



FM 455

Public Meeting #2 Script

SLIDE 1 – Welcome Slide

Hello and welcome to the public meeting #2 for the Farm-to-Market Road (FM) 455 Feasibility Study from Dallas Parkway to Shady Brook Lane. This public meeting has been convened by the Texas Department of Transportation and is being held to receive and consider comments from the public. We appreciate your interest in this study and thank you for your participation.

Please note, you may 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. That means for over 22 years, at least one person has died every single day. We all have a part to play to change that. This message is that reminder – to End the Streak of deaths on Texas highways. We need drivers and passengers to act more responsibly and help us reach our goal of zero deaths by 2050. Texans can play a major role in ending fatal crashes with a few simple driving habits: wear seatbelts, drive the speed limit, put away the phone and other distractions, and never drive under the influence of alcohol or drugs. So please do your part and share this message with your friends and family.

SLIDE 3 – Public Meeting Purpose

You may have attended previous public meetings conducted by TxDOT. 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 study and present the recommendations based on technical analysis performed to date.
2. To describe the study to the public including known and potential impacts to the human and natural environment.
3. To provide the public an opportunity to view information and express their ideas.
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. Following this meeting, the Department will proceed with completing the feasibility study and evaluating the recommended alternative being presented. 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.

SLIDE 4 – Viewing Study Information

The recommended alternative, study map and materials for the FM 455 feasibility study are available for inspection and reproduction at the TxDOT Dallas District Office, located at 4777 East US Highway 80 in Mesquite, Texas 75150. In addition, other study information for FM 455 may be viewed at



FM 455

Public Meeting #2 Script

www.keepitmovingdallas.com/projects/fm-roads/fm455FS. The information on this website is the same information being shown in this presentation.

Slide 5 – Study Area

The FM 455 study limits are from Dallas Parkway to east of Shady Brook Lane. The study corridor is approximately 9 miles and is located within the City of Celina in Collin County, Texas. The recommended alternative shown is being presented for public comment. The feasibility study analyzes potential roadway alignment options for the FM 455 corridor, including improving existing alignments and constructing possible new corridor alignment locations.

SLIDE 6 – Study Purpose and Need

The purpose of the study is to identify and evaluate FM 455 roadway options to improve traffic operations, increase mobility and safety, and to enhance local and regional connectivity.

The study is needed because local development and population growth continue to increase, resulting in higher traffic volumes, reduced mobility and safety conditions, and inefficient roadway connections.

SLIDE 7 – Existing Typical Section

The existing FM 455 facility mostly consists of two undivided 12-foot-wide lanes and 2-foot-wide shoulders. No center median, sidewalks, shared-use paths and no grade separated intersections currently exist along the corridor. The existing right of way width within the corridor varies between 80 and 100 feet.

SLIDE 8 – Proposed Typical Section

The proposed project would include widening to an interim 4-lane urban roadway with a wide raised median to accommodate for a future lane in each direction for an ultimate 6-lane roadway.

The interim improvements would consist of two lanes in each direction and the ultimate configuration would consist of three lanes in each direction. Lane widths would vary from 11-foot to 12-foot wide depending on ROW restrictions, 10-foot shared use paths in each direction, and intersection improvements, with turn lanes where applicable, at side and cross streets. The proposed roadway would consist of portions following existing roads and other portions constructed on new location. The typical proposed right of way width would range from 120 feet to 150 feet.

SLIDE 9 – Preliminary Alternatives

There were seven preliminary alternatives along with one additional alternative to widen the existing FM 455 corridor. These alternatives were considered and evaluated. Many of these preliminary alternatives



FM 455

Public Meeting #2 Script

overlap and run east-west from Dallas Parkway to Shady Brook Lane. 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. This map can be viewed full size on the study website.

SLIDE 10 – Preliminary Alternatives Screening Criteria

The preliminary alternatives were studied, evaluated, and screened through several criteria. These alternatives were studied and assessed on how well each alternative met the purpose and need and engineering standards and requirements. They were also evaluated based on potential property impacts and right-of-way requirements, potential environmental and natural resource constraints as well as public and stakeholder input from the first public meeting. Finally, further evaluation was conducted of each preliminary alternative with existing, future and planned developments. Feedback received from the first public meeting were given careful consideration in addition to further coordination with the City and County. Based on this screening process and study criteria, a recommended alternative is determined.

SLIDE 11 – How was the Recommended Alternative Determined?

The recommended alternative was determined through the study process and screened through the criteria as mentioned. Specific features that led to determining the recommended alternative were the following considerations. The recommended alternative closely follows the City of Celina's Thoroughfare Plan and is thereby consistent with anticipated future growth and development. It minimizes the required right of way by following future planned corridor alignments. It also reduces the potential for future displacements. The recommended alternative would have a lower construction cost by utilizing existing pavements expected to be built by others and would result in fewer possible environmental impacts to water features like ponds, wetlands and creeks.

SLIDE 12 – Recommended Alternative

The alternative recommended and presented for public input is shown on the screen. The recommended alternative starts its western limit at the current FM 455 at Dallas Parkway. It extends eastward to follow the future GA Moore Parkway that is proposed and currently in various stages of construction by the City of Celina and others. The alternative continues east passing along Martin Elementary and Moore Middle School to a proposed grade separated railroad crossing before traversing Preston Road. Then, the alignment meanders east, southeast to connect back to the existing FM 455 just east of Shady Brook Lane. The full concept schematic of the recommended alternative is available and can be viewed on the study website.

SLIDE 13 – 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



FM 455

Public Meeting #2 Script

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 study.

Notices for this public meeting were advertised in the *Celina Record 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 recommended alternative is available on the study website at www.keepitmovingdallas.com/projects/fm-roads/fm455FS.

SLIDE 14 – Environmental Constraints

The Environmental Constraints Map is used to help planners and engineers determine the least impactful method to fulfill the purpose of the study. 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 feasibility study. This map can be viewed at full size on the study website.

SLIDE 15 – Study Timeline and Next Steps

The study timeline is shown on the screen and can also be viewed on the study website. Following this meeting, the Department will proceed with evaluating comments for the recommended alternative and completing the feasibility study. Public comments and additional agency and stakeholder feedback will be given full consideration in preparing study recommendations, preparing the final feasibility report, and completing the FM 455 feasibility study.

SLIDE 16 – We Request Your Feedback

Comments will be accepted in a variety of ways as listed on the screen. Comments must be received or postmarked by Wednesday, May 15, 2024, to be included in the official public meeting record. Following the public meeting, the study team will proceed with the completion of the feasibility study. Your comments will be addressed and will be given full consideration in the preparation of the final recommendations for FM 455.

SLIDE 17 – Thank You

We sincerely appreciate your participation and interest concerning proposed improvements to FM 455. Your questions, comments, and concerns will receive careful consideration. Thank you, this concludes the presentation.