



Public Meeting #2 Summary

360 Tollway Extension

Project Limits: US 287 to US 67

Counties: Ellis and Johnson

June 2026

B. Comment/Response Matrix

Comment Number	Commenter Name	Date Received	Source	Resource Category	Comment	Response
1	Savanna F.	April 1, 2026	Emailed Comment	ROW	This is absolutely unacceptable. We as tax payers have paid to have these roads built and rebuilt. We have gone through the horrible process of sitting through the construction and phases of lights on this road. This is the ONLY road to get to Mansfield where a majority of Midlothian residents have to drive on a daily basis. This would cripple my family's ability to function in the way that we do now. We would not be able to afford to take my kids to their school twice a week. We would not be able to afford to go see our family that lives in that direction, and we would not be able to afford to make the trip to HEB and Sam's club that we normally make. When the 360 toll road went in, there were still many roads that run from north to south that could be used as alternate roads. 287 is the only road to drive between Midlothian and Mansfield. If they are going to build a toll road, they should put it further south and create a second road that goes to Mansfield. It is dangerous to only have one available route. It is ridiculous to use the road that we have already paid for and charge us to drive our daily commute. We are already paying gas tax. Stop pricing us out of our homes.	Thank you for your comments and perspectives. NTTA is conducting the environmental study for an extension of the 360 Tollway. The environmental study does not include US 287 or any other existing roadways. The proposed extension of the 360 Tollway would accommodate regional planning and needs due to forecasted population growth and traffic volumes in Grand Prairie, Mansfield, Venus, and Johnson County. The North Texas Tollway Authority is a self-funded, self-sustaining public agency that does not receive any federal or state tax dollars. Only those that choose to use the roads will pay for them.
2	Ruqayyah J.	April 2, 2026	Emailed Comment	ROW	Dear NTTA Representatives, I am writing to express my strong opposition to the proposed extension	Thank you for your comments and perspectives.

					of the 360 Tollway through Ellis and Johnson Counties. As a local resident and taxpayer, I am deeply concerned about the continued expansion of toll roads in our region and the growing financial burden placed on drivers. The North Texas Tollway Authority already operates some of the highest toll rates in the area, and this project would only add to the long-term costs that families are expected to carry. This proposal raises several concerns: • Increased financial strain on taxpayers and commuters: Many residents already rely on toll roads out of necessity, not choice. Expanding the system further forces more drivers into paying high daily tolls just to travel efficiently. • Lack of affordable alternatives: Instead of investing in toll-based infrastructure, priority should be given to improving existing non-toll roadways that benefit all residents equally. • Long-term economic impact: Rising toll costs affect not only individuals but also local businesses, delivery services, and overall cost of living in the region. • Transparency and accountability: There is growing concern among residents about how toll	The proposed extension of the 360 Tollway would accommodate regional planning and needs due to forecasted population growth and traffic volumes in Grand Prairie, Mansfield, Venus, and Johnson County. The North Texas Tollway Authority is a self-funded, self-sustaining public agency that does not receive any federal or state tax dollars. Only those that choose to use the roads will pay for them. Toll roads are an option for regional planners to fund critically needed roadways when traditional funding sources are unavailable. NTTA currently has a fixed toll rate that is only raised if approved by the Board of Directors on a biennial basis. NTTA is overseen by a nine member Board of Directors appointed by a four member counties and the Governor. All tolls collected go toward either operating and maintaining the roads, debut, our future capital projects, including the proposed extension of the 360 Tollway. A breakdown of NTTA's 2024 finances can be found here: https://www.ntta.org/sites/default/files/2025-06/HB%20803.pdf
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					revenues are managed and whether projects like this truly serve the public interest. At a time when many families are already facing economic pressure, adding more toll infrastructure does not reflect the needs or priorities of the community. I urge NTTA to reconsider this project and instead focus on solutions that are equitable, sustainable, and accessible to all taxpayers. Thank you for the opportunity to provide input on this proposal.	
3	Jonathan S.	April 3, 2026	Emailed Comment	ROW	We reside in South Pointe community adjacent to the intersection of US287 and 360. There is already huge congestion every day at that intersection which has a low/no speed forced left turn to get from 360 to US 287 south. This extension of 360 sounds like a smart way to help alleviate some of that congestion. The area is exploding with growth on every corner and no end in sight. These kind of improvements cannot be avoided. One additional item: If you build an overpass above US 287 south going to US 67, you will need to solve the major problems with current US 287 south merge lanes for those going to Midlothian but not going to US 67. It is currently a long wait to make the left turn off 360 and eventually merge onto US 287 south. Any workday is clogged beyond belief. Thanks!!	Thank you for your comments and perspectives. NTTA will coordinate with TxDOT during the design process for potential improvements to traffic flows near our roadways. \

4	Rene	April 10, 2026	Web Survey	ROW	I am increasingly concerned about the need to pay tolls just to access to go anywhere (grocery store like Costco and Sam's Club) With the ongoing impact of inflation, these additional transportation costs place an unnecessary burden on everyday families. This is a big NO! The toll was 15 cents when the Dallas North Tollway opened in 1968, but those fees were supposed to end in 2005.	The proposed extension of the 360 Tollway would accommodate regional planning and needs due to forecasted population growth and traffic volumes in Grand Prairie, Mansfield, Venus, and Johnson County. Toll roads are an option for regional planners to fund critically needed roadways when traditional funding sources are unavailable. As a regional tollway authority, NTTA provides transportation solutions for all of North Texas. The Dallas North Tollway is part of the NTTA system and is still extending north today to accommodate the population growth, corporate relocations, and tourist destinations in North Texas.
5	J.L.	April 10, 2026	Web Survey	ROW, Development	We vote NO! We pay too much already in tolls for roads that are completed and should no longer be tolled. Use the ridiculous amounts of tax money we already pay.	The NTTA system was financed through the borrowing of money that is paid back over time through the tolls paid by those that choose to use the road. Toll roads are an option for regional planners to fund critically needed roadways when traditional funding sources are unavailable.
6	Reesha A.	April 13, 2026	Web Survey	ROW, Development	I live in the Goodland community, a community that is built on preserving the serene landscape it was built around and the natural habitats in it. Many of us moved here to move a bit away from the city life and the traffic that comes with it for a more peaceful lifestyle. We are excited for the many neighborhood projects coming including more areas for kids to play, a gym and trails to walk. With the proposed options of the 360 extension, it looks like many of them	Thank you for your comments.

					will cut right through our peaceful neighborhood, posing a danger to our highly active and younger community, increasing traffic where it was not meant to be, preventing our residents from accessing neighborhood amenities safely and damaging the surrounding natural habitats that most of us take pride in. No one should have to experience a disruption to their lifestyle nor does it make sense to require a toll through the main areas of a developing community whose residents will end up being forced to pay the most through daily usage. We only recently began enjoying the opening of Goodland Parkway and to propose use of a toll for that road or any road running through our community is not only wrong but utterly distasteful and disrespectful to the residents of our community and the surrounding area. Please be mindful of Goodland and leave us alone.	
7	N/A- Resident of Grand Prairie	April 16, 2026	In-person Comment Form	ROW	As a GP/Mansfield resident with aging parents in Glen Rose, having the commute to their house cut by 20-30 minutes would be fantastic. It's getting awful trying to drive 287 from 45 making sure to avoid 3-7pm due to the ridiculous traffic.	Thank you for your comments.
8	Lisa J.	April 16, 2026	In-person Comment Form	Noise, Design	I live off of CR 501, near where blue connects to Hwy 67. Will there be a decent interchange @501 and 67? I would prefer purple route. Will there be soundwalls to block the extra noise?	Thank you for your comments. This project only includes an extension of the 360 Tollway. The Texas Department of Transportation (TxDOT) would initiate any improvements to US 67.

						The project does include a Noise Analysis study to determine if noise mitigation is warranted due to the installation of the 360 Tollway Extension.
9	Jessica W.	April 16, 2026	In-person Comment Form	Displacements	I am in support of the green to blue option, I believe this disrupts fewer established homes while providing convenience to Goodland/Prairie Ridge areas. This would also eliminate the need for a potential Prairie Ridge Blvd. extension. I understand the need, but let's not alienate homesteads who have built this community. I also would like to ask that any private land purchased be done with care and true market value. Land is important, make sure those displaced are able to replace what was sold as similarly as possible.	Thank you for your comments, perspectives and request.
10	Kimberly M.	April 16, 2026	In-person Comment Form	Traffic	Requesting access to the new road be contained to HWY 67 at County Road 501 to limit traffic in the neighborhood located on 501.	Thank you for your comment.
11	N/A- Elected Official	April 16, 2026	In-person Comment Form	Displacements	I think the green and blue options are the best options. They affect the fewest residents and business.	Thank you for your alignment perspective.
12	Donna R.	April 16, 2026	In-person Comment Form	ROW	Use green + blue tracks	Thank you for your alignment perspective.
13	Cory M.	April 16, 2026	In-person Comment Form	ROW	Blue + Green	Thank you for alignment perspective.
14	Sarah H.	April 16, 2026	In-person Comment Form	Design, Displacements	From the meeting in 2024 to today, all that has happened is a bunch of developers have expedited building homes, which has drastically changed the plans for this toll road. Now we are catering to people that have lived somewhere for 2-3 years and are taking homes of those that have lived here for 30 years. We	Thank you for your comments and perspectives.

					need to rethink this expansion. Put a couple of toll lanes down the middle of 287 to 67 and you won't disrupt all of those families.	
15	Cheri S.	April 16, 2026	In-person Comment Form	Design, Displacements	Yes- I'm in the favor of the green line. Because it takes out less homes. I like the fact that the green line runs across mostly farm homes. No- The yellow line I'm not in favor of it because it would be built mostly our creek land and it would not serve the communities with access.	Thank you for your comment and alignment perspectives.
16	Antonia R.	April 16, 2026	In-person Comment Form	Design, Displacements	Green Alt/ Blue Option preferred Fewer homes and businesses affected	Thank you for your comments and alignment perspectives.
17	Michelle D.	April 16, 2026	In-person Comment Form	Development	I've lived in Grand Prairie for 18 years, since 2005. I now reside in Venus. I'm pro the freeway expansion. I believe it will encourage growth and certainly make the commute better.	Thank you for your comments and perspectives.
18	Sharon S. W.	April 16, 2026	In-person Comment Form	Design	Voting against orange alt due to property, floodplain, and gas well conflicts.	Thank you for your comment and alignment perspective.
19	Frances S.	April 16, 2026	In-person Comment Form	Design	I personally like the proposed new 157 + blue + purple options. As a constant user of 360, having the option to get on the toll at a closer point to my residence will be nice.	Thank you for your comments and alignment perspective.
20	Sajjad H.	April 16, 2026	In-person Comment Form	Information Request	My property is in Venus [REDACTED] Next to County Road 506 I need to know what is my location relative to all construction.	Thank you for your comment. This stated location is not located within any of the currently studied alignment zones presented at the Public Meeting and therefore the location would not be impacted.
21	Matt J.	April 16, 2026	In-person Comment Form	ROW, Design	Request to minimize ROW needs at the 360/287 intersection for future access/on ramps.	Thank you for your comments and request.

22	Luis G.	April 16, 2026	In-person Comment Form	Information Request	How does NTTA communicate with other entities like cities, water, electric to account for possible conflicts? At what stage will NTTA reach out and/or does NTTA plan on holding utility conflicts coordination meetings?	Thank you for your comment. The NTTA Team coordinates proposed design elements with city, county and utility owner offices as a means to lessen utility impacts as much as possible; the specific utility company outreach meetings are currently forecasted to occur in Summer and Fall 2026.
23	Josiah	April 16, 2026	Web Survey	ROW, Development	As a Venus resident in the Patriot Estates I am for the orange and purple "builds". That is my number one vote. I am ok with Green and blue as well but prefer the orange and purple based off the information provided today. I am definitely against 3b, 4a and 4b and one more option that coincides with these. This goes against one of the things I most enjoy about why I chose to live here. I also don't want to hear highway sounds. And enjoy the view of farm fields and country. I am strong opponent against any of the alternatives that interfere with that and am an advocate against them	Thank you for your comment and alignment perspectives.
24	Charles D.	April 16, 2026	Web Survey	Traffic	This would be great for all towns around and for much needed traffic	Thank you for your comment.
25	Chloe F.	April 17, 2026	Web Survey	ROW, Development	I have just purchased in goodland. The orange plan IS THE ONLY OPTION. Orange and Purple would be the best option. I did not want to be that close to a highway. I chose the neighborhood because it was away from 287. Plus having the extended goodland parkway will allow for more business growth. Putting it too close to the neighborhood will reduce opportunity and force us to cross another highway to access things.	Thank you for your comment and alignment perspectives.
26	Donna R.	April 17, 2026	Web Survey	ROW	Prefer the green/blue route.	Thank you for your comment and alignment perspectives.

27	Kacie B.	April 17, 2026	Web Survey	Development, Displacement	I live here. This will destroy our home and communities here. We bought land and raised our kids here hoping to leave something behind for our grandchildren one day. This destroys that generational wealth my husband and I have worked so hard to build from nothing. We do not need more toll ways. Enough is enough. Keep that mess in DFW. Leave us alone.	Thank you for your comment. The proposed extension of the 360 Tollway would accommodate regional planning and needs due to forecasted population growth and traffic volumes in Grand Prairie, Mansfield, Venus, and Johnson County.
28	Laura R.	April 17, 2026	Web Survey	ROW	Green purple or green blue would be my vote on the proposed routes. Going through a neighbourhood is not okay in any circumstance.	Thank you for your comment and alignment perspectives.
29	Daniel M.	April 18, 2026	Web Survey	Traffic	The Blue and Green combination seems to be the best options in my opinion. This badly needed along with the 157 project for access and traffic flow. We hope it can be expedited.	Thank you for your comment and alignment perspective.
30	Eric J.	April 18, 2026	Web Survey	Development	This is evil! We DO NOT want more people down here. Go away!	Thank you for your comment.
31	Roger H.	April 19, 2026	Web Survey	Traffic	Build it sooner, extend it to Hillsboro or I35W at some point. Also Build connector from Toll 360 to 161 Toll Road to relieve congestion Improves access to DFW Airport Improves access to Arlington Entertainment District I work in SE Arlington and would benefit from a faster commute.	Thank you for your comment and perspectives.
32	Elizabeth K.	April 19, 2026	Web Survey	Development	No benefit to the community. Shouldn't have to pay to drive home. People move to the "country" to get away from highways and traffic, not have it in their backyard.	Thank you for your comment.
33	Audra M.	April 19, 2026	Web Survey	ROW, Development	I am disbelief that we may lose our home and property of 32 years where we have raised our family, livestock and many memories. We are in the process of home renovation, our adult son and future	Thank you for your comments. The proposed extension of the 360 Tollway would accommodate regional planning and needs due to forecasted population growth and

					wife were planning on building here and now we find out there's a good chance it will be bulldozed in the next few years. It saddens me to see all the long time residents in the same boat seeing their homes, properties and memories being bought out for the sake of greedy companies. I don't understand how highway 287 to 67 can be ignored. It is a pile up and dangerous in the state it's in now. Why can't the toll road be added as express lanes and the highway be widened to accommodate the increasing traffic. The land is already acquired and it doesn't displace those of us who have lived here for decades and planned a future here. The whole 360 extension project needs to be cancelled and 287 to 360 needs to be addressed to replace it.	traffic volumes in Grand Prairie, Mansfield, Venus, and Johnson County. This project only includes an extension of the 360 Tollway. The Texas Department of Transportation (TxDOT) would initiate any improvements to US 67 or US 287.
34	Jeff K.	April 20, 2026	Mailed Comment	ROW	I support the orange line as a family landowner of 135 acres along County Road 511. It seems like this alternative provides the least amount of disruption to the Goodland development that is already planned and under development.	Thank you for your comment and alignment perspectives.
35	Scott M.	April 22, 2026	Web Survey	ROW	Because the end of 360 now is named after Chris Harris shouldn't we go ahead and call the extension the Chris Harris extension	Thank you for your comment.
36	Jackson H.	April 23, 2026	Web Survey	Design	I approve and support NTTA's 360 Tollway Extension Project. The alternative that I support for NTTA's 360 Tollway Extension Project is the Orange Alternative With Purple Option because this alternative will not impact any active oil and gas wells as compared to the Orange	Thank you for your comment and alignment perspectives.

					Alternative with Blue Option which will impact 3 active oil and gas wells.	
37	Jeff R.	April 23, 2026	Web Survey	Development	I live at [REDACTED], the orange route would be practically in my backyard. When will the choice be made for the route? This decision effects my ability to make improvements to my property at this point or consider the sale of the property if I wanted to put it on the market.	Thank you for your comment. The advertised Public Hearing for the proposed 360 Tollway Extension is currently forecasted to occur in Winter 2026/2027.
38	Christopher C./ Venus Industry LLC	April 24, 2026	Web Survey	Design	We own the property at [REDACTED] including the back ~30 acres and would prefer the orange - purple route to minimize land taken.	Thank you for your comment and alignment perspective.
39	Johnson County	April 27, 2026	Emailed Comment	ROW	Workshop to Discuss Final Proposed NTTA 360 Tollway Extension alignments 1. The Commissioners Court hereby expresses its support for the North Texas Tollway Authority's proposed alignment Alternative Green Option Blue for the extension of 360T as shown in Exhibit A attached hereto. 2. The Court encourages continued collaboration among NIT A, the Texas Department of Transportation (TxDOT), regional planning organizations, and local stakeholders to advance the project in a manner that serves the best interests of Johnson County residents. 3. The Court supports efforts to secure necessary funding, approvals, and partnerships to facilitate the timely development and construction of the 360T extension. 4. The County Judge is authorized to communicate this	Thank you for your support and collaboration.

					support to NTTA and other relevant agencies.	
40	Wayne B.	April 29, 2026	Emailed Comment	Development	I own land in the Venus ETJ in the project area. It is located at [REDACTED]. [REDACTED]. My land, along with the 144 acres adjoining to the west, is under contract for a multi-million dollar data center. The blue route will wipe out our development project.	Thank you for your comment and alignment perspective.
41	Ed H.	April 30, 2026	Email Comment	ROW	The wife and I are against the project. We are Retired, on a Fixed Income with Social Security. The wife is handicap for last 11 years. And we are going back this Monday for another Major Back Surgery. Our minimum income will not allowed a move and rebuild. Nor will our health in retirement.	Thank you for your comments.
42	Ed H.	April 30, 2026	Comment Form	ROW, Design, Displacement	If you have to build 360 Toll Extension, the use the Green Line, its more farmland, take less bridges to built. Just a few homes. Orange Line looks to take 20 plus homes + properties 25 years ago wife + I worked hard to custom build the house, barn, fields, 80% of fields is bluebonnets, plus dug the tank We built our retirement home I retire 16 months ago – wife handicap- both of us on social security We are now on a fixed income	Thank you for your comments and alignment perspectives.

					Now you are wanting to take our retirement home, and all the peace and quiet of the country. No peace because traffic noise These days, there no way we can rebuild what we have and land with any offer. Unless its ten million dollars then we may can talk.	
43	June H.	April 30, 2026	Email Comment	ROW, Design, Displacement	We are 25-year residents of a land parcel currently in an unincorporated area of Johnson County, with a Venus address, paying Venus ISD and Hill County Community College property taxes. Evidently, our land has only recently been annexed (August 2025) into the Extraterritorial Jurisdiction (ETJ) of the City of Grand Prairie. This appears to have been pushed through quietly in anticipation and preparation for the planned 360 Tollway Extension (360T) Project. Up until this week, we have been under the belief we were under the jurisdiction of Venus/Johnson County. 2 We were never notified of Grand Prairie's annexation of our land into their ETJ, either prior to or after annexation. 3 We were never notified of any Public Meetings to be held on the 360T Project until we received a very impersonal, bulk mail post card regarding the third and final meeting for public comments on April 16, 2026. This disregard to inform us appears to have occurred even though (or possibly even because of?) our home being in the direct impacted path of the developers' two	Thank you for your comments and alignment perspectives. The proposed extension of the 360 Tollway would accommodate regional planning and needs due to forecasted population growth and traffic volumes in Grand Prairie, Mansfield, Venus, and Johnson County. To date, the Team has advertised and conducted two Public Meetings for the proposed 360 Tollway Extension. Post cards to announce the public meetings are mailed to all residents within the study area. A first public meeting was held in October 2024 and a second was held in April 2026. There will be a third meeting, a public hearing, and that is currently anticipated to occur in late 2026/early 2027. For the public hearing, postcards will again be mailed out to all residents within the study area.

					preferred final route options for the road. The only Public Notices we identified (after the fact) as having been posted were found on social media or online communications, directed at citizens of communities we do not reside in. We are not frequent or extensive users of these internet resources, especially for pages discussing cities (Mansfield, Midlothian, Grand Prairie) we had no idea we were vested in. 4 We do not fully believe the 360 Tollway Extension Project is necessary at this time. 5 U.S. Route 287 and FM 157 both already serve this future development market. If anything, the widening and straightening of FM 157 would make much more sense before extending 360T, as it will be an unnecessary, expensive, redundant route. 6 The Extension is being pushed by residential, commercial and retail developers, along with the City of Grand Prairie, all hoping to profit from future developments on their speculative land purchases. 7 The existing residential and commercial property owners (i.e., taxpayers) in and near the affected path of the planned road construction will not gain any substantial benefits from the project. 8 The residential beneficiaries will primarily be future home buyers of future residential developments, all primarily in either the City of, or ETJ	
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					of, Grand Prairie. Again, these developments are already served by US 287, FM 157, I-35W and US 67. 9 Any benefits that are gained by the current residential property owners will be outweighed by either the cost of, worst-case, losing their property entirely, or best-case, losing the peacefulness and security of their rural environment. 10 We purchased this land over 25 years ago because we wanted to live out the remainder of our lives in a rural area, not because we speculated on capitalizing on future development. We have already endured plenty of years working and living in traffic-jammed, crowded, impolite city environments. We selected the specific land parcel because it was near to and similar to the family farmland Martha's ancestors had purchased back in 1860 when they helped to found the community that became Mansfield. (The majority of that farmland was forcefully taken in the 1980s to construct US 287.) We were looking forward to retiring on the serene, country property we had saved for so very long to purchase. We were only able to retire last year, so our plans for our stress-free "Golden Years" have only just begun. 11 Our "Dream Home" for this anticipated retirement took us two years to build. We drew up the plans ourselves for the property, house and other improvements. We went through the headache of researching numerous custom builders before	
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					we found one that would build our house, our way, on our land. We were not interested in living again in a pre-planned community of cookie-cutter houses, such as the recent Goodland development. 12 Although our home was built by a local custom builder specializing in rustic log and stone luxury homes, we constructed the adjacent barn and other outlying structures ourselves, along with family and friends. We also completed the patios, fencing and landscaping. Our "Dream Home" was truly built with blood, sweat, tears and much love. The result is a wonderful 2,800 sf custom log home with a 1,200 sf metal barn/workshop. It all resides on 7.25 acres of pasture land, which includes a one acre pond, tons of spring bluebonnets, singing bull frogs and crickets, and pleasant summer breezes. We have loved living here for over two decades. Our families and friends have come to think of it also as a home and a safe, peaceful place to visit. We are not anxious to have our quality of life diminished by having to either leave our retirement Dream Home, or see our current tranquillity disturbed.\ 13 If the developers and NTTA decide to follow through with any of the current final routes proposed for this unnecessary project, it will mean one of the following to our serene home. The Orange Line would result in our home facing the 360T Frontage Road, and our driveway appears to empty out onto the northeast bound Frontage Road. If the Orange Line	
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					option also includes completion of Prairie Ridge Road by Grand Prairie, their thoroughfare would cut straight through our home. If the Green Line option is chosen, 360T will be built within about 900 yards from our backyard, ensuring that any peacefulness, security, quietness, beautiful nature views or low trafficked country roads that we previously enjoyed will be destroyed forever. 14 We are now both living on limited Social Security funds. Martha has been disabled for the last 10 years with both monoplegia and hyper kyphosis, brought about by a severe back injury. We are not in a financial or physical position to start over building a comparable Dream Home in another location. 15 Needless to say, we are not in favor of either the Orange Line or the Green Line being constructed based on the current renditions issued by the 360T Project Team as of the April 16, 2026, meeting. If we are unfortunately, and allegedly legally, pushed to accept one or the other, our choice between two evils would be the Green Line. It would destroy our serenity, but at least not evict us from our physical home.	
44	Luke and Chrsitina S.	April 30, 2026	Emailed Comment	ROW	Hello, I am writing regarding the 360 Tollway Extension short-listed alternatives, specifically the Orange Alternative near County Road 511. The Orange Alternative runs through my family's property at: [REDACTED]	Thank you for your comments and information. Both names and addresses have been added to the project mailing list. At this time, NTTA is only conducting an environmental study to establish a corridor for the proposed 360 Tollway extension. Any right-of-way and specific alignment information is

				My mother, Christina S [REDACTED], is the homeowner, and I currently live at the property. Because this is both my residence and my family's property, I am requesting that both of us be included on all future project communications, notices, public meeting updates, comment periods, right-of-way information, and landowner notices related to this project. Please include the following emails on the project notification list: Luke S [REDACTED]: [REDACTED] Christina S [REDACTED] We strongly oppose the Orange Alternative as currently shown. This alignment would cut off access to the property, affect the driveway, run through the septic system area, take a portion of the hay field, and run through or immediately adjacent to the residential portion of the property, including the area around the house. These are direct and severe property impacts, not minor concerns. Our primary concern is that the Orange Alternative would severely damage the property physically, functionally, and financially. It would not simply take a small strip of land. Instead, it could leave the remaining property with reduced access, reduced utility, impaired agricultural use, major residential impacts, and substantially reduced value.	unavailable until the design phase, should the project move forward.
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				The Orange Alternative would create significant diminution in value to the remainder of the 18-acre parcel, and any future appraisal should evaluate the property's value before project influence and account for remainder damages. Access remains a serious concern because the Orange Alternative could affect daily residential access, emergency vehicle access, fire/EMS response, mail and package delivery, maintenance access, and farm equipment access for hay production. Any alternative considered near this property must preserve safe, permanent, legal access to the residence and hay field during and after construction. The septic system impact is also a major concern. The Orange Alternative appears to run through the septic system area. If the septic system or drain field is displaced, there may not be enough suitable remaining land in the correct location for a replacement system that meets county requirements. Please evaluate whether the Orange Alternative would affect the septic tank, drain field, replacement area, permitting, and continued legal use of the residence. The property is currently used for hay production, so loss of acreage, parcel fragmentation, reduced access, or changes to drainage would interfere with agricultural use and reduce the	
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					practical value of the land. These impacts should be evaluated as more than just the acreage taken, because the remaining property could be left less usable and less valuable. The property is located in a low area that has flooded before. Mountain Creek is nearby, and drainage/flooding is already a concern on this land. Even if portions of the roadway are elevated or bridged, we are concerned that the project could change drainage patterns, increase runoff, worsen flooding, create erosion issues, or require additional drainage structures, culverts, bridges, detention, mitigation, or environmental review. A tollway alignment running through or immediately adjacent to the residential portion of the property would also create serious residential impacts, including traffic noise, lighting, headlights, loss of privacy, safety concerns, vibration during construction, dust, construction equipment near the home, and reduced quality of life. Construction impacts are also a concern, potentially causing temporary access closures, blocked driveway access, utility relocation, fence or gate damage, hay field disruption, dust, noise, unsafe entrance/exit conditions, and heavy equipment operating very close to the residence. The property may also contain private improvements and utilities that could be affected,	
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					including the septic system, driveway, drainage areas, possible gas lines, and any other improvements on or serving the property. These should be identified and evaluated before the Orange Alternative is advanced further. Because Orange creates direct residential, septic, access, drainage, flooding, agricultural, financial, and remainder-property impacts to this parcel, we request that NTTA remove or shift the Orange Alternative away from [REDACTED] and select the Green Alternative or another alignment that avoids these impacts. Please enter this comment into the official project record. We are requesting the following information: 1. Please provide the specific Station Numbers for the Orange Alternative centerline as it enters and exits the boundaries of [REDACTED]. 2. Please confirm the current mapped impact of the Orange Alternative on [REDACTED], including the approximate location of the proposed alignment and potential right-of-way/acquisition area on the property. 3. How much land would likely be needed from this property under the Orange Alternative? 4. Because the Orange Alternative would cut off access, affect the driveway, run through	
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					the septic system area, take part of the hay field, and run through or immediately adjacent to the residential portion of the property, please provide NTTA's anticipated mitigation process for these impacts, including replacement access, septic relocation or replacement, drainage protections, fencing, compensation, and any design changes being considered to avoid these impacts. 5. If the septic system is impacted, would there be enough suitable remaining land on the property for a replacement septic system that meets county requirements? 6. How would NTTA preserve safe, permanent, legal access to the residence and hay field during and after construction? 7. When will parcel-level right-of-way maps be available? 8. When will affected landowners be contacted directly? 9. Is the Orange Alternative still subject to change, and what is the process for requesting that it be shifted or removed from consideration near this property? 10. Would any proposed acquisition affect mineral rights, groundwater rights, water rights, easement rights, or access rights, or would it be limited to surface right-of-way only? 11. Who should we contact specifically regarding right-of-way, access, septic, drainage, flooding, construction, agricultural, and property impacts?	
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					If NTTA is still considering or leaning toward the Orange Alternative near this property, we request an on-site meeting or field review with project staff so NTTA can see the driveway, septic area, house proximity, low-lying/flood-prone areas, Mountain Creek drainage concerns, access issues, and hay field impacts in person. We want to clearly state that we intend to retain all mineral rights, groundwater rights, water rights, and any rights not strictly required for the roadway project. We do not consent to conveying or waiving any mineral rights, groundwater rights, water rights, easement rights, or access rights unless they are specifically identified in writing, legally required, and fully compensated through the proper process. Please confirm that this comment has been received and added to the official record, and please make sure both listed email addresses are included in all future communications about this project. Thank you, Luke S [REDACTED] Resident at [REDACTED] Christina S [REDACTED] Homeowner of [REDACTED]	
45	Mitch M.	April 30, 2026	Emailed Comment	Development	I hope you're doing well. I wanted to follow up and provide an update on our Venus data center development project and ensure our	Thank you for the comments, information, and alignment perspectives.

					comments are submitted ahead of the May 1 deadline regarding the proposed 360 Tollway Extension. As previously discussed, Cholla acquired approximately 703 acres in 2023 and has been advancing plans to develop a large-scale data center campus to support growing demand in the South Dallas region. We submitted an interconnection request with Oncor to deliver up to 2,400 MW of transmission power to the site, with the first tranche expected in 2028 and vertical development beginning well in advance of that delivery. We are currently in the process of executing our interconnection agreement with Oncor for the initial phase and are actively coordinating with their substation design group on a new 345 kV switching station to be constructed on our property. This infrastructure is being designed to serve both our load and enhance reliability for the broader region. Importantly, the planned switching station and co-located data center campus function as integrated infrastructure that supports regional grid reliability and resilience. As such, any infrastructure that materially impacts the site has the potential to impair a broader public utility function, not just a private development. I also wanted to clarify that the site plan previously shared reflected only the initial phase of development. We have attached an updated plan	
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					that illustrates the full buildout of the site. Based on our review, the currently proposed routes for the 360 extension (Options Purple and Blue) would have a material impact on our development plans and the functionality of the co-located infrastructure. In addition to affecting the site layout, these routes could introduce construction, relocation, and operational complexities that would impact both project delivery and long-term reliability. Given the scale and importance of this project, we believe it is important to explore routing alternatives that avoid or minimize impacts to the site. We understand from the materials that multiple route options are being evaluated, and we would welcome the opportunity to work collaboratively to identify a path forward that supports both the transportation objectives and this critical infrastructure investment. We are actively advancing development on the site and coordinating closely with Oncor and other stakeholders, and we would appreciate the opportunity to engage with your team in the near term to discuss this in more detail. Please confirm receipt of this email and feel free to reach out to me directly on my cell at any time. Thanks, Mitch	
46	Diane C.	April 30, 2026	Web Survey	Design	The green Alt. appears to not affect as many homeowners. As	Thank you for the comments, information, and alignment perspectives.

					a current 40+ homeowner nearby, I would prefer the green Alt.	
47	Laura W.	April 30, 2026	Web Survey	Design, ROW	Of the 4 potential routes provided the green and blue route makes the most sense. The green route 1) is a more direct route between Highway 287 and Highway 67. 2) covers less wetlands and requires less flyover bridges, and 3) disturbs less established infrastructure and existing buildings and structures. Similarly the blue route disturbs less established infrastructure and buildings and structures. Living in Venus, I am concerned about the traffic this extension will output on Highway 67. Although a solution is needed to accommodate traffic levels on Highway 287 and Highway 67, redirecting additional traffic between Venus and Midlothian will burden already crowded and often backed up traffic lights in Venus. I am also concerned about potential future expansions. The 7 Eleven at the current end of the Tollway will have to be removed to allow this expansion. I would appreciate more foresight and coordination on this project to avoid a repeat of the 7 Eleven location and required removal.	Thank you for the comments, information, and alignment perspectives.
48	Cheryl Y D.	May 1, 2026	Emailed Comment	ROW, Design	The City of Grand Prairie appreciates the continued coordination with the North Texas Tollway Authority on the proposed 360 Tollway Extension project. After careful review of the alternatives presented, the City	Thank you for your support and collaboration.

					formally expresses its support for Alignment 1 as shown on the attached map. We recognize that this alignment will directly impact existing residents and homes. We do not take that lightly. These are established neighborhoods, and we fully understand that this is a significant and personal concern for those affected. At the same time, the City must weigh the broader, long-term implications of each option. The reality is that no alignment avoids impacts entirely. Our responsibility is to support the option that minimizes overall disruption-both for current residents and for the future growth of our community. In particular, the City considered the implications to the planned Goodland development area. While this area may appear largely undeveloped today, it is already entitled and planned as a cohesive residential community, with development anticipated to begin within the next 12 months and substantial build-out occurring over the next 3 to 5 years. Introducing a tollway alignment through this area would divide that future community before it is established, significantly altering its design, connectivity, and long-term viability. By contrast, Alignment 1 concentrates impacts within a more defined corridor and avoids bisecting a large-scale planned development. This approach helps limit widespread disruption over time while allowing for more focused coordination with directly affected property owners. The City of Grand Prairie is committed to working closely with	
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