

**FM 740 / FM 548 Improvements Project
Public Hearing Comment Response Matrix**

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
1	Charles Buster	April 16, 2026	Public Hearing Verbal Comment	My name's Charles Buster, I live at [REDACTED]. All I'm interested about is our church, we have a lot of elderly and with a U-turn, we need an exit at our church. Any place there's a place they can turn, somebody's gonna make a U-turn and probably get nailed by another car. So we need a turn lane and I'd like to know how to get that done. Thank you.	Comment Noted. A left turn lane could be facilitated with an additional median opening. Additional median openings would be discussed during the Plans, Specifications, and Estimates (PS&E) stage of the project in coordination with the cities of Forney and Mesquite and Kaufman County.
2	Kourtnee Purcell	April 16, 2026	Public Hearing Verbal Comment	My name is Kourtnee Purcell. My address is [REDACTED] and when I was looking at the picture over here, it showed that our neighborhood is just a big horseshoe, it's just two streets, and it showed no median break or anything to get out to go to I-20. And we have a lot of young drivers and some elderly people. Having them have to take a right all the way to Markout and turn around is silly. Right now, my son to get to college, takes a right, goes down Old Nacogdoches Trail, up to F.M. 1641, and then gets on the highway to go out to Trinity Valley. When we live literally 2 minutes from the highway...but we can't get out. It also concerns me there's not a median break because we have a lot of young drivers and emergency vehicles. I know we had to call emergency services a lot for my dad, who was a quadriplegic, and that cuts down time for them to get into our neighborhood because neither street has an entrance, so they would have to go somewhere they could get in. There's no other way into our neighborhood - no entrance from the highway. When there's a wreck, we are completely shutdown, we cannot get to our neighborhood, unless you can sweet talk the police to let you go. That's all I have to say.	Glenn Cove and Cimarron Trail are both public roads, maintained by Kaufman County. A median opening will be added at Glenn Cove and Cimarron Trail in the design schematic.
3	Rhonda McCaughey	April 16, 2026	Public Hearing Verbal Comment	Hi everybody, my name is Rhonda McCaughey. [REDACTED]. I've lived there for 20 years, and Forney 20 years ago was way different. So I understand that something needs to be done about the road. What I ask is, our little neighborhood is zoned for horses, and most people have horses, and trucks, and trailers, and things, and boats, and they pull them. So for me to have to make a right hand turn and go over to the school and then make a U-turn pulling a horse trailer, that is a very bad idea. For anyone that thinks that's not a bad idea, I invite you all to come and ride with me when I'm pulling my horse and we'll make a U-turn - see how that goes. I would love if there was some way to get out of my driveway and turn left without getting killed. If we all could work that out, that'd be great. My other comment is, I know this is all going to take a while and the money hasn't been appropriated yet. So meanwhile, the road is dangerous, if we could do something about the road in the meanwhile, like change the speed limit and slow people down...how about a traffic light at the intersection of F.M. 548 and Southerncross Trail/F.M. 740? People are trying to make lefthand turns after coming off I-20, and they're getting passed on both sides - it's terrifying. I know this will take a while, but I would ask that meanwhile could you all take a look and see what we can do to make the road safer and perhaps less noisy. Thank you very much.	Comment noted. Additional median openings would be discussed during the Plans, Specifications, and Estimates (PS&E) stage of the project in coordination with the cities of Forney and Mesquite and Kaufman County. Local municipalities may submit a request for a traffic signal through the TxDOT area office. Upon receipt, TxDOT would review the request and conduct a traffic signal warrant analysis. If the analysis indicates that a signal is warranted, TxDOT would collaborate with the city to implement a future signal project depending on funding availability.
4	Rick Smith	April 16, 2026	Public Hearing Verbal Comment	This may seem a little redundant, but I am pastor at the church that Charles Buster was referring to, [REDACTED], just about a quarter mile north of I-20. Of course we have the same issue. My first comment, I'm a little disappointed in the timing. This should have been dealt with 5 years ago, minimum, and not today. Forney 40 years ago was said it was gonna double in size in a very short amount of time, and it did, and nothing's been done yet and now we're getting ready for a bunch of construction which is going to make what is a problem a much worse problem for a longer period of time as we will now have construction work going on. Thank you for having this meeting tonight, I appreciate it. I would like to propose, as the other speakers have proposed before me, I don't understand the grass median at all. A grass median is going to be expensive to maintain. If you take away a median and make a left turn lane in the middle, it'll solve two issues. One, the traffic will continue to flow and not stop behind you while you're waiting to turn. Two, it's a safety issue. We have had many wrecks, I know many of you are familiar with that, how many accidents had taken place on F.M. 740/548, this would solve that problem. When we first talked about this, couple of years ago when we had our first virtual meeting, we were told compensation would be received around 2024. Now it's 2026, I would like to know if we could have some kind of rough estimate when we could expect some kind of compensation between now and the time the project begins. I am assuming we will be able to negotiate that price when we receive an offer if we don't agree with it. Hopefully we can negotiate with some kind of liaison or lawyer. Thank you very much.	Comment noted. A left turn lane could be facilitated with an additional median opening. Additional median openings would be discussed during the Plans, Specifications, and Estimates (PS&E) stage of the project in coordination with the cities of Forney and Mesquite and Kaufman County. Funding has not been identified for construction; therefore, there is no a confirmed start date for right-of-way acquisition and construction. When right-of-way acquisition begins, the acquisitions process would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Information regarding this act can be accessed and reviewed at: https://www.txdot.gov/business/resources/gp/toolkit/process/row-utilities/acquisition.html . Property appraisals would be performed by an independent certified appraiser hired by TxDOT.
5	Cecil Stewart	April 16, 2026	Public Hearing Verbal Comment	Cecil Stewart, I live at [REDACTED], that's the corner house right there where the big shop is, it joins F.M. 548. I also own the brick house across the street, [REDACTED]. Both of those, TxDOT acquired property for the existing ROW back in 2000, I still have all that. Looks like they'll need a few more feet on both my properties this time. One of the things I would want to say is the last meeting we came to, the only way they said they'd accept comments was by one of these avenues, email, writing, phonecall - so I did that. I made copies and hand delivered them to the address, to the lady we were to give them to at the Mesquite headquarters. Never heard a word. So I feel like our comments just fall on deaf ears. Then I start receiving these right-of-entries from the various affiliates of TxDOT to come on my property to do their due diligence, and I didn't sign it, but I wrote a note saying, "yes as soon as someone will come here and hear me out, even if I'm completely off base and you're going to tell me no, at least give me that courtesy, and then I'll sign the right-of-entry." Never a word, never anything. So I think that's poor on TxDOT's part. One issue I have is when the existing F.M. 548 was built in 2000, opened in 2004, I watched every move of it. They didn't put the ditches deep enough, so now all the drainage that goes down Melody Lane bottlenecks at my house. I've had TxDOT officials, City of Forney officials, and my County Commissioner officials out there. County can't do anything, the drainage ditch behind Chestnut Meadows drains out into TxDOT. The county road drains into TxDOT, and TxDOT ditches are just too high. There's nothing the city or county can do until TxDOT fixes their issue, and I know that nobody in this room caused that. Everybody that caused that issue is dead and gone now. All I want somebody to do is come and look and say "yes there's a problem here that happened when we built it but now's the time to right the ship when we widen this thing, lower the ditches, and then the county and city can have drainage." Fortunately I met Nick tonight, and he's agreed to come out and meet me and address those concerns. I know this a long time down the road and I don't expect someone to jump through hoops, but I do expect someone to acknowledge the problem and it's a perfect opportunity to address this. Nick gave me his card so I'm satisfied with that answer. I do think you should take people's comments and give them a courtesy call. At least acknowledge it. I know I'm short on time, so thank you very much.	TxDOT received all of Mr. Stewart's previous comments from the 2023 Public Meeting. The TxDOT project manager reached out to Mr. Stewart to discuss his drainage concerns in 2023. These concerns were considered in the drainage design. The comment response matrix from the public meeting was not publicly posted previously; however, starting this year, the comment response matrix from public meetings and hearings would be made available for public review. Stakeholders would be notified by email or mail once the comment response matrix is available for viewing. The proposed TxDOT design will accommodate the runoff within the existing right-of-way. All drainage run off will be accounted for with the proposed project drainage design. With the proposed project, drainage along FM 548 would be converted to a curb and gutter with closed storm sewer system. Additionally, the roadway profile of Melody Lane would be adjusted at the intersection that would allow run-off to be conveyed into the closed storm sewer system.

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6	Barbara Morgan [REDACTED]	April 16, 2026	Comment Form	My neighborhood is Lone Star Estates on Glenn Cove. We need a median break either on Glenn Cove or Cimmaron. Going down to the right to make a U-turn to go back to I-20 is already a nightmare! We have young drivers on our streets that don't have the experience. At times, it takes 5-10 minutes to get out of our neighborhood!	Glenn Cove and Cimarron Trail are public roads, maintained by Kaufman County. A median opening will be added at Glenn Cove and Cimarron Trail in the design schematic.
7	Kourtnee Purnell [REDACTED]	April 16, 2026	Comment Form	Either Glenn Cove or Cimmaron Trail need a median break. We can't get out of our neighborhood from Glenn Cove (turning right) because traffic is stopped heading towards I-20 and traffic zooms coming from the highway into Forney. We need a light. When there is an accident on FM 740, the road gets blocked off and we can't get home. We would like an alternative entrance either from highway or somewhere else.	Glenn Cove and Cimarron Trail are public roads, maintained by Kaufman County. A median opening will be added at Glenn Cove and Cimarron Trail in the design schematic. Local municipalities may submit a request for a traffic signal through the TxDOT area office. Upon receipt, TxDOT would review the request and conduct a traffic signal warrant analysis. If the analysis indicates that a signal is warranted, TxDOT would collaborate with the city to implement the signal project depending on funding availability.
8	Fred Threatt [REDACTED]	April 16, 2026	Comment Form	I am concerned about the effect this will have on the value of my home (current value \$1.3). How will I be able to sell in the future and would my property eve be desirable to a buyer...I don't think so. You are taking 40 ft up to 60 ft of my property. During the construction, there will be dust everywhere which will cause a lot of cleaning on my part, plus changing filters after. I have a gate/fence that's \$100,000. Will I be compensated for the cost of tear down and rebuild? My front door will now be in dangerous distance of F.M. 740. Traffic noise will now be almost unbearable. I will have an appraisal done in preparation for a counteroffer against TxDOT's appraisal. Where is the compensation that was promised in 2024? How long in advance of construction will I be notified?	All right-of-way acquisitions would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Information regarding this act can be accessed and reviewed at: https://www.txdot.gov/business/resources/lgp/toolkit/process/row-utilities/acquisition.html . Potential impacts from dust will be minimized during construction using method such as sprinkling water. In reviewing the schematic, it seems like the gate and fence will be impacted by the proposed ROW. An independent appraisal will be done as part of the ROW acquisition process to account for all compensation of any impacted facilities such as gate or fences within the acquisition area. A Traffic Noise Analysis was conducted in accordance with TxDOT's Traffic Noise Guidelines and Federal Highway Administration (FHWA) requirements. Based on the results, noise abatement measures were determined to not be both feasible and reasonable; therefore, no noise abatements are proposed as part of this project. Property appraisals would be performed by an independent certified appraiser hired by TxDOT. Funding has not been identified for construction; therefore, there is not a confirmed start date for right-of-way acquisition and construction. TxDOT routinely coordinates construction updates with the local cities and counties for timing of projects and will have advanced signing in place prior to construction for traveling public awareness.
9	Keith Willis [REDACTED]	April 16, 2026	Comment Form	1) Ending this project at FM 1641 without addressing moving traffic onto US 80 will be bad. Traffic at this intersection is already bad, an improved road from I-20 to US 80 will increase tractor trailer traffic immensely. 2) A solid median will divert local traffic to U-turns currently located at street intersection. These intersections already have accidents and major traffic backups. Diverting additional traffic to these intersections will make the problems worse. 3) Instead of a median, a left-turn lane would reduce U-turn traffic and reduce future maintenance cost.	1) TxDOT has an approved project for the area between FM 1641 and US 80 (CSJ: 1217-01-019). Information can be found at https://www.keepitmovingdallas.com/FM1641 . This FM 740/FM 548 project that ends at FM 1641 takes into consideration the improvements proposed in the approved FM 1641 project. 2 and 3) Raised center medians improve motorist and pedestrian safety by minimizing conflict points, only allowing cross-traffic movements at designated median openings, and providing refuge for pedestrians crossing the road. The proposed intersection configurations are designed based on the traffic volumes for the intersections.
10	Carolyn and Russen Shoulders [REDACTED]	April 16, 2026	Comment Form	I live at [REDACTED]. The first time someone came and put out stakes - 70 ft of my property, now it's 120 ft plus. That takes all the way to my front door. Noise and safety is an issue. I've had to replace my fence and mailbox several times. How is my property that's left being protected and the drivers out of my pond. I don't think I should lose all my property and the property across the street left alone. What about the environment from the construction? No median.	ROW mapping has not begun for this project's ROW acquisition. Therefore, staking might not be confirmed with the ROW map. If the fence and mailbox are impacted by the proposed ROW, the compensation would be addressed as part of the right-of-way acquisition. All right-of-way acquisitions would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Information regarding this act can be accessed and reviewed at: https://www.txdot.gov/business/resources/lgp/toolkit/process/row-utilities/acquisition.html . Property appraisals would be performed by an independent certified appraiser hired by TxDOT. Raised center medians improve motorist and pedestrian safety by minimizing conflict points, only allowing cross-traffic movements at designated median openings, and providing refuge for pedestrians crossing the road. The proposed intersection configurations are designed based on the traffic volumes for the road. A Traffic Noise Analysis was conducted in accordance with TxDOT's Traffic Noise Guidelines and Federal Highway Administration (FHWA) requirements. Based on the results, noise abatement measures were determined to not be both feasible and reasonable; therefore, no noise abatements are proposed as part of this project. A comprehensive environmental review was conducted for the proposed project in accordance with the National Environmental Policy Act (NEPA). Anticipated environmental impacts are minor and have been documented. Measures to avoid, minimize, or mitigate impacts will be implemented as appropriate during design and construction.

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11	Kristi Raschke [REDACTED]	April 17, 2026	Emailed Comment	<p>Good morning Ms. Lo,</p> <p>I own a home at [REDACTED]. In reviewing the documents from the public hearing regarding FM 548 and FM 740 (Southerncross Trail), I wanted to verify if there were plans for a signal light at the intersection of 548 and 740. This area is already congested and difficult to make a left turn from 740 to 548 (headed toward highway 80) today. Increasing traffic flow will be beneficial for the residents of my neighborhood, however having a signal will be necessary for the safety of our residents and children as we increase the traffic on this roadway.</p> <p>Your response will be greatly appreciated! Kristi Raschke [REDACTED]</p>	Comment noted. Local municipalities may submit a request for a traffic signal through the TxDOT area office. Upon receipt, TxDOT would review the request and conduct a traffic signal warrant analysis. If the analysis indicates that a signal is warranted, TxDOT would collaborate with the city to implement the signal project depending on fund availability.
12	Mindy Hensley [REDACTED]	April 17, 2026	Emailed Comment	<p>Hello,</p> <p>I'm writing to express my concerns about the plan to install a complete closed median off 740 and 20, right where we turn into Glenn Cove. I've lived in this neighborhood for over ten years, and this change would create major safety and access problems for our community. With a fully closed median, we would no longer be able to turn directly into our neighborhood. Instead, we would have to drive all the way down the road, find a place to turn around, and then come back just to enter our own street. This is inconvenient, increases traffic, and creates unnecessary risk for drivers. Buses already struggle to make that turn safely. A closed median will make it even harder for school buses and public transportation to access Glenn Cove. Younger and less experienced drivers will also face more difficulty navigating the new traffic pattern.</p> <p>My biggest concern is emergency response. Fire trucks, ambulances, and police vehicles would be forced to drive farther before turning around, delaying their ability to reach us quickly. In an emergency, those minutes matter, and this design could put residents at risk.</p> <p>This change does not make sense for the layout of our neighborhood or the safety of the people who live here. I respectfully ask that this plan be reconsidered and that alternatives be explored that do not restrict access to our homes.</p> <p>Thank you for your time and attention. Sincerely, Mindy Hensley</p>	Glenn Cove and Cimarron Trail are both public roads, maintained by Kaufman County. A median opening will be added at Glenn Cove and Cimarron Trail in the design schematic.
13	Laura Cadena [REDACTED]	April 17, 2026	Emailed Comment	<p>4/17/26 Dear TxDOT Project Manager Grace Lo, P.E. I am a resident of the [REDACTED] and I am writing to express my concern regarding the construction currently underway at the intersection of FM 740 and FM 548. While I understand that the purpose of this project is to improve traffic flow and safety, I am concerned that the planned median will make it significantly more difficult for residents in our neighborhood to enter and exit safely. From what I can see, direct access may be limited, which could require residents to take longer routes or rely on U-turns to reach their homes or leave the area.</p> <p>This change is not only inconvenient but may also create safety concerns, particularly during high-traffic times. In addition, I am worried about how restricted access could impact emergency response times for those living in Glenn Cove.</p> <p>I fully support efforts to improve our roadways; however, I respectfully ask that you reconsider the current design. One possible solution would be to avoid installing a median at this location altogether, or to consider an alternative design that maintains safe, direct access for residents.</p> <p>I would greatly appreciate any updates, additional details about the project. Thank you for your time and consideration.</p> <p>Sincerely, Laura Cadena</p>	Glenn Cove and Cimarron Trail are both public roads, maintained by Kaufman County. A median opening will be added at Glenn Cove and Cimarron Trail in the design schematic.
14	Michele M. Pope [REDACTED]	April 20, 2026	Emailed Comment	<p>Hello,</p> <p>I'm inquiring to find out which properties are impacted that will be displaced. Our property is [REDACTED].</p> <p>Thanks! MICHELE M. POPE</p>	The property at [REDACTED] will not be displaced by the proposed project.
15	Monica MeHarg [REDACTED]	April 22, 2026	Emailed Comment	<p>Good morning,</p> <p>A neighbor has posted the updates concerning changes being made to the 740 portion in front of our neighborhood at Glenn Cove and Cimarron in Forney. The concern I have is not being able to leave out of our neighborhood and turn left to go to hwy 20. Blocking us in and having to make a U-Turn would be very hard to do every single day. We were the second house built in this neighborhood almost 22 years ago and I understand things need to change but blocking an entire neighborhood in seems like a traffic nightmare trying to exit in the mornings.</p> <p>This will also make it difficult for busses to be able to enter, trash trucks, delivery and very importantly ambulances that may need to be able to enter and leave to go to Dallas. I ask that you heavily consider not blocking our entrances.</p> <p>Thank you, Monica MeHarg [REDACTED]</p>	Glenn Cove and Cimarron Trail are both public roads, maintained by Kaufman County. A median opening will be added at Glenn Cove and Cimarron Trail in the design schematic.

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16	Anonymous	April 24, 2026	Emailed Comment	<p>Good Afternoon,</p> <p>I would like to express my concerns about the plans for the expansion of FM740 in Forney, TX regarding the median placements. I reside in Lonestar Estates (Glenn Cv) just north of I-20 and have been made aware that there is no plan to put a median at either of the entrances to Lonestar Estates. This is a very busy neighborhood and we have multiple homes here. Driving almost all the way to I-20 in normally severe traffic to make a dangerous U-turn to get to our neighborhood is not acceptable. We have multiple families, including my own, who have to take our children to school daily during heavy traffic times and that would make our commute much longer and more dangerous. Also, making us drive to the north to do a U-turn to get to I-20 is also very inconvenient for anyone who has to drive that way during their commute. Please take everyone's complaints seriously about adding a median in front of Lonestar Estates.</p> <p>Thank you for your time.</p>	Glenn Cove and Cimarron Trail are both public roads, maintained by Kaufman County. A median opening will be added at Glenn Cove and Cimarron Trail in the design schematic.
17	Jessica Hernandez	April 27, 2026	Emailed Comment	<p>Hello, I am a resident of the Lonestar Estates neighborhood in Forney. I am writing to request that during the construction to expand FM 740 that there be an opening in the median be made at the entrance of either Cimarron trail or at Glenn Cove. It is very concerning that the current plans don't allow for safe left turn entrance or exit of the neighborhood with out being forced to drive a good distance out of the way to make U-turns to make a left turn entrance or exit from our neighborhood. This would make it especially difficult for large vehicles like schoolbuses, garbage trucks, or large delivery trucks to navigate entering and exiting our neighborhood. It is confusing, inconvenient, and unsafe to require drivers to regularly make u-turns into oncoming traffic just to be able to enter and exit the neighborhood. Please reconsider the current plans and make changes to allow a break in the median that allows for safer turning left into and out of our neighborhood.</p> <p>Thank you, Jessica Hernandez</p>	Glenn Cove and Cimarron Trail are both public roads, maintained by Kaufman County. A median opening will be added at Glenn Cove and Cimarron Trail in the design schematic.
18	Roy Bailey & Grady Bailey	April 28, 2026	TxDOT Dallas District	<p>Roy Bailey & Grady Bailey. Bailey Family Living Revocable Trust. Water drainage on the whole property is issue. [REDACTED]. Your road and sidewalk will be too close to the residence. Very unsafe for the residence. The house needs to be bought out. At the meeting several of your reps agreed at the danger, you didn't seem to be concerned. This will be addressed, I would like for you and reps to come out in-person and see this as ALL OF YOU PROMISED last meeting.</p> <p>[REDACTED], you and your reps said I was correct about this road blocking my trucks in and will not be able to get in or out. You cannot block us in and make it to where our Farm business cannot operate. As I told you and City of Forney Rep and County Rep said it is easy fix at this point. The County Rep even said that house is too close to the road is very unsafe and County reqs do not support it. The attitude I received was you don't care, your Rep speech started by saying this improve is all about safety. Really one of your Reps said it appears the bedroom walls will be 15 feet or less from the lane of traffic. I mentioned after your comment that my house was on my side y'all didn't care. I made comment then I would get on the state easement line on my side and dig a pond on the line. I was told no and no structures that close it could affect y'all. So if it puts me in life threatening danger, it's okay, but if it affects y'all it is an issue. Hmm.</p> <p>The County Rep spoke up and said again you cannot do anything that close to the road.</p> <p>Endangering myself and family is an issue and blocking my access for my business of Farm & Ranch (we been there doing this in my family for close over 100 years) is something that will be addressed. Please set a meeting on site and at your office.</p> <p>Roy Bailey</p>	<p>The proposed TxDOT design will accommodate the runoff within the existing right-of-way. For the proposed project, drainage along FM 548 would be converted to a closed storm sewer system under the curb.</p> <p>All right-of-way acquisitions would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Information regarding this act can be accessed and reviewed at: https://www.txdot.gov/business/resources/lgp/toolkit/process/row-utilities/acquisition.html. Property appraisals would be performed by an independent certified appraiser hired by TxDOT.</p> <p>Please reach out to the Kaufman/Rockwall County area office at 972-962-3848 to schedule a site meeting, if needed. For additional questions regarding the schematic design, please reach out to Grace Lo at grace.lo@txdot.gov or 214-320-6627.</p>
19	Bob England	May 1, 2026	Emailed Comment	<p>Please consider a wall/sound barrier along the roads where none exist currently. The traffic is already heavy and will increase with the widening of the roads. With increased traffic the noise levels will increase, as well as the speed of the vehicles as they travel through the area. A wall /sound barrier will help to mitigate the noise and provide, at least, some safety for those whose homes are next to the road, users of the swimming pool, school, and pedestrians.</p> <p>The addition of some stop lights would be helpful to assist residents in accessing the new road from their neighborhoods as traffic and speeds increase.</p> <p>Thank you for your consideration.</p>	<p>A Traffic Noise Analysis was conducted in accordance with TxDOT's Traffic Noise Guidelines and Federal Highway Administration (FHWA) requirements. Based on the results, noise abatement measures were determined to not be both feasible and reasonable; therefore, no noise abatements are proposed as part of this project.</p> <p>Local municipalities may submit a request for a traffic signal through the TxDOT area office. Upon receipt, TxDOT would review the request and conduct a traffic signal warrant analysis. If the analysis indicates that a signal is warranted, TxDOT would collaborate with the city to implement the signal project depending on funding availability.</p>
20	Chris Benard	April 17, 2026	Online Comment	<p>This project will help a lot and I hope it's done ASAP. It takes a long time through very winding roads of dubious quality to get down to 20 from North of Forney. If there's a wreck on 80, as there always is, it is so hard to go west. This would be a vital artery to go west via 20.</p>	Comment noted. The project is currently unfunded for construction. Once funding has been identified, a schedule for the next stages of project development, including right-of-way acquisition, utility relocation, and construction would be developed.
21	David Burnett	April 19, 2026	Online Comment	<p>All the extra lane will do is add more traffic at 1641 until the train tracks are addressed.</p>	TxDOT has an approved project for the area between FM 1641 and US 80 (CSJ: 1217-01-019). Information can be found at https://www.keepitmovingdallas.com/FM1641 . This FM 740/FM 548 project that ends at FM 1641 takes into consideration the improvements proposed in the approved FM 1641 project.

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22	Francis J. Schrenk [Redacted]	April 20, 2026	Online Comment	Request a turning lane be added to allow access to Northstar Self Storage from south bound traffic on FM 740. RVs and towed boats require additional room to turn into the facility. There does not appear to be a safe way for them to make a U-turn to enter the facility.	Comment Noted. A left turn lane could be facilitated with an additional median opening. Additional median openings would be discussed during the Plans, Specifications, and Estimates (PS&E) stage of the project in coordination with the cities of Forney and Mesquite and Kaufman County.
23	Jackson Hurst [Redacted]	April 21, 2026	Online Comment	I approve and support TxDOT's FM 740/FM 548 From I-20 to Southerncross Trail and from Southerncross Trail to FM 1641 Project. The aspect that I love about TxDOT's FM 740/FM 548 From I-20 to Southerncross Trail and from Southerncross Trail to FM 1641 Project is that FM-740 from I-20 to Southerncross Trail and FM-548 from Southerncross Trail to FM-1641 will be widened from 2 lanes to 4 lanes in each direction which will improve safety and reduce congestion in Kaufman County, TX.	Comment Noted.
24	Shelly K [Redacted]	May 4, 2026	Emailed Comment	Good Afternoon, Grace, A four-lane road will not help. All we need to do is provide turn lanes that are long enough. Additionally, the I-20 on-ramp needs to be extended to help.	Comment Noted. TxDOT has a different project for I-20 (CSJ: 0095-13-038, 0095-14-027, 0495-01-071). The proposed project would construct continuous one-way frontage roads in both directions, reconfigure ramps, and widen FM 740 from two lanes to four lanes (six lanes ultimate) at the I-20 intersection.