

US 377 Cresson Mobility Project



**The Texas Department
of Transportation**

Civil Associates, Inc.

US 377 Cresson Mobility Project



Work Group Meeting # 3 - July 28, 2010



Agenda

- **Introductions**
- **Summary of Work Group 2 Meeting Notes**
- **Summary of Public Meeting**
- **Alternatives Analysis Evaluation Matrix**
- **Draft Preferred Alternative to be Further Evaluated**
- **Project Schedule / Next Steps**
- **Other Issues**



July 28, 2010

US 377 Cresson Mobility Project

Civil Associates, Inc. **CAI**

Summary of WG Meeting #2 Notes

- **Provided the Evaluation Methodology**
- **Described the No-Build and Build Alternatives**
- **Presented the Alternatives Evaluation Matrix**
- **Reviewed the Project Schedule**
- **Other Issues**
 - Letter from NCTCOG requesting updates

 Texas Department of Transportation

Civil Associates, Inc. **CAI**

Summary of Public Meeting

- **Held on May 13, 2010 at 6:30 pm Cresson City Hall – Historic Cresson School**
- **86 Persons Attended**
- **33 Written Comments Received**
 - Relocate Rail Yard
 - Business/Ranchland Impacts
- 6 supported Alt B1 (Western-most)
- 5 supported Alt B2 (West)
- 5 supported Alt A (Bridge Through-Town)
- 4 supported Alt D (“Tunnel” Through-Town)
- 3 supported No-Build Alt
- 0 supported Alt C (East)



 Texas Department of Transportation

US 377 Cresson Mobility Project

Civil Associates, Inc. **CAI**

Summary of Public Meeting Cont'd

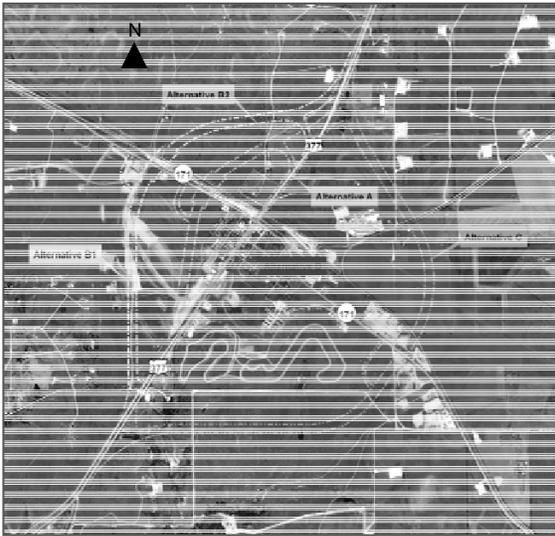
- **58 Completed Surveys Received**
 - Ranking Alternatives from Best (1) to Worst (6):
 1. Alt B2 – Best (191 pts)
 2. Alt A – (180 pts)
 3. Alt B1 – (178 pts) -----
 4. Alt D – (140 pts)
 5. Alt C – (88 pts)
 6. No-Build Alt – (64 pts)



Texas Department of Transportation

Civil Associates, Inc. **CAI**

Draft Alternatives



- **Alternative A**
Bridge
- **Alternative B1**
Western-most Relief Route
- **Alternative B2**
West Relief Route
- **Alternative C**
East Relief Route
- **Alternative D**
"Tunnel"

Texas Department of Transportation

US 377 Cresson Mobility Project



C
A
I

Alternatives Analysis Evaluation Matrix

US 377 Cresson Mobility Project Alternatives Analysis Evaluation Matrix							
Criteria	Unit	Alt	No-Build Alt	Alt A Bypass	Alt B1 West 1	Alt B2 West 2	Alt C East
Mobility & Productivity							
Level of Service at Existing US 377/SH 171 Intersection	LOS	F	D	D	D	D	F
Level of Service for Alternatives by Direction (AM/PM)	LOS	B/C	B/C	B/C	B/C	B/C	B/C
Delay at US 377 due to PMSIS Intersection	minutes	370	370	1	1	1	1
Delay at the Existing SH 171 Intersection (per cycle)	seconds	70	40	30	30	30	30
New Street Crossings	# of	0	0	0	0	0	0
Identified Utility Crossings	# of	0	0	0	0	0	0
Safety							
Single Separated Railroad Crossings on US 377	# of	0	1	1	1	1	2
All-Grade Railroad Crossings on US 377	# of	1	1	1	1	1	1
Innovative Finance							
Est. Construction Cost (Exclusive of 30M Cost, 2010 dollars)*	\$M	0	24.5	18,617.9	16,817.8	48,443.7	34.3
Environmental Sensitivity and Requirements (Built Environment)							
Commercial/Industrial Land Use Impacts	Index	0	1.4	0	0	4.1	1.4
Residential Impacts	Index	0	0	0.04	0.04	0.1	0
Displacement	# of	0	0	0	0	0	0
Consistency with Existing Planned Development	Index	0	0	0	0	0	0
Physical Noise Impacts	# of	0	1	0	0	0	0
Visual Impacts	# of	0	0	0	0	0	0
Historical Sites within 500 feet	# of	0	0	1	0	0	0
Economic Impact to Existing Businesses - Mobility Impact	# Impact	0	+	+++	+++	+++	+
Economic Impact to Existing Businesses - Roadway Impact	# Impact	0	---	---	---	---	---
Environmental Sensitivity and Requirements (Natural Environment)							
Section 404 Jurisdictional Waters Impacts	# of	0	0	11	10	14	0
100-Year Floodplains (total area crossed)	Index	0	0.1	0.4	+	12.8	0
Agricultural Land Use Impacts	Index	0	0.0	10.0	10.0	10.0	0
Woodland Impacts	Index	0	0.1	0	0	0.1	0
Other Issues							
Alignment Length	Index	2.0	1.4	2.1	2.1	3.8	0.1
Construction Difficulty or Duration	# Impact	0	1	1	1	1	1
Plan/Project/Program Consistency	# of	0	0	1	0	0	0
Sign-of-the-Age (Additional)	Index	0	2.0	75.1	88.8	108.8	1.1
Level of Public Support							
Level of Public Support	# Impact	1	++	+	++	1	1
Level of Agency Support	# Impact	1	1	++	++	1	1

*The upper limit represents the maximum of prior estimates provided for the project alternatives and the estimate for total project construction cost per alternative. The lower limit represents the minimum of prior estimates provided for the project alternatives and the estimate for total project construction cost per alternative.

**The upper limit represents the maximum of prior estimates provided for the project alternatives and the estimate for total project construction cost per alternative. The lower limit represents the minimum of prior estimates provided for the project alternatives and the estimate for total project construction cost per alternative.



July 27, 2010

Public Input	Other Regional	Some Regional	No Other	Some Federal	Other Federal
++	+	+	+	++	++

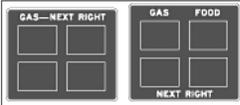


C
A
I

Draft Preferred Alternative to be Further Evaluated

- **Recommend Alt B1 (Western-most)**
 - Relieve Traffic from existing intersection
 - Provide Regional Mobility
 - B2 may interfere with Couplet
 - B2 too close to existing intersection
 - Has support

- **Issues**
 - Access





US 377 Cresson Mobility Project

	
<h2>Project Schedule / Next Steps</h2>	
May 2010	Public Meeting Held
July 2010	Work Group Meeting #3
July 2010	Develop Schematic of Preferred Alternative and begin Environmental Assessment
Oct 2010	Begin state and federal review of Draft schematic and Environmental Assessment
TBD 2011	Work Group Meeting #4 Public Hearing
	

	
<h2>Questions, Answers, & Comments</h2>	
	