



Final Environmental Assessment

FM 552

Dallas District

From SH 205 To SH 66

CSJ: 1017-01-015

Rockwall County, Texas

August 2019

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

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ACRONYMS AND ABBREVIATIONS

The following is a list of acronyms used throughout this document and their definitions.

AADT	Average Annual Daily Traffic
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
APE	Area of Potential Effects
ASTM	American Society for Testing and Materials
BMP	Best Management Practice
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CIA	Community Impacts Assessment
CGP	Construction General Permit
CMAQ	Congestion Mitigation and Air Quality Improvement
CMP	Congestion Management Process
CO	Carbon Monoxide
CSJ	Control-section-job number
CWA	Clean Water Act
DFW	Dallas-Fort Worth
EA	Environmental Assessment
EIS	Environmental Impact Statement
EJ	Environmental Justice
EO	Executive Order
EPA	Environmental Protection Agency
EPIC	Environmental Permits, Issues, and Commitments
ESA	Endangered Species Act
ETC	Estimated time of completion
FHWA	Federal Highway Administration
FEMA	Federal Emergency Management Agency
FM	Farm-to-Market
FPPA	Farmland Protection Policy Act
FTA	Federal Transit Administration
FWCA	Fish and Wildlife Coordination Act
GIS	Geographic Information System
H-PALM	Hybrid-Potential Archeological Liability Map
HRSR	Historical Resources Study Report
IP	Individual Permit
ISA	Initial Site Assessment
LEP	Limited English Proficiency
LWCF	Land and Water Conservation Fund
MBTA	Migratory Bird Treaty Act
MMPA	Marine Mammal Protection Act
MOU	Memorandum of Understanding
MSA	Magnuson-Stevens Fishery Conservation Management Act

MSAT	Mobile Source Air Toxics
MS4	Municipal Separate Storm Sewer System
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards
NCTCOG	North Central Texas Council of Governments
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NMFS	National Marine Fisheries Service
NOA	Notice of Availability
NOI	Notice of Intent
NOT	Notice of Termination
NRHP	National Register of Historic Places
NRSA	Non-Regionally Significant Arterial
NWI	National Wetlands Inventory
NWP	Nationwide Permit
PCN	Preconstruction Notification
PA	Programmatic Agreement
PM	Particulate Matter
PS&E	Plans, Specifications, and Estimates
PSL	Project specific locations
PWC	Parks and Wildlife Code
ROW	Right-of-Way
RTHL	Recorded Texas Historic Landmarks
SAL	State Antiquities Landmarks
SGCN	Species of Greatest Conservation Need
SH	State Highway
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SOV	Single occupancy vehicles
STIP	Statewide Transportation Improvement Program
SUE	Subsurface Utility Engineering
SW3P	Stormwater Pollution Prevention Plan
TAC	Texas Administrative Code
TAC	Texas Antiquities Code
TAQA	Traffic Air Quality Analysis
TIPINS	Transportation Improvement Program Information System
TCAP	Texas Conservation Action Plan
TCEQ	Texas Commission on Environmental Quality
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TSS	Total Suspended Solids
TPDES	Texas Pollutant Discharge Elimination System
TP&P	Transportation Planning and Programming Division
TPW	Texas Parks and Wildlife
TPWD	Texas Parks and Wildlife Department

TxDOT	Texas Department of Transportation
U.S.C.	United States Code
USCB	United States Census Bureau
USDOT	United States Department of Transportation
USFWS	United States Fish and Wildlife Service
USGS	U.S. Geological Survey
VMT	Vehicles miles traveled
VPD	Vehicles per day
WOUS	Waters of the U.S.

1.0 INTRODUCTION

The Texas Department of Transportation (TxDOT) in conjunction with Rockwall County proposes improvements to Farm-to-Market (FM) 552 from State Highway (SH) 205 [(N. Goliad Street (St.))] to SH 66, a total length of approximately 5.19 miles (mi) partially within the cities of Rockwall and Fate in Rockwall County, Texas. The proposed project would consist of widening FM 552 from a two-lane rural section to a four-lane urban section, as well as the addition of sidewalks and 14-foot (ft) wide lanes for shared use of bicycles and vehicles. See **Appendix A: Project Location Map**.

This Environmental Assessment (EA) has been prepared in accordance with the National Environmental Policy Act (NEPA), as implemented by the Council on Environmental Quality's (CEQ) regulations¹, to study the potential environmental consequences of the proposed project and determine if they warrant preparation of an Environmental Impact Statement (EIS)². As the proposed project would be funded in part by the Federal Highway Administration (FHWA), this EA complies with FHWA's NEPA regulations³ as well as relevant TxDOT rules for environmental review of projects and guidance for conducting NEPA studies on behalf of FHWA. The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S. Code (U.S.C.) 327 and a Memorandum of Understanding (MOU) dated December 16, 2014, and executed by FHWA and TxDOT⁴.

The Draft EA was made available for public review and comment. TxDOT considered all the comments that were submitted. TxDOT has determined that the proposed project would result in no significant adverse effects, therefore it will prepare and sign a Finding of No Significant Impact (FONSI), which will be made available to the public.

2.0 PROJECT DESCRIPTION

2.1 Existing Facility

The existing FM 552 facility between SH 205 and SH 66 mostly consists of two undivided 11-foot (ft) wide lanes and 3-ft wide shoulders within an existing right-of-way (ROW) width that varies between 80 ft and 130 ft. Between Stoney Hollow Lane (Ln.) and Panhandle

¹ The NEPA statute is codified in 42 U.S.C. Sections 4331-4375. CEQ's NEPA regulations are in 40 CFR Parts 1500-1508.

² An EIS is required if, upon completing an EA, a federal agency (or a delegated state agency, such as TxDOT) determines that a proposed major federal action would result in impacts that "significantly [affect] the quality of the human environment" (42 U.S.C. Section 4332), as that phrase has been interpreted by federal courts.

³ FHWA's NEPA regulations are in 23 CFR Part 771. TxDOT regulations relevant to preparing an EA and associated public involvement activities are found in Title 43 Texas Administrative Code (TAC), Part 1, Chapter 2. TxDOT also maintains specialized instructional guidance for NEPA studies on the following website: <https://www.txdot.gov/inside-txdot/division/environmental/compliance-toolkits.html>. Accessed March 31st, 2019.

⁴ The FHWA-TxDOT MOU may be found here: <https://www.fhwa.dot.gov/txdiv/finalnepa-mou.pdf>. Accessed March 31st, 2019.

Drive (Dr.), for approximately 0.38 mi, the existing facility consists of two undivided 12-ft wide lanes, 1-ft wide shoulders, and a 12-ft wide left-turn lane. The section of roadway between Stoney Hollow Ln. and Panhandle Dr. is located within an existing ROW width of 100 ft. Within the same section, there is a utility easement along the south side of the roadway. There is no continuous dedicated accommodation for pedestrians or bicycles along the existing facility. However, there is an existing 10-ft wide sidewalk between Stoney Hollow Ln. and Panhandle Dr. within a dedicated development easement. The sidewalk is along the south side, parallel to FM 552.

There are ditches along both sides of the roadway to provide surface drainage as well as bridge class culverts crossing the existing roadway at existing creek crossing locations. Stormwater runoff within the limits is conveyed through an open ditch drainage system.

The facility is crossed by one principal arterial [John King Boulevard (Blvd.)], and intersected by three major collectors including FM 1141, FM 3549, Pandhandle Dr., and other minor collectors and local roads. Existing posted speed limits are 35 miles per hour (mph) at school zones, and 45, 50, and 55 mph in other sections of the corridor. **Appendix B** includes photos of the existing facility. The existing typical section is included in **Appendix D**.

2.2 Proposed Facility

The proposed facility would consist of an urban median separated roadway with four travel lanes (two in each direction). The two inside travel lanes would be 12-ft wide and the outside travel lanes would be 14-ft wide to accommodate shared-use of bicycles and vehicles. The proposed facility would include a raised median from SH 205 to John King Boulevard and from Dismore Lane to SH 66; and a 20-ft flush median between John King Boulevard and Dismore Lane. The project includes 6- or 10-ft wide sidewalks along the road within an approximate variable ROW of 130- to 197 ft. The proposed design speed is 45 mph. The proposed improvements would require 40.26 acres of additional ROW. The construction limits begin at SH 205 and end at SH 66. **Appendices C** and **D** provide the proposed project schematic layout and typical sections.

Logical Termini

Federal regulations require that federally funded transportation projects have logical termini [23 Code of Federal Regulations (CFR) 771.111(f)(1)]. Simply stated, this means that a project must have rational beginning and end points. Those end points may not be created simply to avoid proper analysis of environmental impacts. The logical termini for the project is SH 205 to the west and SH 66 to the east. SH 205 and SH 66 were determined to be the logical termini because these facilities are considered major traffic generators. These facilities have a functional classification of Principal Arterials as shown in the TxDOT Statewide Planning Map (TxDOT 2018).

Independent Utility

Federal regulations require that a project have independent utility and be a reasonable expenditure even if no other transportation improvements are made in the area [23 CFR 771.111(f)(2)]. This means a project must be able to provide benefit by itself, and that the

project not compel further expenditures to make the project useful. Stated another way, a project must be able to satisfy its purpose and need with no other projects being built.

The proposed project is of independent utility and reasonable expenditure even if no additional transportation improvements in the area are made and there are no restrictions on the consideration of alternatives for other reasonably foreseeable projects including those in the *Mobility 2045 Metropolitan Transportation Plan* (MTP). The proposed project can stand on its own without the implementation of other traffic improvements because the project provides congestion relief between two major traffic generation points by adding a lane in each direction, which satisfies the project's need, and this would be true even if no other roads were built nearby. Because the project stands alone, it cannot and does not irretrievably commit federal funds for other future transportation projects.

Federal law prohibits a project from restricting consideration of alternatives for other reasonably foreseeable transportation improvements [23 CFR 771.111(f)(3)]. This means that a project must not dictate or restrict any future roadway alternatives. The proposed project would not restrict the consideration of alternatives for other foreseeable transportation improvements. Ongoing design coordination has occurred to ensure the proposed project would accommodate projects by others in the area. Other projects within the project limits include improvements to SH 205, SH 66, John King Boulevard (SH 205 re-designation), Panhandle Dr., FM 1141, and FM 3549. The proposed project and these projects as mentioned are included in the transportation planning documents of the region. See **Appendices A, C, and D** for **Project Location Map, Schematic Layout, and Typical Sections**.

Funding

The proposed project is included in the *Mobility 2045 MTP* and would be funded by federal and local sources (Rockwall County). According to the MTP, the total project cost is \$60,527,989.

Planning

The proposed action is consistent with the City of Rockwall Thoroughfare Plan (September 2017); City of Fate Thoroughfare Plan (2015); the North Central Texas Council of Governments (NCTCOG) *Mobility 2045 MTP*, where it is listed as a non-regionally significant arterial (NRSA) project; and in the 2019-2022 Statewide Transportation Improvement Program (STIP). The MTP, STIP, and thoroughfare plans pages for the proposed project are included in **Appendix E: Plan and Program Excerpts**. The estimated letting date is 2023 and the estimated time of completion (ETC) would be 2025.

3.0 PURPOSE AND NEED

3.1 Need

FM 552 currently serves as a primary east-west thoroughfare in the northern section of Rockwall County and is anticipated to continue providing east west mobility and connectivity in the future. The project is needed because FM 552 between SH 205 and

SH 66: a) is within an area that is experiencing growth, resulting in an anticipated future increase in traffic demand resulting in reduced mobility along FM 552.; and b) does not meet minimum design standards for travel lane widths, shoulder width, horizontal and vertical geometry, and drainage.

3.2 Supporting Facts and/or Data

Traffic Demand

According to the U.S. Census Bureau (USCB), Rockwall County, the City of Rockwall, and the City of Fate experienced robust population growth between 2000 and 2010. The City of Rockwall's population increased by approximately 109 percent from 17,976 persons in 2000 to 37,490 persons in 2010. The City of Fate's population increased by approximately 1,179 percent from 497 persons in 2000 to 6,357 persons in 2010. Rockwall County's population increased by approximately 81.8 percent from 43,080 persons in 2000 to 78,337 persons in 2010. According to the NCTCOG, Rockwall County's population is projected to increase by approximately 112.4 percent from a Census-documented population of 78,337 in 2010 to a forecasted population of 166,357 by 2040. The NCTCOG also projects strong employment growth for Rockwall County in the year 2040. According to NCTCOG, employment in Rockwall County is projected to increase by approximately 34 percent from 39,879 estimated jobs in 2017 to 53,372 jobs in 2040.

As Rockwall County population and employment continues to grow, a need to improve east/west mobility, provide safe and efficient transportation that meets current and forecasted demand, and provide connectivity throughout the county is anticipated and identified in the City of Rockwall and City of Fate comprehensive plans. The need to accommodate increasing traffic capacity is supported through analysis of the future traffic demand that is anticipated to utilize the facility. According to the TxDOT Transportation Planning and Programming Division (TP&P) traffic projections from October 2017, the Average Daily Traffic (ADT) along FM 552 between SH 205 and Old Millwood Rd. was 7,800 vehicles per day (vpd) and 4,000 vpd between Old Millwood Rd. and SH 66 in 2018. The traffic is projected to increase 81 percent, between SH 205 and Old Millwood Rd., and 85 percent between Old Milwood Rd. and SH 66 by 2048, resulting in an ADT of 14,100 and 7,400 vpd; respectively.

Design Deficiencies

Since the existing roadways were originally constructed, the roadway design standards have changed. The existing FM 552 facility is a 2-lane asphalt roadway with 11-ft wide lanes and 3-ft wide shoulder/edge buffers. There are several locations of below standard horizontal geometry along the existing facility, which has a posted speed of 55 mph, including substandard curves [west of North Ridge Ln. and west of High Glen Circle (Cir.)], which are well below the accepted minimum radii values for the current posted speed limit. There are also several areas of below standard vertical geometry with vertical curves not meeting existing or proposed design criteria, including locations of vertical grades exceeding 8 percent.

There are ditches along both sides of the roadway providing surface drainage as well as bridge class and non-bridge class culverts⁵ crossing the existing roadway at existing creek crossing locations, most of which are undersized to meet the design storm discharges. FM 552 currently relies on road side ditches and undersized culverts which are not adequate for the current or anticipated storm drainage discharge.

3.3 Purpose

The purpose of the proposed project is to improve mobility on FM 552 between SH 205 and SH 66 by increasing capacity and providing a facility that meets current roadway design standards.

4.0 ALTERNATIVES

4.1 Build Alternative

The Build Alternative consists of widening the existing two-lane rural facility to a four-lane urban facility. The proposed project would include drainage improvements and pedestrian and bicycle accommodations. The Build Alternative would meet the purpose and need because it would reconstruct the existing facility to meet current roadway design standards and increase capacity to address anticipated future increase in traffic demand and improve mobility.

The proposed project would follow the existing alignment for the most part. Near the eastern project limits, at approximately 0.3 mile from the existing intersection with SH 66, the proposed project would shift southeast from the existing alignment for approximately 900 ft to intersect SH 66. The construction limits account for transitions into the existing roadway along SH 205 and a new connection to SH 66. Limits of construction are shown in the **Environmental Map** in **Appendix F** and in the **Schematic Layout** in **Appendix C**.

4.2 No-Build Alternative

The No-Build Alternative consists of leaving FM 552 as it exists today, making no improvements. The No-Build Alternative would not require the conversion of approximately 40 acres of additional ROW or 2.75 acres of a drainage easement for transportation use. However, under the No-Build Alternative, design deficiencies would remain along the existing facility and the anticipated traffic demand could not be met. The No-Build Alternative would not reconstruct the existing facility or increase capacity; therefore, it would not improve mobility or meet anticipated traffic demand. The No-Build Alternative would not meet the purpose and need of the project.

The No-Build Alternative is carried forward throughout the document as a baseline comparison to the Build Alternative.

⁵Bridge class culvert: A culvert (including multiple boxes) that measures greater than 20 ft along the roadway centerline and between the insides of end walls. This includes pipes or pipe arches if the inside opening of a single pipe or pipe arch exceeds 20 ft. (<http://onlinemanuals.txdot.gov/txdotmanuals/glo/glo.pdf>)

Non-bridge class culvert: A culvert (including multiple boxes) that measures less than 20 ft along the roadway centerline and between the insides of end walls.

4.3 Preliminary Alternatives Considered but Eliminated from Further Considerations

In April 2014, during the preliminary stages of the project, a six-lane conceptual schematic was prepared and presented to the public. The public expressed opposition to the project mainly due to the amount of additional ROW needed, number of relocations, number of proposed lanes, and access changes resulting from the proposed raised median. Based on the results of the public input the six-lane alternative was eliminated from further consideration. TxDOT identified a four-lane alternative to be carried forward to schematic refinement, public involvement, and detailed environmental evaluation process. The four-lane alternative was selected as a reasonable alternative and identified as the Build Alternative.

5.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

In support of this EA, the following reports were prepared and are currently available for review at the TxDOT-Dallas District:

- Scope Development Tool
- Air Quality Technical Report
- Transportation Conformity Report Form
- Biological Evaluation (BE)/Tier I Site Assessment
- Water Resources Technical Report
- Community Impacts Assessment Technical Report Form
- Hazardous Materials Initial Site Assessment (ISA)
- Archeological Background Study
- Archeological Survey Report
- Historic Project Coordination Request
- Historic Research Design
- Historic Resources Survey Report (HRSR)
- Traffic Noise Technical Report
- Public Meeting Summary (2014)
- Public Meeting Summary (2018)

These technical reports and the detailed data and maps included within them are incorporated by reference, but are not included in this EA. Selected graphical information and summaries of data from these technical reports are included in this EA to assist in describing anticipated project-related environmental impacts. These reports are available for inspection and copying upon request at the TxDOT-Dallas District office. The following sub-sections discuss the environmental consequence of the Build and No-Build alternatives on each resource.

5.1 Right-of-Way/ Displacements

The total length of the project is approximately 5.19 miles. The proposed project would require 40.26 acres of additional ROW for the widening from 2 to 4 lanes, and 2.75 acres

of easements for drainage improvements. The proposed project would result in the potential displacement of a residence, a metal building structure, and a metal barn. The two last structural impacts are not anticipated to result in residential displacements. TxDOT would provide just compensation and relocation assistance to all the affected/displaced persons in accordance with the Uniform Relocation Assistance and Real Properties Acquisitions Policies Act. See **Appendix F: Environmental Map** and **Appendix C: Schematic Layout** for specific locations of relocations, additional ROW, and proposed easements.

The No-Build Alternative would not result in displacements, or the acquisition of any additional ROW or easements.

5.2 Land Use

The proposed project is within a mixed predominately rural area undergoing development. The land uses adjacent to the proposed project include agriculture, single-family residential, commercial, institutional, and vacant land. The institutional facilities include J.W. Williams Middle School, Hays Elementary School, Woodbridge Montessori Academy of Rockwall, and Kingston Montessori Academy. A commercial area near SH 205 offers medical offices, gas stations, a grocery store, convenience stores, and restaurants. Other land uses include two places of worship (Ridgeview Baptist Church, and Familiar Iglesia de Dios), Dalton Ranch Park, and Mt. Zion Cemetery.

The area has experienced and continues to experience residential development. Commercial development (shopping, restaurants, services, medical offices, gas stations, convenience stores, etc.) can be found at the intersection of FM 552 and SH 205. The Build-Alternative would directly convert approximately 43 acres (40.26 acres of additional ROW and 2.75 acres of easements) from adjacent properties to highway ROW (transportation use). Because most of this land conversion would occur along an existing roadway, the uses of the remainder land within are not anticipated to change. Near the project end, additional ROW would be required from a parcel owned by Lavon Water Supply Corporation for realignment of 900 ft of FM 552. A new pump station, the Lavon Pump Station, is planned for construction west of the proposed realignment segment. TxDOT and the property owner coordinated during the schematic development to avoid impacts to the new pump station.

The No-Build Alternative would not require additional ROW; therefore, it would not result in the conversion of land into transportation uses.

5.3 Farmlands

The Farmland Protection Policy Act (FPPA) of 1981 protects prime, unique, or state-wide/locally important farmland. The proposed project would convert farmland subject to the FPPA to a nonagricultural, transportation use. However, the combined scores of the relative value of the farmland and the site assessment completed by TxDOT do not warrant further consideration for protection and no additional sites need to be evaluated.

The No-Build Alternative would not result in impacts to farmlands because it would not require additional ROW or easements.

5.4 Utilities/Emergency Services

Several utilities are present within the project limits. Based on the proposed design, utility relocations would be required throughout the corridor; however, these relocations would be handled so that there would be no substantial impacts to residences and businesses. Utility crossings and potential parallel conflicts include telephone lines, water lines, gas service lines, sewer lines, fiber optic, and overhead electric. Utility agreements and notice to owners would be required for this project. Conflicting utilities would be either adjusted or relocated prior to the construction of the proposed project using standard TxDOT procedures.

No ROW impacts to public facilities are anticipated from the Build Alternative. There are no police, fire stations or hospitals directly adjacent to the project. Emergency service facilities within 3 miles of the project area include Rockwall Police Department, Rockwall County Sheriff Department, Royse City Police Department, Rockwall Fire Department, Royse City Fire Department, Fate City Fire Department, and Texas Health Presbyterian Hospital. Changes in access may alter current traffic patterns or routes to and from public facilities and services. Emergency responders would have the *same* access in both eastbound and westbound directions from John King Blvd. to Dismore Ln. and would not be changed from existing conditions. From SH 205 to John King Blvd., the proposed raised median would result in some access changes resulting in increase in travel time. The raised median would require U-turns for eastbound traffic with the potential of an additional 1,400 ft of driving distance (21 seconds of additional travel time) to access northbound Whispering Oaks St. From Dismore Ln. to SH 66, an additional new section of FM 552 would be constructed and provide an additional route to SH 66 for emergency vehicles.

Emergency response times are anticipated to generally improve from increased mobility as a result of the proposed project improvements. Minor increase in additional travel time to access residences along Whispering Oaks St. would result as described due to the proposed raised medians. Additional information can be found in the **Community Impacts Assessment Technical Report Form** available for review at the TxDOT-Dallas District office.

Under the No-Build Alternative, current conditions would remain; therefore, emergency response times would not change. However, increase in traffic demand, over time, would result in traffic congestion within the project limits. Increase in traffic congestion could result in increases in emergency response times. The No-Build Alternative would not result in utility relocations.

5.5 Bicycle and Pedestrian Facilities

The U.S. Department of Transportation (USDOT) Policy Statement on Bicycle and Pedestrian Accommodation (March 11, 2010) provides guidance on incorporating

pedestrian and bicycling facilities into transportation projects. The policy guidance encourages local planning authorities to implement planning and incorporate design features to facilitate increased pedestrian and bicycling activity. In accordance to this policy, TxDOT proactively plans, designs, and constructs facilities to safely accommodate bicyclists and pedestrians.

The proposed project would include bicycle and pedestrian accommodations in accordance with the USDOT Policy Statement on Bicycle and Pedestrian Accommodation. The proposed sidewalk configuration was coordinated with the cities of Rockwall and Fate to best accommodate pedestrian access to the schools, neighborhoods, and businesses within project limits. Along the north side of FM 552, from SH 205 to FM 3549, and along the south side, from FM 3549 to SH 66, 6-ft sidewalks would be constructed. Along the south side of the facility, from SH 205 to FM 3549 and along the north side from FM 3549 to Dismore Ln., 10-ft sidewalks would be constructed. In addition, 14-ft wide lanes for shared use of bicycles and vehicles are proposed on both sides of the roadway. In addition, pedestrian refuge areas are proposed at the intersection with John King Blvd. The sidewalks would be constructed in accordance with the Americans with Disabilities Act (ADA) guidelines.

5.6 Community Impacts

A community impacts assessment (CIA) was performed for the proposed project within a study area that was developed to include the communities potentially impacted by the proposed project. The study area was delineated using most recent available imagery to follow existing roadways, city and county boundaries, natural feature boundaries, and parcel boundaries of developed areas likely to use the proposed facility. The assessment included an evaluation of community cohesion, access and travel patterns, environmental justice (EJ) and limited English proficiency (LEP) populations potentially affected by the proposed project. Detailed information on the CIA can be found in the **Community Impacts Assessment Technical Report Form** completed for the proposed project and available at the TxDOT-Dallas District.

The proposed project is not anticipated to adversely affect access and travel patterns. The proposed project would include a shared use lane for bicycles and vehicles in each direction and sidewalks along both sides of the road within the project limits. A raised median from N. Goliad St. to John King Blvd. would result in additional travel that may require U-turns to access specific destinations on the opposite side of the facility. Although travel routes may be affected, the raised median would not eliminate access to any areas and is anticipated to improve operations and safety in the more developed areas within the project limits. A 900-ft section at the eastern limit of the proposed project would be realigned to improve the FM 552 connection with SH 66 resulting in changes in access for the Centro Evangelistico Familiar Iglesia de Dios place of worship and properties in this section. Overall, these changes would not substantially impact access and travel patterns and are anticipated to improve accessibility within the project limits.

The proposed project would not adversely impact community cohesion for any areas within the study area. The proposed project would improve accessibility within the project

limits from the addition of shared use bike lanes and sidewalks and the improved FM 552 connection to SH 66. As discussed in **Section 5.1**, one residential displacement along FM 552 is anticipated. This displacement would not impact the community due to its location being generally isolated and not part of a distinct subdivision or neighborhood.

The No-Build Alternative would not result in impacts related to the relocation or purchase of additional ROW/easements. However, the No-Build Alternative would not result in positive impacts to communities because it would not improve accessibility or mobility; provide a facility that meets the anticipated traffic demand; or provide pedestrian or bicycle accommodations.

5.6.1 Environmental Justice

Executive Order (EO) 12898 entitled “Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low-Income Populations” requires each Federal agency to “make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” There are 10 census blocks out of the total 170 census blocks in the study area with a minority population equal to or greater than 50 percent of the total population. Overall, the study area has a minority population that is approximately 16 percent of the total population. No low-income populations were identified within the study area because there are no census geographies with a median household income below the 2018 U.S. Department of Health and Human Services poverty level of \$25,100.

The raised median and realignment section of FM 552 would occur within non-minority and non-low-income geographies. With the addition of shared use bike lanes and sidewalks, the proposed project is anticipated to provide improved accessibility and alternative modes of transportation. Based on this information, the proposed project would not have disproportionately high and adverse impacts on minority and/or low-income populations.

Under the No-Build Alternative, no impacts to EJ populations are anticipated.

5.6.2 Limited English Proficiency

All six census block groups in the study area have a presence of persons who speak English “less than very well.” Overall, the total LEP population is 3.6 percent of the total population for all six census block groups. The languages spoken by LEP individuals include Spanish (2.4 percent), other Indo-European languages (0.6 percent), Asian and Pacific Island languages (0.5 percent) and other languages (0.1 percent). LEP persons were given the opportunity for meaningful involvement in the National Environmental Policy Act (NEPA) process through published legal notices in English and Spanish newspapers, translators made available at the public meetings and at the public hearing, and offered the opportunity to request for language accommodations. These measures were taken to ensure that such persons have meaningful access to the programs,

services, and information that TxDOT provides. The proposed project satisfies the requirements of EO 13166.

5.7 Visual/ Aesthetics Impacts

The existing FM 552 facility generally consists of a two-lane undivided roadway with 3-ft wide shoulders. The current view towards the roadway is of the asphalt two-lane roadway with some obstruction by trees and large bushes that can be observed on most adjacent properties along the corridor. The current view from the roadway is typically rural with some residential developments, commercial buildings and community facilities. Although some residences and commercial buildings can be seen from the roadway, most homes and buildings are set back from the roadway; therefore, views are mostly of open spaces such as agricultural fields, moderately sized front lawns, trees and large bushes. There is some lighting at intersections within the project limits, but utility poles are currently visible and are a consistent visual element above the tree line along the roadway.

The proposed project would include an additional lane in each direction that would consist of a shared-use lane for vehicles and bicycles, sidewalks, raised median and a curb and gutter system. The proposed project may incorporate safety lighting, which could be considered a positive effect on the visual and aesthetic qualities of the proposed corridor. The roadway lighting system could consist of low-impact, downward directional lighting to minimize impacts to adjacent properties. Local, state, and federal requirements would be reviewed during design and designation of additional lighting required for this project.

The view towards the roadway would be larger because of the additional lane and paved areas of the median, sidewalks, and curbs. Although the view towards the roadway would change, the improvements are anticipated to provide a positive aesthetic view. The raised median and curbs would have a slight elevation change from the current undivided roadway; however, these alterations would not change the general elevation of the roadway and would not substantially change the view towards the roadway facility. Furthermore, the same obstruction of trees and large bushes observed in the existing conditions would remain and generally preserve the current views in these sections of the roadway.

The view from the roadway would remain similar to existing conditions because the proposed project would not impact adjacent parcels' existing conditions with the exception of the ROW/easement impacts discussed in **Section 5.1**. Overall, the views from the roadway would generally retain the same rural feel as existing conditions. Based on this information, the proposed project would not result in substantial visual impacts towards and from the roadway.

Existing aesthetic features such as landscaping were observed along commercial and residential developments within the project limits; however, the existing facility has no aesthetic features.. Section 136 of the Federal Aid Highway Act of 1970 (Public Law 91-605) requires consideration of aesthetic values in the highway planning process. In order to achieve this goal, aesthetic components would be included in the proposed project. The proposed project would apply aesthetic treatments to the proposed structure and

medians. It is anticipated that the aesthetic effect would be equal to or improve the existing conditions. Aesthetic improvements would follow current TxDOT aesthetic guidelines. It is anticipated that the improvements would outweigh the overall visual impacts resulting from the proposed project.

The No-Build Alternative would not change the existing visual and aesthetic qualities of the project area.

5.8 Cultural Resources

Evaluation of impacts to cultural resources has been conducted in accordance with the Programmatic Agreement (PA) among the Federal Highway Administration (FHWA), TxDOT, the Texas State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings. The following sections summarize information also included in the HRSR and Archaeological Survey Report which were prepared for the proposed project and are available for review at the TxDOT-Dallas District office.

5.8.1 Archeology

The proposed project, including the existing ROW, proposed ROW, and easements, was evaluated by TxDOT archaeologists. An archeological background study determined that approximately 57 percent of the archeological area of potential effects (APE) is within the existing ROW and has been disturbed by road construction, utilities, and commercial development along FM 552. Thirty percent (29.7 ac) of the APE were highly unlikely to yield intact prehistoric cultural remains based on soils and geology. Therefore, no archeological survey was recommended for these portions of the APE. Background research, including findings from the TxDOT Dallas Hybrid Potential Archeological Liability Map (Dallas H-PALM) model, determined that within the remaining 13 percent of the APE, multiple areas along within the APE had the potential to yield intact archeological deposits. In addition, 1941 and 1963 historical maps showed the location of several former structures along FM 552.

An intensive archeological survey to inventory and evaluate archeological resources was completed in November 2018 for the proposed project. The survey was completed in compliance with Section 106 of the National Historic Preservation Act (NHPA), as amended and the Texas Antiquities Code (TAC) and performed under TAC Permit Number 8606.

Intensive pedestrian survey at the former structure locations identified the possible remains of two former structures designated as Site 41RW32 and Site 41RW33. Both sites consist of mid-twentieth century artifact scatters which appear to be associated with former historic-age structures shown on historic Rockwall quadrangles. Neither site is recommended eligible for the National Register of Historic Places (NRHP) and no further work is warranted.

Mt. Zion Cemetery, located south of FM 552 and west of a tributary to Camp Creek, has 676 graves dating from 1859 to 1960s. A historic marker for the cemetery is located at the parking lot of the cemetery. No additional ROW or easements would be required from or near the cemetery property. Two trenches were excavated along the ROW fence across from Mount Zion cemetery. Fragments of a headstone were uncovered in trench No. 1 at approximately 75 cm (2.5 ft) below the existing ground surface. Excavation to a depth of 122 cm (4 ft) below the existing ground surface, revealed no additional artifacts. No artifacts were discovered in Trench No. 2.

Because development and construction of the proposed project would have no effect on archeological historic properties, it was recommended that these activities proceed without further archeological investigations. SHPO concurred with this determination on March 7, 2019. The **Archeological Background Study Report, Antiquities Permit Application for Archeology, THC Permit**, and **Archeological Survey Report** prepared for the project are available at the TxDOT-Dallas District. Archeological resources documentation related to the proposed project can be found in **Appendix G**.

In the event that unanticipated archeological deposits are encountered during construction, work in the immediate area will cease and TxDOT archeological staff will be contacted to initiate post-review discovery procedures.

Under the No-Build Alternative, the proposed improvements would not occur; therefore, no impacts to archeological resources are anticipated.

5.8.2 Historic Properties

A reconnaissance survey meeting the requirements of Section 106 of the NHPA, and other cultural resource legislation related to environmental clearance as applicable, was conducted to identify historic-age resources within the project's APE. The APE consisted of 150 feet beyond the proposed ROW. Project historians surveyed the project area in November and December 2018 and documented 17 historic-age resources within the APE. Historic-age resources are defined as buildings, structures, objects, districts, or sites that are or will be 45 years old or older on the date the project is let for construction. The survey effort provided data concerning resources constructed in or prior to 1978. The **HRSR**, which contains the details of the reconnaissance survey, is available for review at the TxDOT-Dallas District.

A review of the NRHP, the list of State Antiquities Landmarks (SAL), the list of Recorded Texas Historic Landmarks (RTHL) and TxDOT historic files indicate that no eligible historic properties or districts are located within the project APE. The reconnaissance survey identified no historic resources, and consulting parties did not object to the proposed finding of no effect on historic properties. No controversy exists regarding project effects on historic properties. Refer to **Appendix G** for correspondence and documentation with the Rockwall County Historical Commission and the Rockwall Certified Local Government.

Pursuant to Stipulation IX, Appendix 6 “Undertakings with the Potential to Cause Effects per 36 CFR 800.16(i)” of the Section 106 PA and the memorandum of understanding (MOU), TxDOT historians determined that there are no historic, non-archeological properties in the APE for the proposed project. The proposed project activities would have no potential for adverse effects; therefore, individual project coordination with SHPO was not required (see TxDOT’s no effects documentation dated January 22, 2019 in **Appendix G**).

Under the No-Build Alternative, proposed improvements would not occur; therefore, no impacts to historical resources are anticipated.

5.9 DOT Act Section 4(f), LWCF Act Section 6(f) and PWC Chapter 26

Section 4(f) (49 U.S.C. 303) of the USDOT Act of 1966, as amended, provides for the protection of certain lands affected by transportation projects. Section 4(f) provides that the Secretary of Transportation may not approve any program or project which requires the use of land from a publicly-owned park, recreational area, or wildlife and waterfowl refuge of nation, state, or local significance as determined by the official having jurisdiction thereof or any significant historic site, unless there is no feasible and prudent alternative to the use of such land and the proposed action includes all possible planning to minimize harm.

The Parks and Wildlife Code (PWC), Title 3, Chapter 26, Sections 26.001-26.004, referred to as Chapter 26, regulates the transportation use of public parks, recreation areas, scientific areas, wildlife refuges, and historic sites. There is one Section 4(f)/Chapter 26 property adjacent to the proposed project. Dalton Ranch Park, a City of Rockwall park, is located along the south side of FM 552, west of FM 1141. The proposed project would not require any additional ROW or easements from the park. Therefore, the Build-Alternative would result in no impacts to Section 4(f)/Chapter 26 properties. Properties funded by the Land and Water Conservation Fund (LWCF) were not identified within the proposed project limits; therefore, no impacts to Section 6(f) would occur.

The No-Build Alternative would not result in impacts to Section 4(f), Section 6(f) or Chapter 26 properties.

5.10 Water Resources

5.10.1 Clean Water Act Section 404

Pursuant to Section 404 of the Clean Water Act (CWA), an investigation was conducted to identify potential jurisdictional waters of the U.S. (WOUS), including wetlands, within the study area. Based on review of National Wetlands Inventory (NWI) maps, Geographic Information System (GIS) data, USGS maps, Federal Emergency Management Agency (FEMA) floodplain maps, and field observations on August 7 and 22, 2018 there are 11 water features and one wetland feature located within the study area. Each of these

features are considered potentially jurisdictional. All 11 water features are considered intermittent streams.

The potential WOUS and potential impacts are further described in **Table 5-1**. The delineated features are shown in the **Environmental Map** in **Appendix F**.

Table 5-1: Potential Waters of the U.S., Including Wetlands and Anticipated Impacts

Feature	Delineated Acres and/or Linear ft	Potential Water of the U.S.? (Yes/No)	Existing Structure	Proposed Structure	Approximate Permanent Fill Impacts (Acres/ Linear ft)	Approximate Temporary Impacts (Acres/ Linear ft)	Proposed Permit
Water 1	0.043/ 332	Yes	9 ft by 4 ft single box culvert	2–5 ft by 4 ft multiple box culvert and riprap	0.025/ 152	0.018/ 181	NWP 14
Water 2	0.157/ 521	Yes	2–9 ft by 8 ft multiple box culvert	2–9 ft by 9 ft multiple box culvert and riprap	0.094/ 245	0.063/ 277	NWP 14
Water 3	0.067/ 670	Yes	Earthen drainage channel and culverts	Earthen drainage channel, culverts, and riprap	0.008/ 51	0.059/ 619	NWP 14
Water 4	0.029 214	Yes	6 ft by 4 ft single box culvert	6 ft by 4 ft single box culvert and riprap	0.021/ 166	0.008/ 49	NWP 14
Water 5	0.113 391	Yes	3–6 ft by 6 ft multiple box culvert	3–6 ft by 6 ft multiple box culvert and riprap	0.050/ 171	0.063/ 220	NWP 14
Wetland 1	0.024	Yes	None	None	0.024	0	NWP 14 with PCN
Water 6	0.028/ 265	Yes	48-inch corrugated metal pipe	6 ft by 4 ft single box culvert	0.028/ 265	0.00/ 0	NWP 14
Water 7	0.070/ 197	Yes	5-6 ft by 6 ft multiple box culvert	Bridge	0.00/ 0	0.070/ 197	NWP 14
Water 8	0.049/ 326	Yes	8 ft by 4 ft single box culvert	8 ft by 4 ft single box culvert	0.040/ 262	0.009/ 64	NWP 14
Water 9	0.066/ 328	Yes	3-6 ft by 6 ft multiple box culvert	4-10 ft by 5 ft multiple box culvert	0.043/ 174	0.023/ 155	NWP 14
Water 10	0.034/ 116	Yes	2-6 ft by 4 ft multiple box culvert	2-6 ft by 4 ft multiple box culvert	0.025/ 80	0.009/ 37	NWP 14
Water 11	0.034/ 128	Yes	Culvert	None	0.00/ 0	0.00/ 0	None

Source: Study Team (August 2018).

The placement of temporary or permanent dredge or fill material into potentially jurisdictional WOUS would be authorized under Nationwide Permit (NWP) - 14 Linear Transportation Projects with a Pre-Construction Notification (PCN). The PCN would be needed due to impacts to the wetland. Because the permanent impacts at each crossing are less than 0.10 acre and/or 300 LF, mitigation would not be proposed.

Appropriate measures would be taken to maintain normal downstream flows and minimize flooding. Temporary fills would consist of non-erodible materials and be placed in a manner that would not be eroded by expected high flows. Temporary fills would be removed in their entirety and the affected area returned to pre-construction elevations, and revegetated as appropriate. The activity would comply with all general and regional conditions applicable to NWP 14.

Under the No-Build Alternative, construction activities would not occur; therefore, no impacts to WOUS, including wetlands are anticipated.

5.10.2 Clean Water Act Section 401

General Condition 25 of the NWP Program requires applicants using NWP 14 to comply with Section 401 of the CWA. Compliance with Section 401 requires the use of best management practices (BMPs) to manage water quality on construction sites. General Condition 12 also requires applicants using NWP 14 to use appropriate soil erosion and sedimentation controls.

A USACE Section 404 NWP 14 with a PCN would be required for the Build Alternative; therefore, Section 401 Water Quality Certification would be required. The Section 401 Certification requirements for NWP 14 would be met by implementing a Storm Water Pollution Prevention Plan (SW3P). The SW3P would include at least one BMP from the 401 Water Quality Certification Conditions for NWPs as published by the Texas Commission on Environmental Quality (TCEQ). These BMPs would address each of the following categories:

- Category I Erosion Control would be addressed by using temporary vegetation, mulch, sod, and erosion control compost.
- Category II Sedimentation Control would be addressed by installing silt fences, mulch filter berms and socks, and rock berms.
- Category III Post-Construction Total Suspended Solids (TSS) control would be addressed by installing vegetative-lined drainage ditches.

Other approved methods would be substituted if necessary using one of the BMPs from the identical category.

The potential for project-related encroachment-alteration effects on water quality would be mitigated through permanent (post-construction) BMPs as described above. To minimize the potential for adverse impacts, BMPs would be regularly inspected and proactively maintained. BMPs would be implemented to ensure that water quality impacts would not be significant; therefore, mitigation is not considered.

Under the No Build Alternative, construction activities would not occur; therefore, no impacts to water quality are anticipated.

5.10.3 Executive Order 11990 Wetlands

EO 11990 Protection of Wetlands (42 Federal Register 26961, May 24, 1977) provides the requirement “to avoid to the extent possible the long and short term adverse impacts associated with the destruction or modification of wetlands and to avoid direct or indirect support of new construction in wetlands wherever there is a practicable alternative.”

Based on the current design analysis, there are no practicable alternatives to construction in wetlands. The wetland would incur permanent impacts due to grading activities within the drainage easement for the installation of a proposed new culvert. Without these grading activities, the water would not flow into the culvert appropriately and could result in flooding at or upstream of the proposed road. It could also result in erosion concerns at the culvert or road affecting the integrity of the proposed structure. As the project progresses through the Plans, Specifications, and Estimates (PS&E) stage, a more detailed drainage study would occur which may reduce the potential impacts to the wetland.

The proposed action includes all practicable measures to minimize harm to wetlands. Impacts on wetlands would be minimized by keeping the construction footprint as small as possible while enabling construction that meets all requirements for the proposed project's implementation. The construction contractor would be required to avoid and minimize unnecessary impacts on wetlands during construction and BMPs would be implemented. When taking economic, environmental, and other pertinent factors into consideration, impacts to Wetland 1 cannot be completely avoided based on the current design. However, impacts to the wetland would be minimized to the greatest extent practicable and permitted through a Section 404 NWP 14 with a PCN.

Under the No Build Alternative, construction activities would not occur; therefore, no impacts to wetlands are anticipated.

5.10.4 Rivers and Harbors Act

The proposed project does not include construction activities over a navigable WOUS; therefore, navigational clearance under the General Bridge Act of 1946, Section 9 and Section 10 of the Rivers and Harbors Act does not apply.

5.10.5 Clean Water Act Section 303(d)

Based on the 2014 Texas Integrated Report of Surface Water Quality, formerly called the Texas Water Quality Inventory and 303(d) List, this project is not located within 5 miles of or within the watershed of an identified impaired waterbody. The nearest impaired waterbody is South Fork of Sabine River (Segment 0507G) which is located approximately 5.25 miles from the proposed project.

5.10.6 Clean Water Act Section 402

Since the Texas Pollutant Discharge Elimination System (TPDES) Construction General Permit (CGP) authorization and compliance (and the associated documentation) occur outside of the environmental clearance process, compliance is ensured by the policies and procedures that govern the design and construction phases of the project. The Project Development Process Manual and the PS&E Preparation Manual require a storm water pollution prevention plan (SW3P) be included in the plans of all projects that disturb one or more acres. The Construction Contract Administration Manual requires that the appropriate CGP authorization documents [notice of intent (NOI) or site notice] be completed, posted, and submitted, when required by the CGP, to TCEQ and the municipal separate storm sewer system (MS4) operator. It also requires that projects be inspected to ensure compliance with the CGP.

The PS&E Preparation Manual requires that all projects include Standard Specification Item 506 (Temporary Erosion, Sedimentation, and Environmental Controls), and the "Required Specification Checklists" require Special Provision 506-003 on all projects that need authorization under the CGP. These documents require the project contractor to comply with the CGP and SW3P, and to complete the appropriate authorization documents.

5.10.7 Floodplains

The FEMA FIRMs were reviewed to determine flood zones within the area for the proposed project. FM 552 crosses five areas which are designated as special flood hazard area inundated by the 100-year flood as Zone A, no base flood elevations determined and Zone AE, base flood elevations determined. The floodplain areas are associated with Thompson Branch (FEMA Map Number 48397C0030L, Effective Date September 26, 2008) and Camp Creek and its tributaries (FEMA Map Number 48397C0035L, Effective Date September 26, 2008). There are approximately 10.1 acres of 100-year floodplain within the study area. The 100-year floodplain areas are shown on **the Environmental Map in Appendix F**.

The hydraulic design for this project would be in accordance with current FHWA and TxDOT design policies. The proposed project would be in compliance with 23 CFR 650 regarding location and hydraulic design of highway encroachments within the floodplains. The facility would permit the conveyance of the 100-year flood, inundation of the roadway being acceptable, without causing significant damage to the facility, stream, or other property. The proposed project would not increase the base flood elevation to a level that would violate applicable floodplain regulations and ordinances.

This project is subject to and will comply with federal EO 11988 on Floodplain Management. The department implements this EO on a programmatic basis through its Hydraulic Design Manual. Design of this project will be conducted in accordance with the department's Hydraulic Design Manual. Adherence to the TxDOT Hydraulic Design

Manual ensures that this project will not result in a “significant encroachment” as defined by FHWA’s rules implementing EO 11988 at 23 CFR 650.105(q).

Under the No-Build Alternative, construction activities would not occur; therefore, no impacts floodplains are anticipated.

5.10.8 Wild and Scenic Rivers

This project would not involve work within the designated segment of the Rio Grande; therefore, coordination under the Wild and Scenic Rivers Act would not be required.

5.10.9 Coastal Barrier Resources

The proposed project is not located within a designated Coastal Barrier Resource Act map unit. Coordination with the United States Fish and Wildlife Service (USFWS) is not required.

5.10.10 Coastal Zone Management

The proposed project is not located within the coastal zone management boundary, or within one of the counties covered by the Texas Coastal Management Program.

5.10.11 Edwards Aquifer

The proposed project is not located over the recharge or contribution zones of the Edwards Aquifer; therefore, the project is not regulated under TCEQ’s Edwards Aquifer rules.

5.10.12 International Boundary and Water Commission

The project is not located within the floodplain of the Rio Grande; therefore, coordination with the International Boundary and Water Commission would not be required.

5.10.13 Drinking Water Systems

The Texas Water Development Board Groundwater Data Viewer was used to identify any water wells located within or immediately adjacent the study area. Based on the available data, no water wells were identified within the study area. No wells were observed during the field reconnaissance performed on August 7 and 22, 2018. If any unknown wells are encountered during construction activities, they would need to be properly plugged in accordance with state statutes.

5.11 *Biological Resources*

The following subsections address potential impacts to biological resources within the project area. The project area is comprised of the existing ROW, the proposed ROW, and the drainage easements.

The project area includes the existing and proposed project limits and is within the Blackland Prairie Ecoregion as described in the 2011 Texas Conservation Action Plan (TCAP). The TCAP identifies issues associated with new transportation projects which may negatively impact species of greatest conservation need (SGCN), rare communities, and habitats on which they depend in this region. Transportation improvements, whether upgrades of existing facilities or new construction, may disconnect intact habitats, contribute to stormwater pollution, and provide barriers to wildlife movements.

The proposed transportation improvements are not expected to alter existing travel corridors to aquatic and terrestrial wildlife because after construction is completed, the areas of bare ground resulting from the construction activity would be reseeded/revegetated according to TxDOT standards. For more information regarding biological resources refer to the **BE/Tier I Site Assessment**.

5.11.1 Texas Parks and Wildlife Coordination

Based on the results of the Tier I Site Assessment, early coordination with Texas Parks and Wildlife Department (TPWD) was needed. Early coordination with TPWD was initiated on January 3, 2019 and completed on March 1, 2019 as documented in **Appendix G: Resource Agency Coordination**. Through coordination, TPWD recommended the placement of project specific locations (PSLs) be in upland areas outside of the floodplain/riparian corridors and the addition of Bird BMPs as stated in the 2017 BMP PA. TxDOT responded that the contractor, by signing the contract, is responsible for compliance with all applicable laws, rules, and regulations for PSLs. Also, there was no trigger for the implementation of the Bird BMPs according to the guidelines in the BMP PA; however, the Environmental Permits, Issues, and Commitments (EPIC) sheet would contain language for the protection of migratory birds and their nests.

5.11.2 Impacts to Vegetation

The existing habitat types in the project area consist of approximately 2.44 acres of agriculture, 12.97 acres of disturbed prairie, 3.21 acres of riparian, 9.74 acres of tall grass prairie/grassland, and 78.77 acres of urban. Vegetation impact acreages were calculated for the entire project area in the acreage amounts above and are considered impacted.

The agriculture habitat type consists of row crops and barren habitat. This type provides limited habitat for wildlife as the fields are a monoculture and lay fallow at times during the year. The tall grass prairie/grassland habitat type consists of native grasses, invasive species to some degree, and some woody vegetation which provides suitable habitat for a variety of wildlife.

Urban habitat types contain developed areas with structures, roads, parking areas, landscaped vegetation, and undeveloped properties. Disturbed prairie habitat types may contain invasive shrubs, woodlands, grasses. Both the urban and disturbed prairie habitat types provide minimal habitat for wildlife; however, certain species that have adapted

more readily to co-exist with an urban environment can utilize some of these vegetated areas for foraging and habitat.

The riparian habitat type is associated with the stream crossings in the project area. Vegetation associated with the riparian habitat contains trees, grasses, shrubs, and vines. These habitat types provide soil conservation, habitat biodiversity, and influence food and cover for fish, reptiles, resident and migratory birds, small mammals, invertebrates, and the predators that feed on the other species. These areas can provide important nesting and foraging habitat. There is the potential for some of the riparian vegetation to return over time after construction for those areas.

Standard language included in the Vegetation Resources section of the EPIC sheet includes the following: Preserve native vegetation to the extent practical. Contractor must adhere to Construction Specification Requirements Specs 162, 164, 192, 193, 506, 730, 751 and 752 in order to comply with requirements for invasive species, beneficial landscaping, and tree/brush removal commitments.

5.11.3 Executive Order 13112 on Invasive Species

This project is subject to and will comply with federal EO 13112 on Invasive Species. The department implements this EO on a programmatic basis through its Roadside Vegetation Management Manual and Landscape and Aesthetics Design Manual. Disturbed areas would be reseeded according to TxDOT specifications and in compliance with EO 13112, where applicable. Soil disturbance would be minimized to reduce the establishment of invasive species within the ROW.

5.11.4 Executive Memorandum on Environmentally and Economically Beneficial Landscaping

This project is subject to and will comply with the federal Executive Memorandum on Environmentally and Economically Beneficial Landscaping, effective April 26, 1994. The department implements this Executive Memorandum on a programmatic basis through its Roadside Vegetation Management Manual and Landscape and Aesthetics Design Manual. Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. An approved seed mix would be used in revegetation of disturbed areas.

5.11.5 Impacts to Wildlife

The proposed project is within a mixed, predominately rural area undergoing development. The land uses adjacent to the proposed project include agriculture, single-family residential, commercial, institutional, and vacant land.

Species observed during the field reconnaissance consisted of species typical of an urban/agricultural area. Various avian species were observed during the field reconnaissance such as the eastern meadowlark (*Sturnella magna*), common grackle (*Quiscalus quiscula*), northern mockingbird (*Mimus polyglottos*), blue jay (*Cyanocitta cristata*), and the mourning dove (*Zenaidura macroura*). Signs of other species observed were from the coyote (*Canis latrans*), raccoon (*Procyon lotor*), and Virginia opossum (*Didelphis virginiana*).

Minimal impacts to wildlife are anticipated. The proposed project would widen an existing roadway. The existing ROW and developed areas are routinely maintained. The more rural areas have been altered due to grazing or other agricultural practices. The human/urban disturbances that occur within and adjacent to the project area also limit which species would utilize habitat within the project area. Although some habitat would be lost as a result of the proposed project, there is more suitable habitat outside of the existing corridor. Wildlife in the project area has and would continue to be slowly dominated by species that are better able to adapt to urban life. See **Section 5.11.11** for effects and impacts to federal and state-listed species.

5.11.6 Migratory Bird Protections

This project will comply with applicable provisions of the Migratory Bird Treaty Act (MBTA) and Texas Parks and Wildlife Code Title 5, Subtitle B, Chapter 64, Birds. It is the department's policy to avoid removal and destruction of active bird nests except through federal or state approved options. In addition, it is the department's policy to, where appropriate and practicable:

- use measures to prevent or discourage birds from building nests on man-made structures within portions of the project area planned for construction; and,
- schedule construction activities outside the typical nesting season.

5.11.7 Fish and Wildlife Coordination Act

The Fish and Wildlife Coordination Act (FWCA) was enacted to protect wildlife when federal actions result in the control or modification of a natural stream or body of water. The act requires federal agencies to consider the effect that water-related projects have on fish and wildlife resources; act to prevent loss or damage to these resources; and provide for the development and improvement of these resources.

To ensure compliance with the FWCA, early coordination with USFWS, National Marine Fisheries Service (NMFS) if applicable, and TPWD must be conducted if streams or water bodies would be modified under a Section 404 Individual Permit (IP). The proposed project is authorized under a Section 404 NWP with a PCN, not an IP; therefore, no coordination under the FWCA would be required.

5.11.8 Bald and Golden Eagle Protection Act of 2007

The Bald Eagle and Golden Eagle have the potential to migrate through the area. Presence would be incidental during migration fly over. The proposed project is located along an existing roadway and the human/urban disturbances that occur in this location would make it unlikely for the species to utilize the project area. No impacts to Bald or Golden Eagles are anticipated.

5.11.9 Magnuson-Stevens Fishery Conservation Management Act

The Magnuson-Stevens Fishery Conservation Management Act (MSA) is the primary law governing marine fisheries management in U.S. federal waters (tidally-influenced waters). The proposed project is not located within a county with tidally-influenced waters; therefore, the MSA does not apply. Coordination with the NMFS is not required.

5.11.10 Marine Mammal Protection Act

The Marine Mammal Protection Act (MMPA) protects populations of marine mammals from declining beyond that required to maintain a sustainable population. The project area does not contain suitable habitat for marine mammals; therefore, coordination with NMFS is not required.

5.11.11 Threatened, Endangered, and Candidate Species

The proposed project must comply with federal and state regulations for protecting and managing threatened and endangered fish, wildlife, and plant species. The Endangered Species Act of 1973 (ESA) affords protection for federally-listed threatened and endangered species and, where designated, critical habitat for these species. In general, the ESA protects both the species and the habitat. Environmental compliance under state jurisdiction in Texas follows a process similar to NEPA requirements and procedures. Details concerning state endangered or threatened animal species are contained in Chapters 67 and 68 of the Texas Parks and Wildlife (TPW) Code and Sections 65.171 - 65.176 of Title 31 of the Texas Administrative Code (TAC). Details concerning endangered or threatened plant species are contained in Chapter 88 of the TPW Code and Sections 69.01 - 69.9 of the TAC.

Four species are identified on the USFWS Official Species List for the project area. These are the Interior Least Tern (*Sterna antillarum*), Piping Plover (*Charadrius melodus*), Red Knot (*Calidris canutus rufa*), and Whooping Crane (*Grus americana*). For these species, either USFWS has not designated critical habitat or, if critical habitat has been designated, there is no critical habitat within the project area.

The Interior Least Tern, Piping Plover and Red Knot are included in the species list as needing consideration for wind energy projects. This is not a wind energy project, and no suitable habitat is present within the project area. Therefore, TxDOT has determined the project would have no effect on these three species.

The Whooping Crane is considered to be a potential migrant through the project area. However, there is no suitable habitat such as lakes, ponds, or marshes within the project area. In addition, the action area contains an existing roadway; and residential, rural residential, and agricultural properties. Adjacent land uses include residential, rural residential, and agricultural properties. This level of human activity would further dissuade Whooping Cranes from the area. Therefore, TxDOT has determined the project would have no effect on the Whooping Crane.

Three state listed threatened, endangered, or SGCN species – plains spotted skunk (*Spilogale putorius interrupta*), Texas garter snake (*Thamnophis sirtalis annectens*), and timber/canebrake rattlesnake (*Crotalus horridus*) — were identified as being within range of the project area with suitable habitat present.

BMPs will be implemented per the 2013 MOU or as precautionary measures for migratory birds, plains spotted skunk, Texas garter snake, and the timber/canebrake rattlesnake. These BMPs are detailed in **Section 8.0** and in the Environmental Permits, Issues, and Commitments (EPIC) sheet for the proposed project. For additional details regarding the presence of potential species, refer to the **Tier I Site Assessment**.

Under the No-Build Alternative, construction activities would not occur; therefore, no impacts to biological resources are anticipated.

5.12 Air Quality

5.12.1 Transportation Conformity

This project is located in Rockwall County, which is within the Dallas-Fort Worth area that has been designated by the U.S. Environmental Protection Agency (EPA) as a moderate nonattainment area for the 2008 Ozone National Ambient Air Quality Standards (NAAQS); therefore, the transportation conformity rules apply.

The proposed action is consistent with NCTCOG's financially constrained 2045 MTP and the 2019–2022 Transportation Improvement Program (TIP), which were initially found to conform to the TCEQ State Implementation Plan (SIP) by FHWA and Federal Transit Administration (FTA) on November 21, 2018. All projects in the NCTCOG TIP that are proposed for federal or state funds were initiated in a manner consistent with federal guidelines in Section 450, of Title 23 CFR and Section 613.200, Subpart B, of Title 49 CFR. Copies of the MTP and TIP pages are included in **Attachment E: Plan and Program Excerpts**.

The proposed project is not located within a carbon monoxide (CO) or particulate matter (PM) nonattainment or maintenance area; therefore, a project level hot-spot analysis is not required.

Per the TxDOT-TCEQ MOU, TCEQ was afforded the opportunity to review and comment on the Draft EA. TxDOT provided TCEQ with a Notice of Availability (NOA) notifying them

that the environmental documents are available for review. The NOA provided information on how to access the document electronically or request a hard copy.

5.12.2 Carbon Monoxide

Traffic data for the ETC year (2025) is 9,500 vpd from SH 205 to old Millwood Rd. and 4,900 vpd from Old Millwood Rd. to SH 66. Traffic data for the design year (2048), is 14,100 vpd from SH 205 to old Millwood Rd. and 7,400 vpd from Old Millwood to SH 66. A prior TxDOT modeling study and previous analyses of similar projects demonstrated that it is unlikely that the carbon monoxide standard would ever be exceeded as a result of any project with an average annual daily traffic (AADT) below 140,000 vpd. The AADT projections for the project do not exceed 140,000 vpd; therefore, a CO Traffic Air Quality Analysis (TAQA) was not required.

5.12.3 Congestion Management Process

The proposed project is adding single-occupant vehicle capacity and is a project with FHWA/FTA involvement; therefore, a Congestion Management Process (CMP) analysis is required. The proposed project is within the DFW Transportation Management Area (TMA).

A CMP analysis was prepared in accordance to the TxDOT's *Standards Operating Procedure for Complying with CMP Requirements* and *Standard Operating Procedures for Preparing Air Quality Statements*. Results of the CMP analysis are included in detail in the **Air Quality Technical Report** available at the TxDOT-Dallas District office and summarized below.

Committed congestion reduction strategies and operational improvements within the study boundary will consist of the installation of traffic lights and added capacity projects listed in **Table 5-2**.

Table 5-2: CMP Strategies

Location	Type	Implementation Date
FM 552 at John King Blvd.	Installation of traffic lights	2018
SH 205 from JCT SH 205/John King Blvd. (S. Goliad St.) to SH 25/John King Blvd. (N. Goliad St.)	Addition of Lanes	2021
SH 66 from FM 3549 to E. of Erby Campbell	Addition of lanes	2022

Source: NCTCOG, <http://nctcog.org/>, *Transportation Improvement Program Information System (TIPINS)* (Accessed August 2018) and DCIS (February 2018).

JCT=Junction

In an effort to reduce congestion and the need for single occupancy vehicles (SOV) lanes in the region, TxDOT and NCTCOG will continue to promote appropriate congestion reduction strategies through the Congestion Mitigation and Air Quality Improvement (CMAQ) Program, the CMP, and the MTP. The congestion reduction strategies

considered for this project would help alleviate congestion in the SOV study boundary, but would not eliminate it. Therefore, the proposed project is justified. The CMP analysis for added SOV capacity projects in the TMA is on file and available for review at NCTCOG.

In July 2013, the RTC also adopted a policy that requires the review and application of congestion mitigation strategies to correct corridor deficiencies identified in the CMP when performing corridor and environmental studies and report findings back to NCTCOG. Therefore, NCTCOG has developed a project level CMP analysis. The analysis requires completion of the *Project Implementation Form*, and, if warranted, the *Roadway Corridor Deficiency Form* and *Corridor Analysis Fact Sheet*. The result of the analysis is included in the **Air Quality Technical Report**.

5.12.4 Mobile Source Air Toxics

A qualitative analysis of mobile source air toxics (MSATs) was completed for the proposed project. For the Build Alternative, the amount of MSAT emitted would be proportional to the vehicles miles traveled (VMT) assuming that other variables such as fleet mix are the same for each alternative. The VMT estimated for the Build Alternative is slightly higher than that for the No-Build Alternative, because the additional capacity increases the efficiency of the roadway and attracts rerouted trips from elsewhere in the transportation network. This increase in VMT would lead to higher MSAT emissions for the Build Alternative along the roadway corridor, along with a corresponding decrease in MSAT emissions along the parallel routes. The emissions increase is offset somewhat by lower MSAT emission rates due to increased speeds; according to EPA's MOVES2014 model, emissions of all of the priority MSAT decrease as speed increases. Also, regardless of the alternative chosen, emissions will likely be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce annual MSAT emissions by over 90 percent between 2010 and 2050. The analysis acknowledges that all of the project alternatives may result in increased exposure to MSAT emissions in certain locations, although the concentrations and duration of exposures are uncertain and, because of this uncertainty, the health effects from these emissions cannot be estimated. The MSAT analysis can be found in the **Air Quality Technical Report** prepared for the project.

During the construction phase of this project, temporary increases in PM and MSAT emissions may occur from construction activities. The primary construction-related emissions of PM are fugitive dust from site preparation, and the primary construction-related emissions of MSAT are diesel PM from diesel powered construction equipment and vehicles. Refer to **Section 5.17** for discussion on minimization of construction emissions.

Under the No-Build Alternative, construction activities would not occur; therefore, no impacts to air quality are anticipated.

5.13 Hazardous Materials

The project was investigated for known or possibly unknown hazardous material contamination within the proposed project area. A hazardous materials **ISA** was completed in October 2018. The ISA document included the review of topographic and ROW maps, aerial photographs, a regulatory database search and review, and results of a site visit on August 16, 2018. The regulatory database search and review was conducted on August 17, 2018 in accordance with the American Society for Testing and Materials (ASTM) Practice E1527-13.

Although not considered potential hazardous material issues (having a potential to impact the project either in the construction or ROW phase), the following sites and/or issues were identified during the assessment.

A 7-Eleven (Map ID 5) located at 3250 N. Goliad St, Rockwall, TX 75087. The site contains one 15,000 gallon gasoline tank and one 10,000 gallon gasoline tank in use. The tanks were installed in 2008. The tanks are located approximately 100 ft north of the proposed ROW for the project. No releases have been reported for this facility. The proposed work in this area consists of the improvements to FM 552 at the SH 205 intersection. Two additional lanes (one through lane and a dedicated right-turn lane), a sidewalk, and driveway improvements are proposed adjacent to the site. Approximately 0.05 acre of ROW would be acquired from the south side of the parcel. Although a retaining wall and culvert replacement are proposed adjacent to this facility, this site is considered to be a low environmental risk to the project due to no reported releases, minimal amount of ROW required from the property, and location of tanks in relation to ROW and work activity.

Two Atmos natural gas pipelines transect the project. One at approximately Old Millwood Rd. and one west of N. King Rd. Based on the contents of the pipelines, these features are not considered an environmental concern to the project. Formal utilities location and advanced planning would be required to facilitate pipeline and utilities adjustments and to otherwise avoid associated impacts. TxDOT Dallas District Subsurface Utility Engineering (SUE) Coordinator and ROW will be responsible for the adjustments and/or displacements, if any.

Although not considered potential hazardous material issue, the following sites were identified during the site survey. It is anticipated that these will be addressed during the ROW process or as an issue to be resolved during the pre-construction activities.

- Potential residential relocation at 4030 FM 552. The structure was likely constructed c. 1930-1940. Due to the age of the structure an asbestos survey prior to demolition would be needed.
- There is one abandoned sheet metal structure that would be impacted and a few large metal residential garages/barns adjacent to the proposed project improvements that appear to be used for maintenance on vehicles and farm

equipment. Evidence of spills or releases was not observed. The presence of these structures is considered a low environmental risk to the project.

Should unanticipated hazardous materials/substances be encountered during construction, TxDOT and/or the contractor would be notified and steps would be taken to protect personnel and the environment. Any unanticipated hazardous materials encountered during construction would be handled according to the applicable federal, state, and local regulations per TxDOT Standard Specification. The contractor would take appropriate measures to prevent, minimize, and control the spill of hazardous materials in the construction staging area. All construction materials used for the proposed project would be removed as soon as the work schedules permit. The contractor would initiate early regulatory agency coordination during project development. The **ISA** is available for review at the TxDOT-Dallas District office.

Under the No-Build Alternative, no impacts to hazardous waste/substance are anticipated.

5.14 *Traffic Noise*

A traffic noise analysis was prepared in accordance with TxDOT's (FHWA approved) 2011 *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. Existing and predicted traffic noise levels were estimated at receiver locations listed in **Table 5-3 (Appendix F: Environmental Map)** that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from feasible and reasonable noise abatement. Details on the traffic noise analysis can be found in the **Traffic Noise Technical Report** prepared for the project.

Table 5-3: Traffic Noise Levels [dB(A) Leq]

Receiver	NAC Category	NAC dB(A) Leq	Existing	Predicted (2045)	Change (+/-)	Noise Impact
R1-Mogios Gourmet Pizza Restaurant patio	C	67	57	61	+4	No
R2-House	B	67	44	48	+4	No
R3-House	B	67	50	54	+4	No
R4-House	B	67	55	61	+6	No
R5-Woodbridge Montessori playground	C	67	57	61	+4	No
R6-House	B	67	54	60	+6	No
R7-House	B	67	54	60	+6	No
R8-House	B	67	55	61	+6	No
R9-JW Williams Middle School building	D	52	40	40	0	No
R10-House	B	67	56	58	+2	No
R11-House	B	67	50	55	+5	No
R12-House	B	67	58	60	+2	No
R13-House	B	67	55	62	+7	No
R14-House	B	67	54	57	+3	No
R15-House	B	67	59	61	+2	No
R16-House	B	67	58	60	+2	No
R17-Ridgeview Church playground 1	C	67	50	57	+7	No
R18-Ridgeview Church playground 2	C	67	47	54	+7	No
R19-House	B	67	55	62	+7	No
R20-House	B	67	54	59	+5	No
R21-House	B	67	60	61	+1	No
R22-House	B	67	57	60	+3	No
R23-House	B	67	57	60	+3	No
R24-House	B	67	60	62	+2	No
R25-House	B	67	59	61	+2	No

Receiver	NAC Category	NAC dB(A) Leq	Existing	Predicted (2045)	Change (+/-)	Noise Impact
R26-House	B	67	58	61	+3	No
R27-House	B	67	58	61	+3	No
R28-House	B	67	51	58	+7	No
R29-House	B	67	51	60	+9	No
R30-House	B	67	51	57	+6	No
R31-Dalton Ranch park fields	C	67	52	58	+6	No
R32-Dalton Ranch Park playground	C	67	47	54	+7	No
R33-House	B	67	54	59	+5	No
R34-House	B	67	49	58	+9	No
R35-House	B	67	49	55	+6	No
R36-House	B	67	49	57	+8	No
R37-House	B	67	46	53	+7	No
R38-House	B	67	51	55	+4	No
R39-House	B	67	48	52	+4	No
R40-House	B	67	56	57	+1	No
R41-House	B	67	53	56	+3	No
R42-House	B	67	55	57	+2	No
R43-Kingston Montessori School playground	C	67	60	62	+2	No
R44-House	B	67	54	57	+3	No
R45-House	B	67	52	57	+5	No
R46-House	B	67	54	58	+4	No
R47-House	B	67	53	51	-2	No
R48-Familiar Iglesia de Dios (Place of Worship)	D	52	40	40	0	No

Source: Study Team, June 2018.

As indicated in **Table 5-3**, the proposed project would not result in a traffic noise impact. However, to avoid noise impacts that may result from future development of properties adjacent to the project, local officials responsible for land use control programs must ensure, to the maximum extent possible, no new activities are planned or constructed

along or within the following predicted (2048) noise impact contours.

Table 5-4: Traffic Noise Contours [dB(A) Leq]

Location	Land use	Impact Contour	Distance from ROW
North of FM 552 from John King Blvd. to Clear Bluff Dr.	NAC Categories B&C	66	25ft
	NAC Category E	71	0ft
North of FM 552 from FM 1141 to Red Valley Run	NAC Categories B&C	66	0ft
	NAC Category E	71	0ft
South of FM 552 from FM 1141 to Red Valley Run	NAC Categories B&C	66	0ft
	NAC Category E	71	0ft
North of FM 552 from Old Millwood Rd. to FM 3549	NAC Categories B&C	66	0ft
	NAC Category E	71	0ft
North of FM 552 from FM 3539 to Lydia Ln.	NAC Categories B&C	66	0ft
	NAC Category E	71	0ft
South of FM 552 from FM 3539 to Lydia Ln.	NAC Categories B&C	66	0ft
	NAC Category E	71	0ft

Source: Study Team, June 2018.

Noise associated with the construction of the project is difficult to predict. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. However, construction normally occurs during daylight hours when occasional loud noises are more tolerable. None of the receivers are expected to be exposed to construction noise for a long duration; therefore, any extended disruption of normal activities is not expected. Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.

A copy of this traffic noise analysis would be available to local officials. On the date of approval of this document (Date of Public Knowledge), FHWA, TxDOT, or Rockwall County are no longer responsible for providing noise abatement for new development adjacent to the project.

If the No-Build Alternative were implemented, noise levels along FM 552 would be expected to increase with an associated increase in traffic volumes.

5.15 *Induced Growth*

An evaluation following TxDOT's *Induced Growth Indirect Impacts Decision Tree* (April 2014) and TxDOT's *Risk Assessment for Indirect Impacts* were completed to determine potential indirect impacts of the proposed project.

This project would not serve any specific development or redevelopment project and economic development is not included in the purpose and need for the proposed project. Although there are some developed adjacent areas, some of the adjacent properties remain undeveloped and are available for future construction. Regardless of the status of these developments, the proposed project improvements are not anticipated to affect these developments or the potential of development/redevelopment in the area because the proposed project would not substantially increase access to these or other areas within the project limits.

Although the project is anticipated to improve mobility by helping meet future increase in traffic demand, the proposed project is not anticipated to substantially increase access or mobility within the project limits because:

- a. existing access locations are maintained,
- b. no substantial increase in access locations would be provided,
- c. there are limited destinations and anticipated users of the facility,
- d. pedestrian and bicycle improvements would not link people to other modes of transportation, and
- e. no other modes of transportation would be included.

The proposed project would not require further investigation of indirect impacts because it would not result in a substantial effect to potential development and would not substantially increase access or mobility within the project limits.

5.16 *Cumulative Impacts*

An evaluation following TxDOT's *Cumulative Impacts Decision Tree* (April 2014) and the TxDOT's *Risk Assessment for Cumulative Impacts* were completed to determine potential cumulative impacts of the proposed project.

The proposed project would not result in substantial direct or indirect impacts on any resource. Furthermore, the proposed project would not have any impact on a resource that is in poor or declining health. Therefore, a cumulative impacts analysis is not required and no further risk assessment is needed.

5.17 *Construction Phase Impacts*

Traffic Closures and Detours

During the construction stages, traffic would follow the existing traffic patterns. Work on FM 552 would be phased in such a manner to allow the roadway to remain open during construction. Access to businesses and residences would be maintained at all times and

no detours are anticipated. However, in the event that road closures or detours are required, county and local public safety officials would be notified of the proposed road closures or detours. Detour timing and necessary rerouting of emergency vehicles would be coordinated with the proper local agencies.

Air Pollution

As stated in **Section 5.12**, temporary increases in PM and MSAT emissions may occur from construction activities. The potential impacts of PM emissions would be minimized by using fugitive dust control measures contained in standard specifications, as appropriate. The Texas Emissions Reduction Plan (TERP) provides financial incentives to reduce emissions from vehicles and equipment. TxDOT encourages construction contractors to use this and other local and federal incentive programs to the fullest extent possible to minimize diesel emissions. Information about the TERP program can be found on the TCEQ's TERP Website.

However, considering the temporary and transient nature of construction-related emissions, the use of fugitive dust control measures, the encouragement of the use of TERP, and compliance with applicable regulatory requirements; it is not anticipated that emissions from construction of this project would have any significant impact on air quality in the area.

Noise

Due to operations normally associated with road construction, there is a possibility that noise levels would be above normal in the areas adjacent to the ROW. Due to the relatively temporary exposure periods imposed on any one receiver, extended disruption of normal activities is not considered likely. Provisions would be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.

Construction Activity Impacts and Traffic Disruptions

Construction normally occurs during daylight hours; however, construction could occur during the night to minimize impacts to the traveling public during daylight hours. Construction during the night would follow any local policies and ordinances established for construction activities, such as light limitations.

Reasonable measures would be taken to minimize the inconvenience to the vehicles using the roadway during the construction phase. Residential and business properties would be accessible during and after construction. The proposed project would improve the safety, efficiency, and operations of the roadway.

Under the No-Build Alternative, construction activities would not occur; therefore, there would not be any project-related construction impacts.

6.0 AGENCY COORDINATION

This section identifies all coordination with agencies outside TxDOT that are required to be conducted for the build alternative. The list below identifies the agencies requiring coordination and the status of efforts to coordinate the proposed project.

- SHPO (see **Section 5.8.1**): the Archeological Survey Report was coordinated with the SHPO who concurred with the findings and recommendations of the report on March 7, 2019 (see attached SHPO Coordination on Archeological Resources in **Appendix G**).
- In compliance with the TAC of Texas and MOU, TxDOT historians documented in an internal memo dated January 22, 2019, that project activities have no potential for adverse effects on historic, non-archeological resources within the APE (see attached TxDOT memo in **Appendix G**).
- TPWD (see **Section 5.11**): early coordination with TPWD regarding biological resources was completed on March 1, 2019 (see attached TPWD Coordination in **Appendix G**). No further coordination with TPWD or with the USFWS would be required.

7.0 PUBLIC INVOLVEMENT

Public Meetings

Two public meetings were held on April 10, 2014 and May 17, 2018, respectively. Both meetings were held in an open house format with no formal presentation. The purpose of the first public meeting was to present a six-lane conceptual alternative under consideration; and to offer the public an opportunity to ask questions and provide input regarding the alternative. The public also had an opportunity to learn about the identified environmental constraints. Approximately 137 individuals attended the meeting. A total of 50 comments were received. The majority of the of the public expressed opposition to this alternative mainly due to the amount of additional ROW needed and potential environmental impacts due to number of relocations, number of proposed lanes, and access changes resulting from the proposed raised median. Based on public input the six-lane alternative was eliminated from further consideration. The comment and response matrices for the public meetings are included in **Appendix H**.

TxDOT and Rockwall County identified a four-lane alternative to be carried forward to schematic refinement, public involvement, and detailed environmental evaluation. The four-lane alternative was presented during the May 17, 2018 public meeting. Approximately 116 individuals attended the meeting. A total of 39 comments were received. The project related comments submitted were regarding design or engineering (request for a median opening to access the Stone Creek Shopping Center at the corner of FM 552 and SH 205, traffic signals, opposition to the sidewalks and bike lanes, opposition to the proposed widening, additional ROW, drainage impacts); environmental (impacts to properties, traffic noise, impacts during construction, light pollution, and wildlife impacts); concerns that traffic would increase after project construction, support for the widening project, safety concerns; and access changes.

Meetings with Affected Property Owners (MAPOs)

On June 12, 2018 TxDOT met with the owner of the Stone Creek Shopping Center at the TxDOT Dallas District office to address access concerns at the shopping center. During the meeting, two alternatives were discussed and a consensus was reached by providing a hooded left-turn in the center median for westbound FM 552 traffic to enter the existing driveway. TxDOT has revised the proposed schematic plans to reflect the change. The schematic plans for the proposed project were approved on July 31, 2018.

Public Hearing

A public hearing for the proposed project was held on May 30, 2019 at the J.W. Williams Middle School in Rockwall, Texas. The hearing included a formal presentation and opportunity to ask questions and provide written and verbal comments. Approximately 127 individuals attended the hearing. A total of 25 comments were received (13 verbal comments and 12 written comments). The project related comments submitted were regarding design or engineering (shift the alignment to the south to minimize ROW requirements on the north, request to use concrete pavement, speed reduction, requests for flush median instead of raised median); environmental (request for equality on impacts to adjacent properties, traffic noise barriers, and purpose and need); concerns that traffic would increase as a result of the project, opposition to roadway widening, opposition to raised medians, and safety concerns; opposition to bicycle and pedestrian improvements with some support for shared-use lanes, and concern for access changes related to u-turns. The comment and response matrices for the public hearing is included in **Appendix H**.

The Notice of Availability of the Draft EA was published in both English and Spanish in various newspapers that serve the project area, and was also available online at www.txdot.gov and www.keepitmovingdallas.com.

Before construction, a notice of impending construction would be provided to owners of adjoining property and affected local governments and public officials. The notice may be provided via a sign or signs posted in the ROW, mailed, distributed by hand, or via website. The notice would be provided after the FONSI but before earthmoving or other activities requiring the use of heavy equipment begin.

8.0 POST-ENVIRONMENTAL CLEARANCE ACTIVITIES AND CONTRACTOR COMMUNICATIONS

8.1 Post-Environmental Clearance Activities

1. Utilities: utility relocations would be required throughout the corridor. Utility agreements and notice to owners would be required for this project prior to construction.
2. Water Quality: impacts to potentially jurisdictional WOUS would be authorized under NWP - 14 Linear Transportation Projects with a PCN. The PCN would be needed due to impacts to a wetland. The PCN will be obtained before

construction. The proposed project would comply with all general conditions of the NWP.

3. Section 401: before construction, install/implement approved erosion controls, sediment controls, and post-construction TSS control BMPs from TCEQ's 401 Water Quality Certification Conditions for NWPs.
4. Wetlands: minimize impacts to Wetland 1 during construction by keeping the construction footprint as small as possible while enabling construction that meets all requirements for the proposed project's implementation. BMPs would be implemented during construction.
5. Floodplains: notification and coordination with local floodplain administrator is required because the project is within the 100-year floodplain. This coordination will be completed prior to the start of construction.
6. Invasive Species: during construction comply with federal EO 13112 on Invasive Species. TxDOT implements this EO on a programmatic basis through its Roadside Vegetation Management Manual and Landscape and Aesthetics Design Manual.
7. Migratory Birds: before construction use measures to prevent or discourage birds from building nests on man-made structures within portions of the project area planned for construction; and, schedule construction activities outside the typical nesting season.
8. Detours: county and local public safety officials would be notified of any road closures or detours during construction. Detour timing and necessary rerouting of emergency vehicles would be coordinated with the proper local agencies during construction.
9. Air Quality: implement fugitive dust control measures contained in standard specifications to minimize potential impacts of PM emissions during construction.
10. Hazardous Materials: due to the age of the residence proposed for relocation (likely constructed c. 1930-1940) asbestos survey prior to demolition would be needed.
11. Noise: before construction, provisions would be included in the construction plans that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.
12. Public Involvement: before construction, a notice of impending construction will be provided to owners of adjoining property and affected local governments and public officials.

8.2 Contractor Communications

1. Archeological Resources: if unanticipated archaeological deposits are encountered during construction, work in the immediate area will cease, and TxDOT archaeological staff will be contacted to initiate post-review discovery procedures.
2. Wetlands: the construction contractor would be required to avoid and minimize unnecessary impacts on wetlands during construction.

3. Construction (TPDES): Contractor shall comply with the CGP and SW3P. Complete, post and submit NOI and NOT to TCEQ and the MS4 operator. Inspect the project to ensure compliance with the CGP.
4. Drinking Water Systems: if any unknown wells are encountered during construction activities, they would need to be properly plugged in accordance with state statutes.
5. Vegetation: preserve native vegetation to the extent practical. Contractor must adhere to Construction Specification Requirements Specs 162, 164, 192, 193, 506, 730, 751 and 752 in order to comply with requirements for invasive species, beneficial landscaping, and tree/brush removal commitments.
6. TPWD: the contractor is responsible for compliance with all applicable laws, rules, and regulations for PSLs in upland areas outside of the floodplain/riparian corridors.
7. Threatened, Endangered, and Candidate Species: if any species on Rockwall County threatened and endangered species list is sighted in the project area during construction, construction would stop and contractor would notify the TxDOT Area Engineer.
8. Threatened, Endangered, and Candidate Species: The following BMPs will be implemented per the 2013 MOU (2017 Revision) for the proposed project. For all migratory birds, the following MBTA guidelines, as present as a special note on the PS&E EPIC sheet, would be implemented:
 - The Migratory Bird Treaty Act of 1918 states that it is unlawful to kill, capture, collect, possess, buy, sell, trade, or transport any migratory bird, nest, young, feather, or egg in part or in whole, without a Federal permit issued in accordance within the Act's policies and regulations. The contractor would remove all old migratory bird nests from any structure where work would be done from October 1 to February 15. In addition, the contractor would be prepared to prevent migratory birds from building nest(s) between February 15 and October 1. In the event that migratory birds are encountered on-site during project construction, efforts to avoid adverse impacts on protected birds, active nests, eggs, and/or young would be observed.

For the plains spotted skunk the following BMP will be implemented:

- Contractors will be advised of potential occurrence in the project area, and to avoid harming the species if encountered, and to avoid unnecessary impacts to dens.

For the Texas garter snake and timber (canebrake) rattlesnake, the following BMPs will be implemented:

terrestrial reptile BMPs

- Apply hydromulching and/or hydroseeding in areas for soil stabilization and/or revegetation of disturbed areas where feasible. If hydromulching and/or hydroseeding are not feasible due to site conditions, utilize erosion control blankets or mats that contain no netting or contain loosely woven,

- natural fiber netting is preferred. Plastic netting should be avoided to the extent practicable.
- For open trenches and excavated pits, install escape ramps at an angle of less than 45 degrees (1:1) in areas left uncovered. Visually inspect excavation areas for trapped wildlife prior to backfilling.
 - Inform contractors that if reptiles are found on project site allow species to safely leave the project area.
 - Avoid or minimize disturbing or removing downed trees, rotting stumps, and leaf litter where feasible.
 - Contractors will be advised of potential occurrence in the project area, and to avoid harming the species if encountered.
9. Air Quality: the TERP provides financial incentives to reduce emissions from vehicles and equipment. TxDOT encourages construction contractors to use this and other local and federal incentive programs to the fullest extent possible to minimize diesel emissions.
10. Hazardous Materials: the contractor would take appropriate measures to prevent, minimize, and control the spill of hazardous materials in the construction staging area. All construction materials used for the proposed project would be removed as soon as the work schedules permit. The contractor would initiate early regulatory agency coordination during project development.

9.0 CONCLUSION

The engineering, social, and environmental investigations conducted thus far indicate that the proposed project would not result in a significant impact on the human or natural environment; therefore, a Finding of No Significant Impact is recommended.

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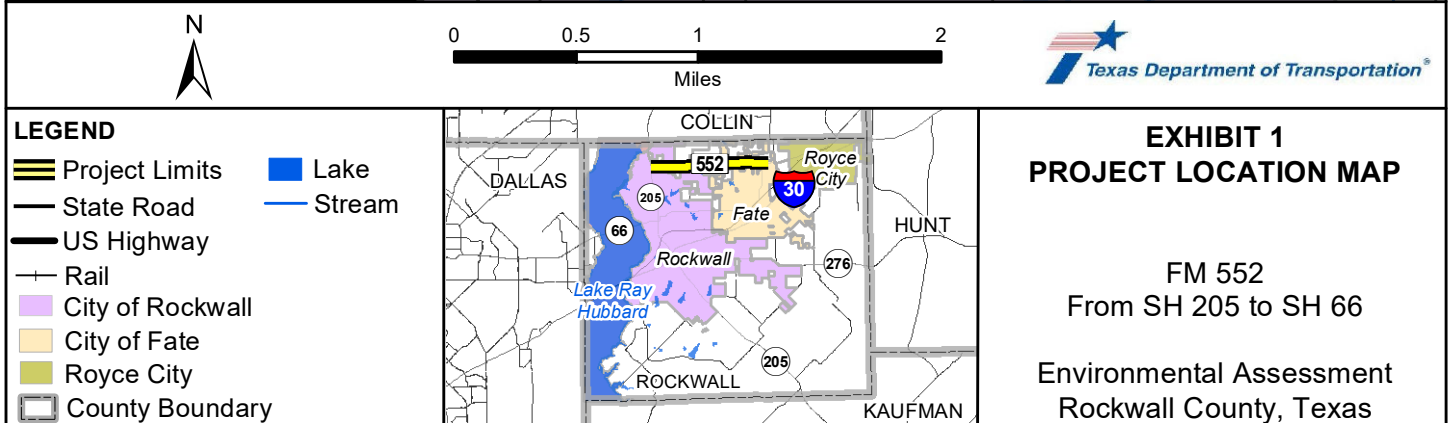
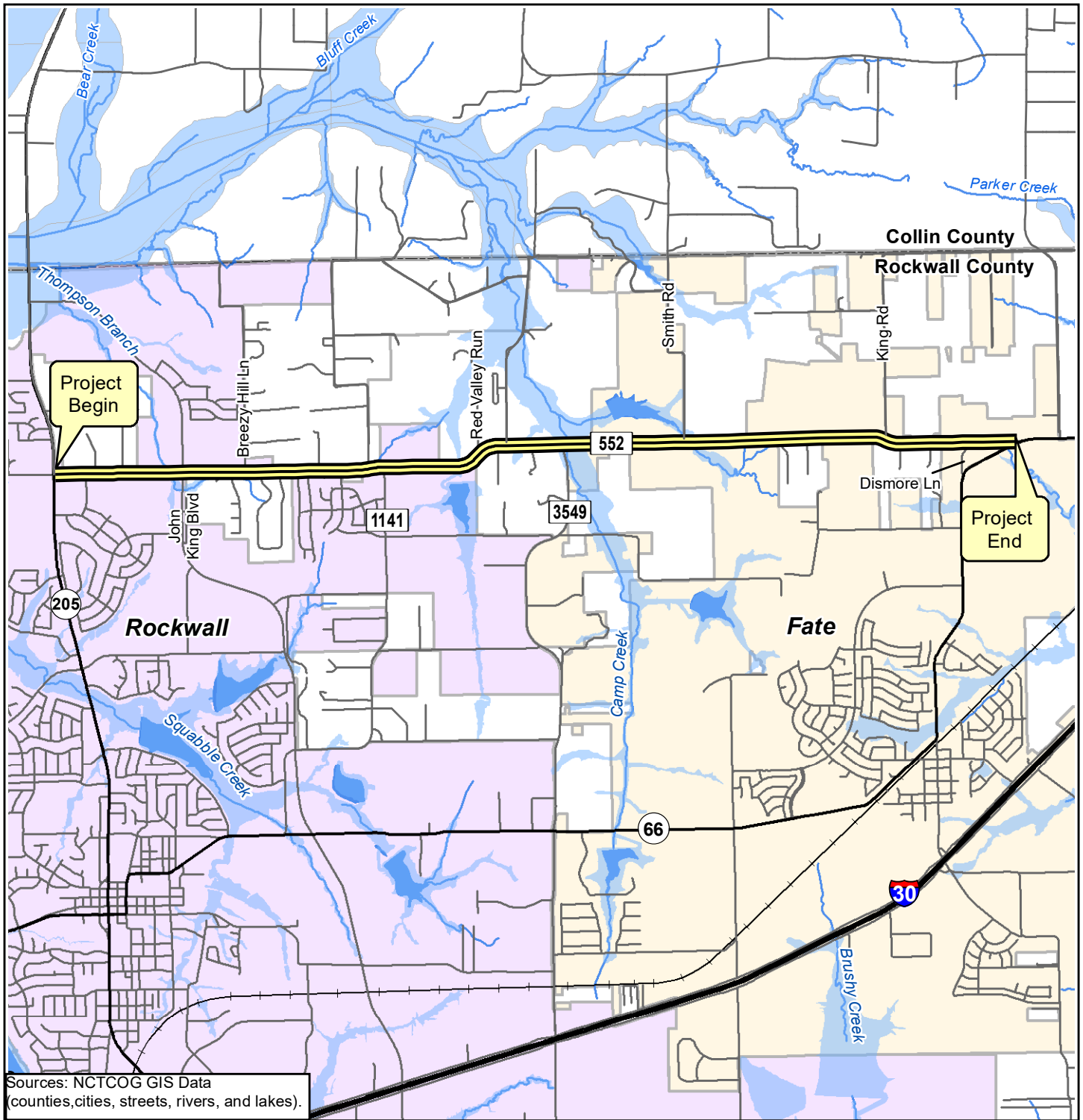
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APPENDIX A



APPENDIX B



Looking east along FM 552 at Hillcrest Center near project begin.



Looking west along FM 552 at intersection representing project begin.



Looking west along FM 552.



Looking north along John King Blvd. at intersection with FM 552.



Looking east along FM 552 at intersection of FM 1141 and FM 552.



Looking northwest at the intersection of FM 3549 and FM 552.



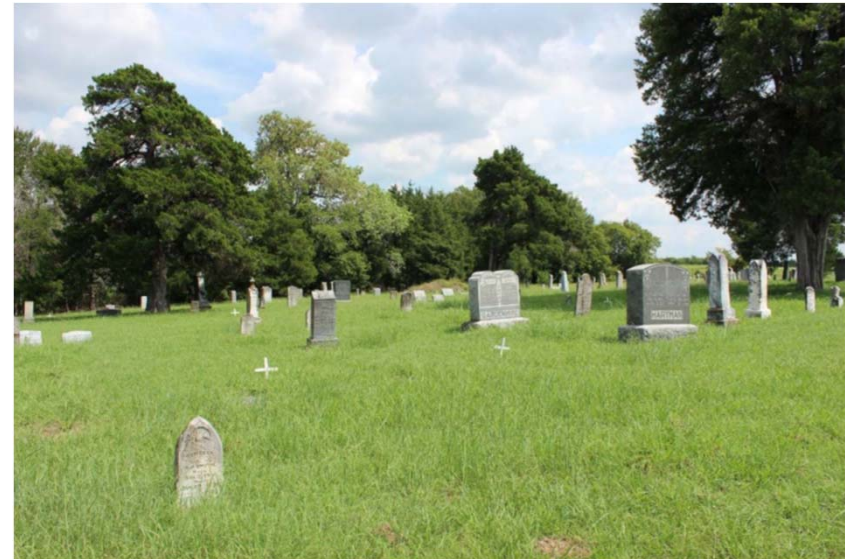
Looking east along FM 552 from entrance to JW Williams Middle School.



Looking east along FM 552 at entrance of Mt. Zion Cemetery.



View looking south of Mt. Zion Cemetery historical marker located within cemetery property.



View facing southeast of Mt. Zion Cemetery. The proposed project would not require new ROW from the cemetery property.



Looking east at Wetland 1 adjacent to Water 5 on the upstream side, south of FM 552.



Looking north at representative residential subdivision under development within the study area.

Photographs taken in August of 2018.



Looking north toward potential residence displacement located on the north side of FM 552.



Looking northwest toward metal structure on north side of FM 552. This structure would be impacted by the proposed project.



Looking north at North King Rd. Photo is representative of scattered rural community that is characteristic of a majority of the study area.

Photographs taken in August of 2018.



Looking west along FM 552 toward metal structure that is anticipated to be impacted by the proposed project.



Looking south at Mt. Zion Water Supply Corporation pump station located along westbound FM 552.



Looking west along FM 552 towards Ridgeview Church.



Looking south at crossing of FM 552 north of Celia Hays Elem. School.

Photographs taken in August of 2018.

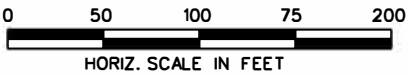
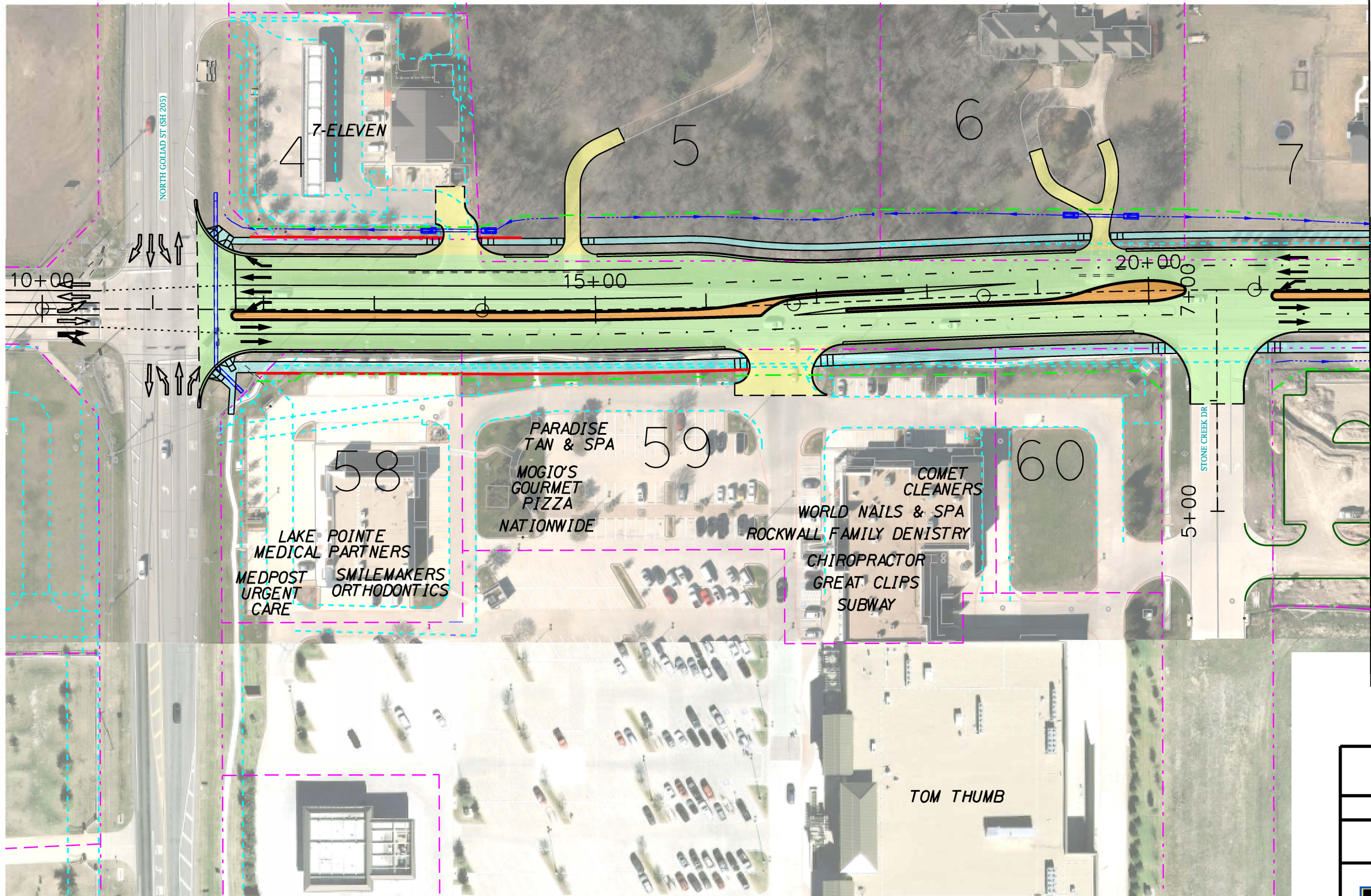


Looking northwest from FM 552 towards Kingston Montessori School directly north of FM 552.



Looking south on the east side of SH 205 toward FM 552 showing the storage tanks at the 7-Eleven (Map ID 5).

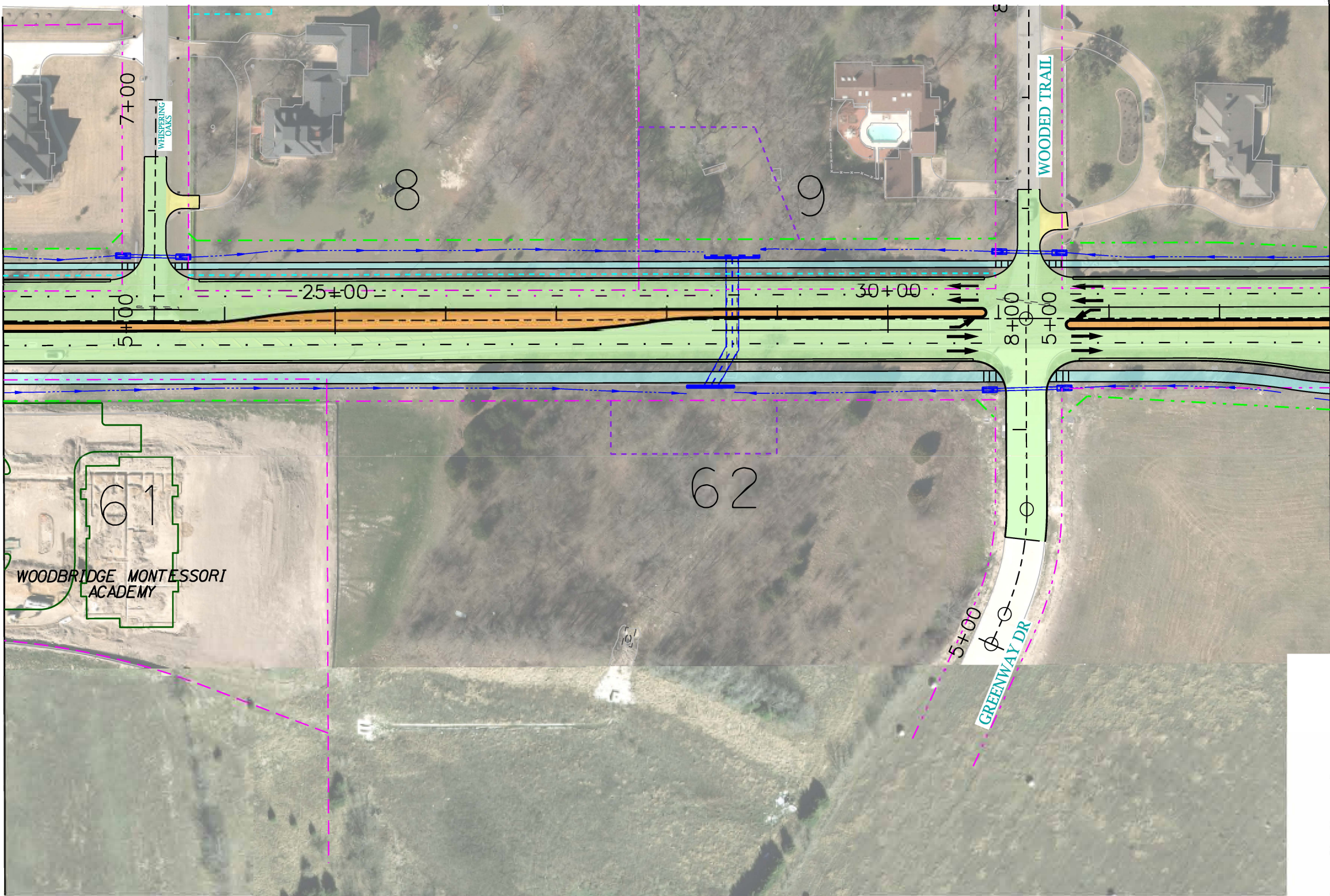
APPENDIX C



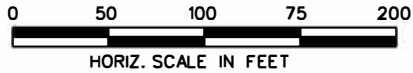
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	Proposed Sidewalk
	Proposed Median
	Proposed Bridge Structure
	FEMA Flood Zone
	Displaced Building
	Existing ROW
	Proposed ROW
	Proposed Centerline
	Property Line
	Existing Easement
	Future / Existing Development
	Retaining Wall
	Proposed Drainage Easement
	Proposed Drainage Structure
	Proposed Ditch Flow Line

FM 552 (CSJ : 1017-01-015) FROM SH 205 TO SH 66	
ROADWAY SCHEMATIC LAYOUT	
BEGIN TO STA 22+00	
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MATCH LINE BEGIN TO STA 22+00



MATCH LINE STA 34+00



LEGEND

- Proposed Pavement
- Proposed Driveway
- Proposed Sidewalk
- Proposed Median
- Proposed Bridge Structure
- FEMA Flood Zone
- Displaced Building
- Existing ROW
- Proposed ROW
- Proposed Centerline
- Property Line
- Existing Easement
- Future / Existing Development
- Retaining Wall
- Proposed Drainage Easement
- Proposed Drainage Structure
- Proposed Ditch Flow Line

FM 552 (CSJ : 1017-01-015)
FROM SH 205 TO SH 66

ROADWAY SCHEMATIC LAYOUT

STA 22+00 TO STA 34+00



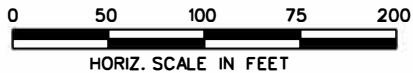
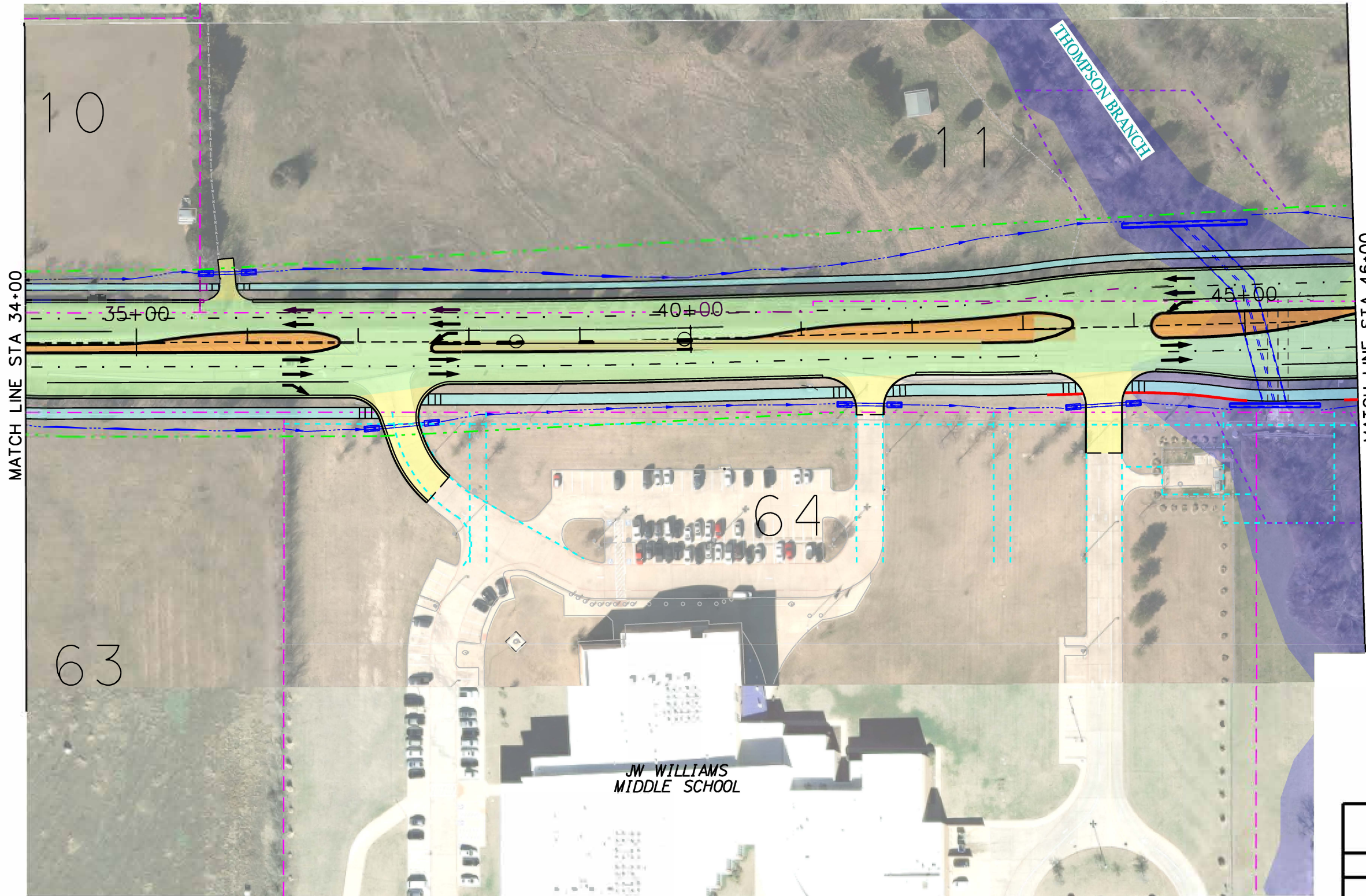
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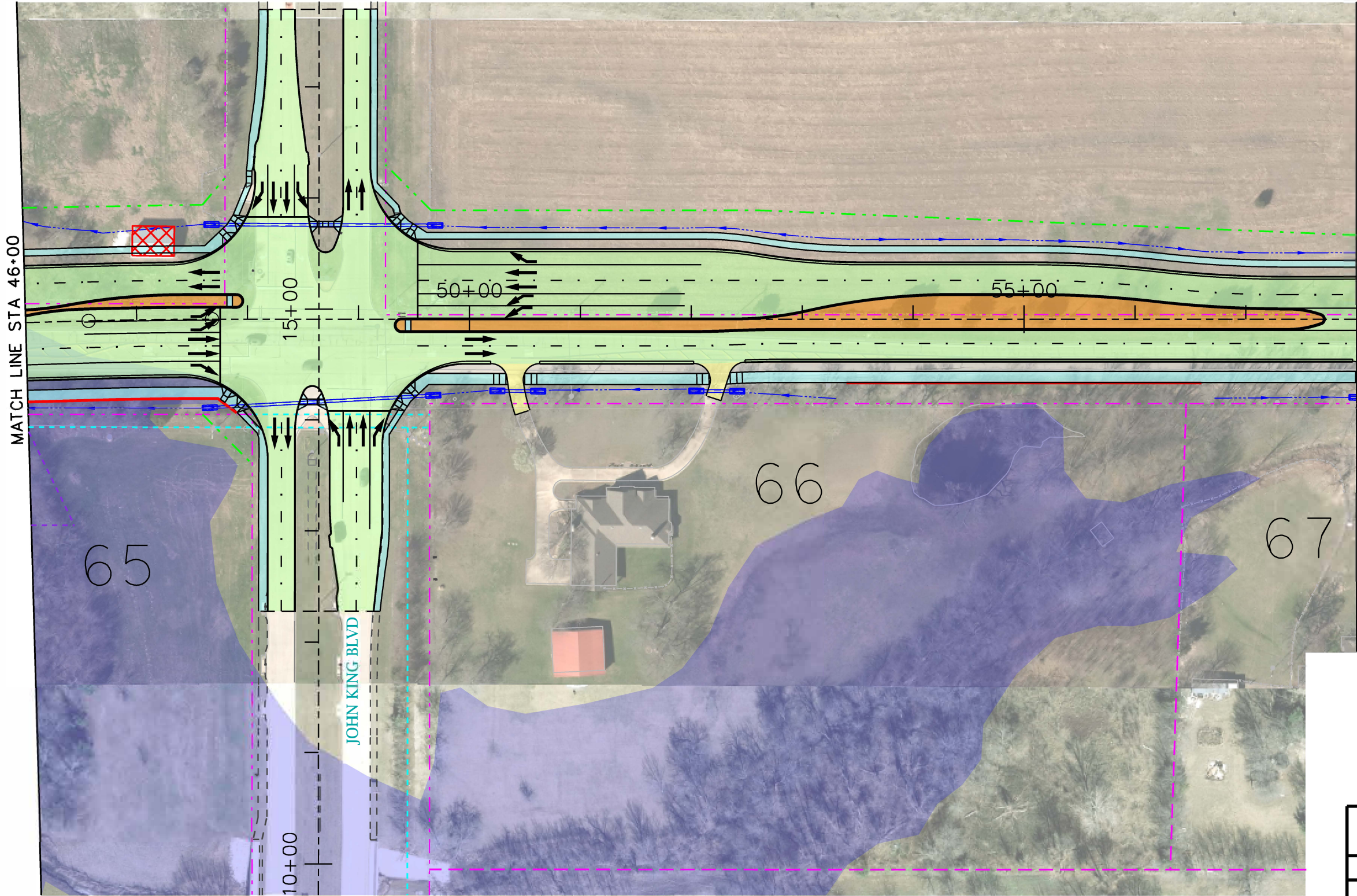
DATE: July 2018

SHEET NO. 2 OF 23



LEGEND	
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	Proposed Sidewalk
	Proposed Median
	Proposed Bridge Structure
	FEMA Flood Zone
	Displaced Building
	Existing ROW
	Proposed ROW
	Proposed Centerline
	Property Line
	Existing Easement
	Future / Existing Development
	Retaining Wall
	Proposed Drainage Easement
	Proposed Drainage Structure
	Proposed Ditch Flow Line

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ROADWAY SCHEMATIC LAYOUT	
STA 34+00 TO STA 46+00	
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0 50 100 75 200
HORIZ. SCALE IN FEET

LEGEND

- Proposed Pavement
- Proposed Driveway
- Proposed Sidewalk
- Proposed Median
- Proposed Bridge Structure
- FEMA Flood Zone
- Displaced Building
- Existing ROW
- Proposed ROW
- Proposed Centerline
- Property Line
- Existing Easement
- Future / Existing Development
- Retaining Wall
- Proposed Drainage Easement
- Proposed Drainage Structure
- Proposed Ditch Flow Line

FM 552 (CSJ : 1017-01-015)
FROM SH 205 TO SH 66

ROADWAY SCHEMATIC LAYOUT

STA 46+00 TO STA 58+00



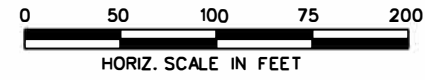
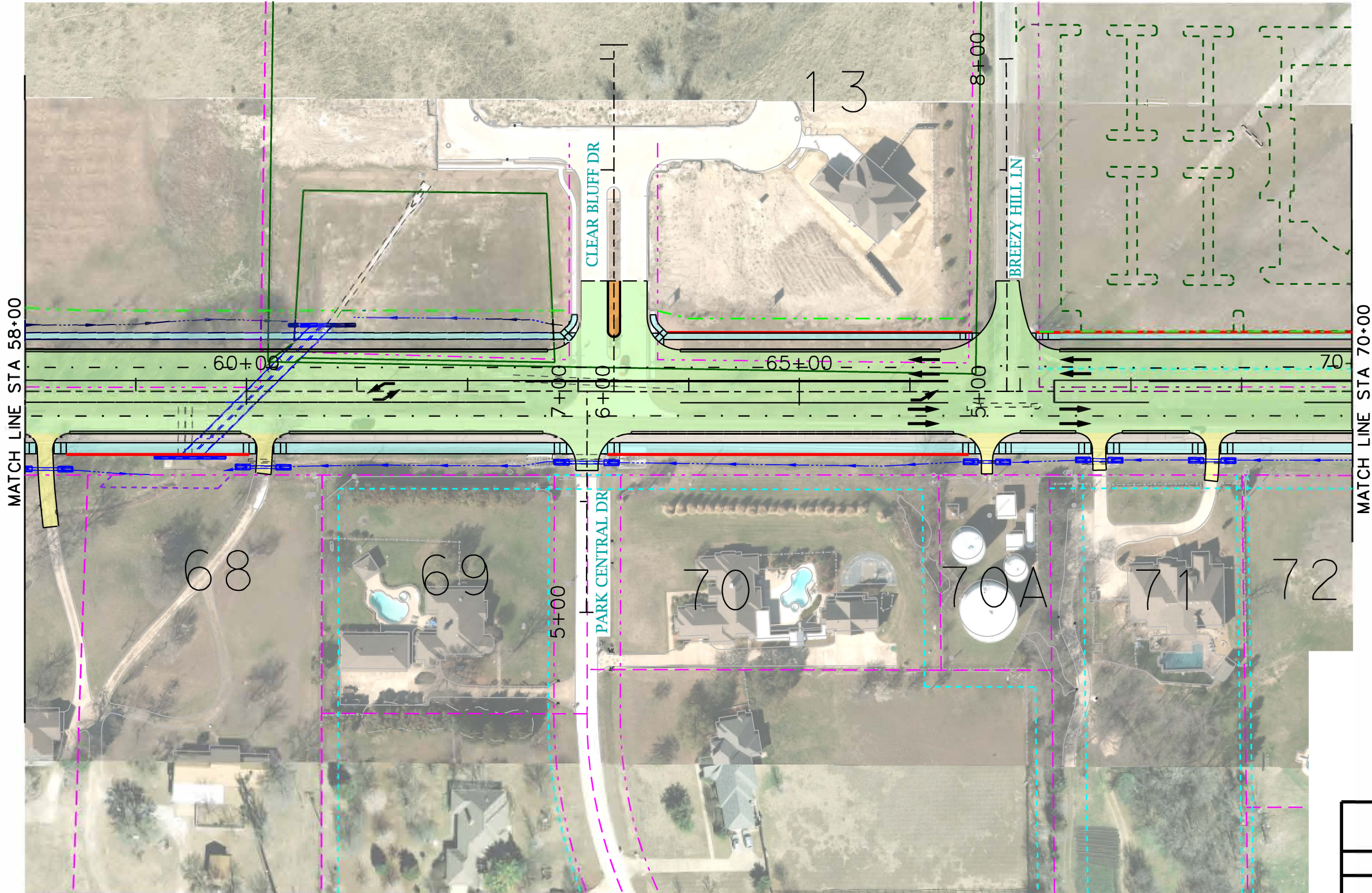
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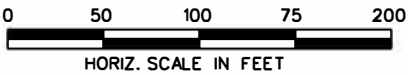
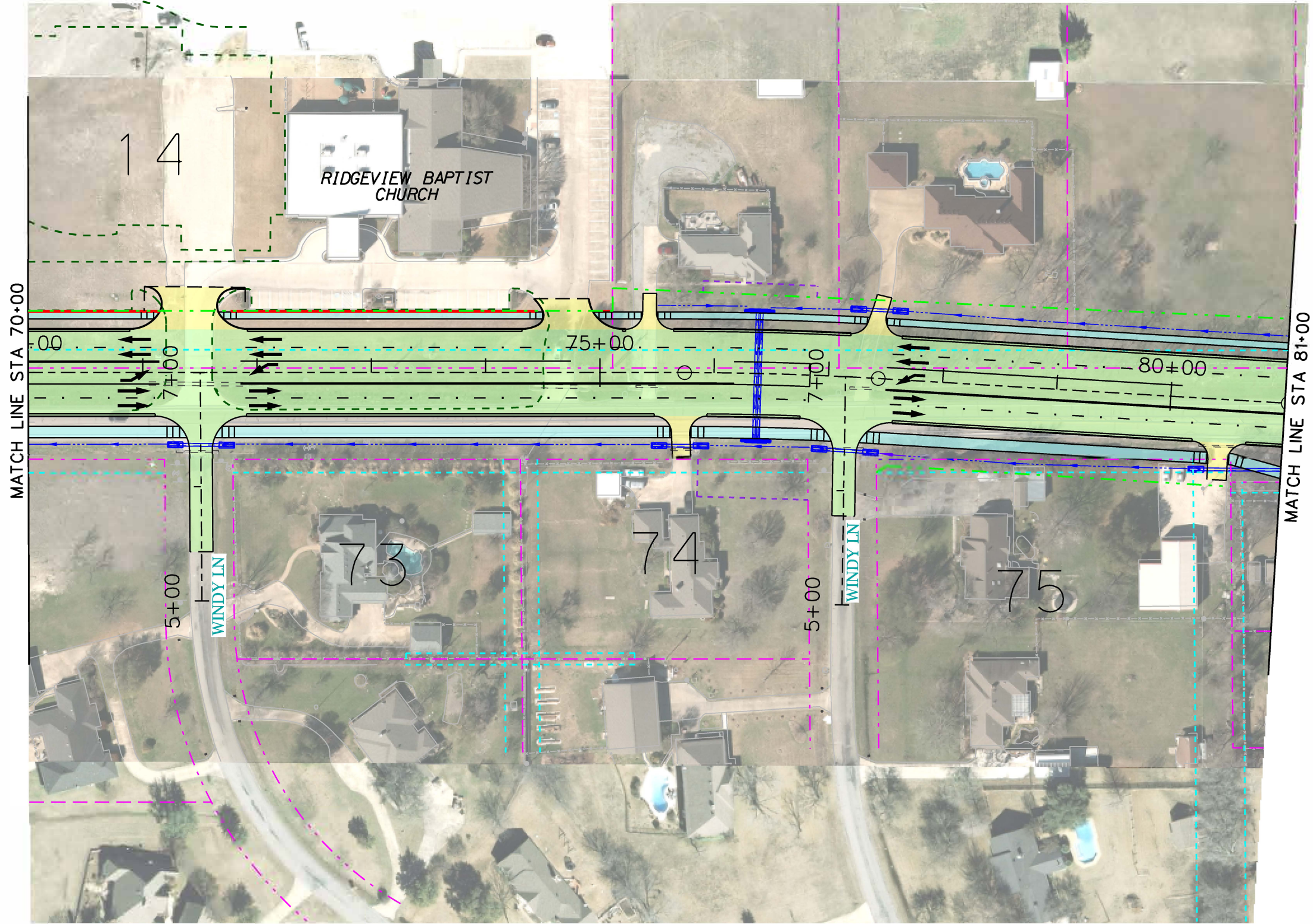
DATE: July 2018

SHEET NO. 4 OF 23



LEGEND	
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	Proposed Median
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	Existing ROW
	Proposed ROW
	Proposed Centerline
	Property Line
	Existing Easement
	Future / Existing Development
	Retaining Wall
	Proposed Drainage Easement
	Proposed Drainage Structure
	Proposed Ditch Flow Line

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ROADWAY SCHEMATIC LAYOUT	
STA 58+00 TO STA 70+00	
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LEGEND

- Proposed Pavement
- Proposed Driveway
- Proposed Sidewalk
- Proposed Median
- Proposed Bridge Structure
- FEMA Flood Zone
- Displaced Building
- Existing ROW
- Proposed ROW
- Proposed Centerline
- Property Line
- Existing Easement
- Future / Existing Development
- Retaining Wall
- Proposed Drainage Easement
- Proposed Drainage Structure
- Proposed Ditch Flow Line

FM 552 (CSJ : 1017-01-015)
FROM SH 205 TO SH 66

ROADWAY SCHEMATIC LAYOUT

STA 70+00 TO STA 81+00



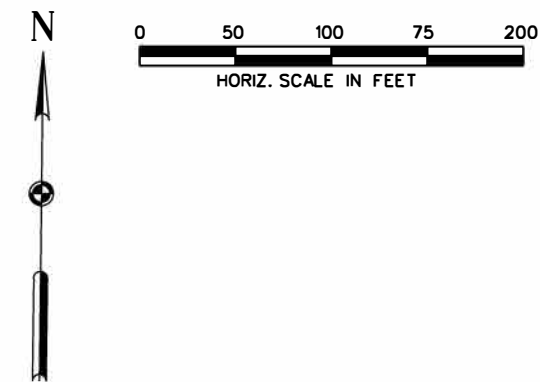
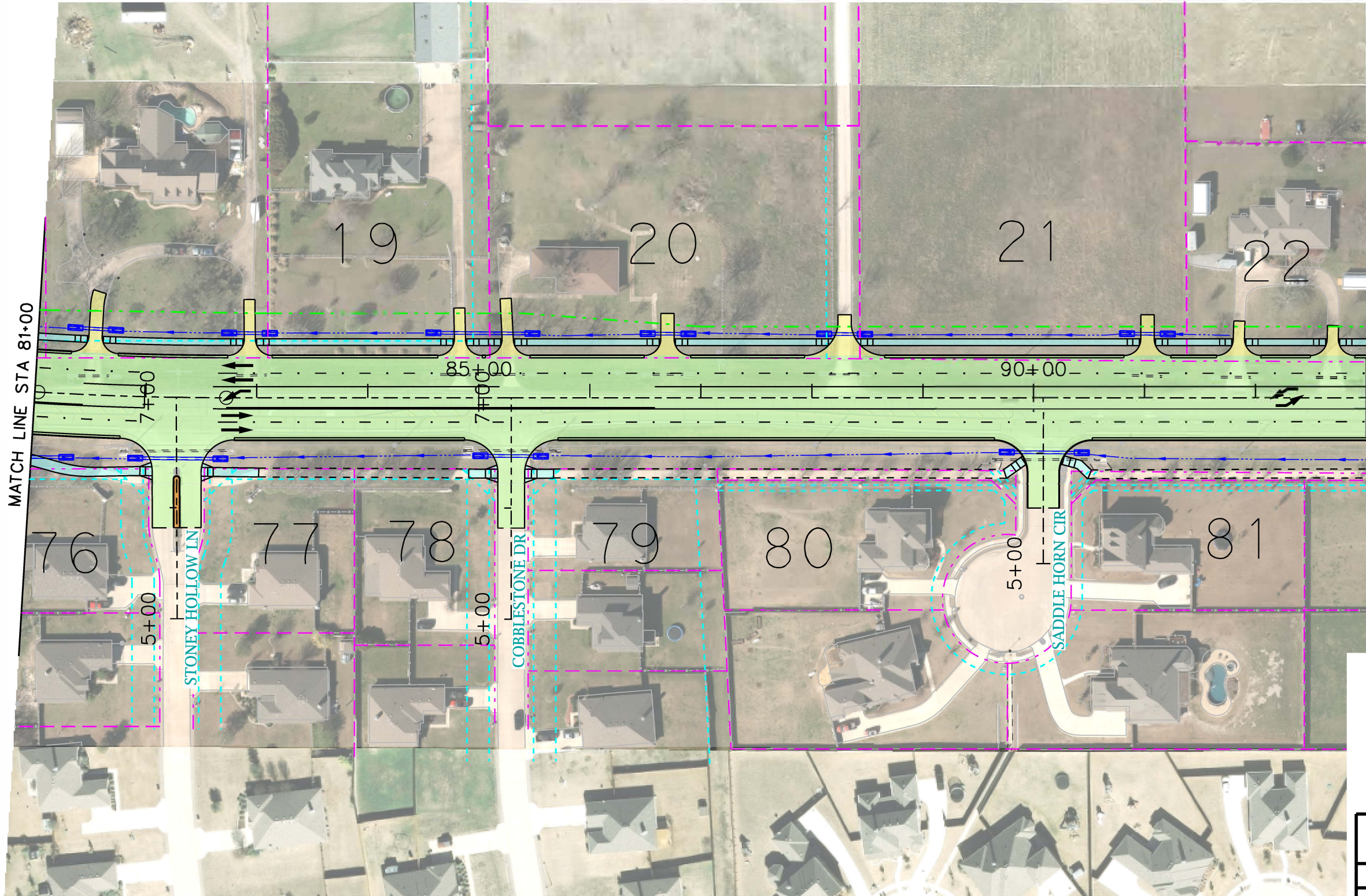
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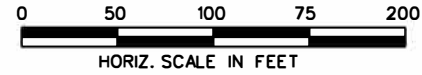
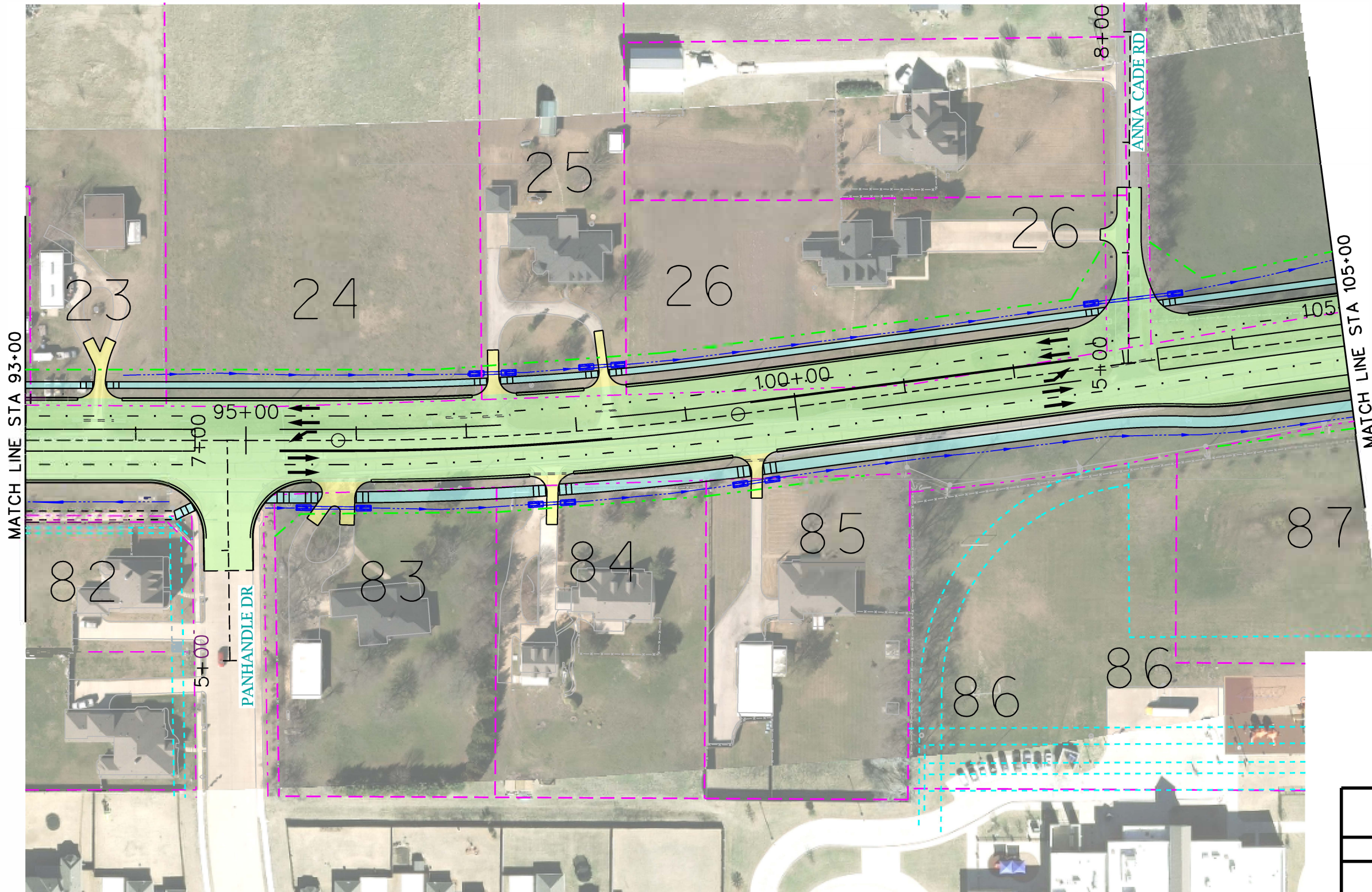
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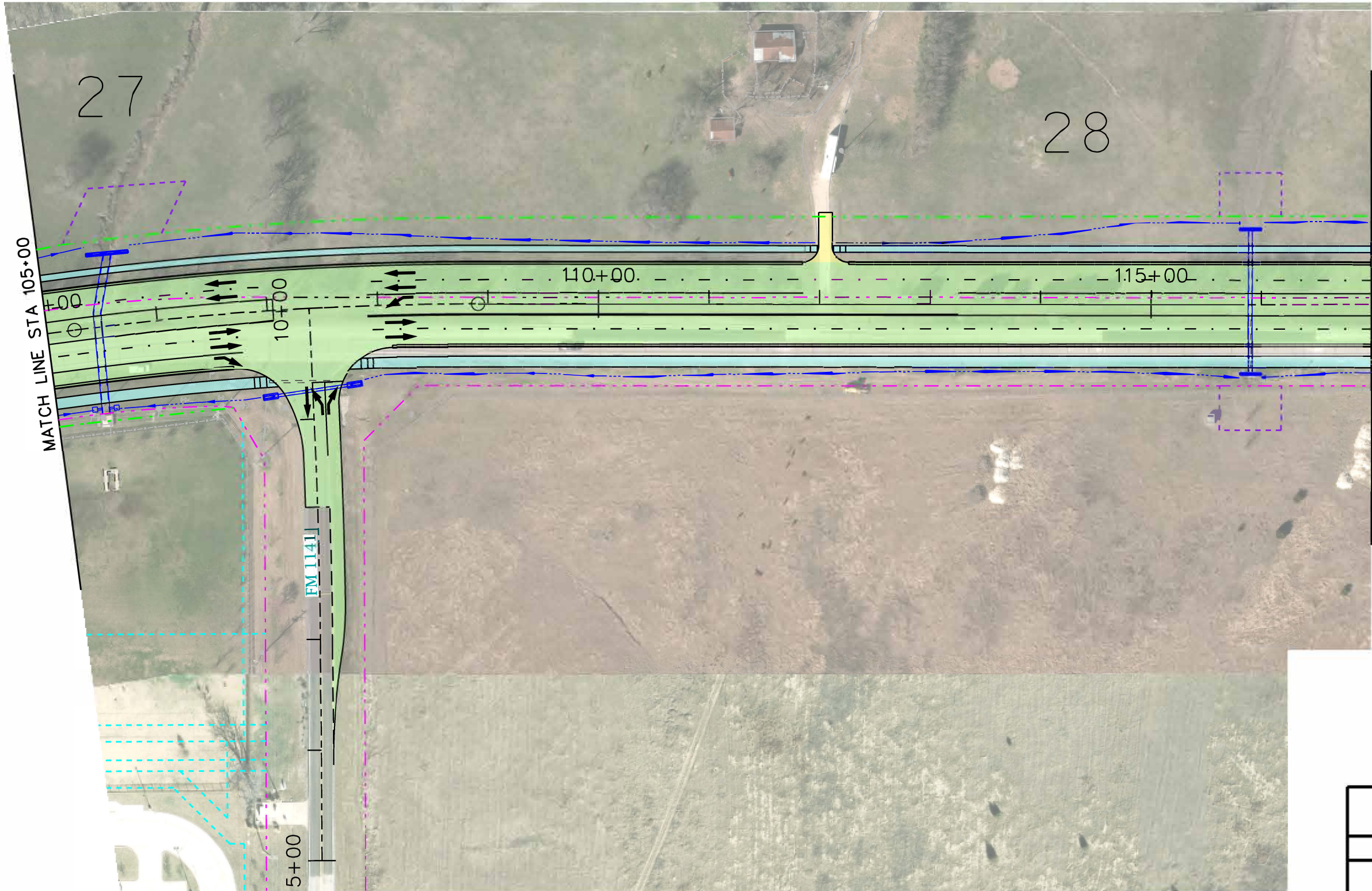
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	Proposed ROW
	Proposed Centerline
	Property Line
	Existing Easement
	Future / Existing Development
	Retaining Wall
	Proposed Drainage Easement
	Proposed Drainage Structure
	Proposed Ditch Flow Line

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ROADWAY SCHEMATIC LAYOUT	
STA 81+00 TO STA 93+00	
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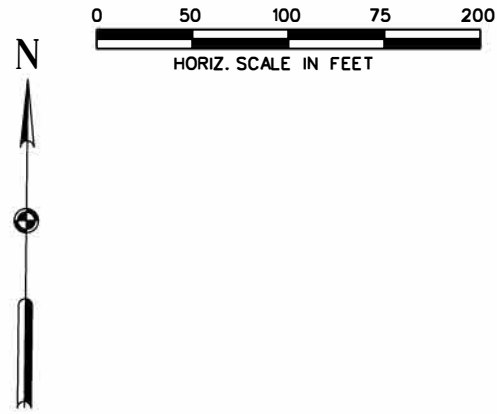
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	Proposed ROW
	Proposed Centerline
	Property Line
	Existing Easement
	Future / Existing Development
	Retaining Wall
	Proposed Drainage Easement
	Proposed Drainage Structure
	Proposed Ditch Flow Line

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ROADWAY SCHEMATIC LAYOUT	
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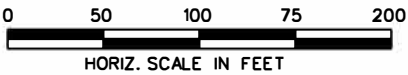
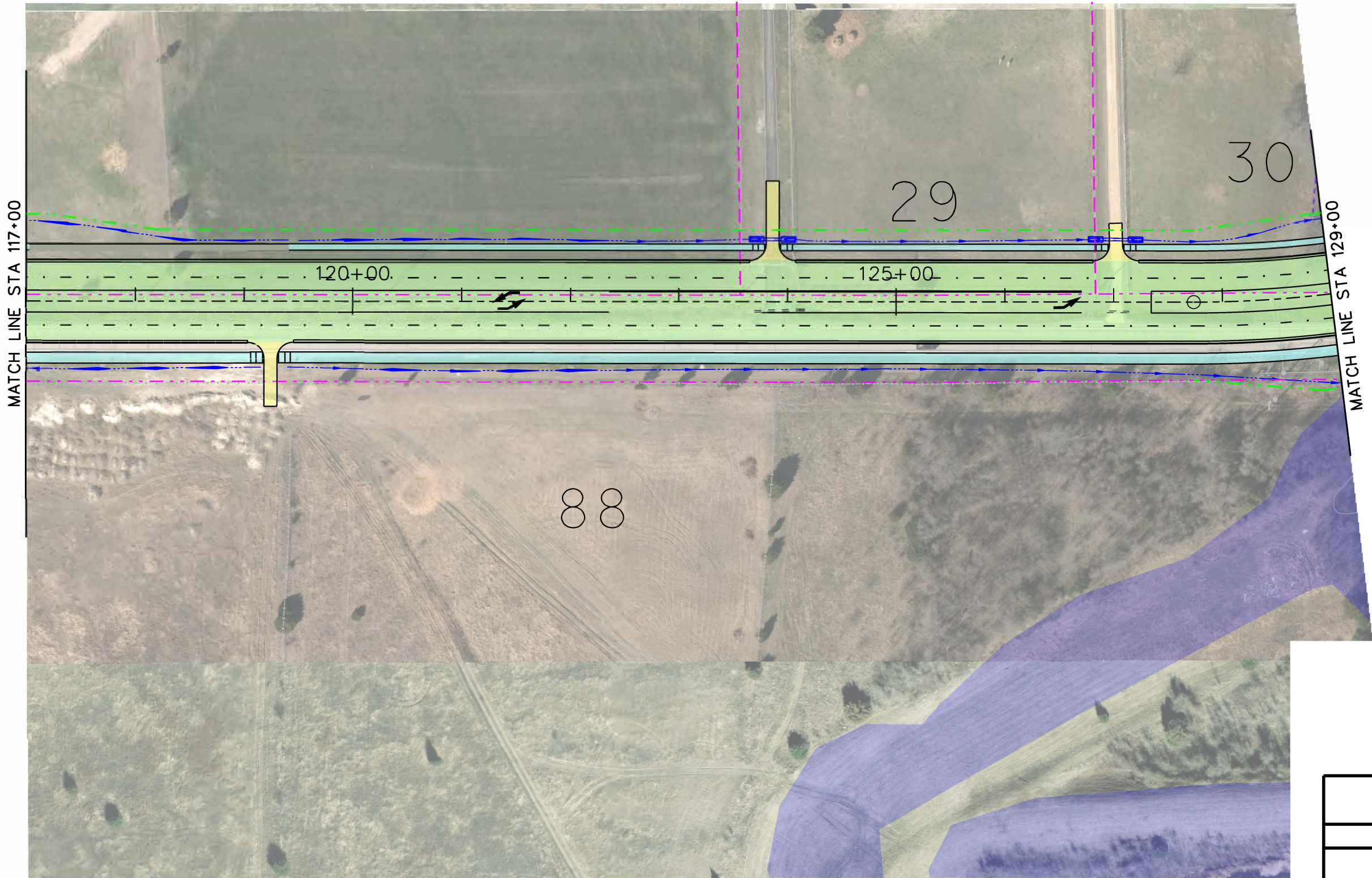
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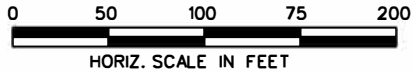
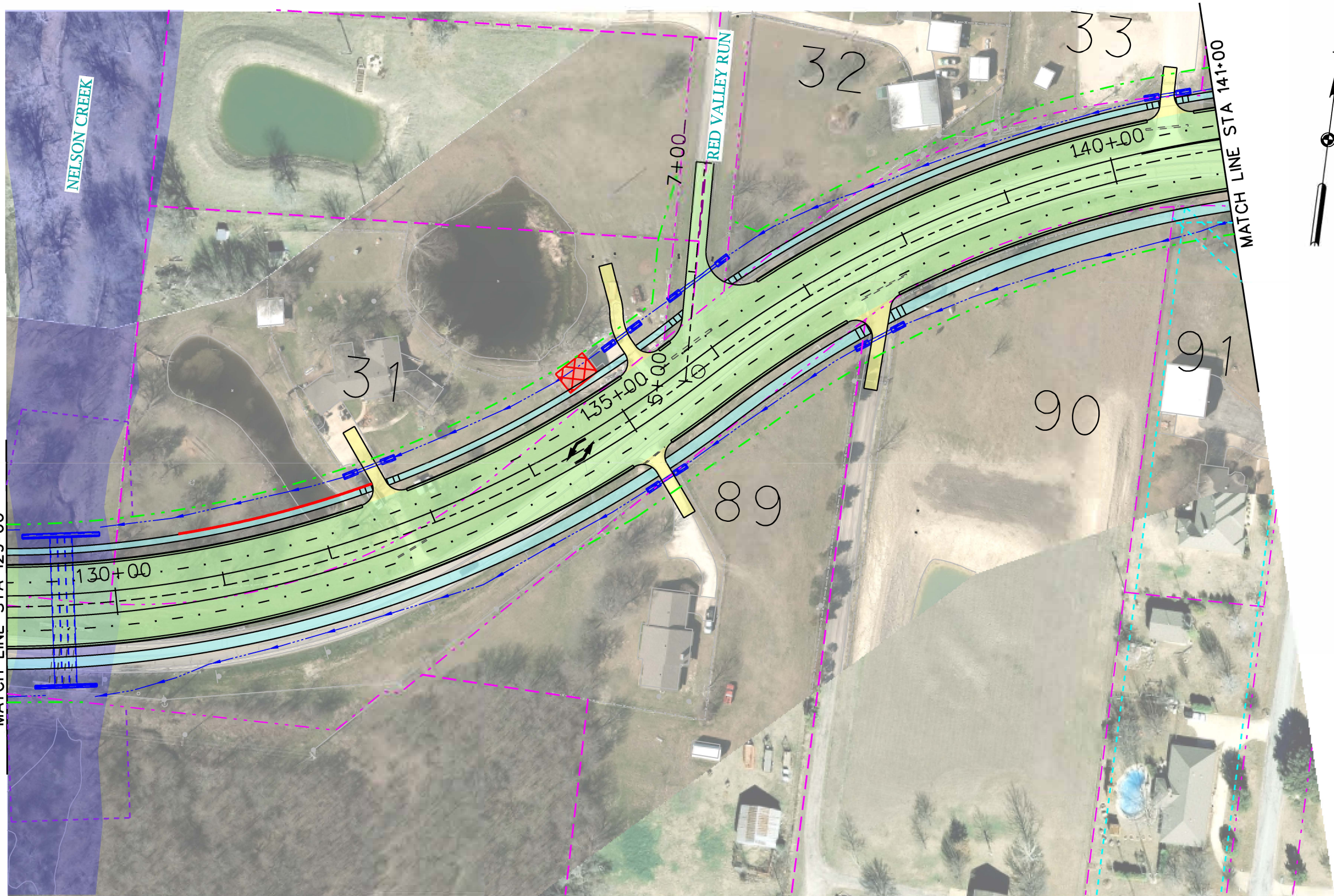
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	Proposed Centerline
	Property Line
	Existing Easement
	Future / Existing Development
	Retaining Wall
	Proposed Drainage Easement
	Proposed Drainage Structure
	Proposed Ditch Flow Line

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ROADWAY SCHEMATIC LAYOUT	
STA 105+00 TO STA 117+00	
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LEGEND	
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	Proposed Driveway
	Proposed Sidewalk
	Proposed Median
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	Proposed Drainage Structure
	Proposed Ditch Flow Line

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ROADWAY SCHEMATIC LAYOUT	
STA 117+00 TO STA 129+00	
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LEGEND	
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	Proposed Median
	Proposed Bridge Structure
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	Proposed ROW
	Proposed Centerline
	Property Line
	Existing Easement
	Future / Existing Development
	Retaining Wall
	Proposed Drainage Easement
	Proposed Drainage Structure
	Proposed Ditch Flow Line

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FROM SH 205 TO SH 66

ROADWAY SCHEMATIC LAYOUT

STA 129+00 TO STA 141+00



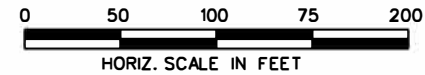
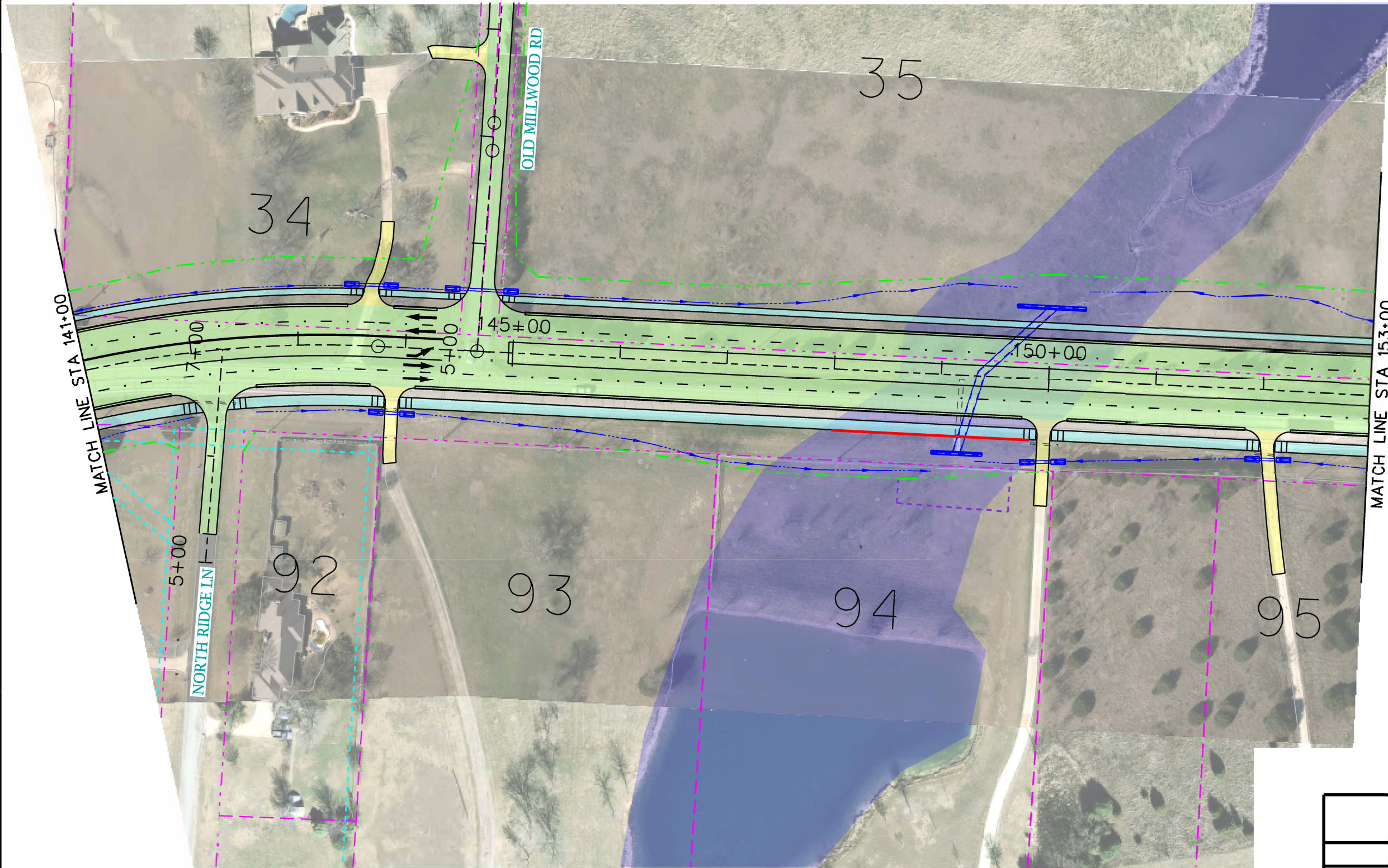
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LEGEND

- Proposed Pavement
- Proposed Driveway
- Proposed Sidewalk
- Proposed Median
- Proposed Bridge Structure
- FEMA Flood Zone
- Displaced Building
- Existing ROW
- Proposed ROW
- Proposed Centerline
- Property Line
- Existing Easement
- Future / Existing Development
- Retaining Wall
- Proposed Drainage Easement
- Proposed Drainage Structure
- Proposed Ditch Flow Line

FM 552 (CSJ : 1017-01-015)
FROM SH 205 TO SH 66

ROADWAY SCHEMATIC LAYOUT

STA 141+00 TO STA 153+00



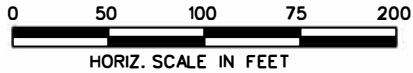
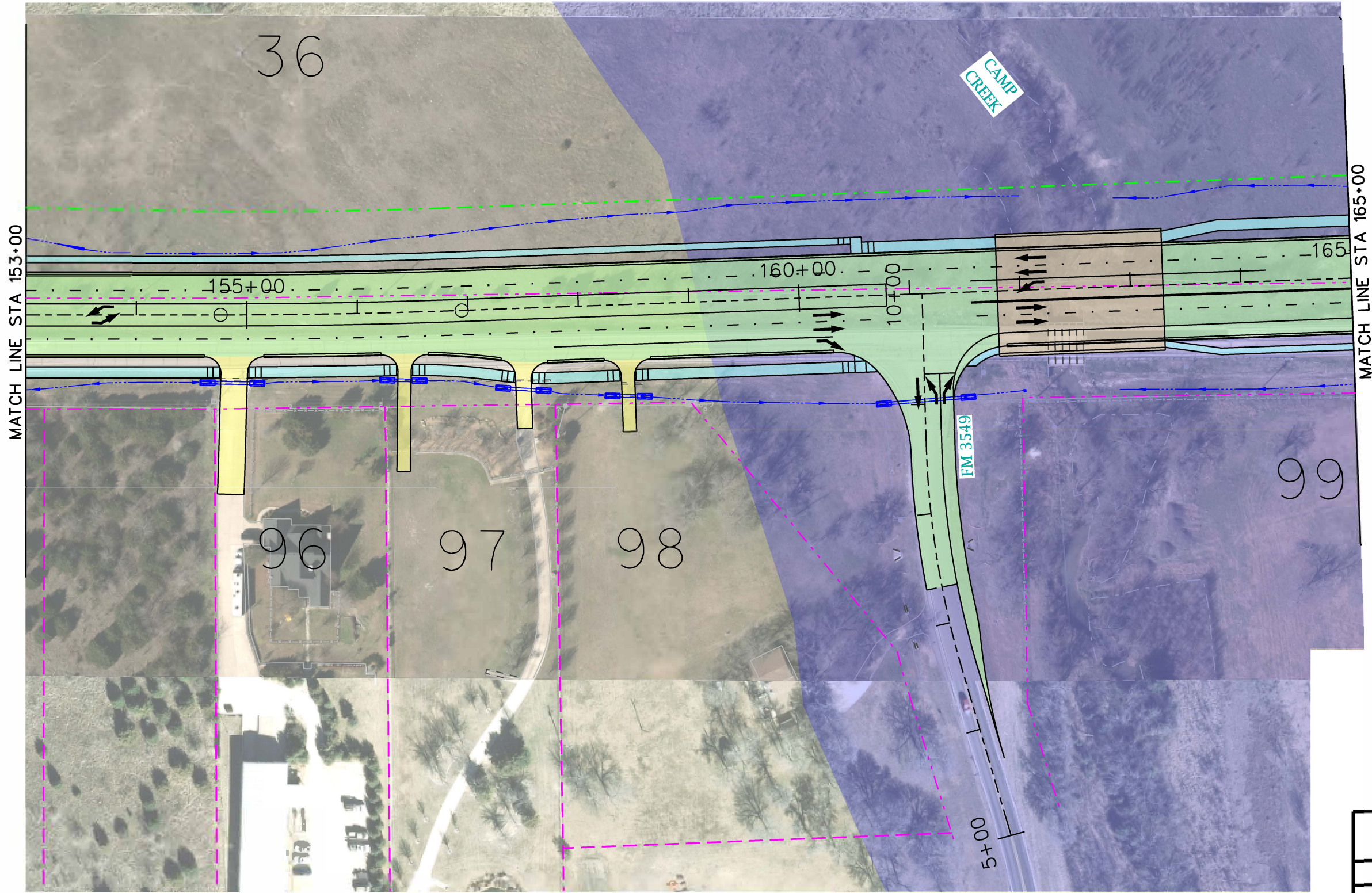
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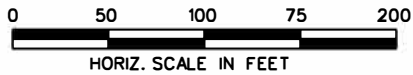
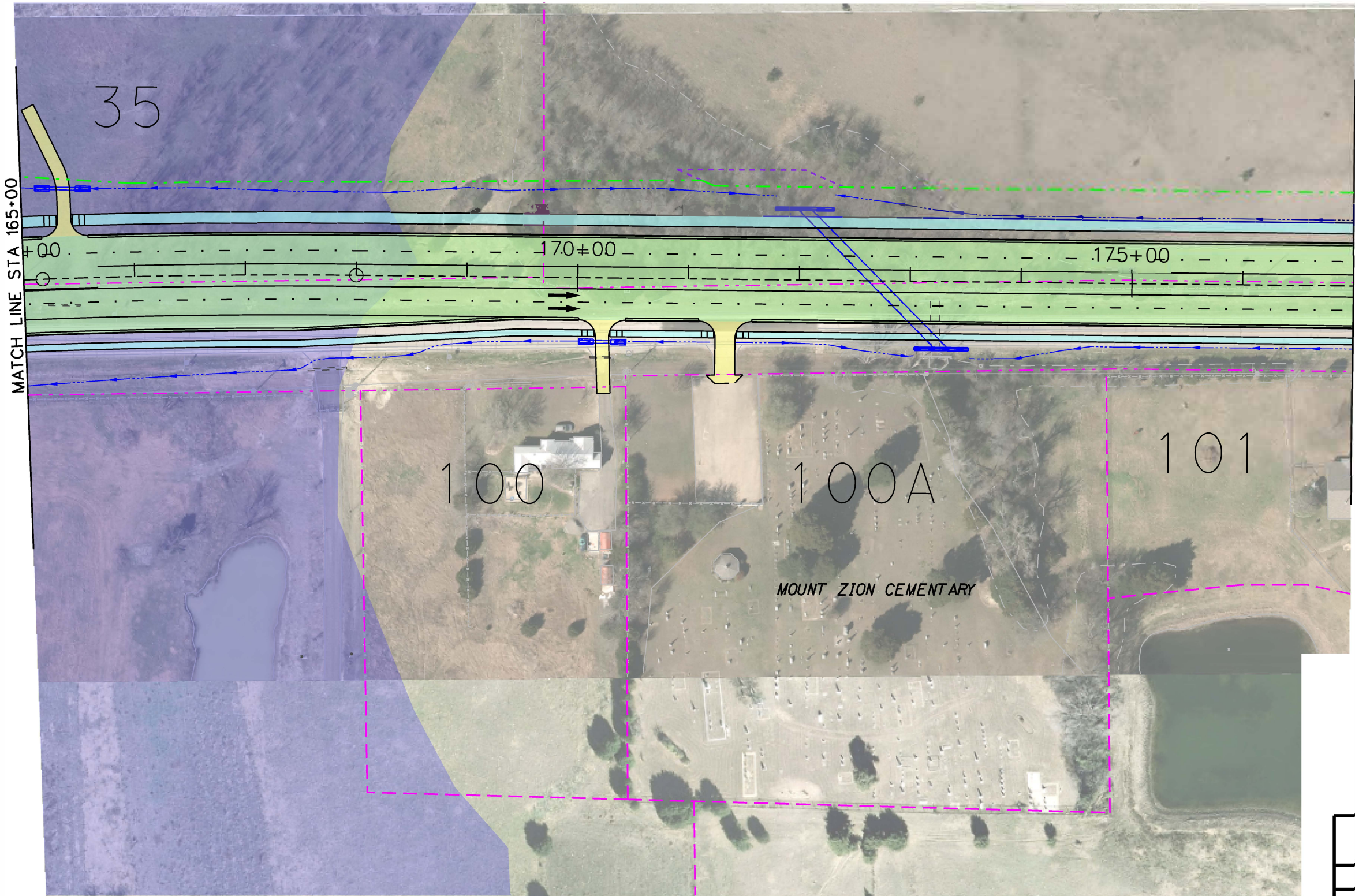
DATE: July 2018

SHEET NO. 12 OF 23



LEGEND	
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	Proposed Median
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	Displaced Building
	Existing ROW
	Proposed ROW
	Proposed Centerline
	Property Line
	Existing Easement
	Future / Existing Development
	Retaining Wall
	Proposed Drainage Easement
	Proposed Drainage Structure
	Proposed Ditch Flow Line

FM 552 (CSJ : 1017-01-015) FROM SH 205 TO SH 66	
ROADWAY SCHEMATIC LAYOUT	
STA 153+00 TO STA 165+00	
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LEGEND

- Proposed Pavement
- Proposed Driveway
- Proposed Sidewalk
- Proposed Median
- Proposed Bridge Structure
- FEMA Flood Zone
- Displaced Building
- Existing ROW
- Proposed ROW
- Proposed Centerline
- Property Line
- Existing Easement
- Future / Existing Development
- Retaining Wall
- Proposed Drainage Easement
- Proposed Drainage Structure
- Proposed Ditch Flow Line

FM 552 (CSJ : 1017-01-015)
FROM SH 205 TO SH 66

ROADWAY SCHEMATIC LAYOUT

STA 165+00 TO STA 177+00



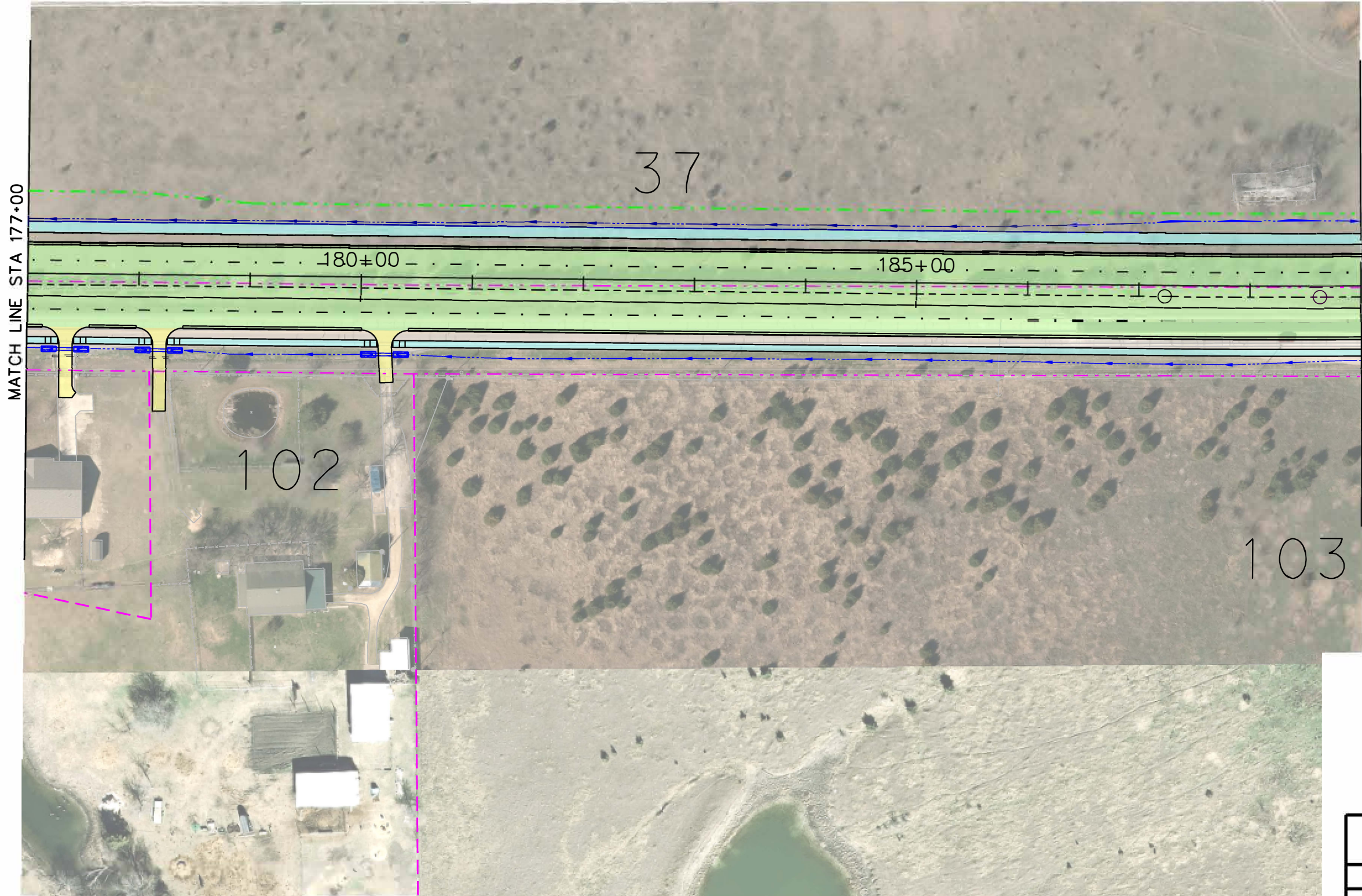
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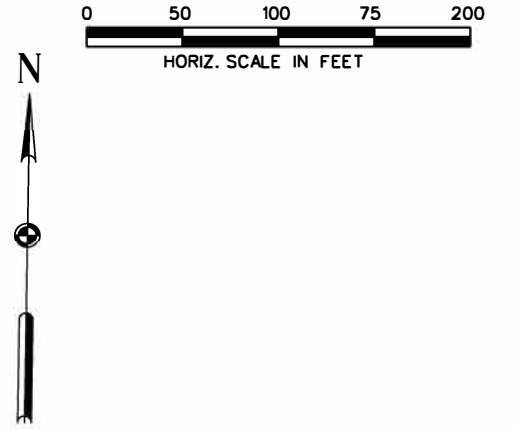
DATE: July 2018

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MATCH LINE STA 177+00

MATCH LINE STA 189+00



LEGEND

- Proposed Pavement
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- Proposed Sidewalk
- Proposed Median
- Proposed Bridge Structure
- FEMA Flood Zone
- Displaced Building
- Existing ROW
- Proposed ROW
- Proposed Centerline
- Property Line
- Existing Easement
- Future / Existing Development
- Retaining Wall
- Proposed Drainage Easement
- Proposed Drainage Structure
- Proposed Ditch Flow Line

FM 552 (CSJ : 1017-01-015)
FROM SH 205 TO SH 66

ROADWAY SCHEMATIC LAYOUT

STA 177+00 TO STA 189+00



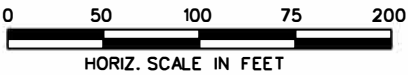
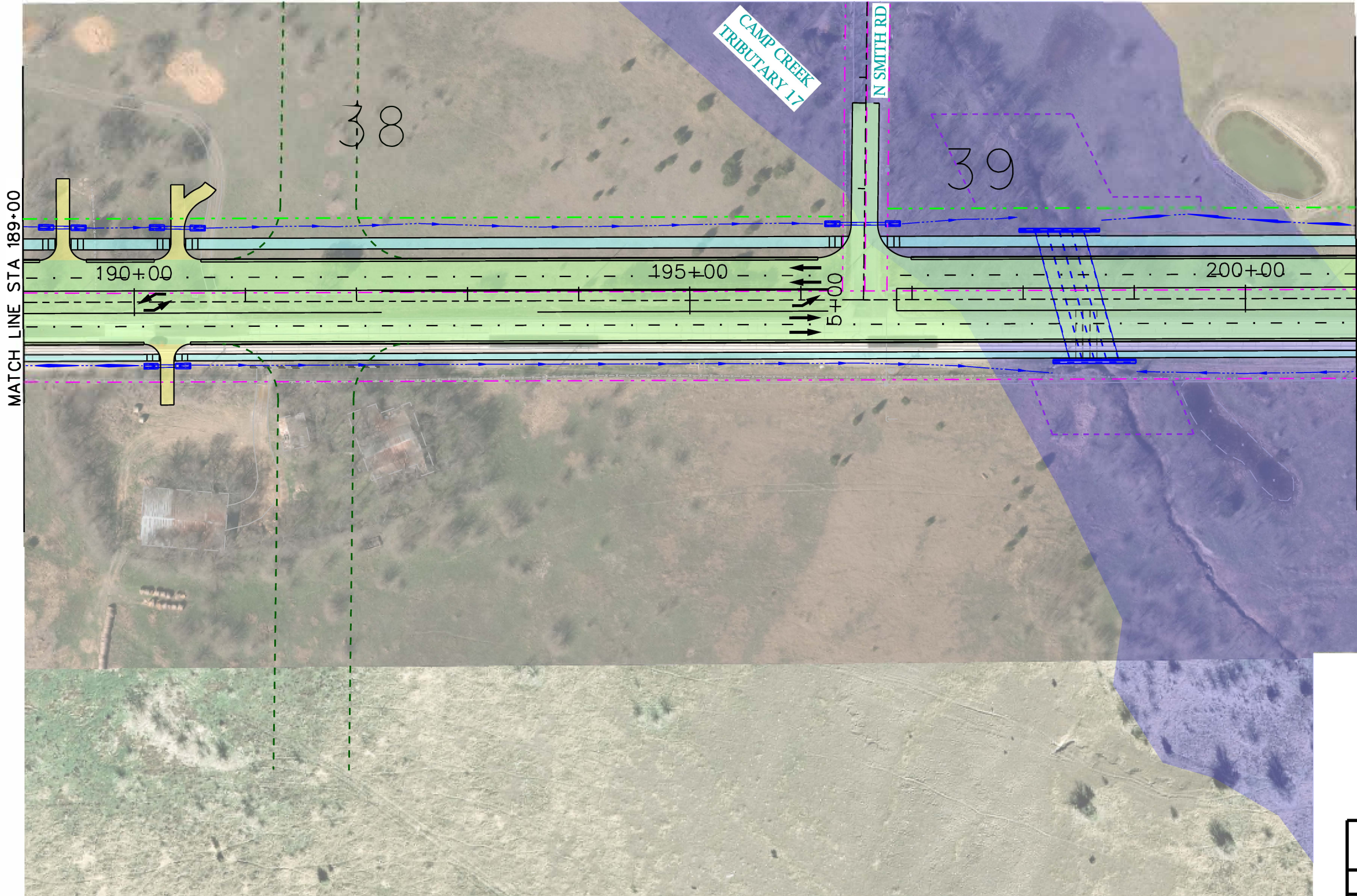
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SHEET NO. 15 OF 23



LEGEND

- Proposed Pavement
- Proposed Driveway
- Proposed Sidewalk
- Proposed Median
- Proposed Bridge Structure
- FEMA Flood Zone
- Displaced Building
- Existing ROW
- Proposed ROW
- Proposed Centerline
- Property Line
- Existing Easement
- Future / Existing Development
- Retaining Wall
- Proposed Drainage Easement
- Proposed Drainage Structure
- Proposed Ditch Flow Line

FM 552 (CSJ : 1017-01-015)
FROM SH 205 TO SH 66

ROADWAY SCHEMATIC LAYOUT

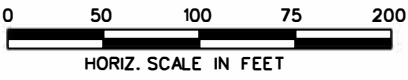
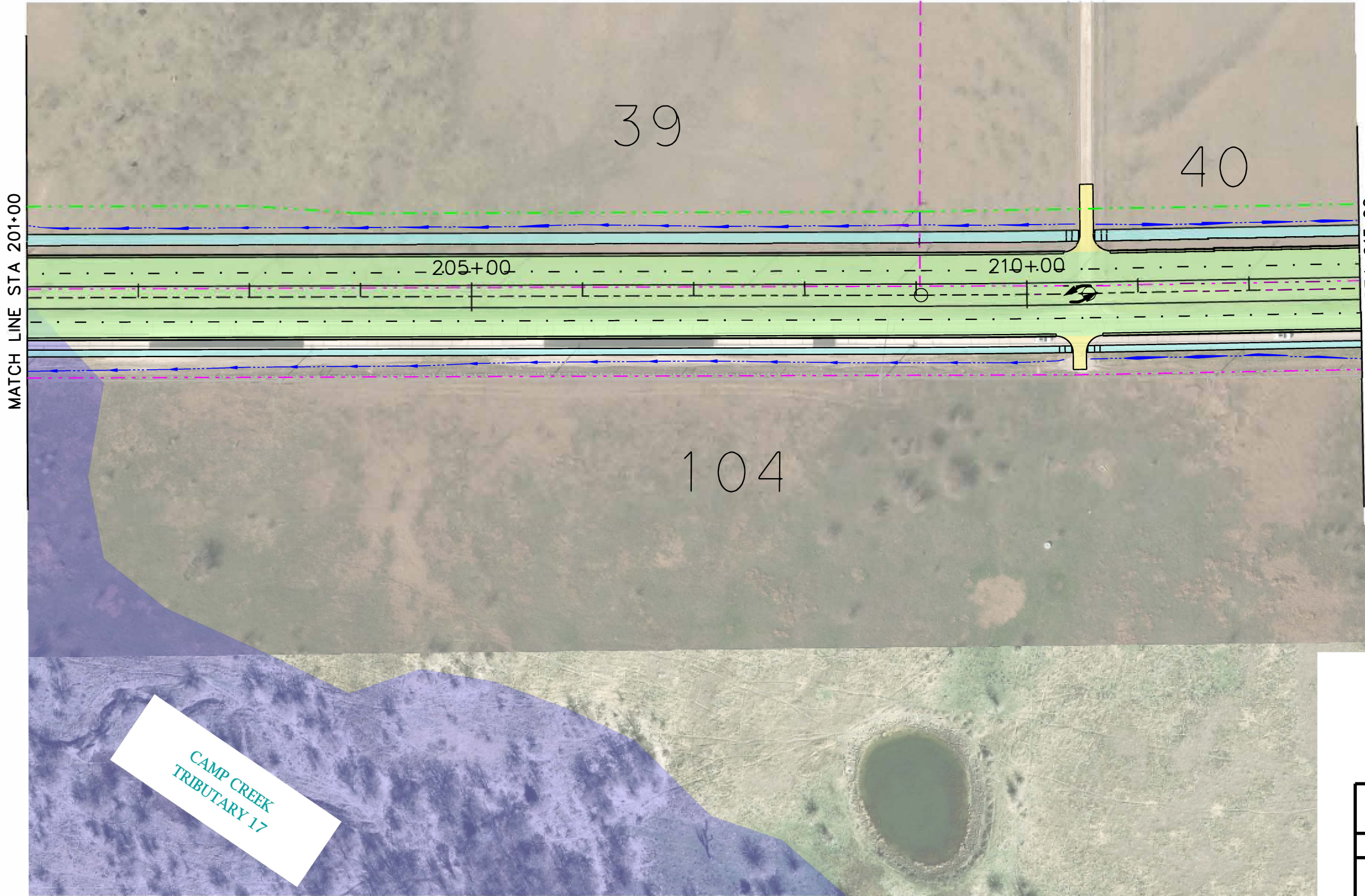
STA 189+00 TO STA 201+00



HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420

DATE: July 2018

SHEET NO. 16 OF 23



LEGEND

- Proposed Pavement
- Proposed Driveway
- Proposed Sidewalk
- Proposed Median
- Proposed Bridge Structure
- FEMA Flood Zone
- Displaced Building
- Existing ROW
- Proposed ROW
- Proposed Centerline
- Property Line
- Existing Easement
- Future / Existing Development
- Retaining Wall
- Proposed Drainage Easement
- Proposed Drainage Structure
- Proposed Ditch Flow Line

FM 552 (CSJ : 1017-01-015)
FROM SH 205 TO SH 66

ROADWAY SCHEMATIC LAYOUT

STA 201+00 TO STA 213+00



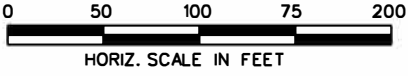
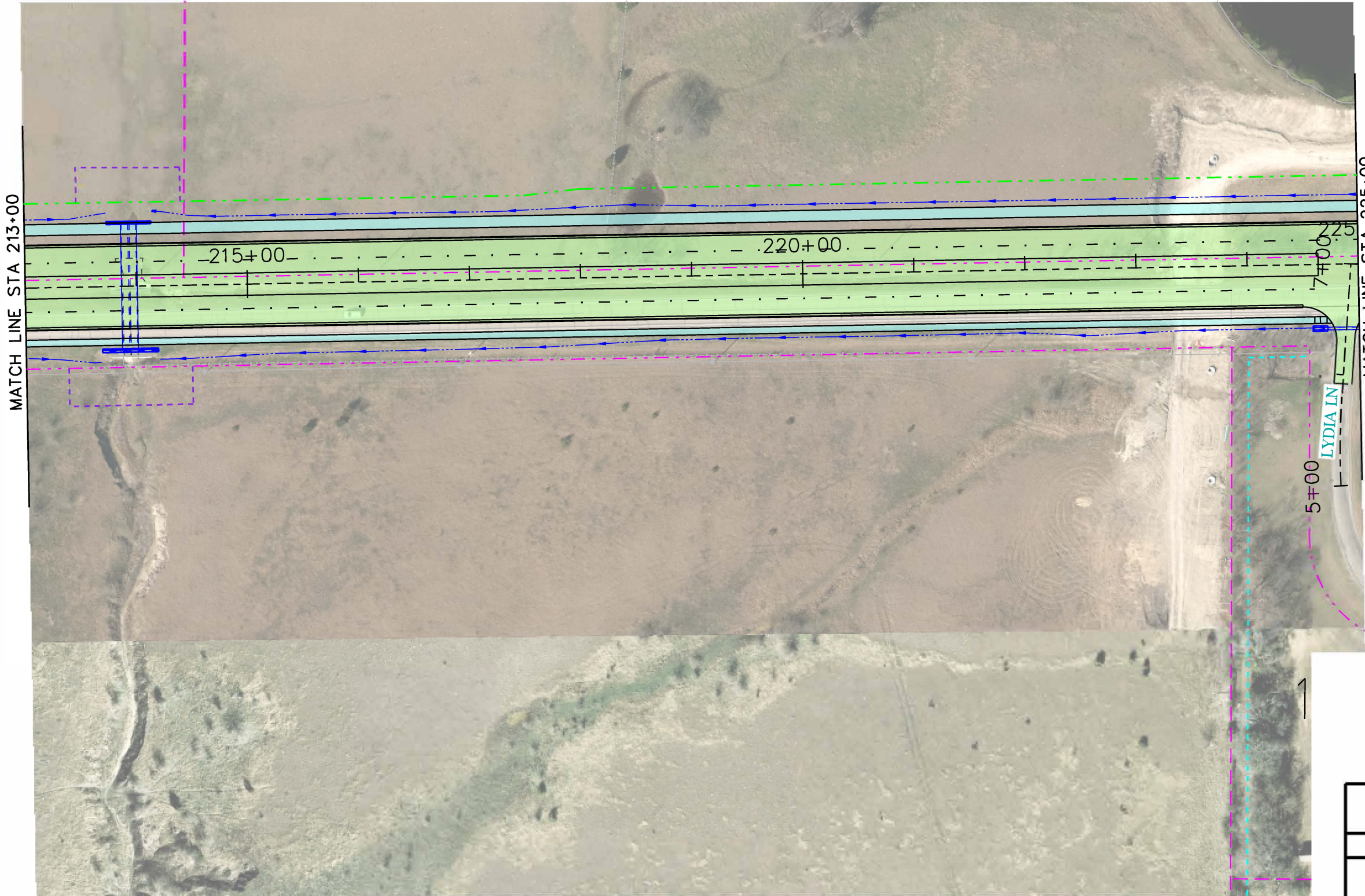
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TBPE Firm Registration No. 420

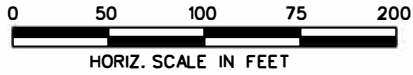
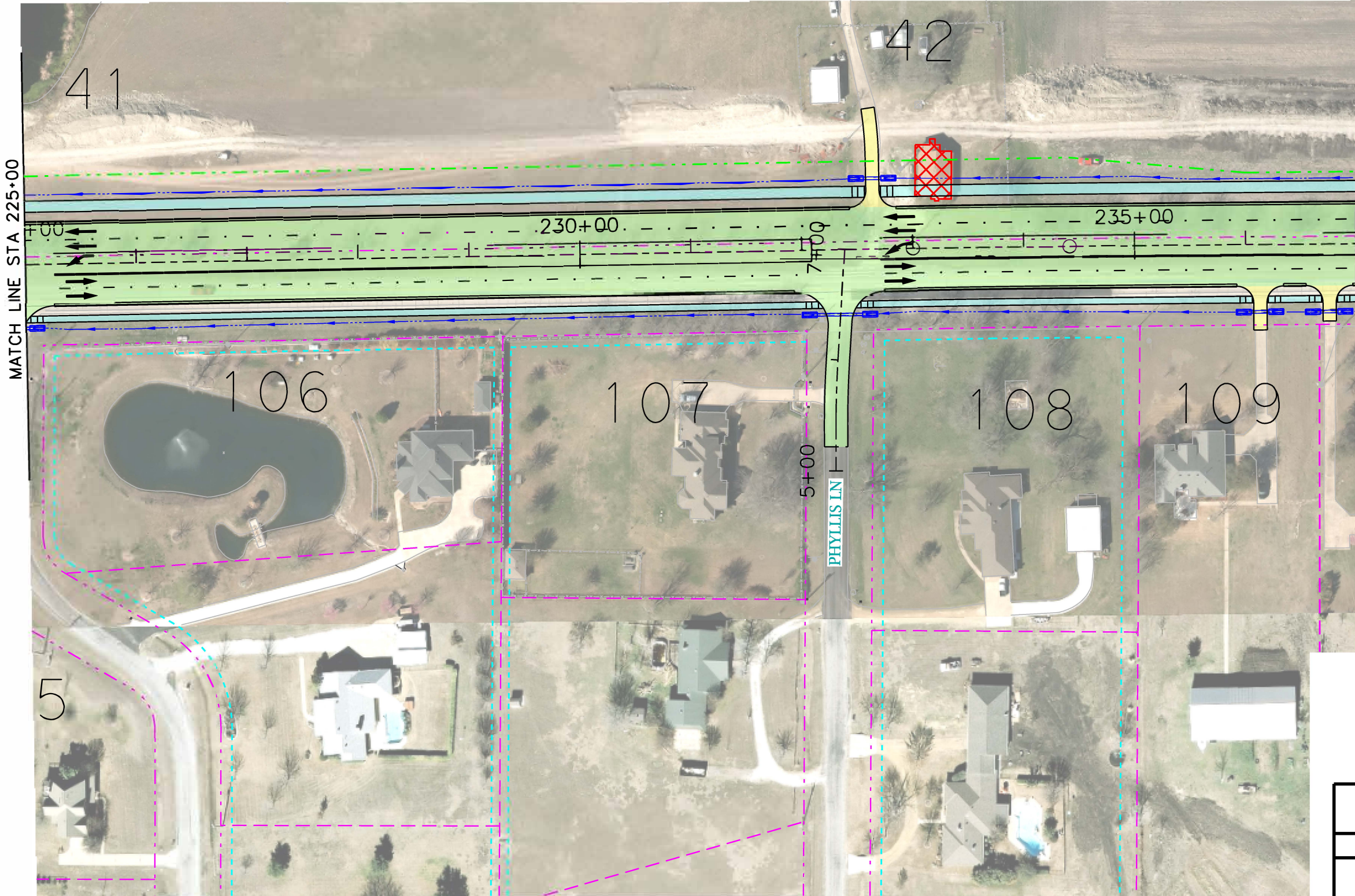
DATE: July 2018

SHEET NO. 17 OF 23



LEGEND	
	Proposed Pavement
	Proposed Driveway
	Proposed Sidewalk
	Proposed Median
	Proposed Bridge Structure
	FEMA Flood Zone
	Displaced Building
	Existing ROW
	Proposed ROW
	Proposed Centerline
	Property Line
	Existing Easement
	Future / Existing Development
	Retaining Wall
	Proposed Drainage Easement
	Proposed Drainage Structure
	Proposed Ditch Flow Line

FM 552 (CSJ : 1017-01-015) FROM SH 205 TO SH 66	
ROADWAY SCHEMATIC LAYOUT	
STA 213+00 TO STA 225+00	
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DATE: July 2018	SHEET NO. 18 OF 23



LEGEND

- Proposed Pavement
- Proposed Driveway
- Proposed Sidewalk
- Proposed Median
- Proposed Bridge Structure
- FEMA Flood Zone
- Displaced Building
- Existing ROW
- Proposed ROW
- Proposed Centerline
- Property Line
- Existing Easement
- Future / Existing Development
- Retaining Wall
- Proposed Drainage Easement
- Proposed Drainage Structure
- Proposed Ditch Flow Line

FM 552 (CSJ : 1017-01-015)
FROM SH 205 TO SH 66

ROADWAY SCHEMATIC LAYOUT

STA 225+00 TO STA 237+00



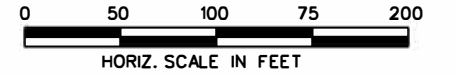
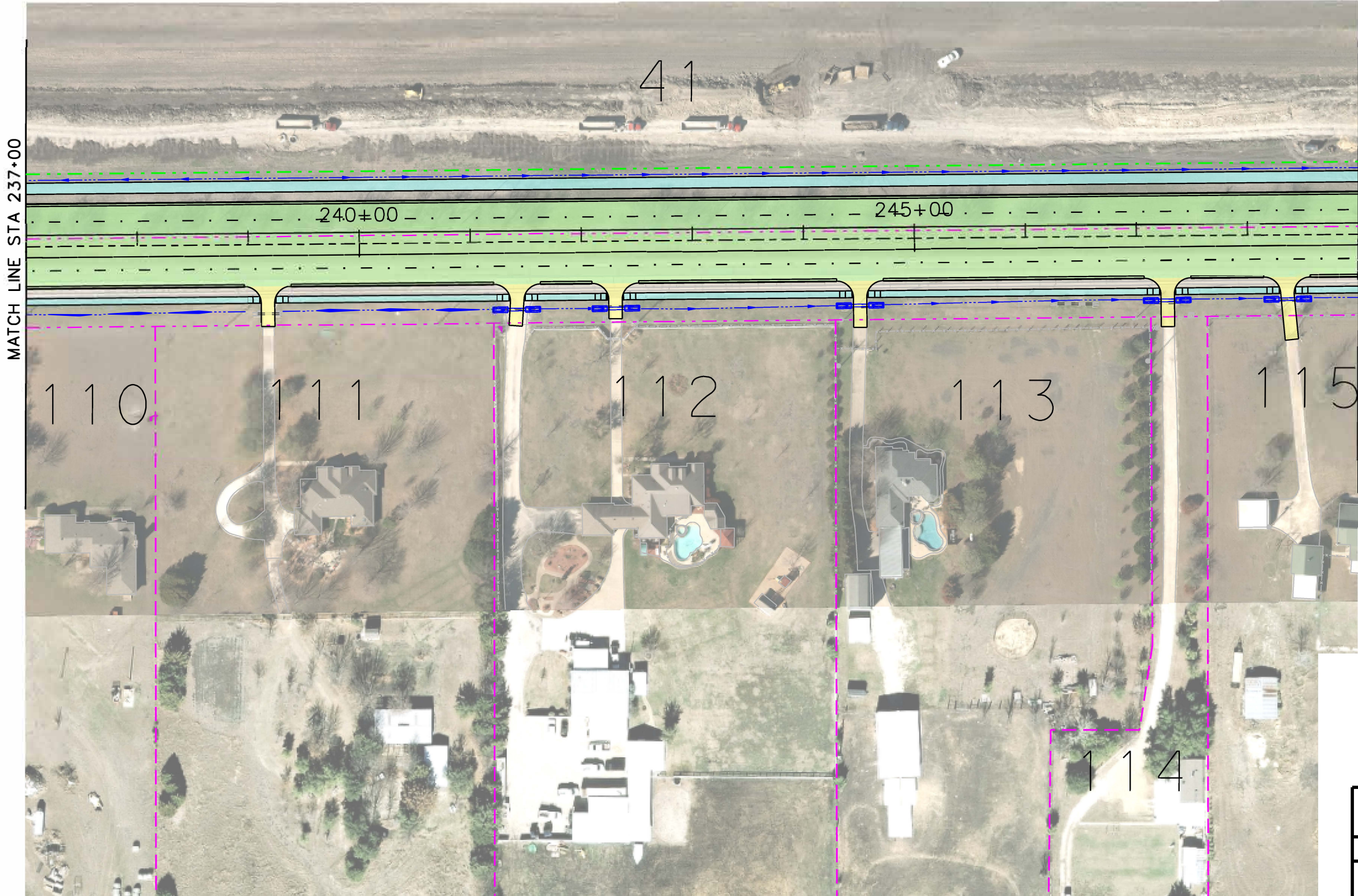
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Engineers Architects Planners
TBPE Firm Registration No. 420

DATE: July 2018

SHEET NO. 19 OF 23



LEGEND

- Proposed Pavement
- Proposed Driveway
- Proposed Sidewalk
- Proposed Median
- Proposed Bridge Structure
- FEMA Flood Zone
- Displaced Building
- Existing ROW
- Proposed ROW
- Proposed Centerline
- Property Line
- Existing Easement
- Future / Existing Development
- Retaining Wall
- Proposed Drainage Easement
- Proposed Drainage Structure
- Proposed Ditch Flow Line

FM 552 (CSJ : 1017-01-015)
FROM SH 205 TO SH 66

ROADWAY SCHEMATIC LAYOUT

STA 237+00 TO STA 249+00



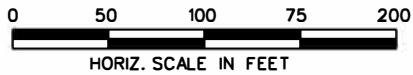
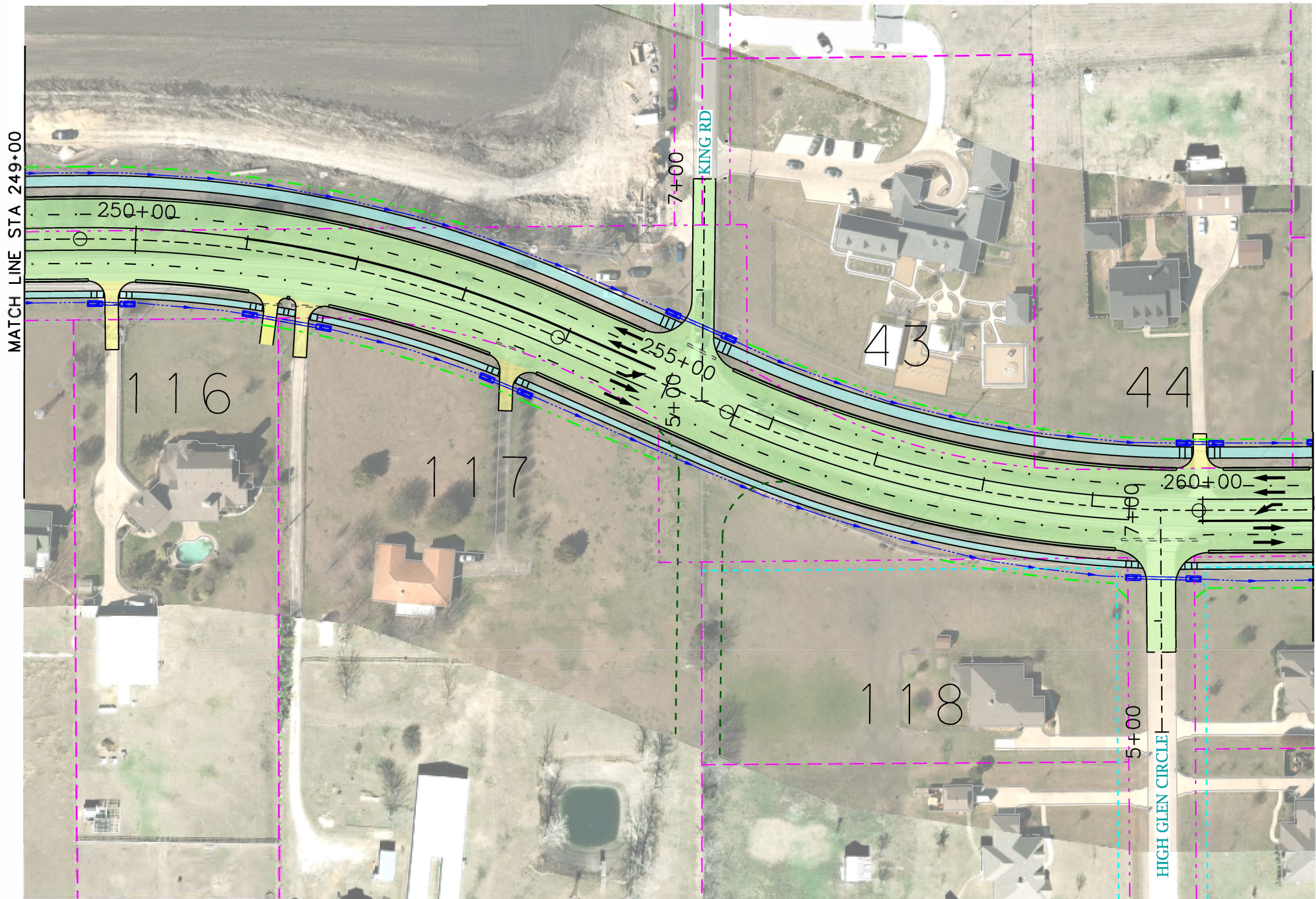
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TBPE Firm Registration No. 420

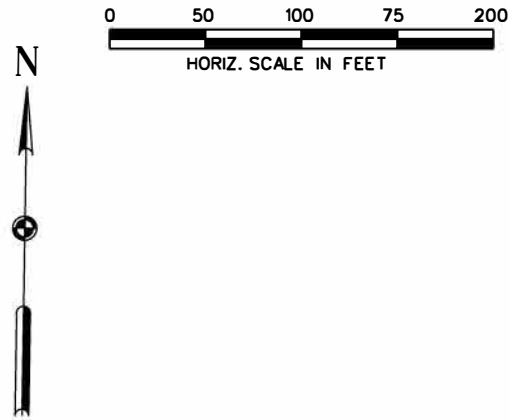
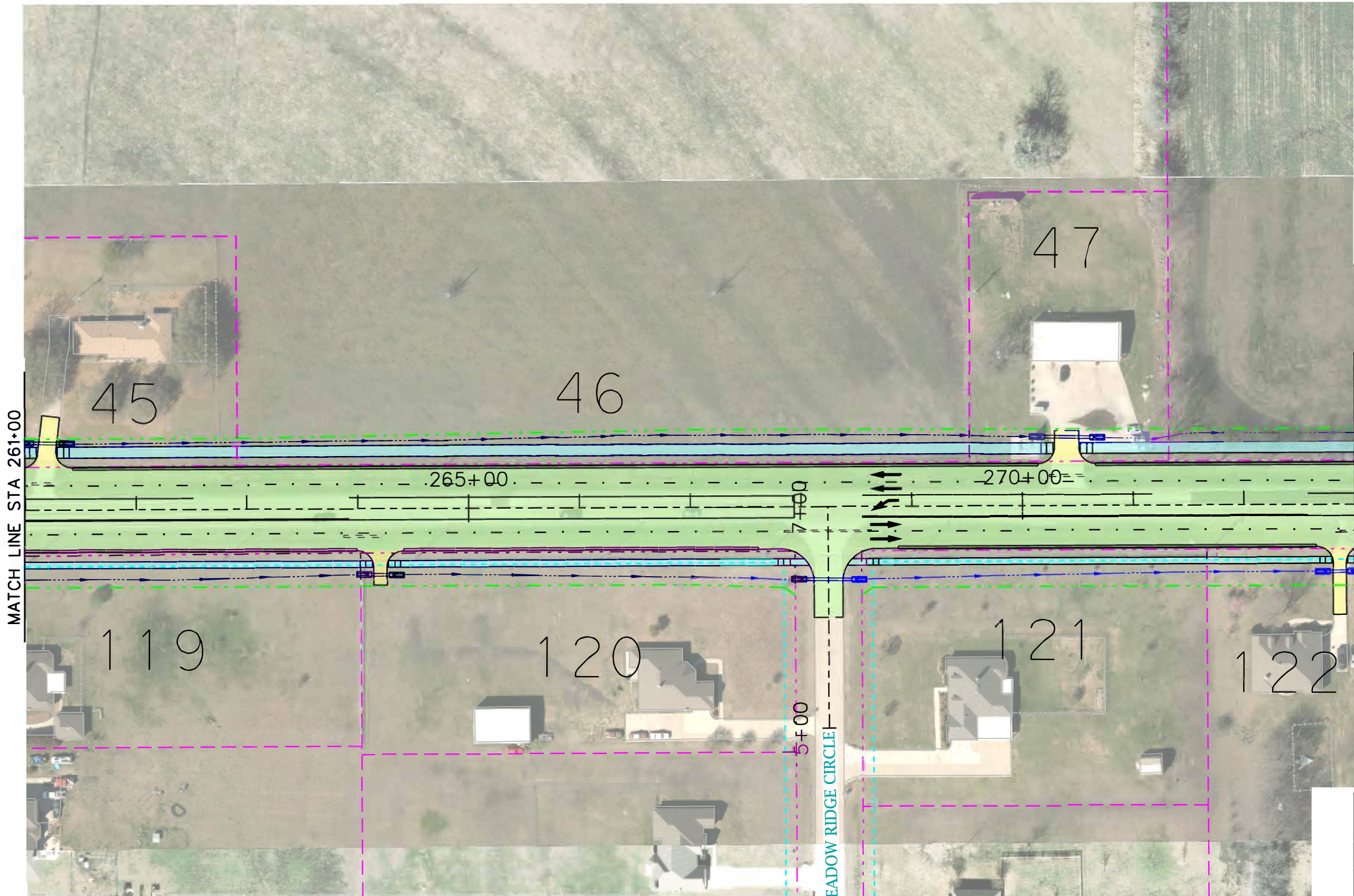
DATE: July 2018

SHEET NO. 20 OF 23



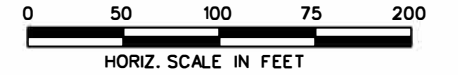
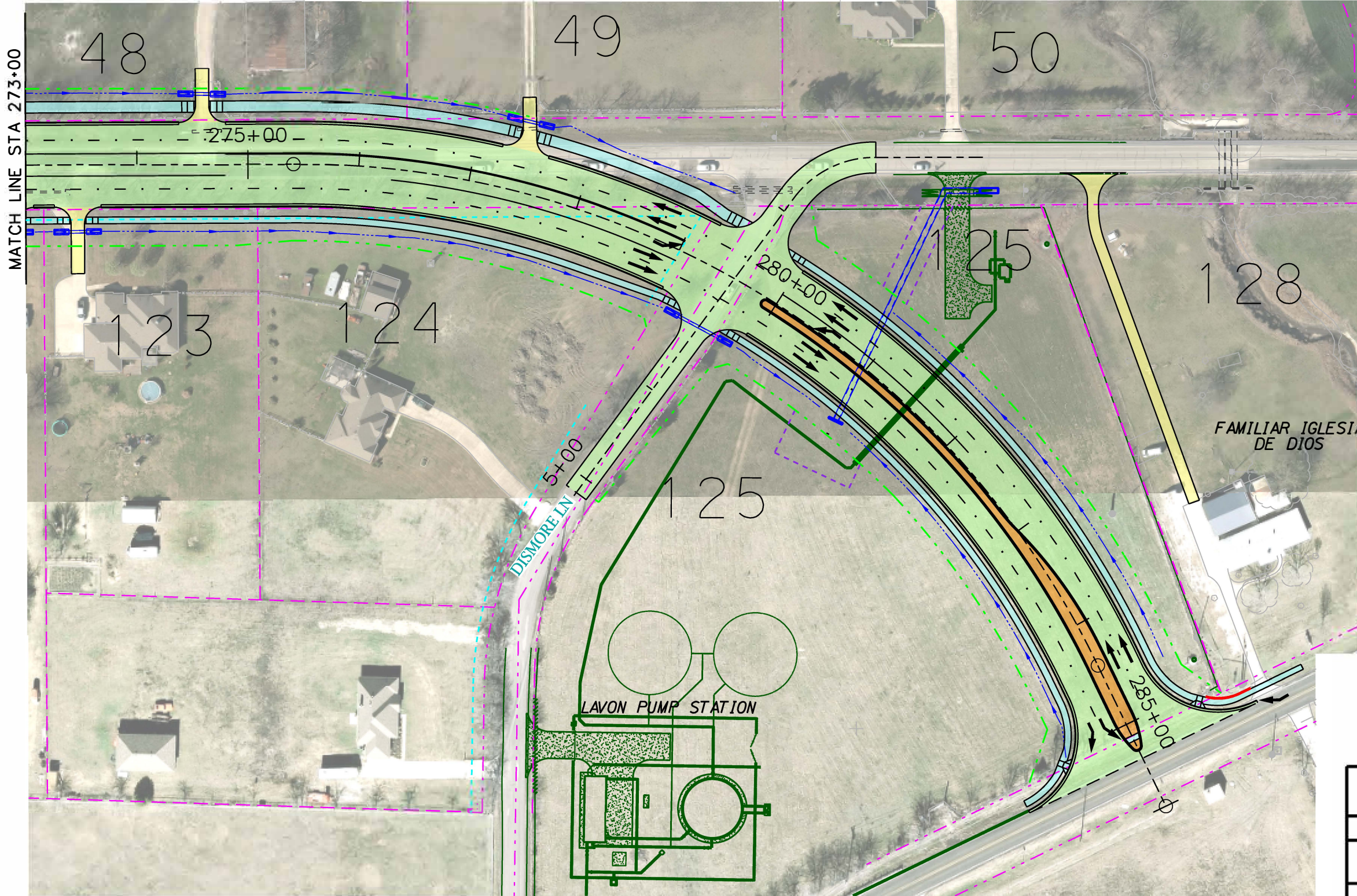
LEGEND	
	Proposed Pavement
	Proposed Driveway
	Proposed Sidewalk
	Proposed Median
	Proposed Bridge Structure
	FEMA Flood Zone
	Displaced Building
	Existing ROW
	Proposed ROW
	Proposed Centerline
	Property Line
	Existing Easement
	Future / Existing Development
	Retaining Wall
	Proposed Drainage Easement
	Proposed Drainage Structure
	Proposed Ditch Flow Line

FM 552 (CSJ : 1017-01-015) FROM SH 205 TO SH 66	
ROADWAY SCHEMATIC LAYOUT	
STA 249+00 TO STA 261+00	
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	HNTB Corporation The HNTB Companies Engineers Architects Planners TBPE Firm Registration No. 420
DATE: July 2018	SHEET NO. 21 OF 23



LEGEND	
	Proposed Pavement
	Proposed Driveway
	Proposed Sidewalk
	Proposed Median
	Proposed Bridge Structure
	FEMA Flood Zone
	Displaced Building
	Existing ROW
	Proposed ROW
	Proposed Centerline
	Property Line
	Existing Easement
	Future / Existing Development
	Retaining Wall
	Proposed Drainage Easement
	Proposed Drainage Structure
	Proposed Ditch Flow Line

FM 552 (CSJ : 1017-01-015) FROM SH 205 TO SH 66	
ROADWAY SCHEMATIC LAYOUT	
STA 261+00 TO STA 273+00	
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HNTB	HNTB Corporation The HNTB Companies Engineers Architects Planners TBPE Firm Registration No. 420
DATE: July 2018	SHEET NO. 22 OF 23



LEGEND

- Proposed Pavement
- Proposed Driveway
- Proposed Sidewalk
- Proposed Median
- Proposed Bridge Structure
- FEMA Flood Zone
- Displaced Building
- Existing ROW
- Proposed ROW
- Proposed Centerline
- Property Line
- Existing Easement
- Future / Existing Development
- Retaining Wall
- Proposed Drainage Easement
- Proposed Drainage Structure
- Proposed Ditch Flow Line

FM 552 (CSJ : 1017-01-015)
FROM SH 205 TO SH 66

ROADWAY SCHEMATIC LAYOUT

STA 273+00 TO END PROJECT

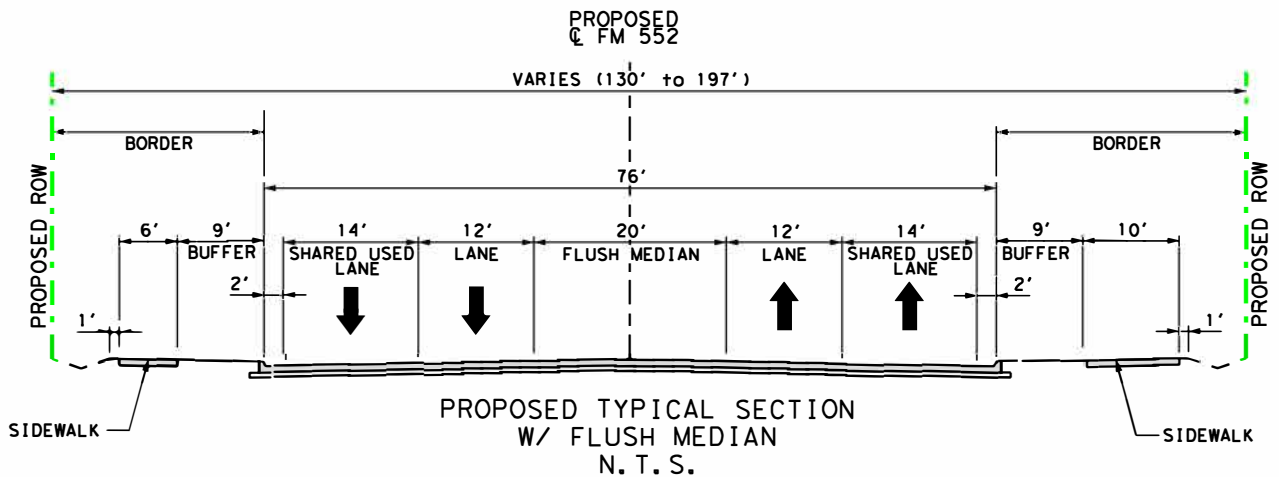
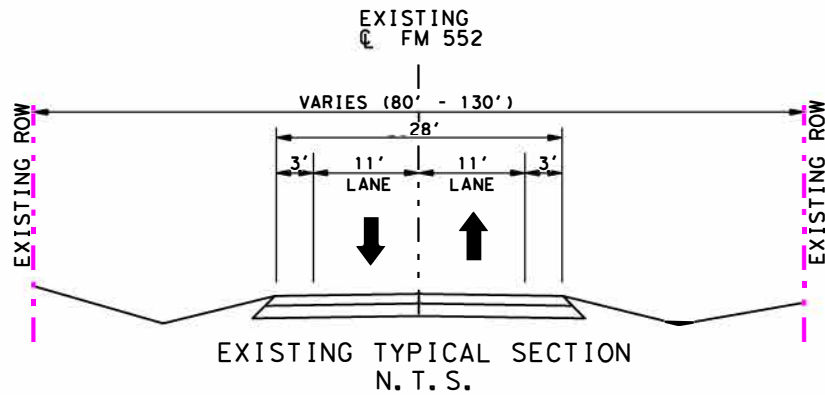


HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420

DATE: July 2018

SHEET NO. 23 OF 23

APPENDIX D



TYPICAL SECTIONS

FM 552
From SH 205 To SH 66

Environmental Assessment
Rockwall County, Texas

APPENDIX E

Mobility 2045 Non-Regionally Significant Arterials (Rev. Dec. 24, 2018)
2019-2022 TIP
City of Rockwall Thoroughfare Plan
City of Fate Thoroughfare Plan

Non-Regionally Significant Arterials

MTP ID	District	TIP Code	Project Type	CSJ	Facility	From	To	Description	YOE Total Project Cost	FFCS
NRSA1-DAL- 108	TxDOT Dallas	54005	Intersection Improvement, Addition of lanes	2351-01-017	FM 2478	US 380	FM 1461	Widen 2 lane rural highway to 4 lane divided; Realign intersection at FM 1461 (6 lane ultimate)	\$54,868,369	Minor Arterial
NRSA1-DAL- 109	TxDOT Dallas	54005.1	Intersection Improvement, Reconstruction, Addition of lanes	2351-02-014	FM 2478	FM 1461	North of FM 1461	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate) Realign intersection of FM 1461	\$5,173,412	Minor Arterial
NRSA1-DAL- 110	TxDOT Dallas	83209	Addition of lanes	2056-01-042	FM 2551	FM 2514	FM 2170	Reconstruct and widen 2 lane rural to 6 lane urban divided	\$65,817,835	Minor Arterial
NRSA1-DAL- 111	TxDOT Dallas	54036	New roadway	1494-03-001	FM 3486	FM 986	SH 34	Reconstruct 2 lane County Road to 2 lane FM highway	\$6,311,958	Not on FFCS (State Funded)
NRSA1-DAL- 118	TxDOT Dallas	20121	Addition of lanes	0718-01-064	FM 156	SH 114	12th Street	Widen 2 to 4 lane divided urban cross section	\$45,201,856	Minor Arterial
NRSA1-DAL- 119	TxDOT Dallas	11719	Addition of lanes	3392-01-008	FM 2786	SH 5	East of Angel Parkway in Allen	Widen 2 to 4 lane divided (6 lane ultimate) with Intersection Improvements at SH 5	\$11,160,911	Minor Arterial
NRSA1-DAL- 120	TxDOT Dallas	20082	Addition of lanes	3392-01-009	FM 2786	East of Angel Parkway	FM 1378	Reconstruct 2 lane roadway to a 4 lane (ultimate 6) divided roadway	\$10,575,825	Minor Arterial
NRSA1-DAL- 124	TxDOT Dallas	20208	Addition of lanes, New roadway	0196-03-180, 0196-03-247	IH 35E/Dickerson Parkway	Sandy Lake Road/Whitlock lane	PGBT (SH 190)	Lane ramp and 4 to 6 frontage road Construction along IH 35E and a new 6 lane overpass at Dickerson Parkway (part of phased implementation of the IH 35E corridor)	\$101,673,681	Minor Arterial
NRSA1-DAL- 126	TxDOT Dallas	55006	Addition of lanes	1017-01-015	FM 552	SH 205	SH 66	Widen from 2 lane rural to 4 lane urban section	\$60,527,989	Major Collector

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR
DALLAS LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS:	ROCKWALL IH 30 SH 66 RECONSTRUCT 2-LANE TO 3-LANE W/ CONTINUOUS LEFT TURN LANE	1016-01-023	FM 551	E	FATE	ROCKWALL CO REV DATE: 07/2018 MPO PROJECT ID: 53051 MTP REFERENCE: TSMO2-001
Project History:						
DALLAS LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS:	ROCKWALL SH 205 SH 66 WIDEN FROM 2 LANE RURAL TO 4 LANE URBAN SECTION LOCAL CONTRIBUTION PAID BY ROCKWALL COUNTY	1017-01-015	FM 552	E	ROCKWALL	ROCKWALL CO REV DATE: 07/2018 MPO PROJECT ID: 55006 MTP REFERENCE: NRSA1-DAL-126
Project History:						
DALLAS LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS:	ELLIS US 287 IN WAXAHACHIE FM 1387 WIDEN 2 LANE RURAL TO 6 LANE DIVIDED URBAN	1051-01-038	FM 664	E,R	VARIOUS	TXDOT-DALLAS REV DATE: 07/2018 MPO PROJECT ID: 83223 MTP REFERENCE: RSA1-1.563.200
Project History:						
DALLAS LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS:	ELLIS IH 35E IH 45 WIDEN 2/4 LANE RURAL ROADWAY TO 6 LANE URBAN	1051-01-051	FM 664	C	VARIOUS	TXDOT-DALLAS REV DATE: 07/2018 MPO PROJECT ID: 13035 MTP REFERENCE: NRSA1-DAL-128, RSA1-2.710.300
Project History: PART OF REGIONAL 10 YEAR PLAN						
DALLAS LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS:	ELLIS FM 1387 WESTMORELAND ROAD RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED URBAN ROADWAY (ULTIMATE 6 LANE)	1051-01-052	FM 664	C	MIDLOTHIAN	TXDOT-DALLAS REV DATE: 07/2018 MPO PROJECT ID: 13028 MTP REFERENCE: RSA1-1.563.200, RSA1-2.710.225
Project History: PART OF REGIONAL 10 YEAR PLAN						
DALLAS LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS:	ROCKWALL FM 549 FM 551 RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED URBAN (ULTIMATE 6)	1290-03-016	SH 276	E,R	ROCKWALL	TXDOT-DALLAS REV DATE: 07/2018 MPO PROJECT ID: 51255 MTP REFERENCE: RSA1-2.375.250
Project History:						
DALLAS LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS:	ROCKWALL FM 551 FM 548 RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED URBAN (ULTIMATE 6)	1290-03-020	SH 276	E,R	ROCKWALL	TXDOT-DALLAS REV DATE: 07/2018 MPO PROJECT ID: 52524 MTP REFERENCE: RSA1-2.375.275
Project History:						
DALLAS LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS:	ROCKWALL FM 548 WEST OF COUNTY ROAD 2472 (HUNT COUNTY LINE) RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED URBAN (ULTIMATE 6)	1290-04-011	SH 276	E,R	ROCKWALL	TXDOT-DALLAS REV DATE: 07/2018 MPO PROJECT ID: 54035 MTP REFERENCE: RSA1-2.375.300
Project History:						

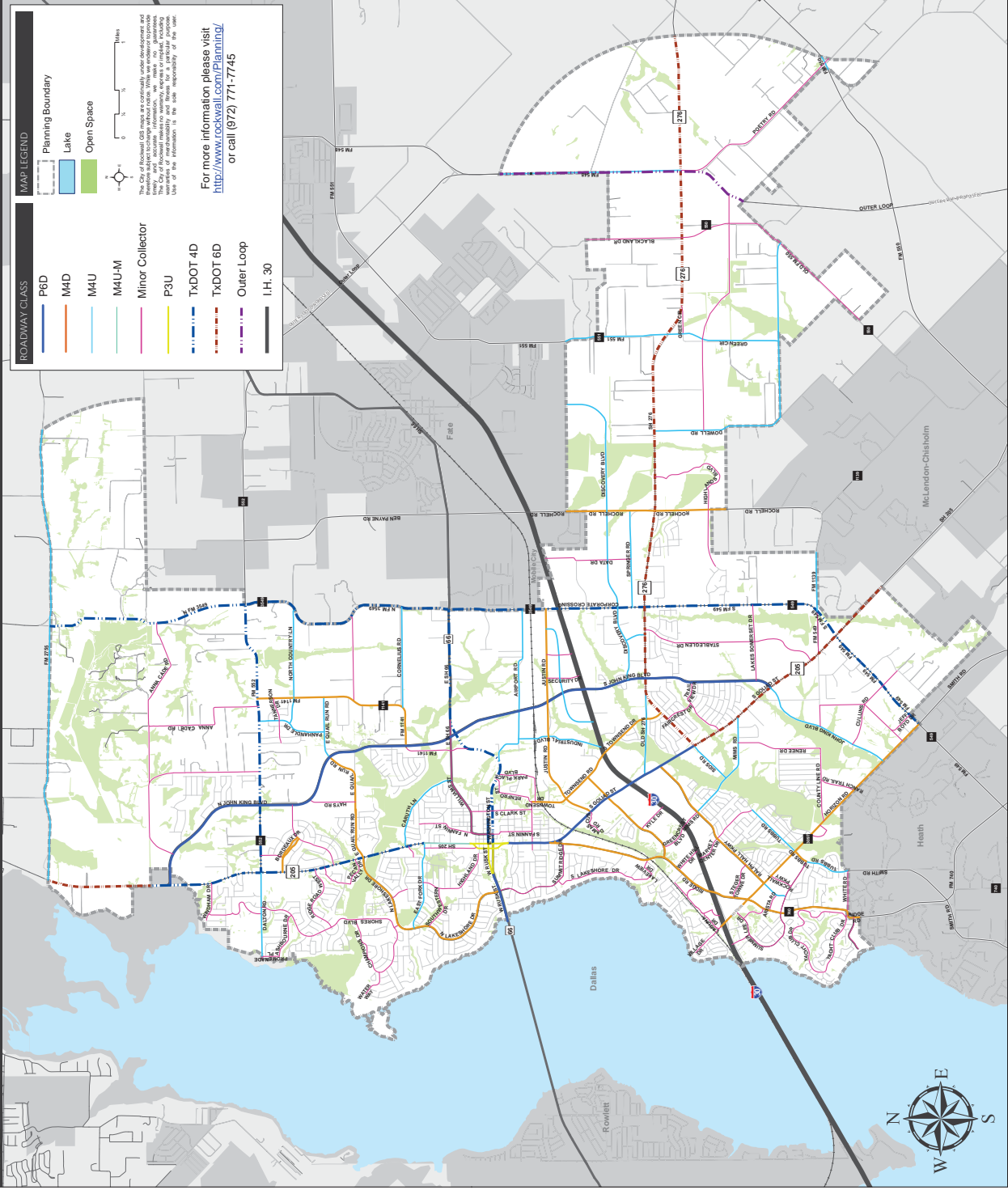
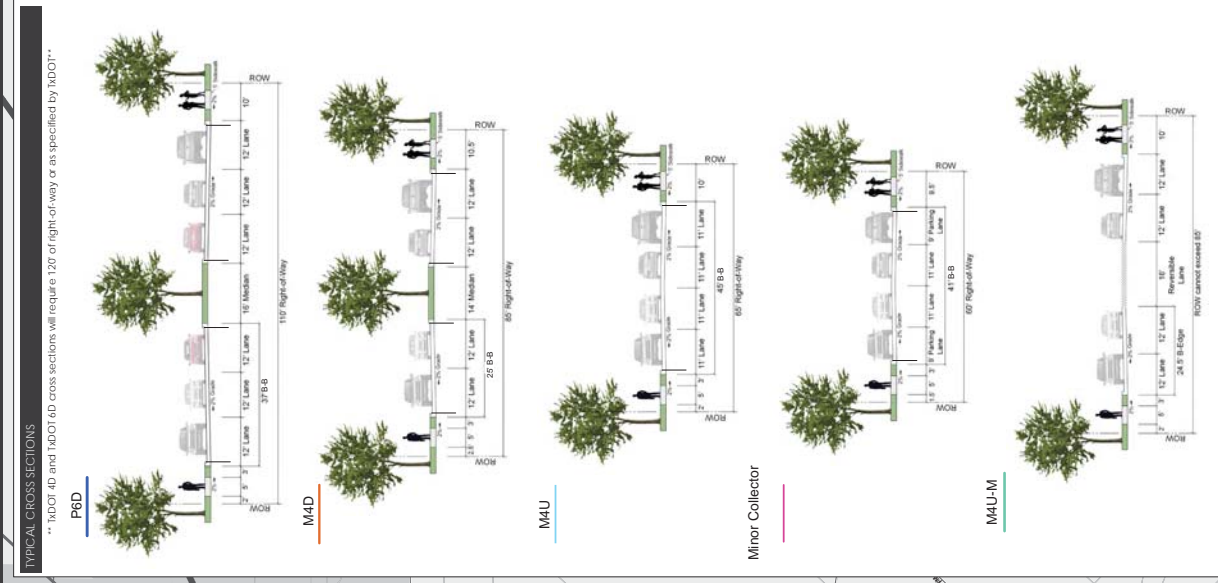
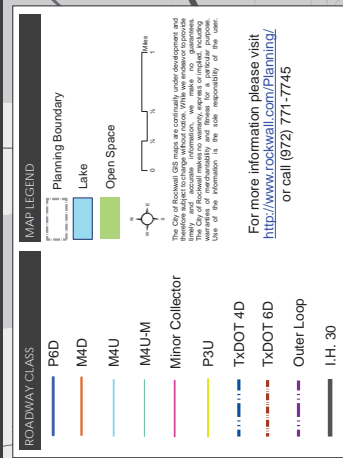
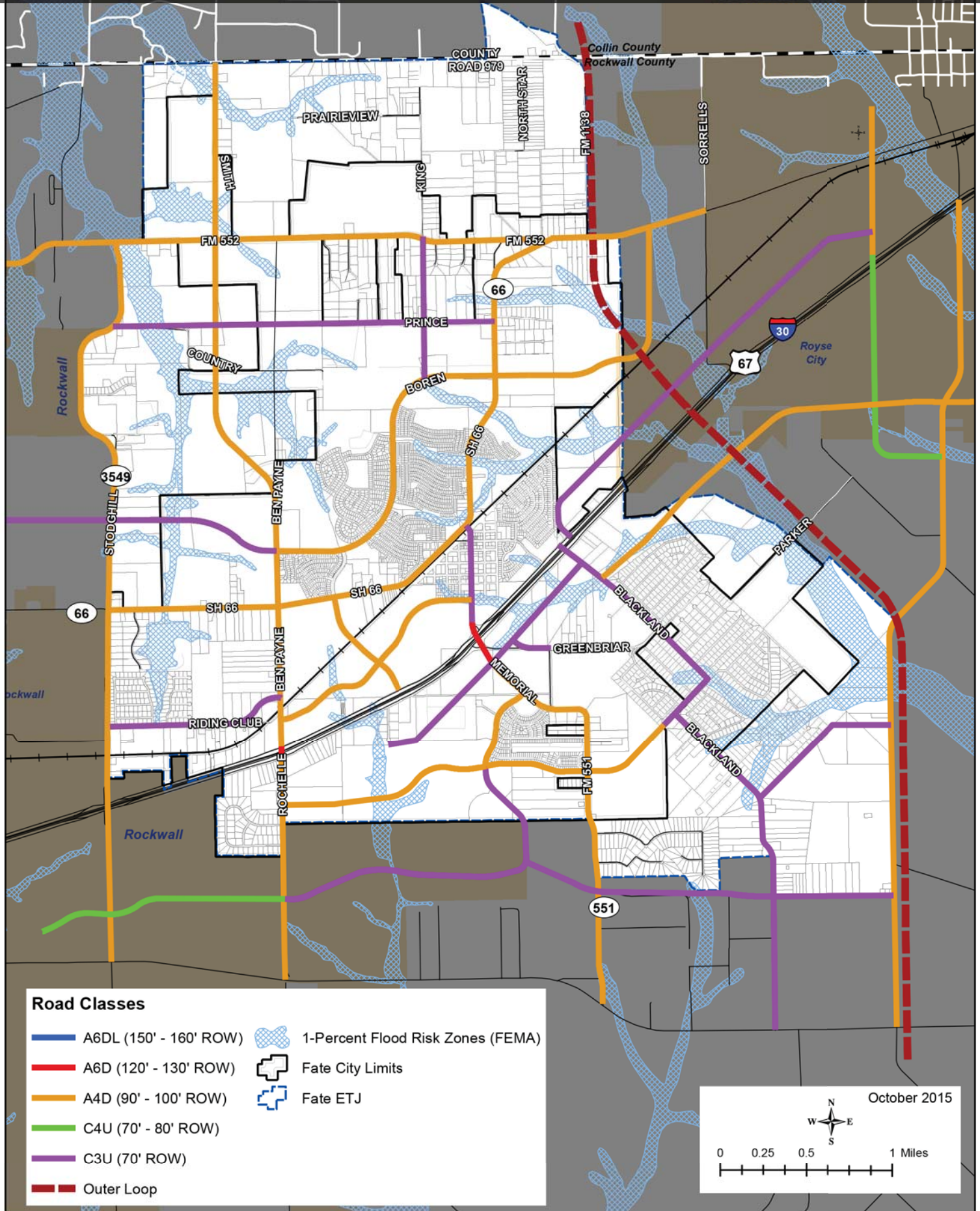
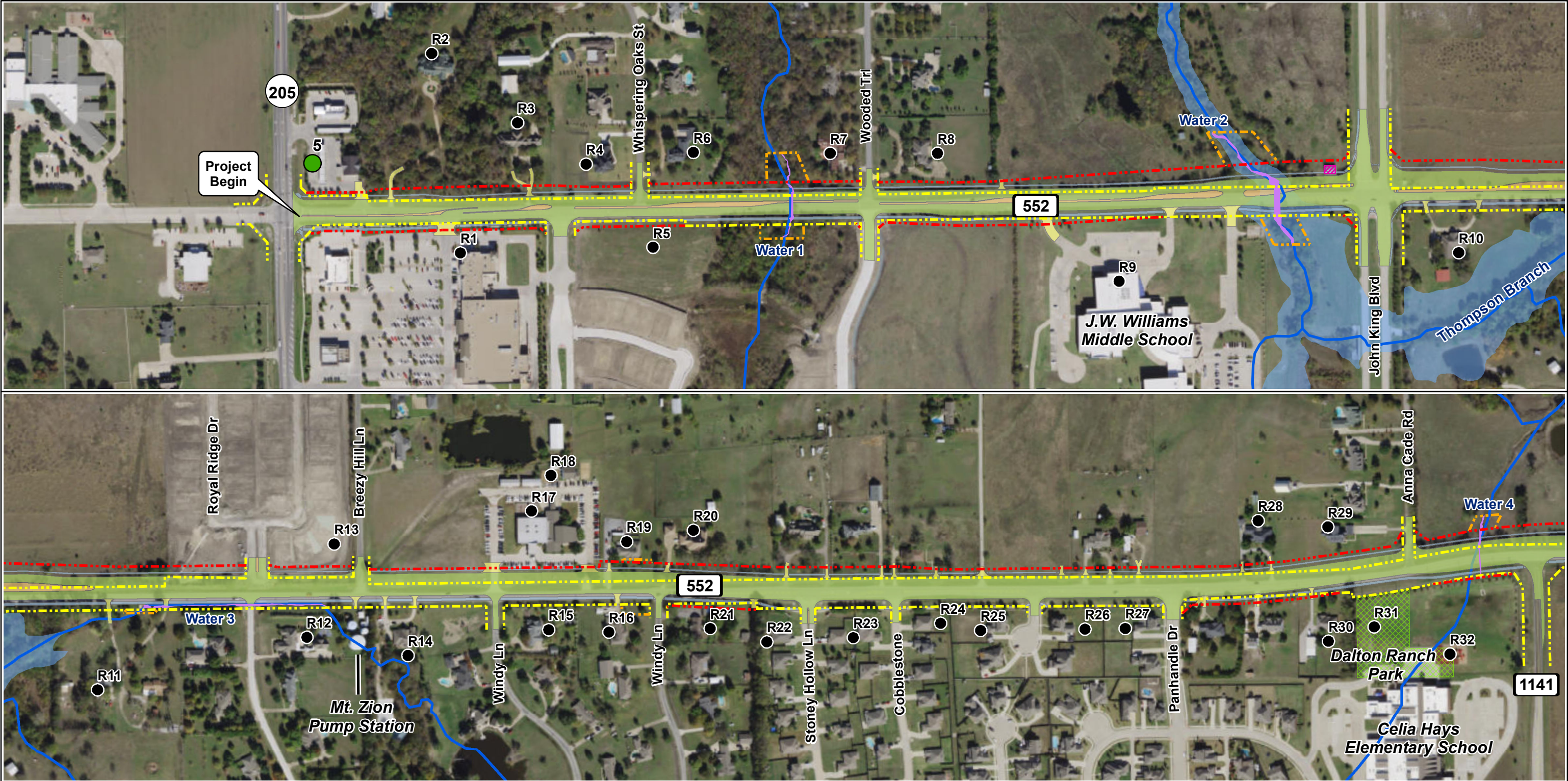


Figure 34. City of Fate Thoroughfare Plan



Source: City of Fate 2015 Comprehensive Plan (adopted Dec. 7, 2015).

APPENDIX F

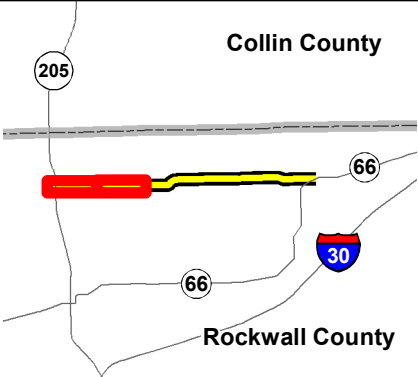


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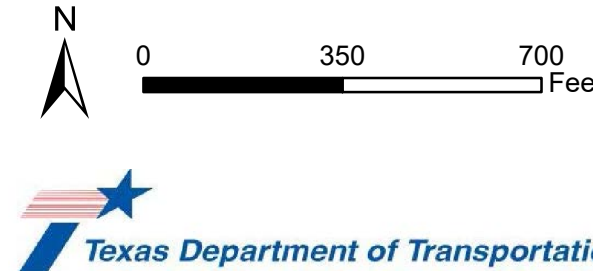
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|-------------------------|---|
| --- Proposed ROW | ■ Delineated Water Feature |
| - - - Proposed Easement | ■ Delineated Wetland Feature |
| - - - Existing ROW | — Stream |
| ■ Proposed Driveway | ■ 100-Year Floodplain |
| ■ Proposed Median | ■ Impacted Structure |
| ■ Proposed Pavement | ● Non-Impacted Noise Receiver |
| ■ Proposed Sidewalk | ● Hazardous Materials Low Environmental Risk Site |
| ■ Park | |

Sheet Index

*The extent of each sheet is highlighted in RED.



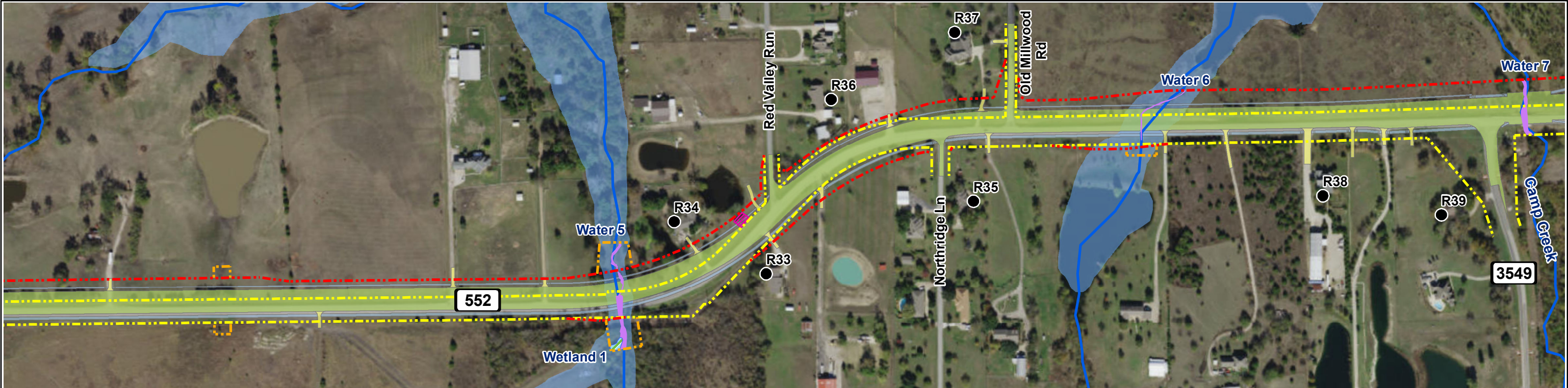
Sources: ESRI base map, TxDOT schematic plans (July 2018).



**EXHIBIT 2
ENVIRONMENTAL MAP
(Sheet 1 of 3)**

FM 552
From SH 205 to SH 66

Environmental Assessment
Rockwall County, Texas

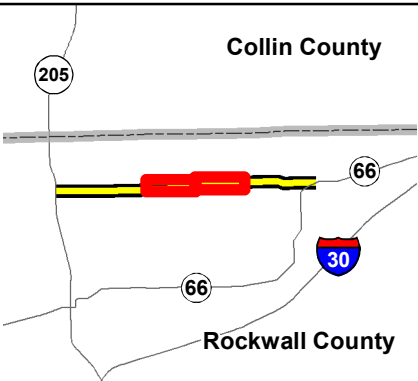


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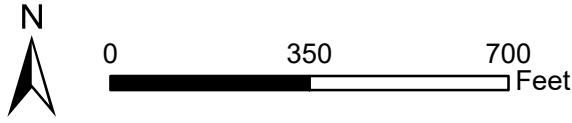
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|-----------------------|---|
| --- Proposed ROW | ■ Delineated Water Feature |
| --- Proposed Easement | ■ Delineated Wetland Feature |
| --- Existing ROW | — Stream |
| ■ Proposed Driveway | ■ 100-Year Floodplain |
| ■ Proposed Median | ■ Impacted Structure |
| ■ Proposed Pavement | ● Non-Impacted Noise Receiver |
| ■ Proposed Sidewalk | ● Hazardous Materials Low Environmental Risk Site |
| ■ Park | |

Sheet Index

*The extent of each sheet is highlighted in RED.



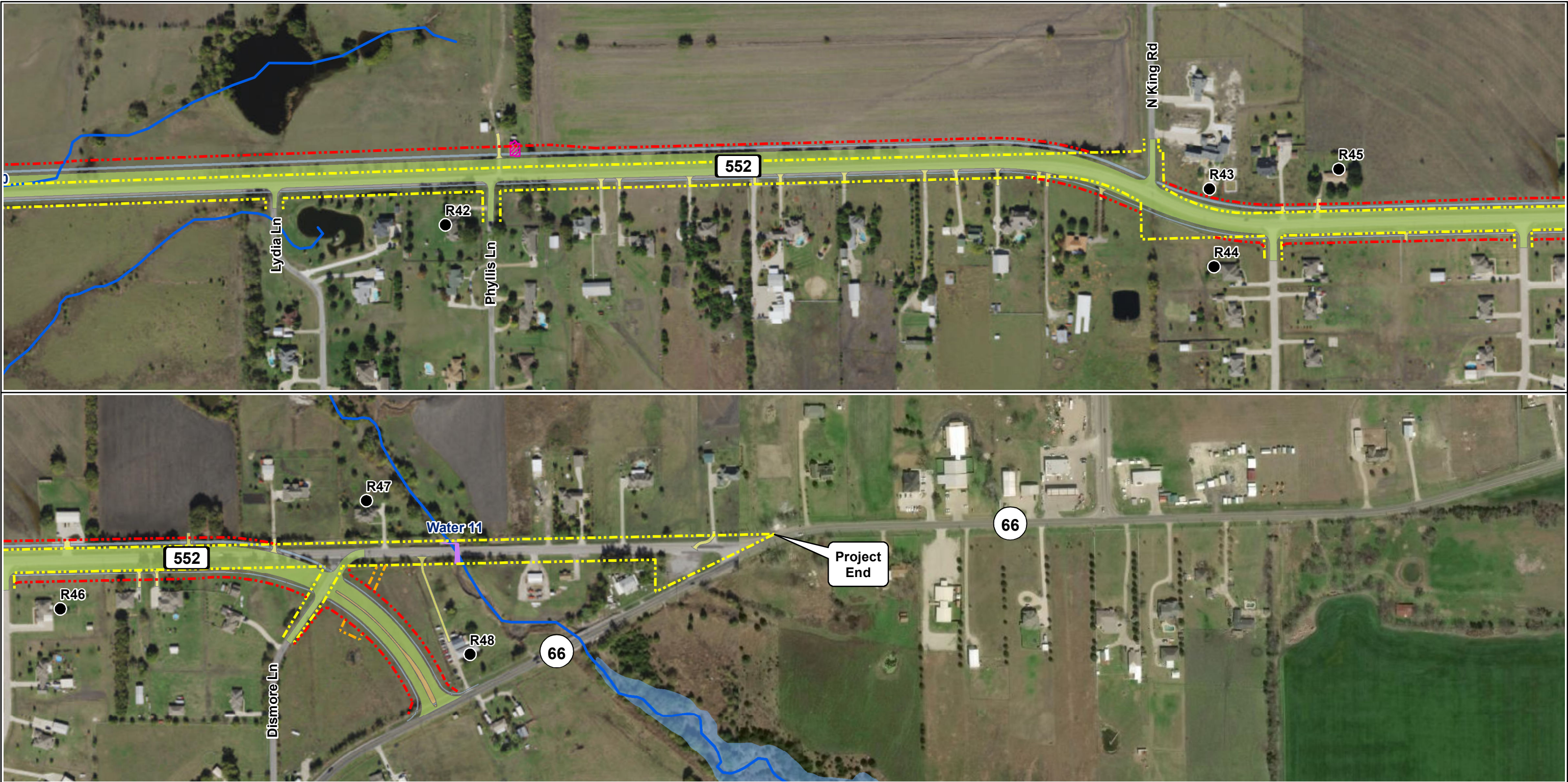
Sources: ESRI base map, TxDOT schematic plans (July 2018).



**EXHIBIT 2
ENVIRONMENTAL MAP
(Sheet 2 of 3)**

FM 552
From SH 205 to SH 66

Environmental Assessment
Rockwall County, Texas

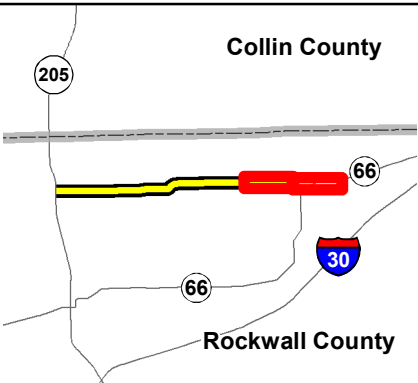


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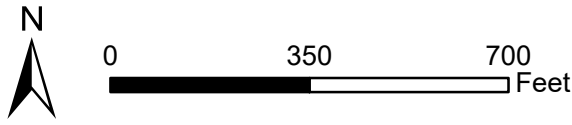
- | | |
|-------------------|---|
| Proposed ROW | Delineated Water Feature |
| Proposed Easement | Delineated Wetland Feature |
| Existing ROW | Stream |
| Proposed Driveway | 100-Year Floodplain |
| Proposed Median | Impacted Structure |
| Proposed Pavement | Non-Impacted Noise Receiver |
| Proposed Sidewalk | Hazardous Materials Low Environmental Risk Site |
| Park | |

Sheet Index

*The extent of each sheet is highlighted in RED.



Sources: ESRI base map, TxDOT schematic plans (July 2018).



**EXHIBIT 2
ENVIRONMENTAL MAP
(Sheet 3 of 3)**

FM 552
From SH 205 to SH 66

Environmental Assessment
Rockwall County, Texas

APPENDIX G

Section 106 Archeological Consultation Letter (March 7, 2019)
Rockwall County Historical Commission Consultation Letter (August 22, 2018)
Rockwall Certified Local Government Letter (August 22, 2018)
TxDOT Memo on Internal Review of Historic Resources (January 22, 2019)
TPWD Early Coordination Correspondence (March 1st, 2019)



Texas Department of Transportation

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RECEIVED

MAR 7 2019

March 7, 2019

Section 106/Antiquities Code of Texas: Consultation
TAC Permit # 8606
Re: Review of the draft survey report: FM 552 from State Highway (SH) 205 to SH 66
Rockwall County, Dallas District
CSJ: 1017-01-015

Pat Mercado-Allinger
Archeology Division Director/State Archeologist
Texas Historical Commission
P.O. Box 12276
Austin, Texas 78711

Dear Ms. Mercado-Allinger:

In accordance with the Programmatic Agreement (PA) among the Advisory Council on Historic Preservation, the Federal Highway Administration, the Texas State Historic Preservation Officer (SHPO), and the Texas Department of Transportation (TxDOT), and the Memorandum of Understanding (MOU) between TxDOT and the Texas Historical Commission (THC), we hereby initiate consultation under Section 106 of the National Historic Preservation Act and the Antiquities Code of Texas for the undertaking identified.

In November, 2018 archeologists from HNTB Corporation, Inc. performed an intensive archeological survey of the proposed improvements to SH 552 in Rockwall County under Texas Antiquities Permit No. 8606. A draft copy of the survey report is attached. The survey was conducted in compliance with the Antiquities Code of Texas and Section 106 of the National Historic Preservation Act. Work consisted of a visual inspection and shovel testing of the Area of Potential Effect. Backhoe trenching was undertaken within the existing right-of-way at the Mountain Zion Cemetery, which is adjacent to the roadway. HNTB recorded artifact scatters associated with midtwentieth century-aged structures as sites 41RW32 and 41RW33. Neither site was recommended as eligible for the National Register of Historic Places, and no further work is warranted. No artifacts were collected during the survey.

Two trenches were excavated along the right-of-way fence across from Mount Zion Cemetery. Fragments of a headstone were uncovered in Trench No. 1 at approximately 75 cm below the present ground surface. No artifacts were discovered in Trench No. 2.

Based on this archeological survey, development and construction of the proposed trail should have no effect on archeological historic properties. It is recommended that these activities can proceed without further archeological investigations. In the event that unanticipated archeological deposits are encountered during construction, work in the immediate area will cease, and TxDOT archeological staff will be contacted to initiate post-review discovery procedures.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been carried out by TxDOT pursuant to 23

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March 7, 2019

U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

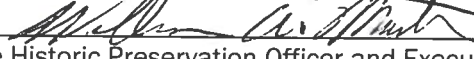
TxDOT requests your explicit concurrence that in partial fulfillment of the TAC Permit, all Section 106 requirements have been satisfied and that NRHP consultation is complete. We look forward to receipt of your comments on the draft document, so that we may complete our obligations under the Antiquities Code.

If you have any questions, please call Barbara Hickman at 512-416-2637 or e-mail barbara.hickman@txdot.gov.

Sincerely,



Barbara J Hickman, Staff Archeologist
Archeological Studies Program
Environmental Affairs Division

Concurrence by:  Date: 3/7/19
For Mark Wolfe, State Historic Preservation Officer and Executive Director

Attachments

cc w/o attachments: Dallas District EC; BJH, ENV-ARCH; ENV-Scan; ECOS File

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DRAFT REPORT ACCEPTABLE	
by	<i>William D. Wolfe</i>
for Mark Wolfe Executive Director, THC	
Date	<i>3/7/19</i>
Track#	

Draft Archeological Survey Report

FM 552

Dallas District

From State Highway (SH) 205 to SH 66

Rockwall County, Texas

CSJ: 1017-01-015

Rockwall County

Antiquities Permit No. 8606

Tina Rust, RPA (Principal Investigator), HNTB Corporation Inc.

December 2018

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

August 22, 2018

Carolyn Francisco
Rockwall County Historical Commission
272 Victory Lane
Rockwall, Texas 75032

NATIONAL HISTORIC PRESERVATION ACT REVIEW: FM 552 Project, SH 205 to SH 66, Rockwall County, Dallas District (CSJ Number 1017-01-015)

Dear Ms. Francisco,

We ask that the Rockwall County Historical Commission (CHC) comment on area historic resources for the above-referenced project. If your organization does not contact the Texas Department of Transportation (TxDOT) by September 21, 2018 we will assume that the CHC has no comment.

TxDOT Dallas District and Rockwall County are proposing the widening of FM 552 between SH 205 and SH 66 from a two-lane rural section to a four-lane urban section in Rockwall County, Texas.¹ The proposed facility would consist of an urban median separated roadway with four travel lanes (two in each direction). The two inside travel lanes would be 12-feet wide and the outside travel lanes would be 14-feet wide to accommodate shared-use of bicycles and vehicles. The proposed facility would include a raised median from SH 205 to John King Boulevard and from Dismore Lane to SH 66; and a 20-foot flush median between John King Boulevard and Dismore Lane. The project includes 6 to 10-foot wide sidewalks along the road within an approximate variable right-of-way (ROW) of 124 feet to 136 feet. At the eastern limit of the proposed project, a 900-foot section of FM 552 would be realigned to improve the FM 552 connection with SH 66. The FM 552 connection with SH 66 would be shifted approximately 1,200 feet southwest of the existing connection. The project area is defined as all existing/proposed ROW, drainage easements, and driveway construction along FM 552. The length of the proposed project is approximately 5.19 miles. A total of approximately 40.26 acres of new ROW and 2.75 acres of permanent drainage easements would be required for this project.

Environmental issues, including the identification of historic properties, are scheduled to be resolved by July 31, 2019. When resolved, the project will be cleared for construction. Please see the attached map for the proposed project location. The Report for Historical Studies Survey for the FM 552 Project will be submitted to you via e-mail by TxDOT Dropbox for your review when the survey is complete.

We request the CHC's help to locate historic properties within our project area. Historic properties are generally those that are 50 years old, that are listed in, or eligible to be listed in, the National Register of Historic Places. To date, our research identified the following historic properties within the project area:

- Mt. Zion Cemetery Historical Marker

Does CHC agree with our findings and are the above properties the only known historic resources in the project area? If so, please sign where indicated below and return this document to TxDOT by September 21, 2018.

Does CHC have any additional information about these or other historic resources including pre-1976 historic buildings, structures, objects, cemeteries or other historic resources that may be important locally within the project area? If so, contact TxDOT via letter, e-mail, or phone call by September 21, 2018.

Does CHC have general comments or questions about how our project could impact the historic properties in the project area? If so, contact TxDOT via letter, e-mail, or phone call by September 21, 2018.

Direct responses and questions to Mohammed Shaikh, Environmental Specialist, at (214) 320-6148 (email: mohammed.shaikh@txdot.gov) . When replying to this correspondence by US Mail, please ensure that the envelope address includes reference to Texas Department of Transportation – Dallas District Office, Advance Project Development, 4777 E. Hwy 80, Mesquite, Texas 75150-6643, Attn: Mohammed Shaikh.

Thank you for your assistance in this project.

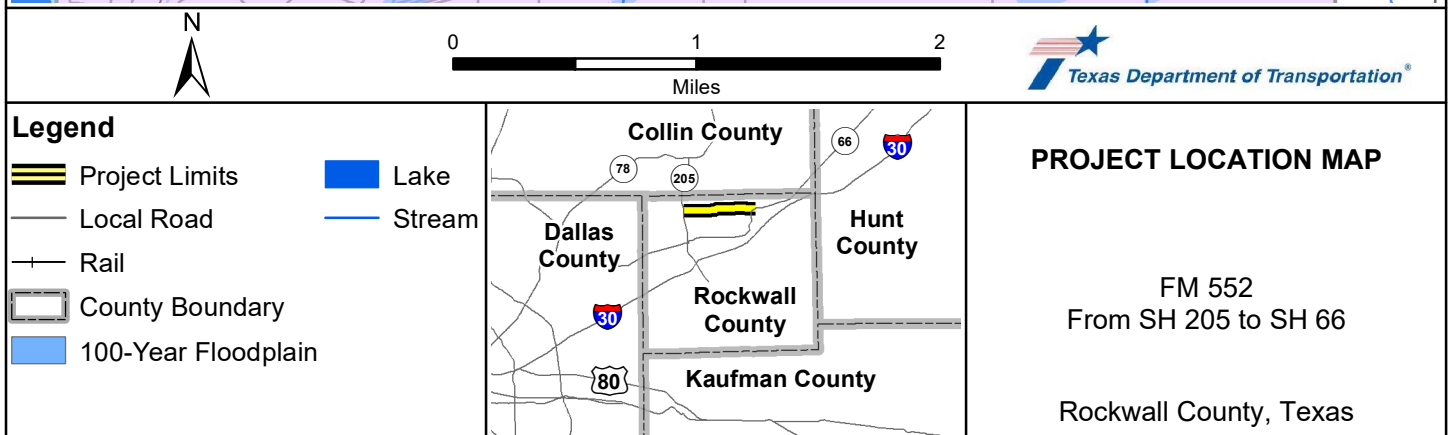
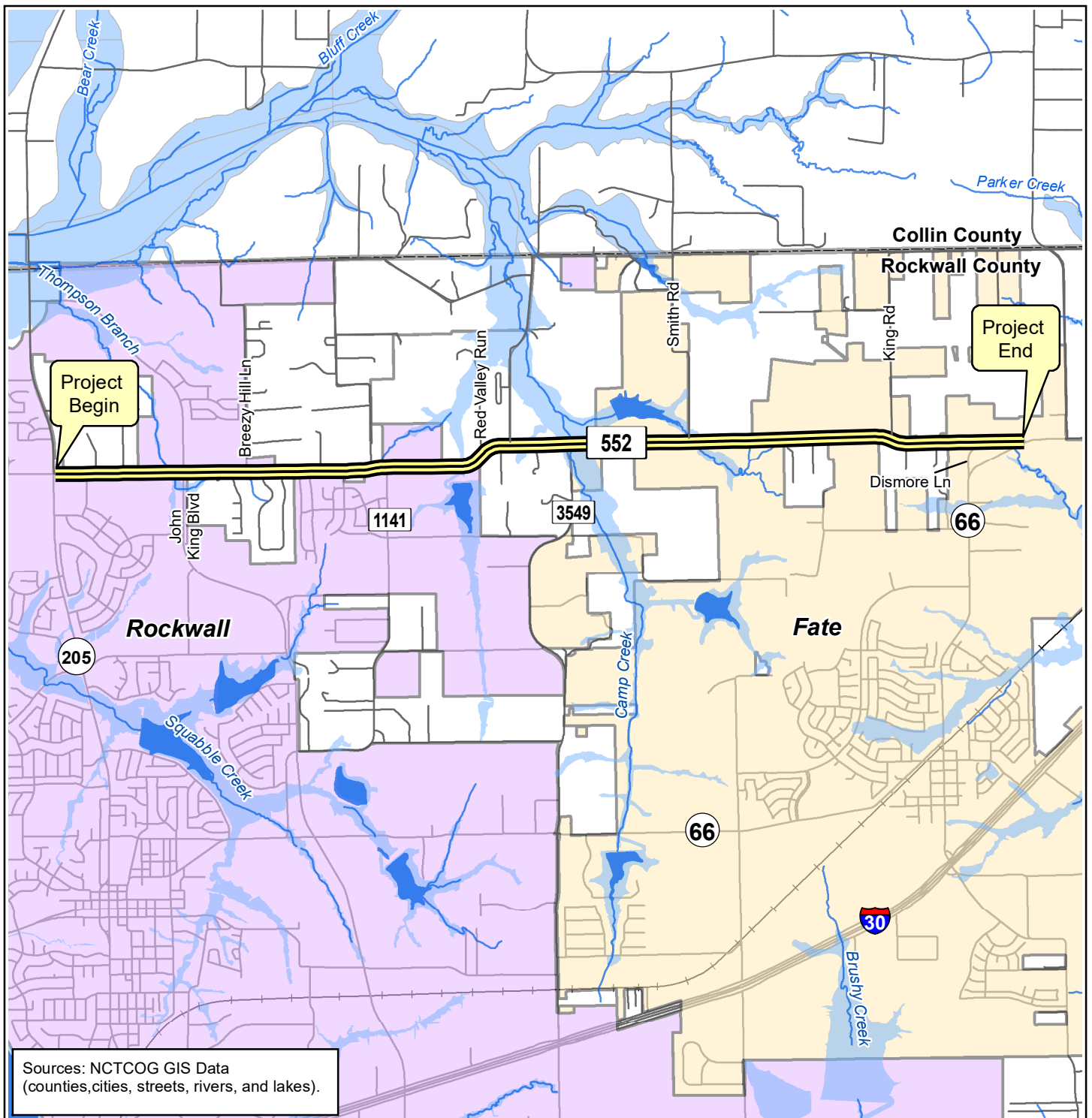
Sincerely,

Mohammed Shaikh

Mohammed Shaikh
Advance Project Development
TxDOT Dallas District

Cc: Vik Raha, PE
Carolyn Nelson, Architectural Historian

Enclosure:





August 22, 2018

Ryan Miller, AICP
Director, Planning & Zoning
City of Rockwall
385 South Goliad Street
Rockwall, Texas 75087

NATIONAL HISTORIC PRESERVATION ACT REVIEW: FM 552 Project, SH 205 to SH 66, Rockwall County, Dallas District (CSJ Number 1017-01-015)

Dear Mr. Miller,

We ask that the Rockwall Certified Local Government (CLG) comment on area historic resources for the above-referenced project. If your organization does not contact the Texas Department of Transportation (TxDOT) by September 21, 2018 we will assume that the CLG has no comment.

TxDOT Dallas District and Rockwall County are proposing the widening of FM 552 between SH 205 and SH 66 from a two-lane rural section to a four-lane urban section in Rockwall County, Texas.¹ The proposed facility would consist of an urban median separated roadway with four travel lanes (two in each direction). The two inside travel lanes would be 12-feet wide and the outside travel lanes would be 14-feet wide to accommodate shared-use of bicycles and vehicles. The proposed facility would include a raised median from SH 205 to John King Boulevard and from Dismore Lane to SH 66; and a 20-foot flush median between John King Boulevard and Dismore Lane. The project includes 6 to 10-foot wide sidewalks along the road within an approximate variable right-of-way (ROW) of 124 feet to 136 feet. At the eastern limit of the proposed project, a 900-foot section of FM 552 would be realigned to improve the FM 552 connection with SH 66. The FM 552 connection with SH 66 would be shifted approximately 1,200 feet southwest of the existing connection. The project area is defined as all existing/proposed ROW, drainage easements, and driveway construction along FM 552. The length of the proposed project is approximately 5.19 miles. A total of approximately 40.26 acres of new ROW and 2.75 acres of permanent drainage easements would be required for this project.

Environmental issues, including the identification of historic properties, are scheduled to be resolved by July 31, 2019. When resolved, the project will be cleared for construction. Please see the attached map for the proposed project location. The Report for Historical Studies Survey for the FM 552 Project will be submitted to you via e-mail by TxDOT Dropbox for your review when the survey is complete.

We request the CLG's help to locate historic properties within our project area. Historic properties are generally those that are 50 years old, that are listed in, or eligible to be listed in, the National Register of Historic Places. To date, our research identified the following historic properties within the project area:

OUR GOALS

MAINTAIN A SAFE SYSTEM ▪ ADDRESS CONGESTION ▪ CONNECT TEXAS COMMUNITIES ▪ BEST IN CLASS STATE AGENCY
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- Mt. Zion Cemetery Historical Marker

Does CLG agree with our findings and are the above properties the only known historic resources in the project area? If so, please sign where indicated below and return this document to TxDOT by September 21, 2018.

Does CLG have any additional information about these or other historic resources including pre-1976 historic buildings, structures, objects, cemeteries or other historic resources that may be important locally within the project area? If so, contact TxDOT via letter, e-mail, or phone call by September 21, 2018.

Does CLG have general comments or questions about how our project could impact the historic properties in the project area? If so, contact TxDOT via letter, e-mail, or phone call by September 21, 2018.

Direct responses and questions to Mohammed Shaikh, Environmental Specialist, at (214) 320-6148 (email: mohammed.shaikh@txdot.gov) . When replying to this correspondence by US Mail, please ensure that the envelope address includes reference to Texas Department of Transportation – Dallas District Office, Advance Project Development, 4777 E. Hwy 80, Mesquite, Texas 75150-6643, Attn: Mohammed Shaikh.

Thank you for your assistance in this project.

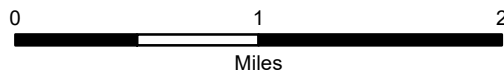
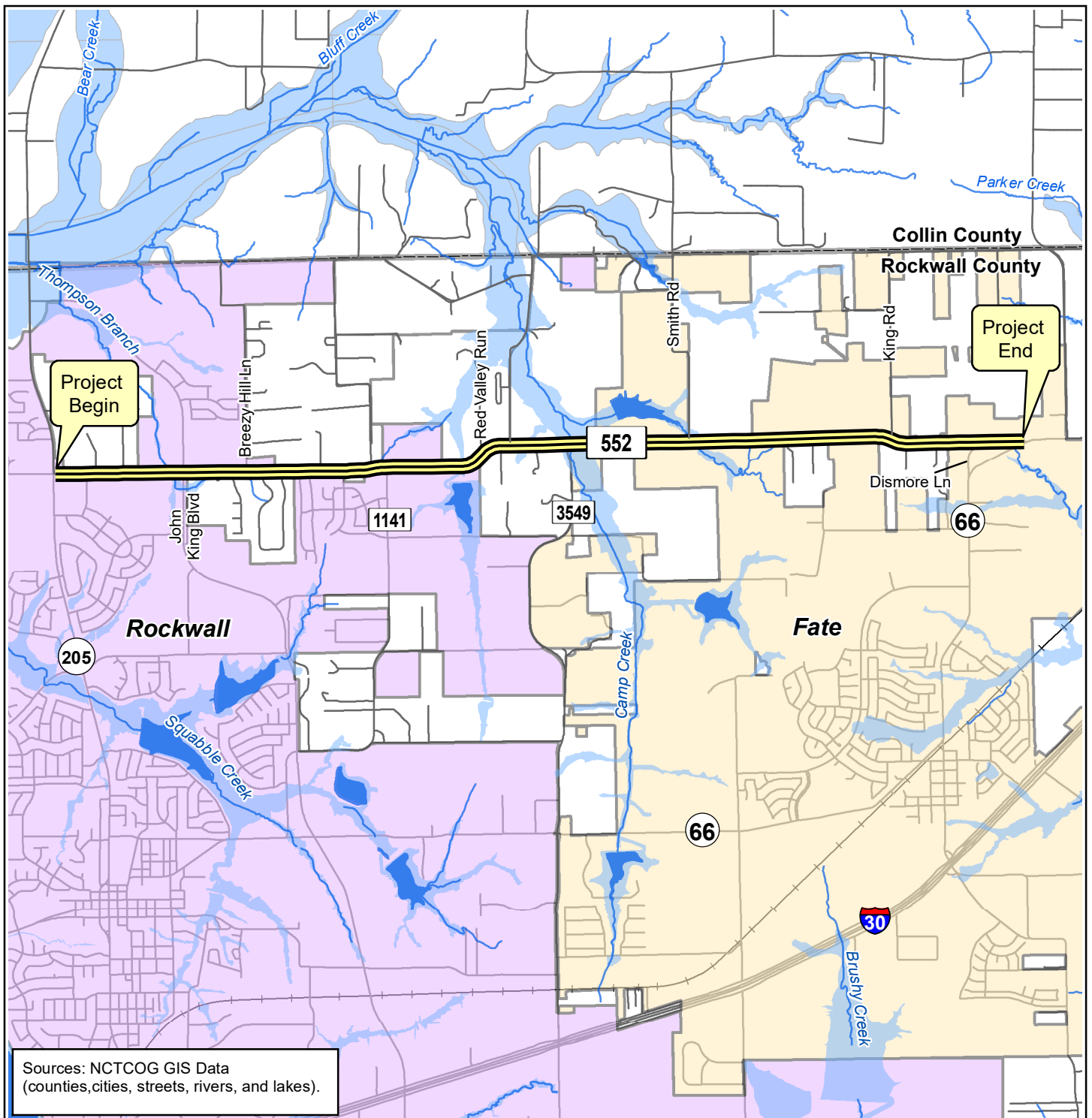
Sincerely,

Mohammed Shaikh

Mohammed Shaikh
Advance Project Development
TxDOT Dallas District

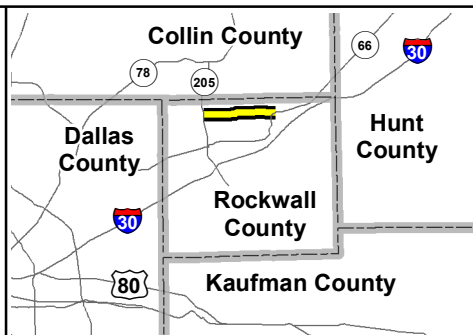
Cc: Vik Raha, PE
Carolyn Nelson, Architectural Historian

Enclosure:



Legend

- Project Limits
- Local Road
- Rail
- County Boundary
- 100-Year Floodplain
- Lake
- Stream



PROJECT LOCATION MAP

FM 552
From SH 205 to SH 66

Rockwall County, Texas

Lupe Pettit

From: Gonzales, David <DGonzales@rockwall.com>
Sent: Wednesday, August 29, 2018 4:38 PM
To: Mohammed Shaikh; Miller, Ryan
Cc: Dan Perge; Vik Raha; Carolyn Nelson; Lupe Pettit
Subject: RE: NATIONAL HISTORIC PRESERVATION ACT REVIEW: FM 552 Project, SH 205 to SH 66, Rockwall County, Dallas District (CSJ Number 1017-01-015)

Mr. Shaikh,

The historic resource identified as *Mt. Zion Historical Marker* is not located within the City of Rockwall or its extraterritorial jurisdiction (ETJ), nor are there any historical assets located with the proposed project area along FM-552 that is within the City of Rockwall.

Thank you,



DAVID GONZALES, AICP

SENIOR PLANNER • PLANNING & ZONING DIVISION • CITY OF ROCKWALL
972.772.6488 OFFICE
GONZALES@ROCKWALL.COM
385 S. GOLIAD STREET • ROCKWALL, TX 75087

[HELPFUL LINKS](#) | [CITY OF ROCKWALL WEBSITE](#) | [PLANNING & ZONING DIVISION WEBSITE](#) | [MUNICIPAL CODE WEBSITE](#)
[GIS DIVISION WEBSITE](#) | [CITY OF ROCKWALL INTERACTIVE MAPS](#) | [MAIN STREET DIVISION](#)

From: Mohammed Shaikh [mailto:Mohammed.Shaikh@txdot.gov]
Sent: Wednesday, August 22, 2018 10:55 AM
To: Miller, Ryan <RMiller@rockwall.com>
Cc: Gonzales, David <DGonzales@rockwall.com>; Dan Perge <Dan.Perge@txdot.gov>; Vik Raha <Vik.Raha@txdot.gov>; Carolyn Nelson <Carolyn.Nelson@txdot.gov>; lupe pinto <lpettit@HNTB.com>
Subject: NATIONAL HISTORIC PRESERVATION ACT REVIEW: FM 552 Project, SH 205 to SH 66, Rockwall County, Dallas District (CSJ Number 1017-01-015)

Dear Mr. Miller,

We ask that the Rockwall Certified Local Government (CLG) comment on area historic resources for the above-referenced project. If your organization does not contact the Texas Department of Transportation (TxDOT) by September 21, 2018 we will assume that the CLG has no comment.

TxDOT Dallas District and Rockwall County are proposing the widening of FM 552 between SH 205 and SH 66 from a two-lane rural section to a four-lane urban section in Rockwall County, Texas.^[i] The proposed facility would consist of an urban median separated roadway with four travel lanes (two in each direction). The two inside travel lanes would be 12-foot wide and the outside travel lanes would be 14-foot wide to accommodate shared-use of bicycles and vehicles. The proposed facility would include a raised median from SH 205 to John King Boulevard and from Dismore Lane to SH 66; and a 20-foot flush median between John King Boulevard and Dismore Lane. The project includes 6 to 10-foot wide sidewalks along the road within an approximate variable right-of-way (ROW) of 124 feet to 136 feet. At the eastern limit of the proposed project, a 900-foot section of FM 552 would be realigned to improve the FM 552 connection with SH 66. The FM 552 connection with SH 66 would be shifted approximately 1,200 feet southwest of the existing connection. The project area is defined as all existing/proposed ROW, drainage easements, and driveway construction along FM 552. The

length of the proposed project is approximately 5.19 miles. A total of approximately 40.26 acres of new ROW and 2.75 acres of permanent drainage easements would be required for this project.

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We request the CLG's help to locate historic properties within our project area. Historic properties are generally those that are 50 years old, that are listed in, or eligible to be listed in, the National Register of Historic Places. To date, our research identified the following historic properties within the project area:

- Mt. Zion Cemetery Historical Marker

Does CLG agree with our findings and are the above properties the only known historic resources in the project area? If so, please sign where indicated below and return this document to TxDOT by September 21, 2018.

Does CLG have any additional information about these or other historic resources including pre-1976 historic buildings, structures, objects, cemeteries or other historic resources that may be important locally within the project area? If so, contact TxDOT via letter, e-mail, or phone call by September 21, 2018.

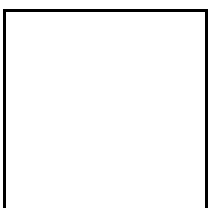
Does CLG have general comments or questions about how our project could impact the historic properties in the project area? If so, contact TxDOT via letter, e-mail, or phone call by September 21, 2018.

Direct responses and questions to Mohammed Shaikh, Environmental Specialist, at (214) 320-6148 (email: mohammed.shaikh@txdot.gov) . When replying to this correspondence by US Mail, please ensure that the envelope address includes reference to Texas Department of Transportation – Dallas District Office, Advance Project Development, 4777 E. Hwy 80, Mesquite, Texas 75150-6643, Attn: Mohammed Shaikh.

Thank you for your assistance in this project.

Sincerely,

Mohammed Shaikh
Environmental Specialist
Advance Project Development
Texas Department of Transportation
4777 E. Highway 80
Mesquite, TX 75150-6643
Tel: 214-320-6148





MEMO

January 22, 2019

TO: Administrative File
From: Rebekah Dobrasko

District: Dallas
County: Rockwall
CSJ#: 1017-01-015
Highway: FM 552
Let Date: March 2023

Project Limits: From SH 205 to SH 66

Project Description: Stipulation IX, Appendix 6. Widen roadway and add sidewalks and bike lanes. Approximately 43 acres of new ROW and permanent easements. No historic, non-archeological properties present.

SUBJECT: Internal review under the Section 106 Programmatic Agreement (Section 106 PA) among the Texas Department of Transportation, Texas State Historic Preservation Officer, Advisory Council on Historic Preservation, and Federal Highway Administration; and the Memorandum of Understanding (MOU) between the Texas Historical Commission and the Texas Department of Transportation

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

Proposed Project:

The Texas Department of Transportation – Dallas District and Rockwall County propose to widen FM 552 from SH 205 to SH 66 for a length of approximately 5.2 miles. The proposed project will widen FM 552 from two lanes to four lanes and will add sidewalks and a bicycle path. TxDOT proposes to acquire approximately 43 acres of new right-of-way (ROW) and permanent drainage easements to complete this project.

Determination of Eligibility:

TxDOT historians reviewed the NRHP, the list of State Antiquities Landmarks (SAL), the list of Recorded Texas Historic Landmarks (RTHL) and TxDOT files and found no historically significant resources within the area of potential effect (APE). Per our Section 106 Programmatic Agreement, the APE for this project consists of 150 feet from proposed new ROW.

TxDOT conducted a reconnaissance survey of the project's APE to identify any historic-age (built prior to 1978) within the overall project's APE. As a result of this survey, TxDOT identified 17 parcels with

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OUR MISSION: Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.

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historic-age resources. None of these parcels have any resources that are significant in history or in design. Therefore, TxDOT finds all 17 historic-age resources as **not eligible** for listing in the NRHP

Determination of Effects:

Therefore, pursuant to Stipulation IX, Appendix 6 "Undertakings with the Potential to Cause Effects per 36 CFR 800.16(i)" of the Section 106 PA and the MOU, TxDOT historians determined that there are no historic, non-archeological properties in the APE for this project. In compliance with the Antiquities Code of Texas and the MOU, TxDOT historians determined project activities have no potential for adverse effects. Individual project coordination with SHPO is not required.

Lead Reviewer RM Dobrasko for TxDOT 1/22/2019
Rebekah Dobrasko Date

Approved by Bruce Jensen for TxDOT 1.23.19
Bruce Jensen Date

Mohammed Shaikh

From: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Sent: Friday, March 01, 2019 4:03 PM
To: Leslie Mirise
Cc: Dan Perge; Christine Polito; Mohammed Shaikh; John Maresh
Subject: RE: 1017-01-015 FM 552 Widening (Rockwall County) - Request for Early Coordination

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

Hi Leslie,

I understand that the MBTA language included in the Dallas District EPIC sheets provides protections for migratory birds; however, I am interested in encouraging TxDOT Districts to consider that there may be certain cases in which additional protections may be warranted when a transportation project is located next to special habitat features, such as a large water body. The 22,000 acre Lake Ray Hubbard is one of the largest lakes in north Texas and serves as a magnet for migratory and resident birds along with other wildlife. Please consider that providing the MBTA and Bird BMPs guidance may further assist contractors to comply with required federal and state regulations and help preserve the state's natural resources.

I appreciate that the District was able to replace a bridge class culvert with a bridge at one of the stream crossings in the design and that stream impacts may be able to be further minimized during the detailed design phase of FM 552 project.

With that being said, thank you for submitting the following project for early coordination: FM 552 from SH 205 to SH 66 (CSJ: 1017-01-015) in Rockwall County. TPWD appreciates TxDOT's commitment to implement the practices listed in the Tier I Site Assessment form submitted on January 3, 2019. Based on a review of the documentation, the avoidance and mitigation efforts described, and provided that project plans do not change, TPWD considers coordination to be complete. However, please note it is the responsibility of the project proponent to comply with all federal, state, and local laws that protect plants, fish, and wildlife.

According to §2.204(g) of the 2013 TxDOT-TPWD MOU, TxDOT agreed to provide TXNDD reporting forms for observations of tracked SGCN (which includes federal- and state-listed species) occurrences within TxDOT project areas. Please keep this in mind when completing project due diligence tasks. For TXNDD submission guidelines, please visit the following link: http://tpwd.texas.gov/huntwild/wild/wildlife_diversity/txnndd/submit.phtml

Sincerely,

Suzanne Walsh
Transportation Conservation Coordinator
(512) 389-4579

From: Leslie Mirise <Leslie.Mirise@txdot.gov>
Sent: Monday, February 25, 2019 12:56 PM
To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Cc: Dan Perge <Dan.Perge@txdot.gov>; Christine Polito <Christine.Polito@txdot.gov>; Mohammed Shaikh

<Mohammed.Shaikh@txdot.gov>; John Maresh <John.Maresh@txdot.gov>

Subject: RE: 1017-01-015 FM 552 Widening (Rockwall County) - Request for Early Coordination

Suzanne,

Thank you for your recommendation to include additional BMPs. The District's responses are included below.

TPWD recommended BMP #1: Project specific locations should be placed in upland areas outside of the floodplain/riparian corridor whenever possible.

TxDOT Response #1: TxDOT contract policy states that for all PSLs, signing of the contract certifies contractor and subcontractor compliance with all applicable laws, rules and regulations pertaining to the preservation of cultural resources, natural resources, and the environment as issued by the following or other agencies: ...Texas Parks and Wildlife Department,... U.S. Army Corps of Engineers, ...U.S. Environmental Protection Agency,... U.S. Fish and Wildlife Service. Meaning, the contractor is responsible for selection of PSL location(s) and required environmental compliance. Written approval must be granted for all PSLs in the TxDOT ROW not specifically addressed in the plans.

TPWD recommended BMP #2: Bird BMPs as stated in the 2017 BMP PA to ensure compliance with Chapter 64 of the Texas Parks and Wildlife Code.

TxDOT response #2: According to the Best Management Practices Programmatic Agreement between TxDOT and TPWD (2017 Revision), BMP PA Section 1: Species BMPs, the purpose of the section is to provide BMPs to minimize impacts to species or groups of species listed in Table 1. Table 1 presents BMPs for species that are on the TPWD RTEST by county lists. The Bird BMPs are included as species BMPs in section 1 of the PA. According to the project's Tier 1 Site Assessment, there is no suitable habitat for any state-listed or SGCN avian species in the project area. Therefore, there is NO trigger for the implementation of the Bird BMPs according to the guidelines provided in the BMP PA.

In addition to complying with the MBTA, TxDOT policy is consistent with FHWA requirements to protect migratory birds and their nests in compliance with EO 13186 Responsibilities of Federal Agencies to Protect Migratory Birds and Chapter 64 of the Texas Parks and Wildlife Code. As with all Dallas District projects, a special note is included on the EPIC sheet that states the following in order to inform contractors about requirements under the MBTA:

The Migratory Bird Treaty Act of 1918 states that it is unlawful to kill, capture, collect, possess, buy, sell, trade, or transport any migratory bird, nest, young, feather, or egg in part or in whole, without a Federal permit issued in accordance within the Act's policies and regulations. The contractor would remove all old migratory bird nests from any structure where work would be done from October 1 to February 15. In addition, the contractor would be prepared to prevent migratory birds from building nest(s) between February 15 and October 1. In the event that migratory birds are encountered on-site during project construction, efforts to avoid adverse impacts on protected birds, active nests, eggs, and/or young would be observed.

This language present in all Dallas District EPIC sheets protects migratory birds, active nests, eggs, and young. Repetition of similar BMPs is not necessary; and may reduce the likelihood of efficient review of requirements by the lay person.

Thanks,

Leslie Mirise

Environmental Specialist

Dallas District – DAL-ENV

Texas Department of Transportation

4777 East Highway 80

Mesquite, Texas 75150

(214) 320-6162 office

(214) 320-4470 FAX

From: Suzanne Walsh [<mailto:Suzanne.Walsh@tpwd.texas.gov>]
Sent: Friday, February 22, 2019 3:20 PM
To: Leslie Mirise
Cc: Dan Perge; Christine Polito; Mohammed Shaikh
Subject: RE: 1017-01-015 FM 552 Widening (Rockwall County) - Request for Early Coordination

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

Hi Leslie,

I appreciate the information about the pump station for the FM 552 project. Could the district include the following additional BMPs for the proposed project:

- Project specific locations should be placed in upland areas outside of the floodplain/riparian corridor whenever possible.
- Bird BMPs as stated in the 2017 BMP PA to ensure compliance with Chapter 64 of the Texas Parks and Wildlife Code.

Thanks,
Suzanne

From: Leslie Mirise <Leslie.Mirise@txdot.gov>
Sent: Monday, January 28, 2019 3:01 PM
To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Cc: Dan Perge <Dan.Perge@txdot.gov>; Christine Polito <Christine.Polito@txdot.gov>; Mohammed Shaikh <Mohammed.Shaikh@txdot.gov>
Subject: RE: 1017-01-015 FM 552 Widening (Rockwall County) - Request for Early Coordination

Suzanne,

Thank you for your question.

The pump station is a future project proposed by others. It had to be considered in the schematic process for the design of the curve at the end of the project.

Leslie Mirise

Environmental Specialist
Dallas District – Advance Planning
Texas Department of Transportation
4777 East Highway 80
Mesquite, Texas 75150
(214) 320-6162 office
(214) 320-4470 FAX

From: Suzanne Walsh [<mailto:Suzanne.Walsh@tpwd.texas.gov>]
Sent: Friday, January 25, 2019 3:31 PM
To: Leslie Mirise; Mohammed Shaikh; Christine Polito; Dan Perge
Subject: RE: 1017-01-015 FM 552 Widening (Rockwall County) - Request for Early Coordination

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

Hi Leslie,

Can you provide more information about the proposed pump station? It's around STA 280+00 at the end of the project.

Thank you,
Suzanne

Suzanne Walsh, Ph.D.
Transportation Conservation Coordinator
Wildlife Division – Wildlife Habitat Assessment Program
Texas Parks and Wildlife Department
4200 Smith School Road
Austin, TX 78744
Phone: (512) 389-4579

From: WHAB_TxDOT
Sent: Thursday, January 3, 2019 1:39 PM
To: Leslie Mirise <Leslie.Mirise@txdot.gov>; Mohammed Shaikh <Mohammed.Shaikh@txdot.gov>; Christine Polito <Christine.Polito@txdot.gov>; Dan Perge <Dan.Perge@txdot.gov>
Cc: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Subject: RE: 1017-01-015 FM 552 Widening (Rockwall County) - Request for Early Coordination

The TPWD Wildlife Habitat Assessment Program has received your request and has assigned it project ID # 41241. The Habitat Assessment Biologist who will complete your project review is copied on this email.

Thank you,

John Ney
Administrative Assistant
Texas Parks & Wildlife Department
Wildlife Diversity Program – Habitat Assessment Program

4200 Smith School Road
Austin, TX 78744
Office: (512) 389-4571

From: Leslie Mirise [<mailto:Leslie.Mirise@txdot.gov>]
Sent: Thursday, January 03, 2019 12:08 PM
To: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Cc: Mohammed Shaikh <Mohammed.Shaikh@txdot.gov>; Christine Polito <Christine.Polito@txdot.gov>; Dan Perge <Dan.Perge@txdot.gov>
Subject: CSJ: 1017-01-015 FM 552 Widening (Rockwall County) - Request for Early Coordination

Hello,

TxDOT requests early coordination for the FM 552 Widening Project in Rockwall County, Texas. I have attached the following:

1. The Tier 1 Site Assessment Form, including BMPs to be implemented;
2. The Biological Evaluation Form, for the purpose of reviewing the analyses performed on federally listed species that share state-listing status;
3. Supporting Documents including but not limited to location map, species lists from TPWD and USFWS/IPaC, EMST documentation, and site photos;
4. The EMST and Observed Vegetation Excel spreadsheet; and
5. A separate NDD information file.

These documents, along with other project-related information, are also available in ECOS under the CSJ: 1017-01-015. The project's schematic can be sent to the assigned biologist in a separate email (or dropbox depending on file size). It is also available in ECOS under the CSJ in the Documents/Project section with the following filename:

CSJ 1017-01-015 - FM 552 Approved Schematic 07.18.pdf

Please feel free to contact me with any questions or if you need any additional information.

Thank you,

Leslie Mirise

Environmental Specialist
Dallas District – Advance Planning
Texas Department of Transportation
4777 East Highway 80
Mesquite, Texas 75150
(214) 320-6162 office
(214) 320-4470 FAX

APPENDIX H

April 10, 2014 Public Meeting Comment/Response Matrix
May 17, 2018 Public Meeting Comment/Response Matrix
May 30, 2019 Public Hearing Comment/Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment/Topic	Address	Response
1	Charles Rose	4/10/2014	Letter via Comment Box	<p>I recently received a letter from the Texas Department of Transportation outlining a plan to widen FM 552 to six lanes. I took a few minutes and reviewed the website, keepitmovingdallas.com and was shocked at how much of my front yard I would lose and the inability to turn left out of or into my driveway. The first question I asked myself is why six lanes? Most days I can count on one hand the number of cars that pass within an hour. I never have a problem getting out of or into my driveway. When I come to the stop sign on FM 552, I am usually the only car there. Why six lanes? Six lanes for a road that goes nowhere seems like overkill to me. I was driving on Highway 78 from Wylie to FM 6 in Lavon where they are building a six lane road. If you have ever sat through the traffic light at Highway 78 and SH 205, you understand why a six lane road is needed (you sit through about 6 or 7 light changes until you can get through because of the traffic).</p> <p>What you have to consider about six lanes on Highway 78 as opposed to FM 552 is the fact that traffic on Highway 78 is probably a 100 times greater than that of FM 552 on a daily basis. I work in Garland where the population is 233,564 people and the land area of the city is 59.1 square miles equating to 557 people per square mile. Garland has many six lane roads that are usually full at rush hour and any other time of the day. Rockwall County has one six lane road (SH 205 south of SH 66 to just south of I-30 at Highway 276) in the entire county and is only crowded at the I-30 Interchange at rush hour and on Saturday. I hardly think a two lane road in the rural part of the county where the population is small as opposed to other areas such as Rockwall proper needs a six lane road. Why is FM 552 being considered for six lanes when roads throughout the county, especially those closer to or within Rockwall are not even being considered for improvement or widening at this time?</p> <p>The following roads are two lane blacktops that carry large amounts of traffic on a daily basis and are always backed up:</p> <ul style="list-style-type: none">• Highway 205 north of Rockwall to Highway 78• Highway 205 south of I-30 toward Terrell• Highway 276 east toward FM 548• Horizon Road (FM 3097) from I-30 to FM 549• Highway 66 from Rockwall east through Fate and into Royse City• I-30 service roads (east and west) from Royse City to Rockwall• Overpasses at FM 551 and FM 3548 are antiquated pieces from the original interstate highway system and do not handle access on and off of I-30. <p>FM 552 within the last year or so received a facelift through a repaving and slight widening at great expense to the county or state. It handles current traffic very well and should not have a problem handling future increases of traffic. The majority of the east/west bound traffic is taken on by I-30 and SH 66. Therefore it makes very little sense to me for the county or state to take on such an extravagant expense with tax payer money to widen a road to six lanes. It makes better sense to address the roads that are used heavily and where traffic is always a problem. If expansion of FM 552 is inevitable, it should be within the current easement that is in place and property owner land should not be taken by eminent domain!</p>	5333 E. FM 5552, Royse City, TX 75189	Since the FM 552 public meeting held on April 10, 2014, the City of Rockwall's Thoroughfare Plan (Rev. 2016) was modified to improve FM 552 as a four-lane facility instead of a six-lane facility. Based on the City of Rockwall's thoroughfare plan and public comments received during the 2014 public meeting, the proposed project is being redesigned as a four-lane, median separated, arterial. FM 552 is no longer considered for widening to six lanes. The revised proposed schematic plan and project exhibits will be available for public input during a public meeting planned for May 17, 2018 at the at J. W. Williams Middle School, located at 625 E. FM 552, in Rockwall. The proposed facility would include outside shared-use lane for vehicles and bicycles (one in each direction); a median to separate the main travel lanes and sidewalks.
2	Beverly Pop	4/10/2014	Comment Form	No to six lanes on FM 552. It is too dangerous because there are two schools located off this street and it will create high traffic. Yes to sidewalks, yes to bike paths. Keep our kids safe.	241 Windy Ln.	Since the FM 552 public meeting held on April 10, 2014, the City of Rockwall's Thoroughfare Plan (Rev. 2016) was modified to improve FM 552 as a four-lane facility instead of a six-lane facility. Based on the City of Rockwall's thoroughfare plan and public comments received during the 2014 public meeting, the proposed project

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2 (Cont.)					Rockwall, TX 75087	<p>is being redesigned as a four-lane, median separated, arterial. FM 552 is no longer considered for widening to six lanes. The revised proposed schematic plan and project exhibits will be available for public input during a public meeting planned for May 17, 2018 at the at J. W. Williams Middle School, located at 625 E. FM 552, in Rockwall. The proposed facility would include outside shared-use lane for vehicles and bicycles (one in each direction); a median to separate the main travel lanes and sidewalks.</p> <p>The proposed project will comply with TxDOT design standards for traffic control for school areas to enhance safety of motorists, pedestrians and bicyclists. In accordance to the Manual of Uniform Traffic Control Devices, TxDOT will develop school traffic control plans that will allow the review of school areas traffic control needs, and the coordination of school/pedestrian safety and engineering measures.</p>
3	Paul Pop	4/10/2014	Comment Form	No to six lanes; it is dangerous and a danger to our kids with two schools. Yes to sidewalks, bike paths, and lower speeds. Four lanes with good turn lanes is ok. Keep our kids safe.	241 Windy Ln. Rockwall, TX 75087	<p>Since the FM 552 public meeting held on April 10, 2014, the City of Rockwall's Thoroughfare Plan (Rev. 2016) was modified to improve FM 552 as a four-lane facility instead of a six-lane facility. Based on the City of Rockwall's thoroughfare plan and public comments received during the 2014 public meeting, the proposed project is being redesigned as a four-lane, median separated, arterial. FM 552 is no longer considered for widening to six lanes. The revised proposed schematic plan and project exhibits will be available for public input during a public meeting planned for May 17, 2018 at the at J. W. Williams Middle School, located at 625 E. FM 552, in Rockwall. The proposed facility would include outside shared-use lane for vehicles and bicycles (one in each direction); a median to separate the main travel lanes and sidewalks.</p> <p>The proposed project will comply with TxDOT design standards for traffic control for school areas to enhance safety of motorists, pedestrians and bicyclists. In accordance to the Manual of Uniform Traffic Control Devices, TxDOT will develop school traffic control plans that will allow the review of school areas traffic control needs, and the coordination of school/pedestrian safety and engineering measures.</p>
4	Cathy Smith	4/10/2014	Comment Form	I am so concerned about this project. First, the amount of land that will be claimed from my property. Second, the traffic from a 6-lane road is unnecessary. We will have two other E-W roads and a third is not required. The noise will be prohibitive because of the location to our home. This is not the reason that we moved to Rockwall 32 years ago. Quality of life and country atmosphere was the requirements of our purchase. Put the funds to better use than a <u>truck line!</u>	1 North Ridge Ln. Rockwall, TX 75087	<p>Since the FM 552 public meeting held on April 10, 2014, the City of Rockwall's Thoroughfare Plan (Rev. 2016) was modified to include FM 552 as a four-lane facility instead of a six-lane facility. Based on the City of Rockwall's Thoroughfare Plan and public comments received during the 2014 public meeting, the proposed project is being redesigned as a four-lane, median separated, arterial. FM 552 is no longer considered for widening to six lanes. The revised proposed schematic plan and project exhibits will be available for public input during a public meeting planned for May 17, 2018 at the at J. W. Williams Middle School, located at 625 E. FM 552, in Rockwall. The proposed facility would include outside shared-use lane for vehicles and bicycles (one in each direction); a median to separate the main travel lanes and sidewalks.</p> <p>During the preparation of the environmental assessment of the project, a traffic noise analysis in accordance with the <i>2011 Guidelines for Analysis and Abatement of Roadway Traffic</i>, will be completed to determine if the proposed project would result in traffic noise impacts and if so, identify and evaluate potential mitigation measures.</p> <p>TxDOT understands your concerns about the impacts of the project to your existing quality of life because it would widen an existing two-lane undivided to a four-lane divided roadway. However, the project would not substantially alter the quality of life or existing overall rural character of the area because there are currently other transportation facilities in an area that has been and continues to experience growth. The proposed project is not anticipated to adversely impact community cohesion and is not anticipated to affect, separate or isolate any distinct communities or neighborhoods because the improvements would not create a barrier and would not eliminate access to any particular area. Near future benefits of the project include improved mobility within and through the proposed project area, implementation of sidewalks and shared-use lanes, additional travel lanes, and improved safety by providing a roadway that meets current design standards.</p>

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5	Richard Langley	4/10/2014	Comment Form	I am concerned about flooding because of what your drainage system will handle. Additional traffic this project will bring affects our safety and will bring in additional pan handlers and magazine sales people. This project does not conform to existing environmental laws. I do not understand how compromising our life style will help the overall expansion of Rockwall. I hope you will reconsider this bad project.	2401 Sandstone Ct. Rockwall, TX 75087	<p>The hydraulic design for this project would be in accordance with the Federal Highway Administration (FHWA) and TxDOT design policies and standards. The proposed project would be in compliance with 23 Code of Federal Regulations 650 regarding location and hydraulic design of highway encroachments within the floodplains. The proposed project would comply with Executive Order 11988 which requires federal agencies to avoid to the extent possible the long- and short-term adverse impacts associated with the occupancy and modification of floodplains and to avoid direct and indirect support of floodplain development wherever there is a practicable alternative. The facility would permit the conveyance of the 100-year flood, inundation of the roadway being acceptable, without causing substantial damage to the facility, stream, or other property. The proposed project would not increase the base flood elevation to a level that would violate applicable floodplain regulations and ordinances.</p> <p>TxDOT will complete an environmental assessment (EA) in accordance with the National Environmental Policy Act (NEPA) to determine the potential natural and socio-economic impacts of the project and ways to avoid, minimize, and mitigate impacts following current environmental laws and regulations. It is anticipated that results of the EA will be available for public review and input in 2019.</p> <p>Based on the City of Rockwall's Thoroughfare Plan (Rev. 2016) and public comments received during the 2014 public meeting, the proposed project is being redesigned as a four-lane, median separated, arterial. FM 552 is no longer considered for widening to six lanes. The revised proposed schematic plan and project exhibits will be available for public input during a public meeting planned for May 17, 2018 at the at J. W. Williams Middle School, located at 625 E. FM 552, in Rockwall. The proposed facility would include outside shared-use lane for vehicles and bicycles (one in each direction), a median to separate the main travel lanes, and sidewalks. TxDOT values public input and encourages input, engagement, and participation throughout the project development process. Throughout the public involvement process, TxDOT may make revisions to project design if warranted.</p>
6	Tina Stark	4/10/2014	Comment Form	<p>Why does it have to be wider than Goliad St. or even I-30?</p> <p>Why do we need six lanes - why not four?</p> <p>So we are allowing 18 ft. down the center and an extra 22 ft. (both sides) for landscaping that will eventually die. How will this affect my property value?</p>	1522 East FM 552 Rockwall, TX 75087	<p>Based on the City of Rockwall's Thoroughfare Plan (2016) as well as public comments received during the April 10, 2014 public meeting, the proposed project has changed from a proposed six-lane arterial to the current proposed four-lane arterial configuration.</p> <p>Changes in property values are inevitable; whether adjacent residential or commercial property, value increases or decreases would be subject to market conditions. Improved accessibility, traffic flow, and safety are all likely benefits to land values. The proposed improvements would provide an increase in accessibility and a safer, more efficient route of transportation for those traveling to and from their homes and workplaces, as well as other destinations located throughout the area.</p>
7	Ismael Tamez	4/10/2014	Comment Form	This is a complete overkill and not needed at all. Three lanes at most is needed with two lanes plus a single turning lane. I've invested too much money in my future retirement home and do not need this type of project. Spend the money on SH 205 or another much needed road.	2700 Phyllis Ln. Rockwall, TX 75087	Since the FM 552 public meeting held on April 10, 2014, the City of Rockwall's Thoroughfare Plan (Rev. 2016) was modified to include FM 552 as a four-lane facility instead of a six-lane facility. Based on the City of Rockwall's Thoroughfare Plan and public comments received during the 2014 public meeting, the proposed project is being redesigned as a four-lane, median separated, arterial. FM 552 is no longer considered for widening to six lanes. The revised proposed schematic plan and project exhibits will be available for public input during a public meeting planned for May 17, 2018 at the at J. W. Williams Middle School, located at 625 E. FM 552, in Rockwall. The proposed facility would include outside shared-use lane for vehicles and bicycles (one in each direction); a median to separate the main travel lanes and sidewalks.
8	Chuck Nuytten	4/10/2014	Comment Form	<p>1. Need a left turn going east bound onto Whispering Oaks off of Dalton Road;</p> <p>2. Need a left turn going west bound on Dalton Road in front of the shopping center, west of Fairfax Drive;</p> <p>3. Need a right turn lane going west bound on Dalton Road going over the hill onto Wooded Trail so you have a chance to turn onto Weeded Trail without being run over.</p>	304 Wooded Tr. Rockwall, TX 75087	Based on the current preliminary design, dedicated turn lanes have been provided for eastbound to Whispering Oaks and westbound to the shopping center. In lieu of a right turn lane for westbound to Wooded Trail, two additional lanes at the westbound approach would carry through traffic as well as left turn traffic onto Greenway Dr.

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9	Carol Grady	4/10/2014	Comment Form	This is an overkill in my estimation. We don't need a median with plants, a bike path, or a sidewalk. This is not an interstate highway, it is a farm road with tractors. I-30 is six lanes! Why should this very short farm road be six lanes?	FM 552, PO Box 999 Rockwall, TX 75087	<p>The proposed project is being redesigned as a four-lane, median separated, arterial. FM 552 is no longer considered for widening to six lanes. The revised proposed schematic plan and project exhibits will be available for public input during a public meeting planned for May 17, 2018 at the at J. W. Williams Middle School, located at 625 E. FM 552, in Rockwall.</p> <p>The U.S. Department of Transportation (USDOT) Policy Statement on Bicycle and Pedestrian Accommodation provides guidance on incorporating pedestrian and bicycling facilities into transportation projects. The policy guidance encourages local planning authorities to implement planning and incorporate design features to facilitate increased pedestrian and bicycling activity. In accordance to this policy, TxDOT proactively plans, designs, and constructs facilities to safely accommodate bicyclists and pedestrians. The proposed project would include bicycle and pedestrian accommodations in accordance with the USDOT Policy Statement on Bicycle and Pedestrian Accommodation.</p> <p>Based on the current preliminary design, a raised center median is proposed along FM 552 from SH 205 to John King to help channelize the higher volume section of the corridor to improve safety and traffic operations.</p>
10	Deltra Langley	4/10/2014	Comment Form	We already have a heavy load of traffic. Why don't you do FM 549 instead? I think those homeowners wouldn't appreciate having their homes with a race track in front of them either. Right now our crime rate on our side of town is nonexistent. Put access as you are planning and get ready to hire more police to cover our area because "you build it, they will come" and that means all kinds of people.	2401 Sandstone Ct. Rockwall, TX 75087	The proposed FM 552 project is needed because FM 552 between SH 205 and SH 66 is within an area that is experiencing rapid growth, resulting in an anticipated future increase in traffic demand and does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that improves mobility and meets anticipated traffic demand. The preliminary design reflects a desire by the county and TxDOT to proactively plan for the continued future growth forecasted throughout the County over the next two decades. The City of Rockwall Thoroughfare Plan has identified widening of FM 552 as one of the projects to help meet the transportation needs of the area.
11	Joe Helmberger	4/10/2014	Comment Form	Lavon S.U.D. owns and operates a potable water pumping station on SH 66 near FM 552. LSUD purchased property and has paid for the design of a replacement pumping station that is located exactly where FM 552 is proposed to connect to SH 66 (currently per schematic posted for this meeting). A meeting was held at LSUD's office to discuss our concerns with TxDOT and their consultants. Schematics were available tonight that show alternative designs. All schematics affect us but only the original directly affects our fully designed future pumping station (and multi-tank ground storage facility). We hope to continue to provide input in order to negate any (or minimize) any negative impact on the L.S.U.D.	P.O. Box 188 Lavon, TX 75166 (General Manager - Camille Reagan, LSUD)	The proposed FM 552 improvements have been closely coordinated with the proposed pump station that is under construction.
12	Shirley Williams	4/10/2014	Comment Form	1) A little over one year ago, this road was improved. 2) With what is being proposed, you are "building" a road wider than John King Blvd. 3) We do not need a six-lane road. 4) If sidewalks were necessary, run it down the middle of the median. 5) \$10+ million is too much. 6) This road sounds like a <u>developers dream</u> . 7) It would turn FM 552 into a speedway from SH 205 to SH 66. 8) Only need one lane each way with a center turn lane. 9) <u>This has developer all over</u> .	221 Windy Ln. Rockwall, TX 75087	<p>Comment 1) The pavement rehabilitation completed along FM 552 was as a much-needed interim improvement project to address increasing traffic loads for the short and intermediate term, until the construction of the ultimate four-lane section.</p> <p>Comments 2) and 3) The proposed project is being redesigned as a four-lane, median separated arterial. FM 552 is no longer considered for widening to six lanes. The revised proposed schematic plan and project exhibits will be available for public input during a public meeting planned for May 17, 2018 at the at J. W. Williams Middle School, located at 625 E. FM 552, in Rockwall.</p> <p>Comment 4) In rapidly developing areas such as Rockwall County, sidewalks are being planned with thoroughfare improvements in anticipation of future population and traffic growth. The location of sidewalks along FM 552 is consistent with the location of sidewalks on other Rockwall County thoroughfares and TxDOT arterial facilities, and compatible with the City of Rockwall Thoroughfare Plan, Rockwall County Thoroughfare Plan, and the Rockwall County Master Bicycle Plan. In accordance with the TxDOT Roadway Design Manual and the American Association of State Highway and Transportation Officials (AASHTO), the location of sidewalks is typically in the parkway area that is between the back of curb of the roadway and the proposed right-of-way. A 9-ft clear space between the sidewalk and back of curb is provided per the City of Rockwall's request for utility placement and</p>

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12 (Cont.)						<p>maintenance purposes. Sidewalks running longitudinally in a center median are not permitted per TxDOT and FHWA guidelines due to safety concerns.</p> <p>Comment 5) Funding for final design and construction is not available at this time.</p> <p>Comment 7) The FM 552 facility would be designed following the urban principal arterial design criteria with a design speed of 45 mph.</p> <p>Comment 8) The currently proposed four-lane configuration would include turning lanes.</p> <p>Comments 6) and 9) The project is being developed cooperatively by Rockwall County and TxDOT to address the anticipated future increase in traffic demand along a facility that does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that improves mobility and meets anticipated traffic demand.</p>
13	Larry Stark	4/10/2014	Comment Form	My note is against this plan. I believe that widening SH 66 makes more sense and would be less impact. The noise would impact the quietness we now enjoy and I moved here to be in a quiet area.	2713 Phyllis Lane Rockwall, TX 75087	<p>TxDOT appreciates your comments and suggestions and will keep them under consideration as this project advances. TxDOT would also be widening SH 66 under a separate project. The SH 66 widening is also in the Rockwall County Thoroughfare Plan.</p> <p>During the preparation of the environmental assessment of the project, a traffic noise analysis in accordance with the <i>2011 Guidelines for Analysis and Abatement of Roadway Traffic</i>, will be completed to determine if the proposed project would result in traffic noise impacts and if so, identify and evaluate potential mitigation measures.</p>
14	Charles Lambourne	4/10/2014	Comment Form	I appreciate TxDOT being pro-active on FM 552 with Rockwall County in growth. What are the plans for SH 205, the main thoroughfare of Rockwall? Any possible connections with Collin County?	3040 Longhorn Ln. Rockwall, TX 75087	<p>TxDOT appreciates your comments and suggestions and will keep them under consideration as this project advances. Improvements to SH 205 are outside the scope of the proposed FM 552 project. Please contact the County for updates on SH 205.</p>
15	Jan Walker	4/10/2014	Comment Form	First of all, FM 552 does not merit a four- or six-lane highway. TxDOT doesn't even mow what is there now. All the proposed property takeover is on the north, at our location and none from across the road. Half of our front yard will be taken so we will not dare allow our grandchildren out to play there. We will also lose at least three and probably four big trees. Why is this project proposed when SH 205 is the road that has more traffic and needs to be widened as is the case with SH 66? The noise will also be a huge problem for us. No one who lives along FM 552 wants this.	1832 E. FM 552 Rockwall, TX 75087	<p>The project is being developed cooperatively by Rockwall County and TxDOT to address the anticipated future increase in traffic demand along a facility that does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that improves mobility and meets anticipated traffic demand. The proposed project is being redesigned as a four-lane, median separated, arterial. FM 552 is no longer considered for widening to six lanes. The revised proposed schematic plan and project exhibits will be available for public input during a public meeting planned for May 17, 2018 at the at J. W. Williams Middle School, located at 625 E. FM 552, in Rockwall.</p> <p>Additional ROW is currently proposed at both sides of FM 552 east of Panhandle Dr. to FM 1141. Generally, the intent of the design is to minimize impacts to developed properties and to avoid displacements. We recognize that there are several locations where there are residential properties on both the north and south sides. At these locations TxDOT has attempted to balance the amount of impact on each side.</p> <p>A traffic noise analysis would be performed during the environmental phase of the project development. Potential noise mitigation measures may be identified and evaluated at this stage if required.</p>

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16	Linda Roth	4/10/2014	Comment Form	It seems to me that much more traveled, congested, and sorely needed roads in Rockwall County are in need of improvements rather than a lightly used five mile road to nowhere! The congestion on SH 205 and SH 66 in the town of Rockwall has been in need of expansion since I've lived in the area for 20+ years! There's simply no need now or in the near future to expand FM 552 to six lanes! Even the forecasted traffic does not support the need!	5 Pringle Ln. Rockwall, TX 75087	<p>The proposed project is being redesigned as a four-lane, median separated, arterial. FM 552 is no longer considered for widening to six lanes. The revised proposed schematic plan and project exhibits will be available for public input during a public meeting planned for May 17, 2018 at the at J. W. Williams Middle School, located at 625 E. FM 552, in Rockwall.</p> <p>The project is being developed cooperatively by Rockwall County and TxDOT to address the anticipated future increase in traffic demand along a facility that does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that improves mobility and meets anticipated traffic demand.</p>
17	David R. Hickman	4/10/2014	Comment Form	Kill the project -- it is excessive. It is development driven.	2709 Phyllis Ln. Rockwall, TX 75087	<p>The project is being developed cooperatively by Rockwall County and TxDOT to address the anticipated future increase in traffic demand along a facility that does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that improves mobility and meets anticipated traffic demand.</p>
18	Chuck Roth	4/10/2014	Comment Form	My impression of the project is that it is way too big! There is 5.5 miles and the real question is why six lanes? The traffic in the next 20-40 years will not need six lanes. What is the projected traffic on FM 552 in the next 20-40 years? It seems to me there are more urgent road improvements that is needed in Rockwall County. To force people to lose their home and some property is not right.	5 Pringle Ln. Rockwall, TX 75087	<p>The proposed project is being redesigned as a four-lane, median separated, arterial. FM 552 is no longer considered for widening to six lanes. The revised proposed schematic plan and project exhibits will be available for public input during a public meeting planned for May 17, 2018 at the at J. W. Williams Middle School, located at 625 E. FM 552, in Rockwall.</p> <p>According to TxDOT approved traffic data projections, the number of vehicles per day for FM 552 between SH 205 and Millwood Rd. is projected to increase from 7,800 in 2018 to 14,100 in 2048, an increase of 80 percent. The number of vehicles per day between Old Millwood Rd. and SH 66 is anticipated to increase from 4,000 to 7,400 or by 85 percent by 2048. The improvements are designed to accommodate the projected traffic volumes and improve traffic operations and safety. The preliminary design reflects a desire by Rockwall county and TxDOT to proactively plan for the continued future growth forecasted over the next two decades. The thoroughfare plan has identified FM 552 in addition to SH 66 and SH 205 as roadways needing to be improved.</p> <p>TxDOT provides just compensation for property impacts and damages in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the TxDOT Right-of-Way Manual. In accordance with these policies, TxDOT will make every effort to reach a just and equitable agreement in the purchase of all right-of-way needed for the project.</p>
19	Karen Bander	4/10/2014	Comment Form	It was a waste of time and money to widen the road three feet in 2013 when you knew it was going to be widened soon. Quit wasting taxpayer money! The curve east of 2426 E. FM 552 needs to be straightened -- it is dangerous and there are many wrecks there. We need a left turn lane going east at FM 2368. We have a riding facility for children with disabilities. The whole road needs turn lane to decrease wrecks.	2368 E. FM 552 Rockwall, TX 75087	<p>FM 552 is no longer considered for widening to six lanes. The proposed project is being redesigned as a four-lane, median separated, arterial. The revised proposed schematic plan and project exhibits will be available for public input during a public meeting planned for May 17, 2018 at the at J. W. Williams Middle School, located at 625 E. FM 552, in Rockwall.</p> <p>The FM 552 rehabilitation project was completed as a n interim improvement to address increasing traffic loads for the short and intermediate term until construction of the ultimate four-lane section.</p> <p>The existing FM 552 facility with a 55 mph posted speed limit comprises several locations of below standard horizontal and vertical geometry compromising driver safety, where several locations do not meet a 35 mph design criterion. The S-curve east of 2426 E. FM 552 is one such location. The proposed design would flatten out the S-curve to meet desired geometric safety requirements for the proposed design speed of 45 mph. The proposed project would include turn lanes.</p>
20	Patricia Blackburn	4/10/2014	Comment Form	I am concerned about the median openings near Northridge Lane. If I am going westbound, I will have to go a long distance (nearly half to one mile) to make a U-turn to come back to my street. I like the sidewalks which will give the kids the option of walking to school.	4 Northridge Ln. Rockwall, TX 75087	<p>FM 552 is no longer considered for widening to six lanes. The proposed project is being redesigned as a four-lane, median separated, arterial. The revised proposed schematic plan and project exhibits will be available for public input during a public meeting planned for May 17, 2018 at the at J. W. Williams Middle School, located at 625 E. FM 552, in Rockwall.</p>

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21	Michael Glisch	4/10/2014	Comment Form	There is no need for a six lane road for FM 552. Hwy 78 between Wylie and Lavon has a grossly higher volume of traffic and is not even that big. John King which has more room for development is not that big. At most I could see a four lane (no median) striped roadway. Even a three lane with dedicated turn lane would suffice. There is no reasonable projection to take this much that is not truly necessary.	2708 Phyllis Ln. Rockwall, TX 75087	<p>FM 552 is no longer considered for widening to six lanes. The proposed project is being redesigned as a four-lane, median separated, arterial. The revised proposed schematic plan and project exhibits will be available for public input during a public meeting planned for May 17, 2018 at the at J. W. Williams Middle School, located at 625 E. FM 552, in Rockwall.</p> <p>The preliminary design reflects a desire by Rockwall County and TxDOT to proactively plan for the continued future growth forecasted over the next two decades. John King, which currently includes four lanes, was planned for an ultimate six lane section as traffic warrants and funding becomes available.</p>
22	Frank Vaughan	4/10/2014	Comment Form	<p>Windy Lane needs east and west access onto FM 552 for both entrances. Proposed road looks like John King, a big road with little usage.</p> <p>Why even entertain this project <u>before</u> fixing SH 205 from the square north past FM 552?</p>	246 Windy Ln., Rockwall, TX 75087	<p>FM 552 is no longer considered for widening to six lanes. The proposed project is being redesigned as a four-lane, median separated, arterial. The revised proposed schematic plan and project exhibits will be available for public input during a public meeting planned for May 17, 2018 at the at J. W. Williams Middle School, located at 625 E. FM 552, in Rockwall. The proposed project would include east and west access at both access points to Windy Lane.</p> <p>The preliminary design reflects a desire by the county and TxDOT to proactively plan for the continued future growth forecasted over the next two decades. The thoroughfare plan has identified both SH 205 and FM 552.</p> <p>The proposed project is needed because FM 552 between SH 205 and SH 66 is within an area that is experiencing rapid growth, resulting in an anticipated future increase in traffic demand and does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that improves mobility and meets anticipated traffic demand.</p>
23	James Reil	4/10/2014	Comment Form	FM 552 has no sanitary sewers at the east end. Homes are on acreage with septic systems and are deed-restricted from sub-division. Therefore the east end is built out. There is no need for sidewalks on both sides of the road or on either side. The population density does not support the need. Addition of a median is also unnecessary. The combination of median, sidewalks and setback result in almost 30 additional feet of property being taken. Please reconsider the inclusion of these extraneous features. I would also appreciate additional information pertaining to the SH 66-FM 552 intersection plans, as the proposed options affect my property.	5510 E FM 552 Royse City, TX 75189	<p>The USDOT Policy Statement on Bicycle and Pedestrian Accommodation provides guidance on incorporating pedestrian and bicycling facilities into transportation projects. The policy guidance encourages local planning authorities to implement planning and incorporate design features to facilitate increased pedestrian and bicycling activity. In accordance to this policy, TxDOT proactively plans, designs, and constructs facilities to safely accommodate bicyclists and pedestrians. Sidewalks and shared-use lanes for bicycles and vehicles are included in the proposed improvements to address safety concerns and consistent with local bicycle and pedestrian plans.</p> <p>The proposed 18-ft median is required to accommodate the 11-ft wide left turn lanes provided along the length of the alignment and a 7-ft long pedestrian refuge area per the Texas Accessibility Standards (TAS). The median would provide sufficient space for a car to safely stop mid-street while waiting for opposing traffic to clear in order to make a U-turn or left turn.</p> <p>Latest information pertaining to the SH 66-FM 552 intersection will be available at the meeting.</p>
24	Dwight Walker	4/10/2014	Comment Form	It appears this project is curving severely to the north in front of my property and my neighbor's, Tim Perkins, property to avoid taking anything from the properties on the south side. This is unfair. If we must lose land, it should be equitable. Also, there is a 100 year old tree in the right of way in my front yard that will have to be taken down because of this. Why do we need an 18-foot grassy median? A yellow stripe would suffice and I could keep 18 more feet of my yard. I assure you that I will take better care of the grass than TxDOT. If this can't be done more equitably, I will have no choice but to litigate the matter.	1832 E. FM 552 Rockwall, TX 75087	<p>FM 552 is no longer considered for widening to six lanes. The proposed project is being redesigned as a four-lane, median separated, arterial. The revised proposed schematic plan and project exhibits will be available for public input during a public meeting planned for May 17, 2018 at the at J. W. Williams Middle School, located at 625 E. FM 552, in Rockwall.</p> <p>Additional ROW is currently proposed at both sides of FM 552 east of Panhandle Dr. to FM 1141. Any damages to your property would be compensated during the ROW Acquisition phase of the project. Generally, the intent of the design is to minimize impacts to developed properties and to avoid displacements. We recognize that there are several locations where there are residential properties on both the north and south sides. In these locations, TxDOT attempts to balance the impacts to each side.</p> <p>An 18-ft median is required to accommodate the 11-ft wide left turn lanes provided along the length of the alignment and a 7-ft long pedestrian refuge area per TAS. The median would provide sufficient space for a car to safely stop mid-street while waiting for opposing traffic to clear in order to make a U-turn or left turn. There is not</p>

Comment Number	Commenter Name	Date Received	Source	Comment/Topic	Address	Response
24 (Cont.)						currently additional landscaping proposed for the project. Pedestrian sidewalks and shared use bicycle lanes are included in the proposed improvements to address safety concerns and consistent with local bicycle and pedestrian plans.
25	Marilyn Jones	4/10/2014	Comment Form	It is our opinion that six lanes is too large for the amount of traffic on FM 552. We have lived here for 36 years and travel on a daily basis to Royse City to work. The amount of traffic on John King should tell you that there is not the need for such a large expanse of highway. Right now, the most traffic on John King is the bicycle traffic. Another consideration would be the schools that are located on FM 552. I feel this is a danger that doesn't need to be so close to the students.	201 Windy Ln. Rockwall, TX 75087	<p>FM 552 is no longer considered for widening to six lanes. The proposed project is being redesigned as a four-lane, median separated, arterial. The revised proposed schematic plan and project exhibits will be available for public input during a public meeting planned for May 17, 2018 at the at J. W. Williams Middle School, located at 625 E. FM 552, in Rockwall.</p> <p>The improvements are designed to accommodate the anticipated traffic demand and improve traffic operations and safety. The preliminary design reflects a desire by Rockwall County and TxDOT to proactively plan for the continued future growth forecasted over the next two decades.</p> <p>The proposed project will comply with TxDOT design standards for traffic control for school areas to enhance safety of motorists, pedestrians and bicyclists. In accordance to the Manual of Uniform Traffic Control Devices, TxDOT will develop school traffic control plans that will allow the review of school areas traffic control needs, and the coordination of school/pedestrian safety and engineering measures. Pedestrian sidewalks and shared-use lanes for vehicles and bicycles are included in the proposed improvements to address safety concerns and consistent with local bicycle and pedestrian plans.</p>
26	Arvine W. McElroy Jr.	4/10/2014	Comment Form	I simply cannot understand the necessity of a six lane highway being built on a <u>Farm-to-Market</u> road. The logic escapes me. There is no congestion, so why avenues to reduce it?	1556 East FM 552 Rockwall, TX 75087	<p>FM 552 is no longer considered for widening to six lanes. The proposed project is being redesigned as a four-lane, median separated, arterial. The revised proposed schematic plan and project exhibits will be available for public input during a public meeting planned for May 17, 2018 at the at J. W. Williams Middle School, located at 625 E. FM 552, in Rockwall.</p> <p>The proposed project is needed because FM 552 between SH 205 and SH 66 is within an area that is experiencing rapid growth, resulting in an anticipated future increase in traffic demand and does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that improves mobility and meets anticipated traffic demand.</p>
27	Elisa Harley	4/10/2014	Comment Form	This project is neither needed nor wanted by the residents. FM 552 goes to nowhere from nowhere. If you want to widen and improve an east-west road, SH 66 is the one to work on. We moved here to get out of the city. You are insisting on bringing the city to us. I am not amused!	4949 E FM 552 Rockwall, TX 75087	<p>FM 552 is no longer considered for widening to six lanes. The proposed project is being redesigned as a four-lane, median separated, arterial. The revised proposed schematic plan and project exhibits will be available for public input during a public meeting planned for May 17, 2018 at the at J. W. Williams Middle School, located at 625 E. FM 552, in Rockwall.</p> <p>TxDOT is also developing SH 66 to widen that facility as proposed in the Rockwall County's thoroughfare plan.</p>
28	Bettye Sally	4/10/2014	Comment Form	Put four lanes only. This is a waste of money.	N/A	FM 552 is no longer considered for widening to six lanes. The proposed project is being redesigned as a four-lane, median separated, arterial. The revised proposed schematic plan and project exhibits will be available for public input during a public meeting planned for May 17, 2018 at the at J. W. Williams Middle School, located at 625 E. FM 552, in Rockwall.
29	Scott and Sonya Carpenter	4/14/2014	Email	We live at 2752 East FM 552, Rockwall TX for the past seven years. House faces FM 552 and is on top of a hill. We have major concerns with the proposed expansion of FM 552 to six lanes plus a turn lane and bike lane. We strongly feel this expansion proposal is exceeding our community's needs and is not acting in Rockwall's best interest financially. Four lanes are understandable but the proposal goes way beyond what is necessary and punishes the existing homeowners. This expansion would put a major route in the middle of our front yard. We paid \$150,000 just over seven years ago for our 4.5 acres. Eminent domain would take approximately \$10,000-\$15,000 away from our land and would greatly decrease our property value. The roads seems to be over kill and taking away people's land for a "want," and not a need. Our community does not need the three major East/West roads without first widening SH	2752 E. FM 552 Rockwall, TX 75087	<p>FM 552 is no longer considered for widening to six lanes. The proposed project is being redesigned as a four-lane, median separated, arterial. The revised proposed schematic plan and project exhibits will be available for public input during a public meeting planned for May 17, 2018 at the at J. W. Williams Middle School, located at 625 E. FM 552, in Rockwall.</p> <p>Additional ROW is currently proposed along the project corridor. TxDOT provides just compensation for property impacts and damages in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the TxDOT Right-of-Way Manual. In accordance with these policies, TxDOT will make every effort to reach a just and equitable agreement in the purchase of all ROW needed for the project. TxDOT's procedures for ROW acquisition state that eminent domain proceedings occur if the property owner is not satisfied</p>

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29 (Cont.)				66. FM 552 was recently upgraded. Other roads in our community need the same upgrade, such as SH 205, SH 276, SH 66, FM 3549 before we need a six lane road with a bike lane. We support Rockwall's growth but strongly feel widening FM 552 to this extreme is not needed prior to other road conditions. I would assume, we would need stop lights so people can cross three lanes of traffic when turning. This \$50 million for only 5.2 miles just does not make sense and is not logical. Thank you for reconsidering the massive expansion and not taking people's land for excessive development for other people's desires for a bike route and six lanes of traffic.		<p>with the TxDOT offer and refuses to sell. More information on TxDOT's procedures for ROW acquisition procedures is available at http://ftp.dot.state.tx.us/pub/txdot-info/row/booklet_15.500.pdf</p> <p>The proposed project is needed because FM 552 between SH 205 and SH 66 is within an area that is experiencing rapid growth, resulting in an anticipated future increase in traffic demand and does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that improves mobility and meets anticipated traffic demand. The pavement rehabilitation project along FM 552 was completed as a much-needed interim improvement to address increasing traffic loads for the short and intermediate term, not to increase capacity or upgrade the facility to current design standards. The highways mentioned, SH 205, SH 276, SH 66 and FM 3549 are also included in the Rockwall County's Thoroughfare Plan as facilities proposed for improvements to meet the transportation needs of the county.</p> <p>An 18-ft median is required to accommodate the 11-ft wide left turn lanes provided along the length of the alignment and a 7-ft long pedestrian refuge area per TAS. The median would provide sufficient space for a car to safely stop mid-street while waiting for opposing traffic to clear in order to make a U-turn or left turn. Pedestrian sidewalks and shared use bicycle lanes are included in the proposed improvements to address safety concerns in consistency with local bicycle and pedestrian plans.</p>
30	William Kearney	4/8/2014	Email	<p>Am sorry I missed your call earlier this afternoon. My wife & children are some of the owners of 508 acres of land north & south of FM 552 at Smith Rd in Rockwall County called the 4M Ranch. They are not developers. A few years ago a land planner friend prepared the attached concept plan for the property after reviewing existing conditions, potential utilities, and regional transportation plans.</p> <p>Key to the regional development of all properties in the area including the 4M [between FM 549 & SH 66] is Smith Rd. as the main north-south arterial. You show its northerly potential but it should also extend southerly to connect to N. Payne Blvd. It would be a future multi lane signalized intersection and hopefully it can be planned as such as part of this project.</p> <p>Look forward to your return phone call to answer any questions you may have on the concept plan and look forward to seeing you Thursday evening.</p>		<p>Comments noted. TxDOT appreciates your comments and suggestions and will keep them under consideration as this project advances. Please contact county and city officials for proposed plans and development of city streets. Officials contact information is below:</p> <p><u>Rockwall County:</u> Cliff Sevier, Precinct One Commissioner, 101 E. Rusk St. Rockwall, Texas 75087, Ph: (972) 204-6000 (email: csevier@rockwallcountytexas.com) David Magness, Precinct Four Commissioner, 101 E. Rusk St., Rockwall, Texas 75087, Ph: (972) 204-6040, Cell: (214) 676-3966 (email: dmagness@rockwallcountytexas.com)</p> <p><u>City of Rockwall:</u> Amy Williams P.E., Director of Public Works (email: awilliams@rockwall.com)</p>
31	Austin Wells	4/14/2014	Email	<p>This is Austin with the Herald-Banner. I was wondering if you might be able to answer a couple questions for me regarding the proposed FM 552 expansion project. I'm not sure if you have this info right now, but would you happen to know the projected cost of the project and how it would be funded? I spoke with a gentleman at the meeting and he seemed to think there was a developer who was pushing this project. Just thought I'd get your opinion on this.</p>		<p>The project cost, as reported in the news release, is estimated to be approximately \$50 million, does not include ROW and utility relocations in 2018 dollars. The funding for this project has not been identified at this time. The proposed FM 552 project is being developed cooperatively by Rockwall County and TxDOT, not by developers. Please refer to the Rockwall County's thoroughfare plan which discusses several projects in Rockwall County.</p>
32	Martha Griffey	4/3/2014	Email	<p>I received an email from the City of Rockwall concerning proposed changes for FM 552. I would like to know why work was just done last year on the road and now more work. I understand the road carries a lot of traffic but again another project? Why was this improvement not done the first time. Then you have roads like FM 1141 that need desperately to have work done. I actually live on FM 1141 about a mile from FM 552. There is a section of FM 1141 that is dangerous with a very large divot. I spoke with someone in your Kaufman county office about this on two different occasions. I was told there was money allocated for repairs but he didn't know when the state would release the funds. About two days after we spoke the road was restriped. I was puzzled why money would be used to stripe a road when it was to be repaired. FM 1141 has needed this repair for three years. This just doesn't make a lot of sense.</p>		<p>The pavement rehabilitation project on FM 552 was completed as a much-needed interim improvement to address increasing traffic loads for the short and intermediate term, until the construction of the ultimate four-lane section. Improvements to FM 1141 are outside the scope of the FM 552 project. Please contact the TxDOT Kaufman County Area office for updates on FM 1141.</p>

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33	Ismael Tamez	4/3/2014	Email	Six lanes, 18 foot median, plus a sidewalk? What's next, another high five in northern Rockwall County? This is overkill. It's easy to sit back in the comfort of someone's office chair or maybe your living room and say we need to add this here and there when you will not be affected by the changes. If you are wanting to see a big project like this be built during your time in office then build it in your own neighborhood and streets . Then you can sit back and watch all the traffic rattle your windows and hear the traffic noise drown your TV. My wife and I have been in Rockwall County since 1985 and have worked hard to save up enough money to buy our dream land and then wait several more years to build the house we would like to retire on and now you want to just easily take away what we have been working on all these years. SH 66 is always a mess. That's the road that you need to concentrate on. Leave FM 552 as is. If you don't want this traffic in your area, what makes you think we do?	2700 Phyllis Ln. Rockwall, TX 75087	<p>Based on the City of Rockwall's Thoroughfare Plan (Rev. 2016) and public comments received during the 2014 public meeting, the proposed project is being redesigned as a four-lane, median separated, arterial. FM 552 is no longer considered for widening to six lanes. The revised proposed schematic plan and project exhibits will be available for public input during a public meeting planned for May 17, 2018 at the at J. W. Williams Middle School, located at 625 E. FM 552, in Rockwall. The proposed facility would include outside shared-use lane for vehicles and bicycles (one in each direction); a median to separate the main travel lanes and sidewalks.</p> <p>The improvements are designed to accommodate the projected traffic volumes and improve traffic operations and safety. The preliminary design reflects a desire by the county and TxDOT to proactively plan for the continued future growth forecasted over the next two decades.</p> <p>TxDOT provides just compensation for property impacts and damages in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the TxDOT Right-of-Way Manual. In accordance with these policies, TxDOT will make every effort to reach a just and equitable agreement in the purchase of all right-of-way needed for the project.</p> <p>An 18-ft median is required to accommodate the 11-ft wide left turn lanes provided along the length of the alignment and a 7-ft long pedestrian refuge area per TAS. The median would provide sufficient space for a car to safely stop mid-street while waiting for opposing traffic to clear in order to make a U-turn or left turn. Pedestrian sidewalks and shared-use lanes for bicycle land vehicles are included in the proposed improvements to address safety concerns in consistency with local bicycle and pedestrian plans.</p>
34	Marcie Martin	4/15/2014	Comment Form via mail	I am opposed to the FM 552 Project Expansion from SH 205 to SH 66 as presently proposed. Here are my concerns: 1) Presently, traffic (FM 552) patterns are not intrusive with air and noise pollution; nor subject to congestion. Therefore, what information and data was utilized for this proposal? 2) It's irrational to assume traffic flow will <u>not</u> be impeded when the widened FM 552 dumps into two lane roads at each end, SH 205 and SH 66. Are there plans to widen either one of those roads first? Then, widen FM 552 to only have lanes with no median? We selected this area of Rockwall over 20 years ago for the peaceful, low air/noise pollution and friendly community offered. We are not opposed to progress that is well thought out, reasonable, and appropriate. I ask you to reconsider to gather more data. Let's be good stewards of taxpayer funds and the environment.	205 Breezy Hill Ln. Rockwall, TX 75087	<p>The proposed project is being redesigned as a four-lane, median separated, arterial. FM 552 is no longer considered for widening to six lanes. The revised proposed schematic plan and project exhibits will be available for public input during a public meeting planned for May 17, 2018 at the at J. W. Williams Middle School, located at 625 E. FM 552, in Rockwall. TxDOT appreciates your comments and offers the following responses:</p> <p>Comment 1) The improvements are designed to accommodate future 2048 projected traffic volumes improving traffic operations and safety. Regarding air and noise pollution, FM 552 is located within Rockwall County which is included in the Dallas-Fort Worth area, designated by the Environmental Protection Agency (EPA) to be in non-attainment for ozone because it exceeds the National Ambient Air Quality Standards. A traffic noise analysis would be performed during the environmental phase of the project development. Potential noise mitigation measures may be identified and evaluated at this stage if required.</p> <p>Comment 2) The proposed FM 552 project is needed because FM 552 between SH 205 and SH 66 is within an area that is experiencing rapid growth, resulting in an anticipated future increase in traffic demand and does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that improves mobility and meets anticipated traffic demand. According to TxDOT approved traffic data projections, the number of vehicles per day for FM 552 between SH 205 and Millwood Rd. is projected to increase from 7,800 in 2018 to 14,100 in 2048, an increase of 80 percent. The number of vehicles per day between Old Millwood Rd. and SH 66 is anticipated to increase from 4,000 to 7,400 or by 85 percent by 2048. The improvements are designed to accommodate the projected traffic volumes and improve traffic operations and safety. The preliminary design reflects a desire by the county and TxDOT to proactively plan for the continued future growth forecasted over the next two decades.</p> <p>The thoroughfare plan has identified both SH 205 and SH 66 as key facilities that will need capacity improvements to meet the anticipated traffic demands of the county in addition to FM 552. There has not been a final determination of funding at this time.</p>

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35	John Williams	4/15/2014	Comment Form via mail	I am a resident of Windmill Valley for 30 plus years and have witnessed many changes in FM 552 over that period of time, most having to do with resurfacing. The traffic has increased substantially, primarily early morning and late afternoon. Most of the additional traffic originates from the Royse City area. Commuters using FM 552 as a short cut to John King Blvd. and then on to a northern destination in Dallas and Collin counties. The opening of John King Blvd. has stopped all of the gravel haulers on FM 552. This is good. Being a taxpayer in Rockwall County, I do not understand the expense related to the building of this five mile stretch of farm to market road. My comments are related to cost:	221 Windy Ln. Rockwall, TX 75087	<p>TxDOT appreciates your comments and suggestions and will keep them under consideration as this project advances. The proposed project is being redesigned as a four-lane, median separated, arterial. FM 552 is no longer considered for widening to six lanes. The revised proposed schematic plan and project exhibits will be available for public input during a public meeting planned for May 17, 2018 at the at J. W. Williams Middle School, located at 625 E. FM 552, in Rockwall.</p> <p>The purpose of the proposed project is to construct a facility following current roadway design standards that improves mobility and meets anticipated traffic demand.</p>
				1) The persons staffing the meeting were helpful but when pressed for the answer to the question "why?" the response was, "this is what they asked for." Never clear on who, was it Rockwall city or county officials or TxDOT. The vast majority of meeting attendees, the individual property owners were not aware of the size of the changes being made and were not aware of how it would affect them.		<p>The proposed project is needed because FM 552 between SH 205 and SH 66 is within an area that is experiencing rapid growth, resulting in an anticipated future increase in traffic demand and does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that improves mobility and meets anticipated traffic demand.</p> <p>Comment 1) The preliminary design reflects a desire by Rockwall County and TxDOT to proactively plan for the continued future growth forecasted throughout the county over the next two decades. The City of Rockwall Thoroughfare Plan has identified widening of the FM 552 as one of the projects to help meet the transportation needs of the area. FM 552 is one of several key county roadways reflected in the thoroughfare plan (along with SH 205 and SH 66).</p> <p>TxDOT values public input and encourages input, engagement, and participation throughout the project development process. Throughout the public involvement process TxDOT may make revisions to project design if warranted.</p>
				2) Why is a median necessary? Wouldn't two lanes east and two lanes west with a center lane for turning work just as well? The median prevents resident living off many feeder streets or roads from accessing FM 552 and moving east or west from their street or road. With the median the resident accessing FM 552 has to go east or west then make a U turn to move in the desired direction. The median costs more, the maintenance is more expensive and right of way would cost more.		Comment 2) Based on the current preliminary design, a raised center median is proposed along FM 552 from SH 205 to John King to help channelize the higher volume section of the corridor to improve safety and traffic operations. In general, raised medians are proposed from SH 205 to John King in conjunction with flush medians from John King to SH 66 based on the updated 2018 current design. In evaluating the overall project feasibility, due consideration is given to ROW costs along with the operations and maintenance costs.
				3) The cross section of the pavement shows curbs on both sides of the road, eliminating the bar ditches. Below the surface, drainage would be necessary. The representatives agreed but passed it off, some other entity would be responsible for the drainage. Is that the city, county or TxDOT?		Comment 3) An enclosed storm sewer system will be provided to manage storm drainage runoff, which will be collected in storm sewer via curb and gutters. TxDOT will be responsible for maintenance of the proposed FM 552 drainage improvements.
				4) In the area of the Church and Windmill Valley: The church has expanded their parking area substantially on the west side of the church and the entrance/exit is directly across Windy Lane. There is no opening in the median. There are only entrance or exit from or to the west bound lanes. The same for Windmill Valley residents can only enter from east bound lanes or exit to east bound lanes. We were told the survey was done in 2010. There have been many changes since then: a shopping center at SH 205 and FM 552 intersection and the John King Blvd. bypass.		Comment 4) The median spacing for FM 552 is determined by median design guidelines in the TxDOT Roadway Design Manual and must provide adequate distance and width to allow for left turn movements and storage. The spacing of the two driveways within the church will not be sufficient to allow for 2 separate median openings. However, the design is preliminary and the updates to the church property will continue to be evaluated for design refinements to improve access to and from the church following accepted median design practices.
				5) There were several questions and no answers about the water storage tanks on the south side of FM 552 near the church. Is there a potential interruption of service?		Comment 5) TxDOT will coordinate with Mt. Zion Water Supply company during the final design and construction phases of the project regarding maintenance of service during future construction associated with the proposed FM 552 widening.

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36	Narecia Hamrick & Kasey Stepp	4/16/2014	Comment Form via mail	How can you consider widening FM 552 when the bottleneck going south or north is FM 205. Where are the cars going to go? Six lanes seems overkill. We will need sound barriers on the south side as it is already loud in the mornings and evenings as is. I think the median should be smaller too. Most of the land is on the north side. They have plenty of it. I heard the church people complaining about losing some of their non-taxable land at their non-taxable church.	3137 Cobblestone Dr. Rockwall, TX 75087	<p>The proposed project is being redesigned as a four-lane, median separated, arterial. FM 552 is no longer considered for widening to six lanes. The revised proposed schematic plan and project exhibits will be available for public input during a public meeting planned for May 17, 2018 at the at J. W. Williams Middle School, located at 625 E. FM 552, in Rockwall.</p> <p>During the preparation of the environmental assessment of the project, a traffic noise analysis in accordance with the <i>2011 Guidelines for Analysis and Abatement of Roadway Traffic</i>, will be completed to determine if the proposed project would result in traffic noise impacts and if so, identify and evaluate potential mitigation measures.</p> <p>An 18-ft median is required to accommodate the 11-ft wide left turn lanes provided along the length of the alignment and a 7-ft. long pedestrian refuge area per TAS. The median would provide sufficient space for a car to safely stop mid-street while waiting for opposing traffic to clear in order to make a U-turn or left turn.</p> <p>Generally, the intent of the design is to minimize impacts to developed properties and to avoid displacements. If a need for ROW acquisition is determined after additional design refinement, the property owner will be compensated at a determined fair market value for the property following the TxDOT ROW acquisition process.</p>
37	Johnny and Barbara Smith	4/16/2014	Comment Form via mail	There are too many homes facing FM 552 to make a six lane hwy. Many would have front yards taken away and make it dangerous for cars losing control and running into their homes. As for biking and walking trails, you can do that on John King. There are no homes facing John King Blvd. Miles of John King Blvd. have no homes. It would not alter the lives of the land owners. There is no need to have trails on both sides of hwy. 18 ft. medians are too wide. We have water restrictions. I-30 needs six lanes not FM 552. We don't want FM 552 to become a truck route. Trucks can take I-30 to John King Blvd. We want to live a quiet and peaceful life.	8 North Ridge Ln. Rockwall, TX 75087	<p>The proposed project is being redesigned as a four-lane, median separated, arterial. FM 552 is no longer considered for widening to six lanes. The revised proposed schematic plan and project exhibits will be available for public input during a public meeting planned for May 17, 2018 at the at J. W. Williams Middle School, located at 625 E. FM 552, in Rockwall.</p> <p>An 18-ft median is required to accommodate the 11-ft wide left turn lanes provided along the length of the alignment and a 7-ft. long pedestrian refuge area per TAS. The median would provide sufficient space for a car to safely stop mid-street while waiting for opposing traffic to clear in order to make a U-turn or left turn.</p> <p>The USDOT Policy Statement on Bicycle and Pedestrian Accommodation provides guidance on incorporating pedestrian and bicycling facilities into transportation projects. The policy guidance encourages local planning authorities to implement planning and incorporate design features to facilitate increased pedestrian and bicycling activity. In accordance to this policy, TxDOT proactively plans, designs, and constructs facilities to safely accommodate bicyclists and pedestrians. The proposed project would include bicycle and pedestrian accommodations in accordance with the USDOT Policy Statement on Bicycle and Pedestrian Accommodation.</p>
38	Joshua & Tammy Carmony, Earl & Shirley Huffman, Alex Lumme, Kylee Carmony	4/11/2014	Letter via email	In our letter of March 25, 2014, we submitted comments concerning proposed improvements to Farm to Market (FM) 552 in Rockwall County, from State Highway (SH) 205 to SH 66, CSJ: 1017-01-015. Our original comments still stand; however, based on new information that we learned at the public meeting yesterday evening, we ask that you accept the following points as an addendum to our original comments:	5367 E. FM 552 Royse City, TX 75189	Comments noted. TxDOT appreciates your comments and suggestions and will keep them under consideration as this project advances. Please refer to response to Comment 47 for March 25, 2014 initial letter.

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38 (Cont.)				1) Based on the "Forecast Average Daily Traffic ADT Volumes" for the portion of FM 552 near King Road and Dismore Lane (where we reside), only 2,650 vehicles per day use the road. In 2034, the number of vehicles will increase to only 4,250. These numbers clearly indicate that a two-lane road is sufficient to meet the community's needs for the next 20 years. 2) There is no justification to widen the road to four lanes, much less six lanes. For the busier sections of the road (e.g., near FM 1141 and John King Blvd.) forecast traffic will not even double in 20 years. There is some justification for four lanes in these areas, but there is no reasonable explanation for building a six-lane road. 3) We learned that the reason for adding sidewalks to the plan was so that the federal government will kick in 20 percent of the funds for the road. However, it's obvious that almost all of federal government's funds will go to building the sidewalks, not the road. TxDOT will have to use eminent domain to purchase 15 feet (six feet for the sidewalk and nine feet for the offset) on EACH SIDE OF THE STREET and then will have to build 10.4 miles of sidewalk. The community doesn't want sidewalks, and most (or all) of the federal money will not even go toward the road. The solution here is simple: don't accept the handout if strings are attached. If Rockwall County and TxDOT don't accept the federal money, the sidewalks don't have to be built.		Comments 1) and 2): The proposed project is being redesigned as a four-lane, median separated, arterial. The revised proposed schematic plan and project exhibits will be available for public input during a public meeting planned for May 17, 2018 at the at J. W. Williams Middle School, located at 625 E. FM 552, in Rockwall. The proposed improvements are designed to accommodate the projected traffic volumes and improve traffic operations and safety. The preliminary design reflects a desire by the county and TxDOT to proactively plan for the continued future growth forecasted over the next two decades. Comment 3) Sidewalks are included in the project design to be consistent with the city of Rockwall and Rockwall county bicycle and pedestrian plans. The USDOT Policy Statement on Bicycle and Pedestrian Accommodation provides guidance on incorporating pedestrian and bicycling facilities into transportation projects. The policy guidance encourages local planning authorities to implement planning and incorporate design features to facilitate increased pedestrian and bicycling activity. In accordance to this policy, TxDOT proactively plans, designs, and constructs facilities to safely accommodate bicyclists and pedestrians. The proposed project would include bicycle and pedestrian accommodations in accordance with the USDOT Policy Statement on Bicycle and Pedestrian Accommodation.
				4) Residents don't want the median; however, the State of Texas won't provide funding unless the median is built. Again, the solution is simple: don't accept the handout if strings are attached. If Rockwall County wants this road so badly, go to Rockwall County taxpayers and ask them to pay for it. 5) Based on the turnout at the public meeting and the feedback provided by the citizens who attended, it is clear that Rockwall County residents will not accept a current expansion of FM 552 to six lanes. We ask that TxDOT and Rockwall County scrap the current plan completely and start over with a revised plan to only expand the busy intersections along the road (i.e., FM 552 and Goliad, John King, FM 1141, FM 3549 and SH 66). Segments in between should remain two lanes for the foreseeable future. 6) In addition, we ask that Rockwall County immediately begin work to revise its long-term road plan. Residents along FM 552 will never accept an expansion of the road to six lanes, and TxDOT's own traffic projections (cited in the FM 552 schematic) do not justify such a large expansion. FM 552 should be revised downward from a six-lane arterial to a four-lane road in the long-term plan. Residents along the FM 552 do not want the possibility of a six-lane proposal hanging over their heads for years to come.		Comment 4) Based on the current preliminary design, a raised center median is proposed along FM 552 from SH 205 to John King to help channelize the higher volume section of the corridor to improve safety and traffic operations. From John King to SH 66, flush medians are proposed based on the updated 2018 current design. Comments 5) and 6): FM 552 is no longer considered for widening to six lanes. Other projects mentioned (FM 3549, FM 1141, John King and SH 66 are included in the Rockwall thoroughfare plan and will be considered to help achieve the transportation goals of the area.
39	David Sheppard	4/18/2014	Letter via email	Ridgeview Church, located at 1362 E. FM 552, Rockwall, TX 75087, submits this letter in opposition to the changes being proposed regarding Right of Way (ROW) adjustments along FM 552 in Rockwall County, Texas; specifically, the section of roadway which spans the church's property. On or around May 2012 our church broke ground on what would be a 1.6 million dollar expansion of our facility. Working with our contractor (db Construction), architect (GHLA), Mr. Bruce Hanby, Sr. Designer (City of Rockwall), Brenda Callaway, Asst. Area Engineer (TxDOT), Mr. Hal Stanford, P.E., Area Engineer (TxDOT) and a host of consultants and subcontractors, we proceeded with the project with all the required licenses and agreements in place. Prior to construction we were advised of the future proposed ROW adjustments for FM 552. As a result, all precautions, accommodations, and adjustments to our building plans, and the interface with FM 552, were submitted and agreed upon by all parties to ensure current and future building plans did not infringe on those future	1363 E. FM 552 Rockwall, TX 75087	Since the FM 552 public meeting held on April 10, 2014, the City of Rockwall's Thoroughfare Plan (Rev. 2016) was modified to improve FM 552 as a four-lane facility instead of a six-lane facility. Based on the City of Rockwall's thoroughfare plan and public comments received during the 2014 public meeting, the proposed project is being redesigned as a four-lane, median separated, arterial. FM 552 is no longer considered for widening to six lanes. The revised proposed schematic plan and project exhibits will be available for public input during a public meeting planned for May 17, 2018 at the at J. W. Williams Middle School, located at 625 E. FM 552, in Rockwall. The proposed facility would include outside shared-use lane for vehicles and bicycles (one in each direction); a median to separate the main travel lanes, and sidewalks. The current preliminary 2018 design was updated to utilize the ROW line that was previously provided in 2012.

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39 (Cont.)				<p>proposed ROW plans for FM 552.</p> <p>At a public meeting on Thursday, April 10, 2014, we were surprised to learn that the future proposed ROW to FM 552 had been significantly changed from what was originally presented and agreed upon prior to our building construction.</p> <p>If this new and considerable change to the future proposed ROW was allowed to move forward, in its current configuration, along the roadway which spans the church's property, it would be such a huge disservice to us because we constructed our building based on the TxDOT plans we were presented with in May 2012. This unfair change to the future proposed ROW would also destroy the main driveway and all the parking in front of the church, render useless what is now the main entrance, and displace our 500 member congregation for an untold period of time. We'd like to schedule a meeting with the appropriate persons to discuss how, when, and why the future proposed ROW plans changed from what was originally presented prior to construction, and to request that the original agreed upon future proposed ROW plans remain in place to ensure no disruption to our current facility or future building construction.</p> <p>I have enclosed for your review the Ridgeview Church Boundary Survey; FM 552 – draft alignment and access plan; Response to comments from TxDOT 7-31-2012; Acceptance letter; Driveway permit FM 552; Ridgeview Driveway letter; and our church building master plan.</p> <p>We look forward to your response, and want to thank you for taking our situation into consideration. If you have any questions, please contact me at 972-771-2661, or Matt Geisinger, Senior Pastor, Ridgeview Church, at 972-771-2661.</p>		
40	Jerry & Helen West	4/17/2014	Comment Form via mail	<p>We don't like six lanes plus turning lane. We don't like having to only go one way and turn around to go the other way. We don't need sidewalks. We don't like you taking our land. We're not happy about this.</p>	2671 E. FM 552 Rockwall, TX 75087	<p>Since the FM 552 public meeting held on April 10, 2014, the City of Rockwall's Thoroughfare Plan (Rev. 2016) was modified to improve FM 552 as a four-lane facility instead of a six-lane facility. Based on the City of Rockwall's thoroughfare plan and public comments received during the 2014 public meeting, the proposed project is being redesigned as a four-lane, median separated, arterial. FM 552 is no longer considered for widening to six lanes. The revised proposed schematic plan and project exhibits will be available for public input during a public meeting planned for May 17, 2018 at the at J. W. Williams Middle School, located at 625 E. FM 552, in Rockwall. The proposed facility would include outside shared-use lane for vehicles and bicycles (one in each direction); a median to separate the main travel lanes, and sidewalks. Pedestrian and bicycle improvements are included in the proposed project to address safety concerns and consistent with local bicycle and pedestrian plans.</p>

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41	Scott Stark	4/15/2014	Comment Form and letter via mail	<p>2 page letter included: opposed; 100% against project. I, Scott Stark at 1522 E. FM 552, Rockwall, TX 75087, have worked my entire adult life toward having ownership and owning my own businesses out of my home. I built my home in 1996 after saving for 12 years! Since then, I have spent over \$100,000 in improvements in the last 8 years upgrading my house for our retirement. Examples of improvements: Foam insulation 5 year, insulated windows 1 year, kitchen remodel 4 years, bath remodel 2 years, redo driveway 1 year, landscape in backyard current, trees 1 year, new a/c units 1.5 year. If the proposed widening of 552 is done, I and my family would rather move than go through the construction process again. (552 widened 2 years ago, sewer main 5 years ago, fiber optic, etc.). We stand to lose more than 50 ft. of our front yard and most of our trees. This will devastate my property value, and put a six lane road less than 100 ft. from my home. Here is a partial list of concerns: road too close to house, road should go down middle of existing R.O.W. property value, noise, space between sidewalk and street, maintenance of grass, sidewalks, curbs, loss of property, loss of trees, no access for my large trailers to property (work trailers - business in home), loss of quality of life during construction, dirt in home during construction, expense to move fences, drives, gate opener, utilities, sprinklers, just to name a few. Noise again and traffic. Road is not needed at this time and adding bike lanes and sidewalks in this area for federal money is wrong.</p>	1522 E. FM 552 Rockwall, TX 75087	<p>Comments noted. TxDOT values public input and encourages input, engagement, and participation throughout the project development process. Throughout the public involvement process TxDOT may make revisions to project design if warranted.</p> <p>Based on the City of Rockwall's thoroughfare plan and public comments received during the 2014 public meeting, the proposed project is being redesigned as a four-lane, median separated, arterial. FM 552 is no longer considered for widening to six lanes. The revised proposed schematic plan and project exhibits will be available for public input during a public meeting planned for May 17, 2018 at the at J. W. Williams Middle School, located at 625 E. FM 552, in Rockwall. The proposed facility would include outside shared-use lane for vehicles and bicycles (one in each direction); a median to separate the main travel lanes, and sidewalks.</p> <p>TxDOT will complete an environmental assessment (EA) in accordance with the National Environmental Policy Act (NEPA) to determine the potential natural and socio-economic impacts of the project and ways to avoid, minimize, and mitigate impacts following current environmental laws and regulations. The EA will determine measures to avoid, minimize and mitigate for impacts during and after construction. It is anticipated that results of the EA will be available for public review and input in 2019.</p> <p>The proposed configuration is preliminary and subject to change. All proposed ROW acquisitions will be in accordance with the TxDOT ROW Manual. If a need for ROW acquisition is determined after additional design refinement, the property owner will be compensated at a determined fair market value for any property damages in accordance with the ROW acquisition process.</p>
42	Dr. Tim Holzheimer, P.E.	4/16/2014	Letter via mail	<p>I have listed our comments on the proposed widening of FM 552 to six lanes with a lane and a half median and sidewalk 9 feet from the curb. The meeting called for in the letter to us postmarked 7 March, 2014 was not a meeting. If you send a letter and say it is a meeting, hold a meeting. TxDOT came off real bad without even getting started with every homeowner and ranch owner along FM 552.</p> <p>When I looked at the proposal it came across as maximum impact and highest cost, but we did not see the minimum impact/cost effective solution. The traffic analysis was poor and incomplete. There was no comparison to I-30 or SH 66. The proposal is for a six lane freeway that I-30 does not even have out where we are at. The traffic on I-30 and SH 66 are much greater than anything seen on FM 552.</p> <p>The connection points for the proposed widening end in two lane roads. This shows a lack of common sense and a check on reality. We all know, as taxpayers, that money is not infinite. Why not just add a center turn lane to FM 552, that is, make it three lanes. Or why not make it like Dalton Road approximately 1/8 mile from where you held this supposed meeting. Dalton Road makes more sense as it is four lanes without a median and sidewalks about two feet from the curb. What do we need a lane and a half wide median for? A lane and a half wide median looks like a desire, but it is not required. By the way, TxDOT has the sidewalk along I-30 access road in front of Wal-Mart in Mesquite two feet from the curb. FM 552 is not like John King Blvd. in that the bypass went through undeveloped pasture land where as FM 552 is an existing road with existing homes and ranches along the road.</p> <p>When you get past FM 1141 going East, these are for the most part ranches and farms. Common sense says why do you need a sidewalk to no-where for? Again this looks like a desire, but not required.</p> <p>Why do we need a special use lane? There are laws on the books about bike riders</p>	2925 East FM 552 Rockwall, TX 75087	<p>Since the FM 552 public meeting held on April 10, 2014, the City of Rockwall's Thoroughfare Plan (Rev. 2016) was modified to improve FM 552 as a four-lane facility instead of a six-lane facility. FM 552 is no longer considered for widening to six lanes. The revised proposed schematic plan and project exhibits will be available for public input during a public meeting planned for May 17, 2018 at the at J. W. Williams Middle School, located at 625 E. FM 552, in Rockwall. The proposed facility would include outside shared-use lane for vehicles and bicycles (one in each direction); a median to separate the main travel lanes and sidewalks.</p> <p>A 7-ft long pedestrian refuge area is provided in the median at street crossings per TAS, which results in an 18ft wide median. A raised median is a safe option as future traffic volumes begin to increase. An 18ft wide median also helps with providing sufficient space for a car to safely stop mid-street while waiting for opposing traffic to clear in order to make a u-turn or left-turn. A 9ft clear space between the sidewalk and back of curb is provided per the city's request for utility placement and maintenance purposes, and there is not currently additional landscaping proposed for the project.</p> <p>In rapidly developing areas such as Rockwall County, sidewalks and shared use lanes are being planned with roadway improvements as a component of a comprehensive thoroughfare plan to address evolving transportation needs resulting from future population and traffic growth. A median is required for the 11-ft wide left-turn lanes provided along the length of the alignment. A 7-ft long pedestrian refuge area is provided in the median at street crossings per TAS, which results in an 18-ft. wide median. A raised median is a safer option as future traffic volumes begin to increase. An 18-ft wide median also helps with providing sufficient space for a car to safely stop mid-street while waiting for opposing traffic to clear in order to make a U-turn or left-turn. A 9-ft clear space between the sidewalk and back of curb is provided per the city's request for utility placement and maintenance purposes, and there is not currently additional landscaping proposed for the project. Pedestrian sidewalks and shared use bicycle lanes are included in the proposed improvements to address safety concerns and consistent with local bicycle and pedestrian plans.</p>

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42 (Cont.)				<p>on Texas roads and how vehicles are to handle them and vise-versa. TxDOT needs to relook at the traffic laws for driving in the State of Texas.</p> <p>I am nervous about any work being done by TxDOT and its subcontractors because of how they handled the last road ditch cleaning exercise. TxDOT mangled the ends on my driveway culvert and never bothered to fix them. They also drove all over my property without getting permission and then when this was pointed out, the TxDOT personnel and subcontractors became nasty to the landowner.</p> <p>The other thing that concerns me is that we had somebody try to cattle rustle our cattle last year. We need to ensure that a locked gate is always up so this does not happen again. I am a member of TSCRA. We also are planning to double the width of our driveway at the FM 552 connection point in order to get the large farm trailers and trucks up and down our ranch road.</p> <p>As noted above, I believe the study that was performed to back up this proposal was inadequate. The traffic analysis used to justify this proposal was incomplete and when completed it will most likely show what I have pointed out above – this is not required. Desires versus requirements need to be removed from the proposal and the minimum impact cost effective approach needs to be addressed. We are all taxpayers.</p>		
43	Kathy Ivancic Drake	4/21/2014	Letter via email	<p>I am writing to you with concern about the proposed expansion of FM 552 in Rockwall, TX. I am a homeowner with approximately 2 acres of land and my home is at the corner of FM 552 and Red Valley Run. My husband and I specifically moved to this area of Rockwall from north Dallas 3 years ago. We targeted this area because we wanted a slice of the “American Pie.” It was our dream to raise our newborn daughter in a country setting with good schools, in a place where she would feel safe. We had a vision of her growing up with some land to run on surrounded by animals. It is doubtful we would have bought this house if we had known what was being planned.</p> <p>While I understand the need to plan for future growth, it should be done with as minimal of an impact as possible to the good people that own the land that this project will impact. A 6 lane stretch of highway, with medians, turn lanes, sidewalks and additional land between the paths seems EXCESSIVE. FM 552 between Hwy 205 and US 66 is mostly built out with very little room for additional growth. I can't envision something new in the area that would require infrastructure like this. Any time the government is using imminent domain, it needs to be done with care and caution, and that does not seem to be the case here. I have to drive these streets every day, this is my reality, and I don't see a NEED to relieve traffic on this stretch of road, and certainly not to the tune of a \$58 million project that isn't solving a pressing problem.</p> <p>There are so many concerns that I have:</p> <p>1) The loss of precious land that can't be adequately compensated for; it doesn't matter what the price is, I'd rather have my land. It is a precious commodity that I can't get back.</p> <p>2) The considerable noise that a 6 lane highway would bring. Remember that all of the citizens that are being affected by this project moved to the country for specific reasons and for a lot of us, noise is one them.</p> <p>3) If the project is completed as currently planned, my husband and I will lose a good</p>	2830 Red Valley Run Rockwall, TX 75087	<p>TxDOT appreciates your comments and suggestions and will keep them under consideration as this project advances. Since the FM 552 public meeting held on April 10, 2014, the City of Rockwall's Thoroughfare Plan (Rev. 2016) was modified to improve FM 552 as a four-lane facility instead of a six-lane facility. FM 552 is no longer considered for widening to six lanes. The revised proposed schematic plan and project exhibits will be available for public input during a public meeting planned for May 17, 2018 at the at J. W. Williams Middle School, located at 625 E. FM 552, in Rockwall. The proposed facility would include outside shared-use lane for vehicles and bicycles (one in each direction); a median to separate the main travel lanes and sidewalks.</p> <p>Comments 1) and 3) The proposed configuration is the preliminary design based upon the typical section identified during initial project coordination and is subject to change, based upon continued project development and public involvement. If a need for ROW acquisition is determined after additional design refinement, the property owner will be compensated for any damages to their property at a determined fair market value for the property in accordance with the ROW acquisition process.</p> <p>Comment 2) During the preparation of the environmental assessment of the project, a traffic noise analysis in accordance with the <i>2011 Guidelines for Analysis and Abatement of Roadway Traffic</i>, will be completed to determine if the proposed project would result in traffic noise impacts and if so, identify and evaluate potential mitigation measures.</p> <p>If a need for ROW acquisition is established after additional design refinement, the property owner will be compensated at a determined fair market value for the property in accordance with the ROW acquisition process.</p> <p>Comments 4) and 5) The USDOT Policy Statement on Bicycle and Pedestrian Accommodation provides guidance on incorporating pedestrian and bicycling facilities into transportation projects. The policy guidance encourages local planning authorities to implement planning and incorporate design features to facilitate increased pedestrian and bicycling activity. In accordance to this policy, TxDOT proactively plans, designs, and constructs facilities to safely accommodate bicyclists and pedestrians. The proposed project would include bicycle and pedestrian accommodations in accordance with the USDOT Policy Statement on Bicycle and Pedestrian Accommodation.</p>

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43 (Cont.)				<p>portion of the trees that were planted on our property to block out the sights and sounds of the current highway.</p> <p>4) I have safety concerns for the children and animals that live on these properties having to contend with 6 lanes of vehicles travelling at a high rate of speed</p> <p>5) Jogging / biking paths are a luxury, not a necessity. They shouldn't be built when taking land by imminent domain, the existing homeowner's needs should come first. Let the subdivisions that will be built add them to their communities, we don't want them.</p> <p>6) This is plainly overkill for a 5 mile stretch of road that doesn't have any major commerce situated on it.</p> <p>7) The list of issues with this is too long to go into here, and I ask that you don't lose sight of the fact that they are very real to those of us that will be impacted by this.</p> <p>I request that the people involved in the decision making process consider a scaled back version of this expansion. While I believe it would be an inconvenience, and most likely a significant loss to my family, I feel that I could support this project, as a compromise, if it were amended to a 4 lane road, without a median and paths as they just are NOT NEEDED. I ask that extreme care be given while making this decision and would much rather see everyone err on the side of caution because there are big questions about the "need" for this.</p>		<p>Potential impacts to trees and mitigation measures will be determined during the preparation of the environmental assessment for the project.</p> <p>Comment 6) The preliminary design reflects a desire by the county and TxDOT to proactively plan for the continued future growth forecasted over the next two decades. The thoroughfare plan has identified FM 552 as one of the thoroughfares needing to be improved.</p> <p>Comment 7) TxDOT appreciates your comments and suggestions and will keep them under consideration as this project advances.</p> <p>The purpose of the proposed project is to construct a facility following current roadway design standards that improves mobility and meets anticipated traffic demand. The preliminary design reflects a desire by the county and TxDOT to proactively plan for the continued future growth forecasted throughout the County over the next two decades. The City of Rockwall Thoroughfare Plan has identified widening of the FM 552 as one of the projects to help meet the transportation needs of the area.</p>
44	Casey D. Goldsten	4/21/2014		<p>To TxDOT and the Rockwall County Leadership, the FM 552 plan is a terrible idea. It is a gross abuse of taxpayer dollars and literally will destroy hundreds of residents' lives and property on this road. I am a retired combat veteran and disabled from Afghanistan, from which I chose this home to share with my family. Hearing this news that you intend on taking my land and/or home is gut wrenching. The road is not that busy, and even if there was extra traffic years later, a 6 lane with median and bike lanes to nowhere is an abuse of funding and political power. Fix the road with bigger shoulders, enforce road hazards of heavy trees using this road that destroy the integrity of the foundation! Enforce the speed limit! SH 66 is what needs to be fixed as it has industry from Dallas to Greenville, NOT FM 552! I intend to never support this and will hope you have the same thought process to kill this plan or greatly reduce the engineering plans to a beefed up 2 lane road versus a 6 lane.</p>	118 High Glen Cir. Royse City, TX 75189	<p>TxDOT values public input and encourages input, engagement, and participation throughout the project development process. Throughout the public involvement process TxDOT may make revisions to project design if warranted.</p> <p>Since the FM 552 public meeting held on April 10, 2014, the City of Rockwall's Thoroughfare Plan (Rev. 2016) was modified to improve FM 552 as a four-lane facility instead of a six-lane facility. FM 552 is no longer considered for widening to six lanes. The revised proposed schematic plan and project exhibits will be available for public input during a public meeting planned for May 17, 2018 at the at J. W. Williams Middle School, located at 625 E. FM 552, in Rockwall. The proposed facility would include outside shared-use lane for vehicles and bicycles (one in each direction); a median to separate the main travel lanes and sidewalks.</p>
45	Steven Rinner	4/21/2014		<p>I have several comments in reference to the proposed widening of FM 552 from SH 205 to SH66. I own two tracts of grazing land abutting the north side of FM 552. The proposed widening will have some impact on my farm, but not nearly to the extent it will affect some of my neighbors who will find their residences converted into virtual town homes, with little space between their front doors and the proposed highway.</p> <p>My concerns are:</p> <p>1) First, why do we need it? Having lived in the same location for nearly 40 years, I have not noted that traffic on FM 552, which I drive at least twice daily, is a problem. The highway, to which it connects, SH 205, has traffic that is a problem at times. Pulling trailers on SH66 is a problem given the narrow lanes and poor surface. I suspect those of us who actually live in proximity to these roads would much prefer upgrades to SH 66 and SH 205.</p> <p>2) Second, I don't see a 6 lane divided highway with a speed limit of 40 as improving my access. Left turns across three lanes from FM 3549 or FM 1141 will hardly be</p>	414 Anna Cade Rd. Rockwall, TX 75087	<p>FM 552 is no longer considered for widening to six lanes. The revised proposed schematic plan and project exhibits will be available for public input during a public meeting planned for May 17, 2018 at the at J. W. Williams Middle School, located at 625 E. FM 552, in Rockwall.</p> <p>Comments 1) and 5) The proposed project is needed because FM 552 between SH 205 and SH 66 is within an area that is experiencing rapid growth, resulting in an anticipated future increase in traffic demand and does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that improves mobility and meets anticipated traffic demand.</p> <p>Proposed improvements to SH 205 and access roads from FM 3549 to I-30 are outside the scope of the FM 552 improvements.</p> <p>Comment 2) The existing facility does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The FM 552 facility would be designed following the urban principal arterial design criteria with a design speed of 45 mph The proposed project will comply with design standards which enhance safety and operational efficiency.</p>

Comment Number	Commenter Name	Date Received	Source	Comment/Topic	Address	Response
45 (Cont.)				<p>safer than crossing a single lane. The 40 mph speed limit will be a joke to all but law enforcement. Curbs are a problem if one is moving farm equipment, as the shoulders become inaccessible, not helpful for wide disks, etc. It seems to me that a careless driver is safer wandering onto a shoulder than hitting a curb. Early limited access roads had curbs, since removed for safety reasons, as I am sure you are aware.</p> <p>3) I enjoy walking, and I'm all for exercise, but a sidewalk out here will get little use.</p> <p>4) Fourth, thousands of dollars were just spent adding shoulders to FM 552 (a substantial improvement) but at the cost of a years' inconvenience. Was all this wasted?</p> <p>5) Fifth, many of the existing roads in the county are in poor repair. I cite the access roads to and from FM 3549 to I-30. These have been haphazardly patched, if at all, and retain something of an off-road character. The connector from southbound FM 3549 to the westbound I-30 access road was temporarily striped years ago with intermittent markings - never completed. How about spending on upkeep instead of new projects, eventuating in more roadways to be inadequately maintained?</p> <p>6) Sixth, many of us, certainly those of us who moved here 40 years ago, did so for the rural lifestyle. If I wanted to live in Plano, I would. Certainly the planned FM 552 changes are more appropriate to that community. I would appreciate some repair work on our existing roads; otherwise, please leave us alone.</p>		<p>Comment 3) In rapidly developing areas such as Rockwall County, sidewalks and shared use lanes are being planned with roadway improvements as a component of a comprehensive thoroughfare plan to address evolving transportation needs resulting from population and traffic growth. A 7-ft long pedestrian refuge area is provided in the median at street crossings per TAS, which results in the 18-ft wide median. A raised median is a safe option as future traffic volumes begin to increase. A 9-ft clear space between the sidewalk and back of curb is provided per the city's request for utility placement and maintenance purposes. Pedestrian sidewalks and shared use bicycle lanes are included in the proposed improvements to address safety concerns and consistent with local bicycle and pedestrian plans.</p> <p>Comment 4) The pavement rehabilitation along FM 552 was completed as an interim improvement to address increasing traffic loads for the short and intermediate term until the construction of the ultimate four-lane section.</p> <p>Comment 6) The proposed project is needed because FM 552 between SH 205 and SH 66 is within an area that is experiencing rapid growth, resulting in an anticipated future increase in traffic demand and does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that improves mobility and meets anticipated traffic demand. Although repair work to the existing roads could help address some of the short-term issues of the facility while keeping a lower cost, it would not provide long- term solutions or meet the transportation goals of the area. Repair work would not meet the purpose and need of the proposed project as described above.</p>
46	Bonnie & Mark Hoffman	4/21/2014		<p>FM 552 does not need six lanes today nor will it likely even need them in 20 years to come. It is a gross waste of taxpayers' money to expand the road today for such long-term predicted needs. How much money will be wasted in maintenance for a road that few people even drive on today? And then, take such a significant amount of private land to do this? It's unconscionable. I understand the need to support growth, but why six lanes? Why 18 foot medians? Why sidewalks? Why not expand the road where current traffic patterns demand it? That is the proper use of taxpayer monies. A middle turn lane is needed and not just a turn on Millwood Lane and John King Bypass for our property!</p>	2426 E FM 552 Rockwall, TX 75087	<p>Since the FM 552 public meeting held on April 10, 2014, the City of Rockwall's Thoroughfare Plan (Rev. 2016) was modified to improve FM 552 as a four-lane facility instead of a six-lane facility. FM 552 is no longer considered for widening to six lanes. The revised proposed schematic plan and project exhibits will be available for public input during a public meeting planned for May 17, 2018 at the at J. W. Williams Middle School, located at 625 E. FM 552, in Rockwall. The proposed facility would include outside shared-use lane for vehicles and bicycles (one in each direction); a median to separate the main travel lanes, and sidewalks.</p> <p>An 18-ft median is required to accommodate the 11-ft wide left turn lanes provided along the length of the alignment and a 7-ft long pedestrian refuge area per TAS. The median would provide sufficient space for a car to safely stop mid-street while waiting for opposing traffic to clear in order to make a U-turn or left turn. A 9-ft clear space between the sidewalk and back of curb is provided per the city's request for utility placement and maintenance purposes. Pedestrian sidewalks and shared use bicycle lanes are included in the proposed improvements to address safety concerns and consistent with local bicycle and pedestrian plans. A middle turn lane is included in the current proposed design.</p>

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47	Joshua & Tammy Carmony, Early & Shirley Huffman, Alex Lumme and Kylee			<p>We are in receipt of the TxDOT Notice of Public Meeting concerning proposed improvements to FM 552 in Rockwall County, from State Highway (SH) 205 to SH 66, CSJ: 1017-01-015, and we have reviewed the schematics posted online at keepitmovingdallas.com. We ask that the comments contained in this letter be entered into the public record concerning the FM 552 project.</p> <p>We would be remiss not to begin by explaining that we have a significant interest in the outcome of this project. Our primary residence at 5367 E FM 552 lies along the road and is noted in the schematics, Roll 3 of 3, as "Joshua M. & Tammy S. Carmony, Vol. 4111, Pg. 279 D.R.R.C.T." This is also the home of our two children, Alec Lumme and Kylee Carmony and Tammy's parents, Earl and Shirley Huffman. If the "improvements" are constructed as outlined in the schematics, we will lose approximately 7,900 square feet of our front yard (0.18 acres or approximately 193 feet by 41 feet). This amounts to a loss of 54 percent of our existing front yard. Our house, which currently sits 106 feet from the edge of FM 552 and 76 feet from the existing ROW, will sit only 60 feet from the new road and just 35 feet from the new ROW. Additionally, a sidewalk will be located 45 feet from our house. There is no existing sidewalk along FM 552 in front of our home. We've enclosed a screen shot of our home's portion of the schematic for your review.</p> <p>While we appreciate the fact that TxDOT and the Rockwall County Planning Consortium (RCPC) have a responsibility to meet the transportation needs of our growing community, it's important the project planners give great consideration to how expanding FM 552 will impact existing residents who live along the road. It's also critical for TxDOT and the RCPC to heavily weigh the fact that these residents have made significant financial, personal, and emotional investments in developing their property, building our community, and making it the great place to live that it is today. Eminent domain should only be used when absolutely necessary. TxDOT and the RCPC have a responsibility to the residents of FM 552 to only take the land that is needed to meet the community's needs. Taking people's land to fulfill a list of wants is morally wrong and unethical. The following are our comments regarding the specifics of the proposal:</p> <ul style="list-style-type: none">• The proposal to widen SH 66 is already on the drawing board, and it is at least partially funded. TxDOT and RCPC should be focusing their efforts on completing the SH 66 project. Other than Interstate 30, SH 66 is the preferred route that drivers use to travel across northern Rockwall County. We do not need three major east/west roads across the north end of the county, and the lack of existing traffic on FM 552 underscores the fact that FM 552 is the least desired route of the three east/west roads.• Residents across the county are begging for heavily traveled roads to be improved (SH 205, SH 276, SH 66, FM 3549, Ridge Rd., and Horizon Rd. to name a few). FM 552 is not among the roads that have existing traffic problems, and spending time, resources, and limited taxpayer funds on enlarging a road that doesn't need to be expanded is a gross example of government waste. Every dollar spent on expanding FM 552 is a dollar that could (and should) be spent on another project of greater need and importance to the community.• Expanding FM 552 to six lanes at this juncture is complete overkill. While we can accept the argument that our community will eventually need a four-lane (two lanes in each direction) FM 552, it's difficult to make the case that expanding FM 552 to	5367 E. FM 552, Royse City, TX 75189	<p>Since the FM 552 public meeting held on April 10, 2014, the City of Rockwall's Thoroughfare Plan (Rev. 2016) was modified to improve FM 552 as a four-lane facility instead of a six-lane facility. FM 552 is no longer considered for widening to six lanes. The revised proposed schematic plan and project exhibits will be available for public input during a public meeting planned for May 17, 2018 at the at J. W. Williams Middle School, located at 625 E. FM 552, in Rockwall.</p> <p>The proposed project is needed because FM 552 between SH 205 and SH 66 is within an area that is experiencing rapid growth, resulting in an anticipated future increase in traffic demand and does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that improves mobility and meets anticipated traffic demand.</p> <p>The preliminary design reflects a desire by the county and TxDOT to proactively plan for the continued future growth forecasted throughout Rockwall County over the next three decades. The Thoroughfare Plan has identified FM 552 in addition to several of the other roadways referenced in the comment for potential improvements. At this time, there has not been a final determination of funding or a construction timeline for FM 552. Widening of FM 552 is included in the Rockwall County Thoroughfare Plan as one of the projects that would help achieve the transportation needs of the area. TxDOT is also developing the widening of SH 66 under a separate project. Improvements to SH 66 are also included in the County's thoroughfare plan.</p> <p>An 18-ft median is required to accommodate the 11-ft wide left turn lanes provided along the length of the alignment and a 7-ft long pedestrian refuge area per TAS. The median would provide sufficient space for a car to safely stop mid-street while waiting for opposing traffic to clear in order to make a U-turn or left turn. A 9-ft clear space between the sidewalk and back of curb is provided per the city's request for utility placement and maintenance purposes. Pedestrian sidewalks and shared use lanes for bicycle and vehicles are included in the proposed improvements to address safety concerns and consistent with local bicycle and pedestrian plans. A raised median is a safe option as traffic volumes begin to increase.</p> <p>During the preparation of the environmental assessment of the project, a traffic noise analysis in accordance with the <i>2011 Guidelines for Analysis and Abatement of Roadway Traffic</i>, will be completed to determine if the proposed project would result in traffic noise impacts and if so, identify and evaluate potential mitigation measures.</p> <p>The design speed limits shown on the schematic during the 2014 public meeting were for preliminary design purposes only, and do not represent the future posted speed limit on FM 552. Typically, a detailed engineering study of speed zones within a segment of roadway is required as the initial basis for changing the posted speed limit, supplemented with additional review by local jurisdictions (cities and counties), TxDOT and the Texas Transportation Commission.</p> <p>The USDOT Policy Statement on Bicycle and Pedestrian Accommodation provides guidance on incorporating pedestrian and bicycling facilities into transportation projects. The policy guidance encourages local planning authorities to implement planning and incorporate design features to facilitate increased pedestrian and bicycling activity. In accordance to this policy, TxDOT proactively plans, designs, and constructs facilities to safely accommodate bicyclists and pedestrians. The proposed project would include bicycle and pedestrian accommodations in accordance with the USDOT Policy Statement on Bicycle and Pedestrian Accommodation and in consistency with local bicycle and pedestrian plans.</p> <p>Proposed sanitary sewer line services and transmission lines are outside the scope of the proposed FM 552 roadway improvements. However, the roadway improvements will not preclude future utility line upgrades provided by the City or County.</p>

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47 (Cont.)				<p>six lanes is absolutely necessary. The proposal sounds a whole lot more like a want that the community could easily live without.</p> <ul style="list-style-type: none">• The 14-foot median will make the road far more difficult to navigate, and building such a large median is an inefficient use of valuable land. The median will make it impossible to turn left out of (or into) our driveway, and we have significant safety concerns about each member of our family having to make hundreds of U-turns per year in order to access our own home. If TxDOT and the RCPC are going to take seven feet from our yard (and seven feet from our neighbor across the street), the least the planners could do is utilize the land to make a turn lane. In fact, our family would actually be favorable to idea of adding a turn lane along the entire 5 mile length of FM 552 in order to make the road safer for everyone.• Eliminate the shared use lanes (a.k.a. bike lanes). Using eminent domain to build a bike lane is at best questionable and at worst a total abuse of power. There may be some folks in Rockwall County who want bike lanes, but no one can honestly say that they need them – especially not when eminent domain must be used to acquire the land from already-developed lots owned by other citizens.• Rockwall County does not need a five-mile-long sidewalk to nowhere. While sidewalks are desirable in front of high density residential areas, we live in a very low density area that is made up of one to five-acre lots. Many of these lots cannot be further subdivided. We do not want to give up 15 feet of our front yard – 40 percent of the total land that TxDOT and the RCPC is proposing to take from us (and 40 percent of the tax dollars that it will take for the planners to purchase our land) – to provide a sidewalk that the community will almost never use. The expense is completely unnecessary, and again this is a want – not a need. If homeowners or future developers want sidewalks, let them choose to build their own. Otherwise, leave our land along.• Eliminate the nine-foot space between the sidewalk and the road. If a sidewalk is built, place it along the road, and let the homeowner decide what to do with their nine feet of land. This is land that TxDOT and the RCPC don't need to take.• Insofar as the schematic, Roll 3, is concerned, we don't see any plan for a sanitary sewer line. It's clear that homeowners along FM 552 will have to sacrifice more than any other residents of Rockwall County in order for the road to be expanded. It's our lives that are being disrupted and our land that's being taken. Why would TxDOT and the RCPC propose to spend \$50 million on expanding the road and then not offer to include the one service that FM 552 residents would actually like to have? If the FM 552 proposal is eventually implemented, a sanitary sewer line not only should be included, it should be hooked up, FREE OF CHARGE, to each of the homes along FM 552. The residents who are being required to give their land should at least receive this one service.• We have serious concerns about noise. Expanding the width of FM 552 will stimulate truck traffic. Having diesel trucks fly by our house at 55-plus miles per hour (mph) a mere 60 feet from our bedroom window will be loud and noisy. I understand that the schematic calls for a 40 mph road, but given that FM 552 already has a posted 55 mph speeds, the 40 mph speed limit seems like a conservative estimate. Since when does the county widen a road and then lower the speed limit? Additionally, what's to stop the county (or eventually the City of Fate) from raising the posted speed limit at some date in the future? If FM 552 is expanded as planned, we request that TxDOT and/or Rockwall County provide funding to sound proof our home.		Utility relocations will be required throughout the project; however, these relocations would be handled so that there would be no substantial impacts to residences and businesses. Conflicting utilities would be either adjusted or relocated prior to the construction of the proposed project following standard TxDOT procedures.

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47 (Cont.)				The proposal to expand FM 552 not only robs us of our land and property, it steals our way of life and leaves us holding a note for a home that 1) we likely won't want and 2) will be vastly devalued and difficult to sell. Regarding the latter, the damage has already been done. The very fact that TxDOT and the RCPC made this proposal hampers our ability to sell our property because we are required to disclose the proposal to potential buyers. It is our position that the proposed expansion of FM 552 will do harm to our family, both financially and by diminishing our quality of life. We do not want FM 552 widened to six lanes; moreover, we do not want to see it become an extravagant, over-the-top, six lane divided road, complete with a 14-foot median, six-foot sidewalks, nine-foot road to sidewalk offsets, and bike lanes. We urge TxDOT to either scrap the FM 552 proposal altogether or at least exercise restraint by scaling back the plans dramatically. Additionally, we ask that you do this quickly so that we can begin to undo the harm that you've already caused us by making this proposal.		
48	Coleen McNelis	3/11/14	Letter	<p>I am writing in reference to CSJ: 1017-01-015, FM 552-Rockwall County roadway improvements proposal.</p> <p>My residence will be directly affected by these improvements and my concern is the noise from increased traffic that has already occurred due to the immense growth in Rockwall County and especially on FM 552. Several new housing developments, Thom Thumb, 7-11, and the new schools which border 552 have significantly impacted the quiet enjoyment of my residence since I purchased this home in 2006.</p> <p>As a homeowner and taxpayer I am pleased to see the proposal for safer geometric and operating conditions on this road as well as improved drainage and reduced speed limits.</p> <p>In conjunction with the above improvements I would also like to propose a sound barrier wall along areas of 552 where the housing is close to the road which is the case with my residence. This would be a welcome trade-off for the homeowners on 552 who may have adjusted property easements due to the road improvements.</p> <p>I appreciate you taking the time to address this request at the meeting slated for Thursday, April 10, 2014.</p>	605 Wooded Tr., Rockwall, TX 75087	<p>Since the FM 552 public meeting held on April 10, 2014, the City of Rockwall's Thoroughfare Plan (Rev. 2016) was modified to improve FM 552 as a four-lane facility instead of a six-lane facility. FM 552 is no longer considered for widening to six lanes. The revised proposed schematic plan and project exhibits will be available for public input during a public meeting planned for May 17, 2018 at the at J. W. Williams Middle School, located at 625 E. FM 552, in Rockwall.</p> <p>During the preparation of the environmental assessment of the project, a traffic noise analysis in accordance with the <i>2011 Guidelines for Analysis and Abatement of Roadway Traffic</i>, will be completed to determine if the proposed project would result in traffic noise impacts and if so, identify and evaluate potential mitigation measures.</p>
49	Joseph and Teresa Bennett	4/8/14	Letter	<p>As the signage along FM 552 indicates, we've adopted the road (Adopt-A-Highway) and volunteered our time picking up trash for years keeping the area clean between FM 549 and SH 66. Incidentally, most of the "trash" we pick up are beer bottles and things people have dumped from the city on our road. This expansion would quadruple the amount of traffic and trash that we already struggle to keep up with, not to mention the safety concerns of my family along this route with the explosion in traffic that would follow.</p> <p>We don't want this growth here, and while we can't stop certain changes from happening naturally, we do not support TxDOT and Rockwall County proposing to actually stimulate extra growth (traffic, track housing, commercial and industrial businesses, etc.) by building a gigantic road in front of our neighborhood. That's the crux of our concerns, and we can't emphasize enough that our family wants the FM 552 proposal to be scrapped!</p>	2716 Lydia Ln., Rockwall, TX 75087	<p>Roadway facilities are planned based upon projected traffic volumes 20 years in the future and upon local thoroughfare plans. Since the FM 552 public meeting held on April 10, 2014, the City of Rockwall's Thoroughfare Plan (Rev. 2016) was modified to improve FM 552 as a four-lane facility instead of a six-lane facility. FM 552 is no longer considered for widening to six lanes. The revised proposed schematic plan and project exhibits will be available for public input during a public meeting planned for May 17, 2018 at the at J. W. Williams Middle School, located at 625 E. FM 552, in Rockwall.</p> <p>The improvements are designed to accommodate the projected traffic volumes and improve traffic operations and safety. The preliminary design reflects a desire by Rockwall county and TxDOT to proactively plan for the continued future growth forecasted over the next two decades. Other roadways referred to by the commenter are also included in the City of Rockwall Thoroughfare Plan.</p> <p>During the preparation of the environmental assessment of the project, a traffic noise analysis in accordance with the <i>2011 Guidelines for Analysis and Abatement of Roadway Traffic</i>, will be completed to determine if the proposed project would result in traffic noise impacts and if so, identify and evaluate potential mitigation measures.</p>

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49 (Cont.)				<p>Here are some other concerns we have about the expansion of FM 552:</p> <ul style="list-style-type: none">•We have real traffic problems in other areas of Rockwall County. Why are our officials proposing to waste \$50 million on FM 552, which has no traffic, instead of spending our tax dollars on areas that actually have a problem?•Keep the bulk of our truck traffic on the roads that were built to support high traffic volume: I-30, John King, etc. FM 552 is, and should remain, a quiet, country road. Six lanes are crazy! At most, FM 552 should not be expanded to greater than four lanes. Even that idea is a big stretch.•When does Rockwall County plan to do about the noise that a six-lane FM 552 will generate? We didn't make our home here so we could listen to diesel trucks all day long.•The 18-foot median is a waste of space and will make the road much wider than it needs to be. We won't be able to access driveways without doing U-turns.•Why would TxDOT and Rockwall County propose to build a 5.2 long sidewalk – on both sides of the street? There is nothing out here except fields and a few homes. We don't need one sidewalk, much less two.•Where is the sanitary sewer line in the proposal? If Rockwall County is going to build a road like this, the least they could do is connect our homes to a sewer line.		<p>A 7-ft long pedestrian refuge area is provided in the median at street crossings per TAS, which results in an 18-ft wide median. A raised median is a safe option as future traffic volumes begin to increase. An 18-ft wide median also helps to provide sufficient space for a car to safely stop mid-street while waiting for opposing traffic to clear in order to make a U-turn or left-turn. A 9-ft clear space between the sidewalk and back of curb is provided per the city's request for utility placement and maintenance purposes, and there is not currently additional landscaping proposed for the project. In addition, sidewalks are included in the project design to be consistent with the city of Rockwall and Rockwall county bicycle and pedestrian plans.</p> <p>The USDOT Policy Statement on Bicycle and Pedestrian Accommodation provides guidance on incorporating pedestrian and bicycling facilities into transportation projects. The policy guidance encourages local planning authorities to implement planning and incorporate design features to facilitate increased pedestrian and bicycling activity. In accordance to this policy, TxDOT proactively plans, designs, and constructs facilities to safely accommodate bicyclists and pedestrians. The proposed project would include bicycle and pedestrian accommodations in accordance with the USDOT Policy Statement on Bicycle and Pedestrian Accommodation and in consistency with local bicycle and pedestrian plans.</p> <p>Proposed sanitary sewer line services and transmission lines are outside the scope of the proposed FM 552 roadway improvements. However, the roadway improvements will not preclude future utility line upgrades provided by the City or County.</p>

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50	Greg Stogner (manager on behalf of Metroplex Acquisition Fund, L.P.)	5/13/14	Letter	<p>We are the current owner of the shopping center at the SEC of FM 552 and Highway 205 in Rockwall (The Shops at Stone Creek). We have reviewed the plans you submitted for the median divided expansion of FM 552. While we are not opposed to the widening of the road in general we are however; very much opposed to the current configuration of the access for the west bound traffic.</p> <p>Enclosed are two site plans that show the existing access into the shopping center. When we built the center, we met with TXDOT to line up the access at points that met the design standards for the future. The access to the shopping center is limited as there is actually only one curb cut on FM 552 and Highway 205. We are okay with the proposed median break at Fairfax (currently Stone Creek Drive); however we must have access for the west bound traffic to turn into the center at the only curb cut along FM 552. We would be agreeable to make this a hooded left to prevent traffic from cutting across the median to continue west out of the center. We have done this with several other centers where TXDOT was involved. Access to the shopping center for the west bound movement is paramount in maintaining the success of our tenants, as well as long term value.</p> <p>We understand this is preliminary without the funds being allocated at this point, but we do want to be on record as to our opposition to the current design. We are more than happy to meet to discuss this further, as well as, any right-of-way issue as we do also own the 2.2 acres east of Fairfax that is impacted by the right-of-way also.</p>	15150 Preston Rd., Suite 210, Dallas, TX 75248	<p>Since the FM 552 public meeting held on April 10, 2014, the City of Rockwall's Thoroughfare Plan (Rev. 2016) was modified to improve FM 552 as a four-lane facility instead of a six-lane facility. The revised proposed schematic plan and project exhibits will be available for public input during a public meeting planned for May 17, 2018 at the at J. W. Williams Middle School, located at 625 E. FM 552, in Rockwall.</p> <p>In regard to your request for an additional median opening, the schematic presented at the 2014 public meeting represented preliminary design concepts in which median openings are subject to change. Final median opening locations will be determined during detailed design and in coordination with the local government.</p>

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1	Katy Drake	May 17, 2018	Letter via Comment Box	I understand the need to plan and potentially widen 552. My issue/complaint with the proposal is taking people's land to put in sidewalks and bike lanes. That is something that should be contemplated in a master planned community, not at the expense of residential landowners. I have a vested interest in this as my property is on the corner of Red Valley Run and 552.	2830 Red Valley Run, Rockwall, TX 75087	TxDOT proactively plans, designs, and constructs facilities to safely accommodate bicyclists and pedestrians in accordance with the U.S. Department of Transportation (U.S. DOT) Policy Statement on Bicycle and Pedestrian Accommodation. This policy provides requirements on incorporating pedestrian and bicycling facilities into transportation projects. Sidewalks and shared-use lanes for bicycles and vehicles are included in the FM 552 widening project in accordance with this policy and consistent with local bicycle and pedestrian plans.
2	Gerald Worrall	May 17, 2018	Letter via Comment Box	Please email me the schematic plans to the following email: gw3@wkaarchitects.com I am particularly concerned interested in the plan at the intersection of N. Smith Road.	6342 La Vista Drive Suite A, Dallas, TX 75214	Please contact Vik Raha, TxDOT Project Manager at Vik.Raha@txdot.gov or (214) 320-6696 to discuss your request.
3	Sherri Fuller	May 17, 2018	Letter via Comment Box	Curve in road between Anna Cade and Old Millwood Road is a dangerous "S" curve that needs to be straightened or at least smoothed out. Lots of wrecks there over the years. Need opening cut into median at Tom Thumb. Not good to drive in front of the school and on a neighborhood street. You don't want to access the shops from the rear. That is just poor planning. A left turn lane is sufficient.	533 Camp Creek Road, Rockwall, TX 75087	<p>The purpose of the proposed project is to construct a facility following current roadway design standards that improve mobility and meet anticipated traffic demand. As a part of the project, the "S" curve between Anna Cade Road and Old Millwood Road would be optimized geometrically to meet current design standards for 45 mph and address safety concerns.</p> <p>TxDOT coordinated with representatives from the Stone Creek Shopping Center to evaluate access alternatives for Tom Thumb. A hooded left-turn in the center median will be provided for westbound FM 552 traffic to enter the existing driveway.</p>
4	Larry Fuller	May 17, 2018	Letter via Comment Box	Blocking the entrance to the grocery store is a bad idea. I use this entrance to the parking area every day. The "S" curve near Old Millwood needs to be straightened. It is the most dangerous part of this piece of road. Good job fixing the intersection of 552 and 66. Thanks!	533 Camp Creek Road, Rockwall, TX 75087	<p>TxDOT coordinated with representatives from the Stone Creek Shopping Center to evaluate access alternatives for Tom Thumb. A hooded left-turn in the center median will be provided for westbound FM 552 traffic to enter the existing driveway.</p> <p>As a part of the project, the "S" curve between Anna Cade Road and Old Millwood Road would be optimized geometrically to meet current design standards for 45mph and address safety concerns.</p>
5	Mathew Kovacs	May 17, 2018	Letter via Comment Box	I appreciate the steps TXDOT is taking to making sure the population is well informed about local development. Is there a risk that the project can be pushed back if there was a large amount of development in regard to any sort of lake bridge construction or would an old six lane proposal from 2014 be pushed forward as a response to increased traffic flow?	616 Kearley Drive, Fate, TX 75087	Based on the most current traffic projections which incorporate future land use/development, the proposed four-lane facility presented during the May 17, 2018 public meeting is the current project proposal. A six-lane facility is not being considered for implementation. The proposed four-lane would accommodate the traffic needs of the area through the year 2048.
6	Vanessa Stephens	May 17, 2018	Letter Via Comment Box	I was not informed of this informal meeting and would like to be added to future notices. While I appreciate the widening of the road, I feel as though you are attracting additional traffic to 552 versus diverting it an alternate route. How will this affect the value of the homes in the area?	2 Northridge Lane, Rockwall, TX 75087	<p>TxDOT has added you to the project mailing list so you can be notified of future project meetings.</p> <p>Changes in property values are inevitable with or without roadway improvements; property values are subject to market conditions. Improved accessibility, traffic flow, and safety are all likely benefits to land values.</p>
7	Michael Kovacs	May 17, 2018	Letter Via Comment Box	<p>Suggest doing a 10' hike/bike lane instead of a six-inch side walk from the eastern limits of the project to Dismore Lane. It will eventually tie into a larger hike/bike facility on Hwy 66.</p> <p>Suggest including a pedestrian crossing warning light system to set bike traffic going from the hike/bike path across at the FM 3549 intersection between the Rockwall southside trail and the northside Fate trail. Eventually a traffic light here will address this, but it would be good to have a crossing until then.</p>	1900 C.R Boren Parkway, Fate, TX 75087	Comment noted. TxDOT will conduct warrant studies during the design phase. The type of traffic control devices warranted for this and all other major at-grade intersections along the roadway will be determined based on results from the warrant studies.

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8	George Rickley	May 17, 2018	Letter Via Comment Box	There needs to be an entry to the Tom Thumb shop center westbound on 552	211 Windy Lane, Rockwall, TX 75087	TxDOT coordinated with representatives from the Stone Creek Shopping Center to evaluate access alternatives for Tom Thumb. A hooded left-turn in the center median will be provided for westbound FM 552 traffic to enter the existing driveway.
9	W.T. Scurlock	May 17, 2018	Letter Via Comment Box	Our intersection of concern is FM 552 at North Ridge Lane. Since you eliminated the raised center median in the new 2018, we can now turn either way when entering FM 552 from our street. This was a major problem with the original 2014 plan. With the scattered housing in our area, we do not visualize much usage of sidewalks since there are no properties available to add new subdivisions. Our remaining concern with this road improvement is that it will attract more traffic between I-30 and Highway 205 to avoid Highway 66. Highway 66 east of Rockwall really needs to have major improvements. At least as extensive as you are planning for FM 552.	7 North Ridge Lane, Rockwall, TX 75087	<p>TxDOT proactively plans, designs, and constructs facilities to safely accommodate bicyclists and pedestrians in accordance with the U. S. Department of Transportation (U.S. DOT) Policy Statement on Bicycle and Pedestrian Accommodation. This policy provides requirements on incorporating pedestrian and bicycling facilities into transportation projects. Sidewalks and shared-use lanes for bicycles and vehicles are included in the FM 552 widening project in accordance with this policy and consistent with local bicycle and pedestrian plans.</p> <p>Improvements to SH 66 and John King Blvd. (SH 205 re-designation) are under evaluation through separate projects and will be implemented in accordance with the transportation planning documents of the region and availability of funds.</p>
10	Carroll Benson	May 17, 2018	Letter Via Comment Box	Sidewalks in the country are unnecessary. Especially with bike share lanes. Establishing of 20 additional right of way will remove at least 8 multi-trunk crepe myrtles over at least 20' tall and 4 pine trees over 30' tall plus 4 wooden rail fences across the entire property suggest grade be lowered 2'-3' to enhance appearance and drainage. Who pays for maintenance of ROW beyond my property line. We are in country not city of Rockwall.	1843 E FM 552, Rockwall, TX 75087	<p>TxDOT proactively plans, designs, and constructs facilities to safely accommodate bicyclists and pedestrians in accordance with the U. S. Department of Transportation (U.S. DOT) Policy Statement on Bicycle and Pedestrian Accommodation. This policy provides requirements on incorporating pedestrian and bicycling facilities into transportation projects. Sidewalks and shared-use lanes for bicycles and vehicles are included in the FM 552 widening project in accordance with this policy and consistent with local bicycle and pedestrian plans.</p> <p>TxDOT maintains the right-of-way beyond private property lines (FM 552 right-of-way).</p>
11	Craig Belew	May 17, 2018	Letter Via Comment Box	All the information available is very helpful.	25 Park Central, Rockwall, TX 75087	Comment noted.
12	Caroline Pop	May 17, 2018	Letter Via Comment Box	What about children learning to drive? There are many neighborhoods off this road that would be greatly affected. I understand Rockwall is growing, but this is too much. Concrete roads and drainage systems, and adding the turn lanes would be great, 2 concrete lanes plus turn lanes would be perfect.	241 Windy Lane, Rockwall, TX 75087	The proposed FM 552 project is needed because it is within an area that is experiencing rapid growth, resulting in an anticipated future increase in traffic demand and does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that improve mobility and meet anticipated traffic demand. Operational improvements at the intersections combined with the capacity improvements would enhance safety throughout the corridor.
13	James and Michele Reil	May 17, 2018	Letter Via Comment Box	The east end FM 552 termination perpendicular to SH66 as depicted on schematics at May 17, 2018 meeting is our preferred termination as it avoids the acute angle that currently exists in the intersection. The route depicted also spans approximately 50 trees on our property that are home to protected bird species, songbirds, owls, buzzards, and a migratory stop for monarch butterflies.	5510 East FM 552, Royse City, TX 75189	Comment noted. TxDOT will complete an environmental assessment to determine the potential natural and socio-economic impacts of the project and ways to avoid, minimize, and mitigate impacts following current environmental laws and regulations.
14	Tim Perkins	May 17, 2018	Letter Via Comment Box	I've lived on 552 for 20 years. Yes, the volume of traffic is greater now. But that volume today does in no way merit expansion. There is still a free-flowing movement of traffic. You could watch cars from the sun up to sun down and not once see a slowdown. This is a preposterous waste of money and a total disregard of the citizens' voices.	1844 E. FM 552, Rockwall, TX 75087	The proposed project is being developed to address the anticipated future increase in traffic demand along a facility that does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that Improves mobility and meets anticipated traffic demand. Based on the traffic projections developed, FM 552 needs capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public.

Comment Number	Commenter Name	Date Received	Source	Comment/Topic	Address	Response
15	Charles Rose	May 17, 2018	Letter Via Comment Box	<p>To whom it may concern;</p> <p>I am submitting my formal protest to the widening of FM 552 from Hwy. 205 to Hwy. 66 in Rockwall County. Based on the 2015 proposal of the six-lane road it was indicated on the schematic roll that traffic at King Road and Smith Road would not double in 20 years. I do not understand the logic of wanting to expand FM 552 when traffic is not forecasted to double within the next 20 years. I am also not in favor of the county and state of having to acquire private land to expand a road that does not need to be expanded. From my research of right-of-way acquisition, 40 acres is a very large amount of land for a project of this size. Any projects on this road based on traffic forecasts should not require the acquisition of private land, but should be built within the current right-of-way footprint.</p> <p>Since most of the homes on FM 552 face the road, widening will put speeding cars and semi-trucks closer to our homes. This puts our children and others in danger of a car or truck coming through our front yards or house. Rockwall County has had a road plan since the early part of century and did little to create setbacks for builders to build homes out of harm's way. Their lack of planning should not endanger homeowners and their families.</p> <p>I drive FM 552 every day in both directions from Highway 66 to Highway 205 and at no time do I experience any delays or traffic no matter what the time of day, however, I do experience delays and traffic on Hwy. 66 and Hwy 205. The county and state need to address those two roads since they are major arteries leading to 130 and leave the road less traveled alone.</p> <p>As far as proposals for expansion of FM 552, I would be in favor of the following:</p> <p>#1 - Leave FM 552 as a two-lane black top</p> <p>#2 - Create a middle turn lane at major intersections</p> <p>#3 - Two lane with center turn lane - 3 - 12' lanes</p> <p>If the current proposal is passed and there is nothing else I can do, I would propose it be 4 - 12' lanes with a 12' flush median turn lane from John King to Hwy 66. Eliminate the 14' wide lane for shared access. I see this as a bad accident waiting to happen for some poor unsuspecting bicyclist and less private property would be needed.</p>	5333 E. FM 552, Royse City, TX 75189	<p>The proposed project is being developed to address the anticipated future increase in traffic demand along a facility that does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that improve mobility and meet anticipated traffic demand. Based on the traffic projections developed, FM 552 needs capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public.</p> <p>Generally, the intent of the design is to minimize impacts to developed properties and to avoid displacements. If a need for right-of-way acquisition is determined after additional design refinement, the property owner will be compensated at a determined fair market value for the property following the TxDOT right-of-way acquisition process. Although leaving FM 552 as a two-lane facility would avoid right-of-way impacts, it would not provide long- term solutions, meet the transportation goals of the area or meet the purpose and need of the project.</p> <p>Improvements to SH 66 and John King Blvd. (SH 205 re-designation) are under evaluation through separate projects and will be implemented in accordance with the transportation planning documents of the region and availability of funds.</p> <p>The proposed 20-foot wide flush center median provides for future flexibility through left-turn channelization, should the traffic and development warrant the improvement.</p> <p>TxDOT proactively plans, designs, and constructs facilities to safely accommodate bicyclists and pedestrians in accordance with the U. S. Department of Transportation (U.S. DOT) Policy Statement on Bicycle and Pedestrian Accommodation. This policy provides requirements on incorporating pedestrian and bicycling facilities into transportation projects. Sidewalks and shared-use lanes for bicycles and vehicles are included in the FM 552 widening project in accordance with this policy and consistent with local bicycle and pedestrian plans.</p>
16	Dwight Walker	May 17, 2018	Letter Via Comment Box	<p>First, it makes no sense to put a four lane in between two 2 lane roads (66 and 205) and expect better traffic flow. Second you are overreaching by putting in a 20-foot median, a double yellow line would suffice, and you could return 19' to the rightful property owners. Third, the sidewalks are not needed if you have a bike lane. Pedestrians could use the bike lanes and walk against the traffic. All I ask is that you treat the property owners fairly and not just the drivers on 552.</p>	1832 East FM 552, Rockwall, TX 75087	<p>Based on the traffic projections developed, FM 552 needs capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public.</p> <p>The center flush median used for left turn channelization provides for future flexibility should the traffic and development warrant the improvement.</p> <p>In accordance with the TxDOT Roadway Design Manual and the American Association of State Highway and Transportation Officials (AASHTO), the location of sidewalks is typically in the parkway area that is between the back of curb of the roadway and the proposed right-of-way. Due to safety concerns, the suggestion that pedestrians use the proposed shared-used lanes instead of sidewalks would not be permitted per TxDOT and FHWA guidelines.</p>

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17	Jan Walker	May 17, 2018	Letter Via Comment Box	A four-lane divided road plus bike path and sidewalks is overkill! Especially with the 18-foot median in between. There is no justification for taking so much out of property belonging to citizens who have no desire to have it forced from us. This is wrong. Theft is theft. No matter what you call it. The people who live along 552 should be treated with more respect than this.	1832 East FM 552, Rockwall, TX 75087	<p>Based on the traffic projections developed, FM 552 will need capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public.</p> <p>The center flush median used for left turn channelization provides for future flexibility should the traffic and development warrant the improvement.</p> <p>TxDOT proactively plans, designs, and constructs facilities to safely accommodate bicyclists and pedestrians in accordance with the U. S. Department of Transportation (U.S. DOT) Policy Statement on Bicycle and Pedestrian Accommodation. This policy provides requirements on incorporating pedestrian and bicycling facilities into transportation projects. Sidewalks and shared-use lanes for bicycles and vehicles are included in the FM 552 widening project in accordance with this policy and consistent with local bicycle and pedestrian plans.</p>
18	Linda Rickley	May 17, 2018	Letter Via Comment Box	As currently depicted the raised median from SH 205 near Tom Thumb shopping center prevents those who are traveling from East to West from making a left turn into the shopping center. They would have to turn either on Stone Creek (residential street on the back side of Tom Thumb) or go all the way to 205, turn left again at McDonald's Restaurant. This should be changed to allow entry from 552 directly into the shopping center. Thank You	211 Windy Lane, Rockwall, TX 75087	<p>TxDOT coordinated with representatives from the Stone Creek Shopping Center to evaluate access alternatives for Tom Thumb. A hooded left-turn in the center median will be provided for westbound FM 552 traffic to enter the existing driveway.</p>
19	Hacksaw Wimpee	May 17, 2018	Letter Via Comment Box	<p>Sidewalks and bike paths be the same used as \ same.</p> <ul style="list-style-type: none">- No raised medians- No landscape medians- Used existing ROW for ultimate 6 lane road.	1801 E. FM 552 Rockwall, TX 75087	<p>TxDOT proactively plans, designs, and constructs facilities to safely accommodate bicyclists and pedestrians in accordance with the USDOT Policy Statement on Bicycle and Pedestrian Accommodation. This policy provides requirements on incorporating pedestrian and bicycling facilities into transportation projects. Sidewalks and shared-use lanes for bicycles and vehicles are included in the FM 552 widening project in accordance with this policy and consistent with local bicycle and pedestrian plans.</p> <p>Based on the traffic projections for 2048, four lanes are sufficient to handle the anticipated future capacity. The existing right-of-way is not wide enough to accommodate either a four or a six-lane facility.</p>
20	Sherry Wimpee	May 17, 2018	Letter Via Comment Box	<p>-sidewalks and bicycle paths be the same</p> <ul style="list-style-type: none">- no raised median- no landscape	1801 E. FM 552 Rockwall, TX 75087	<p>TxDOT proactively plans, designs, and constructs facilities to safely accommodate bicyclists and pedestrians in accordance with the U. S. Department of Transportation (U.S. DOT) Policy Statement on Bicycle and Pedestrian Accommodation. This policy provides requirements on incorporating pedestrian and bicycling facilities into transportation projects. Sidewalks and shared-use lanes for bicycles and vehicles are included in the FM 552 widening project in accordance with this policy and consistent with local bicycle and pedestrian plans.</p>
21	Beverly Pop	May 17, 2018	Letter Via Comment Box	There are 2 schools off this road and I am concerned for the safety of children. Making a bike path I think they need to eliminated completely. Bikes do not need to be on this road at all. I think this is going to increase traffic coming from further up Colin County area.	241 Windy Lane, Rockwall, TX 75087	<p>Based on the traffic projections developed, FM 552 needs capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public.</p> <p>TxDOT proactively plans, designs, and constructs facilities to safely accommodate bicyclists and pedestrians in accordance with the USDOT Policy Statement on Bicycle and Pedestrian Accommodation. This policy provides requirements on incorporating pedestrian and bicycling facilities into transportation projects. Sidewalks and shared-use lanes for bicycles and vehicles are included in the FM 552 widening project in accordance with this policy and consistent with local bicycle and pedestrian plans.</p>

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22	Valeria Atkins	May 17, 2018	Letter Via Comment Box	No turn in to Tom Thumb. Not Good! Also lots of traffic <ul style="list-style-type: none">- School buses- 2 schools 2 Lanes with turn lane and side walk	248 Windy Lane, Rockwall, TX 75087	<p>TxDOT coordinated with representatives from the Stone Creek Shopping Center to evaluate access alternatives for Tom Thumb. A hooded left-turn in the center median will be provided for westbound FM 552 traffic to enter the existing driveway.</p> <p>TxDOT proactively plans, designs, and constructs facilities to safely accommodate bicyclists and pedestrians in accordance with the U. S. Department of Transportation (U.S. DOT) Policy Statement on Bicycle and Pedestrian Accommodation. This policy provides requirements on incorporating pedestrian and bicycling facilities into transportation projects. Sidewalks and shared-use lanes for bicycles and vehicles are included in the FM 552 widening project in accordance with this policy and consistent with local bicycle and pedestrian plans.</p>
23	Paul Pop	May 17, 2018	Letter Via Comment Box	No to four lanes We need: - two lanes, turn lane in the middle and bike lanes on each side <ul style="list-style-type: none">- 35 mph from Hayes to 205- Sidewalks No to the four lanes <ul style="list-style-type: none">- School buses stop on this road- Kids walk to stores and friends houses- Keep it safe and simple.	241 Windy Lane, Rockwall, TX 75087	The proposed project is being developed to address the anticipated future increase in traffic demand along a facility that does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that improve mobility and meet anticipated traffic demand. Based on the traffic projections developed, FM 552 needs capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public. Sidewalks and shared-use lanes for bicycles and vehicles are included in the FM 552 widening project in accordance with the U. S. Department of Transportation (U.S. DOT) Policy Statement on Bicycle and Pedestrian Accommodation and consistent with local bicycle and pedestrian plans.
24	Steve Nelson	May 17, 2018	Letter Via Comment Box	Personally, I believe that the widening of SH 66 would see more improvement in traffic flow. However, this improvement for 552 will help also. I particularly like that our section of 552 will see a reduction in traffic.	5760 FM 552, Royse City, TX 75189	Improvements to SH 66 and John King Blvd. (SH 205 re-designation) are under evaluation through separate projects and will be implemented in accordance with the transportation planning documents of the region and availability of funds.
25	Samantha Nelson	May 17, 2018	Letter Via Comment Box	Excellent idea- will reduce congestion and improve flow. Love that our section of 552 is becoming a much less travelled Dismore.	5760 E. FM 552, Royse City, TX 75189	Comment Noted.
26	James Clark	May 17, 2018	Letter Via Comment Box	I was assured when 552 was widen a few years ago that when it was widened in the future that the hill between Williams and Wooded Trail would disappear. That would take care of the speed up lane from Wooded Trail going west on 552 and remove the threat of being rear ended when westbound 552 traffic is turning left onto Greenway.	602A Wooded Trail, Rockwall, TX 75087	The proposed four-lane section would eliminate the need for the existing acceleration lane because there would be an additional lane to provide the through movement at the Wooded Trail intersection. The proposed profile, which would lower the roadway from the existing condition, combined with the capacity improvements, would provide for acceptable sight distance.

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27	Illegible	May 17, 2018	Letter Via Comment Box	I am completely against this proposed highway on 552. This is my home and what is being proposed will take my front yard and make it into part of a speed zone. You cannot compensate me enough for my home as it cannot be replaced at a fair market value. I have chosen to live in the country not on a highway. My quality of life is more precious than accommodating heavy traffic on highway 552. Route 66 is more commercial and should be used for this effort not 552.	5118 E FM 552, Royse City, TX 75185	<p>The proposed FM 552 project is needed because it is within an area that is experiencing rapid growth, resulting in an anticipated future increase in traffic demand and does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that improve mobility and meets anticipated traffic demand.</p> <p>TxDOT provides just compensation for property impacts and damages in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the TxDOT Right-of-Way Manual. In accordance with these policies, TxDOT will make every effort to reach a just and equitable agreement in the purchase of all right-of-way needed for the project.</p> <p>Improvements to SH 66 are under evaluation through a separate project and will be implemented in accordance with the transportation planning documents of the region and availability of funds.</p>
28	Dana Weiesnbach	May 17, 2018	Letter Via Comment Box	My only concerns are the length of time taken by the project, and the management of traffic (lane closures) taking into consideration the inconvenience to residents. Also, we have 2 water meters at the road's edge which will need to be moved and not damaged. We need a contact person, cell phone number, in case of damage caused to a meter, so the matter will rectified with no cost to us, the homeowner. On the plus side, we are for the upgrade to the roads. The widening is needed to carry increased traffic, and the bike lanes are also needed for safety to bikers, hikers, etc. We look for it to be very nice when its finished.	4833 E. FM 552, Rockwall, TX 75087	<p>TxDOT will maintain access to private utility services as part of the proposed project and minimize any service interruptions. Contractors would follow TxDOT standard specifications and applicable federal, state, and local regulations and ordinances to help minimize construction impacts. Utility relocations would be required throughout the project; however, these relocations would be handled so that there would be no substantial impacts to residences and businesses. Conflicting utilities would be either adjusted or relocated prior to the construction of the proposed project following standard TxDOT procedures.</p> <p>Please contact Vik Raha, TxDOT project manager at Vik.Raha@txdot.gov or (214) 320-6696 for additional questions or comments on the proposed project.</p>
29	Cathy Braden	May 17, 2018	Letter Via Comment Box	I am completely against this proposed highway expansion. The highway would cut into my business that has been established and invested in. You cannot compensate me for my income and loss of business that this effort will jeopardize. Highway 66 makes more sense to expand and route traffic than affecting residents whose lives have been built here. Bad idea. People shouldn't be jeopardized for a roadway when there are other options to use.	P.O. Box 162, Fate, TX 75132	<p>The proposed FM 552 project is needed it because it is within an area that is experiencing rapid growth, resulting in an anticipated future increase in traffic demand and does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that improves mobility and meets anticipated traffic demand.</p> <p>TxDOT provides just compensation for property impacts and damages in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the TxDOT Right-of-Way Manual. In accordance with these policies, TxDOT will make every effort to reach a just and equitable agreement in the purchase of all right-of-way needed for the project.</p> <p>Improvements to SH 66 are under evaluation through a separate project and will be implemented in accordance with the transportation planning documents of the region and availability of funds.</p>
30	Pierette Khater	May 17, 2018	Letter Via Comment Box	We are for the development. But a 5-lane road is not needed in the area. We moved to this area looking for a quiet life. And now we're going to have a highway in front of our gate. And sidewalks, are you serious? Why do we need sidewalks?	2368 E. FM 552, Rockwall, TX 75087	<p>TxDOT proactively plans, designs, and constructs facilities to safely accommodate bicyclists and pedestrians in accordance with the U. S. Department of Transportation (U.S. DOT) Policy Statement on Bicycle and Pedestrian Accommodation. This policy provides requirements on incorporating pedestrian and bicycling facilities into transportation projects. Sidewalks and shared-use lanes for bicycles and vehicles are included in the FM 552 widening project in accordance with this policy and consistent with local bicycle and pedestrian plans.</p> <p>Based on the traffic projections developed for the project, FM 552 needs capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public. The proposed 20-foot wide flush center median would provide for future flexibility through left-turn channelization, should the traffic and development warrant the improvement.</p>

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31	Charles Khater	May 17, 2018	Letter Via Comment Box	By widening the road to 5 lanes you will bring unnecessary traffic to our community and we lose our country way of life. This project is completely unnecessary. Maybe by making it a 2-lane road and a turn lane road you would make it safer to oncoming traffic. This is a complete waste of tax money and we are 100% against it.	2368 E. FM 552, Rockwall, TX 75087	<p>FM 552 would be widened from two to four travel lanes with a center median and turning lanes. The proposed 20-foot wide flush center median would provide for future flexibility through left-turn channelization, should the traffic and development warrant the improvement.</p> <p>The project is needed because FM 552 because it is within an area that is experiencing rapid growth, resulting in an anticipated future increase in traffic demand and does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that improves mobility and meets anticipated traffic demand. Based on the traffic projections developed, FM 552 needs capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public.</p>
32	Ismael Tamez	May 17, 2018	Letter Via Comment Box	Why the 9ft from the streets to the sidewalks. If you plan to add landscaping then it makes sense otherwise it is just wasted land. 552 is known for its beauty, trees, brush, and wildflowers. What are you going to do to keep its beauty?	2700 Phyllis Road, Rockwall, TX 75087	The 9-foot clear space between the sidewalk and back of curb would be provided per the cities of Rockwall and Fate request for utility placement and maintenance purposes. The additional width would provide for more greenspace opportunities and would help maintain the natural character of the corridor.
33	Resident of 552	May 17, 2018	Letter Via Comment Box	<p>No to expansion of 552.</p> <p>City can't control roads now and not in the future with four lanes. School children are unprotected and exiting school buses. Cars do not stop. There is not enough police for Rockwall or Fate. There is no money for home protection and the increase in crime and other issues.</p>	n/a	The proposed FM 552 project is needed it because it is within an area that is experiencing rapid growth, resulting in an anticipated future increase in traffic demand and does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that improves mobility and meets anticipated traffic demand. Based on the traffic projections developed, FM 552 needs capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public.
34	Jaime L. Sanchez	May 25, 2018	Mailed Comment	You guys were going to do a six-lane project on 552 and now it's a four-lane project. However, for us it's the same effect either scenario with regard to the amount of property you want to take from us. If this is a joint project with the state, county and city, then you are discriminating taking more land from county folks versus city folks. We don't want sidewalks county side. You need to make the turn available at Tom Thumb on 552 going east to west.	2700 Whispering Oaks Street, Rockwall, TX 75087	<p>The proposed project is being developed to address the anticipated future increase in traffic demand along a facility that does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. Based on the traffic projections developed, FM 552 needs capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public.</p> <p>Generally, the intent of the design is to minimize impacts to developed properties and to avoid displacements. If a need for right-of-way acquisition is determined after additional design refinement, the property owner will be compensated at a determined fair market value for the property following the TxDOT right-of-way acquisition process. Based on the traffic projections developed, FM 552 needs capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public.</p> <p>TxDOT proactively plans, designs, and constructs facilities to safely accommodate bicyclists and pedestrians in accordance with the U. S. Department of Transportation (U. S. DOT) Policy Statement on Bicycle and Pedestrian Accommodation. This policy provides requirements on incorporating pedestrian and bicycling facilities into transportation projects. Sidewalks and shared-use lanes for bicycles and vehicles are included in the FM 552 widening project in accordance with this policy and consistent with local bicycle and pedestrian plans.</p> <p>TxDOT coordinated with representatives from the Stone Creek Shopping Center to evaluate access alternatives for Tom Thumb. A hooded left-turn in the center median will be provided for westbound FM 552 traffic to enter the existing driveway.</p>
35	Frank Vaughn	May 25, 2018	Mailed Comment	The proposed FM 552 expansion is pre-mature. Highway 205 from downtown Rockwall to FM 552 should be expanded before this project. Basically as proposed the new road would lead from one congested 2 lane road, Highway 205 to another congested road, Highway 66. As proposed, this would complicate two congested intersections at Highway 205 and FM 552. Traffic flow on Highway 66 and Highway 205 should be improved before this project.	N/A	<p>Based on the traffic projections developed, FM 552 needs capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public.</p> <p>Improvements to SH 66 and John King Blvd. (SH 205 re-designation) are under evaluation through separate projects and will be implemented in accordance with the transportation planning documents of the region and availability of funds.</p>

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36	Grey Stogner	May 25, 2018	Emailed Comment	<p>To whom it may concern:</p> <p>We are currently the Owner /Manager of the Shops at Stone Creek Shopping Center anchored by Tom Thumb at the SEC of FM 552 and Highway 205 in Rockwall. We attended the recent meeting about the TxDOT plans and have reviewed the proposed widening of FM 552 which is in the planning stages.</p> <p>Upon review we are very much opposed to the current plan. The proposed median planned would eliminate the main access point for west bound traffic on FM 552. We developed this center in 2008 and continue to own it. When we developed this we worked with TxDOT to determine the best positioning of the curb cut on FM 552 to line up with the future median break. Our existing cut is approximately 500 feet from the intersection which was selected and designed based on current and future access. Stone Creek Drive now shows as the proposed location of the median break. This is a secondary road and will create a traffic hazard as patrons and customers would turn in and then have to make two other turns to get to the open parking area for customers. While it is inconvenient it is also a dangerous movement of cars backing out as others turn in. We have spoken to Tom Thumb and they are also very much opposed to this. We have not spoken to the city of Rockwall as of yet but feel sure they will also be opposed to it as they approved and supported the current site plan. We would however support having medians at both our main entrance and Stone Creek Drive. In addition, we have been successful in similar situations modifying the median opening to limit the access to the west bound movement as a compromise, although that is not ideal. Finally, we would like to meet as soon as possible with the appropriate people with TxDOT to discuss. Please feel free to call with any questions and we look forward to a mutually beneficial resolution to this very important issue. Please feel free to call with any questions, and we look forward to a mutually beneficial resolution to this very important issue.</p>	12720 Hillcrest Road, Dallas, TX 75230	On June 12, 2018 representative from TxDOT met with Mr. Grey Stogner at the TxDOT Dallas District office to address access concerns at the Stone Creek Shopping Center. During the meeting, two alternatives were discussed and consensus was reached by providing a hooded left-turn in the center median for westbound FM 552 traffic to enter the existing driveway. TxDOT has revised the proposed schematic plans to reflect the change.

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37	Shelley Morrison-Phelps	May 30, 2018	Mailed-in Comment	<p>I do not see how the traffic flow for FM 552 would warrant this expansion. Traffic congestion on 66—if FM 552 has shown an increase, it's because of congestion on 66 as well as the traffic back ups since construction on the Highway 30 began with FM 551 / FM 3549 bridges and surrounding areas. The school buses have increased therefore the extra lanes could become hazardous. I do not see how further east on FM 552 would ever need sidewalks. Efforts and monies should be spent on 66 and FM 3549 as they are the congested roads to John King or onto Highway 30. What time frames was the traffic flow tested on FM 552? Dates and hours? I have been here since April 2004 and increase is seasonal with buses.</p>	4787 E. FM 552, Rockwall, TX 75087	<p>Based on the most current traffic projections which incorporate future land use/development, the proposed four lane facility presented during the May 17 public meeting would accommodate the traffic needs of the area through the year 2048. Based on the traffic projections developed, FM 552 needs capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public.</p> <p>The TxDOT Transportation Planning and Programming Division utilized historical data from the past five years along with traffic counts in the morning, generally between 6:00 and 9:00 a.m.; and in the afternoon, generally between 3:30 and 6:30 p.m. to develop the traffic projections.</p> <p>Other projects mentioned (FM 3549 and SH 66) are included in the Rockwall thoroughfare plan and will be considered to help achieve the transportation goals of the area. Improvements to SH 66 and FM 3549 would be implemented in accordance with the transportation planning documents of the region and availability of funds.</p> <p>TxDOT proactively plans, designs, and constructs facilities to safely accommodate bicyclists and pedestrians in accordance with the U. S. Department of Transportation (U. S. DOT) Policy Statement on Bicycle and Pedestrian Accommodation. This policy provides requirements on incorporating pedestrian and bicycling facilities into transportation projects. Sidewalks and shared-use lanes for bicycles and vehicles are included in the FM 552 widening project in accordance with this policy and consistent with local bicycle and pedestrian plans.</p>
38	Larry Fowler Jr.	May 30, 2018	Mailed- in Comment	<p>Dear Mr. Raha:</p> <p>This office represents Unison Investment, the owner of Parcel 88 in connection with the above referenced project. In reviewing your proposed plan related to this project, it appears that the plans contemplate that my client will only be provided one point of access on the re-designed FM 552. That is problematic. Parcel 88 is zoned commercial on the corner of 1141 and 552, and then single family towards the east along FM 552. In order to develop those parcels, my client will need two points of access on the commercial and three points of access along the single family. Based on a speed limit of 45 mph on 552, my client should be able to obtain points of access every 360'. A single point of access as depicted on the current plans is not acceptable. We would like to meet to discuss this issue.</p> <p>I look forward to hearing from you.</p>	1000 Ballpark Way, Suite 300, Arlington, TX 76011	<p>The proposed driveways shown on the schematic plans presented during the May 17, 2018 public meeting would tie into existing driveways. This design would not preclude additional future driveways proposed along Parcel 88. Any future driveways based on development plans will need to be submitted for review/approval through the driveway permit process and coordinated with local entities.</p> <p>Please contact Vik Raha, TxDOT Project Manager at mailto:Vik.Raha@txdot.gov or (214) 320-6696 to coordinate a meeting to discuss access concerns.</p>

Comment Number	Commenter Name	Date Received	Source	Comment/Topic	Address	Response
39	Carl Glaze			<p>Proposed widening of FM 552 from SH 205 to SH 66 May 17, meeting</p> <p>1. Do not build it. The current residents do not need it. The only reason to do it is to encourage urban sprawl.</p> <p>2. Do not take extra land from adjoining landowners to build 2 sidewalks that will not be used. If, as I have been told, that is a requirement for federal funds you should delay implementation while you communicate with the Texas Congressional delegation and seek to have that absurd requirement lifted.</p> <p>3. Assuming that you insist on building sidewalks, do not build the outside lane wider to accommodate bicycles. Put the bicycles on the sidewalks. And, by the way, enforce the traffic laws on bicycles on the roadways.</p> <p>4. Do not take any more land from adjoining landowners than is necessary for the minimum median space for a left turn lane.</p> <p>5. FM 552 crosses several creeks in the study area. These creeks provide wildlife habitat and areas for safe movement of wildlife. Build bridges over the creeks to facilitate that wildlife movement. Culverts are not nearly as effective at enabling movement by wildlife. Pay particular attention to the creek flowing north just west of John King, the creek flowing north out of Nelson Lake, and the creek flowing north just east of FM 3549.</p> <p>5. The construction south of FM 552 has already substantially increased flooding downstream on the creeks flowing north in the Anna Cade, Red Valley Run, FM 3549 area. You should incorporate catchment into your plans to avoid further exacerbating those problems with the significant increase in pavement that you are proposing to create. This involves the creek coming north from Hays Elementary, the water course flowing north across FM 522 into the pond about ~ mile east of FM 1141, the creek flowing north out of Nelson Lake, the water flow north from the pond just east of Northridge, and the creek flowing north just east of FM 3549. You should accommodate water flow that will result the additional development that your expanding of this road will encourage.</p> <p>6. Let there be NO STREET LIGHTS to further degrade what is left of our dark sky. The obnoxious flood-lighted water tower is bad enough without adding more ambient light.</p>	3015 Red Valley Run, Rockwall, TX 75087	<p>1. The proposed FM 552 project is needed it because it is within an area that is experiencing rapid growth, resulting in an anticipated future increase in traffic demand and does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that improves mobility and meets anticipated traffic demand. Based on the traffic projections developed, FM 552 needs capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public.</p> <p>2. TxDOT proactively plans, designs, and constructs facilities to safely accommodate bicyclists and pedestrians in accordance with the U. S. Department of Transportation (U.S. DOT) Policy Statement on Bicycle and Pedestrian Accommodation. This policy provides requirements on incorporating pedestrian and bicycling facilities into transportation projects. Sidewalks and shared-use lanes for bicycles and vehicles are included in the FM 552 widening project in accordance with this policy and consistent with local bicycle and pedestrian plans.</p> <p>3. Due to safety concerns, the suggestion that bicyclists share the sidewalks with pedestrians instead of the proposed 14-foot travel lanes, would not be permitted per TxDOT and Federal Highway Administration (FHWA) guidelines.</p> <p>4. During the design process, all efforts are made to minimize impacts to properties. If a need for right-of-way acquisition is determined after additional design refinement, the property owner will be compensated at a determined fair market value for the property following the TxDOT right-of-way acquisition process.</p> <p>5. TxDOT understands your concerns about impacts to wildlife. Currently, no guidelines for wildlife crossings have been adopted by TxDOT. TxDOT is in the process of examining current practices in relation to national guidelines.</p> <p>5. TxDOT's responsibility is to design effective highway drainage facilities in compliance with 23 Code of Federal Regulations 650 regarding location and hydraulic design of highway encroachments within the floodplains, and with Executive Order 11988 which requires federal agencies to avoid to the extent possible the long and short-term adverse impacts associated with the occupancy and modification of floodplains. Land use is taken into consideration when calculating runoff. Developed conditions and additional pavement were used in the hydraulic studies for the proposed project. Of the five crossings mentioned, larger drainage structures are proposed for three of the crossings. These include the stream east of FM 1141, the stream east of Northridge and the creek east of FM 3549.</p> <p>6. TxDOT understands your concerns about light pollution. However, the basic benefits of lighting include safety, beautification, and security for people and property. According to FHWA, about half of traffic fatalities occur at night. Roadway lighting is another means to increase visibility for all roadway users. TxDOT will implement the appropriate FM 552 lighting into the project in accordance with the TxDOT Highway Illumination Manual.</p>

Comment Number	Commenter Name	Date Received	Source	Comment/Topic	Address	Response
1	Katy Drake	May 17, 2018	Letter via Comment Box	I understand the need to plan and potentially widen 552. My issue/complaint with the proposal is taking people's land to put in sidewalks and bike lanes. That is something that should be contemplated in a master planned community, not at the expense of residential landowners. I have a vested interest in this as my property is on the corner of Red Valley Run and 552.	2830 Red Valley Run, Rockwall, TX 75087	TxDOT proactively plans, designs, and constructs facilities to safely accommodate bicyclists and pedestrians in accordance with the U.S. Department of Transportation (U.S. DOT) Policy Statement on Bicycle and Pedestrian Accommodation. This policy provides requirements on incorporating pedestrian and bicycling facilities into transportation projects. Sidewalks and shared-use lanes for bicycles and vehicles are included in the FM 552 widening project in accordance with this policy and consistent with local bicycle and pedestrian plans.
2	Gerald Worrall	May 17, 2018	Letter via Comment Box	Please email me the schematic plans to the following email: gw3@wkaarchitects.com I am particularly concerned interested in the plan at the intersection of N. Smith Road.	6342 La Vista Drive Suite A, Dallas, TX 75214	Please contact Vik Raha, TxDOT Project Manager at Vik.Raha@txdot.gov or (214) 320-6696 to discuss your request.
3	Sherri Fuller	May 17, 2018	Letter via Comment Box	Curve in road between Anna Cade and Old Millwood Road is a dangerous "S" curve that needs to be straightened or at least smoothed out. Lots of wrecks there over the years. Need opening cut into median at Tom Thumb. Not good to drive in front of the school and on a neighborhood street. You don't want to access the shops from the rear. That is just poor planning. A left turn lane is sufficient.	533 Camp Creek Road, Rockwall, TX 75087	<p>The purpose of the proposed project is to construct a facility following current roadway design standards that improve mobility and meet anticipated traffic demand. As a part of the project, the "S" curve between Anna Cade Road and Old Millwood Road would be optimized geometrically to meet current design standards for 45 mph and address safety concerns.</p> <p>TxDOT coordinated with representatives from the Stone Creek Shopping Center to evaluate access alternatives for Tom Thumb. A hooded left-turn in the center median will be provided for westbound FM 552 traffic to enter the existing driveway.</p>
4	Larry Fuller	May 17, 2018	Letter via Comment Box	Blocking the entrance to the grocery store is a bad idea. I use this entrance to the parking area every day. The "S" curve near Old Millwood needs to be straightened. It is the most dangerous part of this piece of road. Good job fixing the intersection of 552 and 66. Thanks!	533 Camp Creek Road, Rockwall, TX 75087	<p>TxDOT coordinated with representatives from the Stone Creek Shopping Center to evaluate access alternatives for Tom Thumb. A hooded left-turn in the center median will be provided for westbound FM 552 traffic to enter the existing driveway.</p> <p>As a part of the project, the "S" curve between Anna Cade Road and Old Millwood Road would be optimized geometrically to meet current design standards for 45mph and address safety concerns.</p>
5	Mathew Kovacs	May 17, 2018	Letter via Comment Box	I appreciate the steps TXDOT is taking to making sure the population is well informed about local development. Is there a risk that the project can be pushed back if there was a large amount of development in regard to any sort of lake bridge construction or would an old six lane proposal from 2014 be pushed forward as a response to increased traffic flow?	616 Kearley Drive, Fate, TX 75087	Based on the most current traffic projections which incorporate future land use/development, the proposed four-lane facility presented during the May 17, 2018 public meeting is the current project proposal. A six-lane facility is not being considered for implementation. The proposed four-lane would accommodate the traffic needs of the area through the year 2048.
6	Vanessa Stephens	May 17, 2018	Letter Via Comment Box	I was not informed of this informal meeting and would like to be added to future notices. While I appreciate the widening of the road, I feel as though you are attracting additional traffic to 552 versus diverting it an alternate route. How will this affect the value of the homes in the area?	2 Northridge Lane, Rockwall, TX 75087	<p>TxDOT has added you to the project mailing list so you can be notified of future project meetings.</p> <p>Changes in property values are inevitable with or without roadway improvements; property values are subject to market conditions. Improved accessibility, traffic flow, and safety are all likely benefits to land values.</p>
7	Michael Kovacs	May 17, 2018	Letter Via Comment Box	<p>Suggest doing a 10' hike/bike lane instead of a six-inch side walk from the eastern limits of the project to Dismore Lane. It will eventually tie into a larger hike/bike facility on Hwy 66.</p> <p>Suggest including a pedestrian crossing warning light system to set bike traffic going from the hike/bike path across at the FM 3549 intersection between the Rockwall southside trail and the northside Fate trail. Eventually a traffic light here will address this, but it would be good to have a crossing until then.</p>	1900 C.R Boren Parkway, Fate, TX 75087	Comment noted. TxDOT will conduct warrant studies during the design phase. The type of traffic control devices warranted for this and all other major at-grade intersections along the roadway will be determined based on results from the warrant studies.

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8	George Rickley	May 17, 2018	Letter Via Comment Box	There needs to be an entry to the Tom Thumb shop center westbound on 552	211 Windy Lane, Rockwall, TX 75087	TxDOT coordinated with representatives from the Stone Creek Shopping Center to evaluate access alternatives for Tom Thumb. A hooded left-turn in the center median will be provided for westbound FM 552 traffic to enter the existing driveway.
9	W.T. Scurlock	May 17, 2018	Letter Via Comment Box	Our intersection of concern is FM 552 at North Ridge Lane. Since you eliminated the raised center median in the new 2018, we can now turn either way when entering FM 552 from our street. This was a major problem with the original 2014 plan. With the scattered housing in our area, we do not visualize much usage of sidewalks since there are no properties available to add new subdivisions. Our remaining concern with this road improvement is that it will attract more traffic between I-30 and Highway 205 to avoid Highway 66. Highway 66 east of Rockwall really needs to have major improvements. At least as extensive as you are planning for FM 552.	7 North Ridge Lane, Rockwall, TX 75087	<p>TxDOT proactively plans, designs, and constructs facilities to safely accommodate bicyclists and pedestrians in accordance with the U. S. Department of Transportation (U.S. DOT) Policy Statement on Bicycle and Pedestrian Accommodation. This policy provides requirements on incorporating pedestrian and bicycling facilities into transportation projects. Sidewalks and shared-use lanes for bicycles and vehicles are included in the FM 552 widening project in accordance with this policy and consistent with local bicycle and pedestrian plans.</p> <p>Improvements to SH 66 and John King Blvd. (SH 205 re-designation) are under evaluation through separate projects and will be implemented in accordance with the transportation planning documents of the region and availability of funds.</p>
10	Carroll Benson	May 17, 2018	Letter Via Comment Box	Sidewalks in the country are unnecessary. Especially with bike share lanes. Establishing of 20 additional right of way will remove at least 8 multi-trunk crepe myrtles over at least 20' tall and 4 pine trees over 30' tall plus 4 wooden rail fences across the entire property suggest grade be lowered 2'-3' to enhance appearance and drainage. Who pays for maintenance of ROW beyond my property line. We are in country not city of Rockwall.	1843 E FM 552, Rockwall, TX 75087	<p>TxDOT proactively plans, designs, and constructs facilities to safely accommodate bicyclists and pedestrians in accordance with the U. S. Department of Transportation (U.S. DOT) Policy Statement on Bicycle and Pedestrian Accommodation. This policy provides requirements on incorporating pedestrian and bicycling facilities into transportation projects. Sidewalks and shared-use lanes for bicycles and vehicles are included in the FM 552 widening project in accordance with this policy and consistent with local bicycle and pedestrian plans.</p> <p>TxDOT maintains the right-of-way beyond private property lines (FM 552 right-of-way).</p>
11	Craig Belew	May 17, 2018	Letter Via Comment Box	All the information available is very helpful.	25 Park Central, Rockwall, TX 75087	Comment noted.
12	Caroline Pop	May 17, 2018	Letter Via Comment Box	What about children learning to drive? There are many neighborhoods off this road that would be greatly affected. I understand Rockwall is growing, but this is too much. Concrete roads and drainage systems, and adding the turn lanes would be great, 2 concrete lanes plus turn lanes would be perfect.	241 Windy Lane, Rockwall, TX 75087	The proposed FM 552 project is needed because it is within an area that is experiencing rapid growth, resulting in an anticipated future increase in traffic demand and does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that improve mobility and meet anticipated traffic demand. Operational improvements at the intersections combined with the capacity improvements would enhance safety throughout the corridor.
13	James and Michele Reil	May 17, 2018	Letter Via Comment Box	The east end FM 552 termination perpendicular to SH66 as depicted on schematics at May 17, 2018 meeting is our preferred termination as it avoids the acute angle that currently exists in the intersection. The route depicted also spans approximately 50 trees on our property that are home to protected bird species, songbirds, owls, buzzards, and a migratory stop for monarch butterflies.	5510 East FM 552, Royse City, TX 75189	Comment noted. TxDOT will complete an environmental assessment to determine the potential natural and socio-economic impacts of the project and ways to avoid, minimize, and mitigate impacts following current environmental laws and regulations.
14	Tim Perkins	May 17, 2018	Letter Via Comment Box	I've lived on 552 for 20 years. Yes, the volume of traffic is greater now. But that volume today does in no way merit expansion. There is still a free-flowing movement of traffic. You could watch cars from the sun up to sun down and not once see a slowdown. This is a preposterous waste of money and a total disregard of the citizens' voices.	1844 E. FM 552, Rockwall, TX 75087	The proposed project is being developed to address the anticipated future increase in traffic demand along a facility that does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that Improves mobility and meets anticipated traffic demand. Based on the traffic projections developed, FM 552 needs capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public.

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15	Charles Rose	May 17, 2018	Letter Via Comment Box	<p>To whom it may concern;</p> <p>I am submitting my formal protest to the widening of FM 552 from Hwy. 205 to Hwy. 66 in Rockwall County. Based on the 2015 proposal of the six-lane road it was indicated on the schematic roll that traffic at King Road and Smith Road would not double in 20 years. I do not understand the logic of wanting to expand FM 552 when traffic is not forecasted to double within the next 20 years. I am also not in favor of the county and state of having to acquire private land to expand a road that does not need to be expanded. From my research of right-of-way acquisition, 40 acres is a very large amount of land for a project of this size. Any projects on this road based on traffic forecasts should not require the acquisition of private land, but should be built within the current right-of-way footprint.</p> <p>Since most of the homes on FM 552 face the road, widening will put speeding cars and semi-trucks closer to our homes. This puts our children and others in danger of a car or truck coming through our front yards or house. Rockwall County has had a road plan since the early part of century and did little to create setbacks for builders to build homes out of harm's way. Their lack of planning should not endanger homeowners and their families.</p> <p>I drive FM 552 every day in both directions from Highway 66 to Highway 205 and at no time do I experience any delays or traffic no matter what the time of day, however, I do experience delays and traffic on Hwy. 66 and Hwy 205. The county and state need to address those two roads since they are major arteries leading to 130 and leave the road less traveled alone.</p> <p>As far as proposals for expansion of FM 552, I would be in favor of the following:</p> <p>#1 - Leave FM 552 as a two-lane black top</p> <p>#2 - Create a middle turn lane at major intersections</p> <p>#3 - Two lane with center turn lane - 3 - 12' lanes</p> <p>If the current proposal is passed and there is nothing else I can do, I would propose it be 4 - 12' lanes with a 12' flush median turn lane from John King to Hwy 66. Eliminate the 14' wide lane for shared access. I see this as a bad accident waiting to happen for some poor unsuspecting bicyclist and less private property would be needed.</p>	5333 E. FM 552, Royse City, TX 75189	<p>The proposed project is being developed to address the anticipated future increase in traffic demand along a facility that does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that improve mobility and meet anticipated traffic demand. Based on the traffic projections developed, FM 552 needs capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public.</p> <p>Generally, the intent of the design is to minimize impacts to developed properties and to avoid displacements. If a need for right-of-way acquisition is determined after additional design refinement, the property owner will be compensated at a determined fair market value for the property following the TxDOT right-of-way acquisition process. Although leaving FM 552 as a two-lane facility would avoid right-of-way impacts, it would not provide long- term solutions, meet the transportation goals of the area or meet the purpose and need of the project.</p> <p>Improvements to SH 66 and John King Blvd. (SH 205 re-designation) are under evaluation through separate projects and will be implemented in accordance with the transportation planning documents of the region and availability of funds.</p> <p>The proposed 20-foot wide flush center median provides for future flexibility through left-turn channelization, should the traffic and development warrant the improvement.</p> <p>TxDOT proactively plans, designs, and constructs facilities to safely accommodate bicyclists and pedestrians in accordance with the U. S. Department of Transportation (U.S. DOT) Policy Statement on Bicycle and Pedestrian Accommodation. This policy provides requirements on incorporating pedestrian and bicycling facilities into transportation projects. Sidewalks and shared-use lanes for bicycles and vehicles are included in the FM 552 widening project in accordance with this policy and consistent with local bicycle and pedestrian plans.</p>
16	Dwight Walker	May 17, 2018	Letter Via Comment Box	<p>First, it makes no sense to put a four lane in between two 2 lane roads (66 and 205) and expect better traffic flow. Second you are overreaching by putting in a 20-foot median, a double yellow line would suffice, and you could return 19' to the rightful property owners. Third, the sidewalks are not needed if you have a bike lane. Pedestrians could use the bike lanes and walk against the traffic. All I ask is that you treat the property owners fairly and not just the drivers on 552.</p>	1832 East FM 552, Rockwall, TX 75087	<p>Based on the traffic projections developed, FM 552 needs capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public.</p> <p>The center flush median used for left turn channelization provides for future flexibility should the traffic and development warrant the improvement.</p> <p>In accordance with the TxDOT Roadway Design Manual and the American Association of State Highway and Transportation Officials (AASHTO), the location of sidewalks is typically in the parkway area that is between the back of curb of the roadway and the proposed right-of-way. Due to safety concerns, the suggestion that pedestrians use the proposed shared-used lanes instead of sidewalks would not be permitted per TxDOT and FHWA guidelines.</p>

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17	Jan Walker	May 17, 2018	Letter Via Comment Box	A four-lane divided road plus bike path and sidewalks is overkill! Especially with the 18-foot median in between. There is no justification for taking so much out of property belonging to citizens who have no desire to have it forced from us. This is wrong. Theft is theft. No matter what you call it. The people who live along 552 should be treated with more respect than this.	1832 East FM 552, Rockwall, TX 75087	<p>Based on the traffic projections developed, FM 552 will need capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public.</p> <p>The center flush median used for left turn channelization provides for future flexibility should the traffic and development warrant the improvement.</p> <p>TxDOT proactively plans, designs, and constructs facilities to safely accommodate bicyclists and pedestrians in accordance with the U. S. Department of Transportation (U.S. DOT) Policy Statement on Bicycle and Pedestrian Accommodation. This policy provides requirements on incorporating pedestrian and bicycling facilities into transportation projects. Sidewalks and shared-use lanes for bicycles and vehicles are included in the FM 552 widening project in accordance with this policy and consistent with local bicycle and pedestrian plans.</p>
18	Linda Rickley	May 17, 2018	Letter Via Comment Box	As currently depicted the raised median from SH 205 near Tom Thumb shopping center prevents those who are traveling from East to West from making a left turn into the shopping center. They would have to turn either on Stone Creek (residential street on the back side of Tom Thumb) or go all the way to 205, turn left again at McDonald's Restaurant. This should be changed to allow entry from 552 directly into the shopping center. Thank You	211 Windy Lane, Rockwall, TX 75087	<p>TxDOT coordinated with representatives from the Stone Creek Shopping Center to evaluate access alternatives for Tom Thumb. A hooded left-turn in the center median will be provided for westbound FM 552 traffic to enter the existing driveway.</p>
19	Hacksaw Wimpee	May 17, 2018	Letter Via Comment Box	<p>Sidewalks and bike paths be the same used as \ same.</p> <ul style="list-style-type: none">- No raised medians- No landscape medians- Used existing ROW for ultimate 6 lane road.	1801 E. FM 552 Rockwall, TX 75087	<p>TxDOT proactively plans, designs, and constructs facilities to safely accommodate bicyclists and pedestrians in accordance with the USDOT Policy Statement on Bicycle and Pedestrian Accommodation. This policy provides requirements on incorporating pedestrian and bicycling facilities into transportation projects. Sidewalks and shared-use lanes for bicycles and vehicles are included in the FM 552 widening project in accordance with this policy and consistent with local bicycle and pedestrian plans.</p> <p>Based on the traffic projections for 2048, four lanes are sufficient to handle the anticipated future capacity. The existing right-of-way is not wide enough to accommodate either a four or a six-lane facility.</p>
20	Sherry Wimpee	May 17, 2018	Letter Via Comment Box	<p>-sidewalks and bicycle paths be the same</p> <ul style="list-style-type: none">- no raised median- no landscape	1801 E. FM 552 Rockwall, TX 75087	<p>TxDOT proactively plans, designs, and constructs facilities to safely accommodate bicyclists and pedestrians in accordance with the U. S. Department of Transportation (U.S. DOT) Policy Statement on Bicycle and Pedestrian Accommodation. This policy provides requirements on incorporating pedestrian and bicycling facilities into transportation projects. Sidewalks and shared-use lanes for bicycles and vehicles are included in the FM 552 widening project in accordance with this policy and consistent with local bicycle and pedestrian plans.</p>
21	Beverly Pop	May 17, 2018	Letter Via Comment Box	There are 2 schools off this road and I am concerned for the safety of children. Making a bike path I think they need to eliminated completely. Bikes do not need to be on this road at all. I think this is going to increase traffic coming from further up Colin County area.	241 Windy Lane, Rockwall, TX 75087	<p>Based on the traffic projections developed, FM 552 needs capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public.</p> <p>TxDOT proactively plans, designs, and constructs facilities to safely accommodate bicyclists and pedestrians in accordance with the USDOT Policy Statement on Bicycle and Pedestrian Accommodation. This policy provides requirements on incorporating pedestrian and bicycling facilities into transportation projects. Sidewalks and shared-use lanes for bicycles and vehicles are included in the FM 552 widening project in accordance with this policy and consistent with local bicycle and pedestrian plans.</p>

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22	Valeria Atkins	May 17, 2018	Letter Via Comment Box	No turn in to Tom Thumb. Not Good! Also lots of traffic <ul style="list-style-type: none">- School buses- 2 schools 2 Lanes with turn lane and side walk	248 Windy Lane, Rockwall, TX 75087	<p>TxDOT coordinated with representatives from the Stone Creek Shopping Center to evaluate access alternatives for Tom Thumb. A hooded left-turn in the center median will be provided for westbound FM 552 traffic to enter the existing driveway.</p> <p>TxDOT proactively plans, designs, and constructs facilities to safely accommodate bicyclists and pedestrians in accordance with the U. S. Department of Transportation (U.S. DOT) Policy Statement on Bicycle and Pedestrian Accommodation. This policy provides requirements on incorporating pedestrian and bicycling facilities into transportation projects. Sidewalks and shared-use lanes for bicycles and vehicles are included in the FM 552 widening project in accordance with this policy and consistent with local bicycle and pedestrian plans.</p>
23	Paul Pop	May 17, 2018	Letter Via Comment Box	No to four lanes We need: - two lanes, turn lane in the middle and bike lanes on each side <ul style="list-style-type: none">- 35 mph from Hayes to 205- Sidewalks No to the four lanes <ul style="list-style-type: none">- School buses stop on this road- Kids walk to stores and friends houses- Keep it safe and simple.	241 Windy Lane, Rockwall, TX 75087	The proposed project is being developed to address the anticipated future increase in traffic demand along a facility that does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that improve mobility and meet anticipated traffic demand. Based on the traffic projections developed, FM 552 needs capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public. Sidewalks and shared-use lanes for bicycles and vehicles are included in the FM 552 widening project in accordance with the U. S. Department of Transportation (U.S. DOT) Policy Statement on Bicycle and Pedestrian Accommodation and consistent with local bicycle and pedestrian plans.
24	Steve Nelson	May 17, 2018	Letter Via Comment Box	Personally, I believe that the widening of SH 66 would see more improvement in traffic flow. However, this improvement for 552 will help also. I particularly like that our section of 552 will see a reduction in traffic.	5760 FM 552, Royse City, TX 75189	Improvements to SH 66 and John King Blvd. (SH 205 re-designation) are under evaluation through separate projects and will be implemented in accordance with the transportation planning documents of the region and availability of funds.
25	Samantha Nelson	May 17, 2018	Letter Via Comment Box	Excellent idea- will reduce congestion and improve flow. Love that our section of 552 is becoming a much less travelled Dismore.	5760 E. FM 552, Royse City, TX 75189	Comment Noted.
26	James Clark	May 17, 2018	Letter Via Comment Box	I was assured when 552 was widen a few years ago that when it was widened in the future that the hill between Williams and Wooded Trail would disappear. That would take care of the speed up lane from Wooded Trail going west on 552 and remove the threat of being rear ended when westbound 552 traffic is turning left onto Greenway.	602A Wooded Trail, Rockwall, TX 75087	The proposed four-lane section would eliminate the need for the existing acceleration lane because there would be an additional lane to provide the through movement at the Wooded Trail intersection. The proposed profile, which would lower the roadway from the existing condition, combined with the capacity improvements, would provide for acceptable sight distance.

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27	Illegible	May 17, 2018	Letter Via Comment Box	I am completely against this proposed highway on 552. This is my home and what is being proposed will take my front yard and make it into part of a speed zone. You cannot compensate me enough for my home as it cannot be replaced at a fair market value. I have chosen to live in the country not on a highway. My quality of life is more precious than accommodating heavy traffic on highway 552. Route 66 is more commercial and should be used for this effort not 552.	5118 E FM 552, Royse City, TX 75185	<p>The proposed FM 552 project is needed because it is within an area that is experiencing rapid growth, resulting in an anticipated future increase in traffic demand and does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that improve mobility and meets anticipated traffic demand.</p> <p>TxDOT provides just compensation for property impacts and damages in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the TxDOT Right-of-Way Manual. In accordance with these policies, TxDOT will make every effort to reach a just and equitable agreement in the purchase of all right-of-way needed for the project.</p> <p>Improvements to SH 66 are under evaluation through a separate project and will be implemented in accordance with the transportation planning documents of the region and availability of funds.</p>
28	Dana Weiesnbach	May 17, 2018	Letter Via Comment Box	My only concerns are the length of time taken by the project, and the management of traffic (lane closures) taking into consideration the inconvenience to residents. Also, we have 2 water meters at the road's edge which will need to be moved and not damaged. We need a contact person, cell phone number, in case of damage caused to a meter, so the matter will rectified with no cost to us, the homeowner. On the plus side, we are for the upgrade to the roads. The widening is needed to carry increased traffic, and the bike lanes are also needed for safety to bikers, hikers, etc. We look for it to be very nice when its finished.	4833 E. FM 552, Rockwall, TX 75087	<p>TxDOT will maintain access to private utility services as part of the proposed project and minimize any service interruptions. Contractors would follow TxDOT standard specifications and applicable federal, state, and local regulations and ordinances to help minimize construction impacts. Utility relocations would be required throughout the project; however, these relocations would be handled so that there would be no substantial impacts to residences and businesses. Conflicting utilities would be either adjusted or relocated prior to the construction of the proposed project following standard TxDOT procedures.</p> <p>Please contact Vik Raha, TxDOT project manager at Vik.Raha@txdot.gov or (214) 320-6696 for additional questions or comments on the proposed project.</p>
29	Cathy Braden	May 17, 2018	Letter Via Comment Box	I am completely against this proposed highway expansion. The highway would cut into my business that has been established and invested in. You cannot compensate me for my income and loss of business that this effort will jeopardize. Highway 66 makes more sense to expand and route traffic than affecting residents whose lives have been built here. Bad idea. People shouldn't be jeopardized for a roadway when there are other options to use.	P.O. Box 162, Fate, TX 75132	<p>The proposed FM 552 project is needed it because it is within an area that is experiencing rapid growth, resulting in an anticipated future increase in traffic demand and does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that improves mobility and meets anticipated traffic demand.</p> <p>TxDOT provides just compensation for property impacts and damages in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the TxDOT Right-of-Way Manual. In accordance with these policies, TxDOT will make every effort to reach a just and equitable agreement in the purchase of all right-of-way needed for the project.</p> <p>Improvements to SH 66 are under evaluation through a separate project and will be implemented in accordance with the transportation planning documents of the region and availability of funds.</p>
30	Pierette Khater	May 17, 2018	Letter Via Comment Box	We are for the development. But a 5-lane road is not needed in the area. We moved to this area looking for a quiet life. And now we're going to have a highway in front of our gate. And sidewalks, are you serious? Why do we need sidewalks?	2368 E. FM 552, Rockwall, TX 75087	<p>TxDOT proactively plans, designs, and constructs facilities to safely accommodate bicyclists and pedestrians in accordance with the U. S. Department of Transportation (U.S. DOT) Policy Statement on Bicycle and Pedestrian Accommodation. This policy provides requirements on incorporating pedestrian and bicycling facilities into transportation projects. Sidewalks and shared-use lanes for bicycles and vehicles are included in the FM 552 widening project in accordance with this policy and consistent with local bicycle and pedestrian plans.</p> <p>Based on the traffic projections developed for the project, FM 552 needs capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public. The proposed 20-foot wide flush center median would provide for future flexibility through left-turn channelization, should the traffic and development warrant the improvement.</p>

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31	Charles Khater	May 17, 2018	Letter Via Comment Box	By widening the road to 5 lanes you will bring unnecessary traffic to our community and we lose our country way of life. This project is completely unnecessary. Maybe by making it a 2-lane road and a turn lane road you would make it safer to oncoming traffic. This is a complete waste of tax money and we are 100% against it.	2368 E. FM 552, Rockwall, TX 75087	<p>FM 552 would be widened from two to four travel lanes with a center median and turning lanes. The proposed 20-foot wide flush center median would provide for future flexibility through left-turn channelization, should the traffic and development warrant the improvement.</p> <p>The project is needed because FM 552 because it is within an area that is experiencing rapid growth, resulting in an anticipated future increase in traffic demand and does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that improves mobility and meets anticipated traffic demand. Based on the traffic projections developed, FM 552 needs capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public.</p>
32	Ismael Tamez	May 17, 2018	Letter Via Comment Box	Why the 9ft from the streets to the sidewalks. If you plan to add landscaping then it makes sense otherwise it is just wasted land. 552 is known for its beauty, trees, brush, and wildflowers. What are you going to do to keep its beauty?	2700 Phyllis Road, Rockwall, TX 75087	The 9-foot clear space between the sidewalk and back of curb would be provided per the cities of Rockwall and Fate request for utility placement and maintenance purposes. The additional width would provide for more greenspace opportunities and would help maintain the natural character of the corridor.
33	Resident of 552	May 17, 2018	Letter Via Comment Box	<p>No to expansion of 552.</p> <p>City can't control roads now and not in the future with four lanes. School children are unprotected and exiting school buses. Cars do not stop. There is not enough police for Rockwall or Fate. There is no money for home protection and the increase in crime and other issues.</p>	n/a	The proposed FM 552 project is needed it because it is within an area that is experiencing rapid growth, resulting in an anticipated future increase in traffic demand and does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that improves mobility and meets anticipated traffic demand. Based on the traffic projections developed, FM 552 needs capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public.
34	Jaime L. Sanchez	May 25, 2018	Mailed Comment	You guys were going to do a six-lane project on 552 and now it's a four-lane project. However, for us it's the same effect either scenario with regard to the amount of property you want to take from us. If this is a joint project with the state, county and city, then you are discriminating taking more land from county folks versus city folks. We don't want sidewalks county side. You need to make the turn available at Tom Thumb on 552 going east to west.	2700 Whispering Oaks Street, Rockwall, TX 75087	<p>The proposed project is being developed to address the anticipated future increase in traffic demand along a facility that does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. Based on the traffic projections developed, FM 552 needs capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public.</p> <p>Generally, the intent of the design is to minimize impacts to developed properties and to avoid displacements. If a need for right-of-way acquisition is determined after additional design refinement, the property owner will be compensated at a determined fair market value for the property following the TxDOT right-of-way acquisition process. Based on the traffic projections developed, FM 552 needs capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public.</p> <p>TxDOT proactively plans, designs, and constructs facilities to safely accommodate bicyclists and pedestrians in accordance with the U. S. Department of Transportation (U. S. DOT) Policy Statement on Bicycle and Pedestrian Accommodation. This policy provides requirements on incorporating pedestrian and bicycling facilities into transportation projects. Sidewalks and shared-use lanes for bicycles and vehicles are included in the FM 552 widening project in accordance with this policy and consistent with local bicycle and pedestrian plans.</p> <p>TxDOT coordinated with representatives from the Stone Creek Shopping Center to evaluate access alternatives for Tom Thumb. A hooded left-turn in the center median will be provided for westbound FM 552 traffic to enter the existing driveway.</p>
35	Frank Vaughn	May 25, 2018	Mailed Comment	The proposed FM 552 expansion is pre-mature. Highway 205 from downtown Rockwall to FM 552 should be expanded before this project. Basically as proposed the new road would lead from one congested 2 lane road, Highway 205 to another congested road, Highway 66. As proposed, this would complicate two congested intersections at Highway 205 and FM 552. Traffic flow on Highway 66 and Highway 205 should be improved before this project.	N/A	<p>Based on the traffic projections developed, FM 552 needs capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public.</p> <p>Improvements to SH 66 and John King Blvd. (SH 205 re-designation) are under evaluation through separate projects and will be implemented in accordance with the transportation planning documents of the region and availability of funds.</p>

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36	Grey Stogner	May 25, 2018	Emailed Comment	<p>To whom it may concern:</p> <p>We are currently the Owner /Manager of the Shops at Stone Creek Shopping Center anchored by Tom Thumb at the SEC of FM 552 and Highway 205 in Rockwall. We attended the recent meeting about the TxDOT plans and have reviewed the proposed widening of FM 552 which is in the planning stages.</p> <p>Upon review we are very much opposed to the current plan. The proposed median planned would eliminate the main access point for west bound traffic on FM 552. We developed this center in 2008 and continue to own it. When we developed this we worked with TxDOT to determine the best positioning of the curb cut on FM 552 to line up with the future median break. Our existing cut is approximately 500 feet from the intersection which was selected and designed based on current and future access. Stone Creek Drive now shows as the proposed location of the median break. This is a secondary road and will create a traffic hazard as patrons and customers would turn in and then have to make two other turns to get to the open parking area for customers. While it is inconvenient it is also a dangerous movement of cars backing out as others turn in. We have spoken to Tom Thumb and they are also very much opposed to this. We have not spoken to the city of Rockwall as of yet but feel sure they will also be opposed to it as they approved and supported the current site plan. We would however support having medians at both our main entrance and Stone Creek Drive. In addition, we have been successful in similar situations modifying the median opening to limit the access to the west bound movement as a compromise, although that is not ideal. Finally, we would like to meet as soon as possible with the appropriate people with TxDOT to discuss. Please feel free to call with any questions and we look forward to a mutually beneficial resolution to this very important issue. Please feel free to call with any questions, and we look forward to a mutually beneficial resolution to this very important issue.</p>	12720 Hillcrest Road, Dallas, TX 75230	On June 12, 2018 representative from TxDOT met with Mr. Grey Stogner at the TxDOT Dallas District office to address access concerns at the Stone Creek Shopping Center. During the meeting, two alternatives were discussed and consensus was reached by providing a hooded left-turn in the center median for westbound FM 552 traffic to enter the existing driveway. TxDOT has revised the proposed schematic plans to reflect the change.

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37	Shelley Morrison-Phelps	May 30, 2018	Mailed-in Comment	<p>I do not see how the traffic flow for FM 552 would warrant this expansion. Traffic congestion on 66—if FM 552 has shown an increase, it's because of congestion on 66 as well as the traffic back ups since construction on the Highway 30 began with FM 551 / FM 3549 bridges and surrounding areas. The school buses have increased therefore the extra lanes could become hazardous. I do not see how further east on FM 552 would ever need sidewalks. Efforts and monies should be spent on 66 and FM 3549 as they are the congested roads to John King or onto Highway 30. What time frames was the traffic flow tested on FM 552? Dates and hours? I have been here since April 2004 and increase is seasonal with buses.</p>	4787 E. FM 552, Rockwall, TX 75087	<p>Based on the most current traffic projections which incorporate future land use/development, the proposed four lane facility presented during the May 17 public meeting would accommodate the traffic needs of the area through the year 2048. Based on the traffic projections developed, FM 552 needs capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public.</p> <p>The TxDOT Transportation Planning and Programming Division utilized historical data from the past five years along with traffic counts in the morning, generally between 6:00 and 9:00 a.m.; and in the afternoon, generally between 3:30 and 6:30 p.m. to develop the traffic projections.</p> <p>Other projects mentioned (FM 3549 and SH 66) are included in the Rockwall thoroughfare plan and will be considered to help achieve the transportation goals of the area. Improvements to SH 66 and FM 3549 would be implemented in accordance with the transportation planning documents of the region and availability of funds.</p> <p>TxDOT proactively plans, designs, and constructs facilities to safely accommodate bicyclists and pedestrians in accordance with the U. S. Department of Transportation (U. S. DOT) Policy Statement on Bicycle and Pedestrian Accommodation. This policy provides requirements on incorporating pedestrian and bicycling facilities into transportation projects. Sidewalks and shared-use lanes for bicycles and vehicles are included in the FM 552 widening project in accordance with this policy and consistent with local bicycle and pedestrian plans.</p>
38	Larry Fowler Jr.	May 30, 2018	Mailed- in Comment	<p>Dear Mr. Raha:</p> <p>This office represents Unison Investment, the owner of Parcel 88 in connection with the above referenced project. In reviewing your proposed plan related to this project, it appears that the plans contemplate that my client will only be provided one point of access on the re-designed FM 552. That is problematic. Parcel 88 is zoned commercial on the corner of 1141 and 552, and then single family towards the east along FM 552. In order to develop those parcels, my client will need two points of access on the commercial and three points of access along the single family. Based on a speed limit of 45 mph on 552, my client should be able to obtain points of access every 360'. A single point of access as depicted on the current plans is not acceptable. We would like to meet to discuss this issue.</p> <p>I look forward to hearing from you.</p>	1000 Ballpark Way, Suite 300, Arlington, TX 76011	<p>The proposed driveways shown on the schematic plans presented during the May 17, 2018 public meeting would tie into existing driveways. This design would not preclude additional future driveways proposed along Parcel 88. Any future driveways based on development plans will need to be submitted for review/approval through the driveway permit process and coordinated with local entities.</p> <p>Please contact Vik Raha, TxDOT Project Manager at mailto:Vik.Raha@txdot.gov or (214) 320-6696 to coordinate a meeting to discuss access concerns.</p>

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39	Carl Glaze			<p>Proposed widening of FM 552 from SH 205 to SH 66 May 17, meeting</p> <p>1. Do not build it. The current residents do not need it. The only reason to do it is to encourage urban sprawl.</p> <p>2. Do not take extra land from adjoining landowners to build 2 sidewalks that will not be used. If, as I have been told, that is a requirement for federal funds you should delay implementation while you communicate with the Texas Congressional delegation and seek to have that absurd requirement lifted.</p> <p>3. Assuming that you insist on building sidewalks, do not build the outside lane wider to accommodate bicycles. Put the bicycles on the sidewalks. And, by the way, enforce the traffic laws on bicycles on the roadways.</p> <p>4. Do not take any more land from adjoining landowners than is necessary for the minimum median space for a left turn lane.</p> <p>5. FM 552 crosses several creeks in the study area. These creeks provide wildlife habitat and areas for safe movement of wildlife. Build bridges over the creeks to facilitate that wildlife movement. Culverts are not nearly as effective at enabling movement by wildlife. Pay particular attention to the creek flowing north just west of John King, the creek flowing north out of Nelson Lake, and the creek flowing north just east of FM 3549.</p> <p>5. The construction south of FM 552 has already substantially increased flooding downstream on the creeks flowing north in the Anna Cade, Red Valley Run, FM 3549 area. You should incorporate catchment into your plans to avoid further exacerbating those problems with the significant increase in pavement that you are proposing to create. This involves the creek coming north from Hays Elementary, the water course flowing north across FM 522 into the pond about ~ mile east of FM 1141, the creek flowing north out of Nelson Lake, the water flow north from the pond just east of Northridge, and the creek flowing north just east of FM 3549. You should accommodate water flow that will result the additional development that your expanding of this road will encourage.</p> <p>6. Let there be NO STREET LIGHTS to further degrade what is left of our dark sky. The obnoxious flood-lighted water tower is bad enough without adding more ambient light.</p>	3015 Red Valley Run, Rockwall, TX 75087	<p>1. The proposed FM 552 project is needed it because it is within an area that is experiencing rapid growth, resulting in an anticipated future increase in traffic demand and does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that improves mobility and meets anticipated traffic demand. Based on the traffic projections developed, FM 552 needs capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public.</p> <p>2. TxDOT proactively plans, designs, and constructs facilities to safely accommodate bicyclists and pedestrians in accordance with the U. S. Department of Transportation (U.S. DOT) Policy Statement on Bicycle and Pedestrian Accommodation. This policy provides requirements on incorporating pedestrian and bicycling facilities into transportation projects. Sidewalks and shared-use lanes for bicycles and vehicles are included in the FM 552 widening project in accordance with this policy and consistent with local bicycle and pedestrian plans.</p> <p>3. Due to safety concerns, the suggestion that bicyclists share the sidewalks with pedestrians instead of the proposed 14-foot travel lanes, would not be permitted per TxDOT and Federal Highway Administration (FHWA) guidelines.</p> <p>4. During the design process, all efforts are made to minimize impacts to properties. If a need for right-of-way acquisition is determined after additional design refinement, the property owner will be compensated at a determined fair market value for the property following the TxDOT right-of-way acquisition process.</p> <p>5. TxDOT understands your concerns about impacts to wildlife. Currently, no guidelines for wildlife crossings have been adopted by TxDOT. TxDOT is in the process of examining current practices in relation to national guidelines.</p> <p>5. TxDOT's responsibility is to design effective highway drainage facilities in compliance with 23 Code of Federal Regulations 650 regarding location and hydraulic design of highway encroachments within the floodplains, and with Executive Order 11988 which requires federal agencies to avoid to the extent possible the long and short-term adverse impacts associated with the occupancy and modification of floodplains. Land use is taken into consideration when calculating runoff. Developed conditions and additional pavement were used in the hydraulic studies for the proposed project. Of the five crossings mentioned, larger drainage structures are proposed for three of the crossings. These include the stream east of FM 1141, the stream east of Northridge and the creek east of FM 3549.</p> <p>6. TxDOT understands your concerns about light pollution. However, the basic benefits of lighting include safety, beautification, and security for people and property. According to FHWA, about half of traffic fatalities occur at night. Roadway lighting is another means to increase visibility for all roadway users. TxDOT will implement the appropriate FM 552 lighting into the project in accordance with the TxDOT Highway Illumination Manual.</p>

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1	Dr. Paul H. Heikkinen	5/14/19	Letter via Email	<p>This letter is a written as a public comment to the Dallas TXDOT District Office for the Public Hearing on May 30, 2019, for the above-mentioned road widening project. I cannot be in attendance at this meeting due to a prior commitment.</p> <p>Concerns:</p> <ol style="list-style-type: none">1. Position of the proposed road.2. Makeup of the retaining wall.3. Road surface.4. Speed limit. <p>I am a current resident of Mesquite, Texas but I have signed a contract with Drees Homes for a home to be built at 1033 Fawn Trail in Rockwall. The home will be completed in December 2019. The residential lot backs up against 552 at the intersection of 552 and Clear Bluff Drive, just east of John King. My backyard is facing south towards 552. I thought long and hard about purchasing this property because I had heard of the road widening project. I do not want the close proximity of the road to become an annoyance because of sound levels, and I do not want my or my family's safety to be at risk from a vehicle running off the road and crashing into my property.</p> <p>I have been in contact with you during the last few weeks via e-mail and you sent me a site plan and a cross section view of the proposed widening. In your drawing, the roadway will be 60 feet closer to my property line with a much narrower right of way on the north side between my property and the proposed road. The bar ditch on the north side of the road will be eliminated. The proposed plan also only uses only ½ of the current road's width and places the road further north than it already exists.</p> <p>I understand the need to update the infrastructure, and I am not opposed to the widening of FM 552. I am opposed to the placement of the road further north when there is ample space on the south side of the road. It seems like the intersection of 552 at John King would have to be dramatically altered with the current offset of the current road and the proposed road. I would request TXDOT to change the position of the roadway further to the south, centered over the current road.</p>	<p>The intent of the design is to minimize impacts to developed properties and to minimize displacements and other environmental impacts. Multiple alignment alternatives for FM 552 have been evaluated based on their impacts to adjacent properties and geometric design qualities before selecting the current preferred alignment location.</p>
				<p>In our e-mail discussion on 05/09/2019, I asked you about the construction of the proposed retaining wall between the street and my property. You were unable to provide me with an idea of the size and construction of this wall. I don't know if it will be a 3-foot high barrier or a 8-foot high "privacy or sound barrier" retaining wall. Also, the drawing shows retaining walls on the south side of the road as well, but in the drawing, they are drawn with a wider line. I would request a "privacy or sound barrier" retaining wall adjacent to my property, or at least a structure that would be tall and robust enough to prevent a vehicle to crash into my future back yard.</p>	<p>The retaining wall locations shown on the schematic are preliminary and subject to change in final design. The specific wall types will be determined during final design. Retaining walls are designed to support soils in a vertical plane between the existing and proposed ground elevations and will not generally extend above ground to provide visual separation between the roadway and adjacent properties.</p> <p>Potential traffic noise impacts and potential mitigation were evaluated in accordance with the 2011 TxDOT Guidelines for Analysis and Abatement of Roadway Traffic Noise (approved by the Federal Highway Administration [FHWA]). The traffic noise analysis conducted for the proposed project concluded that the proposed improvements would not result in traffic noise impacts to merit sound mitigation; therefore, no sound barriers are proposed for incorporation into the project.</p>
				<p>The current road surface is "chip seal" and is quite noisy as the traffic passes at 50 MPH (which is the current speed limit). I am requesting the road surface be made from concrete; that would cut the tire howl down dramatically, reducing sound levels.</p>	<p>Pavement design section and construction materials will be determined during the final design phase of the project.</p>

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				<p>Right now, the current speed limit at this location is 50 MPH. The proposed speed limit on your plan is 40 MPH. As I am sure you are aware of, speed limits are frequently ignored on farm roads. There are many side streets to the east of John King leading into residential streets. Your plan depicts sidewalks and hike/bike trail on this road. On the other side of John King is a public school; I suspect you will have foot travel from the school to the neighborhoods to the east. I believe that the proposed speed limit is too high for the neighborhood infrastructure. A reduced speed to 30 MPH in this vicinity would improve safety and reduce potential vehicular and pedestrian-vehicular accidents, as well as reduce sound levels. I propose a reduced speed limit of 30 MPH through this heavily populated area. Of any of my requests, this reduction in speed limit would be the easiest and most realistic modification to make; it would improve safety and reduce ambient noise in the area.</p> <p>Thank you for your consideration on the concerns I have in these matters. I am looking forward to moving to Rockwall and the Breezy Hill Community.</p>	<p>The FM 552 facility would be designed following the urban principal arterial design criteria with a design speed of 45 mph.</p> <p>TxDOT proactively plans, designs, and constructs facilities to safely accommodate bicyclists and pedestrians in accordance with the U. S. Department of Transportation (U.S. DOT) Policy Statement on Bicycle and Pedestrian Accommodation. This policy provides requirements on incorporating pedestrian and bicycling facilities into transportation projects. Sidewalks and shared-use lanes for bicycles and vehicles are included in the FM 552 widening project in accordance with this policy and consistent with local bicycle and pedestrian plans.</p> <p>The project design speed was used to determine geometric requirements of proposed roadway features and does not directly dictate the posted speed limit. Any change to the current posted speed limit would be determined separately by elected officials based on road conditions and traffic data.</p>
2	Stephen Geiger	5/15/19	Email	<p>Mr. Raha,</p> <p>I'm emailing as I won't be able to attend the proposed public hearing for the subject project. I live on Whispering Oaks and the proposed raised median where our road intersects FM 552 will make entering and leaving our street unnecessarily cumbersome. We will not be able to turn North onto Whispering Oaks from FM 552 when traveling East bound. Instead you would have us continue easterly to the intersection of Wooded Trl and FM 552 and then u-turn. Again not only is this burdensome but FM 552 west bound traffic approaching this intersection is cresting a hill which would make u-turns extremely dangerous for both my family as well as travelers along FM 552. Similarly when leaving my neighborhood, I will be forced to turn Westward onto FM 552 without the ability to travel East without having to U-turn. The purpose in John King Blvd's construction was to create an alternate path around Rockwall. The proposed median will effectively diminish my ability to utilize John King Blvd when leaving my home.</p> <p>It would seem to me that a common turn lane instead of the raised median and a southbound turn only lane onto Stone Creek Dr. would accommodate all home owners in the area and is utilized elsewhere in this project.</p> <p>Thank you for your time</p>	<p>Email response sent 5/15/19:</p> <p>Thank you for your interest in the proposed FM 552 project. We had put in this raised median due to design criteria according to projected traffic for the specified design year. Due to public concerns and further judgement, we had eliminated the raised median on the side east of Clear Bluff Drive to the end of the project. With the projected traffic in the next 20 years, we do recommend the raised median where we have it shown on our schematic, but the approved schematic you have seen is not yet final design and changes can be made. We will take all comments into consideration in our public hearing and thereafter, and evaluate and implement what we believe is best in the final design.</p>

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3	Brett Hall	5/19/19	Email	<p>My family and I reside at 2710 Whispering Oaks in Rockwall County which is located off of F.M. 552 in a subdivision that will be affected by the above referenced project. It is my understanding that plans are currently being reviewed for expansion of F.M. 552. Whispering Oaks is a street that contains a development/subdivision originally platted in 1980 and that now is made up of 11 homes, each on approximately 2 to 3 acres or more. This development which is now built out, was platted at approximately the same time as the adjacent street of Wooded Trail, also off of F.M. 552. Whispering Oaks is a "no outlet" street, with the only access to our homes being from F.M. 552. If you are traveling from the City of Rockwall, or from any of the neighborhoods or businesses along St. Highway 205 from Rockwall, and your destination is Whispering Oaks, you are required to take F.M. 552 east from Highway 205, and then access Whispering Oaks by a direct left turn (north).</p> <p>I am concerned that the proposed plan appears to include a raised median on F.M. 552 all the way from St. Highway 205 to John King, that will block normal and direct access to our street. Logically, a left turn lane from F.M. 552 onto Whispering Oaks is needed to maintain the direct and historical access that has been present for more than 30 years. Without such a turn lane, or at least a non-raised median, eastbound traffic will be forced to drive a substantial distance past our neighborhood down 552 and then make a u-turn back west, creating an extreme safety issue. Even if a driver is forced to attempt such a u-turn further down 552, he would be in a school zone, and the eastbound topography creates a blind spot in this area because of a rise in the roadway. Such a maneuver would very dangerous for any driver, but especially for some of the younger as well as older residents in our neighborhood. The same raised median would also mean that none of the residents in our neighborhood could turn left (east) onto 552 from Whispering Oaks.</p> <p>If I am correct about the proposed design, hopefully it is only an initial plan that can be changed. I will be unable to attend the May 30th meeting, but my wife and many of the residents of our neighborhood will be there. Since the meeting is being held at Williams Middle School which is on F.M. 552, if you have not already done so, you will be able to personally view the area that I am describing, and understand the obvious safety problems as well as the inequity created by any design that closes off our ability to turn directly onto our street from F.M. 552.</p>	<p>The raised medians between Clear Bluff Drive to the end of the project were eliminated following the 2014 public meeting. Locations where raised medians are proposed, left turn bays and median openings would be provided at frequent intervals in order to accommodate the turn-around movements and minimize additional travel times.</p> <p>The proposed raised medians are currently under review. Final locations and design details will be determined during the design phase of the project.</p>
				<p>Regarding the expansion in general, this area is still relatively rural and not currently experiencing the level of significant traffic problems such as those occurring on St. Highway 205, F.M. 549, or others areas. Expansion of 552 will likely cause additional traffic to be diverted there, which presently seems unnecessary. Hopefully more study can take place before turning this relatively rural Farm to Market road into a major boulevard, taking large portions of right of way from homeowners whose homes are directly adjacent to F.M.552. However, when expansion does occur, the right of way taken should be on the south side of 552 where there are no homes, (at least in the area between St. Highway 205 and John King).</p> <p>Please include this e-mail as part of any record made regarding the public hearing. I would also appreciate any opportunity to visit with you further about this project. My address is 2710 Whispering Oaks, Rockwall, Texas, 75087, and my cell is 214-354-9149. Again, understanding that our area is growing and that expansion will occur, please let me know what we can do to impose some limitations and to at least assure that our neighborhood will not be blocked by a raised median.</p> <p>Thanks you for your consideration.</p>	<p>Based on the traffic projections developed, FM 552 needs capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public.</p> <p>The proposed project is being developed to address the anticipated future increase in traffic demand along a facility that does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that improve mobility and meet anticipated traffic demand.</p> <p>TxDOT provides just compensation for property impacts and damages in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the TxDOT Right-of-Way Manual. In accordance with these policies, TxDOT will make every effort to reach a just and equitable agreement in the purchase of all right of way needed for the project.</p>

Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
4	Tim Herriage	5/21/19	Email	<p>Our family resides at 2701 Whispering Oaks. After reviewing the attached preliminary drawing, I believe the raised median would be a safety issue for all residents this subdivision. Given the size of the road, and the fact that all emergency response vehicles approach this neighborhood from the West, there should be a direct entrance to our neighborhood. Even a smaller size fire engine would need to execute a three point turn in order to redirect back to this neighborhood while responding. This three point turn would be executed at a point in the road with less than ½ mile visibility in the day light. Unfortunately, we will be out of town during this meeting, but I would suggest the plans be modified to include the “ALTERNATIVE PROPOSED FLUSH MEDIAN” design from Fairfax Dr. to Wooded Trail. This would alleviate my concerns.</p> <p>Thank you. Do keep in mind the impact on public safety, specifically with many elderly residents where minutes matter in response times.</p>	<p>Email Response sent 5/21/19: Thank you for your interest in the proposed FM 552 project. We had put in this raised median due to design criteria according to projected traffic for the specified design year. Due to public concerns from the very first public meeting and further judgement, we had eliminated the raised median on the side east of Clear Bluff Drive to the end of the project. With the projected traffic in the next 20 years, we do recommend the raised median where we have it shown on our schematic, due to safety, but the approved schematic you have seen is not yet final design and changes can be made. We will take all comments into consideration in our public hearing and thereafter, and evaluate and implement what we believe is best in the final design.</p> <p>We appreciate your public comment regarding the project as well and it is helpful to get all public input before we enter the final design phase. I would also like to add that this project is not yet funded and it will depend on the district’s priority on what projects in this area will take precedence.</p>
5	Mayor Pro Tem David Billing	5/30/19	Comment Card (drop box)	I support the bike lane path to encourage cycling and running.	Comment noted.
6	Dwight Walker	5/30/19	Comment Card (drop box)	I am losing 30’ of my property. My neighbor to the east is losing 40’. The two property owners & the school district are not losing any of their land (across the street). If you are going to do this, everyone should be treated equally. Take the same amount out of both sides.	The intent of the design is to minimize impacts to developed properties and to minimize displacements and other environmental impacts. Multiple alignment alternatives for FM 552 have been evaluated based on their impacts to adjacent properties and geometric design qualities before selecting the current preferred alignment location.
				Also, a 20’ median is unnecessary. A double yellow line is sufficient.	The center flush median used for left turn channelization provides for future flexibility should the traffic and development warrant the improvement.
				There is no need for a sidewalk on both sides of the street.	<p>TxDOT proactively plans, designs, and constructs facilities to safely accommodate bicyclists and pedestrians in accordance with the U. S. Department of Transportation (U.S. DOT) Policy Statement on Bicycle and Pedestrian Accommodation. This policy provides requirements on incorporating pedestrian and bicycling facilities into transportation projects. Sidewalks and shared-use lanes for bicycles and vehicles are included in the FM 552 widening project in accordance with this policy and consistent with local bicycle and pedestrian plans.</p> <p>TxDOT understands that there are initially few pedestrian trips in areas where there are few closely located pedestrian destinations. However, when pedestrian demand increases with additional development, it may be more difficult and more costly to go back and install pedestrian facilities if they were not considered in the initial design.</p> <p>Furthermore, discontinuous sidewalks on one side of the roadway would necessitate additional pedestrian crossings across FM 552 in place of direct routes along each side of the roadway, reducing safety, mobility, and convenience.</p>

Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
7	Steve Teal	5/30/19	Comment Card (drop box)	We are completely against this project. We have lived on 552 for less than 4 years and would have never moved here if we knew this was in the works. We have 2 young children and do not want to live on a 4 lane road. We do not want to relocate our family once again because someone else thinks they know what we need. Please do not move forward with this. Do not disrupt our family.	<p>Comment noted.</p> <p>Based on the traffic projections developed, FM 552 needs capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public.</p> <p>The proposed project is being developed to address the anticipated future increase in traffic demand along a facility that does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that improve mobility and meet anticipated traffic demand.</p>
8	Jonathan Shibley	5/30/19	Comment Card (drop box)	Whispering Oaks street needs turn access both in and out of the street. We propose no raised median in front of Whispering Oaks so residents can access their street coming from Goliad or make a left turn out of the street. Forcing residents to make U-turns to get to their street or get to John King creates a safety hazard.	<p>The raised medians between Clear Bluff Drive to the end of the project were eliminated following the 2014 public meeting. Locations where raised medians are proposed, left turn bays and median openings would be provided at frequent intervals in order to accommodate the turn-around movements and minimize additional travel times.</p> <p>The proposed raised medians are currently under review. Final locations and design details will be determined during the design phase of the project.</p>
9	Paul Pop	5/30/19	Comment Card (drop box)	1. Curvy bridges. Why? In an area that lines up. Recommend: Keep two lane and add middle turn lane, sidewalks, bike lanes, and no raised medians... Thank you.	<p>The proposed bridge on this project is on a straight section of road just east of FM 3549.</p> <p>Based on the traffic projections developed, FM 552 needs capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public. The proposed raised medians are currently under review. Final locations and design details will be determined during the design phase of the project.</p>
				2. Correct the stop sign lanes on 552 at John-King and curvy bridges.	<p>The FM 552 and John King Blvd. intersection will be reconstructed as part of this project and the type of traffic control devices will be determined based on traffic studies.</p>

Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
				<div>3.<ul style="list-style-type: none">This is a bedroom community; not to be a four lane racewayFour lanes will very hard to navigate for our senior citizens and our young driversTwo lane are difficult to get out now more so when it is four!No raised mediansMiddle school area does away with turning into the drop-off area</div>	<p>Based on the traffic projections developed, FM 552 needs capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public.</p> <p>The proposed project is being developed to address the anticipated future increase in traffic demand along a facility that does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that improve mobility and meet anticipated traffic demand.</p> <p>The raised medians between Clear Bluff Drive to the end of the project were eliminated following the 2014 public meeting. Locations where raised medians are proposed, left turn bays and median openings would be provided at frequent intervals in order to accommodate the turn-around movements and minimize additional travel times.</p> <p>The proposed raised medians are currently under review. Final locations and design details will be determined during the design phase of the project.</p>
10	Jerry Wimpee	5/30/19	Comment Card (drop box)	#1 I have post tramatic syndrome – please no bikes in front of my house.	TxDOT proactively plans, designs, and constructs facilities to safely accommodate bicyclists and pedestrians in accordance with the U. S. Department of Transportation (U.S. DOT) Policy Statement on Bicycle and Pedestrian Accommodation. This policy provides requirements on incorporating pedestrian and bicycling facilities into transportation projects. Sidewalks and shared-use lanes for bicycles and vehicles are included in the FM 552 widening project in accordance with this policy and consistent with local bicycle and pedestrian plans.
				#2 Your existing R.O.W. plan makes my lot no conforming with the county rules and regulations.	TxDOT provides just compensation for property impacts and damages in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the TxDOT Right-of-Way Manual. In accordance with these policies, TxDOT will make every effort to reach a just and equitable agreement in the purchase of all right of way needed for the project.
11	Daniel Hanagan	5/30/19	Comment Card (drop box)	Whispering oaks needs a cutout or just a turn lane. It would not conflict with the road across Dalton. It would be too dangerous to be parallel u-turns	<p>The raised medians between Clear Bluff Drive to the end of the project were eliminated following the 2014 public meeting. Locations where raised medians are proposed, left turn bays and median openings would be provided at frequent intervals in order to accommodate the turn-around movements and minimize additional travel times.</p> <p>The proposed raised medians are currently under review. Final locations and design details will be determined during the design phase of the project.</p>

Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
12	Brett Hall	6/12/19	Comment Card (Mailed In)	I am very much opposed to the design of having a raised median on F.M. 552 between 205 and John King that blocks direct access to my neighborhood on Whispering Oaks street. A raised median with no turn lane denies normal and direct access from 552 and creates a safety issue by requiring a motorist traveling east on 552 to go past Whispering Oaks and make a u-turn (in a school zone) to come back to Whispering Oaks. Such a plan also denies people leaving Whispering Oaks from turning directly left (east) onto 552, again requiring a u-turn to go back east on 552. The design creates not only safety concerns, but also just simply cuts off normal access to a neighborhood that has been present for over 20 years. Such a plan also devalues our property. It is requested that the proposed design be changed to either provide a short turn lane, or a flush media in this location by Whispering Oaks. Please refer to my previous email of May 19 th regarding this subject. I believe our County Commissioners are in agreement with this request, as are my neighbors on Whispering Oaks. Please let me know if I can visit with you further regarding this request. Thank you, Brett Hall	<p>The raised medians between Clear Bluff Drive to the end of the project were eliminated following the 2014 public meeting. Locations where raised medians are proposed, left turn bays and median openings would be provided at frequent intervals in order to accommodate the turn-around movements and minimize additional travel times.</p> <p>The proposed raised medians are currently under review. Final locations and design details will be determined during the design phase of the project.</p>
13	Commissioner Cliff Sevier	5/30/19	Verbal (#1 registration form submitted)		Attendee submitted “verbal comment registration form” but did not speak.
14	Anthony J. Roberts, Jr.	5/30/19	Verbal (#2 registration form submitted)		Attendee submitted “verbal comment registration form” but did not speak.
15	Ellen Roberts	5/30/19	Verbal (#3 registration form submitted)	I'm Ellen Roberts, I live at 190 Meadow Ridge Circle. We also have property across the street right of off Farm Road 552 is our business. My husband, I had to take him home, which is why I wasn't here a bit ago. This project is not necessary. We don't need four lanes. We don't need a sidewalk. We don't need a bicycle path and all of this other stuff that you've been talking about. We've been here in this rural district for fifteen years. Our area off of Meadow Ridge has never had one crime. Big trucks come through, people see our properties. They're going to see our farm equipment. There's going to be an increase in crime. Specifically, Farm Road 552, you're taking our store. I have lost people who wanted to buy it for 290,000. My people who have been renting from me for nine years pulled out today. They are no longer renting. So now I have an empty building that I now not only do not have an income but now I'm going to have to pay for an empty building fee for insurance purposes on a building that has no value to anybody except us. There has been no justification for taking all of our property. Talking to TxDOT earlier, you guys can't even agree on where the markers should have been as opposed to where it is now. The two are very much in disagreement. I do not understand how you can sit here and justify telling us that you're going to appraise our property last month, this month, next month, three months from now. You guys don't even know what you're doing. You didn't know what you were doing at the last meeting and you don't know what you're doing at this meeting. The stress that you have put on me as a family and my husband is tremendous where I can't even put a monetary value on it. My husband had to leave. I had to take him home because he passed out again. For the first time in a year he has been standing on his own but tonight he cannot, which is why he is not here now. It is because of this project that his stress level is so high that he can't even speak for himself anymore. I do blame TxDOT because your ineptness has brought unmeasurable harm to a family. I am the soul support of three people that are disabled. I am losing income. I am having to pay out more insurance because you guys can't decide what you're doing.	<p>Based on the traffic projections developed, FM 552 needs capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public.</p> <p>The proposed project is being developed to address the anticipated future increase in traffic demand along a facility that does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that improve mobility and meet anticipated traffic demand.</p>
				We don't need the sidewalk. We don't need a four-lane highway. It goes nowhere. It begins nowhere. Explain it. Thank you.	TxDOT proactively plans, designs, and constructs facilities to safely accommodate bicyclists and pedestrians in accordance with the U. S. Department of Transportation (U.S. DOT) Policy Statement on Bicycle and Pedestrian Accommodation. This policy provides requirements on incorporating pedestrian and bicycling facilities into transportation projects. Sidewalks and shared-use lanes for bicycles and vehicles are included in the FM 552 widening project in accordance with this policy and consistent with local bicycle and pedestrian plans.

Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
16	Scott Carpenter	5/30/19	Verbal (#4 registration form submitted)	I'm Scott Carpenter, I should say, Kenneth Scott Carpenter. I live at 2752 East FM-552, Rockwall 75087. The proposed project impacts my home and increases its proximity to the public road. This causes a safety concern for my family and will damage its market value. We live on a curve and the property on the south side has not been touched. One hundred percent is being taken from my wife and I. I respectfully ask that you-all split the taking so that it's more fair and causes less damage to our property. Thank you.	<p>Based on the traffic projections developed, FM 552 needs capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public.</p> <p>The proposed project is being developed to address the anticipated future increase in traffic demand along a facility that does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that improve mobility and meet anticipated traffic demand</p> <p>The intent of the design is to minimize impacts to developed properties and to minimize displacements and other environmental impacts. Multiple alignment alternatives for FM 552 have been evaluated based on their impacts to adjacent properties and geometric design qualities before selecting the current preferred alignment location.</p>
17	Steve Rinner	5/30/19	Verbal (#5 registration form submitted)	My name is Steve Rinner, I live at 414 Anna Cade. As I look at this project, and having lived out here for 45 years, I don't see the need for it. I drive on Anna Cade every day and down to 552. It's never crowded. You never have to wait a long time to go one way or the other. It makes no sense. And I think what it will do is increase traffic low. Beyond that, you're talking about bicycle lanes. I think curbs and bicycle lanes are lethal. I think we've seen that on John King. If you're going to do something, decent bicycle lanes would be a good plan. Finally, I don't know who is going to walk from 66 to 205 and I applaud their energy. I used to be a runner in my younger days. But the idea of putting a sidewalk on both sides of this road for a five-mile distance is ludicrous, it's just ludicrous. So, I don't know where all this stuff comes from, but I sure wish you'd take it back.	<p>Based on the traffic projections developed, FM 552 needs capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public.</p> <p>The proposed project is being developed to address the anticipated future increase in traffic demand along a facility that does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that improve mobility and meet anticipated traffic demand.</p> <p>TxDOT proactively plans, designs, and constructs facilities to safely accommodate bicyclists and pedestrians in accordance with the U. S. Department of Transportation (U.S. DOT) Policy Statement on Bicycle and Pedestrian Accommodation. This policy provides requirements on incorporating pedestrian and bicycling facilities into transportation projects. Sidewalks and shared-use lanes for bicycles and vehicles are included in the FM 552 widening project in accordance with this policy and consistent with local bicycle and pedestrian plans.</p>
18	Ryan Griffith	5/30/19	Verbal (#6 registration form submitted)	Actually, my questions were answered. I am in agreement with the previous speaker. Ryan Griffith, 3527 North Stodghill Road, but I have property, quite a bit of property, that borders FM 552 but that's all I have to say. I had some questions about my approach was not shown on the drawings but those have been answered. Thank you.	Comment noted.
19	Jeff Rickert	5/30/19	Verbal (#7 registration form submitted)	Jeff Rickert, I live at 2699 Whispering Oaks, Rockwall 75087. So, first of all, I don't understand the whole purpose of this project. In my understanding the purpose was to build John King to divert traffic off of 205. So, when John King comes in north of 205 that was the purpose of that being built was to have that property there be used to force traffic to go around. And now you're going to be building a road to encourage more traffic through there. So, the purpose of widening our road is only going to make more traffic down that street. And so, also, the other thing is, if you're trying to encourage and make a bigger area to have more traffic, there's a new elementary school that's going in right there, too. So, for the safety of the kids you don't want to encourage more traffic in that area.	<p>Based on the traffic projections developed, FM 552 needs capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public.</p> <p>The proposed project is being developed to address the anticipated future increase in traffic demand along a facility that does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that improve mobility and meet anticipated traffic demand. Improvements to SH 66 and John King Blvd. (SH 205 re-designation) are under evaluation through separate projects and will be implemented in accordance with the transportation planning documents of the region and availability of funds.</p>

Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
				I live on Whispering Oaks, which, right now, according to the plans, does not have a way for me to turn left. The only way I can get out of my street is to turn right. And then what we've been told from some of the TxDOT people is that we should just be able to flip a U'ey. Well, if you're going to be encouraging traffic and this place is going to get busier, making a U-turn is not any safer than what you're proposing to do. I propose, if you're going to do something like that, over there at Stone Creek they have multiple entrances and exits. I say if you're going to do that, then you would move it over and give us right-of-way to turn left and right as opposed to them. But ideally the best thing was to not have a raised median at all. You're putting a raised median just in that section down to John King. Take that whole thing out. Let everybody be able to turn left and right out of that whole area just like you have it further down the road.	<p>The raised medians between Clear Bluff Drive to the end of the project were eliminated following the 2014 public meeting. Locations where raised medians are proposed, left turn bays and median openings would be provided at frequent intervals in order to accommodate the turn-around movements and minimize additional travel times.</p> <p>The proposed raised medians are currently under review. Final locations and design details will be determined during the design phase of the project.</p>
				The right-of-way, like we talked about and some of the gentlemen said the same thing earlier, they're taking the majority of the property from the county side. If you're going to do that, I think it at least should be equal, take it from both sides. Don't just take from the property owners that live on the county side.	The intent of the design is to minimize impacts to developed properties and to minimize displacements and other environmental impacts. Multiple alignment alternatives for FM 552 have been evaluated based on their impacts to adjacent properties and geometric design qualities before selecting the current preferred alignment location.
				If you're going to do a sidewalk or something like that, put it to the city side. There's not a lot of F-M roads that need sidewalks. And this would be one of the only ones that I know that is going to have that down the road. And like I said, I think the biggest thing is I really think you need to focus on improving John King if you're wanting to divert traffic.	<p>TxDOT proactively plans, designs, and constructs facilities to safely accommodate bicyclists and pedestrians in accordance with the U. S. Department of Transportation (U.S. DOT) Policy Statement on Bicycle and Pedestrian Accommodation. This policy provides requirements on incorporating pedestrian and bicycling facilities into transportation projects. Sidewalks and shared-use lanes for bicycles and vehicles are included in the FM 552 widening project in accordance with this policy and consistent with local bicycle and pedestrian plans</p> <p>TxDOT understands that there are initially few pedestrian trips in areas where there are few closely located pedestrian destinations. However, when pedestrian demand increases with additional development, it may be more difficult and more costly to go back and install pedestrian facilities if they were not considered in the initial design.</p> <p>Furthermore, discontinuous sidewalks on one side of the roadway would necessitate additional pedestrian crossings across FM 552 in place of direct routes along each side of the roadway, reducing safety, mobility, and convenience.</p>

Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
20	Paul Pop	5/30/19	Verbal (#8 registration form submitted)	<p>Paul Pop, 241 Windy Lane. My first point is we're a bedroom community. We've got two schools, there's a third elementary school, another elementary school coming in. We don't need four lanes of traffic speeding through. I'm fine with two lanes and putting in a middle turn lane, sidewalks for the schools is great. But four lanes is just too much traffic too fast. We're a community with senior citizens, with young drivers, that's a lot to navigate.</p> <p>And my concern is, also, the follow-through that you all do while you're drawing things, like right here. The turn lanes for parent drop-off, you do away with it. It's no longer on the map. This is the drop-off over here and you do away with that turn lane for the parents that line up in to drop off and pick up kids. Another concern I had was like your John King stop sign. I don't know if any of you all noticed this, but the stop sign, if you're at 552, the left turn lane extends beyond where you are in the street. You can't see the cars on your left. And the cars on the left can't see you trying to go straight. And a lot of accidents happen. And you all one time repaved the area and drew the lines back like they are now. It's crazy. And that kind of thinking really bothers me. The idea, also, of the two curvy bridges we have in this area, this is an area that ices up. We don't have heavy snows, we have ice on bridges. We have a bridge that curves twice. On ice you go straight, you can't curve. Why would you-all build curvy bridges? I question a lot of your thought processes there. This makes me say no to all these wild designs of four lanes. Let's keep it simple, turn lane in the middle. Remember, it's a bedroom community with children and senior citizens.</p>	<p>Based on the traffic projections developed, FM 552 needs capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public.</p> <p>The proposed project is being developed to address the anticipated future increase in traffic demand along a facility that does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that improve mobility and meet anticipated traffic demand.</p> <p>The raised medians between Clear Bluff Drive to the end of the project were eliminated following the 2014 public meeting. Locations where raised medians are proposed, left turn bays and median openings would be provided at frequent intervals in order to accommodate the turn-around movements and minimize additional travel times.</p> <p>The proposed raised medians are currently under review. Final locations and design details will be determined during the design phase of the project.</p> <p>The FM 552 and John King Blvd. intersection will be reconstructed as part of this project and the type of traffic control devices will be determined based on traffic studies.</p> <p>The proposed bridge on this project is on a straight section of road just east of FM 3549.</p>
21	Rudy Banuelos	5/30/19	Verbal (#9 registration form submitted)	<p>Hello. Rudy Banuelos, 2707 Whispering Oaks, Rockwall, Texas. Like the gentleman earlier, I don't understand it. I don't think anyone does. To me, you guys have created this grand plan, like, this dream scenario of infrastructure that makes sense in a development before houses and other infrastructure in place. But that's not the case here. We have two houses that face 552 between 205 and John King.</p> <p>What in the world do we need a sidewalk anywhere near those houses, much less on the other side where there are no residential development as of yet? The sidewalks make zero sense.</p>	<p>Based on the traffic projections developed, FM 552 needs capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public.</p> <p>The proposed project is being developed to address the anticipated future increase in traffic demand along a facility that does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that improve mobility and meet anticipated traffic demand.</p> <p>TxDOT proactively plans, designs, and constructs facilities to safely accommodate bicyclists and pedestrians in accordance with the U. S. Department of Transportation (U.S. DOT) Policy Statement on Bicycle and Pedestrian Accommodation. This policy provides requirements on incorporating pedestrian and bicycling facilities into transportation projects. Sidewalks and shared-use lanes for bicycles and vehicles are included in the FM 552 widening project in accordance with this policy and consistent with local bicycle and pedestrian plans.</p>

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				The one thing I keep going back or hearing from others is the safety. Like when you're talking U-turns, especially some of the blind spots on 552, when cars are coming westbound and you're expecting cars to turn in front of those cars that can't see on the blind spot, I'm fearful of that. I'm a dad, a husband. My wife and kids, we go to all three schools and I'm concerned for the safety of my kids. I wholeheartedly disagree with everything you're doing. I'm not saying that improvements can't be made in all of our lives, especially with our streets and highways, but what you all's plan is makes absolutely no sense. Thank you.	<p>The raised medians between Clear Bluff Drive to the end of the project were eliminated following the 2014 public meeting. Locations where raised medians are proposed, left turn bays and median openings would be provided at frequent intervals in order to accommodate the turn-around movements and minimize additional travel times.</p> <p>The proposed raised medians are currently under review. Final locations and design details will be determined during the design phase of the project.</p>
22	Jonathan & Sarah Shibley	5/30/19	Verbal (#10 registration form submitted)	Jonathan Shibley, 2702 Whispering Oaks. Our primary concern is that Whispering Oaks streets need turn access both in and out of the street. We propose that there will be no raised median in front of Whispering Oaks so residents can access their street coming from Goliad or make a left turn out of the street. By forcing us to make these turns and make U-turns, going either way, it's a major safety hazard so that's our biggest concern.	<p>The raised medians between Clear Bluff Drive to the end of the project were eliminated following the 2014 public meeting. Locations where raised medians are proposed, left turn bays and median openings would be provided at frequent intervals in order to accommodate the turn-around movements and minimize additional travel times.</p> <p>The proposed raised medians are currently under review. Final locations and design details will be determined during the design phase of the project.</p>
				Sarah Shibley: I echo, there's a lot of Whispering Oaks families here tonight representing our streets. And all of us are in complete agreement that this whole plan of widening it to four lanes is by no means necessary at all. We got here at 6:00 and just talking for an hour with the different TxDOT people, hearing them say the different medians and the turn lanes or no turn lanes was all about safety. But if you're going from Whispering Oaks and making these U-turns and with the addition in a year, I believe it's a year, of the new elementary school going in right off of Greenway, you'd be forcing all of our residents to be doing all of these U-turns. And to me, that's crazy to be telling all of the residents and visitors of our streets to make U-turns when there's elementary kids at different times of the day coming and going along with parents. We have a new, as of two months ago, driver and there are a bunch of kids on our streets that are coming up to be new drivers and just asking them to navigate through these non-purposeful medians, to me, is absolutely insane. So, I ask that you will take that into consideration to, for one, not do the project at all, make improvements as needed with turn lanes. But there's no reason for a raised median. There's no reason for a four-lane highway with John King right there. It just really makes no sense. I just ask that you will take these comments into consideration. You don't live here. This is not your neighborhood. But we care and we care about our safety more than what you believe to be safe.	<p>Based on the traffic projections developed, FM 552 needs capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public.</p> <p>The proposed project is being developed to address the anticipated future increase in traffic demand along a facility that does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that improve mobility and meet anticipated traffic demand.</p>
23	James Rector	5/30/19	Verbal (#11 registration form submitted)	My name is James Rector. I live at 196 East FM-552, in other words, I'm right behind 7-Eleven. I've got 360 feet across the front there with trees that are forty, fifty feet tall. When you drive by there, you would not even know I live back there, it's that nice. When I saw this thing come up and been reading about this thing and talking with my neighbors for the last couple of weeks, I agree with the couple that just came up here. We don't need these medians, nothing raised. We got a lot of folks like myself getting older and these young kids. If an ambulance needs to come down there, if a fire truck needs to come down there, if it comes down 205 he's in trouble. I'm on the north side of 552. He wouldn't be able to get in there. There's a lot of concern there, too.	<p>The raised medians between Clear Bluff Drive to the end of the project were eliminated following the 2014 public meeting. Locations where raised medians are proposed, left turn bays and median openings would be provided at frequent intervals in order to accommodate the turn-around movements and minimize additional travel times.</p> <p>The proposed raised medians are currently under review. Final locations and design details will be determined during the design phase of the project.</p>
				Again, all of the land has all been taken from the north side and not next to Tom Thumb, Comet Cleaners, the other places.	The intent of the design is to minimize impacts to developed properties and to minimize displacements and other environmental impacts. Multiple alignment alternatives for FM 552 have been evaluated based on their impacts to adjacent properties and geometric design qualities before selecting the current preferred alignment location.

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				I've been out there twenty years, so I've seen all this coming up. The problem is, like they said, we don't have the traffic on 552, really don't. That's all I've got to say. Thanks.	<p>Based on the traffic projections developed, FM 552 needs capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public.</p> <p>The proposed project is being developed to address the anticipated future increase in traffic demand along a facility that does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that improve mobility and meet anticipated traffic demand.</p>
24	Christine Rinner	5/30/19	Verbal (#12 registration form submitted)	Christine Rinner, I live at 414 Anna Cade Road, Rockwall 75087. This is the third of these hearings I've attended over the years. The first one was in 2014. It's taken us five years to get to this. The proposed let date is 2023. That's only another four years. Things are moving slowly, which is fortunate. It appears to me that there has been a lot of talk about what to do with 552 without ever showing or documenting in a way to convince us, the people who live out here, that there is a need for this at all. I would wonder, what is the benefit? Who is benefitting? Who or what is at the east end and who or what is at the west end that makes the widening of 552 so necessary? We've been here for 45 rears. And, sure, there's a little more traffic there than there was, but there's not very much. There's a little bit in the morning by the school, that's it, and it's temporary. I'm having trouble believing this project has been justified. What is the funding for this project? Is there funding for the project? We haven't been given a source for this yet. And last, but not least, is to just pay attention to the website, the name of the website for this project, which is, keep it moving Dallas. We aren't Dallas. And we are not even a close suburb of Dallas. We're certainly not urban and I don't believe it's necessary. I would like to see at the next hearing we have for this if you would come back and document, show us what's the statistics, what information you have that shows that there is a need for this. Come back with answers for the funding, answers to who or what or what development or whatever is going on at the east end or at the west end that makes it so necessary to widen this road between two rural points. Thank you.	<p>Based on the traffic projections developed, FM 552 needs capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public.</p> <p>The proposed project is being developed to address the anticipated future increase in traffic demand along a facility that does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that improve mobility and meet anticipated traffic demand.</p> <p>The TxDOT Dallas District office plans, designs, builds, operates and maintains the state transportation system in Collin, Dallas, Denton, Ellis, Kaufman, Navarro and Rockwall Counties. The TxDOT Dallas District maintains the keepitmovingdallas.com website referred to by the commenter, to provide information related to the different transportation related projects within these counties.</p> <p>The latest estimated cost for the proposed improvements is approximately \$61 million. This project is not yet funded.</p>
25	Stephanie Hernandez	5/30/19	Verbal (From Floor)	My name is Stephanie Hernandez. We live at 119 High Glen Circle. We've lived here for five years. When we bought we had no idea what your plan was to take a lot of our property, including our fence and the row of trees and puts you that much closer to my bedroom window. So that lowers the value.	<p>TxDOT provides just compensation for property impacts and damages in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the TxDOT Right-of-Way Manual. In accordance with these policies, TxDOT will make every effort to reach a just and equitable agreement in the purchase of all right of way needed for the project.</p> <p>Changes in property values are inevitable and subject to market conditions. Improved accessibility, traffic flow, and safety are all likely benefits to land values. The proposed improvements would provide an increase in accessibility and a safer, more efficient route of transportation for those traveling to and from their homes and workplaces, as well as other destinations located throughout the area.</p>

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				As she was saying of our property, we're right across the street from your business. And besides the fact that it doesn't seem that we need four lanes, it's hard for me to understand how you can't widen 66. It runs parallel. It goes to the same place, John King, which would take you up to 205. It seems redundant and pointless and hopefully you-all reconsider that. Thank you.	<p>Based on the traffic projections developed, FM 552 needs capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public.</p> <p>The proposed project is being developed to address the anticipated future increase in traffic demand along a facility that does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that improve mobility and meet anticipated traffic demand. Improvements to SH 66 and John King Blvd. (SH 205 re-designation) are under evaluation through separate projects and will be implemented in accordance with the transportation planning documents of the region and availability of funds.</p>
26	Richard Langley	5/30/19	Verbal (From Floor)	Richard Langley, 2401 Sandstone Court. It should be obvious to you by now that at least the plans you've drawn up have certain drawbacks, taking people's property to a lack of proper safety guidelines. You make it sound like a field of dreams. You build it, they will come. And we've got to come through Rockwall now from traffic is these big tractor-trailer rigs that come in one after another. That's where your effort needs to be spent is to disperse some of that traffic out. You've got three highways going through Wylie and Sachse. You've got George Bush. You just spread some of the traffic out and that would take care of a lot of your problems. But just to continually build roads that flow things into 30, when 30, several years down the road to being completed, makes no sense. It's all going to bottleneck right at Rockwall. I think your planning is poor in several areas. Thank you very much.	<p>Based on the traffic projections developed, FM 552 needs capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public.</p> <p>The proposed project is being developed to address the anticipated future increase in traffic demand along a facility that does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that improve mobility and meet anticipated traffic demand. Based on the traffic projections developed, FM 552 needs capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public.</p>
27	Jody Davis	5/30/19	Verbal (From Floor)	I'm Jody Davis, I live at 118 High Glen Circle in Royce City address, 75189. We're also a corner lot. We bought our home three and a half years ago. We had no idea about this project. So, I don't know if we just messed up and didn't do enough research or we had no idea about the 2014 proposal of this. So, we didn't know about the history. We would not have bought our home had we known this. We're going to lose some land, being on a corner lot. And we're going to have to move our family three and half years after we moved here with two young children. Hopefully we won't lose money in that process. We don't want two small children playing in our yard by a four-lane road. That's not why we bought the house. We bought it by a country road. So, I'm sure nothing illegal was done and maybe we didn't do enough research. It does feel like not enough communication or maybe even unethical people trying to buy property in the area to not be notified. And it could be just how life turns out sometimes. We'll roll with it. But we are going to lose land. We are going to be affected, obviously.	TxDOT provides just compensation for property impacts and damages in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the TxDOT Right-of-Way Manual. In accordance with these policies, TxDOT will make every effort to reach a just and equitable agreement in the purchase of all right of way needed for the project.
				It doesn't seem like it's necessary to us either.	<p>Based on the traffic projections developed, FM 552 needs capacity improvements to maintain an acceptable level of operation throughout the corridor without compromising the safety of the traveling public.</p> <p>The proposed project is being developed to address the anticipated future increase in traffic demand along a facility that does not meet minimum design standards for travel lane widths, horizontal and vertical geometry, and drainage. The purpose of the proposed project is to construct a facility following current roadway design standards that improve mobility and meet anticipated traffic demand.</p>

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				The raised medians is a concern. As far as a practical concern I have right now, when you're doing construction on patches right now of construction and not this big project. We're on the cul-de-sac and we can't get out and we don't know where the pilot car is sometimes. And we don't know which direction they're going and we're sitting in this cul-de-sac waiting and waiting with our kids in our car and not knowing if it's safe and which way we can go. I'm not an expert on any of this so I don't know. I do know that we need to be able to safely get out of our cul-de-sac, first of all, and hopefully in somewhat of a timely manner so we're not feeling just trapped in our home. Thank you.	<p>The raised medians between Clear Bluff Drive to the end of the project were eliminated following the 2014 public meeting. Locations where raised medians are proposed, left turn bays and median openings would be provided at frequent intervals in order to accommodate the turn-around movements and minimize additional travel times.</p> <p>The proposed raised medians are currently under review. Final locations and design details will be determined during the design phase of the project.</p>