

Comment Number	Date Received	Commenter Name	Comment	Response
1	2/6/2020	Jo-Alice & Mark Davis	E. Loop should be moved closer to the E or W edge of the Byron property to preserve use of the land for cattle rather than it being split and being close to the viable structures.	The East Loop roadway alignment has been designed to avoid and minimize impacts to the historic district and has been designed to comply with a Memorandum of Agreement (MOA) between the U.S. Army corps of Engineers (USACE) and the Environmental Protection Agency, dated February 6, 1990, which describes the sequential process for impacts to waters of the U.S. (WOTUS) as “avoidance, minimization, and compensation”. Realigning the roadway within the Byron Farmstead District to be completely east of all farmstead resources would place the roadway directly on approximately 840 linear feet of a tributary of Underwood Branch and result in multiple impacts to residential properties. The proposed road was aligned to avoid the stream while still avoiding the displacement of any farmstead resources. Realigning the roadway to the west outside of the Byron Farmstead District would impact approximately 580 linear feet of a tributary of Underwood Branch and result in multiple impacts to residential properties. In addition to consideration of impacts to WOTUS, the proposed alignment was derived based on consideration of public input, limiting impacts to residential and business properties and other environmental, ecological and biological factors, and avoiding direct effects on buildings, structures and known archeological sites in the historic district.
2	2/6/2020	Wayne Akeley	What will happen to Silverstone with all the traffic especially with Mary Martin Elementary School when school convenes and dismisses. Parents are lined up sometimes on hours before pick-up. I would consider this an extreme safety hazard opening the possibilities of lawsuits against the engineering firm. Environmental Impact Study is requested for Mary Martin Elementary and Silverstone Development.	This comment is not relevant to the stated purpose of the meeting, which was to solicit public input regarding mitigation for adverse effects of the proposed roadway on the Byron Farmstead Historic District.
3	2/6/2020	Price Hulseley	We are very worried about the noise factor and the highway so close to the residence on the hill. Suggest/ask for thick landscaping and/or noise mitigation wall.	The proposed alignment provides over 110 feet of natural tree vegetation buffer between the roadway right-of-way and the residence on the hill.
4	2/6/2020	Martha Fagley	Putting this road so close to the historical structures has me concerned for the long-term affect on their structures. Vibrations from the road, noise vibrations and pollution are certainly going to affect the structural integrity of the log cabin and 1925 cottage, neither of which was built to withstand modern-day roadways. This road is so close to both of them as well as the occupied residence, it is a travesty. Why was this the case? The road could very well be redesigned to go further east on his property rather than split it at the point you propose. There is rich Native	The East Loop roadway alignment has been designed to avoid and minimize impacts to the historic district as well as loss of WOTUS to the extent practicable, USACE Clean Water Act Section 404 permitting guidance. Realigning the roadway within the Byron Farmstead District to be completely east of all farmstead resources would place the roadway directly on between 840 linear feet of a tributary of Underwood Branch and result in multiple impacts to residential properties. The proposed road was aligned to avoid the stream while still avoiding the displacement of any farmstead resources. Realigning the roadway to the west outside of the Byron Farmstead District would impact approximately 580 linear feet of a tributary of Underwood Branch and result in multiple impacts to residential properties. In addition to consideration of impacts to

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			American history in this area as well as the Byron History. Redesign the road to go further from the homes!	WOTUS, the proposed alignment was derived based on consideration of public input, limiting impacts to residential and business properties and other environmental, ecological and biological factors, and avoiding direct effects on buildings, structures and known archeological sites in the historic district.
5	2/6/2020	Janice Smith	This property would be getting much more public exposure, necessitating: security fencing on all visible areas. Also-mitigation should include providing informational signage.	The East Loop roadway would not provide direct access to the Byron Farmstead and the installation of security fencing would be at the discretion of the property owner. Informational signage is a mitigation strategy alternative under consideration.
6	2/6/2020	Shanna Herd	Suggestion to move the cabin to area where cabins from Holland's Lake moved to. Create video history w/ pamphlet	Moving the cabin from the Byron Farmstead would constitute a direct adverse effect on the cabin and on the farmstead due to loss of context and site integrity and could only occur with permission of the owner. The cabin could also sustain damage during the removal/installation process. The Doss Heritage Center's cabin park already has five cabins and the addition of another cabin would not be a significant contribution to the site. The creation of a video history and/or a pamphlet are mitigation strategies under consideration.
7	2/6/2020	Carl Rousseau	1) Regarding various road grade options, I prefer to see the road generally as low as practical so it does not block views across the property 2) Regarding mitigation options: I think signage (historical marker, interpreting, etc.) is required as is as much historical reports, online info, museum exhibit, etc. Essentially, spend all allocated funds on sharing/saving the history.	1) The proposed vertical profile of the roadway within the Byron Farmstead is designed in response to existing site topography and is set as low as practicable. 2) Signage (historical markers, interpretation, etc.), historical reporting, online information, and a museum exhibit are all mitigation alternatives under consideration.

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8	2/6/2020	Bill Warren	Move the proposed roadway out of the national register boundary.	The East Loop roadway alignment has been designed to minimize effects to the historic districts as well as impacts to residential buildings on neighboring properties. Realigning the roadway outside of the Byron Farmstead District boundary would require direct impacts to numerous residential properties. The East Loop roadway alignment has been designed to avoid and minimize loss of waters of the U.S. (WOTUS) to the extent practicable, per U.S. Army Corps of Engineers (USACE) Clean Water Act Section 404 permitting guidance. Realigning the roadway to the west outside of the Byron Farmstead District would impact approximately 580 linear feet of a tributary of Underwood Branch and result in multiple impacts to residential properties.
9	1/30/2020	Donna McCauley	Is there not another way to do this without getting so close to his homes???? The loop will be 1000 feet from these homes. Byron Farmstead, has a beautiful cabin built 1893 and a beautiful home built 1925. Also is with the National Register of Historic Places. You know me I'm all about history and saving history. I went out and filmed his land little over a year ago. He told me about the loop coming in and how he didn't like it because the loop will be 1000 feet from his house. He also didn't want the loop because everyone will see the old cabin from the late 1800's . This is a beautiful cabin that he was raised in. So much history and historical on this 85 acres. He told me a story about how settlers come by wagons and camp out on the land and someone come to the door needing help, so his mother went with a lantern and help the whole camp ( the camp was sick ). Some of these settlers made their homestead here in Parker County and some went west. He told me many stories like this one. Cattle and cotton was on this land. This is about the only historical untouched land in Parker County, Texas thank you, Donna McCauley	The proposed alignment was based on consideration of public input, limiting impacts to residential and business properties, avoiding and minimizing loss of WOTUS and impacts to other environmental, ecological and biological factors, and avoiding direct effects on buildings, structures and known archeological sites in the historic district.

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10	1/28/2020	Kyle Miller	<p>Mr. Miller Expressed concern over the status of the log cabin. He was informed that there would be no direct impact to any buildings on the property. Mr. Miller made two suggestions to avoid cutting through the Byron Farmstead rendering at least one half of the property unusable: Place the corridor along the outside edge of the property or build an overpass so circulation on the property could remain intact.</p>	<p>The East Loop roadway alignment has been designed to avoid and minimize impacts to the historic district as well as loss of waters of the U.S. (WOTUS) to the extent practicable, per U.S. Army Corps of Engineers (USACE) Clean Water Act Section 404 permitting guidance. Constructing an overpass to maintain “circulation on the property” would be impractical due to the cost of such a structure compared to the proposed roadway configuration. Realigning the roadway within the Byron Farmstead District to be completely east of all farmstead resources would place the roadway directly on between 840 linear feet of a tributary of Underwood Branch and result in multiple impacts to residential properties. Therefore, the proposed road was aligned to avoid the stream while still avoiding the displacement of any farmstead resources. Realigning the roadway to the west outside of the Byron Farmstead District would impact approximately 580 linear feet of a tributary of Underwood Branch and result in multiple impacts to residential properties. In addition to consideration of impacts to WOTUS, the proposed alignment was derived based on consideration of public input, limiting impacts to residential and business properties and other environmental, ecological and biological factors, and avoiding direct effects on buildings, structures and known archeological sites in the historic district.</p>

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11	11/26/2019	Ross Mullens	<p>My name is Ross Mullens. I am 33 years old, raised in Parker County. I moved away in my mid-20's for work, married, and moved back last year with my wife. The changes I have seen to my hometown and surrounding areas in my lifetime, I am sure, are small compared to those who are much older than I, but my observations recount significant changes, and not all good ones. The housing industry is booming, people are flocking to our once rural area, and our small-town setting is now just a memory from my childhood. Once prominent ranches are being sold to developers who have no connection to our history, densely treed areas are being uprooted for subdivisions, and worst of all, County and City elected officials are accommodating such changes at the expense of taxpayer funding. Parker County is encouraging the compromise, demolition, and destruction of our history. My experiences have shown me how the usual purpose of public meetings like these is to make the community feel as if their input is important, yet a decision is usually already made for some type of greater good for the community...and tax revenue, but I am going to give my input, because, as a resident, my opinion matters despite the fact this phase was already planned. So, to begin with, stop ignoring your residents! Parker County seeks to pave over its history for the sake of projects like The East Loop Project. Not long ago, one phase of this project was, at best, postponed because residents had to stand against construction that was already planned. Why are projects like these implemented to begin with when TAXPAYING RESIDENTS' input should be taken FIRST? Sadly, to our local officials and contracted environmental agencies, our rightfully designated historical markers are nothing more than a silly and needless deterrent for monetary gain for city and county coffers. Parker County must respect its heritage and honor them before the fact, not after a decision has already been made. Parker County must reverse its decision, without compromise regarding the Byron Homestead. Parker County is known to be a familial and neighborly place. I see such descriptions on real estate</p>	<p>The East Loop roadway alignment has been designed to avoid and minimize impacts to the historic district and has been designed to comply with a Memorandum of Agreement (MOA) between the U.S. Army corps of Engineers (USACE) and the Environmental Protection Agency, dated February 6, 1990, which describes the sequential process for impacts to waters of the U.S. (WOTUS) as "avoidance, minimization, and compensation". Realigning the roadway within the Byron Farmstead District to be completely east of all farmstead resources would place the roadway directly on approximately 840 linear feet of a tributary of Underwood Branch and result in multiple impacts to residential properties. The proposed road was aligned to avoid the stream while still avoiding the displacement of any farmstead resources. Realigning the roadway to the west outside of the Byron Farmstead District would impact approximately 580 linear feet of a tributary of Underwood Branch and result in multiple impacts to residential properties. In addition to consideration of impacts to WOTUS, the proposed alignment was derived based on consideration of public input, limiting impacts to residential and business properties and other environmental, ecological and biological factors, and avoiding direct effects on buildings, structures and known archeological sites in the historic district.</p>

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			<p>destroying or altering places like the Byron Homestead are only negative, negligent, and irreparable. Let's be honest, the fact a meeting is scheduled about the Byron Homestead is a realization this Parker County East Loop Project requires reconsideration. I hope our time discussing the Byron Homestead is more than a facade toward Parker County residents. Honor Parker County residents by protecting the Byron Homestead by protecting its historical designation from destruction. The Byron Homestead is one of the few hallmarks of our heritage still remaining. Protect it. Residents of Parker County don't want to compromise these rare physical reminders of who we are. Do what is right by honoring our wishes.</p>	

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12	2/21/2020	from bwc1998ad@gmail.com, no name given	<p>Some larger growing countries are innovating designing Tunnel bypasses. It involves an exit that veers off the main road before entering the city and sways beneath the existing highway. Many are clover shaped, but that is not good for high speed long travel roads, some make pure direct bypasses turning the whole road into a bypass, but not good for main road. But as much as it can be put above ground. The whole road can be the bypass and all exits through Weatherford could be disconnected from the main road and an exit on each side could provide a way to enter a bridge that goes above the main road and has exits into the city, and a clover at the ends in case they meant to go to Weatherford but forgot the exit. Both would be way more costly, create a jungled mess if not done nicely and efficiently, but a tunnel under the parkway if legal may help as long as distanced from it and if that remains legal or viable. Just a couple thoughts, useless or helpful idk but just throwing it to the wind here, seems to already be a predicament.</p>	<p>The suggested mitigation option of tunneling the roadway under the Byron Farmstead was considered but was determined to not be a feasible engineering option.</p>
13	2/5/2020	Bill Warren	<p>Ms. Reed, Regarding the subject project, as a general comment, I would like to see the highway moved outside the National Register boundary of the Byron Farmstead. The Farmstead has one of only two or three in situ log cabins left in Parker County, and it is by far the largest. As a bit of background, after her husband's death, Mrs. Byron became a degreed school principal, ran a successful diary business, and saw that her 4 children obtained college degrees. It's history, especially regarding empowered women, should be left free of encroachment and traffic.</p> <p>I have a few questions on the project I hope you are able to answer.</p> <p>Could you tell me the sources of funding for the project and the amounts from each source that add up to the total authorized or budgeted amount? Who are the primary points of contact for each funding source and their contact information?</p>	<p>The East Loop roadway alignment has been designed to minimize effects to the historic districts (no displacements) as well as impacts to residential buildings on neighboring properties. Realigning the roadway outside of the Byron Farmstead District boundary would require direct impacts to numerous residential properties. The East Loop roadway alignment has been designed to avoid and minimize loss of waters of the U.S. (WOTUS) to the extent practicable, per U.S. Army Corps of Engineers (USACE) Clean Water Act Section 404 permitting guidance. Realigning the roadway to the west outside of the Byron Farmstead District would impact approximately 580 linear feet of a tributary of Underwood Branch and result in multiple impacts to residential properties.</p> <p><u>Funding Source:</u> 2016 Parker County Transportation Bond Program. Judge Pat Deen is the point of contact for the funding source.</p> <p><u>Public Meetings:</u> Yes, the USACE will be holding another meeting with interested parties. We anticipate the meeting to be a virtual meeting and will be held sometime in September of 2020.</p>

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			<p>Are there public meetings planned for this project? If so, how many will there be, and when will they be held? Will there be separate meetings with the consulting parties? I look forward to working with you to protect this important and unique piece of Parker County's heritage. Regards, Bill Warren</p>	

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14	2/12/2020	Patricia Byron Nielsen	<p>Dear Emily Reed, On the attached pages are my thoughts about how best to protect the historic Byron Farmstead. I have many fond memories of trips to Texas to visit my aunts and Grandmother in their homes. I appreciate the opportunity to comment on possible mitigation measures regarding the historic Byron Farmstead and the proposed East Loop in Weatherford, TX. <b>The best solution would be a route other than the one planned through the farmstead. If that does not happen, I think a tall barrier wall would be the most effective.</b> There is often a good breeze and sometimes a strong wind from the south which is where the east loop is to be located not far from the historic log cabin. There is also a bridge planned for that area. I expect fumes, trash, noise, and possible a fire to occur. Shortly after the bridge the loop is to curve south to Highway 180. I have read that a traffic light will be at that intersection. That means big trucks and other vehicles will be backed up waiting for a green light. A barrier wall would lessen these objectional features. If a wall was also built west of the loop from north to south, it would protect 2 houses on the property. <b>There are currently two rather sharp curves planned. They are a safety concern especially with the bridge which would ice over in winter.</b> Homeless people like to shelter under bridges. if they chose this bridge, it would not be long before they would discover the empty log cabin. A barrier wall would prevent that. <b>Signage about the historic farmstead district would attract people to the Byron farm, but that is not desirable due to the narrow road which makes cars traveling opposite directions dangerous. Also there is a bridge not designed for heavy use.</b> Your attention to these matters will help to protect this farmstead which is on the National Register of Historic Places. Thank you.</p>	<p>The East Loop roadway alignment has been designed to avoid and minimize impacts to the historic district as well as loss of waters of the U.S. (WOTUS) to the extent practicable, per U.S. Army Corps of Engineers (USACE) Clean Water Act Section 404 permitting guidance. Realigning the roadway within the Byron Farmstead District to be completely east of all farmstead resources would place the roadway directly on between 840 linear feet of a tributary of Underwood Branch and result in multiple impacts to residential properties. The proposed road was aligned to avoid the stream while still avoiding the displacement of any farmstead resources. Realigning the roadway within the Byron Farmstead District to the west would place the alignment in closer proximity to the cabin and bungalow. In addition to consideration of impacts to WOTUS, the proposed alignment was derived based on consideration of public input, limiting impacts to residential and business properties and other environmental, ecological and biological factors, and avoiding direct effects on buildings, structures and known archeological sites in the historic district.</p> <p>It is not clear how a tall barrier wall would mitigate the identified effects of the roadway on the historic property. Such a wall could introduce adverse visual effects. The proposed curves in the roadway approaching the bridge meet the design standards and safety requirements for the project. We concur that on-site signage would potentially attract visitors and could create a traffic safety hazard. The proposed bridge will be located within the Right-of-Way (ROW) of the project. Any sheltering under the bridge structure or pedestrian activity outside of the ROW will be consider trespassing and is unlawful in accordance with State Laws.</p>
15	1/27/2020	Michele Wilfer	<p>Hi, I can't be at the meeting, but as a Parker County resident, I must say that I would find it very disappointing if this historical property were disturbed for the loop. I am already not happy about how it will disrupt our neighborhood area,</p>	<p>The East Loop roadway alignment has been designed to avoid and minimize impacts to the historic district as well as loss of waters of the U.S. (WOTUS) to the extent practicable, per U.S. Army Corps of Engineers (USACE) Clean Water Act Section 404 permitting guidance. Realigning the roadway within the Byron Farmstead District to be completely east of all farmstead resources would place the roadway directly on</p>

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			but understand the need. However, I do feel strongly that the Byron Farmstead should absolutely stay intact. Thanks	between 840 linear feet of a tributary of Underwood Branch and result in multiple impacts to residential properties. The proposed road was aligned to avoid the stream while still avoiding the displacement of any farmstead resources. Realigning the roadway within the Byron Farmstead District to the west would place the alignment in closer proximity to the cabin and bungalow. In addition to consideration of impacts to WOTUS, the proposed alignment was derived based on consideration of public input, limiting impacts to residential and business properties and other environmental, ecological and biological factors, and avoiding direct effects on buildings, structures and known archeological sites in the historic district.
16	2/21/2020	Jim Nielsen	Understanding the need for a loop to control traffic flow, I would suggest moving the road to the East or West side of the property. Should that not be possible, the erection of a non-porous fencing could contain the side effects of the traffic.	<p>The East Loop roadway alignment has been designed to avoid and minimize impacts to the historic district as well as loss of waters of the U.S. (WOTUS) to the extent practicable, per U.S. Army Corps of Engineers (USACE) Clean Water Act Section 404 permitting guidance. Realigning the roadway within the Byron Farmstead District to be completely east of all farmstead resources would place the roadway directly on between 840 linear feet of a tributary of Underwood Branch and result in multiple impacts to residential properties. The proposed road was aligned to avoid the stream while still avoiding the displacement of any farmstead resources. Realigning the roadway within the Byron Farmstead District to the west would place the alignment in closer proximately to the cabin and bungalow. In addition to consideration of impacts to WOTUS, the proposed alignment was derived based on consideration of public input, limiting impacts to residential and business properties and other environmental, ecological and biological factors, and avoiding direct effects on buildings, structures and known archeological sites in the historic district.</p> <p>The natural topography and trees along the west side of the preferred alignment will provide a buffer to minimize the side effects of the traffic.</p>