



FM 1387

Public Meeting Script

SLIDE 1 – Welcome Slide

Hello and welcome to the public meeting for FARM TO MARKET ROAD (FM) 1387 from North Midlothian Parkway to FM 664. We appreciate your interest in this project and thank you for your participation.

Please note, you can pause this presentation at any point to allow more time to review the information.

SLIDE 2 – End the Streak

November 7, 2000 was the last deathless day on Texas roadways and 4,480 people lost their lives in 2021. That's a streak we want to break. Help TxDOT End the Streak of roadway fatalities by buckling up, driving the speed limit, putting down your phone and never driving under the influence of alcohol or other drugs.

SLIDE 3 – Public Meeting Purpose

This public meeting has been convened by the Texas Department of Transportation and is being held to receive and consider comments from the public regarding studies and evaluations of the FM 1387 Project.

You may have attended previous public meetings conducted by the Texas Department of Transportation. However, for the benefit of those of you who have never attended one, we will explain why and how the Department conducts a public meeting.

A public meeting has four essential purposes:

1. To inform the public of the status of planning efforts on the project and present the recommendations based on technical analysis performed to date.
2. To describe the project to the public including known and potential project impacts to the human and natural environment.
3. To provide the public an opportunity to view information and express their ideas and concerns at this stage in the planning process when there is still flexibility to respond to comments and location and design decisions have not been finalized.
4. And finally, to develop a record of public views and participation to accompany recommendations for subsequent decisions.

This public meeting is being held in compliance with both federal and state laws. Documentation of this meeting will be made available for the official record.



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SLIDE 4 – Viewing Project Information

The design schematic and other project information for FM 1387 may be viewed at www.keepitmovingdallas.com/FM1387. The information on this website is the same information being shown in this presentation.

Slide 5 – Project Area

The FM 1387 project limits are from North Midlothian Parkway east to FM 664 (also known as Ovilla Road). The total project length is approximately 5.7 miles and is located in Ellis County, Texas. The project is located within the cities of Midlothian and Waxahachie. Two alignments from Longbranch Road to FM 664 are shown and being considered for the proposed project. The north alignment is shown in pink and the south alignment is shown in red. Both alignments are presented for public input and comment.

SLIDE 6 – Project Details

This public meeting will cover current TxDOT efforts regarding proposed improvements to FM 1387. These improvements would reconstruct the route and include widening the existing two-lane rural roadway to a four-lane urban roadway (ultimately six-lanes) including intersection improvements, shared use path, and sidewalks.

From north Midlothian Parkway to just west of Longbranch Road, the proposed project follows the existing FM 1387 for a distance of approximately 4 miles.

Other improvements would include construction of either a north or south alignment along FM 1387 from Longbranch Road to FM 664. The north alignment extends approximately 1.3 miles following the existing FM 1387, for a total of approximately 5 miles.

The south alignment extends approximately 1.8 miles for a total of approximately 6 miles.

SLIDE 7 – Proposed Alignments

TxDOT has worked with Ellis County and local leaders to identify roadway alignments that meet the purpose and need of the project. Two alignments were identified and shown on the screen. The north alignment is shown in pink and the south alignment is shown in yellow. These alignments are being presented to gather public input and feedback.



SLIDE 8 – Proposed Alignments Matrix

An evaluation of the proposed alignments was conducted, and a matrix was developed using quantitative and qualitative analysis to compare the no-build, the north alignment and the south alignment. The alignments matrix is used to help score the improvement alternatives. Some major criteria evaluated include: engineering and design features, community and socio-economic impacts, environmental impacts, access and mobility, and project costs.

In addition to public meeting feedback, TxDOT will conduct further evaluation and coordination with stakeholders on the alignment to minimize impacts. A larger version of this matrix exhibit board can be viewed online at www.keepitmovingdallas.com/FM1387.

SLIDE 9 – Project Purpose and Need

The purpose of the proposed project is to provide improvements to increase mobility, improve connectivity and to meet safety design standards.

The proposed project is needed to reduce traffic congestion, improve connectivity and enhance safety of vehicles and pedestrians, and to address current design standards.

SLIDE 10 – Existing Typical Section

The existing FM 1387 facility between North Midlothian Parkway in Midlothian, Texas to FM 664 in Ellis County, mostly consists of two undivided 12-foot-wide lanes and 2-foot-wide shoulders. Within the project limit, FM 1387 is intersected by four major roads including North Midlothian Parkway, Walnut Grove, Longbranch Road, FM 664, and other minor connectors and local roads. Existing right of way width within the corridor varies between 80 and 100 feet.

SLIDE 11 – Proposed Typical Section

The proposed project would include the expansion of the current 2-lane rural roadway to an interim 4-lane urban roadway (ultimate 6-lanes) with a raised median to provide additional capacity, improve safety and accommodate for a future lane in each direction.

Improvements would consist of two lanes in each direction, with lane widths varying from 11-foot to 12-foot wide depending on ROW restrictions, a 10-foot shared use path in the westbound direction, a 5-foot sidewalk in the eastbound direction, and intersection improvements, with turn lanes where applicable, at side and cross streets.

The typical proposed right-of-way (ROW) would be approximately 140 feet wide, with the minimum and maximum ROW width ranging from 120 feet to 300 feet, respectively.



SLIDE 12 – Right of Way

The proposed project would, subject to final design considerations, require approximately 33 acres of proposed ROW on both sides of FM 1387 and potentially displace ten residences along the FM 1387 corridor, west of Longbranch Road.

The North Alignment would require approximately an additional 11 acres, totaling approximately 44 acres of proposed ROW.

The South Alignment would require approximately an additional 38 acres, totaling approximately 71 acres of proposed ROW.

Relocation assistance is available for displaced persons and businesses. All right of way acquisition would be completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Information about the TxDOT Relocation Assistance Program and services and benefits for those displaced and other affected property owners, as well as information about the tentative schedule for right-of-way acquisition and construction, can be obtained by contacting TxDOT's district office or visiting the project website.

SLIDE 13 – Projected Cost and Schedule

The proposed project is anticipated to be Ready to Let by Fall 2025. "Letting" is when TxDOT notifies the construction community that a project is ready to be bid on. Construction on a project begins after the letting process is complete. The estimated project cost is dependent on the chosen alignment constructed. The North Alignment has an estimated total cost of \$131 million, while the South Alignment has an estimated total cost of \$136 million. Partial funding has been identified and the costs are subject to change. The project cannot be let until full funding has been identified.

This concludes the project information and design portion of the presentation. The next few slides will provide an overview of the environmental evaluation for the proposed FM 1387 project from North Midlothian Parkway to FM 664.

SLIDE 14 – NEPA Assignment to the TxDOT

Prior to December 16, 2014, the Federal Highway Administration, or FHWA, reviewed and approved documents prepared under the National Environmental Policy Act, known as NEPA; however, on December 16, 2014, the Texas Department of Transportation assumed responsibility from FHWA through a Memorandum of Understanding to review and approve certain assigned NEPA environmental documents. This Memorandum of Understanding between TxDOT and FHWA was updated on December 9, 2019. The review and approval process applies to this project.



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Environmental studies will begin later this year to support an environmental clearance in accordance with NEPA. These environmental analyses are necessary to identify, avoid, minimize and mitigate impacts to the human and natural environment.

Notices for this public meeting were advertised in *The Dallas Morning News*, *Midlothian Mirror*, *Waxahachie Daily Light*, and *Al Dia* and on www.keepitmovingdallas.com under "Public Hearings and Meetings." The TxDOT Public Information Office also prepared a news media release to advertise the public meeting. The TxDOT roadway design schematics are available on the project website at www.keepitmovingdallas.com/FM1387.

SLIDE 15 – Environmental Constraints

The study's Environmental Constraints Map is used to help planners and engineers determine the least impactful method to fulfill the purpose of the project. Some environmental constraints along the corridor include residential structures, businesses, parks, streams, schools, a fire station, floodplains, wetlands, historical markers, and more. Environmental studies will begin later this year. This map can be viewed at full size on the project website.

SLIDE 16 – Project Timeline

A detailed timeline is shown on the screen and can also be viewed on the project website. Following this public meeting, the project design will be refined per public input. After further schematic design development and environmental studies, a public hearing is anticipated to be held in Summer 2023 before final design and adjustments. The project is anticipated to be ready to let in Fall 2025, contingent on funding.

SLIDE 17 – We Request Your Feedback

Following this public meeting, the study team will proceed with the preparation of the schematic design and environmental analysis and documentation. Your comments will be addressed in this document and will be given full consideration in the preparation of the final recommendations and design for FM 1387 from North Midlothian Parkway to FM 664.

Comments will be accepted in several ways as listed on the screen.

Comments must be received or postmarked within 15 days of the meeting date, which is Thursday, September 15, 2022, to be part of the official public meeting record.

SLIDE 18 – Thank You

We sincerely appreciate your participation and interest concerning proposed improvements to FM 1387. Your questions, comments, and concerns will receive careful consideration. Thank you, this concludes the presentation.