

FM 543 Project Public Meeting Comment/Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
1	Anonymous 1	5/21/2026	Written Comment	Is there a compelling reason to upgrade FM 543 between North Pecan Place Drive and South Pecan Place Drive?	The project limits for the FM 543 Project are from CR 125 to Trinity Falls Parkway in Collin County, Texas. The proposed project is needed because additional roadway capacity is needed to meet future traffic demand. Additionally, the proposed project is designed to meet the most up to date design standards, as well as providing accommodation for bicycles and pedestrians. Based on NCTCOG's projected population growth for Collin County between 2026 and 2050, the population is expected to increase from 1,270,549 to 2,154,649 persons and from 1,434 to 2,432 persons per square mile, both a 70% expected increase. See NCTCOG's information here: https://www.nctcog.org/getContentAsset/7c1802ca-464e-4d3f-95ab-cdf25e9d1be7/dfc3d011-8f63-43f6-9ed8-4b444333a1d0/3-0-Social-Considerations.pdf The purpose of the proposed project includes the following: 1) to improve mobility of the corridor by adding capacity to alleviate congestion and accommodate future traffic demand, 2) to enhance safety of the corridor by realigning the roadway between CR 201 and CR 168 and straighten out hard curves as well as upgrade the facility to meet current design standards, and 3) to enhance mobility options by constructing bicycle and pedestrian accommodations. The proposed project is consistent with the North Central Texas Council of Governments' Metropolitan Transportation Plan, <i>Mobility 2050</i>.
2	Anonymous 2	5/21/2026	Written Comment	It is unnecessary to widen 543 between Hardin & Outer loop – leave those farm homes alone!	Comment noted. The project limits for the FM 543 Project are from CR 125 to Trinity Falls Parkway in Collin County, Texas. additional roadway capacity is needed to meet future traffic demand. Additionally, the proposed project is designed to meet the most up to date design standards, as well as providing accommodation for bicycles and pedestrians. Based on NCTCOG's projected population growth for Collin County between 2026 and 2050, the population is expected to increase from 1,270,549 to 2,154,649 persons and from 1,434 to 2,432 persons per square mile, both a 70% expected increase. See NCTCOG's information here: https://www.nctcog.org/getContentAsset/7c1802ca-464e-4d3f-95ab-cdf25e9d1be7/dfc3d011-8f63-43f6-9ed8-4b444333a1d0/3-0-Social-Considerations.pdf The purpose of the proposed project includes the following: 1) to improve mobility of the corridor by adding capacity to alleviate congestion and accommodate future traffic demand, 2) to enhance safety of the corridor by realigning the roadway between CR 201 and CR 168 and straighten out hard curves as well as upgrade the facility to meet current design standards, and 3) to enhance mobility options by constructing bicycle and pedestrian accommodations. The proposed project is consistent with the North Central Texas Council of Governments' Metropolitan Transportation Plan, <i>Mobility 2050</i>.

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3	Ashfaque, Mubeen	5/21/2026	Written Comment	The side walk is moving close to my wall I'm on the corner of 543 & Steiger I need the following: 1. Sound barrier/reduction wall 2. Traffic lights on Steiger/543 3. Reduced traffic speed 4. Cross walks on the intersection	1. A traffic noise analysis will be conducted for the proposed FM 543 Project in accordance with federal regulations and the TxDOT's Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before being included in the final project design. 2. Local municipalities may submit a request for a traffic signal through the TxDOT area office. Upon receipt, TxDOT would review the request and conduct a traffic signal warrant analysis. If the analysis indicates that a signal is warranted, TxDOT would collaborate with the city to implement a future signal project depending on funding availability. 3. The posted speed limits would be determined by TxDOT in coordination with local governments through a speed study when the project is completed. 4. All signalized intersections will be provided with a crosswalk and six-foot raised median for pedestrian crossing refuge.
4	Bahmanyar, Sara	5/30/2026	SurveyMonkeyComment	Expansion of Weston Rd (543) does not appear to extend all way to Outer Loop at the northern end based on the diagrams provided. Outer Loop provides a lot of traffic into Weston Rd and the road extension should be expanded to also include Outer Loop intersection.	The FM 543 Project extends from CR 125 to Trinity Falls Parkway in Collin County, Texas. Improvements beyond the project limit may be developed in the future as future funding becomes available.

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5	Campbell, Jan	5/21/2026	Written Comment	Good evening. My name is Jan Campbell and I live on FM543, and I strongly oppose the proposed widening of FM 543. This project is not a minor improvement— it is a transformation. The plan is to expand this corridor to as many as six lanes with a right-of-way approaching 300 feet. That scale fundamentally changes this community. Let's be clear: widening roads like this does not solve congestion long term. It drives more traffic. This is a well-established pattern— when you increase capacity, you induce more demand. So this project doesn't just respond to growth— it accelerates it. And that raises a critical issue: where is the infrastructure to support that growth? North Texas already faces periodic drought conditions. More development means more water demand. This project encourages exactly the kind of rapid expansion that strains water supply, schools, and emergency services. Without coordinated planning, we are setting up for long-term problems, not solving them and will end up like California and its massive issues. Second, the impact on residents is immediate and real. A six-lane roadway brings constant traffic, higher noise, and reduced safety. This is not compatible with a residential corridor. People chose to live here for a reason— and this project overrides that. Third, property impacts cannot be minimized. The project requires additional right-of-way and even acknowledges potential displacement. But beyond that, proximity to a major roadway typically reduces home value due to noise, traffic, and loss of character. That is a direct financial consequence for homeowners. Fourth, the environmental risks are significant. This project involves construction in wetlands and floodplain areas. That creates real concerns about flooding, drainage, and environmental degradation— especially when combined with increased development. This comes down to one point: the issue is not whether improvements are needed. The issue is scale. A project of this size prioritizes future traffic volume over current residents, and it pushes growth faster than our infrastructure and natural resources can reasonably support. There are better alternatives— targeted safety improvements, like reduction of speed limits, smaller-scale upgrades, and planning that aligns with water, environmental, and community limits. Finally This project asks residents to absorb the costs so that growth can move faster— and that is not a fair trade.	Based on NCTCOG's projected population growth for Collin County between 2026 and 2050, the population is expected to increase from 1,270,549 to 2,154,649 persons and from 1,434 to 2,432 persons per square mile, both a 70% expected increase. See NCTCOG's information here: https://www.nctcog.org/getContentAsset/7c1802ca-464e-4d3f-95ab-cdf25e9d1be7/dfc3d011-8f63-43f6-9ed8-4b444333a1d0/3-0-Social-Considerations.pdf The proposed project is needed because additional roadway capacity is needed to meet future traffic demand. Additionally, the proposed project is designed to meet the most up to date design standards, as well as providing accommodation for bicycles and pedestrians. The purpose of the proposed project includes the following: 1) to improve mobility of the corridor by adding capacity to alleviate congestion and accommodate future traffic demand, 2) to enhance safety of the corridor by realigning the roadway between CR 201 and CR 168 and straighten out hard curves as well as upgrade the facility to meet current design standards, and 3) to enhance mobility options by constructing bicycle and pedestrian accommodations. The proposed project is consistent with the North Central Texas Council of Governments' Metropolitan Transportation Plan, <i>Mobility 2050</i>. Local infrastructure for property development is under the jurisdiction of the City of McKinney or Collin County. TxDOT's proposed project intends to support the growth in the project surrounding areas. TxDOT continues to collaborate with the City of McKinney and Collin County to ensure the proposed roadways will be able to support the growth in the project area. A traffic noise analysis will be conducted for the proposed FM 543 Project in accordance with federal regulations and the TxDOT's Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before being included in the final project design. TxDOT makes every effort to minimize the amount of ROW needed from adjacent properties, and to minimize the potential impacts on property owners affected by proposed roadway improvements. All ROW acquisitions would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Information regarding this act can be accessed and reviewed at: https://www.txdot.gov/business/resources/lgp/toolkit/process/row-utilities/acquisition.html. During the ROW acquisition process, the appraisal would be performed by an independent certified appraiser hired by TxDOT. Environmental documentation is being prepared to evaluate potential impacts of the proposed project to the human and natural environment, in accordance with the National Environmental Policy Act and state requirements. The environmental studies include an analysis of potential impacts to water resources and will be available for public review once completed.
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				Once this road is built at this scale, there is no going back. The question is simple: are you planning for the people who live here now, or the traffic you hope to bring in later? I urge you to reconsider the scope of this project before it permanently changes this corridor in ways that cannot be undone. Thank you.	As for the drainage, a drainage study is being done to assess the existing and proposed drainage conditions. The goal of the drainage study is to ensure all drainage run off will be accounted for with the proposed project drainage design and not cause adverse impacts to adjacent properties or change the base flood elevation. With the proposed project, drainage along FM 543 would be converted to a curb and gutter with closed storm sewer system and would allow run-off to be conveyed into the closed storm sewer system. Additionally, all the existing old culverts will be replaced with the proposed project. The proposed design currently includes an interim four-lane configuration, with an ultimate six-lane roadway planned to address anticipated future traffic demands. Based on the traffic counts collected in 2024 and projected traffic volumes, a four-lane roadway is anticipated to be needed by 2035, with the six-lane configuration intended for future implementation. TxDOT would first construct the four-lane configuration as an interim condition. The ultimate six-lane roadway would be constructed when the traffic volumes reach the threshold. The ROW footprint has been designed to accommodate this progression, thereby minimizing potential future impacts should traffic demands necessitate the expansion to six lanes.

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			My name is Jan Campbell and I live on FM543 I am writing this to you to strongly oppose the proposed widening and reconstruction of FM 543. Let me be direct: this is not a simple safety improvement project. This is a large-scale expansion designed to transform a local corridor into a major multi-lane arterial—ultimately up to six lanes wide with a right-of-way footprint approaching 300 feet. That scale of expansion fundamentally changes the nature of this community. This project is being justified as a response to growth—but in reality, projects like this drive growth. Transportation engineering research has consistently shown that increasing roadway capacity induces additional demand. Widening this road will not solve congestion; it will attract more development, more traffic, and more long-term strain on infrastructure. That raises a serious question: where is the corresponding planning for water, schools, emergency services, and environmental sustainability? North Texas is already vulnerable to drought conditions. Expanding infrastructure that encourages rapid residential and commercial buildout increases long-term water demand, often faster than supply systems can adapt. This project cannot be evaluated in isolation—it must be considered in the context of resource limits that are already under pressure. Second, the livability impacts are significant and unavoidable. A six-lane roadway is not compatible with residential character. Increased traffic volume brings increased noise, round-the-clock vehicle flow, and reduced safety for nearby residents. Even with mitigation efforts, the fundamental reality is that this becomes a high-capacity corridor, not a neighborhood road. Third, property impacts are not minimal—they are built into the design. The project explicitly contemplates additional right-of-way acquisition and acknowledges potential displacement of homes. But beyond those directly impacted, proximity to a widened corridor typically reduces residential desirability due to noise, traffic, and visual impact. That translates to real economic loss for homeowners. Fourth, environmental risks are not hypothetical. This project includes construction activities within wetlands and floodplain areas. Altering those systems can increase downstream flooding risk and disrupt local ecosystems. When you combine that with accelerated development, the long-term environmental consequences become even more significant. Fifth, rapid and unbalanced growth carries public safety implications. Increased traffic congestion, higher speeds, and the strain of rapid population expansion can negatively affect response times, infrastructure reliability, and overall community stability. These are well-documented outcomes when growth outpaces planning.	Based on NCTCOG’s projected population growth for Collin County between 2026 and 2050, the population is expected to increase from 1,270,549 to 2,154,649 persons and from 1,434 to 2,432 persons per square mile, both a 70% expected increase. See NCTCOG’s information here: https://www.nctcog.org/getContentAsset/7c1802ca-464e-4d3f-95ab-cdf25e9d1be7/dfc3d011-8f63-43f6-9ed8-4b444333a1d0/3-0-Social-Considerations.pdf The proposed project is needed because additional roadway capacity is needed to meet future traffic demand. Additionally, the proposed project is designed to meet the most up to date design standards, as well as providing accommodation for bicycles and pedestrians. The purpose of the proposed project includes the following: 1) to improve mobility of the corridor by adding capacity to alleviate congestion and accommodate future traffic demand, 2) to enhance safety of the corridor by realigning the roadway between CR 201 and CR 168 and straighten out hard curves as well as upgrade the facility to meet current design standards, and 3) to enhance mobility options by constructing bicycle and pedestrian accommodations. The proposed project is consistent with the North Central Texas Council of Governments’ Metropolitan Transportation Plan, <i>Mobility 2050</i>. The proposed design currently includes an interim four-lane configuration, with an ultimate six-lane roadway planned to address anticipated future traffic demands. Based on the traffic counts collected in 2024 and projected traffic volumes, a four-lane roadway is anticipated to be needed by 2035, with the six-lane configuration intended for future implementation. TxDOT would first construct the four-lane configuration as an interim condition. The ultimate six-lane roadway would be constructed when the traffic volumes reach the threshold. The ROW footprint has been designed to accommodate this progression, thereby minimizing potential future impacts should traffic demands necessitate the expansion to six lanes. Local water supply infrastructure for property development is under the jurisdiction of the City of McKinney or Collin County. TxDOT’s proposed project intends to support the growth in the project surrounding areas. TxDOT continues to collaborate with the City of McKinney and Collin County to ensure the proposed roadways will be able to support the growth in the project area. A traffic noise analysis will be conducted for the proposed FM 543 Project in accordance with federal regulations and the TxDOT’s Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before being included in the final project design. TxDOT makes every effort to minimize the amount of ROW needed from adjacent properties, and to minimize the potential impacts on property owners affected by proposed roadway improvements. All ROW acquisitions would be conducted in
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				Let me be clear: the issue is not whether improvements are needed. The issue is scale—and the consequences of that scale. There are more responsible alternatives: • Targeted safety improvements rather than full corridor expansion • Limiting lane expansion to what is demonstrably necessary today—not speculative future demand • Preserving a smaller right-of-way footprint to protect homeowners and community character • Coordinating transportation planning with water, environmental, and land-use constraints Right now, this project appears to prioritize future throughput over existing residents. That is the wrong balance. I respectfully urge TxDOT to reconsider the scope of this project, to more fully account for long-term community impacts, and to pursue solutions that manage growth rather than accelerate it beyond control. Thank you.	accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Information regarding this act can be accessed and reviewed at: https://www.txdot.gov/business/resources/lgp/toolkit/process/row-utilities/acquisition.html. During the ROW acquisition process, the appraisal would be performed by an independent certified appraiser hired by TxDOT. Environmental documentation is being prepared to evaluate potential impacts of the proposed project to the human and natural environment, in accordance with the National Environmental Policy Act and state requirements. The environmental studies include an analysis of potential impacts to water resources and will be available for public review once completed. TxDOT makes safety one of the primary considerations of roadway design and would comply with design standards per TxDOT's Roadway Design Manual. The proposed project uses a flatter curve radius and optimized profile to improve sight distance. Additionally, a raised median center divider improves safety for both motorists and pedestrians by reducing conflict points, permitting cross-traffic movements only at designated median openings, and providing refuge for pedestrians crossing the roadway. The shared use path offers a designated area for bicyclists and pedestrians, ensuring separation from vehicular traffic.

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6	Campbell, Judy	5/21/2026	Written Comment	Good evening. My name is Judy Campbell and I live on FM 543 and I am here to formally and emphatically oppose the FM 543 expansion as currently proposed. Let's stop calling this a "road improvement." This is a six-lane growth corridor with a right-of-way that can approach 300 feet wide. That is not a neighborhood road. That is an invitation—for unchecked development, permanent noise, environmental strain, and the loss of community character. This project is being sold as a response to growth. That is misleading. Road expansions of this scale cause growth. They induce traffic, accelerate development, and lock communities into decades of consequences they did not ask for. Once this road is built, the growth is no longer optional—and neither are the costs. Those costs are real and immediate. Homeowners along FM 543 will live with constant traffic noise, declining property values, and reduced safety. Some will lose land. At least one household may lose a home entirely. Others will lose what made their homes worth investing in. That is not hypothetical—that is how projects like this work. And let's talk about resources. North Texas already faces recurring drought risk. More development means more water demand, more strain on infrastructure, and more vulnerability when—not if—supplies tighten. You cannot responsibly plan growth without water, and this project does exactly that. The environmental risks are also acknowledged in your own materials: wetlands, floodplains, drainage impacts. Those are not boxes to check—they are warnings. When floodplains are altered and development accelerates, downstream residents pay the price. This project asks existing residents to absorb financial loss, environmental risk, and quality-of-life damage so that future growth can move faster. That is not planning. That is displacement by design. Let me be very clear: This is not opposition to safety improvements. This is opposition to overbuilding, overreach, and a project whose scale far exceeds what this corridor—and this community—can responsibly sustain. Once this road is built, there is no undo button. So the question before you is simple and unavoidable: Are you planning for the people who live here now—or for traffic that hasn't arrived yet? I urge you to stop this project in its current form and pursue smaller, safer,	Based on NCTCOG's projected population growth for Collin County between 2026 and 2050, the population is expected to increase from 1,270,549 to 2,154,649 persons and from 1,434 to 2,432 persons per square mile, both a 70% expected increase. See NCTCOG's information here: https://www.nctcog.org/getContentAsset/7c1802ca-464e-4d3f-95ab-cdf25e9d1be7/dfc3d011-8f63-43f6-9ed8-4b444333a1d0/3-0-Social-Considerations.pdf The proposed project is needed because additional roadway capacity is needed to meet future traffic demand. Additionally, the proposed project is designed to meet the most up to date design standards, as well as providing accommodation for bicycles and pedestrians. The purpose of the proposed project includes the following: 1) to improve mobility of the corridor by adding capacity to alleviate congestion and accommodate future traffic demand, 2) to enhance safety of the corridor by realigning the roadway between CR 201 and CR 168 and straighten out hard curves as well as upgrade the facility to meet current design standards, and 3) to enhance mobility options by constructing bicycle and pedestrian accommodations. The proposed project is consistent with the North Central Texas Council of Governments' Metropolitan Transportation Plan, <i>Mobility 2050</i>. The proposed design currently includes an interim four-lane configuration, with an ultimate six-lane roadway planned to address anticipated future traffic demands. Based on the traffic counts collected in 2024 and projected traffic volumes, a four-lane roadway is anticipated to be needed by 2035, with the six-lane configuration intended for future implementation. TxDOT would first construct the four-lane configuration as an interim condition. The ultimate six-lane roadway would be constructed when the traffic volumes reach the threshold. The ROW footprint has been designed to accommodate this progression, thereby minimizing potential future impacts should traffic demands necessitate the expansion to six lanes. TxDOT makes safety one of the primary considerations of roadway design and would comply with design standards per TxDOT's Roadway Design Manual. The proposed project uses a flatter curve radius and optimized profile to improve sight distance. Additionally, a raised median center divider improves safety for both motorists and pedestrians by reducing conflict points, permitting cross-traffic movements only at designated median openings, and providing refuge for pedestrians crossing the roadway. The shared use path offers a designated area for bicyclists and pedestrians, ensuring separation from vehicular traffic. TxDOT makes every effort to minimize the amount of ROW needed from adjacent properties, and to minimize the potential impacts on property owners affected by proposed roadway improvements. All ROW acquisitions would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Information regarding this act can be accessed and reviewed at: https://www.txdot.gov/business/resources/lgp/toolkit/process/row-utilities/acquisition.html. During the ROW acquisition process, the appraisal would be performed by an independent certified appraiser hired by TxDOT.
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				community scaled alternatives.	Local water supply infrastructure for property development is under the jurisdiction of the City of McKinney or Collin County. TxDOT's proposed project intends to support the growth in the project surrounding areas. TxDOT continues to collaborate with the City of McKinney and Collin County to ensure the proposed roadways will be able to support the growth in the project area. A traffic noise analysis will be conducted for the proposed FM 543 Project in accordance with federal regulations and the TxDOT's Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before being included in the final project design. Environmental documentation is being prepared to evaluate potential impacts of the proposed project to the human and natural environment, in accordance with the National Environmental Policy Act and state requirements. The environmental studies include a traffic noise analysis and an analysis of potential impacts to water resources and will be available for public review once completed.
7	Cannaday, Ron	5/21/2026	SurveyMonkeyComment	Is there any future plan for FM 543/Weston Road to extend east toward US 75 from Trinity Falls Parkway? Also, where would I be able to view the design plans for this proposed extension?	Currently, there is no active project to extend FM 543 to US 75 at this time. FM 543 as a state roadway ends at Trinity Falls Parkway. To view the status of TxDOT projects please visit TxDOT's Project Tracker at https://www.txdot.gov/projects/project-tracker.html. Improvements beyond the project limit may be developed in the future as future funding becomes available.

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8	Chacon, Jess & Laura	5/21/2026	Written Comment	Please see Attached Questions 1. What is the official purpose of the widening project? 2. What traffic studies justify expanding from 2 lanes to 4 lanes? Requesting dates of the traffic counts, projected growth assumptions, and were independent studies were used? 3. What alternatives were considered besides widening the road? Examples: turn lanes, traffic signals, lower speed limits, roundabouts, or partial widening. 4. Exactly how much of my property will be acquired? Show us maps, measurements, and whether easements or full ownership takings are planned. 5. Will homes, trees, fences, driveways, septic systems, wells, or drainage structures be affected? 6. How will compensation be calculated for affected homeowners? Are you paying for replacement value, landscaping, reduced property value, business impacts, etc. 7. Will the project increase flooding or drainage problems? Please show the drainage study and whether runoff calculations were updated for current rainfall standards. 8. How will noise levels change after expansion? Requesting noise projections and are sound barriers being considered? 9. Will speed limits increase after widening? Wider roads often increase traffic speed even if posted limits stay the same. 10. How will pedestrian and bicycle safety be addressed? Bicycle route with hundreds of cyclist every weekend. 11. What environmental studies were completed? What are the impacts on trees, wildlife, air quality, and stormwater runoff. 12. What is the project timeline? When is design, right-of-way acquisition, utility relocation, and construction planned? 13. Can the design be modified to reduce property acquisition? Examples: narrower medians, retaining walls, shifting alignment, reducing shoulder width. 14. Who will approve the project and when will residents be notified? Can public input changed the design at any stage.	1. The purpose of the proposed project includes the following: 1) to improve mobility of the corridor by adding capacity to alleviate congestion and accommodate future traffic demand, 2) to enhance safety of the corridor by realigning the roadway between CR 201 and CR 168 and straighten out hard curves as well as upgrade the facility to meet current design standards, and 3) to enhance mobility options by constructing bicycle and pedestrian accommodations. The proposed project is consistent with the North Central Texas Council of Governments’ Metropolitan Transportation Plan, <i>Mobility 2050</i>. 2. Based on traffic counts collected in 2024 and a detailed traffic projection study, a four-lane roadway is expected to be needed by 2035, with the six-lane configuration intended for future implementation. The ROW footprint has been designed to accommodate this progression, thereby minimizing potential future impacts, should traffic demands necessitate the expansion to six lanes. TxDOT would first construct the four-lane configuration as an interim condition. The ultimate six-lane roadway would be constructed when the traffic volumes reach the threshold. The traffic study can be requested through TxDOT’s Open Record Portal. Based on NCTCOG’s projected population growth for Collin County between 2026 and 2050, the population is expected to increase from 1,270,549 to 2,154,649 persons and from 1,434 to 2,432 persons per square mile, both a 70% expected increase. See NCTCOG’s information here: https://www.nctcog.org/getContentAsset/7c1802ca-464e-4d3f-95ab-cdf25e9d1be7/dfc3d011-8f63-43f6-9ed8-4b444333a1d0/3-0-Social-Considerations.pdf 3. All of these are valuable options for improving traffic operations at specific locations within the project limit; however, they do not provide the overall roadway capacity to support future traffic demands. 4. Subject to change, approximately 0.5 acre or 22,500 square feet of proposed ROW would be required from your property at 3945 Weston Road on the west side along FM 543. It would be approximately 65 feet from the existing ROW to the new proposed ROW. 
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			15. What is the formal process for objections, appeals, or requesting design changes? Requesting contact information and written procedures. 16. Are there any questions that we should be asking that we are not asking? Be transparent, don't hide information, are there questions we should be asking?	5. The proposed ROW would not impact on the home structure, septic system, wells or drainage structures. The proposed ROW would impact the fenceline along the roadway. Physical features on the property affected by the proposed ROW would be evaluated as part of the ROW acquisition. An independent certified appraiser hired by TxDOT will conduct an appraisal during this process. The driveway will be reconstructed at its current location and will continue to provide access to FM 543. The design will ensure a smooth connection to the existing grade on the property. 6. All ROW acquisitions would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Information regarding this act can be accessed and reviewed at: https://www.txdot.gov/business/resources/lgp/toolkit/process/row-utilities/acquisition.html. During the ROW acquisition process, the appraisal would be performed by an independent certified appraiser hired by TxDOT. 7. A drainage study is being done to assess the existing and proposed drainage conditions. The goal of the drainage study is to ensure all drainage run off will be accounted for with the proposed project drainage design and not cause adverse impacts to adjacent properties or change the base flood elevation. With the proposed project, drainage along FM 543 would be converted to a curb and gutter with closed storm sewer system and would allow run-off to be conveyed into the closed storm sewer system. Additionally, all the existing old culverts will be replaced with this proposed project. The drainage study is currently in progress. After the drainage study is completed, the drainage report can be requested through TxDOT Open Record Request for an electronic copy. 8. A traffic noise analysis will be conducted for the proposed FM 543 Project in accordance with federal regulations and the TxDOT's Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before being included in the final project design. 9. The posted speed limits would be determined by TxDOT in coordination with local governments through a speed study when the project is completed. 10. Bicyclists and pedestrian accommodation will be provided along the roadway within the project limits. An eight to ten-foot-wide shared use path would be constructed along both sides of the roadway except for where a 6-foot-wide sidewalk would be constructed in the following locations: along the northbound side from CR 125 to North Pecan Place Drive, and along the westbound side from Sweetwater Cove to Trinity Falls Parkway.
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					11.Environmental documentation is being prepared to evaluate potential impacts of the proposed project to the human and natural environment, in accordance with the National Environmental Policy Act and state requirements. Once completed, the environmental documentation will be available for public review. 12.Environmental clearance is anticipated in late 2027. The timeline for ROW acquisition, utility relocations and the project construction let date will be determined when funding is identified. 13.TxDOT makes every effort to minimize the amount of ROW needed from adjacent properties, and to minimize the potential impacts on property owners affected by proposed roadway improvements. The design will continue to be refined as the project progresses. 14.TxDOT will ultimately approve the project design and environmentally clear the project. Public meeting comments are considered throughout the project development process including in the detailed design phase. A public hearing will be held at a later date as the environmental process progresses before environmental clearance. 15.Public meetings and public hearings are part of TxDOT's public involvement process, providing opportunities for the community to share feedback on the project. Stakeholders are encouraged to provide any comments or concerns related to the project. The comment response matrix for both the public hearing and public meeting will be available for viewing on keepitmovingdallas.com. For any additional questions or comments beyond the public meeting and public hearing comment periods, please contact TxDOT Project Manager, Liang Ding, P.E., by phone at (214) 320-6625 or by email at Liang.Ding@txdot.gov. A public hearing is tentatively scheduled for late 2027. 16.Any environmental documentation or studies, maps and drawings showing the project location and design, tentative construction schedules, and other information regarding the proposed project are on file and available for inspection Monday through Friday between the hours of 8 a.m. and 5 p.m. at the TxDOT Dallas District Office, 4777 East US Highway 80, Mesquite, TX 75150-6643. Please contact TxDOT Project Manager, Liang Ding, P.E., by phone at (214) 320-6625 or by email at Liang.Ding@txdot.gov if you would like to discuss impacts to your property or view project materials.

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9	Davis, Loucine	5/21/2026	Written Comment	How can the property owners along FM 543 get a sound barrier constructed since traffic noise will exponentially increase thereby impacting negatively our quality of life!	A traffic noise analysis will be conducted for the proposed FM 543 Project in accordance with federal regulations and the TxDOT's Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before being included in the final project design.
				Being all the properties along 543 are small farm properties, it's not imperative 543 be widened from Roland to CR 125. Other roads like Hardin & CR 201 can carry northward traffic.	Based on NCTCOG's projected population growth for Collin County between 2026 and 2050, the population is expected to increase from 1,270,549 to 2,154,649 persons and from 1,434 to 2,432 persons per square mile, both a 70% expected increase. See NCTCOG's information here: https://www.nctcog.org/getContentAsset/7c1802ca-464e-4d3f-95ab-cdf25e9d1be7/dfc3d011-8f63-43f6-9ed8-4b444333a1d0/3-0-Social-Considerations.pdf The proposed project is needed because additional roadway capacity is needed to meet future traffic demand. Additionally, the proposed project is designed to meet the most up to date design standards, as well as providing accommodation for bicycles and pedestrians. The purpose of the proposed project includes the following: 1) to improve mobility of the corridor by adding capacity to alleviate congestion and accommodate future traffic demand, 2) to enhance safety of the corridor by realigning the roadway between CR 201 and CR 168 and straighten out hard curves as well as upgrade the facility to meet current design standards, and 3) to enhance mobility options by constructing bicycle and pedestrian accommodations. The proposed project is consistent with the North Central Texas Council of Governments' Metropolitan Transportation Plan, <i>Mobility 2050</i>. Based on traffic counts collected in 2024 and a detailed traffic projection study, a four-lane roadway is expected to be needed by 2035, with the six-lane configuration intended for future implementation. The ROW footprint has been designed to accommodate this progression, thereby minimizing potential future impacts, should traffic demands necessitate the expansion to six lanes. TxDOT would first construct the four-lane configuration as an interim condition. The ultimate six-lane roadway would be constructed when the traffic volumes reach the threshold.
				When taking is being considered will the appraisers and whomever evaluates our properties base the taking on best foot price since TxDOT will be taking the most valuable parts of our properties?	Impacts to property would be assessed during the ROW acquisition process All ROW acquisitions would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Information regarding this act can be accessed and reviewed at: https://www.txdot.gov/business/resources/lgp/toolkit/process/row-utilities/acquisition.html . During the ROW acquisition process, the appraisal would be performed by an independent certified appraiser hired by TxDOT.

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Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
10	Davis, Robert	5/21/2026	Written Comment	Start with fix noise, trucks (take brakes), noisy motor bikes, speed racers (cars)	A traffic noise analysis will be conducted for the proposed FM 543 Project in accordance with federal regulations and the TxDOT's Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before being included in the final project design.
11	Hartnett, Mary	5/21/2026	Written Comment	Your plans look great – good job! I especially like the 10' bike/pedestrian paths along both sides of the road. Thank you for the excellent information you provided tonight. I hope that you can move the schedule up and get refunding to start sooner.	Comment noted.
12	Herbert, Tracy	5/22/2026	SurveyMonkeyComment	[There was no comment provided by the commenter, see comment in Appendix D].	Please contact TxDOT Project Manager, Liang Ding, P.E., by phone at (214) 320-6625 or by email at Liang.Ding@txdot.gov if you would like to discuss impacts to your property or view project materials.
13	Hurst, Jackson	5/27/2026	SurveyMonkeyComment	I approve and support TxDOT's FM 543 Project. From CR 125 to Trinity Falls Parkway. The aspect that I love about TxDOT's FM 543 Project. From CR 125 to Trinity Falls Parkway Project is that FM-543 will be widened from 2 lanes to 4 lanes (6 lanes ultimate) in each direction from Collin CR-125 to Trinity Falls Parkway. The widening of FM-543 will improve safety and reduce congestion in Collin County, TX.	Comment noted.
14	Karamas, Tim	5/21/2026	Written Comment	Are you going to close any of the 2 current lanes during construction?	Existing access to the roadway will be maintained throughout the construction period. A long-term closure is not anticipated.
15	Kleis, Brad	5/21/2026	Written Comment	1. Can we expect our mud taxes to increase to pay for this construction? We are already burdened with having to pay high MUD and property taxes can't afford additional cost burdens! 2. Noise! The noise levels are already too loud as is to enjoy spending time in our back yard with just 2 lanes, adding 4 more lanes will be absolutely deafening, making our home unmarketable for resale. This is completely sabotaging our equity and freedom to sell our house to relocate. We will be trapped if we don't get out before this, very disappointing!	1. TxDOT roadway projects are not funded from municipal utility district funds or property taxes. 2. A traffic noise analysis will be conducted for the proposed FM 543 Project in accordance with federal regulations and the TxDOT's Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before being included in the final project design.

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Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
16	Landess, Christina	5/22/2026	SurveyMonkeyComment	Six lanes is excessive. Four would be sufficient.	Based on NCTCOG’s projected population growth for Collin County between 2026 and 2050, the population is expected to increase from 1,270,549 to 2,154,649 persons and from 1,434 to 2,432 persons per square mile, both a 70% expected increase. See NCTCOG’s information here: https://www.nctcog.org/getContentAsset/7c1802ca-464e-4d3f-95ab-cdf25e9d1be7/dfc3d011-8f63-43f6-9ed8-4b444333a1d0/3-0-Social-Considerations.pdf The proposed project is needed because additional roadway capacity is needed to meet future traffic demand. Additionally, the proposed project is designed to meet the most up to date design standards, as well as providing accommodation for bicycles and pedestrians. The purpose of the proposed project includes the following: 1) to improve mobility of the corridor by adding capacity to alleviate congestion and accommodate future traffic demand, 2) to enhance safety of the corridor by realigning the roadway between CR 201 and CR 168 and straighten out hard curves as well as upgrade the facility to meet current design standards, and 3) to enhance mobility options by constructing bicycle and pedestrian accommodations. The proposed project is consistent with the North Central Texas Council of Governments’ Metropolitan Transportation Plan, <i>Mobility 2050</i>. Based on traffic counts collected in 2024 and a detailed traffic projection study, a four-lane roadway is expected to be needed by 2035, with the six-lane configuration intended for future implementation. The ROW footprint has been designed to accommodate this progression, thereby minimizing potential future impacts, should traffic demands necessitate the expansion to six lanes. TxDOT would first construct the four-lane configuration as an interim condition. The ultimate six-lane roadway would be constructed when the traffic volumes reach the threshold.

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Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
17	Mabaqaah, Mohammad	5/21/2026	Written Comment	1. Traffic light on (Steiger Trail) there is a school & our kids cross the street always + go to parks cross the street we live in (shaded tree) 2. Speed next to our community has to be reduced 3. Sound barrier wall 4. Cross walk in the intersection	1. Local municipalities may submit a request for a traffic signal through the TxDOT area office. Upon receipt, TxDOT would review the request and conduct a traffic signal warrant analysis. If the analysis indicates that a signal is warranted, TxDOT would collaborate with the city to implement a future signal project depending on funding availability. 2. The posted speed limits would be determined by TxDOT in coordination with local governments through a speed study when the project is completed. 3. A traffic noise analysis will be conducted for the proposed FM 543 Project in accordance with federal regulations and the TxDOT's Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before being included in the final project design. 4. All signalized intersections will be provided with a crosswalk and six-foot raised median for pedestrian crossing refuge.
18	Mauch, Sherry	6/4/2026	SurveyMonkey Comments	Pollution needs to be addresses in this study as well. Noise would be abated greatly by leveling the road...the climbs cause the trucks to roar trying to get up from the bridge. Delete the walk paths until near Trinity Falls...as the people farther down toward Pecan Place moved out there for some piece and quiet...there are plenty of parks,etc in Trinity Falls and soon to be Colmena Ranch, that people can go to already. "Dead man's curve" as us neighbors like to call it ,at FM543 and CR168, needs to be straitened out much more!! Also north/south roads such as Lake Forest and Hardin need to be worked on as well...so the once peaceful Fm 543 does not become the next "covert" superhighway for the benefit of all the developers and their construction equipment. Maybe throw some much needed perks to the neighbors in Honey Creek along Pecan Place Drive...such as streetlights and fiber internet!!	Environmental documentation is being prepared to evaluate potential impacts of the proposed project to the human and natural environment, in accordance with the National Environmental Policy Act and state requirements. These environmental studies include an analysis of air quality and traffic noise, which will be available for public review once completed. A traffic noise analysis for the proposed FM 543 Project will be conducted in accordance with federal regulations and the TxDOT's Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final project design. The shared use path offers a designated area for bicyclists and pedestrians, ensuring separation from vehicular traffic which is required in TxDOT design requirements. The design reconfigures the FM 543 and CR 168 intersection to enhance the safety of the project while also minimizing impacts to adjacent properties. Lake Forest Drive and Hardin Boulevard are local roads managed by Collin County and/or the City of McKinney. Any improvements to these local roads are the responsibility of the respective municipalities.

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Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
19	Phillips, Cody	5/23/2026	SurveyMonkey Comments	I live on the West bound side between sweet water and trinity falls parkway with the back of my house facing 543. I have concerns on the additional noise impact of the increased roadway. A noise barrier should be built as to not disturb the residents immediately behind the road.	A traffic noise analysis will be conducted for the proposed FM 543 Project in accordance with federal regulations and the TxDOT's Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before being included in the final project design.

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Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
20	Schutte, Bethany	5/22/2026	SurveyMonkey Comments	As a resident in the zip code of this project, I do not support the current proposed designs. This would create unnecessary costs and disruption to traffic flow. I would support widening of the road to include a center turn lane. The sidewalk (and width) is not necessary or useful for this area. Focus on improving the intersection of CR 168 and 543, paving 201, and extending 543 east to US 75, before you consider needing this many lanes.	Based on NCTCOG's projected population growth for Collin County between 2026 and 2050, the population is expected to increase from 1,270,549 to 2,154,649 persons and from 1,434 to 2,432 persons per square mile, both a 70% expected increase. See NCTCOG's information here: https://www.nctcog.org/getContentAsset/7c1802ca-464e-4d3f-95ab-cdf25e9d1be7/dfc3d011-8f63-43f6-9ed8-4b444333a1d0/3-0-Social-Considerations.pdf The proposed project is needed because additional roadway capacity is needed to meet future traffic demand. Additionally, the proposed project is designed to meet the most up to date design standards, as well as providing accommodation for bicycles and pedestrians. The purpose of the proposed project includes the following: 1) to improve mobility of the corridor by adding capacity to alleviate congestion and accommodate future traffic demand, 2) to enhance safety of the corridor by realigning the roadway between CR 201 and CR 168 and straighten out hard curves as well as upgrade the facility to meet current design standards, and 3) to enhance mobility options by constructing bicycle and pedestrian accommodations. The proposed project is consistent with the North Central Texas Council of Governments' Metropolitan Transportation Plan, <i>Mobility 2050</i>. Based on traffic counts collected in 2024 and a detailed traffic projection study, a four-lane roadway is expected to be needed by 2035, with the six-lane configuration intended for future implementation. The ROW footprint has been designed to accommodate this progression, thereby minimizing potential future impacts, should traffic demands necessitate the expansion to six lanes. TxDOT would first construct the four-lane configuration as an interim condition. The ultimate six-lane roadway would be constructed when the traffic volumes reach the threshold. The proposed project includes a raised center median to improve safety for both motorists and pedestrians by reducing conflict points, permitting cross-traffic movements only at designated median openings, and providing refuge for pedestrians crossing the roadway. The shared use path offers a designated area for bicyclists and pedestrians, ensuring separation from vehicular traffic. Currently, there is no active project to extend FM 543 to US 75 at this time. FM 543 as a state roadway ends at Trinity Falls Parkway. Improvements beyond the project limits may be developed in the future as future funding becomes available.

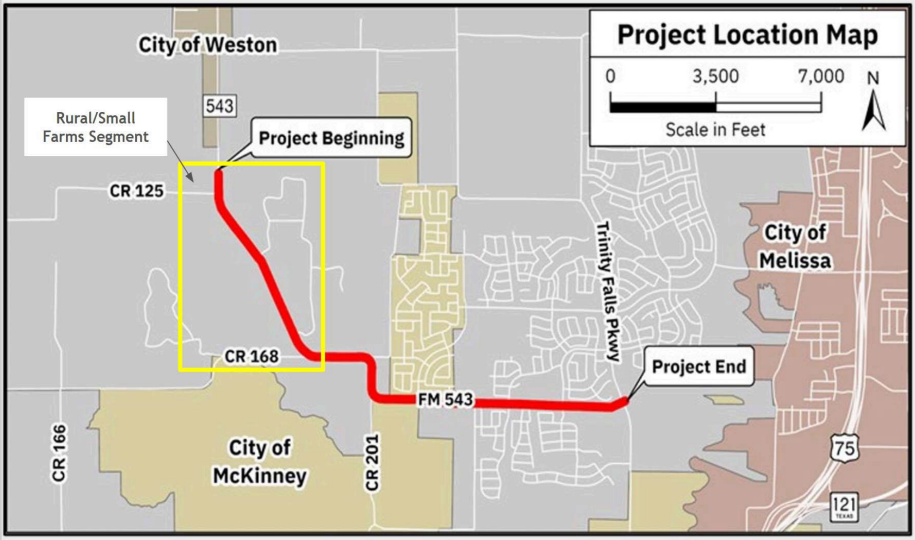
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Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
21	Silva, Brad	5/21/2026	Written Comment	Good afternoon! I live in the neighborhood of Weston Ridge (entry at Steiger Trail). My house backs up to FM 543 and we desperately need a noise blocking wall. It is so loud. On your scale map it's between the points of 805-810. Thank you for taking the time to read this.,	A traffic noise analysis will be conducted for the proposed FM 543 Project in accordance with federal regulations and the TxDOT's Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before being included in the final project design.
22	Siu, Miguel	5/21/2026	Written Comment	The interim 4 lane roadway will NOT have a dedicated turn lane where its northbound path meets RT 168. Interim would use one of the proposed 2 lanes to allow the turn. This invites rear-end collisions at the increased speed that the roadway will allow. This is only in northbound direction. I can't see an issue on Southbound 168 joining the roadway (interim).	A northbound left turn lane is proposed at CR 168 to accommodate vehicle deceleration and storage within the median.

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23	Trollinger, Rachelle & Andrew	6/5/2026	Email Comment	To Whom It May Concern: I am submitting this comment as a property owner affected by the proposed FM 543 project from CR 125 to Trinity Falls Parkway in Collin County. I understand the need to plan for growth in this area, particularly where development associated with Trinity Falls is increasing traffic demand. Improvements to the portion of the corridor most directly affected by that growth may be appropriate. My concern is that the current proposal appears to extend that same approach into a rural area (north of the intersection of FM 543 and CR 168) where the existing conditions, land use pattern, and community impacts are different. The portion of the project affecting small farms and rural homesteads does not reflect the same development pattern as the area closer to newer growth. In that part of the corridor, the proposed expansion would significantly change the character of an established rural area in the McKinney ETJ and Collin County. For owners of small agricultural and residential properties, even a partial right-of-way taking can have significant effects beyond the land actually acquired. The project materials indicate that the proposal would require additional right of way. TxDOT should therefore clearly identify the basis for the proposed cross section across the full corridor and demonstrate that lower-impact options were fully evaluated. Across this area, acquisition of land from small farms and rural homesteads can reduce property utility and greatly diminish the value and function of properties that depend on rural layout and use. Because this project may require additional right of way and may affect existing homes, rural properties, and home-operated businesses, affected landowners should not be asked to comment without access to the technical basis for the proposal and a clear explanation of the resulting property impacts. Those impacts are not limited to the value of the land acquired. In many cases, the larger loss is borne in the remainder of the property through reduced utility, impaired access, diminished marketability, business disruption, and loss of value that is not fully captured by a simple fair-market-value approach. Where TxDOT relies on traffic projections, design assumptions, or alternatives screening to support the current recommendation, those materials should be identified with enough specificity for the public to evaluate them.	Based on NCTCOG's projected population growth for Collin County between 2026 and 2050, the population is expected to increase from 1,270,549 to 2,154,649 persons and from 1,434 to 2,432 persons per square mile, both a 70% expected increase. See NCTCOG's information here: https://www.nctcog.org/getContentAsset/7c1802ca-464e-4d3f-95ab-cdf25e9d1be7/dfc3d011-8f63-43f6-9ed8-4b444333a1d0/3-0-Social-Considerations.pdf The proposed project is needed because additional roadway capacity is needed to meet future traffic demand. Additionally, the proposed project is designed to meet the most up to date design standards, as well as providing accommodation for bicycles and pedestrians. The purpose of the proposed project includes the following: 1) to improve mobility of the corridor by adding capacity to alleviate congestion and accommodate future traffic demand, 2) to enhance safety of the corridor by realigning the roadway between CR 201 and CR 168 and straighten out hard curves as well as upgrade the facility to meet current design standards, and 3) to enhance mobility options by constructing bicycle and pedestrian accommodations. The proposed project is consistent with the North Central Texas Council of Governments' Metropolitan Transportation Plan, <i>Mobility 2050</i>. Based on traffic counts collected in 2024 and a detailed traffic projection study, a four-lane roadway is expected to be needed by 2035, with the six-lane configuration intended for future implementation. The ROW footprint has been designed to accommodate this progression, thereby minimizing potential future impacts, should traffic demands necessitate the expansion to six lanes. TxDOT would first construct the four-lane configuration as an interim condition. The ultimate six-lane roadway would be constructed when the traffic volumes reach the threshold. All ROW acquisitions would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Information regarding this act can be accessed and reviewed at: https://www.txdot.gov/business/resources/lgp/toolkit/process/row-utilities/acquisition.html. During the ROW acquisition process, the appraisal would be performed by an independent certified appraiser hired by TxDOT. Part of the purpose of the project is to accommodate future traffic demand. While more rapid suburban development has been towards the eastern limit of the project, further suburban development is expected to continue around the corridor including north of the northwestern project limit between CR 125 and Outer Loop Road. Environmental documentation is being prepared to evaluate potential impacts of the proposed project to the human and natural environment, in accordance with the National Environmental Policy Act and state requirements. These environmental studies include an analysis of potential community impacts. Once completed, the environmental documentation will be available for public review.
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			I am asking TxDOT to take a more targeted and context-sensitive approach. The growth-related portion of the project should be evaluated separately from the rural portion, and the design should reflect the conditions on the ground rather  Map showing area in yellow representing rural segment of proposal. than applying a single solution across the full corridor. Requests I respectfully request that TxDOT include this letter in the official project record and address the following matters before advancing the project in its current form. I also request that TxDOT identify the records and technical materials that support its decisions and make those materials available to affected property owners and the public. 1. Provide segment-specific traffic justification for the proposed improvements. TxDOT should identify existing traffic counts, projected traffic volumes, and operational conditions for each segment of the corridor so that the public can evaluate where additional capacity is supported and where it is not. 2. Provide the basis for the selected cross section and scope. TxDOT should explain why the proposed design was selected for each portion of the corridor, including why a rural cross section, narrower footprint, phased approach, or other lower-impact option was not selected. TxDOT should also explain the basis for applying an ultimate long-term corridor concept through the rural portion of the project. 3. Provide a meaningful alternatives analysis. TxDOT should identify the route, design, and phasing alternatives considered; the criteria used to evaluate them; and the reasons those alternatives were not advanced, particularly where they may have reduced impacts to small farms, rural residences, and home-operated businesses. 4. Evaluate remainder-property and business-use impacts, not just acquisition area. TxDOT should address how the proposed design would affect the functionality, marketability, and value of the remaining property	Projected traffic volumes are shown on the schematic roll plot of which can be viewed on www. keepitmovingdallas.com. Traffic counts and other related traffic information can be made through TxDOT’s Open Record Portal. TxDOT makes every effort to minimize the amount of ROW needed from adjacent properties, and to minimize the potential impacts on property owners affected by proposed roadway improvements. The proposed design assesses all existing driveways serving the properties to ensure proper tie in is achieved and that access to the property is not adversely affected. Any additional project information related to the project design are on file and available for inspection Monday through Friday between the hours of 8 a.m. and 5 p.m. at the TxDOT Dallas District Office, 4777 East US Highway 80, Mesquite, TX 75150-6643. Please contact TxDOT Project Manager, Liang Ding, P.E., by phone at (214) 320-6625 or by email at Liang.Ding@txdot.gov if you would like to make an appointment to view the documents at TxDOT Mesquite’s office and discuss impacts to your property or view project materials.
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				after any right-of-way acquisition, including effects on agricultural use and home-operated businesses. 5. Evaluate the corridor in segments rather than as a single uniform project condition. The growth-related portion of the corridor and the rural portion should be analyzed separately where traffic conditions, surrounding land use, and adjacent property impacts differ materially. 6. Evaluate a rural cross section for the lower-density portion of the corridor. TxDOT should analyze a design that minimizes right-of-way acquisition, preserves property functionality, and better reflects the rural setting in the McKinney ETJ and Collin County. Basis for my concern - Property impacts The proposed roadway expansion would affect more than frontage. For small farms and rural residential properties, value depends on access, layout, setbacks, privacy, usability, and compatibility with agricultural or home-based use. A partial taking can reduce the usefulness of a property even where the structure itself remains. Potential impacts include: • loss of usable land near the roadway, including frontage and portions of the property that are important to access, fencing, setbacks, agricultural use, parking, equipment movement, drainage, and the overall layout of the site, • reduced setback from traffic, leaving homes, barns, shops, and other improvements closer to a widened roadway and reducing privacy, safety, and the functional buffer that currently exists between daily living areas and passing traffic, • changes to driveway access and the ability to safely and directly enter and exit the property, including situations where residents may have to make indirect movements or U-turns to reach their driveways, • increased roadway noise, headlights, street and vehicle lighting, and visual intrusion resulting from a wider, more urban roadway environment being pushed closer to homes, barns, outdoor living areas, and the open rural setting that currently defines these properties, • reduced privacy and quiet enjoyment as the separation between the road and private living areas is diminished, • interference with agricultural operations, including the movement of tractors, trailers, livestock, feed, fencing, gates, and other equipment or activities that depend on space, flexibility, and safe access along the property frontage, • diminished suitability for home-operated businesses, • changes in grading, elevation, and drainage that can alter how water moves across the property, affect access and usability, and create new burdens on the remainder property after acquisition,	
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			• increased safety concerns for homeowners, family members, visitors, customers, and agricultural users as homes and driveways are placed closer to a wider, faster, and more heavily traveled roadway, • and reduced functionality of the remaining property after acquisition. These are practical impacts that affect both daily use and significantly reduce market value. TxDOT should evaluate and disclose the effect of the proposed right-of-way acquisition on adjacent property values. For small rural properties, a partial taking can reduce value well beyond the amount of land acquired by affecting setback, access, privacy, drainage, usability, and marketability. Those effects can be especially serious where homes, barns, fences, driveways, or business activity are already close to the roadway. The schematic also indicates that the project would expand well beyond the existing roadway footprint in multiple segments, with proposed right-of-way widths far exceeding the existing corridor in some locations. That scale of expansion can affect more than the frontage being acquired. It can alter the function of the remainder property through grading changes, reduced setbacks, visual and noise exposure, and the introduction of a more urban roadway form into a rural setting. The economic loss to affected owners is not limited to the fair market value of the land acquired. Many owners have substantial additional value tied up in the remaining property, including site improvements, agricultural functionality, business use, and the overall layout that makes the property workable. Some owners also purchased or improved their properties during periods of much higher market pricing, and a standard acquisition framework may not reflect the full financial loss they would experience as a result of a partial taking and the resulting reduction in the value or usefulness of what remains. For that reason, TxDOT should not treat right-of-way acquisition impacts as limited to the value of the land taken, but should evaluate the broader effect on the remainder property and the owners' ability to continue using it as they do today. Community impacts - This part of the McKinney ETJ and Collin County is different from the areas experiencing suburban-style growth. It consists of small farms, homes on acreage, and long-standing rural properties. That setting should matter in project design. Expanding the road with a larger urban-style footprint through this area would alter an established rural land-use pattern and place the burden of that change on a relatively small number of property owners. A wider, more urban roadway may be appropriate in growth areas, but that does not mean the same design is appropriate through a rural segment where the surrounding land use and property pattern are different. Need for a more tailored project - The part of the corridor associated with Trinity Falls growth may support roadway improvements. The more rural portion should be reviewed on its own merits. TxDOT should show where congestion exists today,	
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			where it is projected, and whether the proposed scale of improvement matches those conditions. Even where a transportation project serves a public purpose, TxDOT should still demonstrate the necessity of the specific right-of-way acquisition and corridor design being proposed. Based on the materials currently provided, TxDOT has not shown why this level of expansion is necessary through the rural segment rather than a narrower, phased, or otherwise lower-impact alternative tailored to existing conditions. That showing is particularly important where the project would impose lasting impacts on homes, small farms, home-operated businesses, and the remainder of affected properties. The broader roadway network should also be considered in evaluating the need for expansion across the full FM 543 corridor. The Collin County Outer Loop appears to serve an east-west regional travel function by connecting traffic toward major highway access such as the Dallas North Tollway and US 75. TxDOT should evaluate whether improvements to the east-west portion of the network, including CR 168 and related connections, would address the principal traffic demand without requiring the same level of expansion through the northwest rural portion of FM 543. The schematic also suggests that the proposed design is based on an ultimate long-term corridor template rather than a segment-specific response to existing conditions. The plan materials reference an ultimate 6-lane main-lane concept, include substantial right-of-way expansion in multiple segments, and show added features such as shared use paths, bridge work, and wall sections. TxDOT should explain why that long-term design approach is appropriate through the rural portion of the corridor, rather than evaluating a more limited and context-sensitive design for that area. Alternative approach requested - I request that TxDOT evaluate an alternative approach with the following elements: 1. Phase the project by actual need - Advance improvements first in the portion of the corridor where development-driven traffic growth is documented. The same level of need should not be assumed across the entire route without segment-level support. 2. Study network alternatives - TxDOT should evaluate whether traffic demand can be better distributed through improvements to existing arterial and connector routes that are more compatible with future capacity expansion and less damaging to established rural properties. That analysis should include nearby corridors, intersection improvements, and other network-level changes as alternatives to applying the full proposed expansion across the entire FM 543 corridor. 3. Use a rural cross section where appropriate - For the lower-density part of the corridor, TxDOT should evaluate a rural or reduced-impact design such as:	
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FM 543 Project Public Meeting Comment/Response Matrix

			• narrower overall footprint, • minimized right-of-way acquisition, • shoulders and targeted turn lanes where needed, • lower design speeds consistent with the area, • and drainage and roadside treatments that fit rural conditions. That approach would better match the setting and reduce unnecessary impacts to adjacent properties. Information requested from TxDOT - For the public to evaluate the necessity and proportionality of the proposed project, I request that TxDOT identify and make available the existing records and technical materials supporting the proposal, including the following: • existing traffic counts by segment, • projected future traffic volumes by segment and design year, • level of service, congestion, or operational analysis by segment, • crash and safety history for the corridor, • alternatives analyses addressing route, design, and phasing options, • analyses addressing impacts to agricultural use and home-operated businesses, • analyses addressing remainder-property impacts, business-use impacts, and value effects beyond the area physically acquired, • records and analyses supporting the projected 2035 and 2055 traffic volumes and the assumptions used to distribute those volumes by segment, • records explaining the basis for the ultimate 6-lane design concept in the rural portion of the corridor, • records addressing drainage, grading, wall, bridge, and shared-use-path impacts on adjacent properties, • records addressing grading, elevation, drainage, and runoff impacts on adjacent and remainder properties, • records or analyses addressing residential access and homeowner safety conditions along the widened corridor, • records identifying any comparable facilities, precedent projects, or design references used to support applying an ultimate 6-lane corridor concept in a rural residential setting, • records identifying proposed median openings and any access-related decisions that remain unresolved, • the engineering or planning basis for selecting the proposed cross section, • and records showing why lower-impact alternatives were not advanced. If any of these materials are already part of the project record, I request that TxDOT identify them specifically. If any of these materials have not yet been prepared or disclosed, I request that TxDOT state that clearly. To the extent these items are maintained as existing agency records, they will also be requested through a separate Texas Public Information Act request.	
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FM 543 Project Public Meeting Comment/Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				Closing - I request that TxDOT address these issues before moving forward with the project as currently proposed and make the supporting technical materials available to affected property owners and the public. The rural portion of this corridor should not be treated as interchangeable with the growth-driven portion near newer development, and the project record should reflect a clear, segment-specific basis for the proposed design and right-of-way impacts. Please include this comment in the official project record and provide notice of any future project updates, design revisions, right-of-way impact information, or published responses related to the concerns raised in this submission.	
24	Womack, Travis	5/22/2026	SurveyMonkey Comment	FM 543 / CR 168 intersection safety and turn lane deficiency I have significant safety concerns regarding the proposed design at the FM 543 and CR 168 intersection. Based on both current daily use and the proposed schematic, the southbound movement from FM 543 turning west onto CR 168 appears to lack a dedicated right-turn lane. This is currently one of the most heavily used turning movements along this corridor and is already an unsafe intersection under existing conditions. The current roadway geometry and traffic speeds create frequent conflict points at this location. In my experience as a nearby resident who uses this intersection regularly, crashes occur at this intersection on a frequent basis, including multiple fatal crashes within recent years. I strongly request that TxDOT reevaluate the intersection design and incorporate a dedicated southbound right-turn lane and additional safety improvements at FM 543 and CR 168. Given the stated purpose of this project to improve roadway safety, this intersection should receive particular attention due to the existing crash history, turning movements, and expected future traffic growth.	The current design does not include a dedicated southbound right turn bay onto CR 168 as the anticipated right turn volume would be managed with the additional lanes proposed in the project. The right turn traffic could utilize the outermost lane while through traffic will utilize the adjacent inside lane(s). The proposed intersection reconfiguration includes adjustments to the turning angle and radius to improve sight distance and improve the vehicle turning angle. With the combination of these additional lanes and the proposed intersection layout, the traffic operation at this intersection is anticipated to improve upon project completion.

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				Unsafe U-turn requirements for residents, trailers, and heavy vehicles I have major concerns regarding the proposed access design for residents located between CR 168 and CR 125 along FM 543. Under the current proposed design, residents on one side of the roadway would lose the ability to safely make direct left turns into their driveways. Instead, residents would be required to continue past their homes to the North or South Pecan intersections, perform multi-lane U-turns, and then return in the opposite direction to access their property. This design does not adequately account for the actual rural and agricultural vehicle usage common along this corridor. Many residents in this section of FM 543 regularly operate: • long gooseneck trailers, • skid steer trailers, • equipment trailers, • large pickups, • commercial tow trucks, • and other oversized vehicles. For example, I personally transport skid steers using long gooseneck trailers on a routine basis. My neighbor operates a heavy wrecker business and stores large commercial wreckers on-site. Requiring these types of vehicles to routinely perform multi-lane U-turns simply to enter or exit their homes creates a significant and unnecessary safety risk. Additionally, residents traveling southbound toward McKinney would first be required to travel northbound away from their destination solely to locate a U-turn opportunity before proceeding back south. This creates unnecessary traffic conflicts and operational inefficiencies for local residents. I request that TxDOT reevaluate the corridor design to incorporate a center turn lane or alternative access configuration that allows safer and more direct residential access without requiring repeated multi-lane U-turn maneuvers for large vehicles and trailers.	TxDOT makes safety one of the primary considerations of roadway design and would comply with design standards per TxDOT’s Roadway Design Manual. The roadway would be designed to meet or exceed design standards for safety. Safety concerns will continue to be analyzed throughout the design process. Incorporating a median would improve the safety along FM 543 by providing a buffer between opposing traffic. The final location of median openings, including any additional median openings will be evaluated as the project progresses in final design through on-going coordination with the city and county. While it is not possible to provide median openings at every requested location, such will be considered when safety and design standards permit in accordance with the TxDOT’s Roadway Design Manual and Access Management Manual. The current design accommodates a full-size pickup truck or SUV U-turn at median locations. For oversized vehicles, U-turn movements would be accommodated at North Hardin Boulevard, Steiger Trail, and Sweetwater Cove.

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				Shared-use path / sidewalk over-design concerns I request that TxDOT reconsider the scale and necessity of the proposed shared-use path and sidewalk configuration along FM 543. The current proposed design includes large shared-use paths and sidewalks along both sides of the corridor, which substantially increases the required right-of-way width and corresponding impacts to adjacent private property owners. This portion of FM 543 is a rural corridor with very limited pedestrian activity. Residents in this area generally do not walk or bicycle for transportation purposes due to the distance between destinations and the rural nature of the area. Additionally, cyclists in Collin County currently have legal access to utilize public roadways as motorists. Given the significant property impacts associated with the proposed right-of-way expansion, I request that TxDOT evaluate whether a reduced pedestrian facility design could adequately serve future needs while minimizing unnecessary right-of-way acquisition. Potential alternatives could include: • a narrower sidewalk design, • limiting sidewalks/shared-use paths to one side of the roadway, • or reducing the overall footprint where pedestrian demand is expected to remain low. Reducing unnecessary right-of-way acquisition should be prioritized wherever feasible.	Since FM 543 is classified as a major collector, TxDOT design criteria requires the roadway to provide bicycle and pedestrian accommodations. TxDOT also follows American Association of State Highway and Transportation Officials and Americans with Disabilities Act guidelines. As development along this corridor is anticipated to continue, vehicular and pedestrian traffic is expected to continue to increase. TxDOT makes every effort to minimize the amount of ROW needed from adjacent properties, and to minimize the potential impacts on property owners affected by proposed roadway improvements. TxDOT proposes the purchase of ROW in a manner to best utilize existing ROW while designing a safe facility to meet demonstrated transportation needs.

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				Traffic demand and alternative roadway concept The proposed FM 543 ultimate six-lane roadway design appears significantly larger than current observed traffic conditions along portions of the corridor north of CR 168. While I understand TxDOT is planning for future growth, I request that TxDOT provide additional publicly available traffic analysis data supporting the need for an ultimate six-lane divided roadway throughout the entire project corridor. Based on daily resident experience, the primary operational and safety issue along this section of FM 543 is not through-lane capacity, but rather: • unsafe turning movements, • lack of a center turn lane, • driveway access conflicts, • trailer turning movements, • and high-speed traffic interacting with residential access points. I request that TxDOT evaluate whether a reduced-footprint roadway alternative could adequately address current and future safety concerns while minimizing right-of-way acquisition impacts. Potential alternatives could include: • widening within or near existing right-of-way limits, • adding a continuous center turn lane, • improving intersection geometry, • and targeted safety improvements at high-conflict intersections such as FM 543 and CR 168. A more context-sensitive roadway design may improve safety and mobility while reducing unnecessary impacts to existing rural residential properties.	TxDOT makes safety one of the primary considerations of roadway design and would comply with design standards per TxDOT’s Roadway Design Manual. The roadway would be designed to meet or exceed design standards for safety. Safety concerns will continue to be analyzed throughout the design process. One objective of the property purpose is to enhance safety of the corridor by realigning the roadway between CR 201 and CR 168 and straighten out hard curves as well as upgrade the facility to meet current design standards. Based on traffic counts collected in 2024 and a detailed traffic projection study, the projected average daily traffic volume for FM 543 in 2035 is 12,900 and in 2055 is 18,750 vehicles per day which warrants a four-lane roadway. The ultimate six-lane roadway would not be constructed until warranted by traffic volumes. However, the proposed ROW to accommodate the ultimate design is being acquired in order to widen to the inside in the future and not further impact adjacent properties. TxDOT makes every effort to minimize the amount of ROW needed from adjacent properties, and to minimize the potential impacts on property owners affected by proposed roadway improvements. TxDOT proposes the purchase of ROW in a manner to best utilize existing ROW while designing a safe facility to meet demonstrated transportation needs. The proposed project is needed because the roadway capacity is inadequate to meet existing and future traffic demand, is not up to current design standards, and there is lack of continuous accommodations for bicycles and pedestrians. The purpose of the proposed project includes the following: 1) to improve mobility of the corridor by adding capacity to alleviate congestion and accommodate future traffic demand, 2) to enhance safety of the corridor by realigning the roadway between CR 201 and CR 168 and straighten out hard curves as well as upgrade the facility to meet current design standards, and 3) to enhance mobility options by constructing bicycle and pedestrian accommodations. The proposed project is consistent with the North Central Texas Council of Governments’ Metropolitan Transportation Plan, <i>Mobility 2050</i>. The suggested alternatives would not meet the purpose and need of the project. Request for additional project information can be made through TxDOT’s Open Record Portal.

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				School Bus impact The proposed roadway access design raises significant concerns regarding school bus operations and student safety for residents along FM 543. Currently, McKinney ISD buses stop at or near individual residential driveways along this corridor because there are no centralized neighborhood pickup locations in this rural area. Under the proposed divided roadway design, many residential properties would no longer allow direct left-turn access. This creates operational concerns not only for residents, but also for school bus routing and student pickup/drop-off safety. Without safe and accessible centralized pickup infrastructure, students may be required to travel substantial distances along a high-speed multi-lane roadway environment to access bus stops. Additionally, school buses themselves may be forced to perform repeated cross-lane turning movements or U-turn maneuvers in order to maintain existing pickup service patterns. National traffic safety data demonstrates that school transportation crashes continue to result in fatalities and serious injuries each year. According to National Highway Traffic Safety Administration (NHTSA) data, school-transportation-related crashes resulted in approximately 1,082 fatalities nationwide between 2013 and 2022, averaging over 100 fatalities per year. (ROSA P) Recent crashes also demonstrate the risks associated with rural roadway operations involving school buses and turning movements. In March 2026, two students were killed and multiple others injured in a Tennessee school bus crash involving a turning movement on a rural highway. (AP News) I request that TxDOT coordinate directly with McKinney ISD during final design development to evaluate: • school bus routing impacts, • student pedestrian safety, • safe pickup/drop-off locations, • operational feasibility of bus movements, • and the safety impacts associated with requiring repeated U-turns or cross-lane maneuvers by buses and large vehicles along this corridor. Because this corridor serves numerous rural residential properties with school-aged children, these operational and safety considerations should be incorporated into the final roadway design process.	McKinney ISD is identified as a stakeholder for the proposed project and has been included on invitations to stakeholder meetings as well as the public meeting. One purpose of the proposed project is to enhance safety of the corridor for pedestrians by including the proposed shared-use paths and sidewalks. Additionally, traffic signals and pedestrian crosswalks may be included in the project, and will be determined in the Plans, Specifications, and Estimates phase of the project development.

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				I request that TxDOT fully evaluate and publicly address the cumulative environmental and infrastructure impacts associated with the proposed FM 543 expansion together with the recently identified pending wastewater treatment facility permit near Honey Creek and CR 168. Publicly available TCEQ records indicate that a proposed wastewater treatment facility identified as “The Vibe at McKinney” has submitted a pending wastewater discharge permit application near the FM 543 / CR 168 corridor. The proposed discharge route reportedly flows through an unnamed tributary into Honey Creek and ultimately toward the East Fork Trinity River and Lake Lavon watershed. Given that the FM 543 project itself already involves: • roadway realignment, • drainage redesign, • floodplain considerations, • culvert modifications, • and substantial roadway expansion, I request that TxDOT specifically disclose whether: • the pending wastewater facility and discharge permit have been incorporated into the FM 543 environmental review, • cumulative drainage impacts have been analyzed, • floodplain and runoff impacts have been reassessed, • and whether future wastewater infrastructure associated with nearby development has been coordinated with roadway design assumptions. This concern is particularly important because Honey Creek and surrounding drainage areas already experience significant runoff during major storm events, and the corridor is rapidly transitioning from rural to high-density development. Additionally, residents deserve transparency regarding: • future utility and infrastructure planning, • potential impacts to water quality, • long-term environmental effects to Honey Creek and downstream waterways, • and how multiple large-scale infrastructure projects may interact together over time. I respectfully request that TxDOT coordinate with TCEQ, Collin County, and the City of McKinney to ensure all cumulative environmental and drainage impacts are fully evaluated before final project approvals and environmental clearance are completed.	A hydraulic analysis will be conducted with this project to evaluate drainage. The hydraulic design for this project would be in accordance with current Federal Highway Administration and TxDOT design policies. The facility would permit the conveyance of the 100-year flood and would not increase the base flood elevation to a level that would violate applicable floodplain regulations and ordinances. TxDOT has reviewed the discharge permit for this facility and evaluated it in the hydraulic model. It was determined that the proposed hydraulic design would not be impacted by discharge from this facility. Environmental documentation is being prepared to evaluate potential impacts of the proposed project to the human and natural environment, in accordance with the National Environmental Policy Act and state requirements. These environmental studies include an analysis of potential impacts to water resources and will be available for public review once completed.