

PGBT East Branch Public Meeting Comment/Response Matrix

COMMENT/RESPONSE MATRIX - PGBT EAST BRANCH (COMMENT PERIOD: SEPTEMBER 4, 2025 - SEPTEMBER 19, 2025)								
COMMENT NUMBER	COMMENTS INFORMATION	SOURCE	ALTERNATIVE PREFERENCE				COMMENT	RESPONSE
			1	2	3	No-Build		
1	Garland Resident	Public Meeting Comment Form	X				My home is about 3 houses east of the right-of-way. My property value will surely decrease for being this close to a major highway. Road noise or sound will impact and degrade quality of life. Not happy about designing this close to a neighborhood.	The NTTA does not wish to speculate regarding property value concerns. It is encouraged that you seek the opinion of a Realtor, particularly one familiar with property values in your neighborhood, to determine if such factors of your concern (i.e., proximity to a major highway) would affect your property value. The EIS will include a traffic noise analysis conducted in accordance with TxDOT's (FHWA approved) Traffic Noise Policy (2019), which will determine if the proposed project results in traffic noise impacts at adjacent neighborhoods. If the proposed project results in noise impacts, ways to reduce noise impacts (i.e., construction of sound barriers) would be examined and evaluated for effectiveness, feasibility, and constructability.
2	Mesquite Resident	Public Meeting Comment Form	X				No comment	Comment noted.
3	Mesquite Resident	Public Meeting Comment Form	X				Alternative 1 has the least overall impact to everyone. This would be the best option overall.	Comment noted.
4	Garland Resident	Public Meeting Comment Form	X				The map for the Alternatives need to be in greater detail. i.e. street names not just blurry trees, homes and generalizations please. Will there be green area replacements for the Parks, etc. that will be destroyed during this process?	The alternatives presented at the Public Meeting are conceptual alternatives and major roads and landmarks are provided to orient the viewer. Once the Preferred Alternative is determined, a schematic will be developed and more detail would be presented at the Public Hearing. Digital versions of the alternative exhibits are provided on the NTTA's website. Impacts to parks from transportation projects are regulated under Section 4(f) of the Department of Transportation Act of 1966 (49 U.S.C. §303 and 23 U.S.C. §138). A transportation easement currently exists through Windurf Bay Park, which was set aside by the City of Garland specifically for a future transportation corridor. The PGBT East Branch project would utilize this transportation easement and therefore would not impact parkland. Mitigation would be considered where impacts are considered significant.
5	Mesquite Resident	Public Meeting Comment Form	X				I live on the Dallas/Kaufman county line. I actually live in Kaufman County, but I get my mail through Mesquite.	Comment noted.
6	Mesquite Resident	Public Meeting Comment Form	X				No comment	Comment noted.
7	Mesquite Resident	Public Meeting Comment Form	X				I own 40 acres in the Mesquite floodplain. I do not have any objections to the Highway coming through the property as it is of no other use except for camping experiences many years ago. It seems to make more sense to go this route vs. disrupting Lawson Road. I also have an easement from my land to Lawson Road if of any use.	Comment noted.
8	Sunnyvale Resident	Public Meeting Comment Form	X				Alternative 1 (Sunnyvale portion) was approved by Sunnyvale Town Council 10 years ago. This public documentation has allowed residents to plan accordingly. A late change to that routing (new Alternatives) calls question to the integrity of the process. Residents affected by Alternative 1 versus 3 have made life decision based on the posted routing for the past 10 years. One influential land owner that would benefit from Alternative 3 should not change the long standing Town supported plan.	The National Environmental Policy Act requires continual public input on proposed projects. The NTTA, as the current project sponsor, began its environmental evaluation process with the two alternatives developed by TxDOT in the past. After these two alternatives were presented to the public in August 2024, comments were received from the public and local municipalities requesting shifts in the alignment which became Build Alternative 3. All alternatives are still under consideration.
9	Mesquite Resident	Public Meeting Comment Form	X				Other Alternative goes across my property and I will lose the well which is close to Lawson Road.	Comment noted.
10	Mesquite Resident	Public Meeting Comment Form		X			This option (Alternative 2) - causes less disruption to our community. It is further from our road.	Comment noted.
11	Dallas Resident	Public Meeting Comment Form		X			Lots of houses and residents will be able to enter and exit from the tollway making life a little easier, noise needs to be taken care of.	The EIS will include a traffic noise analysis conducted in accordance with TxDOT's (FHWA approved) Traffic Noise Policy (2019), which will determine if the proposed project results in traffic noise impacts at adjacent neighborhoods. If the proposed project results in noise impacts, ways to reduce noise impacts (i.e., construction of sound barriers) would be examined and evaluated for effectiveness, feasibility, and constructability.
12	Sunnyvale Resident	Public Meeting Comment Form		X			Was in family over 100 years. Grandmother and grandfathers home. Place since 1920s. I was raised up on this place over 100 years of pecan trees.	A historic resources survey is underway as part of the environmental process. Impacts to structures determined to be "eligible for listing" on the National Register of Historic Places would be avoided, minimized, or mitigated.
13	Sunnyvale Resident	Public Meeting Comment Form			X		For the residents of Sunnyvale that go to work in Northern suburbs and would take 190 going North in the morning, we need a northbound on-ramp between Town East and East Fork as well as southbound off ramp when coming home in the evenings. The ones in Garland are too far north which would add all that traffic on the 190 service road instead of keeping it in 190 as long as possible. Please consider adding such on/off ramps by DW square. Thanks.	Comment noted. As the schematic design is further developed, entrance and exit ramps would be evaluated based on traffic projections, engineering properties, and municipal transportation plans.
14	Sunnyvale Resident	Public Meeting Comment Form			X		No comment	Comment noted.
15	Sunnyvale Resident	Public Meeting Comment Form			X		3 is the only one acceptable.	Comment noted.
16	Mesquite Resident	Public Meeting Comment Form			X		No comment	Comment noted.
17	Mesquite Resident	Public Meeting Comment Form			X		No comment	Comment noted.
18	Mesquite Resident	Public Meeting Comment Form			X		No comment	Comment noted.
19	Mesquite Resident	Public Meeting Comment Form			X		No comment	Comment noted.
20	Mesquite Resident	Public Meeting Comment Form			X		City of Mesquite needs access points.	Comment noted. As the schematic design is further developed, entrance and exit ramps would be evaluated based on traffic projections, engineering properties, and municipal transportation plans.
21	Mesquite Resident	Public Meeting Comment Form			X		No comment	Comment noted.
22	Mesquite Resident	Public Meeting Comment Form			X		No comment	Comment noted.
23	Mesquite Resident	Public Meeting Comment Form			X		We live in the Falcon's Lair Subdivision and would be impacted by the project. Having significant noise barriers is extremely important since our neighborhood would be right next to the toll road. Our neighborhood consists of all 511 homes and many of the homes back up to the greenbelt.	The EIS will include a traffic noise analysis conducted in accordance with TxDOT's (FHWA approved) Traffic Noise Policy (2019), which will determine if the proposed project results in traffic noise impacts at adjacent neighborhoods. If the proposed project results in noise impacts, ways to reduce noise impacts (i.e., construction of sound barriers) would be examined and evaluated for effectiveness, feasibility, and constructability.
24	Mesquite Resident	Public Meeting Comment Form			X		Best option (Alternative 3). Does not cut through neighborhoods.	Comment noted.
25	Mesquite Resident	Public Meeting Comment Form			X		Alternative 3 does not affect Milam Road and this is a way for parents to get their way to school. Alt. 3 seems to not bother many neighborhoods because 1 & 2 goes through many home areas.	Comment noted.
26	Mesquite Resident	Public Meeting Comment Form			X		Interested in sound barrier walls. How will this affect property values.	The EIS will include a traffic noise analysis conducted in accordance with TxDOT's (FHWA approved) Traffic Noise Policy (2019), which will determine if the proposed project results in traffic noise impacts at adjacent neighborhoods. If the proposed project results in noise impacts, ways to reduce noise impacts (i.e., construction of sound barriers) would be examined and evaluated for effectiveness, feasibility, and constructability. The NTTA does not wish to speculate regarding property value concerns. It is encouraged that you seek the opinion of a Realtor, particularly one familiar with property values in your neighborhood, to determine if such factors of your concern (i.e., proximity to a major highway) would affect your property value.
27	Mesquite Resident	Public Meeting Comment Form			X		No comment	Comment noted.
28	Mayor	Public Meeting Comment Form			X		No comment	Comment noted.
29	Mesquite Resident	Public Meeting Comment Form			X		I'm interested in knowing when this will start, so that I would be able to make an informed decision. We are at retirement age and interested in how this will affect property value.	The combined Record of Decision and Final Environmental Impact Statement is anticipated to be signed in 2026. Final design and right-of-way acquisition would be completed within 3 to 4 years after that and then construction would begin.
30	Mesquite Resident	Public Meeting Comment Form			X		This is the best option (Alternative 3) to minimize disruption to Lawson, which has children walking along the road to get to school. Although the cost is higher to relocate utilities and construct bridges, it will be helpful to relieve congestion and promote economic right-of-way.	Comment noted.
31	Mesquite Resident	Public Meeting Comment Form			X		Do not go down Lawson Road. Noise abatement for homes along Lawson and the creek crossing at Falcon's Lair.	The EIS will include a traffic noise analysis conducted in accordance with TxDOT's (FHWA approved) Traffic Noise Policy (2019), which will determine if the proposed project results in traffic noise impacts at adjacent neighborhoods. If the proposed project results in noise impacts, ways to reduce noise impacts (i.e., construction of sound barriers) would be examined and evaluated for effectiveness, feasibility, and constructability.
32	Sunnyvale Resident	Public Meeting Comment Form			X		Strong preference for Alternative 3. I will be expressing my preference to the Sunnyvale Town Council.	Comment noted.
33	Sunnyvale Resident	Public Meeting Comment Form			X		Least intrusive (Alternative 3). Concerned about the section from Town East to 80, difficult to get emergency equipment there in a timely way.	The PGBT East Branch section from Town East Boulevard to US 80 would increase response time for emergency vehicles if they need to go north of Town East Boulevard or south of US 80 and they access the new highway. Areas between those two access points would require use of the existing roads for emergency vehicles; however, response time would be improved because more of the local through traffic would be moved onto the PGBT East Branch resulting in reduced congestion on the local roads and increased emergency response.
34	Mesquite Resident	Public Meeting Comment Form			X		No comment	Comment noted.
35	Mesquite Resident	Public Meeting Comment Form			X		No comment	Comment noted.
36	Mesquite Resident	Public Meeting Comment Form			X		No comment	Comment noted.
37	Sunnyvale Resident	Public Meeting Comment Form			X		No comment	Comment noted.
38	Mesquite Resident	Public Meeting Comment Form			X		Best option for all involved	Comment noted.
39	Sunnyvale Resident	Public Meeting Comment Form			X		For Alternative 1, my house would be the first property next to the proposed service road/highway. Would it be possible to do a rendering of my POV down East Fork Road for Alternative 3? Based off of all criteria I have seen and the personal impact to my home and family?	The renderings presented at the Public Meeting are part of the Visual Impact Assessment for the project. These are representative of public views along the corridor to evaluate visual impacts for all users and viewers of the facility. Individual renderings are not possible due to the time and cost associated with each rendering.
40	Mesquite Resident Work in project area	Public Meeting Comment Form			X		Alternative 3 is my opinion the best that is proposed today. Alt. 2 is not horrible in my view. The best option in my mind would be take all on the Mesquite leg through the bottoms and then nothing takes out any homes.	Comment noted.
41	Mesquite Resident	Public Meeting Comment Form			X		This Alternative 3 seems to have less impacts on the environment and residential neighborhoods.	Comment noted.
42	Sunnyvale Resident	Public Meeting Comment Form			X		We applaud the building of the tollway. We desire as little access as possible to maintain country feel of our community.	Comment noted. As the schematic design is further developed, entrance and exit ramps would be evaluated based on traffic projections, engineering properties, and municipal transportation plans.
43	Garland Resident	Public Meeting Comment Form	X				I live at Shoregate and Locust Grove in a townhouse community of 4 - one slab of concrete for 4 townhouses. The right of way crosses into my neighbors yaRoad The turnaround and the roads are too close. It is unsafe. Please take the townhomes at Locust and Shoregate. Too loud.	The NTTA is evaluating this location with the four townhomes to determine right-of-way requirements. The EIS will include a traffic noise analysis conducted in accordance with TxDOT's (FHWA approved) Traffic Noise Policy (2019), which will determine if the proposed project results in traffic noise impacts at adjacent neighborhoods. If the proposed project results in noise impacts, ways to reduce noise impacts (i.e., construction of sound barriers) would be examined and evaluated for effectiveness, feasibility, and constructability.
44	Sunnyvale Resident	Public Meeting Comment Form					No Alternative selected. We live in Sunnyvale close to Collins and Nance and support this project! This, in addition to the 80/90 expansion, will help ease traffic. Please update once construction starts.	Comment noted. Property owners adjacent to the Preferred Alternative would receive a mailed notice of the virtual and in-person Public Hearing in early 2026 and the notice would be published in local newspapers and online at the NTTA's website. The Preferred Alternative and additional information would be provided online and at the in-person Public Hearing. Please refer to the project website for future updates: https://www.ntta.org/president-george-bush-tumpike-pgbr
							Prefer 1 or 3 over 2, but don't really like any of the choices.	Comment noted.

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			1	2	3	No-Build		
45	Mesquite Resident Work in project area	Public Meeting Comment Form	X		X		Concerns with Alternatives 1-3 - the greenbelt areas behind Falcon's Lair is home to many animals, including potentially endangered/threatened species (i.e. Egrets). Concerns with Alternative 2 - many students walk from Falcon's Lair to Achziger Elem, Woolley MS, and Horn HS. An overpass at Lawson and Cartwright presents a danger (potential) and MISD does not always offer bus routes from Falcon's Lair to those schools.	Impacts to listed threatened and endangered species would be identified in the Environmental Impact Statement. Minimization/mitigation efforts would be coordinated with the US Fish & Wildlife Service and Texas Parks and Wildlife Department. In the event that Build Alternative 2 is determined as the Preferred Alternative, the NTTA would coordinate with the Mesquite Independent School District to determine safe pedestrian routes to the local schools.
46	Garland Resident	Public Meeting Comment Form					No Alternative selected. Concerned about high noise and getting sound wall, especially in beginning with all pounding setting bases. Lots of wildlife and endangered species on our greenbelt also.	The EIS will include a traffic noise analysis conducted in accordance with TxDOT's (FHWA approved) Traffic Noise Policy (2019), which will determine if the proposed project results in traffic noise impacts at adjacent neighborhoods. If the proposed project results in noise impacts, ways to reduce noise impacts (i.e., construction of sound barriers) would be examined and evaluated for effectiveness, feasibility, and constructability. Impacts to listed threatened and endangered species would be identified in the Environmental Impact Statement. Minimization/mitigation efforts would be coordinated with the US Fish & Wildlife Service and Texas Parks and Wildlife Department.
47	Mesquite Resident	Public Meeting Comment Form					No Alternative selected. Alt 1 - No interchanges from Lawson Road South to get on the elevated roadway. Alt 2 - No interchanges from Syene Road north and there should be. Alt 3 - No frontage road from US 80 north to Town East Blvd and there should be to promote TOD - transportation oriented development like all the rest of the NTTA tollways. Statement applies to Alts, 2 and 3 also.	Comment noted. Comment noted. As the schematic design is further developed, entrance and exit ramps would be evaluated based on traffic projections, engineering properties, and municipal transportation plans. Comment noted. As the schematic design is further developed, entrance and exit ramps would be evaluated based on traffic projections, engineering properties, and municipal transportation plans. The preliminary design does not include frontage roads from US 80 north to Town East Boulevard in this area because the area is within the floodplain of the East Fork Trinity River and development is not possible in the area at this time.
48	Anonymous	Public Meeting Comment Form					No Alternative selected. Same crap as last years and for the last 16 years. How about doing something other than keeping our property value low.	The NTTA does not wish to speculate regarding property value concerns. It is encouraged that you seek the opinion of a Realtor, particularly one familiar with property values in your neighborhood, to determine if such factors of your concern (i.e., proximity to a major highway) would affect your property value.
49	Garland Resident	Public Meeting Comment Form					No Alternative selected. We're all for any of the build Alternatives if the right of way off of Peninsula Ave would extend further East to include 5505 Knollridge Drive, Garland, 75043. If it doesn't we're going to have so much road noise it would make living there unbearable. So feel free to build the extension, but please purchase our house to save us the grief.	The EIS will include a traffic noise analysis conducted in accordance with TxDOT's (FHWA approved) Traffic Noise Policy (2019), which will determine if the proposed project results in traffic noise impacts at adjacent neighborhoods. If the proposed project results in noise impacts, ways to reduce noise impacts (i.e., construction of sound barriers) would be examined and evaluated for effectiveness, feasibility, and constructability. Exact right-of-way lines would be determined during the detailed design phase which would begin after the project is approved.
50	Garland Resident	Public Meeting Comment Form					What year and month is the dead line For NTTA to purchase my house and how long after that I have to vacate the property? Thanks, John	The NTTA would not begin acquisition negotiations until after the proposed project has been approved which is anticipated to occur in 2026. There is no deadline for acquisition but the process for the entire corridor could take 3 to 4 years. It is anticipated that all acquisition and relocation efforts would be fully complete in 2030.
51	Garland Resident	Public Meeting Comment Form					My house is going to be in front of the tollway.	The NTTA will continue to ensure that all transportation improvement projects avoid and/or minimize impacts to adjacent property owners when feasible, as well as practicing good stewardship for all environmental resources.
52	Garland Resident	Public Meeting Comment Form					No Alternative selected. Sound barriers - I would hope would be a crucial part in this construction to protect the quiet of the neighborhood. Without the sound barriers this would have a very large impact on not only property values, but the peace and quiet of the entire area. Please take the steps needed to protect this neighborhood. It is an incredible community to live in.	Comment noted. The EIS will include a traffic noise analysis conducted in accordance with TxDOT's (FHWA approved) Traffic Noise Policy (2019), which will determine if the proposed project results in traffic noise impacts at adjacent neighborhoods. If the proposed project results in noise impacts, ways to reduce noise impacts (i.e., construction of sound barriers) would be examined and evaluated for effectiveness, feasibility, and constructability. The NTTA does not wish to speculate regarding property value concerns. It is encouraged that you seek the opinion of a Realtor, particularly one familiar with property values in your neighborhood, to determine if such factors of your concern (i.e., proximity to a major highway) would affect your property value.
53	Sunnyvale Resident	Public Meeting Comment Form				X	I am deeply concerned about the proposed highway running just 750 ft. from my home under Alternative 3. This is not just a house - it's where my family, including my 1 year old daughter, has built a life filled with love and hard work. We bought this home in 2021 with every penny we had saved, completely remodeling it to make it our safe haven. We are not wealthy, but this place represents our dreams, security, and hope for the future. The noise pollution and disruption from the highway will forever change the peaceful environment we cherish and severely impact our daily lives. Polly Rd, the road we take everyday to work and daycare, will also be heavily affected. I ask NTTA to please consider the HUMAN cost of this project and either choose one to build or Alternative 1 option - because for families like mine, this isn't just infrastructure, its our home and our life. Additionally, I respectfully request that NTTA consider extending compensation to families affected by depreciation in home values caused by the highway construction, as this impact is a significant financial burden on those of us who have invested everything - not just money - into our home. I love where I live and I don't want to see these dreams disappear.	The NTTA will continue to ensure that all transportation improvement projects avoid and/or minimize impacts to adjacent property owners when feasible, as well as practicing good stewardship for all environmental resources. The NTTA does not wish to speculate regarding property value concerns. It is encouraged that you seek the opinion of a Realtor, particularly one familiar with property values in your neighborhood, to determine if such factors of your concern (i.e., proximity to a major highway) would affect your property value.
54	Mesquite Resident	Public Meeting Comment Form				X	No comment	Comment noted.
55	Mesquite Resident	Public Meeting Comment Form	X		X	X	Alternatives 1 or 3, not 2!! I live and have horses where Alternative 2 is!!!	Comment noted.
56	Garland Resident	Public Meeting Comment Form				X	Question is how will the Deep Canyon Drive neighborhood have access to the highway if the Alternative will be built on Peninsula Way. Presently we take Locust Road to get on Highway I-30.	Peninsula Way would remain as it is south of Locust Grove Road. Neighborhood traffic would continue to use Peninsula Way and Locust Grove Road. The proposed frontage roads would provide access to the PGBT frontage roads which would allow access to PGBT and I-30.
57	Mesquite Resident	Public Meeting Comment Form	X	X			As long as the PGBT is far from our home community.	Comment noted.
58	Mesquite Resident	Public Meeting Comment Form	X	X			No comment	Comment noted.
59	Mesquite Resident	Public Meeting Comment Form	X		X		As far away from established home communities as possible.	Comment noted.
60	Mesquite Resident	Public Meeting Comment Form				X	No comment	Comment noted.
61	Mesquite Resident	Public Meeting Comment Form				X	Would like a presentation. Too confusing.	The PGBT East Branch Public Hearing would include a live presentation about the project. Refer to the project website for the upcoming Public Hearing date in 2026.
62	Mesquite Resident	Public Meeting Comment Form	X			X	1 and 3 are my preferences. 2 impacts me directly because I live off Lawson and the East Branch will literally be in my front yard. Currently, its very peaceful without a lot of traffic and Alternative 2 would include noise, and a noise wall and a lots of traffic. My current view is very woody.	Comment noted. The EIS will include a traffic noise analysis conducted in accordance with TxDOT's (FHWA approved) Traffic Noise Policy (2019), which will determine if the proposed project results in traffic noise impacts at adjacent neighborhoods. If the proposed project results in noise impacts, ways to reduce noise impacts (i.e., construction of sound barriers) would be examined and evaluated for effectiveness, feasibility, and constructability.
63	Mesquite Resident	Public Meeting Comment Form				X	I rather them not build ANYTHING! However, if I had to choose I would say Alternative 3 with bridges going behind the Falcon subdivision. I moved out of the city to be where I would not hear the noise of a Highway or Toll.	The EIS will include a traffic noise analysis conducted in accordance with TxDOT's (FHWA approved) Traffic Noise Policy (2019), which will determine if the proposed project results in traffic noise impacts at adjacent neighborhoods. If the proposed project results in noise impacts, ways to reduce noise impacts (i.e., construction of sound barriers) would be examined and evaluated for effectiveness, feasibility, and constructability.
64	Sunnyvale Resident	Public Meeting Comment Form				X	First choice - NO Build Alternative, Your Sunnyvale Simulation photos - Barnes Bridge Road was - taken in front of my house (1700 feet west on Barnes Bridge Road)	Comment noted.
65	Garland Resident	Public Meeting Comment Form				X	We agree the highway needs to be built. We live at 5208 Shoregate Drive Garland, Texas 75073 and are worried about multiple factors of the highway where our house is located. In the plans, they call for a cul-de-sac to be built, which would cause disruption in daily activities and unsafe outdoor play for our kids. Only one way in and out. Property value will also be impacted. We are willing to sell along with everyone in our townhomes.	Comment noted. The geometric design is underway and the detailed design would begin after the NEPA process is completed and a Record of Decision is received. Specific design elements would be considered during the detailed design process. The NTTA does not wish to speculate regarding property value concerns. It is encouraged that you seek the opinion of a Realtor, particularly one familiar with property values in your neighborhood, to determine if such factors of your concern (i.e., proximity to a major highway) would affect your property value.
66	Mesquite Resident	Public Meeting Comment Form	X			X	I will only support the Alternative that does not impact my livelihood, living arrangement, and peace from noise pollution. East traffic in the morning. I would not want the additional noise pollution. Adding PGBT bridge behind my neighborhood, but would rather have it run behind Falcon's.	The EIS will include a traffic noise analysis conducted in accordance with TxDOT's (FHWA approved) Traffic Noise Policy (2019), which will determine if the proposed project results in traffic noise impacts at adjacent neighborhoods. If the proposed project results in noise impacts, ways to reduce noise impacts (i.e., construction of sound barriers) would be examined and evaluated for effectiveness, feasibility, and constructability.
67	Sunnyvale Resident	Public Meeting Comment Form					We will be about 1000 feet from freeway. The noise will be horrible. The pretty woods will be gone. Such a waste. We retired and bought this house as it's a great neighborhood and quiet. Thanks for trying to ruin that. You also have Falcon's Lair listed incorrectly on ALL your maps. I would think you could get that right. Doesn't give ME hope for success.	The EIS will include a traffic noise analysis conducted in accordance with TxDOT's (FHWA approved) Traffic Noise Policy (2019), which will determine if the proposed project results in traffic noise impacts at adjacent neighborhoods. If the proposed project results in noise impacts, ways to reduce noise impacts (i.e., construction of sound barriers) would be examined and evaluated for effectiveness, feasibility, and constructability. Although construction of the proposed project would require the removal of existing vegetation, the NTTA would use construction methods that reduce/minimize impacts to vegetation and revegetate as appropriate. Mitigation would be completed for significant impacts related to the proposed project. Comment noted.
68	Garland Resident	Public Meeting Comment Form				X	How effective are the sound walls going to be? Also concerned about our access to the highway from the Deep Canyon neighborhood. Currently, we take Peninsula to Locust Grove. If Highway is built, how will the Deep Canyon neighborhood going to have access to highway?	The EIS will include a traffic noise analysis conducted in accordance with TxDOT's (FHWA approved) Traffic Noise Policy (2019), which will determine if the proposed project results in traffic noise impacts at adjacent neighborhoods. If the proposed project results in noise impacts, ways to reduce noise impacts (i.e., construction of sound barriers) would be examined and evaluated for effectiveness, feasibility, and constructability. Noise barriers must reduce noise levels by five dB(A) to be considered effective. Peninsula Way would remain as it is south of Locust Grove Road. Neighborhood traffic would continue to use Peninsula Way and Locust Grove Road. The proposed frontage roads would provide access to the PGBT frontage roads which would allow access to PGBT and I-30.
69	Sunnyvale Resident	Public Meeting Comment Form				X	I'm voting for a no build. It will destroy the wildlife and make the eco system horrible with all the pollution it will create. We have lake and duck creek which is loaded with wildlife. I have lived in the same house 57 years. No build. Keep it rural. Will be destroying trees over 100 years old.	Comment noted. Impacts to listed threatened and endangered species would be identified in the Environmental Impact Statement. Minimization/mitigation efforts would be coordinated with the US Fish & Wildlife Service and Texas Parks and Wildlife Department.
70	Garland Resident	Public Meeting Comment Form				X	All routes go directly behind our property. This is guaranteed to affect our quality of life negatively. I hope that future noise and environmental impact studies will show this and you will purchase our property due to it being essentially unlivable. If not, please push the highway as close to the water behind us as possible. Our property value is guaranteed to go down with the finished construction of the highway, so please compensate us accordingly. DR Horton lied to us.	Impacts to listed threatened and endangered species would be identified in the Environmental Impact Statement. Minimization/mitigation efforts would be coordinated with the US Fish & Wildlife Service and Texas Parks and Wildlife Department. The NTTA does not wish to speculate regarding property value concerns. It is encouraged that you seek the opinion of a Realtor, particularly one familiar with property values in your neighborhood, to determine if such factors of your concern (i.e., proximity to a major highway) would affect your property value.
71	Garland Resident	Public Meeting Comment Form				X	Tollway extends right next to backyard (imminent domain?) How are you controlling noise, pollution, impact to living? In set to ground or raised tollway road?	Per the Uniform Relocation Assistance and Real Property Act of 1970, the NTTA must provide fair compensation for any land purchased for roadway projects. Residential, commercial, and undeveloped land would be compensated at fair market value. NTTA will continue to ensure that all transportation improvement projects avoid and/or minimize impacts to adjacent property owners when feasible, as well as practicing good stewardship for all environmental resources. The geometric design is just beginning so many options are being evaluated. One location has been identified as a depressed section within the Town of Sunnyvale but other areas must be raised above the flood elevation and would require bridged structures. The remaining areas would be at-grade or on fill.
72	Mesquite Resident	Public Meeting Comment Form				X	No comment	Comment noted.
73	Sunnyvale Resident	Public Meeting Comment Form				X	You are taking a tree over 100 years old. Grandmother was born on the land on Town East as well as her bother and sisters. Our whole family was raised in Sunnyvale. We all went to Sunnyvale school.	Comment noted.

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74	Sunnyvale Resident	Public Meeting Comment Form				X	Spent my entire life in this house with my sentimental things from losing family members.	Comment noted.
75	Garland Resident	Public Meeting Comment Form				X	I am opposed to Tollways in general. I would not have a problem if tolls were removed when the bonds are paid for. Example: The North Tollway from Alowa Tower to 635 the bonds have been paid for - for over 20 year, but still there are tolls. I have much more to say on this subject but not enough room.	Comment noted.
76	Garland Resident	Public Meeting Comment Form				X	The Tollway will come over my back fence. There will be noise, pollution. There had better be MAJOR Noise reduction walls installed. My property value will decrease. I would rather be bought out.	The ES will include a traffic noise analysis conducted in accordance with TxDOT's (FHWA approved) Traffic Noise Policy (2019), which will determine if the proposed project results in traffic noise impacts at adjacent neighborhoods. If the proposed project results in noise impacts, ways to reduce noise impacts (e.g., construction of sound barriers) would be examined and evaluated for effectiveness, feasibility, and constructability. The NTTA does not wish to speculate regarding property value concerns. It is encouraged that you seek the opinion of a Realtor, particularly one familiar with property values in your neighborhood, to determine if such factors of your concern (i.e., proximity to a major highway) would affect your property value.
77	Mesquite Resident	Public Meeting Comment Form					Can the green Alternative stay off the homes on Scyene Road? The blue Alternative stays off my property, but runs through neighborhoods. I have a nice home on 6.57 acres and trying to find a similar home will cost millions, not only that but taxes on a similar home are about 40K/year which is a lot higher than what I currently pay.	The location of Alternative 1 (Green Alternative) at Scyene Road was determined based on numerous factors that were analyzed during the development of the conceptual alternatives. Per the Uniform Relocation Assistance and Real Property Act of 1970, the NTTA must provide fair compensation for any land purchased for roadway projects. Residential, commercial, and undeveloped land would be compensated at fair market value.
78	Sunnyvale Resident	Public Meeting Comment Form				X	My family has lived on this "square" of east Fork and Town East since Sunnyvale started and I hate to see my family dispersed. I have enjoyed growing up with my family right down the street and how our rural city is being destroyed and my family separated. All the years of memories will be gone and I can't keep that land within our family which has been in the Duckworth Family for over 100 years. I am ashamed my own state is taking that away.	Comment noted.
79	Sunnyvale Resident	Public Meeting Comment Form				X	I am a landowner. Our property is very sentimental and has been in our family for over 100 years. Many families, kids, and memories have been associated with this property. To build a bridge or highway across or on this property would be a total shame and disgrace to our family. I understand - all about "growth and development," but this would take many memories away. Kenneth climbed the huge tree on the property and we took our grandchildren there to climb the same tree.	Comment noted.
80	Sunnyvale Resident	Public Meeting Comment Form					Hate to see my family's home destroyed.	Comment noted.
81	Sunnyvale Resident	Public Meeting Comment Form				X	My name is Wendall Vaughn. I lived in the same house my entire life. Lost my mother, grandmother and several other loved ones. There's no possible way to replace my house.	Comment noted.
82	Garland Resident	Public Meeting Comment Form				X	Is there anybody who will be imminent domain? Why are we building a toll road on a possible lake front property location? Why don't we have any general toll information?	The NTTA is a regional tollway authority governed by Chapter 366 of the Texas Transportation Code and is authorized to acquire rights-of-way for transportation systems and to plan, design, construct, operate, expand, extend, and modify those systems. Refer to the NTTA website for the "NTTA Purchase of Right-of-Way" brochure for more information on the right-of-way acquisition procedure: https://www.ntta.org/president-george-bush-turnpike-pgbit The Build Alternatives under consideration were developed based on numerous criteria and feedback from the municipalities and the public. These were the only feasible alternatives remaining after the alternatives analysis phase. Toll prices have not been developed but would be determined by the NTTA at a future date as part of the project development process.
83	Garland Resident	Public Meeting Comment Form				X	Why is there no toll information available? This is a toll road. Didn't the NTTA do a research/study about how the tolls are going to affect the drivers? This is a toll road with no transparent information about tolls. How will this alleviate traffic if drivers cannot afford tolls?	The NTTA toll roads are funded primarily through the sale of government bonds, which are repaid with the revenue coming from toll road drivers. Gas taxes that typically fund government road construction do not fund the NTTA roads. Tolling allows for efficient road construction, which is crucial to meeting our region's needs for successful growth. The North Central Texas Council of Governments' Travel Demand Model identifies how traffic would move in the Dallas Fort Worth transportation system and weighs the cost of tolls and congestion to identify this movement. The model determined that the introduction of an alternative north-south facility would shift regional and local travel movements from existing local streets like Belt Line Road and Collins Road to both the tolled main lanes and non-tolled frontage roads of the proposed project. As a result, the change in travel patterns would reduce congestion and improve access for residents using the local roads local destinations.
84	Sunnyvale Resident	Public Meeting Comment Form				X	Keep it rural.	Comment noted.
85	Mesquite Resident	Email Comment			X		After looking at the 3 proposed East branch choices my family and I see #3 as the best option. Thank you Stan Singleton and family Sent from my iPhone	Comment noted.
86	Mesquite Resident	Online Comment Form	X				No comment	Comment noted.
87	Sunnyvale Resident	Online Comment Form		X		X	Revised: We are NOT in favor of Alternative 3 as it directly impacts our family and lands right on top of our homestead. Alternative 1 is close by and the environmental impact would be significant to us and our animals. And therefore, we are NOT in favor of Alternative 1. So if the routing of the toll road through Sunnyvale is a true necessity, then Alternative 2 seems to be the least impactful on our neighborhood. But if the No-build Alternative is an real option, then that would be ideal. Thank you for your consideration. We also have livestock and operate our businesses from our home. We have 4 children who have been in Sunnyvale ISD schools since early elementary/Kindergarten and they will be negatively impacted because their life as they know it will change drastically if we have to move. Furthermore, my 71 year-old mother, who is on a fixed income, lives near door and being close to family is extremely critical at this stage of her life. We cannot afford to purchase a similar home/property in Sunnyvale, paying higher taxes, and maintain our current standard of living on one steady income.	Per the Uniform Relocation Assistance and Real Property Act of 1970, the NTTA must provide fair compensation for any land purchased for roadway projects. Residential, commercial, and undeveloped land would be compensated at fair market value. Per the Uniform Relocation Assistance and Real Property Act of 1970, the NTTA must provide fair compensation for any land purchased for roadway projects. Residential, commercial, and undeveloped land would be compensated at fair market value.
88	Royce City Resident	Online Comment Form	X				Any route but number one would be detrimental to the environmental situation east of Lawson road. The land west of Lawson road moves fewer people and looks like to me it would be easier to build on. Once again I like route number one.	Comment noted.
89	Mesquite Resident	Online Comment Form	X				I have lived in the east side of Dallas County since 1957 near by my primary occupation in Aerospace Engineering. I've also traveled the entire Metroplex extensively in my subsequent occupation of Industrial Sales calling on businesses and Civil Engineering Companies. I have witnessed the excellent planning & execution of the entire development of the PGBT. And, find the proposed Alternative #1 a continuation of that excellent work. As for the Alternative plans #2 & #3, I feel strongly that those plans would be a Major Departure from their previous excellent work. I see no logic at all for using Alt's 2 & 3 in the area from US 80 to I-20. It makes no sense at all to leave all that unused vacant land west of Lawson Road untouched while destroying Businesses & Residential property on the east side of Lawson Road I would also note the loss of extensive Tax Base revenue for the involved cities & county, and, the Relocation Assistance costs would be huge.	Comment noted. Impacts to the human and natural environment were considered during the development of the conceptual alternatives and would continue to be evaluated in the Environmental Impact Statement. The NTTA would avoid, minimize, and mitigate impacts from the Preferred Alternative where possible.
90	Dallas Resident	Online Comment Form	X				I am writing to strongly advocate in favor of Alternative 1. My reasons are as follows: Alternative 1 has minimal impact on residents and ongoing business concerns, plus it promotes to make use of the appropriate quantity of the least developed land for a major transportation corridor to serve upwards of 140,000 by 2045. Alternative 1 - Takes positive advantage of the most acres of undeveloped land (minimizes project's impact) - Displaces the fewest residences affected - Displaces the fewest businesses - Affects the lowest acreage of agricultural land - Affects lowest acreage of existing civic land use - Lowest to medium-lowest impact on wetlands, rivers/streams, open waters, and 100-year floodplains (These statements are directly based on the Alternatives Analysis Matrix). Under Alternative 1, specifically the tract between Highway 80 and I-20, please note I strongly advocate the NTTA PGBT project acquiring and using the tracts of land contiguous to, parallel, and west (not east) of Lawson Road south of U.S. Highway 80. This is real estate (land) that is for sale and has been on the open market for numerous years (even decades). It is undeveloped and is available for NTTA's immediate acquisition at minimal disruption. Construction of PGBT East Branch would proceed efficiently with practically NO need to condemn and demolish residential or business properties south between Scyene Road and I-20 along Lawson Road. It uses land that very frequently tends to flood and is thus ideal for this carefully planned and engineered road project. The PGBT project would greatly add to the value and usability of this land for the benefit of hundreds of thousands of motorists, businesses, tourists, and residents per year increasing economic prosperity and quality of life for the surrounding communities. The PGBT Project Alternative 1 would have a very minimal or imperceptible impact on traffic noise, air quality, hazardous materials since this option would be closest to the Mesquite airport zone which shares those same considerations. The other Alternatives (#2 and #3) would have greater adverse impact on noise, air quality, and hazardous materials transport - since those other two alternatives come closer to residential and business sites. Alternative 1 is a wise use of land in the most ecologically sound and economically common-sense approach. I along with others speak strongly against Alternative 2 and Alternative 3. Each of these would have a serious and extensive adverse impact on ongoing longstanding businesses and homes that face/are close to Lawson Road especially. The existing developments are much more valuable as ongoing residences and businesses rather than demolition and condemnation for the unnecessary and cost-prohibitive paving over of improved (tax-paying and income-producing) properties currently in place. The Alternative 2 and 3 maps as drawn would obliterate many businesses and residential areas, with at least one business concerns that has operated continuously for over 50 years which accounts for many millions in tax revenue. Alternatives 2 and 3 would condemn and destroy many high-value buildings, improvements, assets including business inventory and personal possessions and would result in condemnation of existing homes with displacement costs that could simply be avoided by approving Alternative 1. Alternative 2 and 3 would shred the neighborhoods in the affected areas. We noted that Alternatives 2 and 3 have the effect of unfairly targeting each of these companies' entire property and driving this firm south on Lawson Road across from the airport - and others - out of business and out of their homes. Additionally, Alternatives 2 and 3 would face more frequent periodic flooding that Lawson Road and related bridges have experienced over the decades (once when the bridge leading to I-20 was washed out it was closed for two years); this is not a low-cost route to construct and maintain, by any means. Alternatives 2 and 3 adversely reduce the tax base by knocking out businesses and displacing residents, slicing and gutting the adjoining neighborhoods. There is greater expense to compensate the much larger number of affected parties - compensation out of our tax money - and these two unacceptable Alternatives 2 and 3 would reduce the taxes collected by not only City of Mesquite but also the City of Dallas and County of Dallas and Kaufman County. It is important to avoid impacts described in the Matrix, e.g., eight historic-age archeological sites and Potters Cemetery, and (as noted by Dallas Water Utilities) that accidents on the proposed roadway could lead to contamination of city water in Lake Ray Hubbard and therefore on the water supply from this reservoir. In conclusion, I am writing to support Alternative 1 as the only acceptable option, far preferable to Alternatives 2 and 3 for the reasons noted above. If not Alternative 1, then we would support NO Build. We absolutely oppose Alternatives 2 and 3.	Comment noted. Many natural and community resources have been analyzed as part of both the Alternatives Analysis and the Environmental Impact Statement study. The NTTA would evaluate economic impacts to businesses and residential property, and would avoid, minimize, and mitigate environmental impacts where possible.
91	Mesquite Resident	Online Comment Form	X				I appreciate the public meetings. My interest in this matter is that I live in a house in Dallas and commute at least twice daily but I spend over 60% of my time on my property on Lawson Road - every day working there and many days spending the night in my house located in the affected area on Lawson Road or in my business in the affected area along Lawson Road between Highway 80 and I-20. I have done so every day, every week, since 1988 through the present time. At the September 5th meeting, it was very apparent to me that there had been detailed discussions and information exchanges involving the City of Mesquite, the developers, and NTTA. I would like to be included going forward on matters pertaining to the affected areas and especially about potential impact on the business and residential properties that I own. How can I ensure that I am included in these discussions? I am writing in favor of Alternative 1 because it uses available undeveloped land between Highway 80 and Interstate 20 on the west side of Lawson Road. This Alternative has the smallest number of residents and businesses affected, and it impacts the lowest amount of agricultural land and natural water sources, which are in the criteria. Alternative 1 could proceed more quickly than any other build Alternative being discussed, since the property owner(s) of undeveloped, vacant land should be more able to make a deal. This vacant land has been on the market for many, many years. With Alternative 1, negotiations for land and right-of-way for the stretch of proposed roadway from Highway 80 to I-20 need not be that complicated which under Alternatives 2 and 3 would drag in multiple landowners and tenants who are long-established and are unwilling to sell or and in many cases unable to re-establish elsewhere. I am writing strongly AGAINST both Alternatives 2 and 3. Each of these would have a serious negative impact on a greatest number of businesses and homes close to Lawson Road between Highway 80 and I-20. In contrast, Alternative 1 would not have this impact. I have owned and operated my business for over 35 years and Alternatives 2 and 3 would simply condemn and destroy many high-value buildings, improvements, assets including business inventory along with personal possessions. This scale of loss of what I have worked my whole life for and intend to work alongside my kids and someday pass along to them - this is not easy to put a dollars and cents amount. What is left after a highway build is fractured or shattered neighborhoods and disrupted or destroyed businesses in the affected areas. We noted that Alternatives 2 and 3 have extraordinarily negative effects on these companies' and residents' entire property. The survival of my business looks threatened by this takeover via eminent domain process if it takes the east side of Lawson Road across from the airport while ignoring perfectly untouched and undeveloped land directly across Lawson Road on the west side. Alternatives 2 and 3 will reduce the value of the adjoining neighborhoods because there won't be as much of a cushion between other properties and the proposed East Branch of PGBT. There is greater expense in Alternatives 2 and 3 to compensate many more affected parties - compensation out of our tax money. I noted that Dallas Water Utilities also has a reason opposing Alternative 2, the potential for accidents closest to the waters leading to contamination of city water in Lake Ray Hubbard (as per your presentation). By the same token the traffic by-product runoff (oil, pollutants, brake dust, litter, etc.) from the greatly increased road traffic will increase the pollution impact on Lake Ray Hubbard and therefore can have a negative impact on the water supply from this important reservoir. The environmental impact of greater pollution on bodies of water is another consideration that should be taken into account for Alternatives 2 and 3 and that should weigh against these two options. In conclusion, I am writing to support Alternative 1 as the only acceptable option. I am absolutely against both Alternatives 2 and 3.	Comment noted. Impacts to the human and natural environment were considered during the development of the conceptual alternatives and would continue to be evaluated in the Environmental Impact Statement. The NTTA would avoid, minimize, and mitigate impacts from the Preferred Alternative where possible.
92	Forney Resident	Online Comment Form	X				We shouldn't disturb established businesses and homes along Lawson Road. We should use the route on the west side of Lawson Road. The Racetrack is closed anyway.	Comment noted.
93	Mesquite Resident	Online Comment Form	X				I appreciate the public meetings. My interest in this matter is that I live in a house in Dallas and commute at least twice daily but I spend over 60% of my time on my property on Lawson Road - every day working there and many days spending the night in my house located in the affected area on Lawson Road or in my business in the affected area along Lawson Road between Highway 80 and I-20. I have done so every day, every week, since 1988 through the present time. At the September 5th meeting, it was very apparent to me that there had been detailed discussions and information exchanges involving the City of Mesquite, the developers, and NTTA. I would like to be included going forward on matters pertaining to the affected areas and especially about potential impact on the business and residential properties that I own. How can I ensure that I am included in these discussions? I am writing in favor of Alternative 1 because it uses available undeveloped land between Highway 80 and Interstate 20 on the west side of Lawson Road. This Alternative has the smallest number of residents and businesses affected, and it impacts the lowest amount of agricultural land and natural water sources, which are in the criteria. Alternative 1 could proceed more quickly than any other build Alternative being discussed, since the property owner(s) of undeveloped, vacant land should be more able to make a deal. This vacant land has been on the market for many, many years. With Alternative 1, negotiations for land and right-of-way for the stretch of proposed roadway from Highway 80 to I-20 need not be that complicated which under Alternatives 2 and 3 would drag in multiple landowners and tenants who are long-established and are unwilling to sell or and in many cases unable to re-establish elsewhere. I am writing strongly AGAINST both Alternatives 2 and 3. Each of these would have a serious negative impact on a greatest number of businesses and homes close to Lawson Road between Highway 80 and I-20. In contrast, Alternative 1 would not have this impact. I have owned and operated my business for over 35 years and Alternatives 2 and 3 would simply condemn and destroy many high-value buildings, improvements, assets including business inventory along with personal possessions. This scale of loss of what I have worked my whole life for and intend to work alongside my kids and someday pass along to them - this is not easy to put a dollars and cents amount. What is left after a highway build is fractured or shattered neighborhoods and disrupted or destroyed businesses in the affected areas. We noted that Alternatives 2 and 3 have extraordinarily negative effects on these companies' and residents' entire property. The survival of my business looks threatened by this takeover via eminent domain process if it takes the east side of Lawson Road across from the airport while ignoring perfectly untouched and undeveloped land directly across Lawson Road on the west side. Alternatives 2 and 3 will reduce the value of the adjoining neighborhoods because there won't be as much of a cushion between other properties and the proposed East Branch of PGBT. There is greater expense in Alternatives 2 and 3 to compensate many more affected parties - compensation out of our tax money. I noted that Dallas Water Utilities also has a reason opposing Alternative 2, the potential for accidents closest to the waters leading to contamination of city water in Lake Ray Hubbard (as per your presentation). By the same token the traffic by-product runoff (oil, pollutants, brake dust, litter, etc.) from the greatly increased road traffic will increase the pollution impact on Lake Ray Hubbard and therefore can have a negative impact on the water supply from this important reservoir. The environmental impact of greater pollution on bodies of water is another consideration that should be taken into account for Alternatives 2 and 3 and that should weigh against these two options. In conclusion, I am writing to support Alternative 1 as the only acceptable option. I am absolutely against both Alternatives 2 and 3.	Comment noted. Impacts to the human and natural environment were considered during the development of the conceptual alternatives and would continue to be evaluated in the Environmental Impact Statement. The NTTA would avoid, minimize, and mitigate impacts from the Preferred Alternative where possible.
94	Forney Resident	Online Comment Form	X				I think they should use the undeveloped property between the airport and Lawson road, west side of Lawson Road.	Comment noted.
95	N/A	Online Comment Form	X				Alternative One is the only fair option for this project. The other Alternatives damage the environment and make it worse for the people who have to live by this construction project. I strongly reject Alternative Two and Alternative Three because they offer no advantages while causing environmental destruction.	Comment noted. Impacts to the human and natural environment were considered during the development of the conceptual alternatives and would continue to be evaluated in the Environmental Impact Statement. The NTTA would avoid, minimize, and mitigate impacts from the Preferred Alternative where possible.
							I strongly support Alternative 1 because it is located farther from East Fork Lakehouse and will help minimize the impact on both our business and the surrounding environment.	Comment noted.

PGBT East Branch Public Meeting Comment/Response Matrix

COMMENT/RESPONSE MATRIX - PGBT EAST BRANCH (COMMENT PERIOD: SEPTEMBER 4, 2025 - SEPTEMBER 19, 2025)								
COMMENT NUMBER	COMMENTER INFORMATION	SOURCE	ALTERNATIVE PREFERENCE				COMMENT	RESPONSE
			1	2	3	No-Build		
96	Mesquite Resident	Online Comment Form	X				East Fork Lakehouse is a wedding and event venue that hosts couples and families who choose our location specifically for its natural setting and quiet atmosphere on the lake. Noise pollution, traffic, and proximity to a major tollway would directly affect our ability to operate and could cause long-term financial harm to a small, locally owned business that contributes to the local economy. In addition to the business impact, this area is home to significant wildlife, including breeding bald eagles, which require a protected and undisturbed habitat. A closer alignment would disrupt this ecosystem and potentially threaten federally protected species. For these reasons, I respectfully urge NTA to move forward with Alternative 1 to reduce negative impacts on small businesses, preserve wildlife habitats, and maintain the natural character of this community.	The EIS will include a traffic noise analysis conducted in accordance with TxDOT's (FHWA approved) Traffic Noise Policy (2019), which will determine if the proposed project results in traffic noise impacts at adjacent neighborhoods. If the proposed project results in noise impacts, ways to reduce noise impacts (e.g., construction of sound barriers) would be examined and evaluated for effectiveness, feasibility, and constructability. Once the Preferred Alternative is determined, the Environmental Impact Statement would identify avoidance, minimization, and mitigation elements to decrease impacts from the proposed project. Impacts to T&E species and bald eagles would be evaluated in the draft Environmental Impact Statement as required by the Endangered Species Act and the Bald/Golden Eagle Protection Act. The NTA would avoid, minimize, and mitigate impacts from the Preferred Alternative where possible.
97	Dallas Resident	Online Comment Form	X				I am writing to support Alternative 1 as the only acceptable option. If not Alternative 1, then we would support NO Build. We absolutely oppose Alternatives 2 and 3. We have a residence in Dallas County and ranch property in Kaufman County. We have serious concern about being able to continue to easily travel between the two counties.	Access to properties would be maintained with the construction of the proposed project.
98	Dallas Resident	Online Comment Form	X				We have a residence in Dallas County and operate a ranch in Kaufman County. I am writing to strongly support Alternative 1 as the only acceptable option, far preferable to Alternatives 2 and 3. If not Alternative 1, then we would support NO Build. We absolutely oppose Alternatives 2 and 3 with concern for accessing our ranch property.	The NTA would provide access to current TxDOT standards to all private and public properties during final design, once a Preferred Alternative is determined.
99	Forney Resident	Online Comment Form	X				Fewest impacts: Displaces the least number of homes and businesses, unlike Alternatives 2 & 3 which would uproot long-standing residences and enterprises. Best land use: Utilizes mostly undeveloped tracts west of Lawson Rd (long on the market, minimally disruptive) rather than developed, tax-producing properties. Environmental benefits: Lowest or near-lowest impact on farmland, civic land, wetlands, streams, open waters, and floodplains. Cost-effective: Avoids expensive condemnations and relocation engineering in flood-prone but undeveloped areas is more practical and efficient. Protects tax base: Preserves valuable businesses that generate millions in tax revenue for Mesquite, Dallas County, and Kaufman County. Quality of life: Below-grade design in Sunnysale reduces noise and visual impacts, protecting neighborhoods. Future mobility: Provides a responsible corridor projected to serve 140,000+ vehicles by 2045 without destroying existing communities. Conclusion: Alternative 1 is the most responsible, community-friendly, environmentally sensitive, and economically sound option.	Comment noted. Impacts to the human and natural environment were considered during the development of the conceptual alternatives and would continue to be evaluated in the Environmental Impact Statement. The NTA would avoid, minimize, and mitigate impacts from the Preferred Alternative where possible.
100	Forney Resident	Online Comment Form	X				I strongly support Alternative 1 for the President George Bush Turnpike East Branch. Key reasons: Minimal displacement: Alternative 1 affects the fewest homes and businesses, unlike Alternatives 2 and 3 which would displace residents and long-standing enterprises along Lawson Road. Better land use: It utilizes mostly undeveloped tracts west of Lawson Road, land that has been for sale for decades, making it ideal for acquisition with minimal disruption. Environmental benefits: Alternative 1 has the lowest or near-lowest impacts on agricultural land, civic land, wetlands, streams, and floodplains. Cost-efficient: Building here avoids the higher condemnation and relocation costs of Alternatives 2 and 3 and uses land already prone to flooding in a controlled, engineered way. Conclusion: Alternative 1 is the most balanced, ecologically sound, and economically practical option. Please move forward with Alternative 1 and reject Alternatives 2 and 3.	Impacts to the human and natural environment were considered during the development of the conceptual alternatives and would continue to be evaluated in the Environmental Impact Statement. The NTA would avoid, minimize, and mitigate impacts from the Preferred Alternative where possible.
101	Mesquite Resident	Online Comment Form	X				Any other option would put me out of business.	Per the Uniform Relocation Assistance and Real Property Act of 1970, NTA must provide fair compensation for any land purchased for roadway projects. Residential, commercial, and undeveloped land would be compensated at fair market value.
102	Forney Resident	Online Comment Form	X				I feel Alternative 1 is the best for this project. It will disrupt less homes, businesses, and people's lives. The other Alternatives is vacant land that is currently for sale and not being utilized. It makes better sense to use the other Alternative to avoid disruptions.	Comment noted. Impacts to the human and natural environment were considered during the development of the conceptual alternatives and would continue to be evaluated in the Environmental Impact Statement. The NTA would avoid, minimize, and mitigate impacts from the Preferred Alternative where possible.
103	Dallas Resident	Online Comment Form	X				Plan 1 would disrupt the least amount of business and houses going through the farm fields and Devils Bowl.	Comment noted. Impacts to the human and natural environment were considered during the development of the conceptual alternatives and would continue to be evaluated in the Environmental Impact Statement. The NTA would avoid, minimize, and mitigate impacts from the Preferred Alternative where possible.
104	Terrell Resident	Online Comment Form	X				There is vacant land between Mesquite Airport and Lawson Road This land has been for sale off and on for the last 30 years. The Devils Bowl is no longer in business. There is your perfect location to construct the new highway.	Comment noted. Impacts to the human and natural environment were considered during the development of the conceptual alternatives and would continue to be evaluated in the Environmental Impact Statement. The NTA would avoid, minimize, and mitigate impacts from the Preferred Alternative where possible.
105	Mesquite Resident	Online Comment Form	X				Property west of Lawson road has been vacant for 30 years and would not displace business or homes on the east side where there are multiple business and homes. The race track has been closed and up for sale and would not affect their business.	Impacts to the human and natural environment were considered during the development of the conceptual alternatives and would continue to be evaluated in the Environmental Impact Statement. The NTA would avoid, minimize, and mitigate impacts from the Preferred Alternative where possible.
106	Frisco Resident	Online Comment Form	X				Of the proposed Alternatives, Alternative 1 will have the least negative impact on residents and ongoing business concerns, plus it promises to make use of the least developed land for a major transportation corridor to serve upwards of 140,000 by 2045. Alternatives 2 and 3 would condemn and result in the destruction of many high-value buildings, improvements, business inventory and personal possessions. They would also result in the condemnation of existing homes with displacement costs that could simply be avoided by approving Alternative 1.	Comment noted. Impacts to the human and natural environment were considered during the development of the conceptual alternatives and would continue to be evaluated in the Environmental Impact Statement. The NTA would avoid, minimize, and mitigate impacts from the Preferred Alternative where possible.
107	Dallas Resident	Online Comment Form	X				I am writing to strongly advocate in favor of Alternative 1. My reasons are as follows: Alternative 1 has minimal impact on residents and ongoing business concerns, plus it promises to make use of the appropriate quantity of the least developed land for a major transportation corridor to serve upwards of 140,000 by 2045. Alternative 1 offers positive advantage of the most acres of undeveloped land (minimizes project's impact) Displaces the fewest residences affected Displaces the fewest businesses Affects the lowest acreage of agricultural land Affects lowest acreage of existing civic land use Affects to medium-lowest impact on wetlands, rivers/streams, open waters, and 100-year floodplains (These statements are directly based on the Alternatives Analysis Matrix.) Under Alternative 1, specifically the tract between Syrene (south of Highway 80) and I-20, please note I strongly advocate the NTA PGBT project acquiring and using the tracts of land contiguous to, parallel, and west (not east) of Lawson Road south of U.S. Highway 80. This is real estate that is for sale and has been on the open market for numerous years (even decades). It is undeveloped and is available for NTA's immediate acquisition at minimal disruption. Construction of PGBT East Branch would proceed efficiently with practically NO need to condemn and demolish residential or business properties south between Syrene Road and I-20 along Lawson Road. It uses land that very frequently tends to flood and is thus ideal for this carefully planned and engineered road project. The PGBT project would greatly add to the value and usability of this land for the benefit of hundreds of thousands of motorists, businesses, tourists, and residents per year increasing economic prosperity and quality of life for the surrounding communities. The PGBT Project Alternative 1 would have a very minimal or imperceptible impact on traffic noise, air quality, hazardous materials since this option would be closest to the Mesquite airport zone which shares those same considerations. The other Alternatives (#2 and #3) would have greater adverse impact on noise, air quality, and hazardous materials transport - since those other two Alternatives come closer to residential and business sites. Alternative 1 is a wise use of land in the most ecologically sound and economically common-sense approach. I along with others speak strongly against Alternative 2 and Alternative 3. Each of these would have a serious and extensive adverse impact on ongoing longstanding businesses and homes that are close to Lawson Road especially. The existing developments are much more valuable as ongoing residences and businesses rather than demolition and condemnation for the unnecessary and cost-prohibitive paving over of improved (tax-paying and income-producing) properties currently in place. The Alternative 2 and 3 maps as drawn would obliterate many businesses and residential areas, with at least one business concern that has operated continuously for over 50 years which accounts for many millions in tax revenue. Alternatives 2 and 3 would condemn and destroy many high-value buildings, improvements, assets including business inventory and personal possessions and would result in condemnation of existing homes with displacement costs that could simply be avoided by approving Alternative 1. Alternative 2 and 3 would shred the neighborhoods in the affected areas. We noted that Alternatives 2 and 3 have the effect of unfairly targeting each of these companies' entire property and driving this firm south on Lawson Road across from the airport - and others - out of business and out of their homes. Additionally, Alternatives 2 and 3 would face more frequent periods of flooding that Lawson Road and related bridges have experienced over the decades (once when the bridge leading to I-20 was washed out it was closed for two years); this is not a low-cost route to construct and maintain, by any means. Alternatives 2 and 3 adversely reduce the tax base by knocking out businesses and displacing residents, slicing and gutting the adjoining neighborhoods. There is greater expense to compensate the much larger number of affected parties - compensation out of our tax money - and these two unacceptable Alternatives 2 and 3 would reduce the taxes collected by not only City of Mesquite but also the City of Dallas and County of Dallas and Kaufman County. It is important to avoid impacts described in the Matrix, e.g., eight historic-age archeological sites and Potters Cemetery, and (as noted by Dallas Water Utilities) that accidents on the proposed roadway could lead to contamination of city water in Lake Ray Hubbard. This is also true that road runoff from greatly increased traffic (under Alternative 2 especially) will increase pollutants (oil, antifreeze, brake dust, etc.) deposited in the lake, a key reservoir for the regional water supply. In conclusion, I am writing to support Alternative 1 as the only acceptable option, far preferable to Alternatives 2 and 3 for the reasons noted above. If not Alternative 1, then we would support NO Build. We absolutely oppose Alternatives 2 and 3.	Comment noted. Impacts to the human and natural environment were considered during the development of the conceptual alternatives and would continue to be evaluated in the Environmental Impact Statement. The NTA would avoid, minimize, and mitigate impacts from the Preferred Alternative where possible.
108	Unknown	Online Comment Form	X				I am writing to strongly propose Alternative 4 to the NTA PGBT project: acquiring and using the tracts of land parallel and west of Lawson Road south of U.S. Highway 80. We are retired senior citizens on a limited income who depend upon vegetables and native nut/fruit tree harvests on property located along the east side of Lawson Road. We use the produce to feed our family and numerous low income families who otherwise would rely on food pantries and food stamps for sustenance. We do not want to depend on "free food" but prefer to sustain ourselves from what we right-of-way and possibly supplement our incomes at area farmers' markets. As it presently stands, I will choose Alternative 1 as the best of the worst Alternatives proposed.	Comment noted.
109	Dallas Resident	Online Comment Form	X				I am writing to strongly advocate in favor of Alternative 1. My reasons are as follows: 1. Minimal impact on residents and ongoing business concerns. 2. Promises to make use of the least developed land for a major transportation corridor. 3. Affects the lowest acreage of agricultural land. 4. Affects lowest acreage of existing civic land use. 5. Affects lowest to medium lower impact on wetlands, rivers/streams, open waters and 100 year floodplains. Alternatives 2 and 3 would have serious and extensive adverse impact on ongoing, longstanding businesses that face Lawson road by potentially forcing the unwanted closure of business and destroying high value buildings, business inventories and homes. Furthermore tax base would be adversely affected by shutting down businesses and displacing residents and decimating neighborhoods. Clearly Alternative 1 is the only acceptable option.	Comment noted. Impacts to the human and natural environment were considered during the development of the conceptual alternatives and would continue to be evaluated in the Environmental Impact Statement. The NTA would avoid, minimize, and mitigate impacts from the Preferred Alternative where possible.
110	Sunnysale Resident	Online Comment Form		X		X	I am not in favor of Alternative 3 or 1. I am a 71 year-old single old woman who had the blessed fortune of buying a home next to my daughter and her family. I am on a fixed income and cannot afford to move elsewhere or purchase another home close to my grand children who I babysit. When we emigrated to the US in the early 90s, I could not afford a home for my family. I lived in rental housing in a densely populated metro area for almost 24 years before saving enough money to buy my current home. I love my neighborhood and have come to appreciate my quality of life here in Sunnysale. A new highway coming through town will diminish our quality of life. I would love to spend the remaining years of my life in the tranquility of my home in Sunnysale near my family. Please consider either the No-build option or Alternative 2 if the road is necessary. Thank you!	Per the Uniform Relocation Assistance and Real Property Act of 1970, the NTA must provide fair compensation for any land purchased for roadway projects. Residential, commercial, and undeveloped land would be compensated at fair market value.
111	Forney Resident	Online Comment Form	X				Alternative 1 from HWY 80 to I-20 is a better route as it will affect less established and open business on Lawson Road The land between Mesquite Metro Airport and Lawson has been undeveloped and for sale several times for decades. Over 30 years that land could have been developed, but nobody has done anything. The racetrack has been for sale and has been closed. Most of the land east of Lawson is not for sale and most of it has never been for sale. East side of Lawson is owned and worked by many native Texans from the area. 7 residents would lose their living place and 10 workers would lose work from Alternative 2 & 3 going on the east side of Lawson. Please consider Alternative 1, at least from HWY 80 to I-20.	Comment noted. Impacts to the human and natural environment were considered during the development of the conceptual alternatives and would continue to be evaluated in the Environmental Impact Statement. The NTA would avoid, minimize, and mitigate impacts from the Preferred Alternative where possible.
112	Sunnysale Resident	Online Comment Form		X		X	We are NOT in favor of Alternative 3 as it directly impacts our family and lands right on top of our homestead. We have 4 children in Sunnysale ISD schools and they will be negatively impacted because their life as they know it will change drastically if we have to move. We also have livestock and operate our businesses from our home. Alternative 1 is close by and the environmental impact would be significant to us and our animals. We cannot afford to purchase a similar home/property in Sunnysale, paying higher taxes, and maintain our current standard of living on one steady income. We are NOT in favor of Alternative 1. So if the routing of the toll road through Sunnysale is a true necessity, then Alternative 2 seems to be the least impactful on our neighborhood. But if the No-build Alternative is a real option, then that would be ideal. Thank you for your consideration.	Comment noted. We are currently in the early phases of the Environmental and design process. Your input helps the design team because we get a better understanding of the concerns of the local property owners. The purpose of the proposed project is to reduce congestion and improve mobility between I-30 and I-20 in eastern Dallas County while contributing to improved system linkage within the Metropolitan Planning Area. The three primary needs of the project are traffic congestion and capacity issues, increasing transportation demand, and deficient system linkage. Per the Uniform Relocation Assistance and Real Property Act of 1970, the NTA must provide fair compensation for any land purchased for roadway projects. Residential, commercial, and undeveloped land would be compensated at fair market value.
113	Mesquite Resident	Online Comment Form			X		No comment	Comment noted.
114	Unknown	Online Comment Form			X		No comment	Comment noted.
115	Garland Resident	Online Comment Form			X		No comment	Comment noted.
116	Mesquite Resident	Online Comment Form			X		No comment	Comment noted.
117	Unknown	Online Comment Form	X				No comment	Comment noted.
118	Forney Resident	Online Comment Form	X				I am not a resident of the cities most impacted but the building of 190 to reduce some of the traffic on Highway 80 would be most beneficial. I feel that it would ease some of the traffic on 635 as well, especially for drivers headed north or south.	Comment noted.
119	Mesquite Resident	Online Comment Form	X		X		No comment	Comment noted.
120	Mesquite Resident	Online Comment Form			X		If the highway is coming close to my house, I want it to take my house. I do not want to live next to it.	The NTA is a regional tollway authority governed by Chapter 366 of the Texas Transportation Code and is authorized to acquire rights-of-way for transportation systems and to plan, design, construct, operate, expand, extend, and modify those systems. Refer to the NTA website for the "NTA Purchase of Right-of-Way" brochure for more information: https://www.nta.org/president-george-bush-turnpike-pggt
121	Mesquite Resident	Online Comment Form	X				No comment	Comment noted.
122	Mesquite Resident	Online Comment Form	X				No comment	Comment noted.
123	Garland Resident	Online Comment Form				X	Please consider adding noise walls to existing portions of PGBT, north of IH-30. Also, the portion of PGBT over Lake Ray Hubbard is within the City of Dallas, which has an ordinance against the use of "jake" brakes. Trucks frequently use these brakes, at all hours, and there is no enforcement of the ordinance, mainly due to the lack of signage. Please add signage, say a mile or so north of the lake, or whatever distance your traffic planning staff suggest in compliance with the MUTCD.	A noise analysis was conducted for the PGBT Eastern Extension (from SH 78 to I-30) during the development of that portion of the highway. Noise barriers that were determined to be reasonable and feasible were voted on by the impacted residents. If the impacted residents voted in favor of the noise barrier, then the noise barrier was constructed. The current Environmental Impact Statement would only analyze the impacts from the proposed project and not the existing PGBT facility. The area that you are referring to, the portion of PGBT over Lake Ray Hubbard within the City of Dallas, is outside of the current PGBT East Branch project area. The NTA has taken your request for "No Jake Brakes" signage under consideration.

PGBT East Branch Public Meeting Comment/Response Matrix

COMMENT/RESPONSE MATRIX - PGBT EAST BRANCH (COMMENT PERIOD: SEPTEMBER 4, 2025 - SEPTEMBER 19, 2025)

COMMENT NUMBER	COMMENTS INFORMATION	SOURCE	ALTERNATIVE PREFERENCE				COMMENT	RESPONSE
			1	2	3	No-Build		
124	Sunnyvale Resident	Online Comment Form	X				No comment	Comment noted.
125	Mesquite Resident	Online Comment Form	X				No comment	Comment noted.
126	Unknown	Online Comment Form		X			No comment	Comment noted.
127	Forney Resident	Online Comment Form			X		No comment	Comment noted.
128	Mesquite Resident	Online Comment Form	X		X		No comment	Comment noted.
129	Anonymous	Online Comment Form			X		No comment	Comment noted.
130	Mesquite Resident	Online Comment Form			X		This tollway shouldn't be so close to schools.	Comment noted.
131	Mesquite Resident	Online Comment Form			X		No comment	Comment noted.
132	Anonymous	Online Comment Form	X				We don't want to disrupt our neighborhoods with a toll.	The NTTA is committed to providing safe and reliable transportation infrastructure to meet our region's growth. Toll roads provide well-maintained roads at an accelerated rate that can support the needs of the travelling public.
133	Mesquite Resident	Online Comment Form				X	No comment	Comment noted.
134	Mesquite Resident	Online Comment Form	X			X	I live in a neighborhood off Lawson Road. I'm concerned about what Alternative 2 would do to homeowners. Would their homes be purchased? Would the value of their homes decrease? I favor either a no build or an Alternative that takes the road east of the residential neighborhoods.	The NTTA does not wish to speculate regarding property value concerns. It is encouraged that you seek the opinion of a Realtor, particularly one familiar with property values in your neighborhood, to determine if such factors of your concern (i.e., proximity to a major highway) would affect your property value. Comment noted.
135	Mesquite Resident	Online Comment Form			X		No comment	Comment noted.
136	Sunnyvale Resident	Online Comment Form			X		No comment	Comment noted.
137	Mesquite Resident	Online Comment Form	X				Best for the residents of Mesquite.	Comment noted.
138	Mesquite Resident	Online Comment Form	X				This would impact me personally. I live off of Lawson. When I come out of my subdivision, Lawson Road is the only road I can take leaving out of my subdivision. There is no other road I can take. Please be mindful of the residents like myself who depend on Lawson Road everyday for their daily commuting, grocery shopping, doctors appointments, and just their life commuting on a daily basis.	Alternative 2 would replace Lawson Road with two-lane frontage roads on either side of the toll road that would continue to provide north-south traffic movements for local residents.
139	Mesquite Resident	Online Comment Form				X	Also, if you do build the tollway, which I live five minutes from the Mesquite airport and the Devil's Bowl, please put up a sound barrier wall. And provide very well lit lightning. Because this is a highly dense wooded area on Lawson. Also security cameras as well. I love the quiet serenity we have living off of Lawson Road. If this has to be built please consider my suggestions. Remember once the tollway is built, once the contractors are gone, we the residents of Lawson Road have to deal with whatever disruption for the rest of our life. Please be mindful of the construction of this tollway. It will affect us who live directly off of Lawson Road. Please do not go down Lawson Road. That street has been under construction for years already. Also that route would make turning into Camp Rorie Galloway difficult if not impossible depending on how the route is finally built.	A barrier analysis would be completed as part of the traffic noise analysis for the Preferred Alternative. The analysis would determine if noise barriers are both reasonable and feasible based on Federal Highway Administration criteria. Corridor safety lighting would be evaluated in a future stage of this study. Security cameras are the responsibility of the individual property owners. Comment noted. Access to Rorie Galloway Day Camp would be maintained via the northbound frontage road proposed in this area as part of Build Alternative 2.
140	Mesquite Resident	Online Comment Form	X				No comment	Comment noted.
141	Mesquite Resident	Online Comment Form	X				No comment	Comment noted.
142	Mesquite Resident	Online Comment Form	X				No comment	Comment noted.
143	Mesquite Resident	Online Comment Form			X		No comment	Comment noted.
144	Anonymous	Online Comment Form		X			Please Build This!!!	Comment noted.
145	Mesquite Resident	Online Comment Form			X		Alternatives 1 and 3 don't split up the Horn High School community like 2 does. Please ensure all overpasses and underpass are as pedestrian friendly as possible.	The NTTA would coordinate with local municipalities regarding sidewalks and pedestrian facilities.
146	Mesquite Resident	Online Comment Form	X				Option 1 impacts people the least. Of the choices option 1 is best. Option 2 is horrible for Mesquite and would devastate multiple neighborhoods and cut the Falcon's Lair neighborhoods off from the rest of the area (schools, grocery, restaurants, etc.). We walk the area and using Lawson through Mesquite for this is a perplexing choice at best.	Comment noted.
147	Garland Resident	Online Comment Form					My house is a couple hundred feet away from the proposed route and future construction on Peninsula Way. How are you going to protect me and my neighbors from the noise and pollution of the construction and later from the highway itself? How are we to drive out during construction?	The EIS will include a traffic noise analysis conducted in accordance with TxDOT's (FHWA approved) Traffic Noise Policy (2019), which will determine if the proposed project results in traffic noise impacts at adjacent neighborhoods. If the proposed project results in noise impacts, ways to reduce noise impacts (i.e., construction of sound barriers) would be examined and evaluated for effectiveness, feasibility, and constructability. Once the Preferred Alternative is determined, the final Environmental Impact Statement would be completed prior to final design to maximize avoidance, minimize impacts, and provide the required mitigation per NEPA regulations. A Maintenance of Traffic (MOT) plan in the final design phase for the Preferred Alternative would ensure that each property owner has access to local travel routes during construction.
148	Sunnyvale Resident	Online Comment Form			X		No comment	Comment noted.
149	Sunnyvale Resident	Online Comment Form			X		No comment	Comment noted.
150	Sunnyvale Resident	Online Comment Form			X		No comment	Comment noted.
151	Garland Resident	Online Comment Form			X		No comment	Comment noted.
152	Sunnyvale Resident	Online Comment Form			X		No comment	Comment noted.
153	Garland Resident	Online Comment Form					My husband and I live at the very beginning of the proposed extension, no Alternative really matters. What I don't want is to feel like I'm living in a borright-of-wayed house for the next 2-3 years. We worked hard for this house and put in a lot of money to make it our own. I want more information about how you define "fair compensation" - I've read the meeting materials.	The generally accepted opinion of market value as defined by the courts of Texas may be stated as follows: "Market Value is the price which the property would bring when it is offered for sale by one who desires, but is not obliged to sell, and is bought by one who is under no necessity of buying it, taking into consideration all of the uses to which it is reasonably adaptable and for which it either is or in all reasonable probability would become available within the reasonable future." (City of Austin v. Cannizzo, 267 S.W.2d 808 (Tex. 1954)) This definition of "market value" is based on both the buyer and seller being wounding, but not obliged to buy or sell. While this is not always the situation in right-of-way transactions, the courts have stated that this must be assumed in making right-of-way appraisals. An appraisal made on any other assumption would not be correct. Source: TxDOT right-of-way Appraisal and Review Manual 2023
154	Unknown	Online Comment Form				X	We moved out here to have peace without the congestion of Traffic That exists heavily in Dallas. There doesn't seem to be one piece of land that can just remain land because someone has to benefit from it financially without thinking of how it affects families that have lived here for years. We have schools that are very close, new homes and daycares that will be negatively affected.	The PGBT East Branch project improvements are expected to improve congestion and mobility for local as well as regional traffic. One of the needs of the proposed project is to address current and future congestion on local roads. The Level of Service in 2045 is expected to improve with the proposed improvements compared to the No Build condition by moving regional movement from the local roads to the proposed toll road. The proposed improvements would be coordinated with the local Independent School Districts to ensure safe access for students.
155	Anonymous	Online Comment Form	X	X	X		No comment	Comment noted.
156	Sunnyvale Resident	Online Comment Form		X			No comment	Comment noted.
157	Sunnyvale Resident	Email Comment					Surupa, Teresa, and Elmer. Attached is the Conditional Letter of Map Revision and Comments letter ("CLOMR") issued by FEMA, concerning my farm ("Spencer Farm") in Sunnyvale, and generally located South of Highway 80, North of Scylene Road and West of, and running along Lawson Road. I spoke to Brian S. at NTTA yesterday, after Teresa suggested he call me. I expressed my concern to Brian that dual lane access roads were not clearly depicted as running along the proposed tollway, to be constructed along Spencer Farm. I think dual double lane access roads are very important to mitigate current and future traffic problems. In short, Brian said, it's too early in the process to show that level of detail, however, he advised he would send me a map with better clarity later. Brian also indicated that Jacobs Engineering would probably be interested in the attached CLOMR, which we also discussed. Please feel free to contact me if additional information is needed. Thanks, Gary	The proposed project would be designed per NTTA's Design Guidelines and TxDOT's Roadway Design Manual to meet safety and drainage standards. Drainage from the PGBT East Branch project would be managed within the proposed right-of-way to avoid increasing or decreasing water levels at adjacent properties.