

**SLIDE 1 – Welcome Slide**

The Texas Department of Transportation, or TxDOT, welcomes you to the FM 35 Project public meeting. We appreciate your interest in the project and thank each of you for your participation.

Please note, for those viewing the virtual public meeting, you can pause this presentation at any point to allow more time to view the slides or get a more detailed view of project design and other exhibits on the website.



SLIDE 2 – Drive like a Texan

Drive like a Texan is all about saving lives. It's a reminder for everyone in Texas to treat each other with a little bit of the kindness, respect, and neighborly spirit we're famous for, especially on the road. By showing courtesy and care behind the wheel the same way we would in person, we can make our roads safer for all.

Kind - It's that simple. Treat others the way you want to be treated. Say thanks by giving a small wave, or just a friendly nod.

Courteous - Courtesy isn't just about being polite in person. Show respect by letting others merge, giving plenty of space, and practicing patience on the road. Small actions save lives.

Safe - The most important part of any journey is arriving safely. Not only do you keep yourself safe, but you also help protect every driver, passenger, biker, and pedestrian sharing the road.

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Public Meeting Purpose

- Inform the public of the project status and present recommendations.
- Describe the project so those attending can determine the project's potential to affect their lives and property.
- Provide the public an opportunity to see information and provide feedback.
- Develop a record of public views and participation.



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SLIDE 3 – Public Meeting Purpose

You may have attended previous public meetings conducted by TxDOT. However, for the benefit of those who have never attended one, I 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 to present the recommendations.
2. To describe the project so those attending can determine the project's potential to affect their lives and property.
3. To provide the public with an opportunity to view information and express their ideas and concerns at this stage in the planning process before design decisions are 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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Viewing Project Information

In-Person Location

- TxDOT Dallas District Office: 4777 East US Highway 80, Mesquite, Texas 75150

Online

- www.keepitmovingdallas.com
 - Under "Public Hearings/Meetings"
 - <http://www.keepitmovingdallas.com/projects/fm-roads/fm35>



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SLIDE 4 – Viewing Project Information

The design schematic for the FM 35 Project is available for inspection and reproduction at the Texas Department of Transportation Dallas District Office, located at 4777 East US Highway 80 in Mesquite, Texas 75150. To schedule a time to view the design schematic, please make an appointment by contacting Solomon Robelie by email at Solomon.Robelie@txdot.gov or by phone at 214-320-6685. In addition, the design schematic may be viewed online at www.keepitmovingdallas.com under "Upcoming Public Hearings / Meetings" or the project website www.keepitmovingdallas.com/projects/fm-roads/fm35. The information on this website is the same information displayed in this presentation.

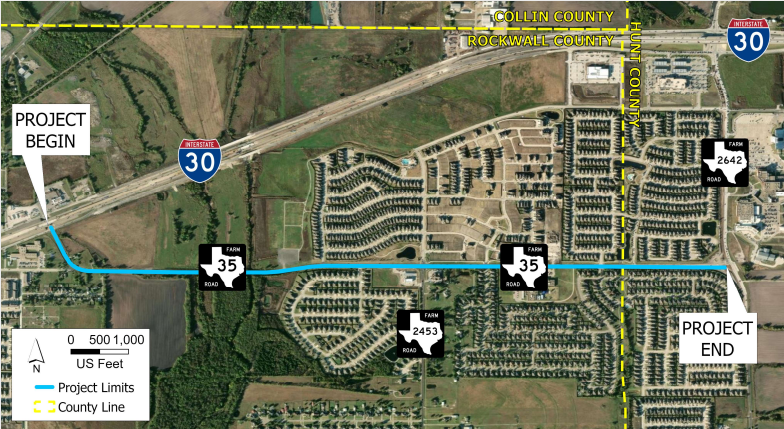
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Project Location

Project Limits:
From IH 30 to FM 2642

Project Length:
Approximately 1.7 miles

County:
Rockwall and Hunt County



Project Location Map: The FM 35 project limits are from IH 30 to FM 2642. A larger version of this location map is available online and on display at the in-person public meeting.

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SLIDE 5 – Project Location

The project limits for the FM 35 project are from IH 30 to FM 2642 in Rockwall and Hunt County, Texas. The total project length is approximately 1.7 miles. The project is located within the City of Royse City. A larger version of this location map is available online and on display at the in-person public meeting.

Purpose and Need

Purpose:

The purpose of the proposed project is to improve mobility of the corridor by adding capacity to alleviate congestion and accommodate future travel demand, enhance mobility options by including bicycle and pedestrian accommodations, and to enhance safety of the corridor by upgrading the facility to meet current design standards.

Need:

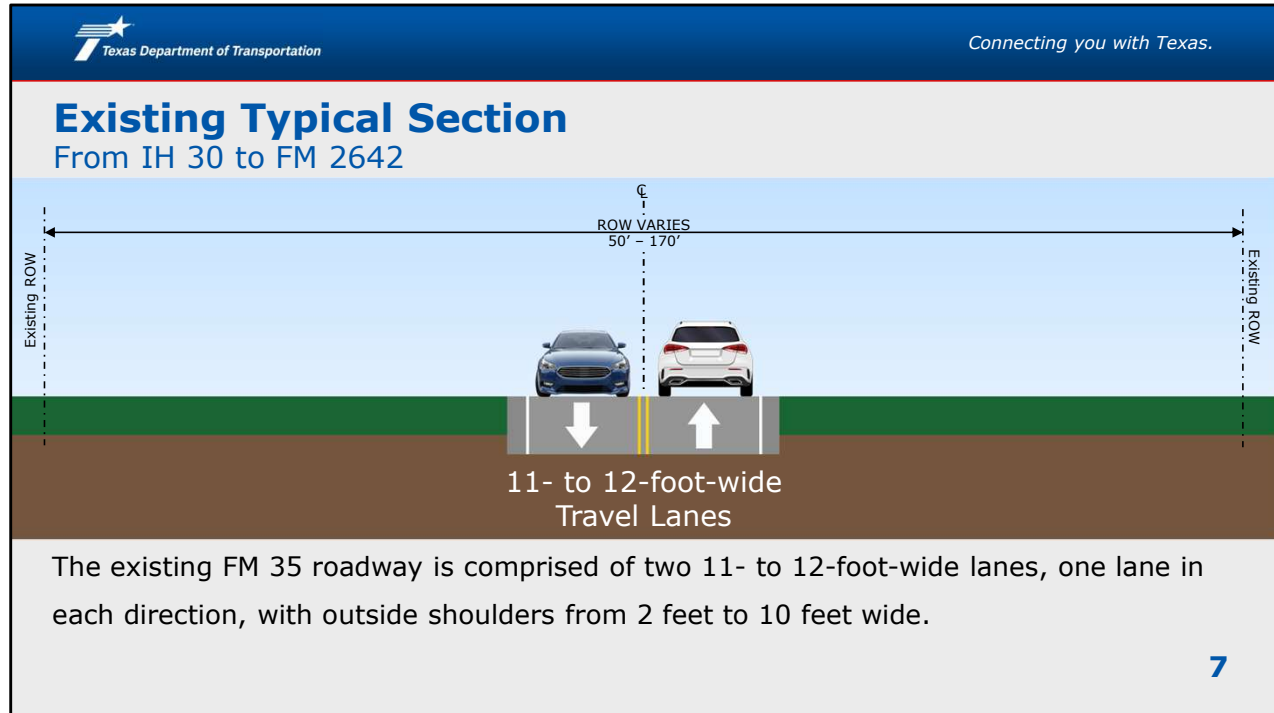
The proposed project is needed because the roadway capacity is inadequate to meet existing and future travel demand, is not up to current design standards, and because there is a lack of continuous accommodations for bicycles and pedestrians.

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SLIDE 6 – Project Purpose and Need

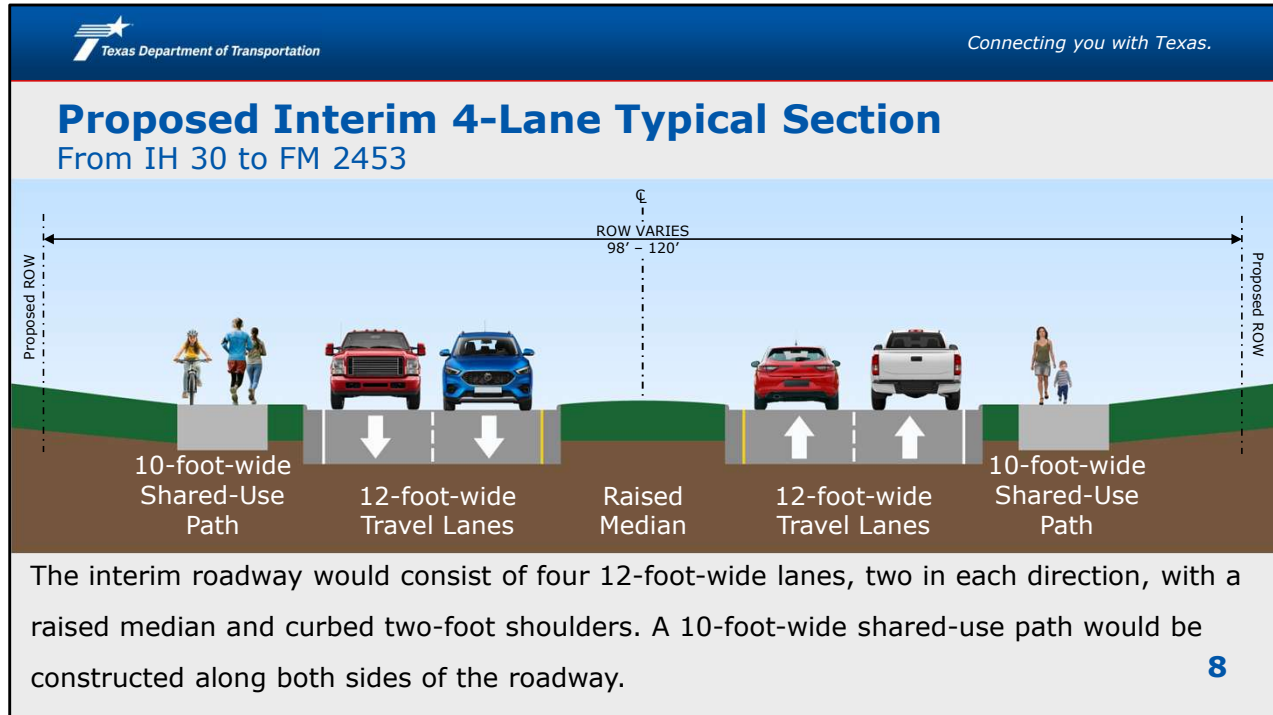
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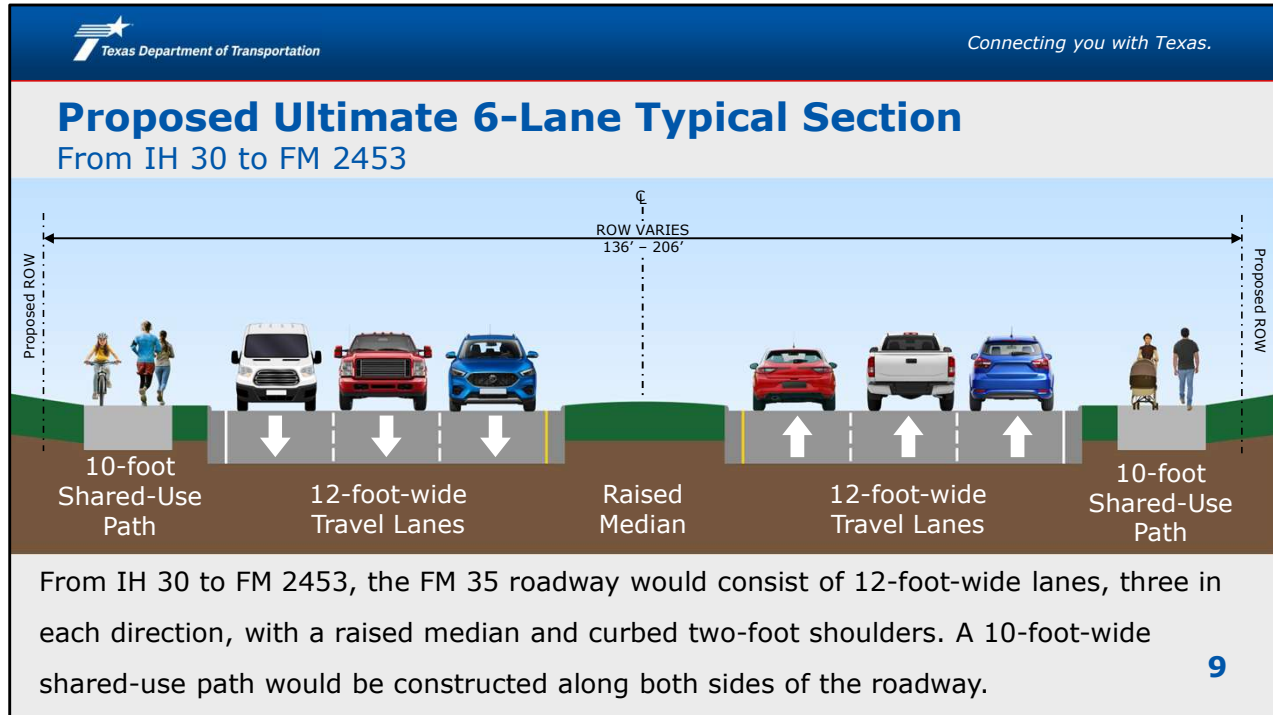
SLIDE 7 – Existing Typical Section

From IH 30 to FM 2642, the existing roadway is comprised of two 11- to 12-foot-wide lanes, one lane in each direction, with outside shoulders from 2-foot-wide to 10-foot wide on each side. The existing right of way width within the corridor varies between 50 feet and 170 feet.



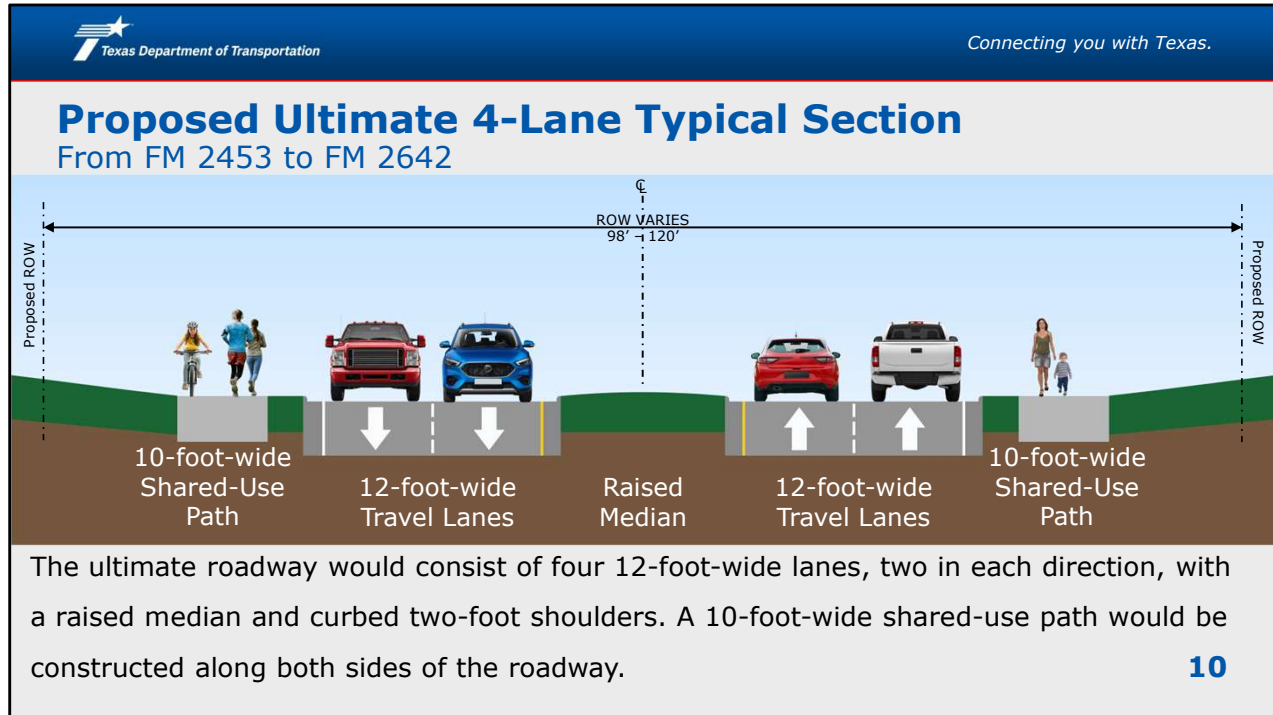
SLIDE 8 – Proposed Interim 4-Lane Typical Section

The proposed interim FM 35 roadway from IH 30 to FM 2453 would consist of four 12-foot-wide lanes, two lanes in each direction, with a raised median and curbed two-foot shoulders. Additionally, a 10-foot-wide shared use path would be constructed along both sides of the roadway.



SLIDE 9 – Proposed Ultimate 6-Lane Typical Section

From IH 30 to FM 2453, the proposed ultimate FM 35 roadway would consist of six 12-foot-wide lanes, three lanes in each direction, with a raised median and curbed two-foot shoulders. Additionally, a 10-foot-wide shared-use path would be constructed along both sides of the roadway.



SLIDE 10 – Proposed Ultimate 4-Lane Typical Section

The proposed ultimate roadway from FM 2453 to FM 2642 would consist of four 12-foot-wide lanes, two lanes in each direction, with a raised median and curbed two-foot shoulders. Additionally, a 10-foot-wide shared use path would be constructed along both sides of the roadway.

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Project Construction Cost and Schedule

Anticipated Ready to Let*

To Be Determined

Estimated Construction Cost

\$55 Million

**Project is currently unfunded for construction and cannot let until funding is identified.*

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SLIDE 11 – Project Construction Cost and Schedule

The proposed project does not have an anticipated ready to let date at this time. “Letting” is when TxDOT notifies the construction community that a project is ready to be bid on. Construction begins after the letting process is complete.

The total estimated construction cost at this time is \$55 million. The construction phase of the project is currently unfunded and cannot let until funding is identified.



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Review and Approval of the Environmental Document National Environmental Policy Act (NEPA) Assignment

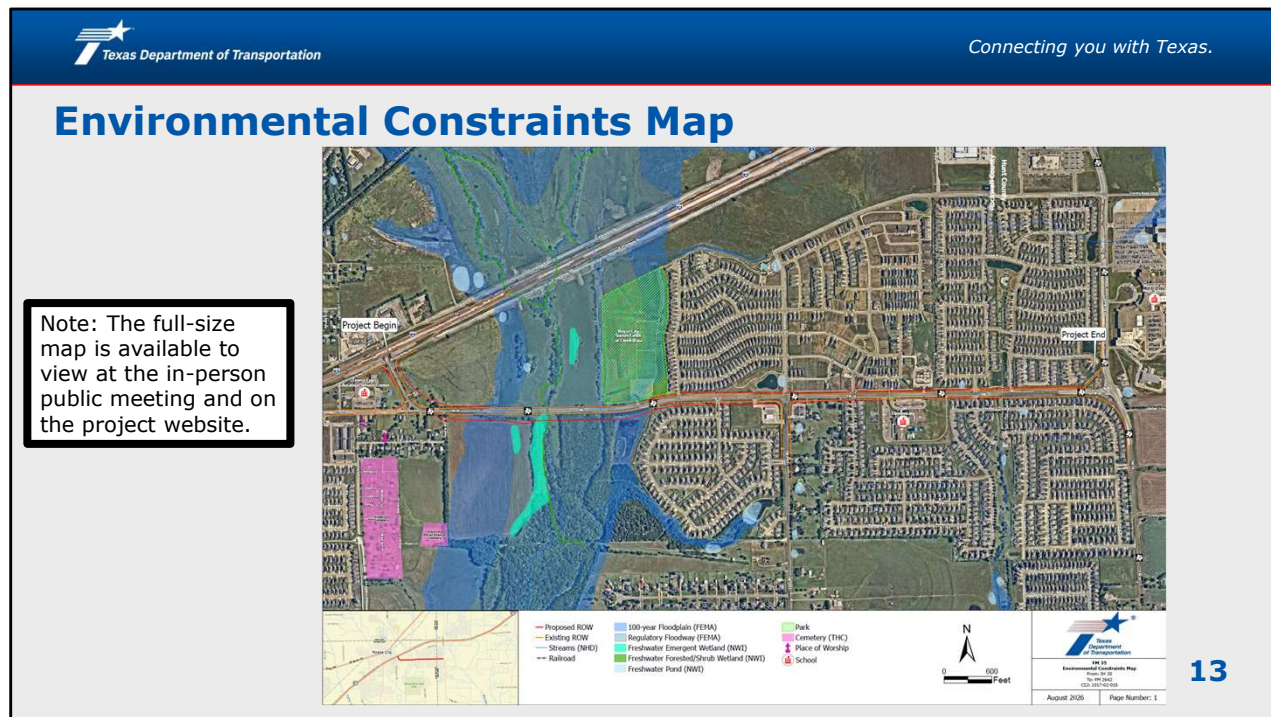
The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 17, 2025, and executed by FHWA and TxDOT.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto, están siendo o han sido realizadas por TxDOT de conformidad con la Reglamentación 23, Sección 327 del Código de Estados Unidos y un Memorando de Entendimiento con fecha del 17 de julio de 2025, ejecutado por la FHWA (Administración Federal de Carreteras) y TxDOT.

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SLIDE 12 – National Environmental Policy Act (NEPA) Assignment to the Texas Department of Transportation

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 July 17, 2025. The review and approval process applies to this project.



SLIDE 13 – Environmental Constraints Map

The project Environmental Constraints Map is used to help planners and engineers identify environmental constraints to minimize potential project impacts while meeting the purpose of the project. The full-size map is available as a display at the in-person public meeting, or it can be viewed on the project website. The major known constraints include commercial and residential structures, and stream and floodplain crossings. Environmental studies for this project are ongoing.


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The Section 4(f) Process

Section 4(f) of the U.S. Department of Transportation Act of 1966 provides for the consideration of:

- Publicly owned parks or recreational areas
- Wildlife and waterfowl refuges
- Public and private historic sites

during transportation project development.

Before approving a project that uses Section 4(f) property, TxDOT makes a determination that:

- There is no feasible and prudent avoidance alternative to the use of that land; and the action includes all possible planning to minimize harm to the property resulting from use, or
- TxDOT determines that the use of the property will have a de minimis, minimal impact



Royse City Soccer Fields at CreekShaw

The proposed project is anticipated to affect a portion of the park. The park is located along the north side of FM 35, west of Parkfield Road.

The use of this land is considered minimal and TxDOT anticipates making a Section 4(f) de minimis determination for this use.

This federal regulation requires TxDOT to inform and gather input from the public. The public is encouraged to be involved with the Section 4(f) process by asking questions and expressing concerns about historic properties and public and recreation areas.

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SLIDE 14 – Section 4(f)

Section 4(f) of the U.S. Department of Transportation Act of 1966 is a federal regulation set up to protect the use of public land in projects. The proposed project is anticipated to affect a portion of Royse City Soccer Fields at CreekShaw. The park is located along the northside of FM 35, west of Parkfield Road. The use of this land is considered minimal and TxDOT anticipates making a Section 4(f) de minimis determination for this use. This federal regulation requires TxDOT to inform and gather input from the public. The public is encouraged to be involved with the Section 4(f) process by asking questions and expressing concerns about historic properties and public and recreation areas.

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Environmental Review – Right of Way

- Approximately 11.77 acres of new right of way are anticipated for the proposed project
- Two residential structure displacements are anticipated at this time
- 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

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SLIDE 15 – Environmental Review - Right of Way

Approximately 11.77 acres of new right of way would be required for the proposed improvements. The improvements are also anticipated to result in two residential displacements. 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. The brochures titled “The Purchase of Right of Way,” are available on the project website. This material contains detailed information to inform you of your rights and provide information about the TxDOT right-of-way acquisition process.



SLIDE 16 – Project Timeline

The project 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, and environmental studies will be developed. If there are no major issues from the environmental analysis that cannot be addressed in a reasonable time frame, anticipated environmental clearance is expected in Spring 2028. The proposed project let date will be determined pending funding availability.

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Please submit your comments using any of the four methods below by **Friday, September 4, 2026**, to be included in the Public Meeting Summary.

			
Comment Online	E-Mail Us	Mail in Comments	Leave a Voicemail
Scan QR Code or Click the provided link to the website www.keepitmovingdallas.com/ projects/fm-roads/fm35	Solomon.Robellie@txdot.gov	TxDOT Dallas District Office Attn: Solomon Robellie, P.E. 4777 E. Highway 80 Mesquite, TX 75150	469-621-3150

Questions about the project?
Please contact TxDOT Project Manager, Solomon Robellie, P.E.
at Solomon.Robellie@txdot.gov

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SLIDE 17 – We Request Your Feedback

Comments will be accepted in the four ways which are outlined on the slide. All comments will be fully considered and responded to in the project record and made part of the environmental documentation for this proposed project. This document will then be made available for public review online at www.keepitmovingdallas.com/projects/fm-roads/fm35. All statements, comments and questions will be given careful consideration before the final design is completed. As a reminder, all comments must be received or postmarked by Friday, September 4, 2026, to be included in the official public meeting documentation.

Texas Department of Transportation

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Thank you!



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SLIDE 18 – Thank You!

Thank you, we sincerely appreciate your participation and interest concerning the proposed design of the FM 35 Project from IH 30 to FM 2642 in Rockwall and Hunt County. Your questions, comments, and concerns will receive careful consideration.

Thank you, and this concludes the presentation.