

FM 455 Public Meeting Script

Slide 1 - Welcome

The Texas Department of Transportation, or TxDOT, welcomes you to the FM 455 Feasibility Study 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.

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:

- To inform the public of the status of planning efforts on the project and to present the recommendations.

- To describe the project so those attending can determine the project's potential to affect their lives and property.
- 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.
- 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. Following this meeting, the Department will proceed with completing the feasibility study and evaluating the preliminary alternatives. Your statements and comments will be addressed and will be given full consideration in the preparation of the final recommendation for the FM 455 Feasibility Study. Documentation of this meeting will be made available for the official record.

Slide 4 – Project Information

The project limits for the FM 455 Feasibility Study are from Shady Brook Lane to US 75 in Collin County, Texas. The total project length is approximately 6.5 miles. The eastern portion of the project is located within the Town of Weston, and the western portion of the project is located within the City of Anna. A larger version of this location map is available online and on display at the in-person public meeting. The Feasibility Study analyzes potential roadway alignment options for the FM 455 corridor, including improving existing alignments and constructing possible new corridor alignment locations.

All information presented in this presentation and project materials, including those at the in-person public meeting, can be accessed through TxDOT's Dallas District's website: www.keepitmovingdallas.com. You can search for the project by searching the keyword "FM 455" or go directly to the project page by scanning the QR code shown in the presentation. The information on this website is the same information being shown in the presentation.

Slide 5 – Project Purpose and Need

The purpose of the study 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.

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 accommodation for bicycles and pedestrians.

Slide 6 – Existing Typical Section

The study is from Shady Brook Lane to US 75, and the existing roadway is comprised of two 11-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 150 feet.

Slide 7 – Interim Typical Section

Between Shady Brook Lane and US 75, the recommended interim FM 455 roadway would consist of 12-foot-wide lanes, two lanes in each direction, with a 42-foot-wide median and curbed two-foot shoulders. Additionally, a 10-foot-wide shared use path would be constructed along both sides of FM 455. The preliminary alternatives would require portions following existing roadways and portions constructing new location roadway.

Slide 8 – Ultimate Typical Section

Between Shady Brook Lane and US 75, the recommended ultimate FM 455 roadway would consist of 12-foot-wide lanes, three lanes in each direction, with an 18-foot-wide median and curbed two-foot shoulders. Additionally, a 10-foot-wide shared use path would be constructed along both sides of FM 455. The preliminary alternatives would require portions following existing roadways and portions constructing new location roadway.

Slide 9 – Preliminary Alternatives

There are five proposed alignments being considered for evaluation. These preliminary alternatives extend from Shady Brook Lane and tie back into the existing Cowan Road. The alternatives then follow Cowan Road until it ties into the existing FM 455 and then it reaches US 75. All alternatives are designed to go around the existing Weston Downtown. Note that once a new roadway alignment is constructed, the existing FM roadway becomes a local road and will be maintained by the local government.

Large scale images of each preliminary alternative are available to be viewed on the project website.

Slide 10 – Preliminary Alternatives and Considerations

The preliminary alternatives are proposed to accommodate other planned developments, provide a more direct connection through study limits, consider feedback received through coordination with local governments, and be consistent with existing thoroughfare plans. Thoroughfare plans are produced by local governments to help plan future roads and developments for their cities and counties. These plans were considered in the location of the preliminary alternatives to make sure they align well with the future roadway network anticipated in the area.

Slide 11 – Preliminary Alternatives Screening Criteria/Evaluation Matrix

The preliminary alternatives were evaluated using several criteria that fall under the major categories of purpose and need, engineering requirements, potential property impacts and right of way requirements, environmental and natural resource constraints, and public, stakeholder and agency input. This matrix can be viewed full size on the project website.

Slide 12 – NEPA Assignment to 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 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. Representative environmental constraints such as residential structures, businesses, parks, streams, schools, floodplains, wetlands, historical markers, cemeteries, fire stations and other community facilities were evaluated to determine if any sites are located along or near the study corridor. The assessment of adjacent sites and potential impacts is included as part of the overall evaluation of the preliminary alternatives. This map can be viewed at full size on the project website.

Slide 14 – Project Timeline

The study 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. A recommended alternative will be determined by 2026/2027. FM 455 funding has not been identified for any phase beyond this FM 455 Feasibility Study.

Slide 15 – We Request Your Feedback

Comments will be accepted in the four ways which are outlined here. All comments will be fully considered and responded to in the project record and made part of the feasibility documentation for this proposed project. This document will then be made available for public review online at www.keepitmovingdallas.com/projects/fm-roads/fm455. 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 Wednesday, May 6, 2026, to be included in the official public meeting documentation.

Slide 16 – Thank You

Thank you, we sincerely appreciate your participation and interest concerning the proposed design of the FM 455 Project from Shady Brook Lane to US 75. Your questions, comments, and concerns will receive careful consideration.

Thank you, and this concludes the presentation.