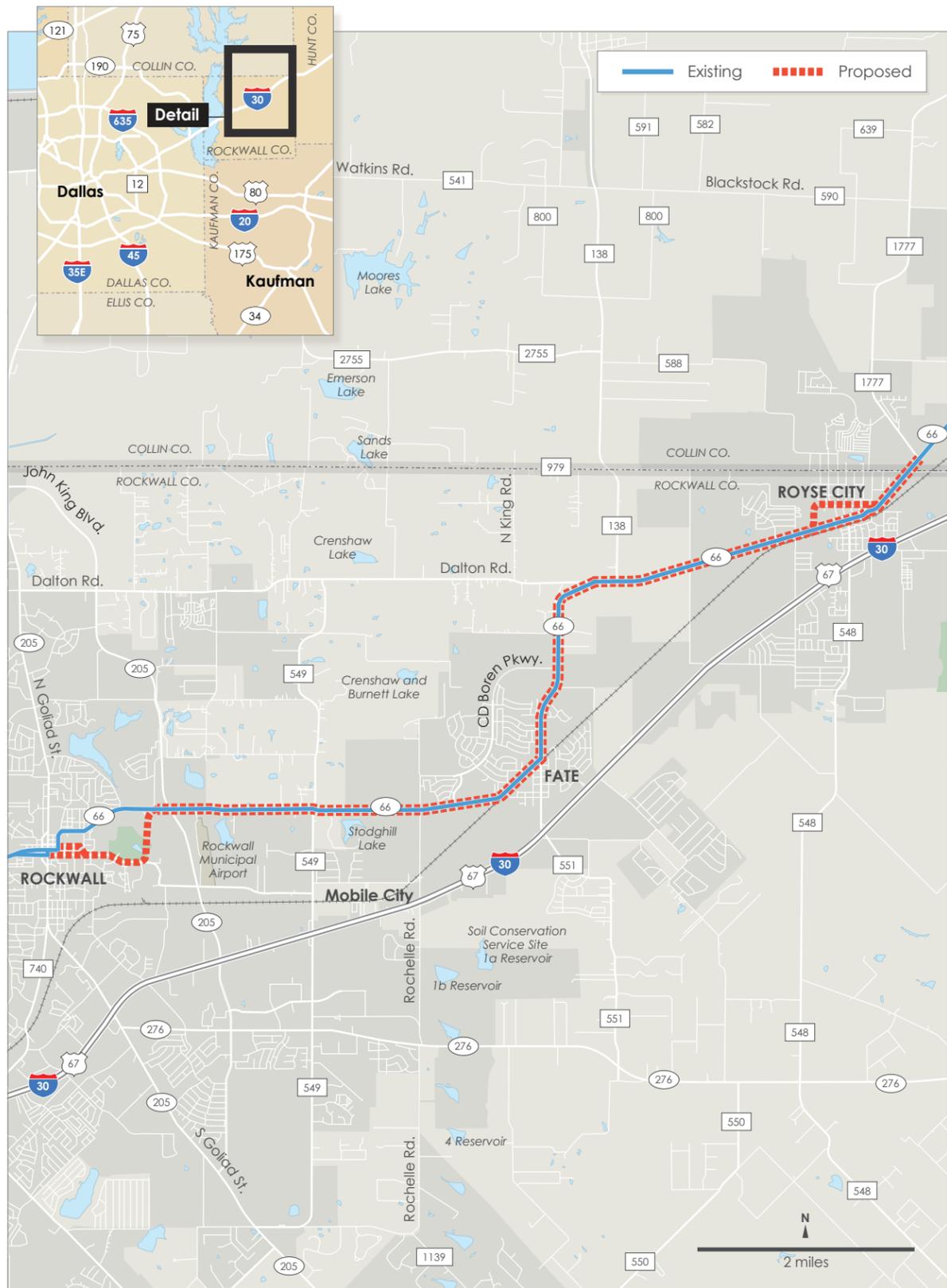
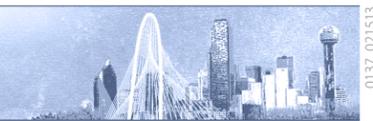




# SH 66 PROJECT



NOTE: Highlighted areas are not drawn to scale.

TxDOT graphic

## SH 66 PROJECT – CONCEPT DOCUMENT

The Texas Department of Transportation (TxDOT) in conjunction with Rockwall County is undertaking preliminary design plans for improvements to SH 66. The study area includes improvements to SH 66 from SH 205 in the City of Rockwall to FM 1777 in Royse City (approximately 10 miles). The SH 66 Project would increase mobility and improve safety by bringing the roadway to current design standards for a low speed, curbed urban facility.

### RECOMMENDATIONS

**Ultimate:** From SH 205 to Clark Street in Rockwall, SH 66 is proposed to be realigned as two-lane, one-way couplets along Washington Street and Rusk Street. From Clark Street to John King Boulevard, SH 66 is proposed to be realigned as a four-lane divided roadway located south and east of Harry Myers Park. From John King Boulevard to Erby Campbell Boulevard, SH 66 is proposed to be widened to a six-lane divided roadway. From Erby Campbell Boulevard to Josephine Street in Royse City, SH 66 is proposed to be realigned and converted to two-lane, one-way couplets located along Main Street and Church Street. From Josephine Street to FM 1777, SH 66 is proposed to be widened to a four-lane divided roadway.

**Interim:** Prior to construction of the ultimate improvements, TxDOT is proposing a rehabilitation project to improve the pavement structure and shoulders along SH 66. These interim improvements are tentatively scheduled to be constructed in 2016.

### SH 66 PROJECT STATUS

**Preliminary Total Project Cost:** \$126.4M (includes construction, utility relocation, ROW acquisition, and design).

**Funding:** No funding has been allocated for the ultimate improvements. Safety bond funding has been allocated for the interim, rehabilitation improvements. Only preliminary environmental investigation has been conducted.

**Environmental Assessment:** An environmental assessment has not been developed to date.

**Right-of-Way Acquisition:** Right of Way (ROW) would not be acquired until the project develops an approved environmental assessment that has received a Finding of No Significant Impact (FONSI). Due to funding constraints, there is currently no set timeline for the acquisition of ROW.

**Construction:** Construction of the ultimate project would not begin until the project's environmental assessment has received a Finding of No Significant Impact (FONSI). The region's Metropolitan Transportation Plan currently shows the ultimate improvements to SH 66 will be operational by the years 2030 to 2035, depending on location. To date, no funding has been allocated towards construction of the ultimate project.

### SH 66 OVERALL SCHEDULE

- Preliminary TxDOT Approval of Draft Schematic – 2nd Quarter 2013
- Environmental Document Clearance – TBD
- Ultimate Construction Plans – TBD
- Right-of-Way Acquisition and Utility Relocation – TBD
- Ultimate Construction – TBD (MTP states between 2030 and 2035).

### PROJECT GOALS

The original construction plans for SH 66 were completed in the year 1919, and the roadway does not meet current design criteria. The aging roadway requires ever increasing maintenance to provide a safe, drivable pavement surface. Additionally, the North Central Texas Council of Governments (NCTCOG) is projecting that Rockwall County will experience a 120% population growth and 125% employment growth between the years 2010 and 2035. The goal of the SH 66 Project is to develop a plan that would improve mobility throughout the corridor, increase people and goods carrying capacity, and enhance safety. The project would provide a design for local, regional, and state governments to plan around.

### THE PROCESS

The project is following the guidance of the National Environmental Policy Act (NEPA). The alternatives analysis, schematic, and preliminary environmental studies for the SH 66 Corridor Study are ongoing. City and county staff have been frequently engaged to provide direction regarding the proposed ultimate improvements. The study's public involvement process includes elected official briefings, public meetings, and coordination with individual property owners. TxDOT continues to seek feedback and guidance from the public and cities of Rockwall, Fate, and Royse City.

### STAKEHOLDER DIRECTION

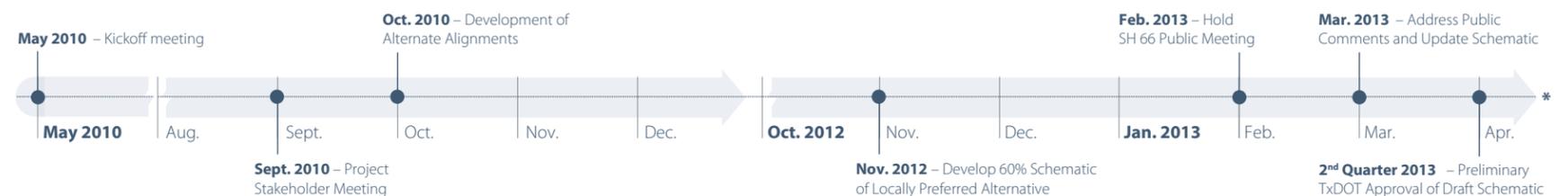
Coordination with the corridor stakeholders during the alternatives analysis process has led to recommendation of this locally preferred alternative. This locally preferred alignment has been developed into a preliminary schematic that depicts the number of lanes, access, geometric design, and right-of-way needs from adjacent property owners. The alignment is preliminary, and the project is continuing to seek feedback from the general public, businesses, and city officials.

### CONTACT INFORMATION

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### SH 66 PRELIMINARY ENGINEERING TIMELINE



\* No current project funding. Next steps TBD.  
NOTE: Dates may change, subject to agency review times.

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