.

Moment with the Minister: Hope for Scaredy-cats

By Todd Catteau
Special to the Herald Democrat

Todd Catteau

Well, Happy Halloween. While I certainly am never one to turn away candy, I must admit Halloween is not one of my favorite holidays. I'm somewhat of a scaredy-cat, and all the frights and scares are not my thing. Neither are horror movies or scary stories around the campfire. Add rollercoasters and any type of thrill ride to that list. It may be for some people, but fear is not something I go looking for.

Though I may not go looking for it, fear has a way of finding me and, for that matter, all of us. Whether it be the news, personal concerns, family matters, finances, or health worries, it seems like fear has a way of creeping into my life daily. Who needs Halloween when there are "wars and rumors of war" all around us?

I find it comforting, though, that the Bible acknowledges that the world we live in often does elicit fear. And it talks about it often. A quick word search reveals that the words "fear" and "afraid" are used almost 500 times in our Bibles. In fact, "do not be afraid" is one of Jesus's most often repeated lines. Fear is real.

I wish I could say having faith removes all fear. I can't say that, but I can say that faith can help us in not allowing fear to overwhelm or control us. Here are a few of those Scriptures that might help:

Psalm 23:4 (NIV) — "Even though I walk through the darkest valley, I will fear no evil, for you are with me; your rod and your staff, they comfort me."

God walks with us through the scary stuff. His presence and protection keep us moving forward even when we're afraid.

1 John 4:18 (NIV) — "There is no fear in love. But perfect love drives out fear, because fear has to do with punishment. The one who fears is not made perfect in love."

Knowing we are loved by God reminds us that in all things he is working for our best. That perfect love God has for us pushes fear aside, keeping it from dominating our thoughts.

Psalm 118:6 (NIV) — "The LORD is with me; I will not be afraid. What can mere mortals do to me?"

When others oppose us and ridicule us, we know that God will provide strength for the trial. When we know God is on our side, all fears melt away. Even if our life is at stake, our hope of eternal life mitigates our fear.

Luke 12:7 (NIV) — "Indeed, the very hairs of your head are all numbered. Don't be afraid; you are worth more than many sparrows."

When you are afraid, take comfort in knowing that God knows all the details of your life and values you more than you can know.

The world can be a frightening place—not just on Halloween, but every day. Yet we don't have to let fear win. Through faith in our Almighty God, we can choose courage over panic, hope over despair, and trust over worry. God's love, protection, and strength are greater than anything we fear.

Todd Catteau is the preaching minister for the Park Avenue Church of Christ in Denison. He and his wife, Henriann, have four children and two grandsons. He is a native of Massachusetts and loves his Boston sports teams. His writings and links to sermons can be found at catteau.net. The views and opinions expressed here are the author's own and do not necessarily reflect those of the Herald Democrat.

COLLIN COUNTY OUTER LOOP
SEGMENT 5

Notice of Virtual Public Meeting

Collin County Outer Loop - Segment 5 (Northeast)

Collin County is conducting a study of the alignment of Segment 5 of the Collin County Outer Loop in the northeast part of the county from State Highway (SH) 121 (near Anna, Texas) to US 380 (near Farmersville, Texas) in northeast Collin County. The current study will refine the previously identified alignment and develop right-of-way (ROW) mapping documents.

Collin County is hosting a virtual public meeting to share information about the project and gather feedback from the public on the alignment variations under consideration. The virtual public meeting is not a live event. All public meeting materials will be posted to the project website at ccol-segment5.com and will consist of a pre-recorded video presentation, exhibit boards, and an interactive comment map.

The public meeting details are listed below.

Virtual*

ccol-segment5.com

Thursday, November 13, to Monday, December 15, 2025

Information regarding the Collin County Outer Loop – Segment 5 project will be posted on the project website by 8 a.m. on Thursday, November 13 and will remain available through Monday, December 15, 2025.

*This is not a live event

About the Study

The Collin County Outer Loop is a 55-mile planned transportation facility that will ultimately span from the Denton/Collin County line, through or by cities including Celina, Weston, Anna, Melissa, Blue Ridge, Farmersville, Josephine and Royse City, to the Rockwall/Collin County line. This project consists of Segment 5, which extends approximately 21 miles from SH 121 to US 380 in northeast Collin County. A technically preferred alignment for this roadway was previously identified and approved in 2007. The Collin County Outer Loop – Segment 5 project will review the previously identified alignment, identify needed revisions to the alignment location, and develop the ROW mapping documents.

The project's objectives are focused on enhancing mobility and safety, cost effectiveness, engineering feasibility, and minimizing environmental impacts.

The public is invited to submit comments on the proposed update through Monday, December 15, 2025.

Comments may be submitted in one of the following ways:

Online at:
ccol-segment5.com

By mail or email to:
Collin County Outer Loop – Segment 5
17111 Preston Road Rd., Suite 300
Dallas, TX 75248
connect@ccol-segment5.com

The public meeting materials will be developed in English. If you need additional language or accessibility accommodations, please contact Gwen Jurisich at connect@ccol-segment5.com. If you experience any technical difficulties while accessing the virtual public meeting, please contact Gwen Jurisich at connect@ccol-segment5.com or via phone at 972-960-4431.

B5. Collin County Government Social Media Posts

Collin County Government's Post

Collin County Government updated their status.
October 30 ·

🚧 Virtual Public Meeting: Outer Loop Segment 5 from S.H. 121 to U.S. 380 🚧

Collin County is inviting the community to participate in a Virtual Public Meeting for Outer Loop Segment 5: S.H. 121 (between Anna and Melissa) to U.S. 380 in Farmersville.

📅 When: November 13 – December 15, 2025
🌐 Where: https://ccol-segment5.com/

📄 View: Virtual Public Meeting Notice (PDF) on the site

This meeting will share updates on the refinement of the previously approved alignment (originally approved in 2006) and provide opportunities for public input from residents, city leaders, and other stakeholders.

💬 Get Involved: Learn more, explore the project details, and sign up for updates at https://ccol-segment5.com/

For historical corridor and alignment information, please contact Collin County Engineering at 📞 (972) 548-3727 or ✉️ engineering@collincountytx.gov

#CollinCounty #PublicMeeting #Transportation #Infrastructure #CommunityEngagement #TexasRoadProjects

8 shares

Like Comment Share

No comments yet
Be the first to comment.

B6. CCOL Website Notice

Collin County is hosting a virtual public meeting from Thursday, November 13, through Monday, December 15, 2025. Check out the meeting materials below!

Select Language

COLLIN COUNTY OUTER LOOP SEGMENT 5

From S.H. 121 (in between Anna and Melissa) to U.S. 380 in Farmersville

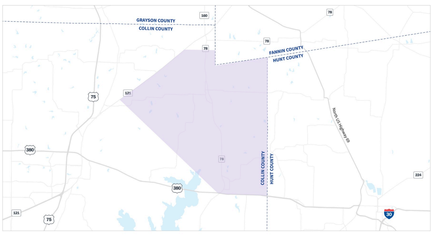
Questions or Comments?

Jump to: About the Project | Project Objectives | Project Timeline | Virtual Public Meeting | Video | Contact Us

About the Project

Collin County is the sixth-highest populated county in Texas and a vital part of the rapidly growing Dallas-Fort Worth Metroplex. With a forecasted population growth of 70% from 2026 to 2050, planning for local and regional connectivity is imperative to development.

Collin County is studying Segment 5 of the Collin County Outer Loop, a corridor of approximately 21 miles, from SH 121 to US 380 to identify right-of-way (ROW) needs and revisit the study completed on this segment in 2007. The 21-mile segment is anticipated to utilize a 500-foot ROW with two mainlanes in each direction and two-lane frontage roads in each direction. The Collin County Outer Loop makes up a portion of the currently developing Regional Outer Loop, made up of projects being conducted in Collin, Denton, Kaufman and Rockwall counties.



Project Objectives

- Enhanced Mobility and Safety
- Cost Effectiveness
- Engineering Feasibility
- Minimizing Environmental Impacts

Project Timeline/Key Milestones

- Public Meeting **FALL 2025**
- Public Meeting **WINTER 2026**
- Public Hearing **SUMMER 2026**

ONGOING STAKEHOLDER COORDINATION

PROJECT SCHEDULE

- Review, Identify and Validate Alignment Variations **SUMMER 2025**
- Refine Alignment Variations **WINTER 2025**
- Identify Preferred Alignment **SPRING 2026**
- ROW Mapping **FALL 2026**

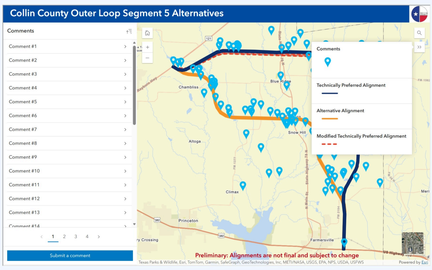
Virtual Public Meeting

Collin County is hosting a virtual public meeting to share information about the project and gather feedback from the public on the alignment variations under consideration. Public meeting materials are posted below and will remain available through Monday, December 15, 2025. If you have any questions on accessing the materials, please contact the project team at connect@ccol-segment5.com.

Comments may be submitted in one of the following ways:

- Online at ccol-segment5.com
- By mail or email to:
  Collin County Outer Loop - Segment 5
  17111 Preston Road, Suite 300
  Dallas, TX 75248
  connect@ccol-segment5.com

Thank you for your interest in this project!



- Notice of Virtual Public Meeting
- Virtual Public Meeting Powerpoint with Script
- Environmental Constraints Map

Video

Background

The technically preferred alignment was approved in 2007. No other activity has been completed on this segment to date.

Contact Us

Name

First Name

Last Name

Email

example@example.com

Zip Code

e.g., 23

Comment

Submit

COLLIN COUNTY OUTER LOOP SEGMENT 5

From S.H. 121 (in between Anna and Melissa) to U.S. 380 in Farmersville

© 2025 Collin County

Back to top

C. Sign-in Sheets

C1. Online Attendance

Public Meeting Webpage: 3,781 unique visitors

Video Presentation Views: 2,759

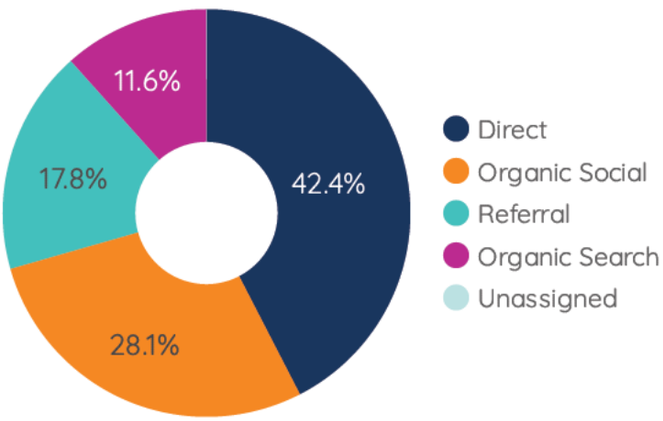
Web viewing statistics for: https://ccol-segment5.com/

Collin County Outer Loop Segment 5
Web Analytics

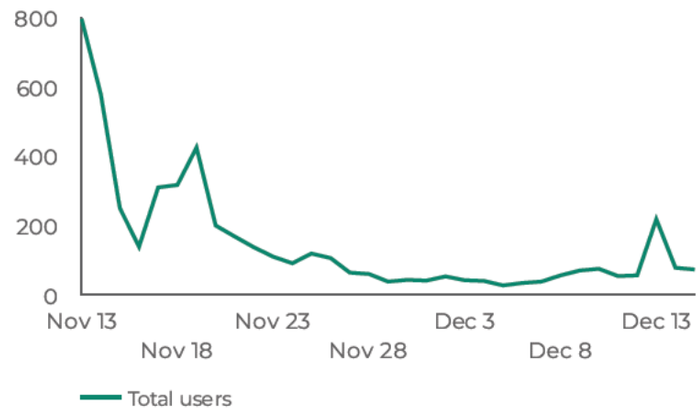
Nov 13, 2025 - Dec 15, 202

Total users	New users	Engaged sessions	Views	Average Session Duration
3,781	3,710	2,759	6,960	00:00:37

Sessions by Acquisition Type



Users per Day



Referrals & Social Media Sources

	Session source	Engaged sessions
1.	m.facebook.com	480
2.	collincountytx.gov	314
3.	nextdoor.com	155
4.	lm.facebook.com	153
5.	l.facebook.com	130
6.	facebook.com	13
7.	statics.teams.cdn.offic...	13

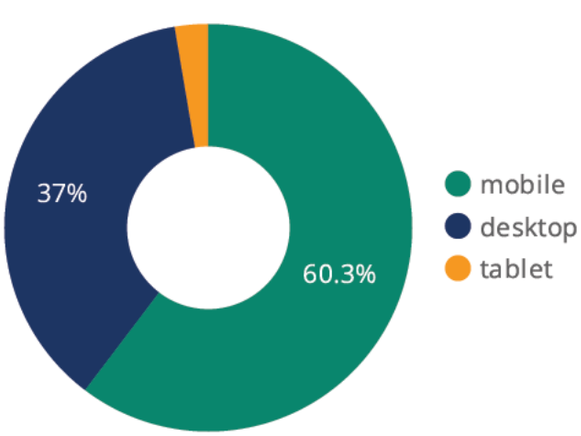
1 - 10 / 13

Sessions by Regional Cities

	City	Engaged ...	Total users
1.	Dallas	778	1,056
2.	McKinney	162	230
3.	Trenton	120	161
4.	Blue Ridge	111	161
5.	Austin	100	135

1 - 5 / 377

Sessions by Device Type



For a comprehensive glossary on Google Analytics definitions, refer to this guide.

D. Comments Received

Outlook

Re: Collin County Outer Loop - Comment Form - Tony Kimmey

From Tony Kimmey <noreply@formresponse.com>
Date Thu 11/6/2025 12:16 PM
To

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

Collin County Outer Loop - Comment Form

Name	Tony Kimmey
Email	[redacted]
Zip Code	[redacted]
Comment	Please add me to your public meeting invitees list. Thanks.

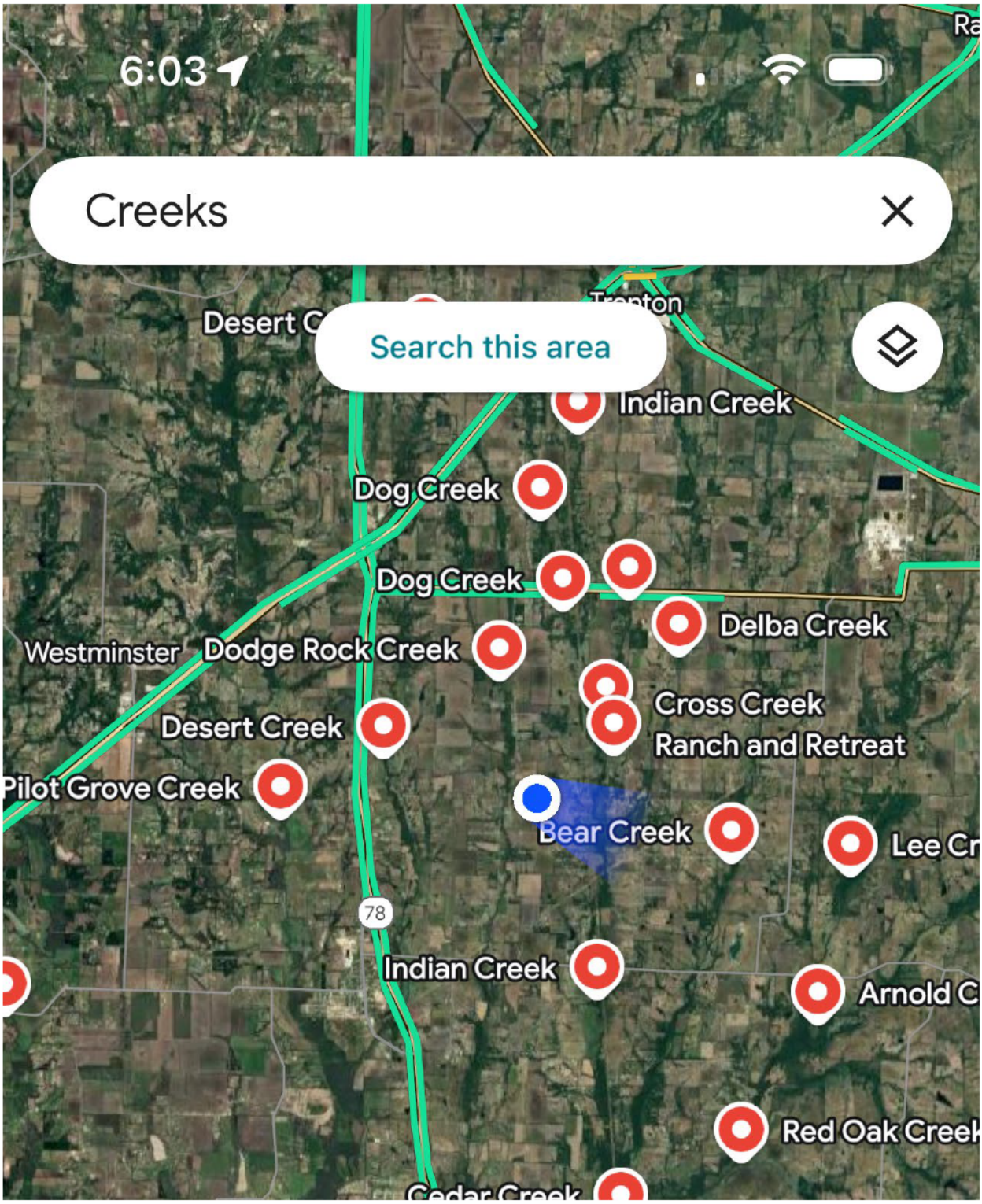
You can edit this submission and view all your submissions easily.

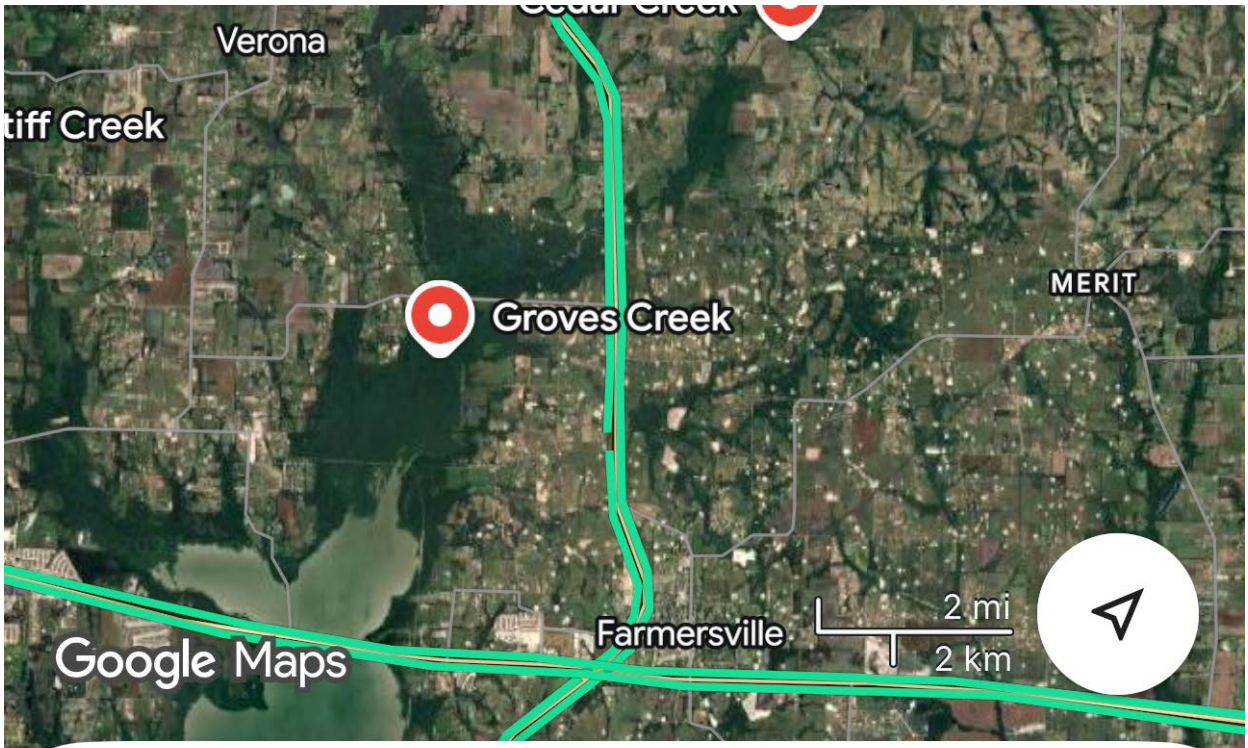
From: caleb blagburn
To: connect@crol-segment5.com
Subject: Outer loop 121 to us 380
Date: Saturday, November 8, 2025 6:09:28 AM
Attachments: image0.png
image.png

[You don't often get email from [redacted] Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

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

Please change the alignment section 5 from 121 to us 380 to south of blue ridge, there is a 3800 home community that If aligned right will be close enough they can get on there and bypass the schools in Melissa for safety reasons, there are also larger tracts of land south of town and north of Farmersville to help tie all this together, also the proposed route now is going through several Indian burial grounds around 2862 where a&m has done studies already this alignment needs to be shifted south. Where section 1 ties into section 6 at fm 121 there is no reason for that to go north there just to turn and go south please straighten the line up take the 90 degree sweeping bend out. Where the section crosses cr 671 and goes through the bottom ground Indian creek affects the lake Lavon water shed. If this alignment is shifted south it will have fewer bridges as creeks are merged the further south you go to help financially with this project the further north you go the more creeks there are. I have attached maps of creeks can see north of town there are quite a few more. I hope you take all this into consideration and change the alignment to south of Blue Ridge.

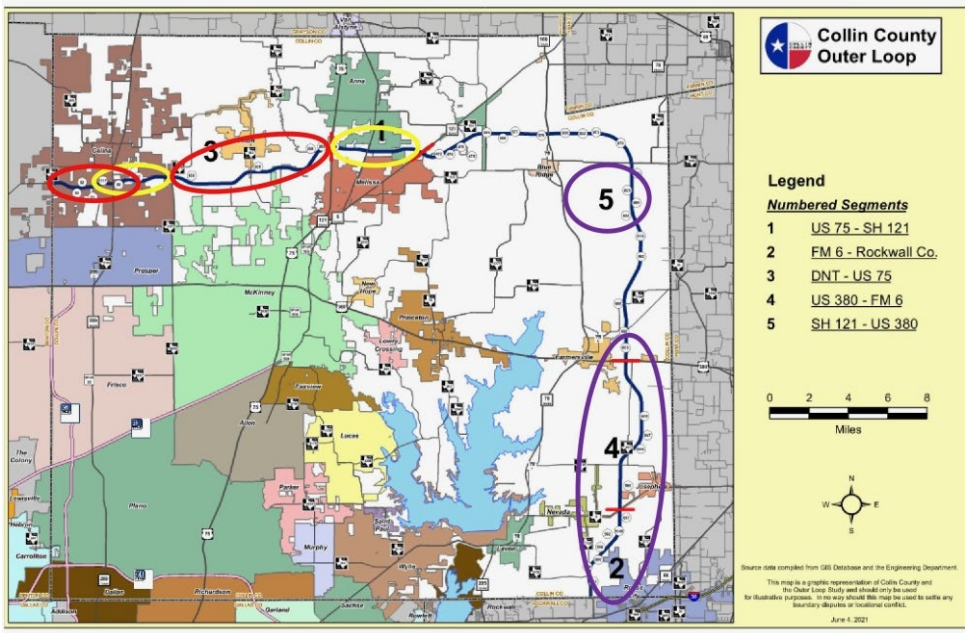




Creeks

Bailey Creek

No reviews · River · 1.4 mi

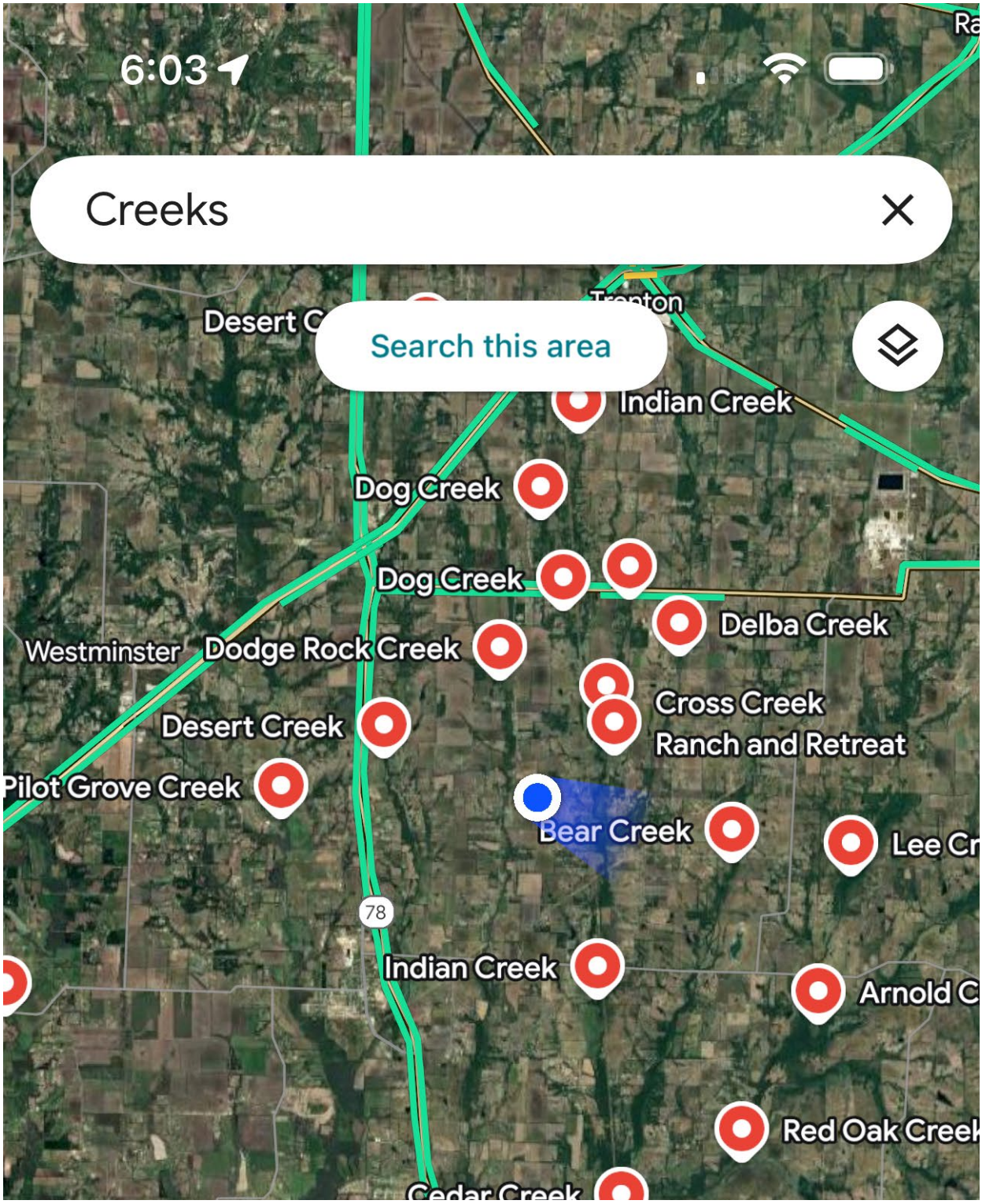


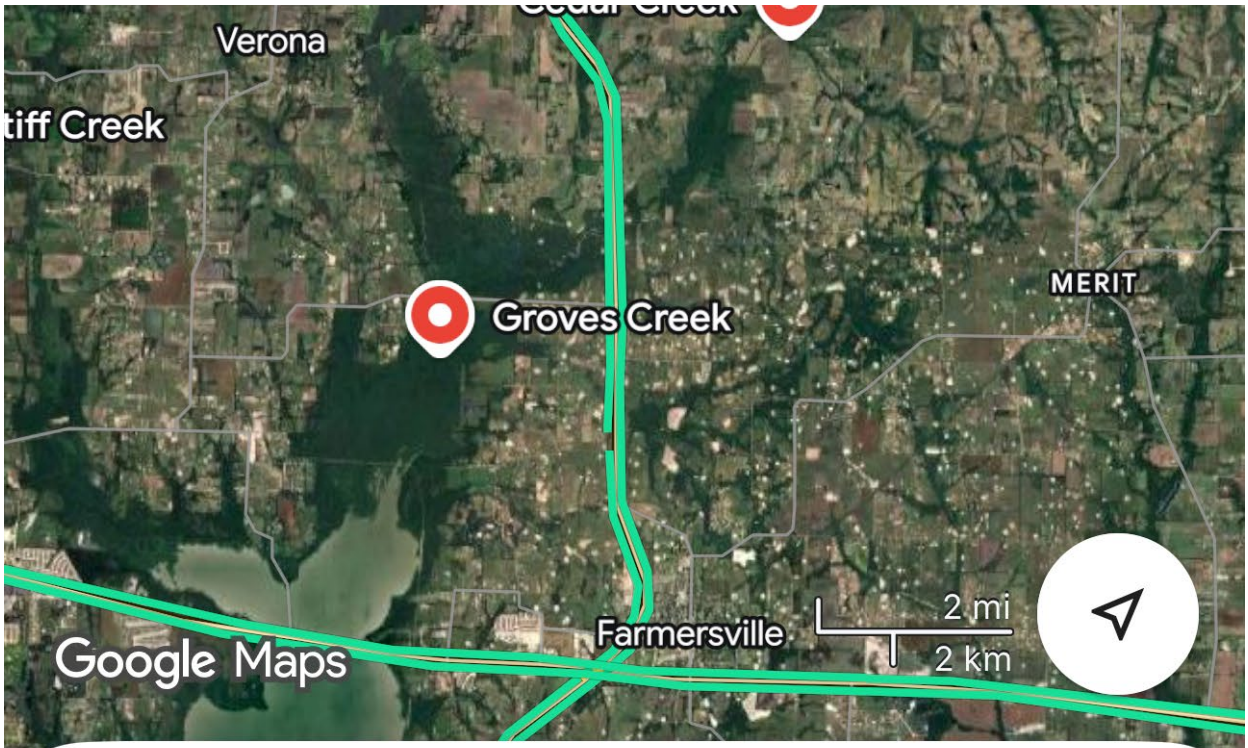
From: caleb blagburn
To: connect@ccol-segment5.com
Subject: Outer loop 121 to us 380
Date: Saturday, November 8, 2025 6:09:17 AM
Attachments: image0.png
image.png

[You don't often get email from [redacted]. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

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

Please change the alignment section 5 from 121 to us 380 to south of blue ridge, there is a 3800 home community that If aligned right will be close enough they can get on there and bypass the schools in Melissa for safety reasons, there are also larger tracts of land south of town and north of Farmersville to help tie all this together, also the proposed route now is going through several Indian burial grounds around 2862 where a&m has done studies already this alignment needs to be shifted south. Where section 1 ties into section 6 at fm 121 there is no reason for that to go north there just to turn and go south please straighten the line up take the 90 degree sweeping bend out. Where the section crosses cr 671 and goes through the bottom ground Indian creek affects the lake Lavon water shed. If this alignment is shifted south it will have fewer bridges as creeks are merged the further south you go to help financially with this project the further north you go the more creeks there are. I have attached maps of creeks can see north of town there are quite a few more. I hope you take all this into consideration and change the alignment to south of Blue Ridge.

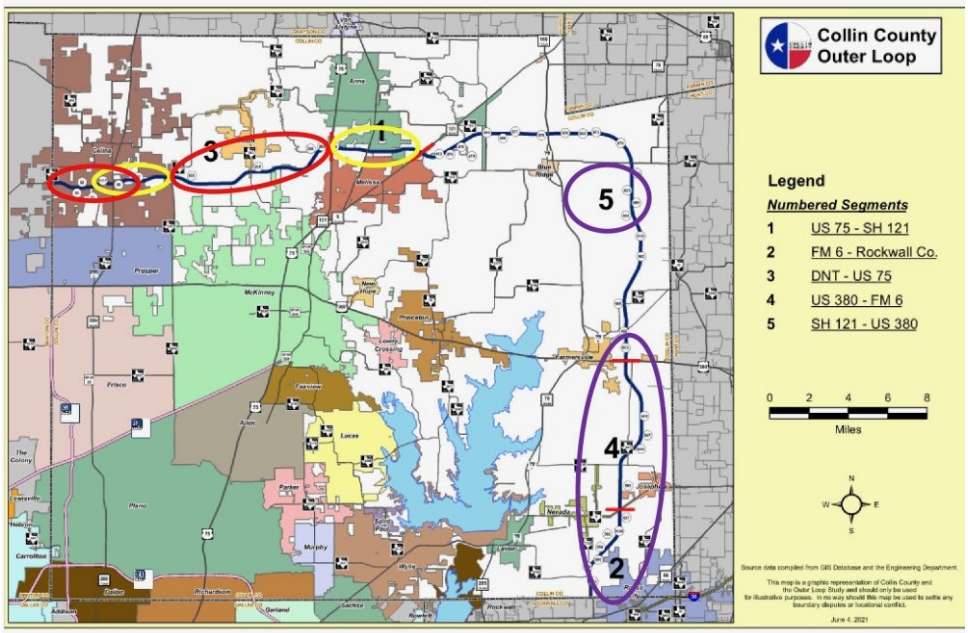




Creeks

Bailey Creek

No reviews · River · 1.4 mi



From: Gary Lawson
To: connect@ccol-segment5.com
Subject: Outer Loop Segment 5 Virtual Public Meeting etc
Date: Monday, November 10, 2025 1:33:48 PM

You don't often get email from [redacted]. Learn why this is important

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

I received a letter about a virtual meeting Nov 13 to Dec 15 regarding the outer loop segment 5?
We own a farm in Blue Ridge, TX.

The subheading of your letter reads

VIRTUAL*
ccol-segment5.com
"Thurday, Novmber 13, to Monday, Decmeber 15, 2025"

I am totally confused. I have never seen a meeting scheduled to last over an entire month?

I went on line and saw somewhere that there might be a real in-person meeting at some school?

I can't find a decent map online that I can see where the current proposed highway would be. On one map I found it looks like it connects up north to Hwy 121 and then comes down overlaying on County Rd 78?

Our farm is on County Rd 632, just north of County Rd 981.

Please help me understand. Is there any real in-person meeting, anywhere?

If there is something that will be posted on your website Nov 13th. What is that web address?

Why if it states that "This is not a live event" why is it called a "virtual public meeting"?

Gary Lawson, J.D., LL.M.

[redacted]

The above picture shows my being inducted as an honorary "Nightstalker", the Army's 160th Special Operations Aviation Regiment, by order of the Secretary of the Army for my decades of service to military families and wounded veterans.

[redacted]

[redacted]

[redacted] (Chairman 2025)

My NASA Astronaut Children's Book makes a great gift for your grandchildren.

"*The Bear Who Wanted To Be An Astronaut*" https://a.co/d/jbG5LWr

From: Marea Downey
To:
Subject: Re: Collin County Outer Loop - Comment Form - Marea Downey
Date: Tuesday, November 11, 2025 7:08:48 AM

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

Collin County Outer Loop - Comment Form

Name	Marea Downey
Email	[redacted]
Zip Code	[redacted]

You can edit this submission and view all your submissions easily.

From: Gwendolyn Kakaska
To:
Subject: Re: Collin County Outer Loop - Comment Form - Gwendolyn Kakaska
Date: Tuesday, November 11, 2025 4:23:05 PM

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

Collin County Outer Loop - Comment Form

Name	Gwendolyn Kakaska
Email	[redacted]
Zip Code	[redacted]
Comment	I live at [redacted]. I know you're straightening out 660 near me, a very small part of my property is part of that alignment. May I please see & know what else you are planning for my immediate area and property (if any)? I was trying to see the new segment design, but it won't show on this site. Please forward to me the plats/segments for my immediate area. Thank you. Gwen K.

You can edit this submission and view all your submissions easily.

Outlook

Re: Collin County Outer Loop - Comment Form - Becky Airhart-Smith

From Becky Airhart-Smith <noreply@formresponse.com>
Date Thu 11/13/2025 8:32 PM
To

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

Collin County Outer Loop - Comment Form

Name	Becky Airhart-Smith
Email	[redacted]
Zip Code	[redacted]
Comment	The Chilton land has been in the family since 1836. Please do not destroy this area.

You can edit this submission and view all your submissions easily.

Outlook

Re: Collin County Outer Loop - Comment Form - Becky Airhart-Smith

From Becky Airhart-Smith <noreply@formresponse.com>
Date Thu 11/13/2025 8:42 PM
To

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

Collin County Outer Loop - Comment Form

Name	Becky Airhart-Smith
Email	[redacted]
Zip Code	[redacted]
Comment	What happened to create two alignments the technical and a preferred? What happens to the homes that are in the area the outer loop appears to be going thru?

You can edit this submission and view all your submissions easily.

Outlook

Re: Collin County Outer Loop - Comment Form - Christopher Barber

From Christopher Barber <noreply@formresponse.com>
Date Thu 11/13/2025 6:00 PM
To

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Collin County Outer Loop - Comment Form

Name	Christopher Barber
Email	[redacted]
Zip Code	[redacted]
Comment	I should probably try to come up with another reason, but the Alternate Alignment moves this roadway further away from my farm, which, to be honest, is why I prefer it greatly!

You can edit this submission and view all your submissions easily.

Outlook

Re: Collin County Outer Loop - Comment Form - Vivi M Berg

From Vivi M Berg <noreply@formresponse.com>
Date Thu 11/13/2025 5:47 PM
To

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Collin County Outer Loop - Comment Form

Name	Vivi M Berg
Email	[redacted]
Zip Code	[redacted]
Comment	Will any of these variations of alignments affect CR 465 in Altoga TX? thanks

You can edit this submission and view all your submissions easily.

Outlook

Re: Collin County Outer Loop - Comment Form - Vivi M Berg

From Vivi M Berg <noreply@formresponse.com>
Date Thu 11/13/2025 6:18 PM
To

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Collin County Outer Loop - Comment Form

Name	Vivi M Berg
Email	[redacted]
Zip Code	[redacted]
Comment	Will any of these variations of alignments affect CR 465 in Altoga TX? thanks

You can edit this submission and view all your submissions easily.

Outlook

land owner impact

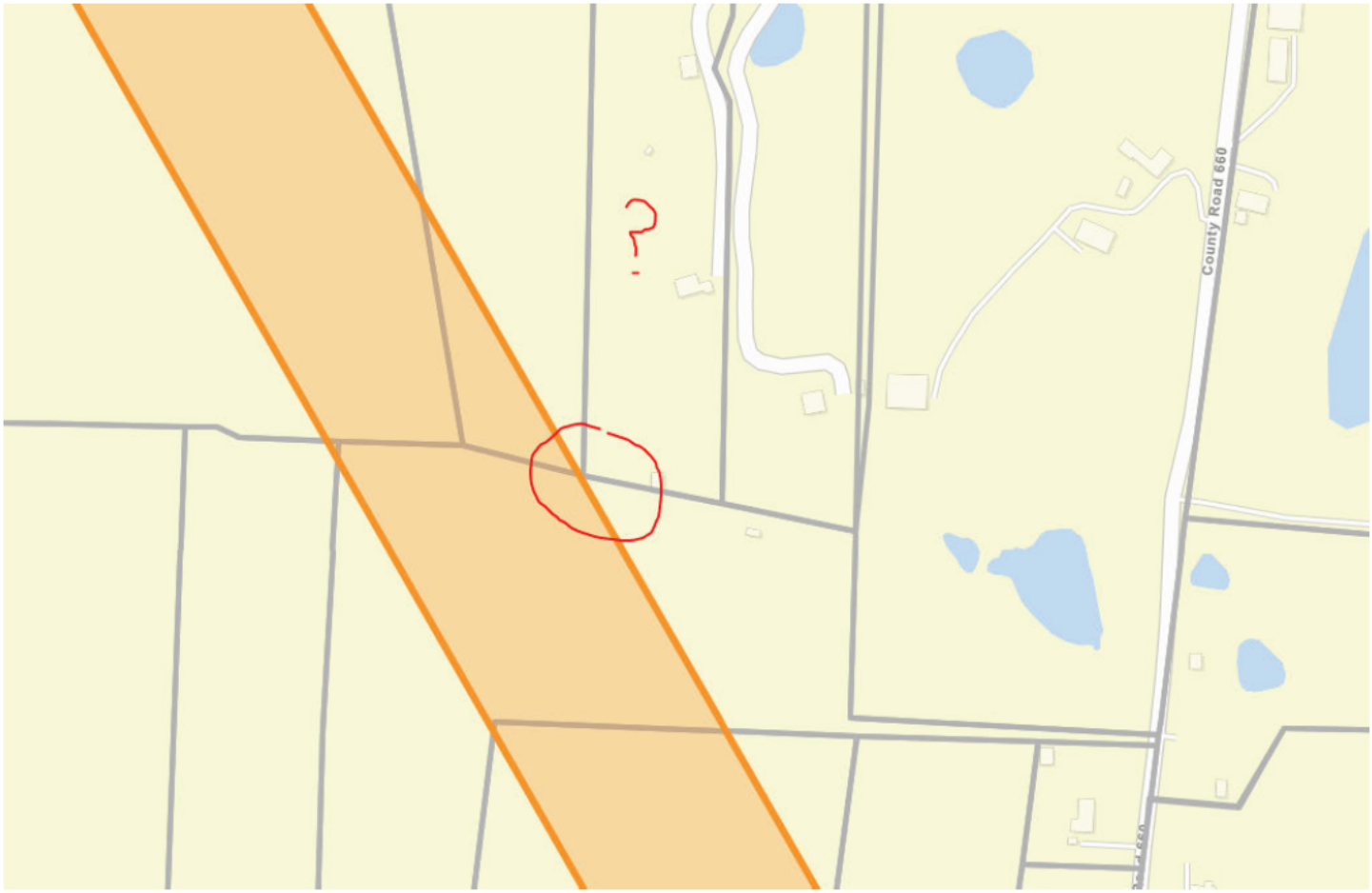
From [redacted]
Date Thu 11/13/2025 7:53 AM
To connect@ccol-segment5.com <connect@ccol-segment5.com>

You don't often get email from [redacted]. Learn why this is important

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

Given the route shown below, what would happen to the land shown where the proposed route just clips the corner of the property? Is that property subject to eminent domain takeover or is it left as is with a major roadway now adjacent to it?

Thank you and regards
Brian Delsey



Outlook

Re: Collin County Outer Loop - Comment Form - Alex Dubovsky

From Alex Dubovsky <noreply@formresponse.com>
Date Thu 11/13/2025 9:40 AM
To

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Collin County Outer Loop - Comment Form

Name	Alex Dubovsky
Email	[redacted]
Zip Code	[redacted]
Comment	Please keep me updated on the status of this project since we own some land near Farmersville.

You can edit this submission and view all your submissions easily.

Outlook

Re: Collin County Outer Loop - Comment Form - Susan Gordey

From Susan Gordey <noreply@formresponse.com>
Date Thu 11/13/2025 10:46 AM
To

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Collin County Outer Loop - Comment Form

Name	Susan Gordey
Email	[redacted]
Zip Code	[redacted]
Comment	The 'alternative alignment' should be the route chosen. To choose any other route or path, would impact the Lake Lavon water shed. To choose any other path or route will economically impact well established farms that have been generation homesteads (50+ years). To choose the alternative alignment route, is a better option due to less creeks and other waterways to cross. 'The shortest distance between two points is a straight line'. In doing so, the cost of construction (destruction) should cost much less.

You can edit this submission and view all your submissions easily.

Outlook

Re: Collin County Outer Loop - Comment Form - Meegyn James

From Meegyn James <noreply@formresponse.com>
Date Thu 11/13/2025 9:59 PM
To Trigger, Caroline [redacted]; Jurisich, Gwen [redacted]; DeFazio, Ali [redacted]

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Collin County Outer Loop - Comment Form

Name	Meegyn James
Email	[redacted]
Zip Code	[redacted]
Comment	I finally after 30 years of dreaming have my farm land and now it will be intervened with highway. All that's buying up the land now is investors. American dream Is now dead, giving it to foreigners because they are the only ones who can afford to have our dreams. Don't build this road so close to us -CR 505

You can edit this submission and view all your submissions easily.

Outlook

Re: Collin County Outer Loop - Comment Form -

From noreply@formresponse.com <noreply@formresponse.com>
Date Thu 11/13/2025 8:38 PM
To

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Collin County Outer Loop - Comment Form

Comment	This alternative route is terrible ! No one wants a six lane highway here . Leave Valdasta alone

You can edit this submission and view all your submissions easily.

Outlook

Re: Collin County Outer Loop - Comment Form - Becky Airhart-Smith

From Becky Airhart-Smith <noreply@formresponse.com>
Date Fri 11/14/2025 3:50 PM
To

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Collin County Outer Loop - Comment Form

Name	Becky Airhart-Smith
Email	[redacted]
Zip Code	[redacted]
Comment	How will county work with habitable structures? Will market value be paid?

You can edit this submission and view all your submissions easily.

Outlook

Re: Collin County Outer Loop - Comment Form - Sara Bahmanyar

From Sara Bahmanyar <noreply@formresponse.com>
Date Fri 11/14/2025 5:57 AM
To

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Collin County Outer Loop - Comment Form

Name	Sara Bahmanyar
Email	[redacted]
Zip Code	[redacted]
Comment	I use segment 3 on a daily basis since it opened. The 45 mph speed limit is too slow, as it is supposed to be a highway. Other FM streets that intersect with the outer loop have higher limits. Please increase it to 55. Please also ban bicyclists from riding on this road. They take over the entire road, don't move over, hold up traffic, and present a significant safety risk.

You can edit this submission and view all your submissions easily.

Outlook

Re: Collin County Outer Loop - Comment Form - Susan Clark

From Susan Clark <noreply@formresponse.com>
Date Fri 11/14/2025 12:54 PM
To

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Collin County Outer Loop - Comment Form

Name	Susan Clark
Email	[redacted]
Zip Code	[redacted]
Comment	I prefer the Modified Technically Preferred route. Seems that it would serve a greater population of Collin County. The Alternative Alignment would create greater distance and more cross roads and traffic to allow access to the Outer Loop. How do you propose to get to the Loop if you live in Northern Collin County? Build more roads at what cost? How is this cost effective?

You can edit this submission and view all your submissions easily.

Outlook

Re: Collin County Outer Loop - Comment Form - Donna Cotter

From Donna Cotter <noreply@formresponse.com>
Date Fri 11/14/2025 1:06 PM
To

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Collin County Outer Loop - Comment Form

Name	Donna Cotter
Email	[redacted]
Zip Code	[redacted]
Comment	I prefer the alternate alignment as it is located farther away from the water districts' reservoir and station off C. R. 702 giving the water districts room to expand and grow. Also the alternate alignment runs through the middle of segment 5 making the route easier for all people to use and quicker, especially for the Princeton residents where their is a large population growth!

You can edit this submission and view all your submissions easily.

Outlook

Re: Collin County Outer Loop - Comment Form - Adriana Jaimes

From Adriana Jaimes <noreply@formresponse.com>
Date Fri 11/14/2025 8:31 PM
To

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Collin County Outer Loop - Comment Form

Name	Adriana Jaimes
Email	[redacted]
Zip Code	[redacted]
Comment	Either way either route puts the road less than a mile from our home while disappointing as we just purchased but it makes sense. But how does collin county plan on acquiring this land some of this looks very close to the Farmersville park trails and I'm curious on how fairly the city and landowners will be compensated considering Collin county's inflated land appraisal. Much of the county is also struggling with lack of permanent fire coverage.what does this mean for land owners near working areas will Collin county's provide extra resources for fire coverage or coverage for the areas being cleared with heavy equipment. It's very off putting considering this could yet again be left up to Collin county's residents.

You can edit this submission and view all your submissions easily.

Outlook

Picture

From Gail Prather [redacted]
Date Fri 11/14/2025 10:46 AM
To connect@ccol segment5.com <connect@ccol segment5.com>

[You don't often get email from [redacted]. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

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

Could you please send me a map of where the loop will be on 78 right next to County Road 617? I cannot get the map online to function.

Gail Prather

Sent from my iPhone

Outlook

Re: Collin County Outer Loop - Comment Form - Deanne Sampson

From Deanne Sampson <noreply@formresponse.com>
Date Fri 11/14/2025 1:31 PM
To

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Collin County Outer Loop - Comment Form

Name	Deanne Sampson
Email	[redacted]
Zip Code	[redacted]
Comment	The Alternative Alignment makes more sense from a traffic perspective. The new subdivision traffic will need to go south, not north. Using the Modified Technically Preferred Alignment will force people north and not many people are commuting north of Blue Ridge. There are also fewer bridges that need to be built with the Alternative Alignment making it more cost effective.

You can edit this submission and view all your submissions easily.

Outlook

Re: Collin County Outer Loop - Comment Form - Bethany Thompson

From Bethany Thompson <noreply@formresponse.com>
Date Fri 11/14/2025 8:51 AM
To

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Collin County Outer Loop - Comment Form

Name	Bethany Thompson
Email	[redacted]
Zip Code	[redacted]
Comment	Hello, My grandma's property is where the outer loop goes directly through. Can you please not do this because that property is so important for my family and I and my grandpa worked so hard to achieve this beautiful space of land. It hold so many precious memories for him and his family, kids, grandkids, and anyone else who earn to privilege of glimpsing it. Texas is such a precious space and it's terrible to see how we keep destroying it with urban amenities rather than preserving it.

You can edit this submission and view all your submissions easily.

Outlook

Re: Collin County Outer Loop - Comment Form - Barbara Tice

From Barbara Tice <noreply@formresponse.com>
Date Fri 11/14/2025 8:10 PM
To

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Collin County Outer Loop - Comment Form

Name	Barbara Tice
Email	[redacted]
Zip Code	[redacted]
Comment	I live on the middle of [redacted] in the Blue Ridge. Will our home that we have worked so hard on for our retirement be affected. Why is CR 580 or FM 981 being widened to accommodate the plan to meet up with 380? It dies not seem very cost effective to have to buy and plow thru people's homes instead of just widening existing roads that run parallel to 380.

You can edit this submission and view all your submissions easily.

Outlook

Effect of Proposed Outer Loop on Our Property ID: 2507915

From Roopa Tiruveedula[redacted]
Date Fri 11/14/2025 10:37 AM
To connect@ccol-segment5.com <connect@ccol-segment5.com>
Cc Shashi kaligotla[redacted]

You don't often get email from [redacted]. Learn why this is important

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Hello Team,

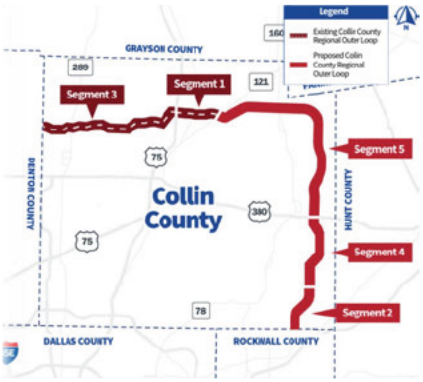
Good morning. We are reaching out regarding the proposed Collin County Regional Outer Loop construction. Our property, detailed below, is currently in active use, and we are concerned about the potential impact this project may have on our house and land. We would greatly appreciate any information or guidance you can provide regarding how the construction might affect our property, including any changes to access, boundaries, or usage. We have highlighted subjected property in the following image for your reference.

Property ID: [redacted]

Property Address: [redacted]

Owner: [redacted]

Property ID	Geo ID	Type	Owner Name	Owner ID	Address	Legal Description
[redacted]						



Thank you in advance for your assistance and support.

Kind regards,

Zenappy

Roopa

Strategy Analyst

[redacted]

Outlook

Re: Collin County Outer Loop - Comment Form - Josh Turner

From Josh Turner <noreply@formresponse.com>
Date Fri 11/14/2025 11:19 PM
To

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Collin County Outer Loop - Comment Form

Name	Josh Turner
Email	[redacted]
Zip Code	[redacted]
Comment	I travel this area every day for work and personal reasons. I support an upgrade to the road system, but please don't use eminent domain. If someone doesn't want to sell, there's nothing wrong with an increased cost and a few extra bends to go around them. God Bless Texas!

You can edit this submission and view all your submissions easily.

Outlook

Re: Collin County Outer Loop - Comment Form - Jan Pillai

From Jan Pillai <noreply@formresponse.com>
Date Sat 11/15/2025 10:15 PM
To

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Collin County Outer Loop - Comment Form

Name	Jan Pillai
Email	[redacted]
Zip Code	[redacted]
Comment	Prefer the alternate alignment for a number of reasons: Less number of private land parcels needed for ROW, more efficient in cost and convenience.

You can edit this submission and view all your submissions easily.

Outlook

Re: Collin County Outer Loop - Comment Form - SUBBARAYAN VENKATESAN

From SUBBARAYAN VENKATESAN <noreply@formresponse.com>
Date Sat 11/15/2025 10:21 PM
To

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Collin County Outer Loop - Comment Form

Name	SUBBARAYAN VENKATESAN
Email	[redacted]
Zip Code	[redacted]
Comment	The Modified Technically Preferred Alignment is better than the rest as it has the advantages of the technically preferred alignment and reduces the impact to many land owners and results in faster ROW acquisition.

You can edit this submission and view all your submissions easily.

Outlook

Re: Collin County Outer Loop - Comment Form - Jason Hubbard

From Jason Hubbard <noreply@formresponse.com>
Date Sun 11/16/2025 9:09 AM
To

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Collin County Outer Loop - Comment Form

Name	Jason Hubbard
Email	[redacted]
Zip Code	[redacted]
Comment	I live in the trails of blue ridge subdivision which is right near the path of this road, about .4 miles away. The road noise and traffic on 78 near our home is bad enough but adding more traffic and road noise will only deteriorate my home values and country life. The northern route makes more sense vs. the alternate that I love close to.

You can edit this submission and view all your submissions easily.

Outlook

Re: Collin County Outer Loop - Comment Form - Rebecca Peterson

From Rebecca Peterson <noreply@formresponse.com>
Date Sun 11/16/2025 8:08 PM
To

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Collin County Outer Loop - Comment Form

Name	Rebecca Peterson
Email	[redacted]
Zip Code	[redacted]
Comment	Stick with the original map

You can edit this submission and view all your submissions easily.

Outlook

Re: Collin County Outer Loop - Comment Form - Tracy Phillips

From Tracy Phillips <noreply@formresponse.com>
Date Sun 11/16/2025 10:16 PM
To

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Collin County Outer Loop - Comment Form

Name	Tracy Phillips
Email	[redacted]
Zip Code	[redacted]
Comment	I am the owner of a 27.2-acre property on [redacted]. Based on the published maps, the northern portion of my land falls within the proposed Segment 5 corridor. I am requesting a re-evaluation of the alignment due to the following concerns: 1. Rural character, privacy, and environmental quality This area is a low-noise, low-light rural community. The proposed alignment would introduce permanent increases in noise, headlight glare, and light pollution that would significantly alter existing environmental conditions. These impacts cannot be mitigated once the roadway is built. 2. Deviation from previously anticipated alignments Earlier Outer Loop planning indicated an alignment farther north/east, following existing major corridors. The current alignment appears to have been shifted for cost or distance reasons, but it increases impacts to rural residential properties and fragments large parcels. Alignments that follow established routes typically produce fewer long-term impacts.

[redacted]

3. Drainage and hydrology concerns
My property drains north toward the proposed roadway location. Any embankments, culverts, or changes to natural runoff patterns could create flooding, erosion, or hydrologic impacts to my land. I request that drainage modeling and hydrology analysis be completed and shared publicly.

4. Proximity to reservoir and sensitive areas
The revised alignment appears closer to a nearby reservoir, raising potential concerns for watershed impacts. This factor warrants additional review of alternatives.

Request:
I respectfully ask the project team to re-evaluate the alignment and consider shifting the corridor north to follow existing major roadways. This alternative would reduce impacts to rural residents, drainage systems, and environmental quality.

Thank you for considering this comment

You can edit this submission and view all your submissions easily.

Outlook

Re: Collin County Outer Loop - Comment Form - Les Walker

From Les Walker <noreply@formresponse.com>
Date Sun 11/16/2025 10:25 AM
To

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Collin County Outer Loop - Comment Form

Name	Les Walker
Email	[redacted]
Zip Code	[redacted]
Comment	By your alignment you will be taking all the land on my property that can be built on leave me with worthless flood plain. Are you going to compensate me for the depreciation of the land you are not taking.

You can edit this submission and view all your submissions easily.

Outlook

Re: Collin County Outer Loop - Comment Form - Mike Airhart

From Mike Airhart <noreply@formresponse.com>
Date Mon 11/17/2025 8:13 PM
To

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Collin County Outer Loop - Comment Form

Name	Mike Airhart
Email	[redacted]
Zip Code	[redacted]
Comment	My family has been living and farming in Valdasta since the late 1800's. Our land was inducted in the Texas Heritage Farms in early 2000s. My great grandfather helped his neighbors, when they were in need by providing produce and meat. Now you want to repay us by taking our land.

You can edit this submission and view all your submissions easily.

Outlook

Re: Collin County Outer Loop - Comment Form - Becky Airhart-Smith

From Becky Airhart-Smith <noreply@formresponse.com>
Date Mon 11/17/2025 7:10 PM
To

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Collin County Outer Loop - Comment Form

Name	Becky Airhart-Smith
Email	[redacted]
Zip Code	[redacted]
Comment	Please explain the process of habitable structures? The Hope Church in Valdasta is Historical if you go thru here the parking & activity area has been removed and/or compromised.

You can edit this submission and view all your submissions easily.

Outlook

Re: Collin County Outer Loop - Comment Form - Becky Airhart-Smith

From Becky Airhart-Smith <noreply@formresponse.com>
Date Mon 11/17/2025 11:03 PM
To

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Collin County Outer Loop - Comment Form

Name	Becky Airhart-Smith
Email	[redacted]
Zip Code	[redacted]
Comment	Why would you want to destroy the community of Valdasta? Have you validated the environmental constraints and the endangered birds?

You can edit this submission and view all your submissions easily.

Outlook

Re: Collin County Outer Loop - Comment Form - Mohammad Asif

From Mohammad Asif <noreply@formresponse.com>
Date Mon 11/17/2025 4:51 PM
To

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Collin County Outer Loop - Comment Form

Name	Mohammad Asif
Email	[redacted]
Zip Code	[redacted]
Comment	Even though the modified technically preferred alignment cost more now but it will cover more area and benefits in future

You can edit this submission and view all your submissions easily.

Outlook

Re: Collin County Outer Loop - Comment Form - Crystal Coorough

From Crystal Coorough <noreply@formresponse.com>
Date Mon 11/17/2025 6:31 PM
To

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Collin County Outer Loop - Comment Form

Name	Crystal Coorough
Email	[redacted]
Zip Code	[redacted]
Comment	I am totally against the realignment. This would be taking out Old Valdasta which is an old historical area and destroying so much farm land and a church around it. This butts up to the back of our property, taking away land from us and our neighbors, and will destroy market value for our house let alone put a large freeway in our backyard. It also goes right through a resevor. Please do not do this! An alignment along 545 would make so much more sense

You can edit this submission and view all your submissions easily.

Outlook

Re: Collin County Outer Loop - Comment Form - Adam Jackson

From Adam Jackson <noreply@formresponse.com>
Date Mon 11/17/2025 11:53 AM
To

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Collin County Outer Loop - Comment Form

Name	Adam Jackson
Email	[redacted]
Zip Code	[redacted]
Comment	What is the time and location address of the meeting tomorrow (Tuesday November 18th)?

You can edit this submission and view all your submissions easily.

Outlook

Re: Collin County Outer Loop - Comment Form - Shirish Kavoor

From Shirish Kavoor <noreply@formresponse.com>
Date Mon 11/17/2025 7:19 AM
To

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Collin County Outer Loop - Comment Form

Name	Shirish Kavoor
Email	[redacted]
Zip Code	[redacted]
Comment	The alternative alignment is a more direct and shorter connection. A straighter alignment will be more useful and have a smaller impact. With so much increase in traffic it is important and get this project completed as soon as possible. Alignments should avoid people's homes to the extent possible.

You can edit this submission and view all your submissions easily.

Outlook

Re: Collin County Outer Loop - Comment Form - Stacy Morgan

From Stacy Morgan <noreply@formresponse.com>
Date Mon 11/17/2025 4:48 PM
To

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Collin County Outer Loop - Comment Form

Name	Stacy Morgan
Email	[redacted]
Zip Code	[redacted]
Comment	The alternative "solid lines" goes directly through Valdasta and a historical marker and a historical building. There is open property North of 545 over to 2862 "Houston St." That would be less impact full to homes in the area. Also, From Houston St/545 intersection straight south to CR 502 is farm land. So why not shift the solid line over to avoid Valdasta and the Historical building there.

You can edit this submission and view all your submissions easily.

Outlook

Outer loop

From Jennifer Morris [redacted]
Date Mon 11/17/2025 2:32 PM
To connect@ccol segment5.com <connect@ccol segment5.com>

You don't often get email from [redacted] Learn why this is important

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

Hi, Jen Morris, Property ID [redacted]

Please reconsider your location for the outer loop. Valdasta is a tight community which is very peaceful and well established. I bought my property in 2017 for the quiet country feeling. You're basically planning on running this enormous road through my front yard. It looks as if no one has come to survey what is in our community. The map looks like you're wiping out the historic Church?! Do you think just because we are peaceful country folk that we will be the path of least resistance?! Some of these land owners have been here for 7+ generations.

Please post that on my portion of the map. [redacted]

Thank you,

Jennifer Morris
Sent from my iPhone

Outlook

Re: Collin County Outer Loop - Comment Form - Antonio Palazzolo

From Antonio Palazzolo <noreply@formresponse.com>
Date Mon 11/17/2025 1:41 PM
To

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Collin County Outer Loop - Comment Form

Name	Antonio Palazzolo
Email	[redacted]
Zip Code	[redacted]
Comment	After reviewing the proposals, I personally favor the modified technical preferred alignment. I feel the environmental impact would better serve the community of Blue Ridge if this were what is decided. It's been my experience that cost effectiveness and faster routes aren't always best to serve the permanent residents of the area.

You can edit this submission and view all your submissions easily.

Outlook

No on the Alternate Alignment

From Rebecca Peterson [redacted]
Date Mon 11/17/2025 1:35 PM
To connect@ccol segment5.com <connect@ccol segment5.com>

You don't often get email from [redacted]. Learn why this is important

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

To Whom It May Concern:

My name is Rebecca Peterson, and I am a homeowner in The Trails of Blue Ridge. I write to express my strong opposition to the proposed alternative alignment of the Collin County Outer Loop (segment 5) that would run directly behind my property and the HOAs private nature preserve.

This alignment is wholly unacceptable for the following key reasons:

1. Severe Impact on Quality of Life & Property Value
    - The proposed route will bring constant traffic noise. Highway noise isn't just a temporary inconvenience — it will become part of our daily lives. Increased decibel levels from a major road degrade the serenity of a residential area, interfere with sleep, conversation, and general well-being.
    - Importantly, national and regional studies show that homes adjacent to highways often decrease in value. According to reports, property declines of 8–10% or more are common when backing onto a busy road.
    - Given these financial implications, this alignment would be a direct threat to our investment in our homes, possibly undermining our ability to sell in the future.
2. No Adequate Mitigation for Noise Issues
    - According to TxDOT's own draft environmental assessment, noise barriers were considered but ultimately "not feasible and reasonable" for at least some of the impacted homes.
    - Federal guidelines (FHWA) require that noise abatement efforts be made when impacts are predicted. However, options are limited. Vegetative buffers (trees/shrubs) might help visually, but they are ineffective to significantly reduce noise unless extraordinarily large (e.g., 200 foot thick vegetation) — which likely isn't realistic in our neighborhood.
    - Insulating existing homes or installing soundproofing is not a sufficient or equitable solution. According to FHWA, insulation can be expensive, often not funded, and is rarely

used for private residences.

- In short, the promised mitigation does not protect our homes, our health, or our quality of life.

3. Destruction of Natural Landscape & HOA Amenities

- The proposed alignment would run along our HOA's nature preserve, a key part of why we built or moved here. This preserve is not just aesthetic — it's integral to our community's identity, outdoor recreation, and ecological well being.
- Building a highway near this preserve would result in habitat fragmentation. Roads divide ecosystems, disrupt wildlife corridors, and degrade habitat quality.
- Noise, pollution, and human intrusion will significantly degrade the preserve's value as a tranquil, safe, natural space for residents and wildlife alike.

4. Health & Environmental Harm

- Increased traffic means more vehicle emissions (exhaust, particulate matter), especially if heavy trucks use this route. These pollutants pose documented risks to air quality and public health.
- There are also broader ecosystem impacts. Linear infrastructure like highways alter water runoff, soil, vegetation, and can permanently shift how a nature preserve functions.
- The environmental assessment already flags "indirect impacts" including alteration of vegetation, disruption of ecological processes, and water quality concerns.

5. Long-Term Community Cohesion & Safety

- Cutting a major highway through a residential area threatens neighborhood cohesion. What is now a serene, private space would become part of a thoroughfare — affecting property lines, views, and privacy.
- Increased traffic, especially commercial or heavy vehicles, raises safety risks for residents, including in our shared spaces (walking trails, preserve paths, children's play areas).

6. Alternative Solutions Exist

- Rather than this destructive alignment, the county and TxDOT should thoroughly evaluate less damaging alternatives (e.g., alignments that avoid residential areas, use buffer zones, or route highways along less sensitive land).
- We should demand a transparent, community involved process: more public hearings, noise studies, environmental studies, and a robust re evaluation of route options that preserve the integrity of residential areas and nature.

For these reasons, I strongly urge the county commissioners, planning staff, and TxDOT to reject the proposed alignment that parallels our property and the HOA preserve. The costs to our health, property, environment, and community are simply too high, and the trade-off for "connectivity" is unacceptable.

Please engage more deeply with the community, commit to real alternatives, and protect the neighborhoods and green spaces that make our area uniquely livable.

Thank you for considering our concerns. I am happy to meet, provide testimony, or work with my neighbors to propose viable alternatives.

Sincerely,

Rebecca Peterson

The Trails of Blue Ridge

Outlook

Re: Collin County Outer Loop - Comment Form - Tracy Phillips

From Tracy Phillips <noreply@formresponse.com>
Date Mon 11/17/2025 9:02 PM
To

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Collin County Outer Loop - Comment Form

Name	Tracy Phillips
Email	[redacted]
Zip Code	[redacted]
Comment	Sorry I submitted my comments incorrectly here instead of via the map. I corrected it. Where do I find a way to sign up for notifications on the Collin County Outer Loop segment 5? Thank you!

You can edit this submission and view all your submissions easily.

Outlook

Re: Collin County Outer Loop - Comment Form - Fran Pritchard

From Fran Pritchard <noreply@formresponse.com>
Date Mon 11/17/2025 5:18 PM
To

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Collin County Outer Loop - Comment Form

Name	Fran Pritchard
Email	[redacted]
Zip Code	[redacted]
Comment	I am opposed to route using county road 500. I would like exact route going proposed.

You can edit this submission and view all your submissions easily.

Outlook

Comments/Objection Regarding Alignment Options for the Collin County Outer Loop

From Regina Small [redacted]
Date Mon 11/17/2025 12:51 PM
To connect@ccol segment5.com <connect@ccol segment5.com>

You don't often get email from [redacted]. Learn why this is important

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

Dear Committee Members or Whom it May Concern,

I am writing to provide input on the comparison between the technically preferred alignment for the Collin County Outer Loop and the proposed alternative alignment.

The alternative alignment does not function as an outer loop. Its location and configuration more closely resemble a cut-through rather than a true perimeter route. As a result, it does not support long-term regional mobility goals. In contrast, the modified technically preferred alignment maintains the characteristics of a genuine outer loop and better aligns with the intended purpose of the project.

Current analysis appears to emphasize present day development patterns rather than projected growth. Collin County continues to experience rapid expansion, including in areas east of the proposed corridors. A long term transportation framework must account for future population increases, emerging development east of the existing growth centers, and the corresponding need for an efficient north and east regional connection. An alignment that does not position the roadway appropriately for this growth may require significant redesign or additional infrastructure investments in the future.

For these reasons, the original modified technically preferred alignment offers stronger long-term utility and maintains the functional intent of an outer loop. It provides a more strategic foundation for supporting regional mobility, future development, and long-range transportation planning.

In addition, I would like to document the practical impacts on my property. Based on the current Technically preferred alignment, this would cross the central portion of the land, separating the existing cow pasture from the remainder of the property and impacting the pond used for livestock and lose a complete grazing pasture. It would also intersect areas currently used for agricultural functions, including livestock enclosures for goats and chickens. These changes would prevent the property from functioning as agricultural land in its current form and would displace all existing operations. I provide this information solely to record the land use considerations associated with the alignment.

Thank you for your consideration of these comments. I appreciate the opportunity to provide input on this process.

Regina Small
Collin County Resident.

Outlook

Re: Collin County Outer Loop - Comment Form - Laura Gonzales

From Laura Gonzales <noreply@formresponse.com>
Date Tue 11/18/2025 9:07 PM
To

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Collin County Outer Loop - Comment Form

Name	Laura Gonzales
Email	[redacted]
Zip Code	[redacted]
Comment	Please email details on loop seg 5. Specially around county road 500

You can edit this submission and view all your submissions easily.

Outlook

Objection to current proposed route on loop #5 Blue Ridge

From Mary Matthews [redacted]
Date Tue 11/18/2025 12:02 PM
To connect@ccol segment5.com <connect@ccol segment5.com>

[You don't often get email from [redacted]. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

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I would like to voice my objection to current proposed route on loop #5 Blue Ridge. The orange secondary proposal that goes into Blue Ridge would be a much smoother transition and cause less disturbance to me and my neighbors property. When will you make your final decision?
Regards.

Mary Matthews
[redacted]

Outlook

Re: Collin County Outer Loop - Comment Form - Stacy Morgan

From Stacy Morgan <noreply@formresponse.com>
Date Tue 11/18/2025 9:41 AM
To

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Collin County Outer Loop - Comment Form

Name	Stacy Morgan
Email	[redacted]
Zip Code	[redacted]
Comment	There is a utility line just east of Whiterock Baptist church that runs southeast to CR 1827 and continues southeast near CR 500. Why not use this same path which would be more direct and displace way fewer families?

You can edit this submission and view all your submissions easily.

Outlook

My comments on the Outer Loop Segment 5

From Kamie Porro [redacted]
Date Tue 11/18/2025 8:03 PM
To connect@ccol segment5.com <connect@ccol segment5.com>

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When you compare the Modified Technically Preferred Alignment (basically the original plan) and the Alternate Alignment (newer plan), the only difference is the cost per Virtual Public Meeting slide #14. However, have you considered the long term higher taxpayer cost of buying out more developed privately owned homes, land and lots at a higher cost per acre as well as the additional planning and building of more infrastructure that comes along with a major highway system going into pre-existing developed areas?

The Alternate Alignment plan would quickly result in over congestion in an area that was built by homeowners who wanted country charm and rural appeal with larger lots, not the overcrowding that has a way of running amuck because of poor city planning.
With the already pre-existing developed area in place, a highway system added through this area would result in additional patchwork community planning and poor management of what should be the balanced expansion of the NE corner of Collin County. A major highway system added to the literal backyards of recently built planned housing communities will cause an overall degradation of the charm that is NE Collin County. In fact, the proposed Alternate Alignment could potentially come to resemble the parts of Garland that 635 goes through because no one wants their backyard abutted to 70MPH freeways.

Look also at both George Bush and Sam Rayburn highways as another example. The areas along these highway systems where homes were nearby but not adjacent to the highways, those areas had the ability to develop into beautiful neighborhoods that boosted home prices and livability, because adequate space was allocated to allow business to be built along the highway service roads, such as in Plano, Frisco and Allen. These cities allowed the area near the highway to expand in a managed way that resulted in highly desirable neighborhoods and lower crime. Then look at the areas of Carrollton where George Bush went immediately through existing neighborhoods, those areas declined rapidly and remain undesirable to live in because of the destruction of the liveability of the homes next to the highway.
When you consider the historical implications of the progression of both George Bush and Sam Rayburn highways, is Collin County truly looking toward the future? As a Collin County home owner and taxpayer, I have to ask what the long term cost to Collin County will be when only the immediate cost is being considered.

The NE corner of Collin County is expected to grow considerably per your assessments, let the communities be well planned out to continue to allow Collin County to thrive, not simply exist to the detriment of poorly planned future growth. The best way to ensure this well thought out growth and expansion is to keep the Modified Technically Preferred Alignment plan for the loop-5 segment. Without it, there is too great of a risk to have more fast paced pop ups of other piecemeal, overbuilt and poor urban planned areas, similar to what happened to the once endearing areas of Princeton and McKinney.

I urge you to not let Collin County become an over urbanized hellscape that is associated with too many other areas of North Texas. Do your elected due diligence and preserve the beautiful and serene landscape of NE Collin County by letting population grow around the Loop 5 segment, not ramming the highway down the throats of homeowners that have contributed to the well planned out version of Collin County.

Sincerely,
Kamie

Outlook

Re: Collin County Outer Loop - Comment Form - Kimberly Sherrin

From Kimberly Sherrin <noreply@formresponse.com>
Date Tue 11/18/2025 4:43 PM
To

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Collin County Outer Loop - Comment Form

Name	Kimberly Sherrin
Email	[redacted]
Zip Code	[redacted]
Comment	This is absolutely devastating that you see going through these small towns fits this best!! We want to raise our son in this small town (right around the corner from where we grew up). There has to be better and else where to build this outter loop then to bring more traffic, around about out of the way, way. You are proposing to building this right by our road and take so much of what we have built and live for away in a matter of seconds! Take this outter loop out of blue ridge and build it somewhere else!

You can edit this submission and view all your submissions easily.

Outlook

Segment 5

From Alondra Acuna [redacted]
Date Wed 11/19/2025 4:36 PM
To connect@ccol segment5.com <connect@ccol segment5.com>

You don't often get email from [redacted]. Learn why this is important

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

Hello,

I hope you're doing well. My name is Alondra Acuna, and I am a resident on [redacted] in Blue Ridge. I am reaching out to request information regarding the Collin County Outer Loop project and how it may affect properties in our area.

Specifically, I would like to know whether homes near [redacted] fall within the planned route or right-of-way zone, and if there is any possibility of property acquisition or eminent domain for residents who live very close to the proposed highway.

If available, could you please provide:

- Current or projected right of way maps for our section
- Whether our specific area is expected to be impacted
- The timeline for decisions related to land acquisition or homeowner notifications

I appreciate any guidance or documentation you can share. Thank you in advance for your time and assistance.

Kind regards,

Alondra Acuna

[redacted]

Outlook

Re: Collin County Outer Loop - Comment Form - Mark Downing

From Mark Downing <noreply@formresponse.com>
Date Wed 11/19/2025 10:53 AM
To

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Collin County Outer Loop - Comment Form

Name	Mark Downing
Email	[redacted]
Zip Code	[redacted]
Comment	Are you going to reimburse me for the reduction in value of my property in The Trails if the alternative route goes across the back of my property? Otherwise the technically or modified technically preferred has my vote!

You can edit this submission and view all your submissions easily.

Outlook

Re: Collin County Outer Loop - Comment Form - Tim Gimeno

From Tim Gimeno <noreply@formresponse.com>
Date Wed 11/19/2025 7:53 AM
To

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Collin County Outer Loop - Comment Form

Name	Tim Gimeno
Email	[redacted]
Zip Code	[redacted]
Comment	Would prefer ya'll to use the yellow route. The blue route seems it would cut right through the country in the middle of nowhere…right through our property and would ruins our peace and quite lifestyle. Also, Yellow route seems to have way more population thus the reason for the road. Please for the love of god done build the blue route! I can say for sure that NO ONE in Pike or Frog it want a highway coming though our little town!!!

You can edit this submission and view all your submissions easily.

Outlook

Re: Collin County Outer Loop - Comment Form - Stacy Morgan

From Stacy Morgan <noreply@formresponse.com>
Date Tue 11/18/2025 9:24 PM
To

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Collin County Outer Loop - Comment Form

Name	Stacy Morgan
Email	[redacted]
Zip Code	[redacted]
Comment	There is a utility line just east of Whiterock Baptist church that runs southeast to CR 1827 and continues southeast near CR 500. Why not use this same path which would be more direct and displace way fewer families?

You can edit this submission and view all your submissions easily.

Outlook

Re: Collin County Outer Loop - Comment Form - Caroline Prather

From Caroline Prather <noreply@formresponse.com>
Date Wed 11/19/2025 2:36 PM
To

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Collin County Outer Loop - Comment Form

Name	Caroline Prather
Email	[redacted]
Zip Code	[redacted]
Comment	Could you please tell me if any land will be purchased on either side outside of the perimeter of the lines I mean did the colored lines showing the road is that all the land that will be encompassed or will land on either side be purchased for any reason?

You can edit this submission and view all your submissions easily.

Outlook

Re: Collin County Outer Loop - Comment Form - Frances Pritchard

From Frances Pritchard <noreply@formresponse.com>
Date Wed 11/19/2025 9:24 AM
To

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Collin County Outer Loop - Comment Form

Name	Frances Pritchard
Email	[redacted]
Zip Code	[redacted]
Comment	The original planned proposed route would be less costly not affecting as many agricultural land holders and families. It is my understanding that 134 home sites are being planned for 500/982 and new homes to be built 470/500 which would be very costly. Why not stick with original propose /study.

You can edit this submission and view all your submissions easily.

Outlook

Re: Collin County Outer Loop - Comment Form - Fran Pritchard

From Fran Pritchard <noreply@formresponse.com>
Date Wed 11/19/2025 11:57 AM
To

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Collin County Outer Loop - Comment Form

Name	Fran Pritchard
Email	[redacted]
Zip Code	[redacted]
Comment	The proposed housing development i spoke of i stared 500/982 wrong 500/832 sorry and it is just speculation at this point

You can edit this submission and view all your submissions easily.

Outlook

Re: Collin County Outer Loop - Comment Form - Karan Shridharani

From Karan Shridharani <noreply@formresponse.com>
Date Wed 11/19/2025 1:07 PM
To

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Collin County Outer Loop - Comment Form

Name	Karan Shridharani
Email	[redacted]
Zip Code	[redacted]
Comment	Can you add me to any mailing list you may have so I can remain updated with this project?

You can edit this submission and view all your submissions easily.

Outlook

Re: Collin County Outer Loop - Comment Form - Steve Christiaens

From Steve Christiaens <noreply@formresponse.com>
Date Thu 11/20/2025 10:10 AM
To

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Collin County Outer Loop - Comment Form

Name	Steve Christiaens
Email	[redacted]
Zip Code	[redacted]
Comment	Since the alternative alignment would pass in or very near our property, we would like to be kept updated on the plan. Short-term it would negatively impact our property value, to say nothing of our quality of life. When we bought in 2014, the segment was slated to be further north, which played a big part in us buying where we did.

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Outlook

Re: Collin County Outer Loop - Comment Form - T.J. Lane

From T.J. Lane <noreply@formresponse.com>
Date Thu 11/20/2025 12:00 PM
To

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Collin County Outer Loop - Comment Form

Name	T.J. Lane
Email	[redacted]
Zip Code	[redacted]
Comment	In the materials put online for the Outer Loop Segment 5 Virtual Public Meeting, the study area is at several places referred to as "southeast" Collin County (pages 8-9). It's in the northeast quadrant. I'm working on and will submit more detailed comments, but figured you might want to go ahead and make this revision to a document I realize is a work in progress. Thank you, T.J. Lane McKinney

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Outlook

Re: Collin County Outer Loop - Comment Form - Dorman Mannon

From Dorman Mannon <noreply@formresponse.com>
Date Thu 11/20/2025 11:00 AM
To

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Collin County Outer Loop - Comment Form

Name	Dorman Mannon
Email	[redacted]
Zip Code	[redacted]
Comment	Hello All, I just wanted to sign up for updates to this discussion. Thank you, Dorman

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Outlook

Re: Collin County Outer Loop - Comment Form - Austin Russell

From Austin Russell <noreply@formresponse.com>
Date Thu 11/20/2025 1:55 PM
To

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Collin County Outer Loop - Comment Form

Name	Austin Russell
Email	[redacted]
Zip Code	[redacted]
Comment	Hello, Can you let me know if the NCTCOG is involved in permitting the Collin County Outer Loop. Thank you, Austin Russell

You can edit this submission and view all your submissions easily.

Outlook

Re: My Land Survey Segment 5

From chithirai S Mani [redacted]
Date Thu 11/20/2025 11:36 PM
To connect@ccol segment5.com <connect@ccol segment5.com>

You don't often get email from [redacted]. Learn why this is important

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Hi

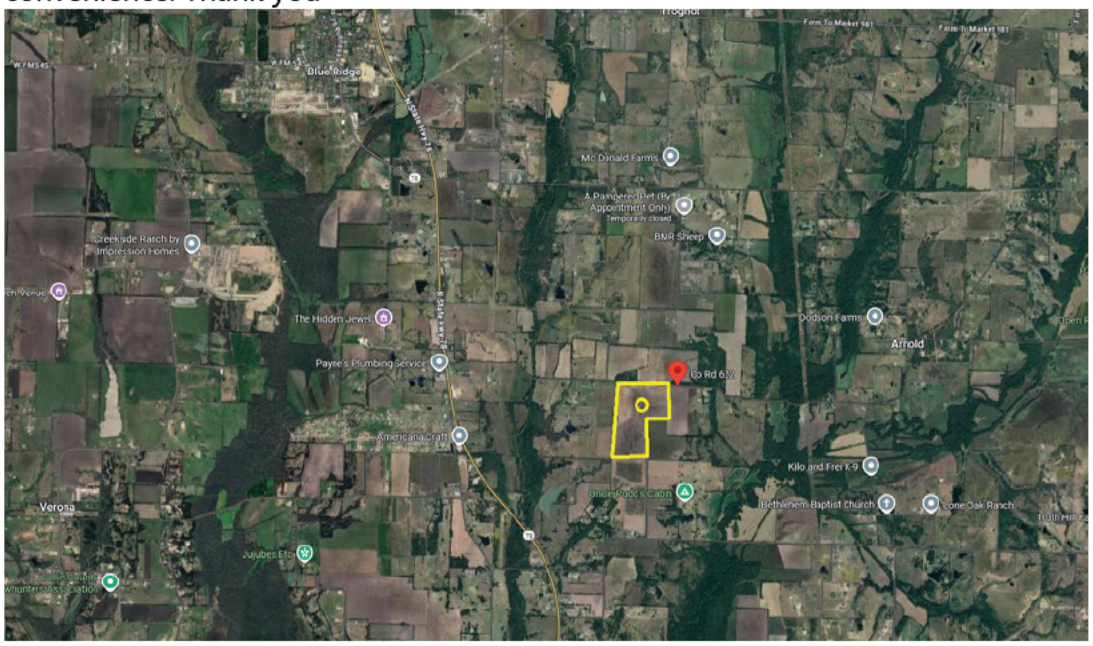
Any update?

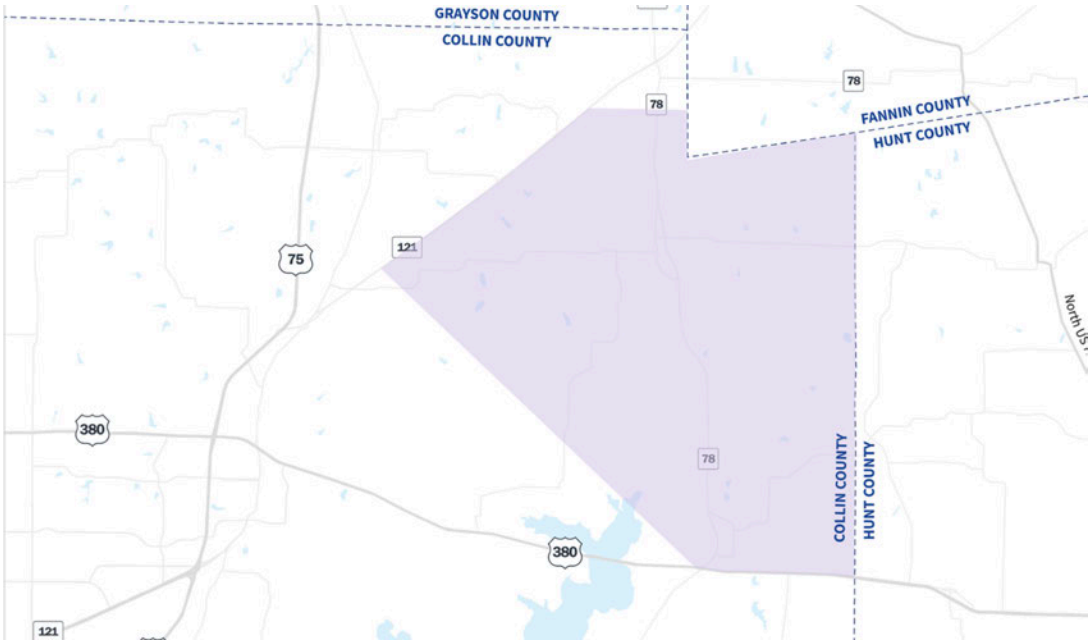
Best Regards

Chithirai selvakumar

On Sun, Nov 2, 2025, 8:29 PM chithirai S Mani [redacted] wrote:

> Good morning,
> My land falls under the purple part of the survey lines. I would like to know more about this and the survey being taken. I want to know the plans on this highway and what they would do with my land. I am not actively looking to sell my land. Please provide me with full details at your earliest convenience. Thank you





Best Regards

Chithirai selvakumar
Mob: [redacted]

Outlook

Re: Collin County Outer Loop - Comment Form - Sierra Yoder

From Sierra Yoder <noreply@formresponse.com>
Date Thu 11/20/2025 11:49 AM
To

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Collin County Outer Loop - Comment Form

Name	Sierra Yoder
Email	[redacted]
Comment	Hi! Wanted to understand when stage 5 of the project is going to be under construction. Thanks!

You can edit this submission and view all your submissions easily.

Outlook

Re: Collin County Outer Loop - Comment Form - Regina Forster

From Regina Forster <noreply@formresponse.com>
Date Fri 11/21/2025 2:13 PM
To

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Collin County Outer Loop - Comment Form

Name	Regina Forster
Email	[redacted]
Zip Code	[redacted]
Comment	To the Collin County Outer Loop Project Engineers and County Commissioners: Re: Opposition to the Sudden Alternative Alignment & Request to Uphold the Previously Published Outer Loop Route Dear Commissioners and Project Engineers: We are writing to strongly oppose the newly introduced alternative alignment for the Collin County Outer Loop that cuts directly through our property and the property of long-standing neighbors. This alignment was never shown, referenced, or discussed in the published materials available at any point prior to now November 2025. This issue is not about resisting growth — it is about honoring the County's own long-standing planning documents, protecting residents who made good-faith decisions, and avoiding irreversible damage to agricultural livelihoods and natural ecosystems.

1. The County's Own Maps Guided Property Purchases

The Outer Loop alignment has been on the books since 2007, with the Technically Modified Alignment finalized in 2010. That is the alignment we relied on when purchasing our land in 2020.

We performed due diligence:

• We reviewed the 2007 plan
• We reviewed the 2010 modified alignment
• We ensured the route was to the east and north of our property
• No alternative route was ever indicated or open for public comment

We bought this land because we were safely away from the published route.

2. The 2024 alternative alignment represents a sudden, unpublicized deviation

The newly proposed route cuts through:

• Our home (coming within 80 feet of our front door)
• Our cattle pastures
• Our ponds used for livestock water
• Our wildlife corridors and wooded areas
• Our corrals, fencing, and agricultural infrastructure built at great cost
• A natural drainage basin flowing into a major watershed

Changing a well-established, publicly documented alignment nearly 15 years later — without providing earlier notice or transparent rationale — creates severe and unfair consequences for property owners who relied on official information.

3. Our neighbor's multi-generation property is also being destroyed

This is not an isolated impact.
Our neighbor, whose family has had their land for generations, also made investments based on the long-established route:

• He recently built a one-acre pond
• Installed new fencing
• Completed a native grass restoration
• Prepared his land for a future Wagyu cattle operation
• Planned his home site — on the same hill as ours — to overlook his pond
• He has not yet built the house, but he has invested tens of thousands preparing the land responsibly

He too relied on the County's published maps for over a decade.

4. Residents who purchased near the "true" Outer Loop knew the risks — we did not

This must be stated plainly:

Everyone who purchased property on the long-published alignment knew the Outer Loop was coming.
It has been on the map since 2007. Buyers accepted that risk.

Those of us located outside that corridor — relying on official County planning — should not be penalized for making responsible, informed decisions. The County's public maps guided land values, purchase decisions, and long-term planning for families and agricultural operations for nearly two decades.

To deviate now — after people invested their life savings based on your published information — is an avoidable harm that undermines trust.

5. Environmental, agricultural, and watershed impacts

The proposed route would:

• Destroy wildlife habitat supporting deer and other species
• Disrupt the main drainage channel from the hill into a major watershed
• Remove agricultural land used for clean, pasture-raised beef for local families
• Eliminate ponds and water access for livestock
• Damage soil, water flow, and flood-plain ecology

These findings merit environmental review and reconsideration.

6. The "true" route remains the safest, most consistent, and least harmful alignment

The existing Outer Loop corridor:

• Has been publicly known for over 15+ years
• Minimizes impacts to established homes and agricultural operations
• Honors the planning process the County initiated
• Respects landowners who made decisions based on your maps
• Avoids uprooting families in their late 50s who cannot simply start over

The alternative alignment adds harm without adding benefit.

Request

We respectfully but firmly request that Collin County:

1. Reject the sudden 2025 alternative alignment
2. Maintain the previously published Technically Modified Alignment
3. Protect the families and agricultural operations who relied on official County planning
4. Engage landowners directly affected before final decisions are made

We welcome the opportunity to meet, show the property, and provide supporting documents, maps, environmental observations, and financial impact analysis.

This is our home, our livelihood, and our life's work — built through years of savings, sweat, sacrifice, and responsible planning. Please choose the route that honors the County's long-established commitments and avoids unnecessary harm.

You can edit this submission and view all your submissions easily.

Outlook

Outer Loop Comments

From Deanne Sampson [redacted]
Date Fri 11/21/2025 12:00 PM
To connect@ccol segment5.com <connect@ccol segment5.com>

You don't often get email from [redacted]. Learn why this is important

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The Alternative Alignment makes the most sense for the road. People are not traveling north in Collin County, which they would have to do to use the Technically Preferred Alignment or the Modified Technically Preferred Alignment. The Alternative Alignment crosses fewer creeks and flood plains, which should be more cost effective.

If the Technically Preferred Alignment or the Modified Technically Preferred Alignments are chosen, then I will push for a 20-foot-high sound barrier to be built to block the traffic noise from my property.

Outlook

Re: Collin County Outer Loop - Comment Form - KAREN Y

From KAREN Y <noreply@formresponse.com>
Date Sat 11/22/2025 10:49 AM
To

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Collin County Outer Loop - Comment Form

Name	KAREN Y
Email	[redacted]
Zip Code	[redacted]
Comment	Highly against yellow loop option vs blue line. We live on [redacted] and [redacted] and this will cut near our property effecting several factors.

You can edit this submission and view all your submissions easily.

From:
Sent: Monday, November 24, 2025 4:12 PM
To:
Subject: FW: Outer Loop "alternative alignment"

From: Regina Forster [redacted]
Sent: Monday, November 24, 2025 3:41 PM
To: Engineering Main . [redacted]
Subject: Outer Loop "alternative alignment"

***** **WARNING:** External Email. Do not click links or open attachments that are unsafe. *****

I'm writing with deep concern regarding the proposed Alternative Alignment for Segment 5. My family and I built our homestead and working farm from scratch over the past four years, pouring our life savings and heart into this property. We've built roads, ponds, fenced pastures, and brought utilities over 1,200 feet to our home. This land isn't just a property—it's our dream, our sanctuary, and the foundation of a future charity to support our community.

Seeing that the highway is planned just 80 feet from our back door is devastating. It would cut through our pastures, pond, and livestock enclosures, leaving the property largely unusable. We chose this site for its tranquility, wildlife, and scenic valley views.

I am reaching out to kindly request a detailed schematic of Segment 5 and the contact information for the engineers assigned to this portion. The plans online are too small to read, and I need clarity on what is being proposed. For some reason when I try to enlarge them everything goes fuzzy.

This project threatens not just our property, but our livelihood and dreams. Any guidance or information you can provide would mean the world.

Thank you for your understanding and attention.

[redacted]

[redacted]

Best Regards,
Regina Forster
Accounting

[redacted]

Outlook

Re: Collin County Outer Loop - Comment Form - Laura Richey

From Laura Richey <noreply@formresponse.com>
Date Mon 11/24/2025 4:01 PM
To

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Collin County Outer Loop - Comment Form

Name	Laura Richey
Email	[redacted]
Zip Code	[redacted]
Comment	Why is this necessary at all ? Why disrupt & destroy peoples property for the sake of convenience ? I am opposed to the whole thing, sorry.

You can edit this submission and view all your submissions easily.

Outlook

Virtual public meeting on the proposed Collin county loop.

From Randie Berry [redacted]
Date Tue 11/25/2025 10:05 AM
To connect@ccol segment5.com <connect@ccol segment5.com>

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Hello I'm reaching out schedule or inquire about a time and date when the meeting will be help, prior to the loop route being finalized. Thank you

Outlook

Re: Collin County Outer Loop - Comment Form - Patti Burnside

From Patti Burnside <noreply@formresponse.com>
Date Tue 11/25/2025 1:36 PM
To

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Collin County Outer Loop - Comment Form

Name	Patti Burnside
Email	[redacted]
Zip Code	[redacted]
Comment	I suggest the route that has been established since 2007.

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Outlook

Provide updates

From Julia Eller [redacted]
Date Tue 11/25/2025 3:14 PM
To connect@ccol segment5.com <connect@ccol segment5.com>

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Hello,

I am a landowner for the next step segment 5. I would like a map that is clear showing the 3 proposed paths in Collin County. In other words, I can not see the roads and lands that the proposed road would be crossing.

Also, please keep informed during this process.

Julia Ann Eller

[redacted]

[redacted]

Outlook

Re: Collin County Outer Loop - Comment Form - Regina Forster

From Regina Forster <noreply@formresponse.com>
Date Tue 11/25/2025 2:30 PM
To

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Collin County Outer Loop - Comment Form

Name	Regina Forster
Email	[redacted]
Zip Code	[redacted]
Comment	When do you plan to make a decision on the Alternative Alignment. A lot of people in the path of this new proposed path are freaking out. I was told by a trusted person in the community yesterday he thinks it's Jan or Feb of 2026 you will make the decision? Please fill me in... This website, if I'm reading it right, states it's Spring of 2025 which is March-May? Please fill me in on the month you will make your final decisions. Thanks for your help.

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Outlook

Re: Collin County Outer Loop - Comment Form - Kris Peterson

From Kris Peterson <noreply@formresponse.com>
Date Tue 11/25/2025 2:00 PM
To

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Collin County Outer Loop - Comment Form

Name	Kris Peterson
Email	[redacted]
Zip Code	[redacted]
Comment	I am a homeowner in The Trails of Blue Ridge. I write to express my strong opposition to the proposed alternative alignment of the Collin County Outer Loop (segment 5) that would run directly behind my property and the HOAs private nature preserve. This alignment is wholly unacceptable for the following key reasons: Severe Impact on Quality of Life & Property Value The proposed route will bring constant traffic noise. Highway noise isn't just a temporary inconvenience, it will become part of our daily lives. Increased decibel levels from a major road degrade the serenity of a rural residential area, interfere with sleep, conversation, and general well-being. Importantly, national and regional studies show that homes adjacent to highways often decrease in value. According to reports, property declines of 8–10% or more are common when backing onto a busy road. Given these financial implications, this alignment would be a direct threat to our investment in our homes, possibly undermining our ability to sell in the future. No Adequate Mitigation for Noise Issues According to TxDOT's own draft environmental assessment,

noise barriers were considered but ultimately “not feasible and reasonable” for at least some of the impacted homes. Federal guidelines (FHWA) require that noise abatement efforts be made when impacts are predicted. However, options are limited. Vegetative buffers (trees/shrubs) might help visually, but they are ineffective to significantly reduce noise unless extraordinarily large (e.g., 200-foot-thick vegetation) which likely isn’t realistic in our neighborhood.
Insulating existing homes or installing soundproofing is not a sufficient or equitable solution. According to FHWA, insulation can be expensive, often not funded, and is rarely used for private residences.
In short, the promised mitigation does not protect our homes, our health, or our quality of life.
Destruction of Natural Landscape & HOA Amenities
The proposed alignment would run along our HOA’s nature preserve, a key part of why we built or moved here. This preserve is not just aesthetic, it’s integral to our community’s identity, outdoor recreation, and ecological well-being.
Building a highway near this preserve would result in habitat fragmentation. Roads divide ecosystems, disrupt wildlife corridors, and degrade habitat quality.
Noise, pollution, and human intrusion will significantly degrade the preserve’s value as a tranquil, safe, natural space for residents and wildlife alike.
Health & Environmental Harm
Increased traffic means more vehicle emissions (exhaust, particulate matter), especially if heavy trucks use this route. These pollutants pose documented risks to air quality and public health.
There are also broader ecosystem impacts. Linear infrastructure like highways alter water runoff, soil, vegetation, and can permanently shift how a nature preserve functions.
The environmental assessment already flags “indirect impacts” including alteration of vegetation, disruption of ecological processes, and water-quality concerns.
Long-Term Community Cohesion & Safety
Cutting a major highway through a residential area threatens neighborhood cohesion. What is now a serene, private space would become part of a thoroughfare, affecting property lines, views, and privacy.
Increased traffic, especially commercial or heavy vehicles, raises safety risks for residents, including in our shared spaces (walking trails, preserve paths, children’s play areas).
Alternative Solutions Exist
Rather than this destructive alignment, the county and TxDOT should thoroughly evaluate less damaging alternatives (e.g., alignments that avoid residential areas, use buffer zones, or route highways along less sensitive land).
We should demand a transparent, community-involved process: more public hearings, noise studies, environmental studies, and a robust re-evaluation of route options that preserve the integrity of residential areas and nature.
The Trails of Blue Ridge also got hit with a “Special District Road Tax” to cover the maintenance cost of poorly constructed and damaged road that the builder left us with. So on top of that, we’re potentially going to have to deal with all of the above listed nuisances from the proposed alternate route?!
For these reasons, I strongly urge the county commissioners, planning staff, and TxDOT to reject the proposed alignment

that parallels our property and the HOA preserve. The costs to our health, property, environment, and community are simply too high, and the trade-off for “connectivity” is unacceptable.
Please engage more deeply with the community, commit to real alternatives, and protect the neighborhoods and green spaces that make our area uniquely livable.
Thank you for considering our concerns. I am happy to meet, provide testimony, or work with my neighbors to propose viable alternatives.

You can edit this submission and view all your submissions easily.

Outlook

Proposal for County Road 617 R-6944-002-0140-1

From Kathirvel T [redacted]
Date Thu 11/27/2025 4:19 PM
To connect@ccol segment5.com <connect@ccol segment5.com>

1 attachment (235 KB)
Prop3.jpg;

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Dear Project Team,

We are the property owners of **Property ID** [redacted] **on** [redacted], and we appreciate the county's vision for future mobility with the Outer Loop Project. However, the alternative diagonal alignment shown for Segment 5 presents severe and lasting issues for our property and current operations. This **alternative alignment cuts directly through the middle of our land, causing immediate and permanent severance**. The resulting parcels are irregularly shaped and highly impractical, leading to significant disruption in managing our cattle operation, making movement for livestock and farm equipment extremely difficult, and fundamentally destroying the functional utility of the property.

To find a mutually beneficial solution that minimizes the operational damage, we formally **propose shifting the alignment to run exclusively along the eastern boundary line** of Property ID [redacted] This boundary alignment drastically reduces the overall impact, thereby preserving the functional viability of our existing cattle operation. This strategic adjustment avoids the most costly damage—the permanent crippling of the remaining land—and still accomplishes the goal of establishing the Outer Loop corridor.

Please see attached our hand drawn proposal of the adjustment shown as a green color road along the boundary of our parcel.

Thank you for considering our proposal.

Property ID [redacted]
Legal Description: [redacted]

Sincerely,
Kathirvel Thirumalai

Proposed Major Arterial
Proposed Principal Arterial
Our proposal of outerloop
Preliminary: Alignments are not final and subject to change
Esri Community Maps Contributors, Texas Parks & Wildlife, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS
Powered by Esri

Outlook

Concerns Regarding Collin County Outer Loop Segment 5

From Emily Cave [redacted]
Date Fri 11/28/2025 9:30 AM
To connect@ccol segment5.com <connect@ccol segment5.com>

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To whom it may concern,

I am writing to express my opposition to the proposed Alternative Route for Segment 5 of the Collin County Outer Loop. While I understand the intention to accommodate future growth and transportation needs, this particular alignment poses substantial and unacceptable consequences for our rural communities.

First, the proposed route would significantly disrupt the fabric of small-town life that defines this area. Our communities value quiet, safety, and continuity—qualities that would be compromised by a major highway cutting through established neighborhoods, agricultural land, and long-standing homesteads. The proposed alignment does not reflect the character or needs of those who actually live here.

Additionally, livestock safety presents a serious concern. Many families rely on open pastureland and established fencing lines that would be severed by the highway. Increased traffic, construction noise, and long-term roadway activity create high risk for livestock injury, escape, or death. This is not merely an inconvenience—it threatens the livelihood of families who depend on their herds for income and stability.

Finally, the environmental disruption associated with this alternative route is deeply troubling. The proposed corridor affects natural drainage areas, wildlife habitats, and mature tree stands that cannot easily be replaced. Rural ecosystems are already sensitive, and introducing a major transportation corridor would irreversibly damage the landscape and local biodiversity.

For these reasons, I strongly urge planners and decision-makers to consider other routing options that minimize harm to rural communities, preserve agricultural land, and protect our natural environment. Growth and progress do not have to come at the expense of the people and landscapes that make Collin County unique.

Thank you for your time and consideration.

Sincerely,
Emily Cave

Outlook

Opposed outer loop segment 5 of Colon County Outer Loop

From Hannah Gay [redacted]
Date Fri 11/28/2025 9:39 AM
To Connect@ccol segment5.com <Connect@ccol segment5.com>

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To whom it may concern,

I am writing to oppose the proposed Alternative Route for Segment 5 of the Collin County Outer Loop. The proposed Outer loop highway route should remain with the original plan to build up and around Blue Ridge, as it is the better access to rural locations that are rapidly growing in population and business.

Small towns such at Anna, Blue Ridge, Melisa, Lavon, Leonard, Merit and Farmersville have had a rapid increase in population. Unfortunately, many of these rural locations are also integral farming properties that support the American Beef industry, along with other agricultural products like corn feed, hay, and local food.

To build directly through these areas would break up many properties, potentially destroying their livelihood and negatively affect the agriculture of Collin county. It's is better to build around these towns. Industrial development will further drive these family farms out of business. Family's that have been in Collin county for generations.

There are already established roads and routes to access larger highways to get to the Dallas metroplex area. The larger loop provides better access for people further out.

I urge you to pursue other routing options that protect rural residents, preserve agricultural operations, and reduce environmental harm.

Thank you sincerely from a fourth generation cattle rancher,

Hannah White BSN, RN, CCRN

Outlook

Opposed to Alternate Route

From Melinda Heath [redacted]
Date Sun 11/30/2025 2:35 PM
To connect@ccol segment5.com <connect@ccol segment5.com>

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To Whom it May Concern,

Below are comments from an impacted property owner of the 'Alternate' Route for segment 5 of CCOL.

This is a request for the Collin County to adhere to the 2007 approved route.

Thank you,
Melinda Heath

Profile

- Our family has lived multi-generationally on 12 acres at [redacted] for the past 13 years.
- Choosing this property was a deliberate lifestyle decision, balancing rural living with commuting to work, stores, and church.
- The location was selected with foresight, knowing that the **2007 approved CCOL road plans** did not place major routes near the property.

Traffic Pattern

- The dominant traffic flow from Blue Ridge is **southwest**, not southeast toward Farmersville/380.
- This southwest pattern reflects where the majority of jobs and economic activity are located.

Long-Term Strategy

- Expand existing infrastructure to support southwest commuters and growth, while continuing with the **"Technically Approved Route"** for long-term commercial and residential development.
- The **Technically Approved Route** offers:
  - Greater access to **undeveloped land**, enabling balanced growth for both commercial and residential needs.

    - Less densely developed areas, ensuring sustainable long-term expansion for Collin County.
- In contrast, the **alternate route**:
    - Cuts through denser communities.
    - Prioritizes short-term financial savings.
    - Requires condemnation and redevelopment of historic and rural neighborhoods.

Loss Summary:

- Construction of an **8-lane highway** through the backyard would condemn the property, transforming it from a premium rural residence into commercial highway frontage.
- The home would become uninhabitable, resulting in a **total loss** of residential value.
- **Irreplaceable Lifestyle Losses**: gun range, privacy, solitude, scenic views, wildlife, multi-generational living, and rural character.
- **Market Reality**: Comparable 12-acre properties with similar features do not exist in Collin County under $2M.

Permanent loss of Unique Selling Features:

- Gun Range – eliminated, not relocatable on remaining property.
- Privacy – tree removal and highway traffic erase seclusion, permanently devaluing the property.
- Farming Income – ~20% reduction in usable land decreases hay production and livestock capacity for the life of the property.
- Environment – The wooded acreage on impacted properties are home to coyotes, bobcats, armadillos, road runners, cardinals, blue birds, hummingbird migration, possums, deer, eagle flight paths, the list is long…there is impact and loss with the removal of forests and highway impediments over the reservoir.
- Light Pollution – disrupts wildlife, permanently disrupts residents' ability to sleep, and devalues property for the life of the property.
- Noise Pollution – 8 lanes of highway create noise levels prohibiting outdoor entertainment and living, harms residents' wellbeing, prohibits residents' ability to sleep, and devalues property for the life of the property.
- Drainage/Erosion – tree removal and soil disruption threaten drainage patterns and reservoir stability.

Immediate Financial Impact:

- As of November 2025, due to disclosure requirements, the proposed alternate route currently prevents the property from being sold at a premium price.
- Consultations with tax accountants, realtors, and attorneys add stress and financial burden to resident.

Outlook

Re: Collin County Outer Loop - Comment Form - Steven W. Cooper

From Steven W. Cooper <noreply@formresponse.com>
Date Thu 12/4/2025 1:03 PM
To

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Collin County Outer Loop - Comment Form

Name	Steven W. Cooper
Email	[redacted]
Zip Code	[redacted]
Comment	The crossing at County Road 632 goes right over the top of my home (west side). If you move it 500 feet to the north then I would appreciate that. The lot north of mine is vacant. Please be clear as to the reason if this can not be accommodated.

You can edit this submission and view all your submissions easily.

Outlook

FW: Opposition to Alternate Route Proposal for Collin County Outer Loop – Segment 5

From: Regina Forster [redacted]
Sent: Thursday, December 4, 2025 3:12 PM
To:
Subject: Opposition to Alternate Route Proposal for Collin County Outer Loop – Segment 5

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

Commissioners,

I am writing to respectfully and firmly oppose the proposed Alternate Route for Segment 5 of the Collin County Outer Loop through the Farmersville area.

My family and I made substantial investments in reliance on the County's long-standing planning for the Outer Loop corridor established more than twenty years ago. We acquired our land in 2020, planned our future, and developed our operations based on that published alignment. The sudden shift to an alternative alignment directly through our property places severe and unjust hardship on our family, our operations, and the vision we have worked hard to build.

Over the past several years, we have transformed raw land into a working, sustainable home and agricultural operation. This includes construction of roads, waterways, fencing, pasture improvements, land clearing, and utility infrastructure —gas, water, sewer, electrical service, and backup generation. We built a custom

family home and a shop intended not only for personal use but for business and agricultural purposes.

Our land also supports livestock and companion animals. We currently raise cattle with the intent to breed, grow, and sell. We also care for goats, chickens, cats, and a donkey. We have invested heavily in housing, fencing, feed systems, and animal welfare facilities not only for present use but for future expansion. Our long-term plans include forming a charitable sanctuary operation for animals, continuing to develop our cattle program, and eventually retiring or passing this land on to our children. We have even been working with neighboring property owners to plan acquisitions and cohesive development. All of this is effectively jeopardized by the proposed routing decision.

Additionally, the alternate alignment raises serious planning and economic questions.

Farmersville is already surrounded by major transportation expansion including the planned multi-lane expansion of Highway 380, the upcoming widening of Highway 78 less than approximately 1,000 yards from the proposed new route, improvements along 69/619, and proximity to I-30—an already established, efficient corridor. These routes collectively offer superior access, higher traffic absorption capacity, and more logical ingress/egress patterns for regional mobility than forcing an inner-loop style road deep into agricultural, residential, and rural homestead areas around Farmersville.

Shifting the alignment now would harm families like mine who relied on publicly-presented planning and invested accordingly. Meanwhile, those who purchased land near the originally designated Outer Loop stand to benefit significantly from increased valuation—creating an unjust enrichment scenario where one group unfairly gains while landowners in the newly-impacted zone experience direct value loss, operational disruption, future development loss, and emotional and financial stress.

This announcement has already taken a toll on my family. We have spent years planning, investing, and building not speculating, but creating real, tangible value

for our community and our future. The uncertainty and threat of displacement have caused ongoing emotional strain for both my wife and myself.

I respectfully ask the County to:

• Honor the originally planned alignment that residents, investors, and developers have relied upon for two decades;

• Consider cumulative impacts on homesteads, agricultural operations, habitat, and animal welfare;

• Evaluate the inefficiency of routing high-capacity infrastructure away from existing and expanding major corridors; and

• Recognize the significant financial and personal harm imposed on families who acted in good faith reliance on County planning.

Thank you for your time and careful consideration. My family and I, along with many other affected residents, urge you to reject the Alternate Route for Segment 5 and uphold the integrity of the established Outer Loop alignment.

Respectfully,

Darren Forster

[redacted]

Outlook

Re: Collin County Outer Loop - Comment Form - James Keisman

From James Keisman <noreply@formresponse.com>
Date Thu 12/4/2025 3:14 PM
To

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Collin County Outer Loop - Comment Form

Name	James Keisman
Email	[redacted]
Zip Code	[redacted]
Comment	Hello, I'm not sure if this is the place to leave a comment. But, I would like to voice my concerns over the Alternative Segment 5. My family lives just South of the proposed Alt Seg 5 alignment. We live in the Trails of Blue Ridge. My family enjoys the outdoors and the trails and wildlife that presents itself in our community. The thought of a major highway that's more than the existing Highway 78 is very troubling. The Alternative Segment 5 project would bring more noise, air pollution and wildlife disruptions. Please consider other alternatives that are available North of Blue Ridge proper. Thank you, James, Cindy and Chloe Keisman [redacted]

You can edit this submission and view all your submissions easily.

[redacted]

Collin Co. Property ID Tracts:
[redacted]

November 1, 2025

Attention Gwen Jurisich
Collin County Outer Loop - Segment 5 Alternate
[redacted]

Dear Ms. Jurisich:

We wish to express our extreme displeasure with Collin County's consideration of our Historic Airhart Farm as an Alternate Planned Route for Collin County Outer Loop - Segment 5 (Northeast).

All the proposed plans of the TXU (ONCOR) 345 KVL in 2000, TTC-35 Alternate in 2006 and Collin Co. Loop in 2009 planned on the same tracts were stopped by the same documented archeological, TARL, cultural, historical, environmental and economic facts that still exist here. Please remove every tract from all possible route plans now.

References: PUC Docket #22665 science, history and art section expert witness Dixon A. Glaze; Collin County, Texas Families ISBN: 0-88107-246-X 1994, Collin County, Texas Families Volume II ISBN: 0-9667999-0-9 1998 contributing author Dixon Ann Airhart Glaze for families Airhart, Callahan, Hendricks and Skelton-Wallis.

Speaker Sam is spinning in his grave. Tom and Anne Airhart hosted Speaker of the House Sam Rayburn overnight many times on his trips from his home in Bonham to and from Washington D.C. The Airhart family farm fed the community during The Great Depression. The farm was the beacon for implementing soil conservation techniques in the area. Destroying the Airhart TX Dept of Agriculture Family Land Heritage Farm with this road would indicate lack of respect for community and good citizenship.

Sincerely, Dixon Ann Airhart Glaze

Objective Assessment of Original/ Technical Route vs. Proposed Alternative Route for Collin County Outer Loop Segment #5, Prepared 30 November 2025

Submitted for consideration by: Scott & Connie Gavel, [redacted]

1) Original route was defined in 2007…eighteen years ago when the population in Collin County was 58% of what it was in 2024 (725,000 vs. 1,255 Million). <u>This 18-year old plan is obsolete.</u>
2) The original route was defined before significant improvements were made to SH-121 from Melissa to the junction of SH-160 approximately 6.5 miles north of Blue Ridge.
3) The majority of traffic in the northeast corner of Collin County, southeast Grayson County, and the southwest corner of Fannin County rely on SH-121 to drive to US-75 via Melissa, TX.
4) There are only three major roads that provide east to west routes across Collin County: US-380, FM-545, and the "proposed" Collin County Outer Loop.
5) The Original/Technical Route for Segment 5 of the Collin County Outer Loop is approximately 6.5 miles south of the SH-121/SH-160 Intersection at the northeast edge of the county.
6) FM-545 is the primary road used for travel from Blue Ridge (immediately west of SH-78) to US-75 via Melissa (FM-545 intersects SH-121 approximately 2.6 miles east of US-75).
7) FM-545 crosses SH-78 approximately 11 miles north of US-380, but is only a two-lane road. However, 90% of the road is routed through agricultural property and appears to support widening with an additional two lanes without major disruption to existing residences.
8) Major development of several tract-home communities has already started on the east side of FM-1377 in the region 2.5 to 3 miles south of Blue Ridge. The CCAD Interactive Map also shows several new utility districts intended to support additional housing developments.
9) The growth projections provided by Colin County show a significant increase in population in the area between Princeton, New Hope, and Farmersville on the south end of this region and Melissa, Anna, and Blue Ridge at the north end of this region.
10) Allowing these housing developments to proceed in this region of Colin County without providing a new east to west transportation route would be almost criminal. US-380 and FM-545 are already seriously overloaded and commute times are already much too long without the additional traffic these new housing tracts will bring.
11) A strong case can be made for adopting the Alternative Route for the Colin County Outer Loop Segment #5 while also widening FM-545 in order to provide adequate east to west routes for the new communities planned for FM-1377 south of Blue Ridge.
12) It would be extremely short-sighted for Colin County to think that Segment #5 alone will be enough to meet the east to west traffic generated by the housing tracts being developed between Anna, Blue Ridge, and US-380. Additional roads will be needed.
13) Finally, the Original/Technical Route for the Collin County Outer Loop Segment #5 would be only 6.5 miles south of the SH-121/SH-160 Intersection. This would likely result in a significant diversion of southwest-bound traffic from Fannin and Hunt Counties traveling to US-75 via Melissa.

CONCLUSION: The Original/Technical Route proposed for Collin County Outer-Loop Segment #5 would cost more and result in an unintended increase in traffic drawn from Grayson, Fannin, and Hunt Counties due to the close physical proximity of the route to SH-121. In addition, the current and projected growth for the region between the southern towns (Princeton, Farmersville, and New Hope) and the northern towns (Melissa, Anna, and Blue Ridge) in this area of Collin County will drive the need for a more southern route for Segment #5. Any assumption that people living in these new communities between the southern and northern towns will drive further north instead of south and west is questionable, at best. There are only two realistic options: using FM-2862 to travel north, and/or FM-545 to travel west for access to the Original/Technical Route of Collin County Outer Loop Segment #5. This will drive the need for traffic signals and the widening of FM-2862 and FM-545. Most of these folks will likely drive south to US-380 via FM-1377 or FM-1827, instead. Again, this will likely drive the need for additional traffic signals in existing residential communities in New Hope and Princeton. The Alternate Route proposed for the Collin County Outer Loop Segment #5 appears to be the most logical and cost-effective option. It is also recommended that plans for widening FM-545 should be accelerated in conjunction with the finalization of the route for the Collin County Outer Loop Segment #5 Project.

Submitted for consideration by: Scott & Connie Gavel, [redacted]

Outlook

Comments From Scott & Connie Gavel - Blue Ridge

From CONNIE GAVEL [redacted]
Date Sun 12/7/2025 7:36 PM
To connect@ccol segment5.com <connect@ccol segment5.com>

1 attachment (17 KB)
CC Outer Loop 30 November2025.docx;

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A written copy sent via mail.

Thanks -
Connie Gavel

Outlook

Re: Collin County Outer Loop - Comment Form - Carol Turnage

From Carol Turnage <noreply@formresponse.com>
Date Sun 12/7/2025 3:44 PM
To

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Collin County Outer Loop - Comment Form

Name	Carol Turnage
Email	[redacted]
Zip Code	[redacted]
Comment	I support the Technically Preferred Alignment. This alignment supports long term growth in rural areas and ensures accessibility as those communities expand. The “newly” introduced Alternative Alignment bisects and sends incessant heavy regional traffic through the middle of an area that has been transitioning from primarily agricultural to low density residential uses, and severely limit opportunities for developing more and higher value commercial uses further out and nearer the county line, (along the original preferred route to the North and East of Blue Ridge). Other costs and unintended negative consequences would most surely accompany a shift to the Alternative Alignment. These have yet to be identified, much less thoroughly analyzed, and properly addressed. The Alternative Alignment injures residents that invested in their properties with the knowledge that the route for Segment 5 was vetted, approved and chosen in 2007. The Alternative serves as a band aid, not a long term solution to the continuing growth of Collin County. If saving money is the priority, then improvements to Hwy 78 and FM 545 would serve as a better use of funds. The original intent of the Outer Loop was to follow the edges

of growth, not cut through densely populated residential zones.
Please focus on solutions for broader long term growth, rather than constraining the future to fit recent, localized development.
The solution was identified nearly 20 years ago.

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Outlook

Re: Collin County Outer Loop - Comment Form - C Turnage

From C Turnage <noreply@formresponse.com>
Date Sun 12/7/2025 6:04 PM
To

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Collin County Outer Loop - Comment Form

Name	C Turnage
Email	[redacted]
Zip Code	[redacted]
Comment	I support the Technically Preferred Alignment. This alignment supports long term growth in rural areas and ensures accessibility as those communities expand. The “newly” introduced alternative alignment bisects and sends incessant heavy regional traffic through the middle of an area that has been transitioning from primarily agricultural to low density residential uses, and severely limit opportunities for developing more and higher value commercial uses further out and nearer the county line, (along the original preferred route to the north and east of Blue Ridge). Other costs and unintended negative consequences would most surely accompany a shift to the alternative alignment. These have yet to be identified, much less thoroughly studied, thoughtfully analyzed, and properly addressed. The alternative alignment injures current residents that invested in their properties with the knowledge that the route for segment 5 had already been vetted, approved and chosen in 2007. The alternative serves as a band-aid, not a long term solution to the continuing growth of Collin County. If saving money is the priority, making needed improvements to Hwy 78 and FM 545 would serve as a better use of funds. The original intent of the Outer Loop was to follow the edges of growth, not cut

through densely populated residential zones. Please focus on solutions for broader long term growth, rather than constraining the future to fit recent, localized development. The solution was identified nearly 20 years ago.

You can edit this submission and view all your submissions easily.

The Law Office of T.J. Lane, PLLC

[redacted]

December 8, 2025

THE HONORABLE CHRIS HILL,
COLLIN COUNTY JUDGE

THE HONORABLE SUSAN FLETCHER,
COLLIN COUNTY COMMISSIONER – PRECINCT 1

THE HONORABLE CHERYL WILLIAMS,
COLLIN COUNTY COMMISSIONER – PRECINCT 2

THE HONORABLE DARRELL HALE,
COLLIN COUNTY COMMISSIONER – PRECINCT 3

THE HONORABLE DUNCAN WEBB,
COLLIN COUNTY COMMISSIONER – PRECINCT 4

c/o HDR Engineering Consultants
Attn: Courtney Kintner, P.E.
[redacted]

Re: COLLIN COUNTY OUTER LOOP – SEGMENT FIVE
OPPOSITION TO PROPOSED REALIGNMENT

Dear Judge and Commissioners,

I write concerning a major change you as our County Commissioners Court are considering to the designated alignment of Segment Five of the Collin County portion of the Regional Outer Loop. I, together with many friends and clients who own land and live in the study area, oppose any route that substantially deviates from the current and long-standing Technically Preferred Alignment which runs to the north and around the east side of the Town of Blue Ridge.

The Virtual Public Meeting materials include a Screening Matrix which analyzes three Segment Five roadway alignment options, and scores each of those options based on four broadly defined project objectives. Two routes (the Alternative Alignment and the Modified Technically Preferred Alignment) would satisfy three of those goals: "Enhanced Mobility & Safety", "Engineering Feasibility", and "Minimizing Environmental Impacts". The only difference between these two is in the remaining, fourth goal: "Cost Effectiveness". Compared to the more expansive Modified Technically Preferred Alignment, a road along the truncated Alternative Alignment would cost less to build. That should not surprise anyone. But cost is not the only consideration.

For example, we must also take into account that the Alternative Alignment would (1) bisect and send incessant heavy regional traffic through the middle of an area that has for some time now been transitioning from primarily agricultural to low density residential uses; and (2) severely limit opportunities for developing more and higher value commercial uses further out and nearer the county line, along the original preferred route to the north and east of Blue Ridge. Other costs and unintended negative consequences would most surely accompany a shift to the Alternative Alignment. These have yet to be identified, much less thoroughly studied, thoughtfully analyzed, and properly addressed.

I respectfully ask each of you to continue thinking big. Reject the Alternative Alignment. Don't veer off course, far afield from the outermost alignment. Don't sign off on the short cut. Don't cut corners.

In the end, it will be up to you to determine what is in the best long-term interests of Collin County. Your decision on Segment Five will have significant and far-reaching consequences. We're counting on you to get it right. The right thing in this case is stay the course. Choose the Modified Technically Preferred Alignment.

Respectfully,

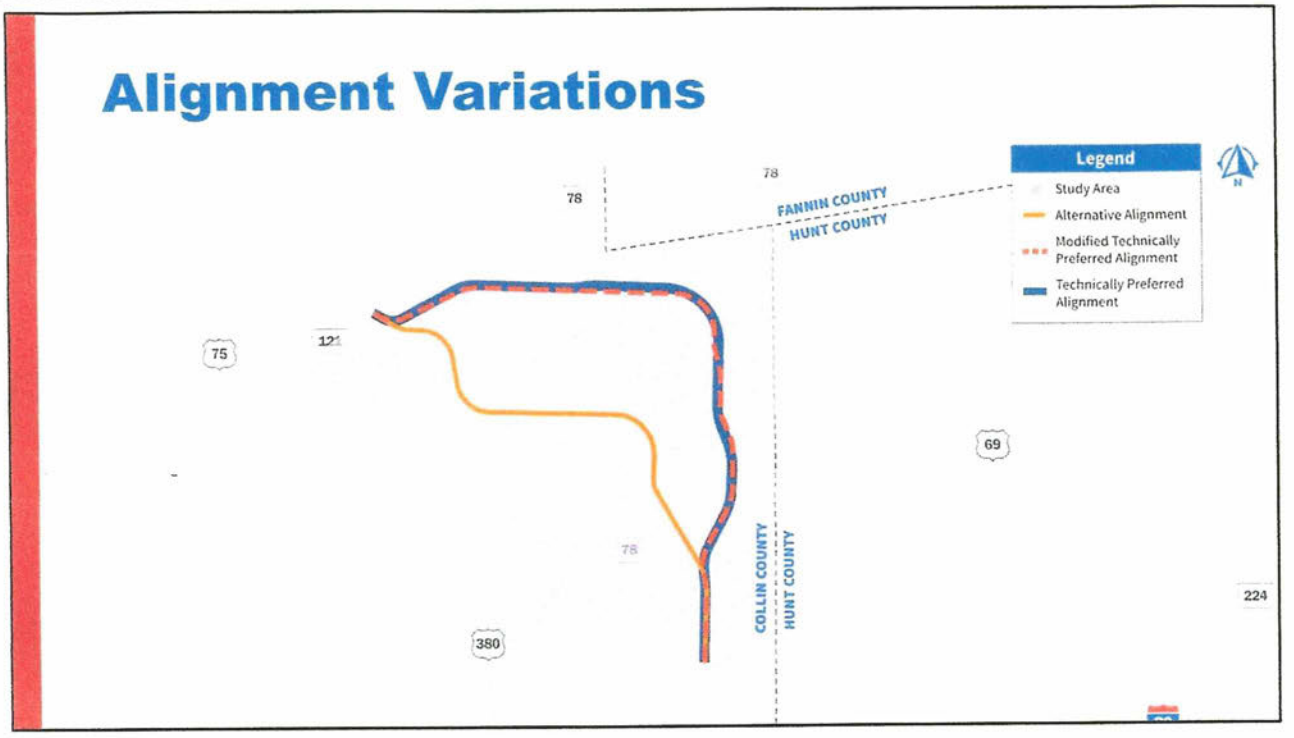
T.J. LANE

Cc: Hon. Chris Hill, County Judge

[redacted]

ADDENDUM

LETTER TO COLLIN COUNTY COMMISSIONERS COURT
RE: OUTER LOOP SEGMENT 5



Screening Matrix

Objectives	Technically Preferred Alignment	Modified Technically Preferred	Alternative Alignment
Enhanced Mobility and Safety	✓	✓	✓
Cost Effectiveness	✗	✗	✓
Engineering Feasibility	✓	✓	✓
Minimizing Environmental Impacts	✗	✓	✓

COLLIN COUNTY OUTER LOOP SEGMENT 5

Outlook

Re: Collin County Outer Loop - Comment Form - Steven Payne

From Steven Payne <noreply@formresponse.com>
Date Mon 12/8/2025 1:32 PM
To

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Collin County Outer Loop - Comment Form

Name	Steven Payne
Email	[redacted]
Zip Code	[redacted]
Comment	My families been livin on this road since high school and I couldn't imagine having this eyesore runnin through my back yard I believe that if we all pray about this the Lord will bring us through this tragedy.

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Objective Assessment of Original/ Technical Route vs. Proposed Alternative Route for Collin County Outer Loop Segment #5, Prepared 30 November 2025

1/2

Submitted for consideration by: Scott & Connie Gavel, [redacted]

1) Original route was defined in 2007…eighteen years ago when the population in Collin County was 58% of what it was in 2024 (725,000 vs. 1,255 Million). <u>This 18-year old plan is obsolete.</u>
2) The original route was defined before significant improvements were made to SH-121 from Melissa to the junction of SH-160 approximately 6.5 miles north of Blue Ridge.
3) The majority of traffic in the northeast corner of Collin County, southeast Grayson County, and the southwest corner of Fannin County rely on SH-121 to drive to US-75 via Melissa, TX.
4) There are only three major roads that provide east to west routes across Collin County: US-380, FM-545, and the "proposed" Collin County Outer Loop.
5) The Original/Technical Route for Segment 5 of the Collin County Outer Loop is approximately 6.5 miles south of the SH-121/SH-160 Intersection at the northeast edge of the county.
6) FM-545 is the primary road used for travel from Blue Ridge (immediately west of SH-78) to US-75 via Melissa (FM-545 intersects SH-121 approximately 2.6 miles east of US-75).
7) FM-545 crosses SH-78 approximately 11 miles north of US-380, but is only a two-lane road. However, 90% of the road is routed through agricultural property and appears to support widening with an additional two lanes without major disruption to existing residences.
8) Major development of several tract-home communities has already started on the east side of FM-1377 in the region 2.5 to 3 miles south of Blue Ridge. The CCAD Interactive Map also shows several new utility districts intended to support additional housing developments.
9) The growth projections provided by Colin County show a significant increase in population in the area between Princeton, New Hope, and Farmersville on the south end of this region and Melissa, Anna, and Blue Ridge at the north end of this region.
10) Allowing these housing developments to proceed in this region of Colin County without providing a new east to west transportation route would be almost criminal. US-380 and FM-545 are already seriously overloaded and commute times are already much too long without the additional traffic these new housing tracts will bring.
11) A strong case can be made for adopting the Alternative Route for the Colin County Outer Loop Segment #5 while also widening FM-545 in order to provide adequate east to west routes for the new communities planned for FM-1377 south of Blue Ridge.
12) It would be extremely short-sighted for Colin County to think that Segment #5 alone will be enough to meet the east to west traffic generated by the housing tracts being developed between Anna, Blue Ridge, and US-380. Additional roads will be needed.
13) Finally, the Original/Technical Route for the Collin County Outer Loop Segment #5 would be only 6.5 miles south of the SH-121/SH-160 Intersection. This would likely result in a significant diversion of southwest-bound traffic from Fannin and Hunt Counties traveling to US-75 via Melissa.

CONCLUSION: The Original/Technical Route proposed for Collin County Outer-Loop Segment #5 would cost more and result in an unintended increase in traffic drawn from Grayson, Fannin, and Hunt Counties due to the close physical proximity of the route to SH-121. In addition, the current and projected growth for the region between the southern towns (Princeton, Farmersville, and New Hope) and the northern towns (Melissa, Anna, and Blue Ridge) in this area of Collin County will drive the need for a more southern route for Segment #5. Any assumption that people living in these new communities between the southern and northern towns will drive further north instead of south and west is questionable, at best. There are only two realistic options: using FM-2862 to travel north, and/or FM-545 to travel west for access to the Original/Technical Route of Collin County Outer Loop Segment #5. This will drive the need for traffic signals and the widening of FM-2862 and FM-545. Most of these folks will likely drive south to US-380 via FM-1377 or FM-1827, instead. Again, this will likely drive the need for additional traffic signals in existing residential communities in New Hope and Princeton. The Alternate Route proposed for the Collin County Outer Loop Segment #5 appears to be the most logical and cost-effective option. It is also recommended that plans for widening FM-545 should be accelerated in conjunction with the finalization of the route for the Collin County Outer Loop Segment #5 Project.

Submitted for consideration by: Scott & Connie Gavel, [redacted]

Scott B Gavel Connie M Gavel

Outlook

Outer Loop Concens

From Juliet M[redacted]
Date Tue 12/9/2025 5:36 PM
To connect@ccol segment5.com <connect@ccol segment5.com>

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

To Whom May Concern:

The original intent of the Outer Loop was to follow the outer edges of growth—not cut through established or developing residential areas. Redirecting it into populated zones contradicts that purpose, disrupts communities, and limits future commercial potential. Long term, county wide planning should guide this project, not short term development pressures. The preferred alignment identified nearly 20 years ago still represents the most sustainable solution for Collin County's future.

Your consideration is greatly appreciated.

Juliet

Outlook

Re: Collin County Outer Loop - Comment Form - Philip McDonald

From Philip McDonald <noreply@formresponse.com>
Date Tue 12/9/2025 11:13 PM
To

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Collin County Outer Loop - Comment Form

Name	Philip McDonald
Email	[redacted]
Zip Code	[redacted]
Comment	Modified preferred alignment looks like best route.

You can edit this submission and view all your submissions easily.

Outlook

new outer loop, cr 474, north/south expressways

From Mimi Parker [redacted]
Date Tue 12/9/2025 11:35 AM
To connect@ccol segment5.com <connect@ccol segment5.com>

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Since the 1:30 pm meeting yesterday we now have 3 schematic proposals for the outer loop.

We support the true definition of OUTER LOOP.....meaning a loop outside of our existing habitats.

We support a new outer loop schematic that will be located NORTH of the Technically Preferred Alignment schematic. This New Northern outer loop should support long term growth in rural areas ensuring true accessibility for all communities to live for today and to plan for the future. This New Northern outer loop should also support a lower amount of noise pollution.

cr 474 should remain a road for the rural community.
cr 474 schematic should be revised and SHOULD NOT cross the conservation lake in order to connect to cr 475.
Let the New Outer Loop north of the technically preferred alignment schematic DO IT'S JOB.

An expressway definition is just that.
An expressway is a solution of convenience to get around habitats - NOT to go through habitats or seriously punish habitats with huge amounts of noise pollution.
The proposed north and south expressways should not invade our existing habitats.

[redacted]

Email: [redacted]

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Outlook

COLLIN COUNTY OUTER LOOP SEG 5

From Sieling, Brian MCKINNEY TX [redacted]
Date Tue 12/9/2025 1:01 PM
To connect@ccol segment5.com <connect@ccol segment5.com>

You don't often get email from [redacted]. Learn why this is important

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I wanted to send my comments on the purposed Outer Loop Project. While I support using funds for roads, etc to help the growth of the area, I am not sure why you are changing the route that was purposed 17 years ago. The new route goes right through residential areas and many of these people made plans thinking the road was going to be routed the way it was originally. Why would this change now years after already having a plan. What is wrong with the original plan and why has it taken this long to follow a plan done so long ago. It needs to be done, but using the original plan makes the most sense in not affecting other properties. Changing the plans years later is not fair to these landowners. Thanks

Warm Regards,

Brian C Sieling, CRPC™
Senior Vice President
Senior Financial Advisor
Portfolio Manager
NMLS [redacted]

[redacted]

Robert J. Thomas III, CFP, Vice President, Wealth Management Advisor, [redacted]
Juliet Mcknight-Francis, Officer, Wealth Management Client Associate, [redacted]

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*Published annually in January. Rankings based on data as of March 31 of prior year. *Named to the 2025 list as a member of Turnage Sieling Wealth Management Associates*

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Outlook

Collin County Outer Loop

From pjturnage46@gmail.com [redacted]
Date Tue 12/9/2025 3:33 PM
To connect@ccol segment5.com <connect@ccol segment5.com>

[You don't often get email from [redacted] Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

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I support the technically preferred alignment.
This alignment supports long term growth in rural areas and ensures accessibility as those communities expand.
The alternative alignment injures current residents that invested in their properties and businesses with the knowledge that the route for segment 5 had already been vetted, researched, approved to be the best route from the several presented back in 2006, 2007.
The original intent of the outer loop was to follow the EDGES of growth in the county, not cut through densely populated residential zones.
We are counting on you to focus on solutions for broader long term growth, not constraining the future to fit recent, localized development.

Thank you for your consideration.

Phyllis Turnage

Outlook

Re: Collin County Outer Loop - Comment Form - Philip McDonald

From Philip McDonald <noreply@formresponse.com>
Date Wed 12/10/2025 9:58 PM
To

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Collin County Outer Loop - Comment Form

Name	Philip McDonald
Email	[redacted]
Zip Code	[redacted]
Comment	The modified technically preferred alignment looks like the best route.

You can edit this submission and view all your submissions easily.

Outlook

Re: Collin County Loop Segment 5

From Cherri Rapp [redacted]
Date Wed 12/10/2025 2:59 PM
To connect@ccol segment5.com <connect@ccol segment5.com>

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To Whom it may Concern,

I am concerned about the Collin County Outer Loop - Segment 5 Alternative Alignment. This is not a good idea in my opinion. We should stay with the Technically Preferred Alignment or the Modified Technically Preferred Alignment. If you are thinking about the future in 10 - 20 years, instead of right now you should make the loop farther out. That Alternative Alignment loop will be outdated in just a few years as the population is growing so fast in Collin County. I have seen this happen in other cities, not thinking far enough in the future. It would money spent that won't last very long.

Cherri Rapp

Outlook

RE: Collin County Outer Loop Segment 5

From Jan Rapp [redacted]
Date Wed 12/10/2025 3:22 PM
To connect@ccol segment5.com <connect@ccol segment5.com>

You don't often get email from [redacted]. Learn why this is important

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To whom it may concern:

I am writing to confirm my support for the blue "Technically Preferred Alignment" over other alternatives. I believe this will be the most efficient and best use of funds. The development that is going on now in the area of the alternative alignment (the orange line), is way too far advanced to make the alternative alignment an outer loop. I believe the road needed now is farther north of the alternative alignment. The alternative option seems to be short-sighted and not looking toward the ten to twenty year future needs of roads in the area.

Please use taxpayer funds wisely and keep the original plan.

Thank you for your consideration, Jan Rapp

Outlook

Technically Preferred Alignment

From Liz Scaggs [redacted]
Date Wed 12/10/2025 4:58 PM
To connect@ccol segment5.com <connect@ccol segment5.com>

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I would say that changing the alignment at this late juncture is a disservice to the folks that have moved in the area with the Technically Preferred Alignment in mind. An “Outer Loop” should be just that, an outer loop, not a loop through developed areas or areas where people bought property with development in mind?

Liz

[redacted]

December 10, 2025

Dear Sir: My grandfather bought land (currently on both sides of 973) in the early 1920s. While other families lost their land during the Great Depression, my family kept on farming. When World War 2 began, my uncle was sent oversees, so my mother and aunt took over his duties on the farm. All the barns were built sturdily by hand. My grandfather and uncle planted a very nice orchard with trees and grapes. Beginning with cotton then dairy cows and now beef cows it has been in agricultural use for over 100 years. It would be such a loss to destroy this farm...

Sincerely,

Joyce Scott

Outlook

Support for Technically Preferred Alignment!

From JULIA SEDATE [redacted]
Date Wed 12/10/2025 5:40 PM
To connect@ccol segment5.com <connect@ccol segment5.com>

You don't often get email from [redacted]. Learn why this is important

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

I support the Technically Preferred Alignment. This alignment supports long term growth in rural areas and ensures accessibility as those communities expand. The “newly” introduced alternative alignment bisects and sends incessant heavy regional traffic through the middle of an area that has been transitioning from primarily agricultural to low density residential uses, and severely limit opportunities for developing more and higher value commercial uses further out and nearer the county line, (along the original preferred route to the north and east of Blue Ridge). Other costs and unintended negative consequences would most surely accompany a shift to the alternative alignment. These have yet to be identified, much less thoroughly studied, thoughtfully analyzed, and properly addressed. The alternative alignment injures current residents that invested in their properties with the knowledge that the route for segment 5 had already been vetted, approved and chosen in 2007. The alternative serves as a band-aid, not a long term solution to the continuing growth of Collin County. If saving money is the priority, making needed improvements to Hwy 78 and FM 545 would serve as a better use of funds. The original intent of the Outer Loop was to follow the edges of growth, not cut through densely populated residential zones. Please focus on solutions for broader long term growth, rather than constraining the future to fit recent, localized development. The solution was identified nearly 20 years ago

Sent from my iPad

Outlook

Outer loop segment 5

From Leah Burchfield [redacted]
Date Thu 12/11/2025 3:58 PM
To Connect@ccol segment5.com <Connect@ccol segment5.com>

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To whom it may concern,

I'd like to voice my thoughts towards the Collin County Outer Loop segment 5. I feel as the original technically preferred alignment chosen in 2007 is the better option. The new alternate route will be outgrown before the construction is finished. The continuous growth of the county demands a more northern alignment.

Leah Burchfield

Sent from my iPhone

Outlook

Re: Collin County Outer Loop - Comment Form - Scott Fowler

From Scott Fowler <noreply@formresponse.com>
Date Thu 12/11/2025 5:09 PM
To

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Collin County Outer Loop - Comment Form

Name	Scott Fowler
Email	[redacted]
Zip Code	[redacted]
Comment	I support the Technically Preferred Alignment. This alignment supports long term growth in rural areas and ensures accessibility as those communities expand. The “newly” introduced alternative alignment bisects and sends incessant heavy regional traffic through the middle of an area that has been transitioning from primarily agricultural to low density residential uses, and severely limit opportunities for developing more and higher value commercial uses further out and nearer the county line, (along the original preferred route to the north and east of Blue Ridge). Other costs and unintended negative consequences would most surely accompany a shift to the alternative alignment. These have yet to be identified, much less thoroughly studied, thoughtfully analyzed, and properly addressed. The alternative alignment injures current residents that invested in their properties with the knowledge that the route for segment 5 had already been vetted, approved and cosen in 2007. The alternative serves as a band-aid, not a long term solution to the continuing growth of Collin County. If saving money is the priority, making needed improvements to Hwy 78 and FM 545 would serve as a better use of funds. The original intent of the Outer Loop was to follow the edges of growth, not cut

through densely populated residential zones. Please focus on solutions for broader long term growth, rather than constraining the future to fit recent, localized development. The solution was identified nearly 20 years ago.

You can edit this submission and view all your submissions easily.

Outlook

Re: Collin County Outer Loop - Comment Form - Jesse Hernandez

From Jesse Hernandez <noreply@formresponse.com>
Date Thu 12/11/2025 4:20 PM
To

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Collin County Outer Loop - Comment Form

Name	Jesse Hernandez
Email	[redacted]
Zip Code	[redacted]
Comment	My family and I are in favor of the 2007 technically preferred alignment. The alternative route severely penalizes residents who bought their property and built businesses using the knowledge which was made available for almost 20 years. The original intent of the OUTER loop was to stay ahead of the growth. If you want to offer an alternative. It should be even further north of the original route proposed.

You can edit this submission and view all your submissions easily.

Outlook

(No subject)

From ANDRIA LAI [redacted]
Date Thu 12/11/2025 9:19 AM
To connect@ccol segment5.com <connect@ccol segment5.com>

You don't often get email from [redacted]. Learn why this is important

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

I'm writing to voice my support for the originally planned Technically Preferred Alignment. This route has been on the books for years, and it was chosen specifically because it supports long-term growth, protects rural communities, and keeps traffic flowing where it makes sense as the county expands.

The newly introduced alternative alignment raises a serious question: **why are we changing something that was already planned, approved, and communicated to the public?** This alternative cuts straight through an area that has been steadily moving from agricultural land to low density residential neighborhoods. Pushing heavy regional traffic into the middle of those homes is not only disruptive, it undermines the future potential for commercial development farther out near the county line — the very area the original alignment was designed to support.

Switching routes now would also create a whole set of new costs and unintended consequences that have not been identified or studied. Residents bought and built near the current alignment with the understanding — based on decisions made back in 2007 — that the route had already been vetted and chosen. Changing it now feels less like good planning and more like applying a temporary fix that doesn't serve Collin County's long-term needs.

If the goal is simply to save money, improving Hwy 78 and FM 545 would be a better and more direct use of funds. The purpose of the Outer Loop has always been to guide growth, not run a major roadway through established neighborhoods.

The original solution has been in place for nearly 20 years. It was chosen for good reasons, and nothing has changed that would justify abandoning it now

Outlook

Collin County Outer Loop

From Dave Murray [redacted]
Date Thu 12/11/2025 6:37 PM
To Connect@ccol segment5.com <Connect@ccol segment5.com>

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I request the outer loop segment 5 remain as selected in 2007. Due to the development and growth north a plan other the 2007 will limit growth opportunities plus eliminate disruption to wildlife save costs and keep current land owners whole.Sent from my iPad

Outlook

Collin County Outer Loop Project

From Suzanne Bridenbaugh [redacted]
Date Fri 12/12/2025 6:33 PM
To connect@ccol segment5.com <connect@ccol segment5.com>

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I vote NO on alternative routes. The original Blue-Red route is better than the others. It is least invasive to humans and the environment. Also it makes no sense to go further south when most the building is north. Really need to be careful about with a weak infrastructure and heavy building like what has happened in Princeton.
Sent from my iPhone

Outlook

Outer Loop Colin County

From Suzanne Bridenbaugh [redacted]
Date Fri 12/12/2025 6:28 PM
To connect@ccol segment5.com <connect@ccol segment5.com>

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I am not in favor of any routes presented for this project other than the original Blue-Red. Doing a project like this is disruptive for those in the path of it. The idea is to go forward with needed growth but with least disruption to humans and the environment. The alternatives are not in the best interest of either of those.
Suzanne Bridenbaugh
Sent from my iPhone

Outlook

Collin County Outer Loop Segment 5 comment

From Janie Carpenter [redacted]
Date Sun 12/14/2025 4:13 PM
To connect@ccol segment5.com <connect@ccol segment5.com>

You don't often get email from [redacted]. Learn why this is important

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

To Whom It May Concern,

I support the Technically Preferred Alignment for Collin County Outer Loop's Segment 5. I am very disappointed that you are trying to change the route in Segment 5 from its 2007 studied, voted, and approved route to some random alternate route that will cut through people's planned farms / ranches / land. That land was likely purchased due to the original approved route on Segment 5 so the owners' land would not be chopped apart and destroy whole segments of inheritance with completed homes, barns, grazing land, etc. This land may transition to more residential use but this alternative route will cause issues with planned developments and roads and long-term growth. Please hold true to the studied, voted, and approved Technically Preferred Alignment route for Collin County Outer Loop's Segment 5.

Sincerely,

J.A. Carpenter

Outlook

Collin County Outer Loop Segment 5 comments

From Janie Carpenter [redacted]
Date Sun 12/14/2025 4:04 PM
To connect@ccol segment5.com <connect@ccol segment5.com>

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To Whom It May Concern,

I support the Technically Preferred Alignment for Collin County Outer Loop's Segment 5. I am very disappointed that you are trying to change the route in Segment 5 from its 2007 studied, voted, and approved route to some random alternate route that will cut through people's planned farms / ranches / land. That land was likely purchased due to the original approved route on Segment 5 so the owners' land would not be chopped apart and destroy whole segments of inheritance with completed homes, barns, grazing land, etc. This land may transition to more residential use but this alternative route will cause issues with planned developments and roads and long-term growth. Please hold true to the studied, voted, and approved Technically Preferred Alignment route for Collin County Outer Loop's Segment 5.

Sincerely,
Janie Carpenter

December 12, 2025

Subject: Collin County "OUTER LOOP" NE Quadrant

To: Project Group/Managers

From: Lannie Jackson, property owner of 157.5 acres on [redacted]

When I first heard about the original Outer Loop and the general location I thought that makes good sense. When I saw the location on the first map with the proposed location I thought that makes good sense. When you hear the term "Outer Loop", what does that mean? Well to me it means you build a roadway that mirrors the boundaries of the Collin County line. Over my many years of working and driving around Dallas County I would always be running into or across Beltline Road. I thought this is a mystery, a little crazy. Wherever I go around Dallas County, I run into Beltline Road. I thought it has no rhyme or rhythm to it. But much later I would find out it did. Finally, I read some things and met someone who knew a little history on Beltline Road. It was designed and built in the early days of the county with the idea to build a road that would loop the entire perimeter of Dallas County. The designers and leaders of the county thought it would serve a very useful purpose of being able to travel around the county on a road that paralleled the county boundary. Anyone could get on Beltline Road and travel all the way around the county to get to where they wanted. After learning the sketchy history of Beltline Road, it made a lot of sense to me.

When you are on the edge of the county road perimeter, you can travel around the edge until you get to where you want to go and then turn off to go into the heart of the county to your destination. An "Outer Loop" is no longer an Outer Loop when it deviates a substantial distance away from the county line. So, I thought the proposed route was headed in a good direction. Until I got a call from several people telling me there was a new "alternate route" being proposed on the NE Collin County Loop. They also sent me a picture and the alternate route goes **through the heart of my 157.5 acres** on a north-south route. How did this happen? The Outer Loop is supposed to be going in a East-West direction in this part of the county. My property runs East-West. It fronts on CR 618 and goes to the Indian Creek bottom.

I believe this dramatic change of going away from the perimeter of the county line for the OUTER LOOP, destroys the integrity of your original planned "OUTER LOOP".

I believe many of the reasons and factors the engineers and planners used in the original route are "still present today". It makes perfect sense to see the proposed route run between the east Indian Creek bottom and the Collin – Hunt County lines. The distance is good.

When I look at your maps it puts the alternate route that crosses my land in a North-South fashion, west of Indian Creek and very, very, very close to Highway 78. Tom Brady could almost throw a football from your new alternate route to state Highway 78.

If you are going to deviate that far from the county line perimeter, might as well use Hwy 78 for your "Outer Loop" which would not meet the definition of an "Outer Loop".

This route really destroys the concept of the "Outer Loop" and the purpose it is supposed to serve. When I first saw this drawing with such a huge deviation from the original North-South route on the Eastern boundary of the county, it made me think of a childhood game we use to play. Ring Around the Rosie with the added feature of "cut the mustard". In other words, just cut the original route and cut the mustard and take a big "short cut". I think that's what this new alternate route does.

FACTS ABOUT MY PROPERTY and WHAT EFFECT THIS SHORT CUT WOULD HAVE:

The property has three distinct segments, broken into approximately one-thirds each.

- One-third frontage – flat, traditional row crop land
- One-third – rolling terrain with lots of oak trees and ponds and lakes
- One-third – Indian Creek bottom land, wildlife area

The new alternate route just about splits the middle one-third of the property, which is the best part of the property. It has branches, trees, two ponds and one lake. The 3-4 acre lake in this section was recently built at an investment of $55,000.

Land Improvements:
I wanted to improve this property, my family farm that I grew up on. I went to the USDA office, NRCS in McKinney and discussed my options. They have a program called "Regenerative Agriculture". It is to improve the soils fertility, restore good grasses, including natives where possible. The idea is to get good healthy soil and vegetation growing on the flat lands as well as clearing and planting many acres of grasses in the one-third rolling section. I already have a good deal of my personal money invested in this. We are going to grow healthy grass and healthy cattle.

I have entered into a long-term agreement with a young, smart rancher who subscribes to practices of the regenerative agriculture principles. We have entered into an agreement with USDA-NRCS to carry out these plans. They pay for parts of some things, we pay 100% of other things. I, as a land owner just paid $10,000 to have a 100+ year old fence row cleared out to make way for new electric fencing.

OVERALL EVALUATION:

I have tried to look at these Collin County Outer Loop proposals in two ways.

#1 As if I were not a land owner affected by these proposals.
#2 As a land owner, GREATLY affected.

If I were a commissioner, trustee, etc. and had a vote, I in no way would vote for this alternate route. As I said earlier, I believe it greatly affects the integrity of the purpose of an "Outer Loop" plan. Fifty years from now, an "Outer Loop", route that mimics and parallels the county line will still stand out as a very helpful, practical route that serves the best interest of the citizens. I don't believe the hurry up short cut, cut the mustard plan will stand the test of time.

Let's remember what it is you are building; an "Outer Loop" that sticks to the Outer Loop of Collin County. Remember to look out for the interest of the land owners. Don't take a short cut for whatever reasons, just to deal with a short-term problem. I can't stand the thought of a so-called "Outer Loop" that's on the west side of Indian Creek Bottom and so close to HWY 78.

WHAT YOUR DOING IS NOT AN EASY TASK!! I KNOW FROM EXPERIENCE.

I ran for office and was elected for 3 terms of 9 years on the Board of Trustee of Coppell ISD. I had a leadership role for the 7 of 9 years. During that time, we acquired building sites and built six new schools, including the Master Planned new Coppell High School and Athletic Complex. As you can imagine, we had all kinds of challenges and dealt with them successfully. We tried to meet the needs of the students and treat the parents and property owners as partners, since they were paying the taxes. In dealing with land owners, we tried to do no to as little harm as possible. When we were searching for enough land to build the new high school and athletic complex of 50 acres. We had three choices inside our district boundaries. We tried to acquire our best two choices (we thought). There were problems that negatively affected the citizens. Our third choice, which we acquired, turned out to be the best choice by far. Unbelievably good.

Thank you for your work and your serious consideration of my thoughts and observations.

Respectfully and Sincerely,

Lannie D Jackson, TAMU Class of '64
[redacted]

P.S. If you don't decide to go back to your original proposed route, I believe we could find 2-3 others that would be better than the current alternate route.

Outlook

OUTER LOOP SEGMENT 5 INPUT

From Kristi Swords [redacted]
Date Fri 12/12/2025 3:55 PM
To connect@ccol segment5.com <connect@ccol segment5.com>
Cc Lannie Jackson [redacted]

1 attachment (18 KB)
Collin County OUTER LOOP SEG 5_2025.docx;

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See attached comments on Collin County OUTER LOOP NE

On behalf of Lannie Jackson

Kristi Swords
[redacted]

Outlook

Colin County Outer Loop

From Raymond Keith Tahbone [redacted]
Date Fri 12/12/2025 6:30 PM
To connect@ccol segment5.com <connect@ccol segment5.com>

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Keep the project going with the blue or red route as originally proposed. That will make the project a loop as proposed and not a zag route.

Outlook

Re: Collin County Outer Loop - Comment Form - Laurie A

From Laurie A <noreply@formresponse.com>
Date Sat 12/13/2025 9:06 PM
To

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Collin County Outer Loop - Comment Form

Name	Laurie A
Comment	Taking the Collin County through Valdasta along County Road 500 would take land that families have worked for generations. Six generations of my family lived, loved and cared for part of the land being reviewed for this road expansion. We chose to live and raise our families in the country, and with that choice we have accepted the responsibilities and challenges that come with it. While I believe in progress, that progress should not come at the cost of destroying family land, heritage, and a way of life that has existed here for generations. There are other places where development can occur without displacing families who have deep roots in the community. Progress should not mean pushing people out their homes and land. Some of this land is a part of the Texas Heritage Land (inducted in 2006).

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Outlook

Virtual Public Meeting CCOL-Segment5 Comment

From Teresa Airhart [redacted]
Date Sat 12/13/2025 5:22 PM
To connect@ccol segment5.com <connect@ccol segment5.com>

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To Whom It May Concern:

This comment addresses the proposed Alternative Alignment for Segment 5 of the Collin County Outer Loop and explains why it should be eliminated from further consideration. As detailed below, the Alternative Alignment departs from a corridor that has been publicly identified and relied upon by landowners since 2007, imposes disproportionately high acquisition and severance costs despite its shorter length, and duplicates existing and planned transportation facilities in a manner inconsistent with the stated purpose of a true outer circumferential loop for Collin County.

I am the owner of approximately 92 acres located near the intersection of County Road 500 and County Road 502 within the Segment 5 study area. As shown in the public materials, the Alternative Alignment would run directly through the center of my property, bisecting the farm and materially impairing its continued operation as a viable agricultural enterprise.

Our property supports active cattle and hay operations, with approximately 40 head of cattle. The Alternative Alignment would fragment the property into separated triangular remnants, disrupt fencing and livestock movement, and eliminate or substantially reduce the hay producing acreage that supports the herd. These impacts are not incidental; they would fundamentally compromise the farm's operational integrity, requiring purchased hay, reconstruction or relocation of fencing, gates, and water access, and ongoing management and safety accommodations that render the remainder economically inefficient for its current use.

This farm was formally recognized as a Texas Family Land Heritage Farm in 1991, reflecting more than a century of continuous family ownership and agricultural use dating back to 1891. My family's stewardship began when my great-grandfather, Tom Airhart, acquired the original acreage through trade and hard work.

The proposed severance and conversion of this intact agricultural operation would result in the permanent loss of a documented working farm, undermining both rural heritage and the continuity of agricultural land use in this area of Collin County, in addition to the economic harms described above. The Technically Preferred Alignment has been publicly identified since 2007, providing long standing notice and planning certainty to landowners and developers alike. Maintaining consistency with that established corridor respects reasonable reliance interests and reinforces predictable land use

planning, whereas a late-stage departure shifts unanticipated burdens onto properties that have planned around the historically identified alignment.

Income generated from this farm constitutes my sole source of supplemental income in retirement from teaching. By materially impairing the farm's viability, the Alternative Alignment would impose a significant and disproportionate financial hardship.

Even if the property were no longer economically efficient for continued agricultural use, the Alternative Alignment would also cause a substantial diminution in value as a potential residential or mixed-use development tract. The proposed diagonal acquisition of a large right-of-way through the center of the property does not merely remove acreage; it fundamentally impairs the economic integrity of the remainder. The tract currently functions as a single, contiguous parcel with multiple viable end uses, allowing value to be maximized through unified planning, efficient infrastructure placement, and market flexibility. The proposed alignment fractures the property into irregular, functionally constrained remnants that are significantly less marketable, less efficient to develop, and less attractive to a broad pool of buyers.

As a result, the diminution in value to the remainder is not proportional to acreage alone and is likely to exceed the value of the land taken, thereby increasing severance damages and the County's overall acquisition cost. Under standard appraisal practice, diagonal takings that create irregular remnants frequently generate substantial cost to cure obligations, further elevating total project costs beyond what acreage based estimates suggest. In practical terms, this alignment converts a single, economically efficient property into inferior parcels, creating avoidable financial consequences for both the landowner and the County.

By contrast, the Technically Preferred Alignment and the Modified Technically Preferred Alignment have been matters of public record for nearly two decades, providing landowners with a stable and identifiable corridor around which long-term land use, investment, and estate planning decisions have been made. That prolonged public identification of a preferred corridor has created legitimate reliance interests for affected landowners. Introducing a materially different Alternative Alignment at this stage disrupts those settled expectations and imposes new and unanticipated burdens on properties that have been planned, managed, and improved in reliance on the previously identified alignment.

While the Alternative Alignment may appear shorter in overall mileage, any apparent cost savings from reduced length are likely offset by higher aggregate acquisition and severance costs resulting from diagonal takings through large, contiguous tracts. Based on a review of current property listings, land values along portions of the Alternative Alignment appear significantly higher (approximately $50–100k per acre) than along the Technically Preferred Alignment (approximately $20–40k per acre), materially increasing overall acquisition costs.

In addition, the stated purpose of the Outer Loop project is to provide a true outer route for Collin County that improves regional mobility. The Alternative Alignment appears to deviate from that core objective by tracking much closer to existing and planned thoroughfares, thereby limiting its marginal transportation value. Specifically, the Alternative Alignment overlaps or closely parallels infrastructure projects that the County has already completed or is actively planning, including the US 380 Bypass, Spur 399, and the ongoing Collin County Northeast Freeway study. Notably, the Northeast Freeway concept contemplates a north–south controlled-access facility that could run parallel to the Alternative Alignment for extended distances, in some locations separated by approximately one mile or less. Constructing two high-capacity facilities in such close proximity would be duplicative, inefficient, and inconsistent with prudent stewardship of County resources. Compressing multiple major facilities into

a narrow corridor effectively creates an infrastructure barrier rather than a true outer circumferential loop that distributes regional mobility and long-term growth more efficiently.

For these reasons, I respectfully request that Collin County eliminate the Alternative Alignment from further consideration for Segment 5, or, at a minimum, modify the alignment to avoid bisecting this property and similarly situated tracts.

I further request that the project team include in the administrative record a detailed evaluation of: (1) agricultural operational impacts, including fencing, livestock movement, hay production, water access, safety considerations, and any drainage or hydrology effects to the extent applicable; (2) severance damages and remainder viability for both current agricultural use and foreseeable residential or mixed-use development, including cost-to-cure considerations; and (3) any feasible alignment adjustments or corridor refinements that would avoid splitting this farm and similarly situated tracts. In addition, given that the Technically Preferred Alignment was originally identified in or around 2007 and that the County subsequently undertook extensive technical analysis to develop the Modified Technically Preferred Alignment, I respectfully request that the record include: (4) a clear explanation of the planning rationale for departing from the long-established preferred corridor at this stage of the project; (5) a comparison of the Alternative Alignment against the Technically Preferred and Modified Technically Preferred Alignments that fully accounts for total acquisition costs, including severance damages, remainder impairment, and mitigation measures, rather than mileage alone; and (6) documentation showing how the Alternative Alignment advances the stated purpose and need of an outer circumferential route without duplicating existing or planned facilities. I am available to provide additional information in writing or through virtual means regarding fencing, water access, and other operational features relevant to the alignment decision, and respectfully request that all substantive responses and supporting materials be included in the public record.

Regards,

Teresa Airhart

Dec. 12, 2025

Dear Gwen Jurisich,

I am the owner of 91.98 acres of land off of [redacted] and [redacted].

If the Alternative Alignment is chosen for Segment 5, it would cut straight across my farm. Currently I have 41 cows, 16 calves, and 1 bull on my land and my sister's adjoining land. These cattle would be displaced, and there would not be enough land to grow hay on.

Our farm was named a ~~t~~ Family Land Heritage farm in 1991, being recognized for a century or more of continuous ownership and operation as a family agricultural enterprise.

My ancestors, beginning with my great-grandfather, Tom Airhart, who traded two mules and a

wagon for the first 50 acres, worked hard since 1891 to make this farm a success. It would be truly heartbreaking to witness a multi-lane highway destroy it!

In addition, the income from this farm is my sole supplemental income to my teacher retirement.

It seems both the technically preferred and modified technically preferred routes would be more suitable for the Outer Loop, as they seem to be located along existing corridors, away from farmland.

Please choose the two technically preferred routes, instead of the Alternative Alignment for Segment J.

[redacted]

Thank you,
Teresa Airhart

[redacted]

Outlook

Fwd: CCOL-Segment 5

From Carl Glaze [redacted]
Date Sun 12/14/2025 5:10 PM
To connect@ccol segment5.com <connect@ccol segment5.com>

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To Collin County Officials

As you know, this work was done many years ago and the conclusions reached were publicly available for all to review. Those who were under or near the preferred alignment were in a position to plan their lives, businesses, activities, and investments with the understanding that the loop would affect them. That expectation may have been welcome to some land owners who saw that their property values might grow with the availability of enhanced access. Some may well have bought land on or near that announced alignment with a view to exploiting that increased access. Others who view their land ownership from a less mercenary perspective, viewing it as carrying links to personal, family, and generational memories, plans, and connections or as an environmental and historical legacy for family, community, nature, or God, were undoubtedly very unhappy with that designation. But they too have had those years of knowledge of what to expect to adjust to the county's decisions.

By the same token, land-owners such as my family whose land would have been affected the path of alternative alignments then being considered, but at that time rejected, have lived and made decisions based on the knowledge that their land would not be affected by the proximity of the loop.

But now you have reopened all those issues by proposing a drastically different new alternative alignment. The plans of the landowners affected by the Preferred Alignment are put at risk as are those of the landowners affected by the new alternative. This is unjust and, indeed, outrageous. I would appeal to the sense of justice of the County officials but suspect that they will be more responsive to economics than to considerations of justice. Economic decisions are best made with as little uncertainty regarding the future as possible. By reopening the alignment issue you have injected great uncertainty into the market not only with regard to this loop's alignment but also with the dependability of all of your other alignment decisions.

My wife and I own property (Collin County tax tracts [redacted] and [redacted] on [redacted] [redacted] affected by the alternative you have proposed here that would also have been affected by alternatives and rejected in the earlier iteration of this project years ago. We both participated extensively in the earlier iteration of these proceedings. She is now submitting tract specific comments that I consider compelling but that I will not repeat here. Much of that information was submitted years ago and played a part in the county's selection of the Preferred Alignment. My purpose is to criticize the unjust and uneconomic reopening of a previously decided issue, thereby reopening a set of old wounds for my family.

Carl E. Glaze

[redacted]

[redacted]

[redacted]

Attention Gwen Jurisich

uter Loop- nt 5 Alternate

[redacted]

Dear Ms. Jurisich:

We wish to express our extreme displeasure with Collin County's consideration of our Historic Airhart Farm as an Alternate Planned Route for Collin County Outer Loop - Segment 5 (Northeast).

All the proposed plans of the TXU (ONCOR) 345 KVL in 2000, TTC-35 Alternate in 2006 and Collin Co. Loop in 2009 planned on the same tracts were stopped by the same documented archeological, TARL, cultural, historical, environmental and economic facts that still exist here. Please remove every tract from all possible route plans now.

References: PUC Docket # 22665 science, history and art section expert witness Dixon A. Glaze; Collin County, Texas Families ISBN: 0-88107-246-X 1994, Collin County, Texas Families Volume II ISBN: 0-9666 7999-0-9 1998 contributing author Dixon Ann Airhart Glaze for families Airhart, Callahan, Hendricks and Skelton-Wallis.

Speaker Sam is spinning in his grave. Tom and Anne Airhart hosted Speaker of the House Sam Rayburn overnight many times on his trips from his home in Bonham to and from Washington D.C. The Airhart family farm fed the community during The Great Depression. The farm was the beacon for implementing soil conservation techniques in the area. Destroying the Airhart TX Dept of Agriculture Family Land Heritage Farm with this road would indicate lack of respect for community and good citizenship.

Sincerely, Dixon Ann Airhart Glaze

Outlook

CCOL Segemnt 5

From Carl Glaze [redacted]
Date Sun 12/14/2025 5:17 PM
To connect@ccol segment5.com <connect@ccol segment5.com>

1 attachment (562 KB)
CCF 000110.pdf;

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See attached comments.

Dixon Ann Airhart Glaze

Outlook

Re: Collin County Outer Loop - Comment Form - Janet Lambert

From Janet Lambert <noreply@formresponse.com>
Date Sun 12/14/2025 2:24 PM
To

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Collin County Outer Loop - Comment Form

Name	Janet Lambert
Email	[redacted]
Zip Code	[redacted]
Comment	I support the Technically Preferred Alignment. The “newly” introduced alternative alignment ploughs through, cutting up, bisecting and sending more traffic through the middle of an area that’s already experiencing hyper-phenomenal growth, including new residential and commercial construction, with heavy traffic and congestion! This is in addition to the existing “country” type residences some owners purchased to escape this kind of expansion associated with City living! The logical area for the Loop would be best suited further north, close to the county lines. In addition, expanding Highway 78 and FM 545 to alleviate some of this traffic would be money well spent.

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Re: Collin County Outer Loop - Comment Form - Janet Lambert

From Janet Lambert <noreply@formresponse.com>
Date Sun 12/14/2025 2:25 PM
To

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Collin County Outer Loop - Comment Form

Name	Janet Lambert
Email	[redacted]
Zip Code	[redacted]
Comment	I support the Technically Preferred Alignment. The “newly” introduced alternative alignment ploughs through, cutting up, bisecting and sending more traffic through the middle of an area that’s already experiencing hyper-phenomenal growth, including new residential and commercial construction, with heavy traffic and congestion! This is in addition to the existing “country” type residences some owners purchased to escape this kind of expansion associated with City living! The logical area for the Loop would be best suited further north, close to the county lines. In addition, expanding Highway 78 and FM 545 to alleviate some of this traffic would be money well spent.

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Re: Collin County Outer Loop - Comment Form - Frances Pritvhard

From Frances Pritvhard <noreply@formresponse.com>
Date Sun 12/14/2025 10:39 PM
To

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Collin County Outer Loop - Comment Form

Name	Frances Pritvhard
Email	[redacted]
Zip Code	[redacted]
Comment	I strongly am against the new route through cr 500 stay with the original approved plan, families have owed these farms and make their living with hay and cattle this new route would cause farmers to lose their livelihood and reduce their farm value, it is a flat area and has drainage issues which would impact this new route.

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Outlook

Re: Collin County Outer Loop - Comment Form - Frances Pritvhard

From Frances Pritvhard <noreply@formresponse.com>
Date Sun 12/14/2025 10:39 PM
To

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Collin County Outer Loop - Comment Form

Name	Frances Pritvhard
Email	[redacted]
Zip Code	[redacted]
Comment	I strongly am against the new route through cr 500 stay with the original approved plan, families have owed these farms and make their living with hay and cattle this new route would cause farmers to lose their livelihood and reduce their farm value, it is a flat area and has drainage issues which would impact this new route.

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Re: Collin County Outer Loop - Comment Form - Alfred Scott

From Alfred Scott <noreply@formresponse.com>
Date Sun 12/14/2025 9:47 PM
To

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Collin County Outer Loop - Comment Form

Name	Alfred Scott
Email	[redacted]
Zip Code	[redacted]
Comment	My grandparents lived on this property since 1922. My grandkids make 5 generations who have worked on the farm. The technically preferred route will take out pecan trees planted by my grandfather and uncle in the 1930's. One of the trees is a tree my grandkids have climbed and played in. It looks like I will lose 2 barns, one of which is a log barn that is over 125 years old. That barn was originally owned by Collin County commissioner Carl Whitt. The technically preferred will divide the property and leave a strip about 100 feet wide that will not the usable for pasture. Personally, this is not the route I would like to see used. There doesn't appear to be any concern about the future of agriculture in Collin County.

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Re: Collin County Outer Loop - Comment Form - Al Tagizadeh

From Al Tagizadeh <noreply@formresponse.com>
Date Sun 12/14/2025 8:59 PM
To

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Collin County Outer Loop - Comment Form

Name	Al Tagizadeh
Email	[redacted]
Zip Code	[redacted]
Comment	I like to sign up any future updates please. Thanks, Al

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Re: Collin County Outer Loop - Comment Form - JOHN TICE

From JOHN TICE <noreply@formresponse.com>
Date Sun 12/14/2025 1:27 PM
To

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Collin County Outer Loop - Comment Form

Name	JOHN TICE
Email	[redacted]
Zip Code	[redacted]
Comment	We live on [redacted]. Please, we do NOT want the Outer Loop in our neighborhood nor crossing our road with your Tecnnically Preferred Alignment. It is NOT cost effective and it does NOT minimize Environmental impacts. We PREFER you use the Alternative Alignment which green checks all the boxes. There is a plethora of animal inhabitants including rare birds that live here and return every year. We have logged over 50 varieties of birds. PLEASE USE THE "ALTERNATIVE ALIGNMENT"!!! - We do NOT want the Outer Loop going through our neighborhood!!! This is our retirement home & ranch. Thank you for your consideration, Kind Regards, John Tice

Outlook

Re: Collin County Outer Loop - Comment Form - Carol Turnage

From Carol Turnage <noreply@formresponse.com>
Date Sun 12/14/2025 6:36 PM
To

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Collin County Outer Loop - Comment Form

Name	Carol Turnage
Email	[redacted]
Zip Code	[redacted]
Comment	The 2007 identified alignment provided planning certainty for landowners and developers alike. Maintaining that established corridor respects predictable land-use planning. Introducing a materially different alternative alignment at this stage, disrupts those expectations and shifts unanticipated burdens onto properties that planned around the 2007 corridor. The newer, shorter, route will likely have higher costs increased by severance damages and cost-to-cure obligations associated with cutting up contiguous tracts. The stated purpose of the Outer Loop is to provide a true outer circumferential route for Collin County. The alternative offered deviates from that purpose by closely paralleling existing and planned routes, including US 380 bypass, spur 399, and CC Northeast freeway study. Such close proximity is duplicative, inefficient, and not prudent stewardship of county resources. I request Collin County eliminate the alternative alignment for Segment 5 from consideration.

Outlook

Re: Collin County Outer Loop - Comment Form - Paige Wallace- LaSalle

From Paige Wallace- LaSalle <noreply@formresponse.com>
Date Sun 12/14/2025 1:22 PM
To

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Collin County Outer Loop - Comment Form

Name	Paige Wallace- LaSalle
Email	[redacted]
Zip Code	[redacted]
Comment	Why are you changing the route now? People have changed their lives with the route picked YEARS ago! This new route is unfair. Go further north not south! Keep original route please!

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Outlook

Re: Collin County Outer Loop - Comment Form - Collin County SWCD #535

From Collin County SWCD #535 <noreply@formresponse.com>
Date Mon 12/15/2025 2:40 PM
To

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Collin County Outer Loop - Comment Form

Name	Collin County SWCD #535
Email	[redacted]
Zip Code	[redacted]
Comment	The Collin County SWCD has several concerns about the impact of this project on several floodwater retarding structures along these routes. The SWCD would recommend that the sites be listed on environmental constraints maps. They are more than just water bodies since they were constructed with tax dollars for flood control and are part of the infrastructure of the county. They are also regulated by TCEQ. Texas Administrative Code and SWCD easements dictate what can and cannot be constructed near these sites. The SWCD would ask that engineers reach out to the SWCD about the impacts of this project.

You can edit this submission and view all your submissions easily.

Outlook

Re: Collin County Outer Loop - Comment Form - Michael Eddy

From Michael Eddy <noreply@formresponse.com>
Date Mon 12/15/2025 5:38 AM
To

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Collin County Outer Loop - Comment Form

Name	Michael Eddy
Email	[redacted]
Zip Code	[redacted]
Comment	I would like to keep the original route for Collin County outer loop being the northernmost route. Not the alternate southern route. It makes more sense to have access from The most northern route due to the projected growth in that area.

You can edit this submission and view all your submissions easily.

Outlook

CCOL Segment 5 Alternate Route Comments

From Cy Heath [redacted]
Date Mon 12/15/2025 11:44 PM
To connect@ccol segment5.com <connect@ccol segment5.com>

You don't often get email from [redacted]. Learn why this is important

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

After nearly 20 years of existing and new Collin County residents making life plans, investment decisions, and career choices based on a plan approved in 2007 based on a map published 12/12/2006, you're deciding to toss away that plan along with the trust of those residents your new alternate plan hurts.

And, for WHAT?

The project team presented several seemingly reasonable sounding challenges with very little supporting detail. Only a green checkmark vs. a red X, on a slide and a new "constraints" map that only supports the shorter distance without support for the other arguments and avoiding addressing the impact of going through a much more densely populated area. It's not very trust-inspiring, convincing, or even credible.

Any reasonable person would evaluate the vague criteria and map to conclude the exact same, is not greater; challenges exist for the alternative route. Also, additional challenges could exist with the alternate route due to residential growth in the alternative route area over the last 20 years. The project team completely ignores the possibility of new, and increased risk with the new alternative route--much less address it directly. The presentation only states some vaguely worded supposed challenges that took 20 years to discover.

Furthermore, the alternate route doesn't solve any of the problems that have grown over the last 20 years.

The county acknowledges in the northeastcountyfreeway.com communication, that rapid growth and congestions are the current concerns. The purpose of the CCOL is to alleviate distant future traffic from edges of county and other counties to travel to neighboring counties without going through the center and most congested areas. Distant future traffic, as the proposal says, is not the biggest concern today.

Also, the alternative CCOL routes do seem to conflict with the recently approved Thoroughfare Plan--which will alleviate current congestion.

Leave the Outer Loop in the location it has been planned since 2007 and focus on the regional arterial roadways to address both current and future demand,

Outlook

Input to Virtual Meeting re Collin County Outer Loop Segment 5

From Ken Means [redacted]
Date Mon 12/15/2025 5:04 PM
To connect@ccol segment5.com <connect@ccol segment5.com>

You don't often get email from [redacted]. Learn why this is important

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Collin County should move forward routing segment 5 of the outer loop along the Technically Preferred / Modified Technically Preferred Alignment. The Alternative Alignment route is the wrong choice for the county. For the past 18 years residents of rural Collin County have made their decisions about where to live and where not to live with the knowledge of this outer loop routing that has been available to them. Changing segment 5 routing now, to follow the Alternative Alignment path, would break trust with residents whose lives and property would be negatively impacted by this routing change. Collin County has offered no compelling reason for consideration of the Alternative Alignment route. The absence of this information begs the question why? And it damages the trust of the county leaders in charge of planning the outer loop. Please, publish your data, your analysis, and your rationale for choices. And ask again for input.

Routing segment 5 along the Alternative Alignment path would be short sighted. If you build segment 5 along the Alternative Alignment path the county will ultimately build another loop along the Technically Preferred Alignment / Modified Technically Preferred Alignment years later.

Ken Means
[redacted]

Outlook

Re: Collin County Outer Loop - Comment Form - Don Nichols

From Don Nichols <noreply@formresponse.com>
Date Mon 12/15/2025 9:44 AM
To

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Collin County Outer Loop - Comment Form

Name	Don Nichols
Email	[redacted]
Zip Code	[redacted]
Comment	The technically preferred alternative goes right over the Soil Conservation Site 16 dam on the south end of our property defined by the David Van Winkle Survey. Seems as though the alternative route further south would be a better solution environmentally and would preserve this soil conservation dam.

You can edit this submission and view all your submissions easily.

Outlook

Re: Collin County Outer Loop - Comment Form - Ryan Norman

From Ryan Norman <noreply@formresponse.com>
Date Mon 12/15/2025 11:13 AM
To

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Collin County Outer Loop - Comment Form

Name	Ryan Norman
Email	[redacted]
Zip Code	[redacted]
Comment	I oppose the construction of a new highway near my property. Rather than creating a new corridor that would require taking private property, the county should prioritize expanding existing highways such as 380, 78, and other established routes. Improving current infrastructure would reduce disruption to residents and minimize the economic and personal impacts associated with new right-of-way acquisition. The loss of property and the resulting disruption would create long-term economic and quality-of-life consequences for those affected. If the project is ultimately approved, I would support the technically preferred alignment. Based on the available information, this alignment appears to be the most practical option and likely the least costly, while also reducing impacts compared to other alternatives.

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Outlook

Outer loop questions

From Ryan Norman [redacted]
Date Mon 12/15/2025 11:18 AM
To connect@ccol segment5.com <connect@ccol segment5.com>

You don't often get email from [redacted]. Learn why this is important

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

Good morning,

I have a few questions regarding this project.

What is the timeline for this project?
How long are you anticipating it will take to acquire property?
When do you anticipate starting highway construction?
Will this devalue my property? If the alternate route is selected I will have to move as this highway will be right behind my backyard and I am very concerned this will devalue my property and make it difficult to sell.

Thank you,

Ryan Norman

Outlook

Re: Collin County Outer Loop - Comment Form - Ally Shapley

From Ally Shapley <noreply@formresponse.com>
Date Mon 12/15/2025 10:41 AM
To

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Collin County Outer Loop - Comment Form

Name	Ally Shapley
Email	[redacted]
Zip Code	[redacted]
Comment	Residents and land owners have been preparing for the preferred alignment for years. When the route is changed this late in the process it is very detrimental.

You can edit this submission and view all your submissions easily.

Outlook

Re: Collin County Outer Loop - Comment Form - Bill Turnage

From Bill Turnage <noreply@formresponse.com>
Date Mon 12/15/2025 3:17 PM
To

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Collin County Outer Loop - Comment Form

Name	Bill Turnage
Email	[redacted]
Zip Code	[redacted]
Comment	The technically preferred alignment option will have the LEAST negative impact on homeowners who choose the rural lifestyle quality of life as well as preserving our wildlife habitats and wetlands. The preferred alignment supports long term growth in rural areas and provides accessibility as those communities expand. Please continue to focus on the broader, long term picture for our north east residents rather than veering off course and constraining the future to fit recent, localized development.

You can edit this submission and view all your submissions easily.

Outlook

Collin county outer loop segment 5 - public comment

From Jane Wigginton [redacted]
Date Mon 12/15/2025 9:45 PM
To connect@ccol segment5.com <connect@ccol segment5.com>

You don't often get email from [redacted]. Learn why this is important

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

I want to thank Collin County for taking the time to reevaluate the Outer Loop alignments rather than relying solely on the initial assessment. That willingness to reassess and refine the plan reflects a thoughtful, data-driven approach to long-term transportation planning. Based on the County's reassessment and screening criteria, I strongly agree that the southernmost Alternative Alignment represents the optimal solution for Collin County—both today and in the years to come.

The Alternative Alignment most effectively balances regional mobility needs with preservation of Collin County's rural character, environmental resources, and community stability. As demonstrated in the County's own analysis, this route provides a straighter, safer, and more efficient corridor while minimizing impacts to floodplains, watersheds, agricultural land, and long-established rural communities.

The northern alignment options would place a major transportation corridor through areas that were never intended to absorb highway-level traffic. This would accelerate commercial encroachment, increase noise and light pollution, fragment agricultural land, disrupt sensitive environmental systems, and permanently alter the low-density buffer that protects the quality of life and identity of this region. These impacts are irreversible and would create long-term costs far beyond initial construction.

By contrast, the southern Alternative Alignment demonstrates superior engineering feasibility, reduced construction and long-term maintenance burden, improved emergency-response integration, and stronger alignment with future arterial planning. It accommodates necessary growth while respecting the communities and landscapes that continue to define Collin County's character and appeal.

Collin County's decision to reassess the alignment options and identify a clearly superior alternative reflects responsible leadership and careful stewardship of public resources. I strongly encourage the County to advance the southernmost Alternative Alignment as the preferred route for Segment 5, as it represents the most cost-effective, community-supportive, and environmentally responsible choice for the county's long-term future.

I intended to submit this comment through the project website but was unable to locate the appropriate posting location, and I appreciate the opportunity for this input to be included as part of

the public record. If there is a way for it to be inserted into the public comment section of the project website, I'm happy for that to happen.

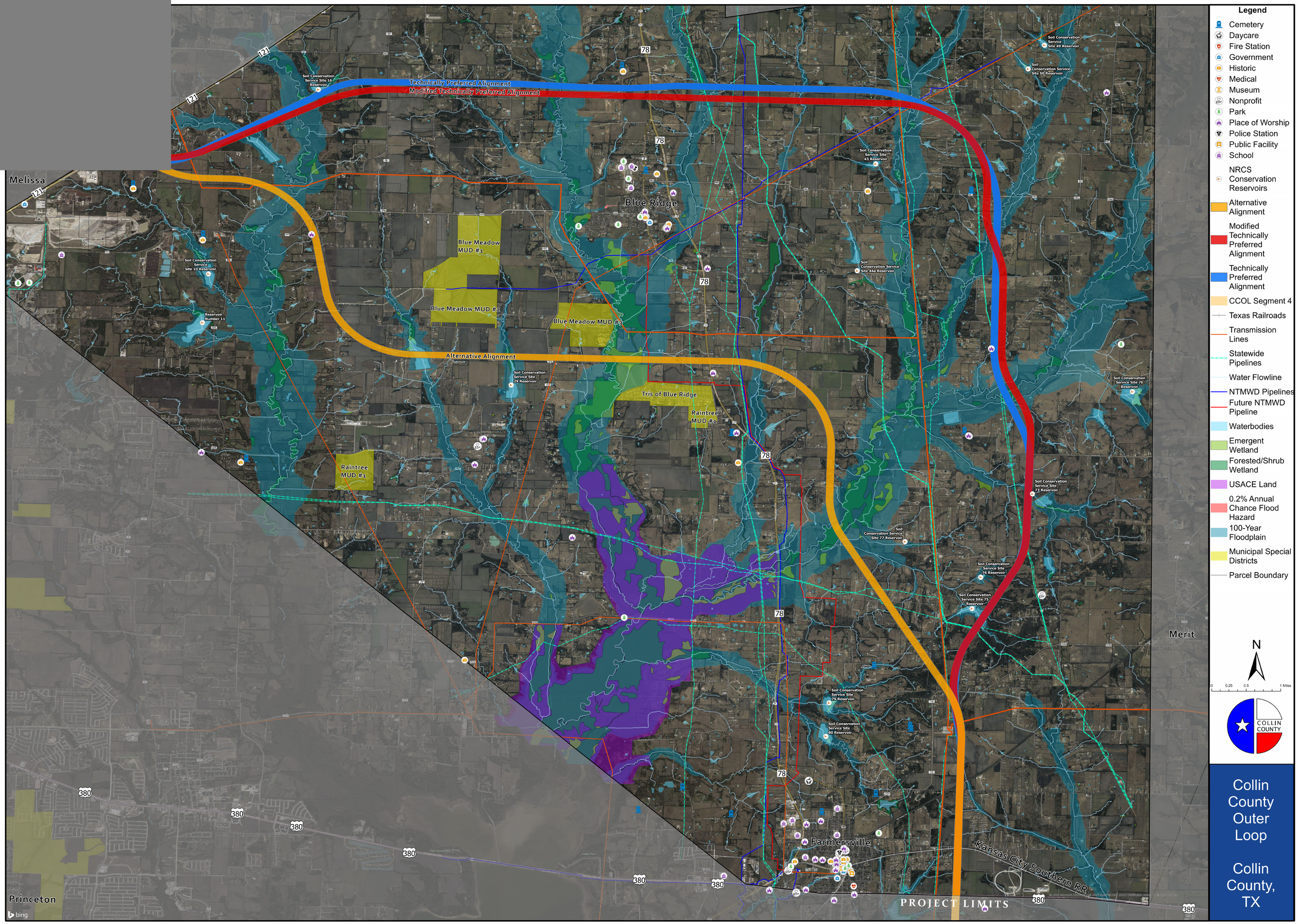
If you have any questions, or if there's anything I can help, I with please don't hesitate to reach out.

Dr Jane Wiggington
[redacted]

E. Figures

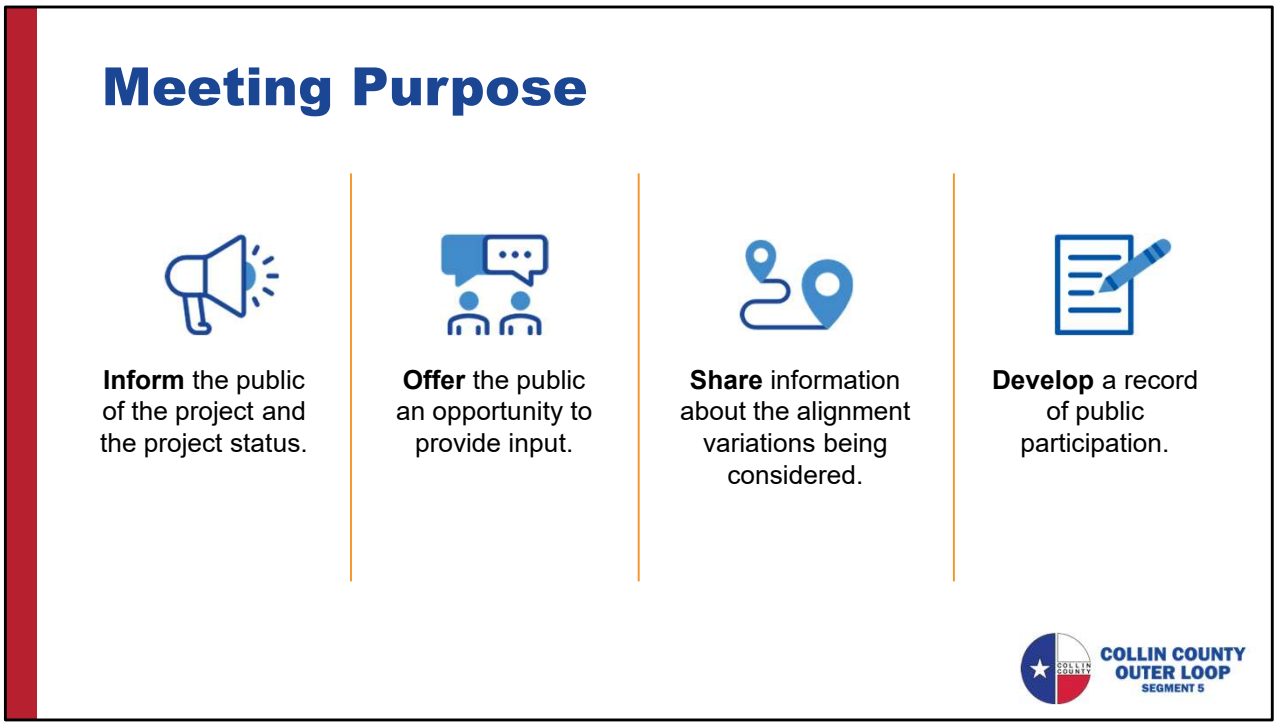
Section	Document
E1	Public Meeting Boards
E2	Public Meeting Presentation and Script

E1. Public Meeting Boards


Legend
Cemetery
Daycare
Fire Station
Government
Historic
Medical
Museum
Nonprofit
Park
Place of Worship
Police Station
Public Facility
School
NRCS Conservation Reservoirs
Alternative Alignment
Modified Technically Preferred Alignment
Technically Preferred Alignment
CCOL Segment 4
Texas Railroads
Transmission Lines
Statewide Pipelines
Water Flowline
NTMWD Pipelines
Future NTMWD Pipeline
Waterbodies
Emergent Wetland
Forested/Shrub Wetland
USACE Land
0.2% Annual Chance Flood Hazard
100-Year Floodplain
Municipal Special Districts
Parcel Boundary
N
0 0.25 0.5 1 Miles
COLLIN COUNTY
Technically Preferred Alignment
Modified Technically Preferred Alignment
Alternative Alignment
Melissa
Blue Ridge
Blue Meadow MUD #1
Blue Meadow MUD #2
Blue Meadow MUD #3
Tris of Blue Ridge
Raintree MUD #1
Raintree MUD #1
Farmersville
Merit
Princeton
Kansas City Southern RR
PROJECT LIMITS
Soil Conservation Service Site 16 Reservoir
Soil Conservation Service Site 10 Reservoir
Reservoir Number 11
Soil Conservation Service Site 29 Reservoir
Soil Conservation Service Site 49 Reservoir
Soil Conservation Service Site 50 Reservoir
Soil Conservation Service Site 43 Reservoir
Soil Conservation Service Site 44a Reservoir
Soil Conservation Service Site 70 Reservoir
Soil Conservation Service Site 73 Reservoir
Soil Conservation Service Site 77 Reservoir
Soil Conservation Service Site 76 Reservoir
Soil Conservation Service Site 75 Reservoir
Soil Conservation Service Site 79 Reservoir
Soil Conservation Service Site 80 Reservoir
121
78
380
bing
Collin County Outer Loop
Collin County, TX

E2. Public Meeting Presentation and Script

Hello and welcome to the first public meeting for the Collin County Outer Loop-Segment 5 project. We appreciate your interest in this project and thank you for your participation.

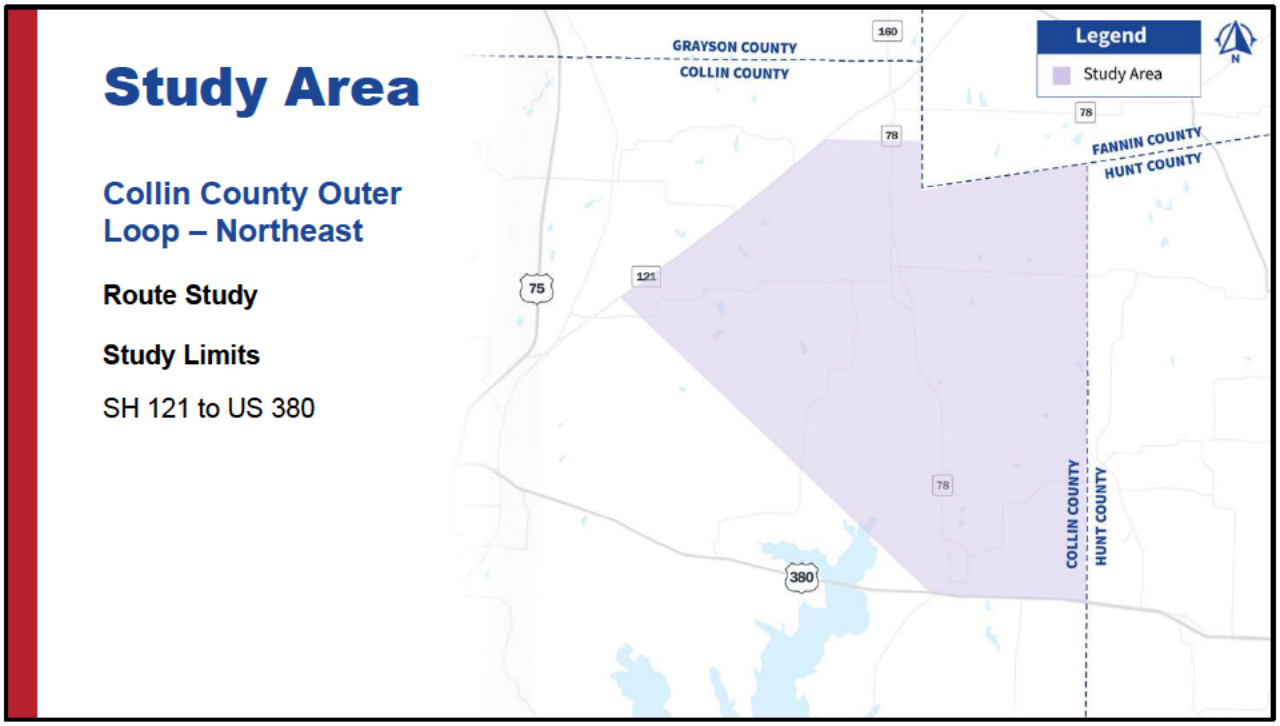


This public meeting has been convened by Collin County to provide information about the Collin County Outer Loop – Segment 5 project, which is just beginning.

The meeting is intended to:

- Inform the public of the project and project status.
- Share information about the alignment variations being considered.
- Offer the public an opportunity to provide input.
- Develop a record of public participation.

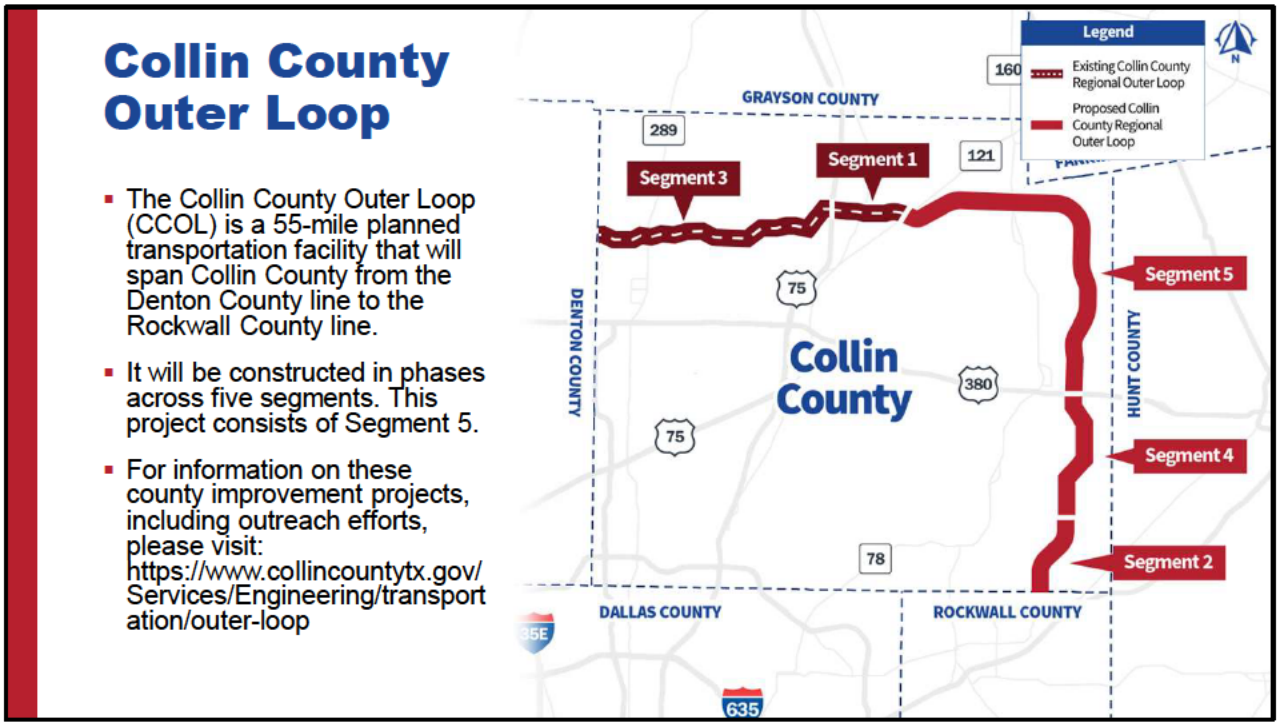
Official documentation for this meeting and public input received will be made available after the meeting comment period.



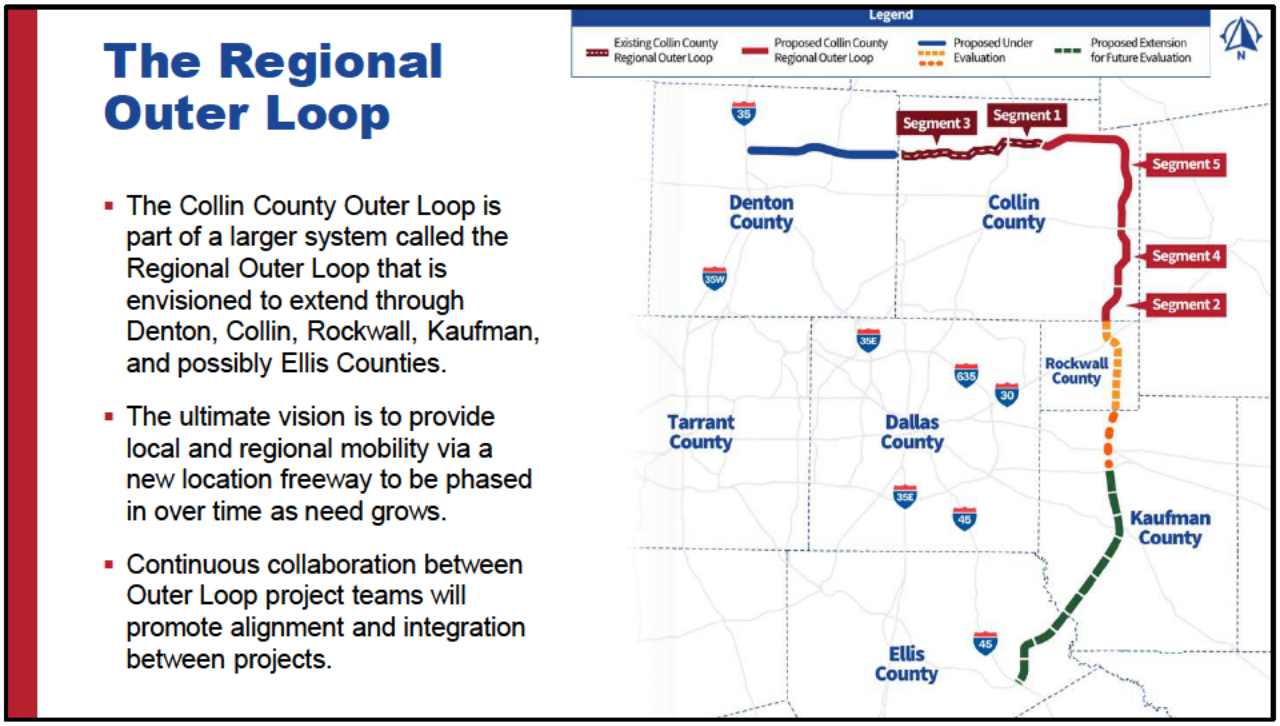
To address increasing growth in the region, Collin County is conducting a study to finalize the alignment of a segment of the Collin County Outer Loop, which extends approximately 21 miles from SH 121 to US 380. This roadway is ultimately intended to be a new location freeway with a 500 foot right of way that would be constructed in phases over time as the need grows.

A technically preferred alignment for this roadway was previously identified and approved in 2007. The Collin County Outer Loop – Segment 5 project will review the previously identified alignment and identify needed revisions to the alignment location.

The project's objectives are focused on enhancing mobility and safety, cost effectiveness, engineering feasibility, and minimizing environmental impacts.

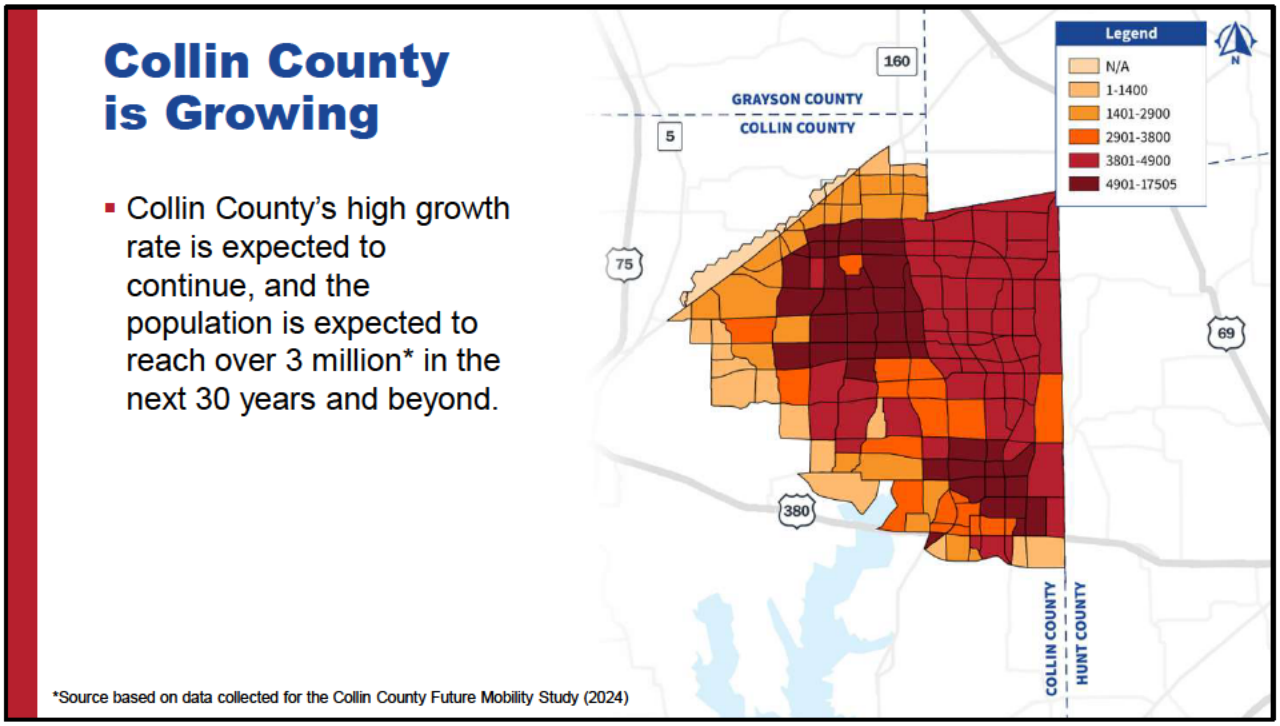


This project is just one portion of the large Collin County Outer Loop, which is a 55-mile planned transportation facility that will span Collin County from the Denton County line to the Rockwall County line. The full Collin County Outer Loop is being developed in five segments. This project consists of Segment 5. The full Collin County Outer Loop will eventually run through and around multiple cities including Celina, Weston, Anna, Melissa, Blue Ridge, Farmersville, Josephine, Nevada and Royse City. The county has already completed or is currently constructing at least one frontage road that operates as a two-lane roadway for segments 1 and 3 from the Dallas North Tollway to SH 121 (shown in dashed red).



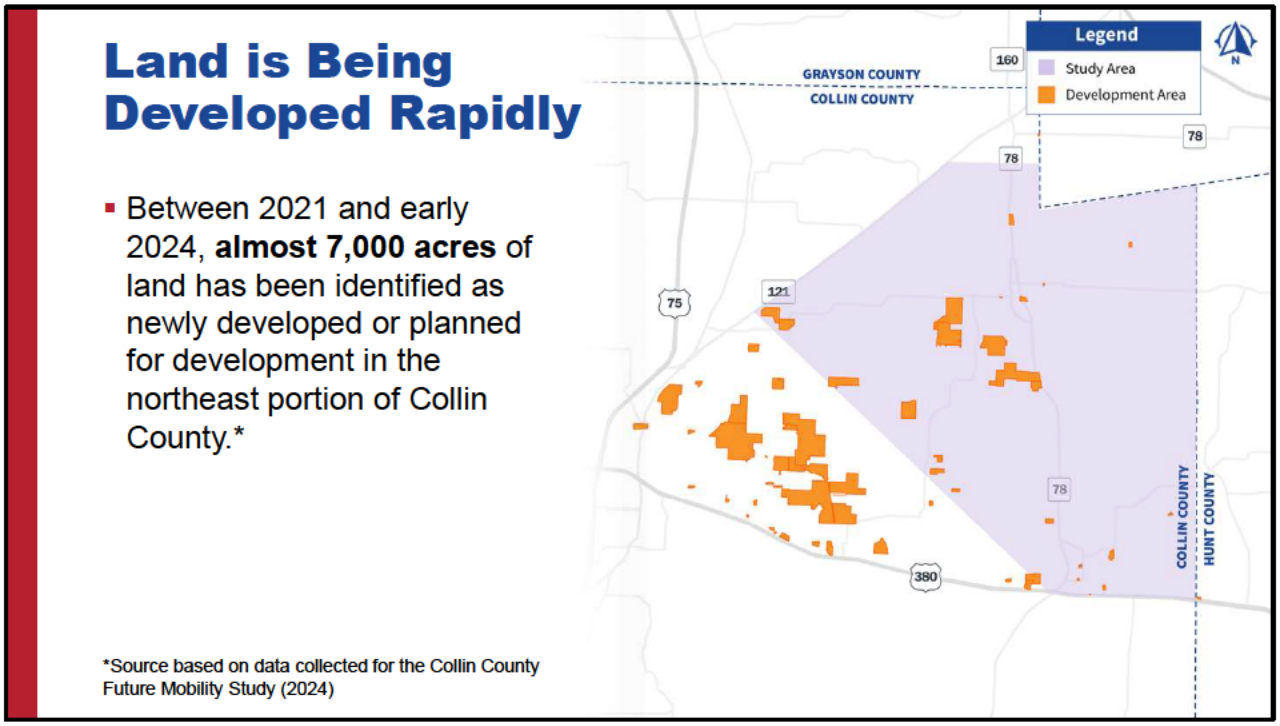
The Collin County Outer Loop is also part of a larger system of proposed freeways that will link together to form the Regional Outer Loop, extending from I-35 in Denton County across Collin County, and then south through Rockwall, Kaufman, and possibly Ellis counties.

The ultimate vision for the Regional Outer Loop is to provide local and regional mobility via a new location freeway. Collaboration with Rockwall County, Denton County and other Outer Loop project teams will be a continuous process to promote alignment and integration between projects.



Let's dig into the need for this project a little more.

The Collin County Outer Loop is being studied in response to rapid population growth anticipated in the county over the coming decades, which will require better roads with greater connectivity. Already one of the fastest-growing counties in the nation, Collin County had a population of just over 1.1 million in 2023. By 2050, the population is projected to double, surpassing 2.1 million. At the time of ultimate buildout, when the county is fully developed, it is expected to exceed 3 million people.

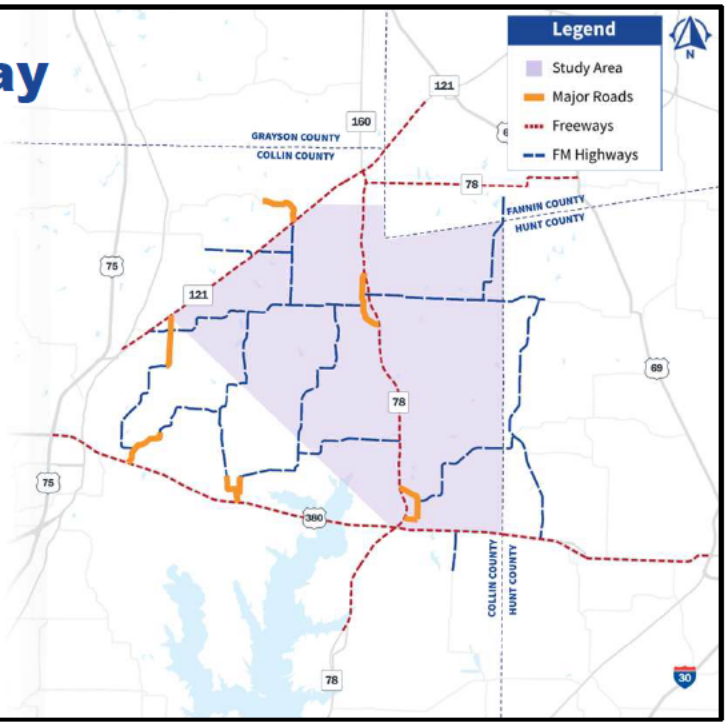


Land across Collin County is being developed at an accelerated pace. Previous studies have determined that between 2021 and early 2024, almost 7,000 acres of land in northeast Collin County was either developed or planned for development. Significant transportation improvements will be essential to accommodate the growing population and enhance connectivity across the region.

To preserve the land needed for the Outer Loop corridor and protect it from development, Collin County intends to acquire the right of way for this roadway during the next phase of the project development process.

Limited Roadway Network to Serve Growth

- Current roadways across the study area predominately consist of two-lane rural county roads and Farm-to-Market highways.
- The existing roadway network was not originally designed to provide the level of mobility and connectivity needed as population growth and development occur.

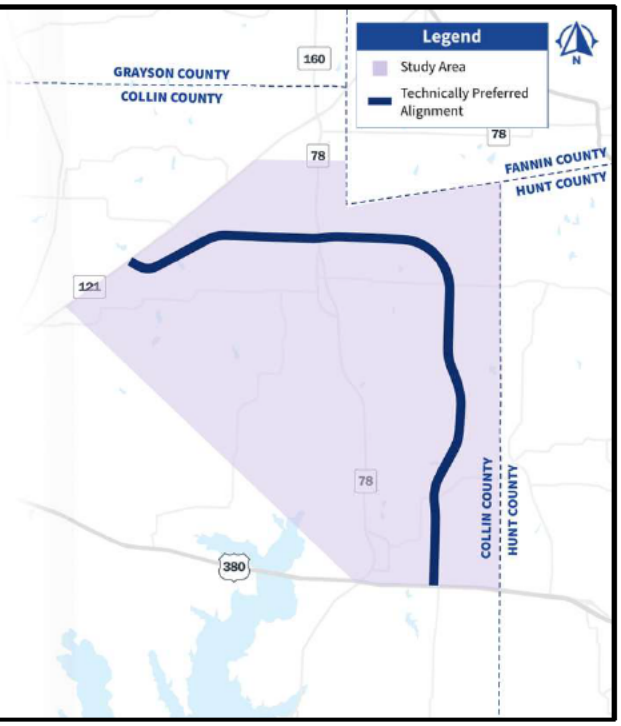


As growth and development persist, it will strain the existing roadway network. Current roads in northeast Collin County predominantly consist of two-lane rural county roads and Farm-to-Market highways. These roadways were not originally designed to handle the expected growth in traffic. Cities in northeast Collin County have limited access and connectivity to major regional roadways and freeways, resulting in longer trips and congestion at peak travel times.

Even with other planned transportation improvements, previous analysis shows that a major north-south freeway will ultimately be needed.

Previous Technically Preferred Alignment

- The **previous Technically Preferred Alignment (PTPA)** was identified in 2007. The current project is revisiting the PTPA and identifying needed modifications based on new constraints in the project area.



Now let's take a closer look at the proposed alignment options for the Collin County Outer Loop – Segment 5 project.

Displayed on this map is the previous Technically Preferred Alignment, which was identified by the county for Segment 5 in 2007.

Alignment Evaluation Considerations

- The county will conduct a comprehensive evaluation of the alignment variations based on the criteria below.

Minimize Environmental Impacts
- Wetlands and streams
- Residential, Commercial and Industrial Displacements

Enhances Mobility
- Population
- Emergency Response Time

Displacements
- Community Facilities

Other Considerations
- Major Utilities Impacts
- Future Developments
- Cost
- Stakeholder, Agency and Public Input

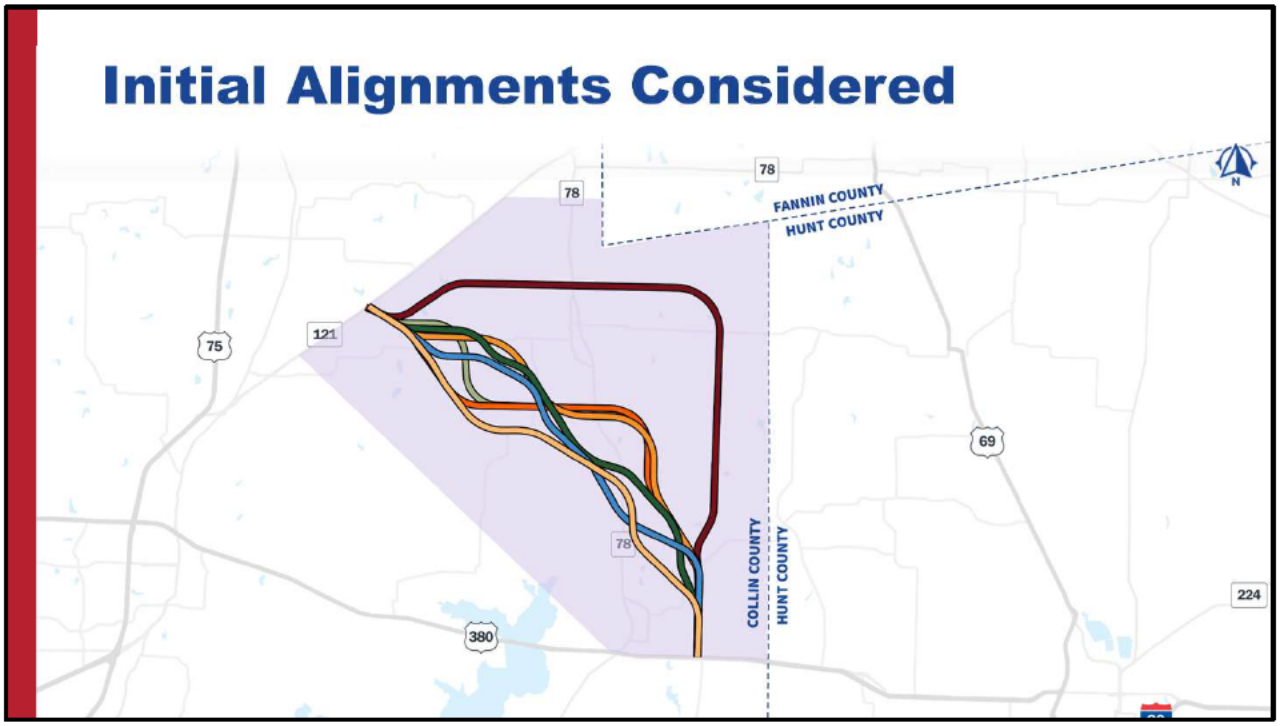
Evaluate Engineering Feasibility
- Total Length
- Floodplains
- Existing Thoroughfare Plans

COLLIN COUNTY OUTER LOOP SEGMENT 5

Many factors are being considered to evaluate the alignment options. During the initial alignment revision process, data was collected across a number of criteria shown on this slide to evaluate the potential impacts of each alignment variation.

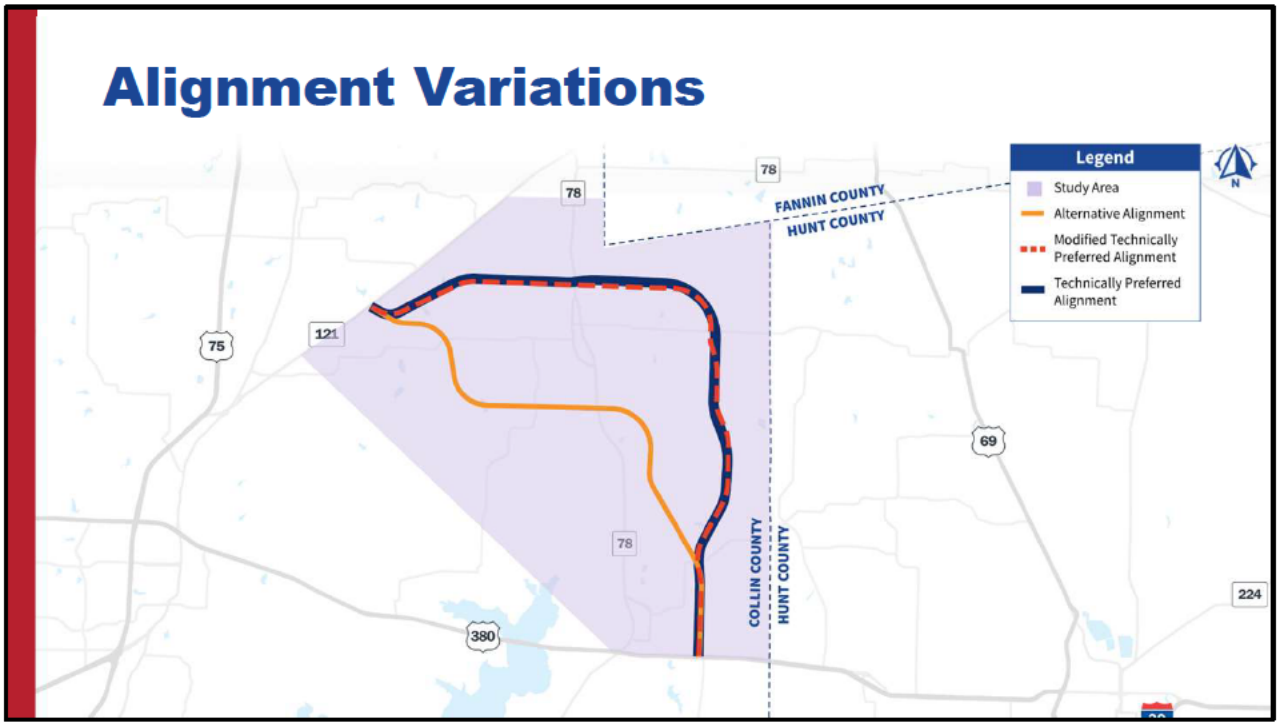
The project team is evaluating potential impacts on homes, businesses, historic and archaeological sites, and community facilities. Environmental factors are also being carefully considered to minimize impacts where possible to natural resources such as floodplains, wetlands, and streams.

Other considerations include impacts on major utilities, future developments, the length of the alignment, estimated costs and stakeholder and public input.



The team used a data-driven process to determine the least impactful route within the study area. They utilized the engineering, environmental and mobility constraints to develop alignments in areas with the fewest impacts. This led to six alignment alternatives going around the south side of Blue Ridge due to the shorter length and improved mobility. These alignments were further studied to determine the best location for an alternative alignment based on the constraints.

The previously technically preferred alignment was also evaluated based on new constraints within the study area. The team used the environmental, engineering and mobility constraints to modify the technically preferred alignment so it would be less impactful.



The screen shows the technically preferred alignment, modified technically preferred alignment and alternative alignment.

The draft alignments shown on the screen are preliminary, subject to change, and intended to solicit input. It is possible that, based on public comments received, alignments could be revised, removed or added, which is why public input and feedback is critical to this project development process.

Screening Matrix

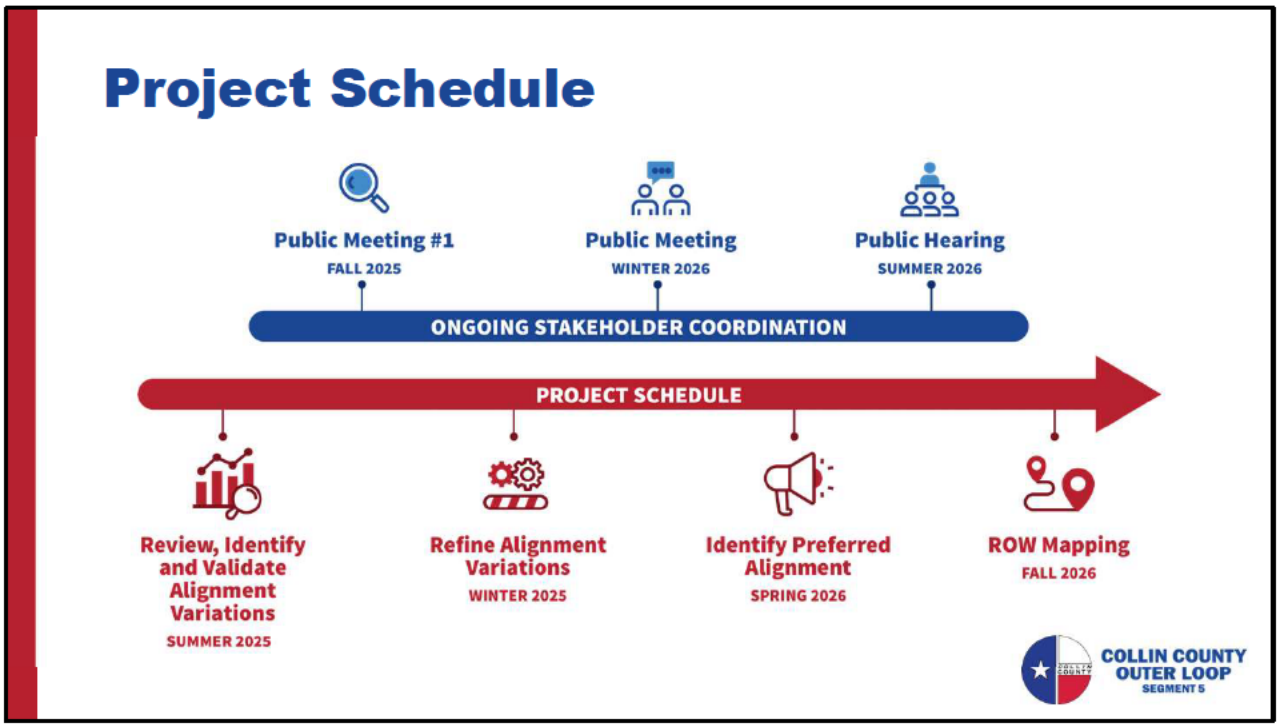
Objectives	Technically Preferred Alignment	Modified Technically Preferred	Alternative Alignment
Enhanced Mobility and Safety	✓	✓	✓
Cost Effectiveness	✗	✗	✓
Engineering Feasibility	✓	✓	✓
Minimizing Environmental Impacts	✗	✓	✓

COLLIN COUNTY OUTER LOOP SEGMENT 5

This table summarizes the results of the initial screening for each of the alignment variations under consideration.

Additional criteria will be assessed and considered as the project progresses, including mobility impacts, stakeholder and public input, potential impacts to future developments and cost estimates.

The County intends to identify the new preferred alignment in the spring of 2026 and begin purchasing right of way for that alignment.



Following this public meeting, the study team will continue to refine alignment variations on the proposed alignments throughout summer 2026. The project team anticipates hosting a public meeting in early 2026 and a public hearing in summer 2026 to present and gather input on the preferred alignment.

Please note that this schedule is subject to change.

This project will focus on evaluating the previously technically preferred alignment and preserving the right of way for the revised Collin County Outer Loop - Segment 5 alignment.

Stakeholder outreach and public engagement will be a critical component of this project. Input from the community will help refine a preferred alignment and ensure the project aligns with local needs and priorities. Findings and assessments will be documented to guide decision-making and will be shared at future public meetings and posted on the study website at www.ccol-segment5.com.

Provide Your Input

All comments must be received by **Monday, December 15, 2025,** to be part of the official meeting record. Comments may be provided by one of the following methods:

ccol-segment5.com

Provide a comment on the interactive comment map. An electronic comment form is also available.

connect@ccol-segment5.com

HDR Attn: Courtney Kintner, P.E.
17111 Preston Road, Suite 300
Dallas, TX 75248

COLLIN COUNTY OUTER LOOP SEGMENT 5

Public input is a critical part of this project, and we appreciate your feedback! Collin County is available to answer questions throughout the project development process and comments are welcomed.

Comments may be submitted in several ways, via the project website where an interactive comment map and electronic comment form are available, by email, or by mail at the address shown on the screen. For this first public meeting, all comments must be submitted no later than December 15, 2025, to be included in the official meeting record.

Visit the project website at **ccol-segment5.com** for more information and to sign up to receive project updates.

Thank you for your interest in the project.

Your participation is appreciated!