



# The Texas Department of Transportation

Civil Associates, Inc.

## *US 377 Cresson Mobility Project*



Work Group Meeting # 2 - March 25, 2010

# Agenda

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- Introductions
- Summary of Work Group 1 Meeting Notes
- Evaluation Methodology
- Discussion of Alternatives
- Alternatives Evaluation Matrix
- Draft Preferred Alternative Discussion
- Project Schedule
- Other Issues

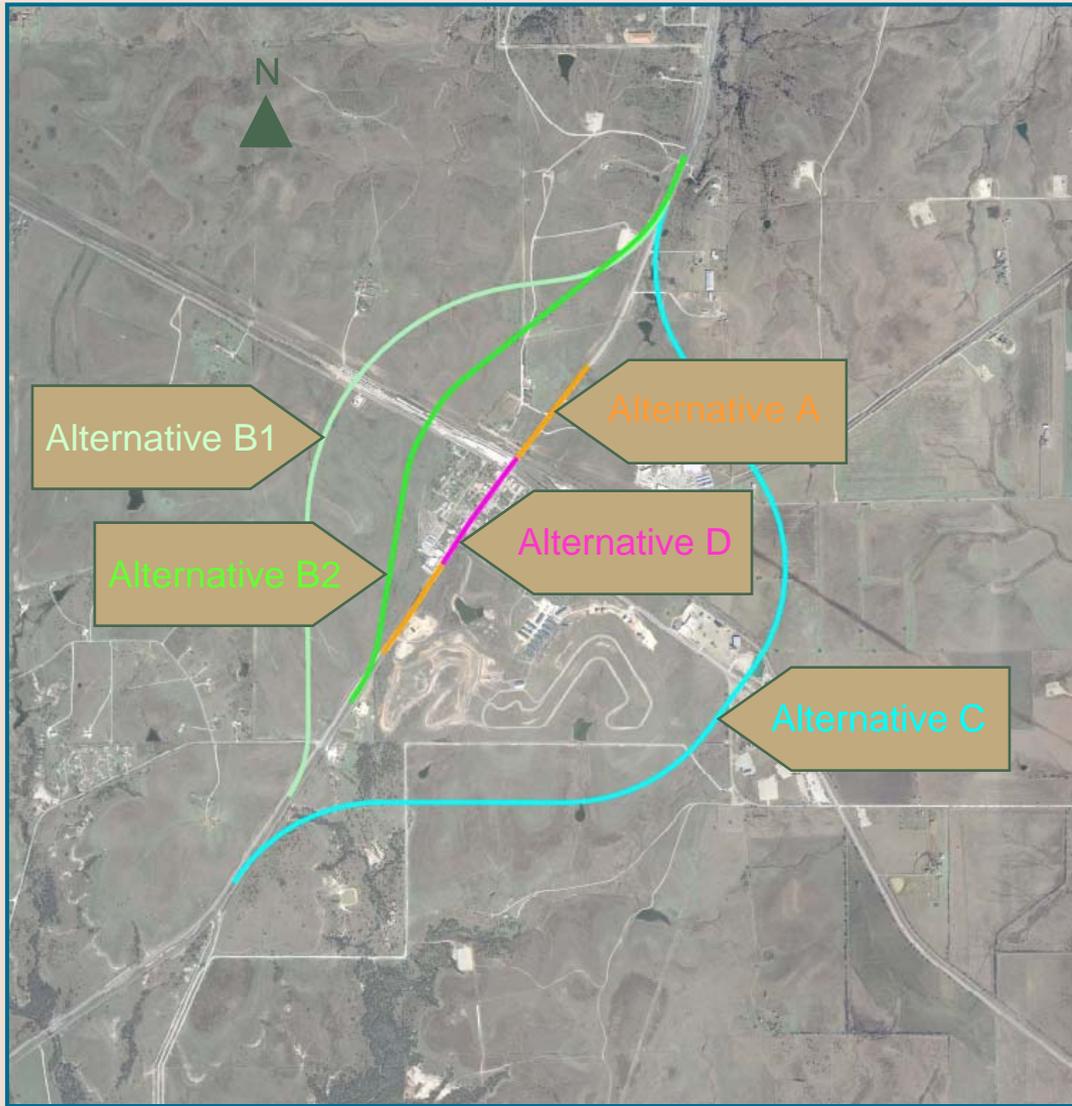
# Summary of Meeting #1 Notes

- Study Area – includes 5 alternatives
- Need and Purpose – includes at-grade railroad crossing, congestion, accidents, truck traffic, population projections, Texas Trunk System
- Alternatives Evaluation Matrix – requests made for economic impact to be added and better traffic data obtained
- Explanation of Existing Draft Alternatives – short-term solutions not part of the evaluation
- Project Schedule – preferred alternative selected in April; schedule is aggressive

# Evaluation Methodology

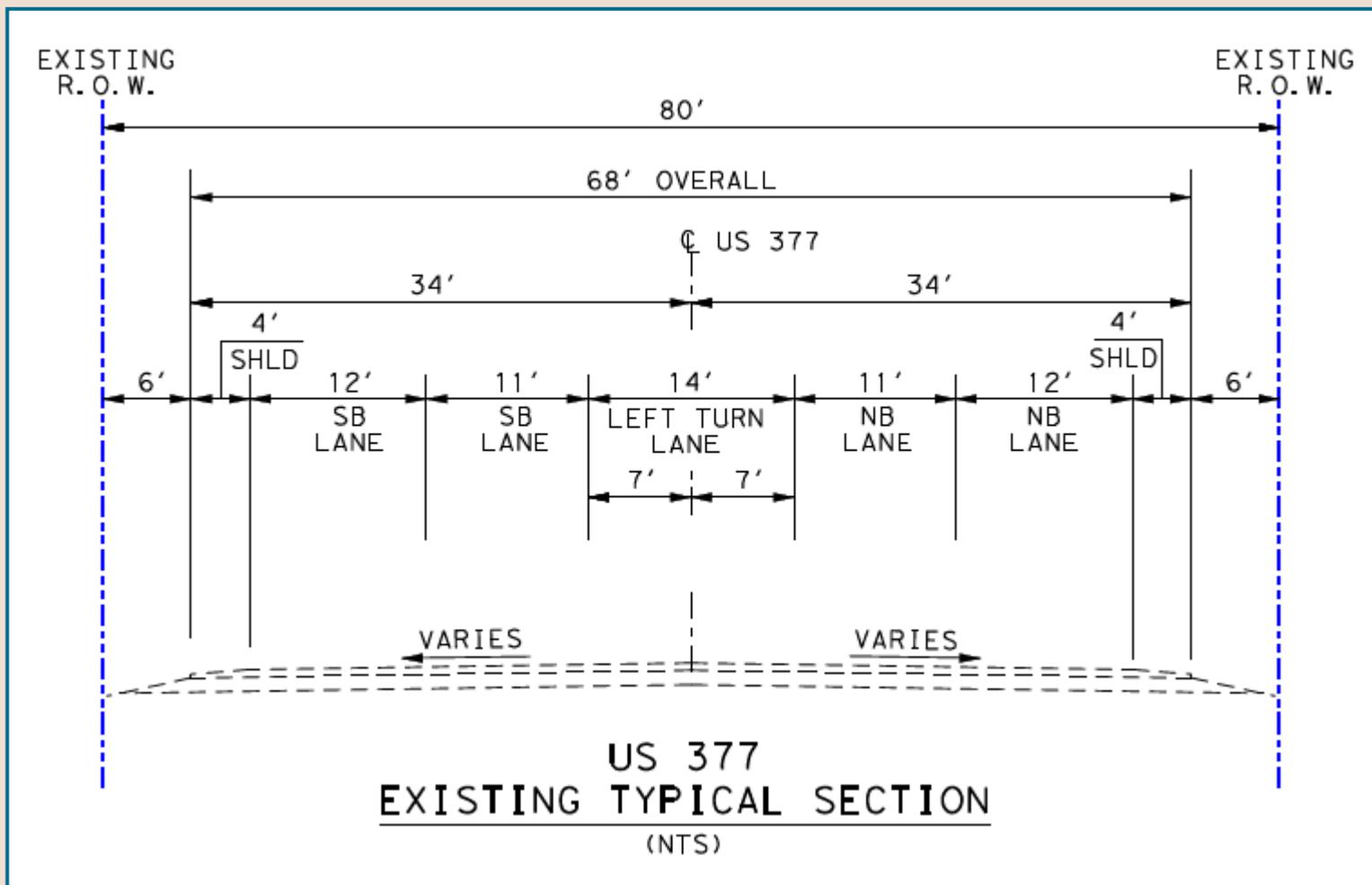
- Mobility and Productivity
- Safety
- Innovative Finance
- Environmental Stewardship and Streamlining
- Efficiency
- Level of Public Support
- Level of Agency Support
- Regional and Local Connectivity
- Public Input Factor

# Draft Alternatives

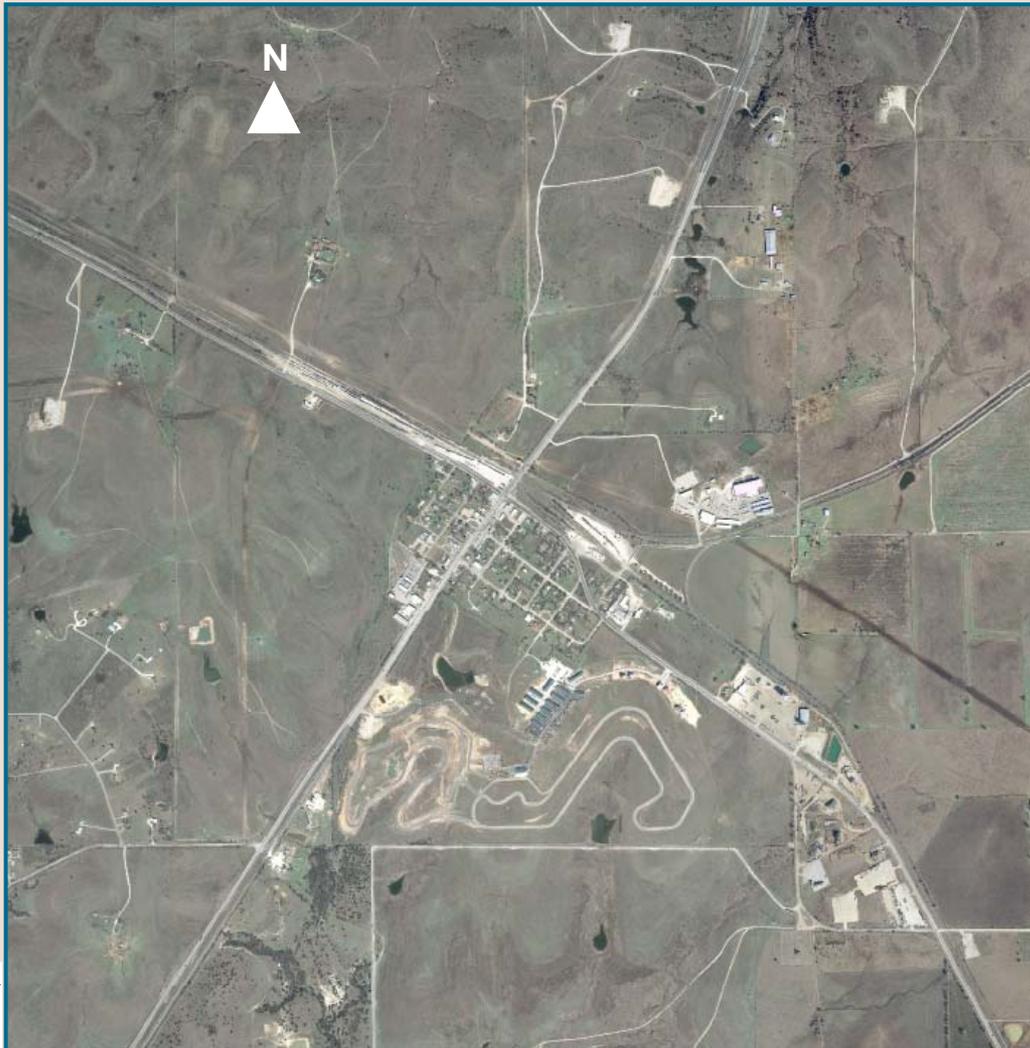


- Alternative A  
Bridge
- Alternative B1  
Westernmost Relief Route
- Alternative B2  
West Relief Route
- Alternative C  
East Relief Route
- Alternative D  
Tunnel

# No Build Alternative Typical Section

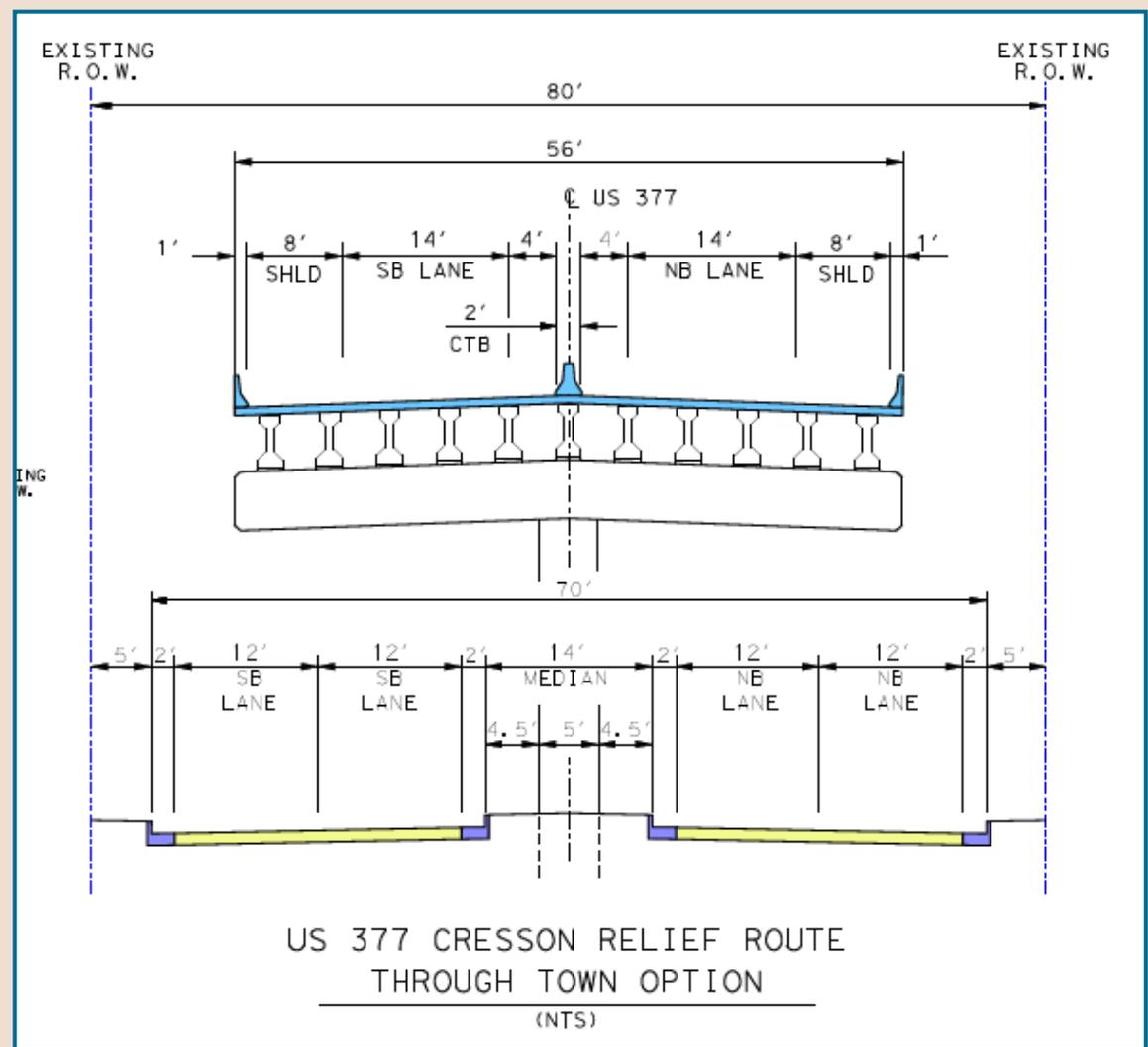


# No Build Alternative



- LOS Northbound – B
- LOS Southbound – C
- Up to 10 minute delay at FW&WR crossing
- 79 seconds of delay at SH 171 intersection
- One at-grade railroad crossing
- No new street crossings
- No water crossings
- No new right-of-way
- No improvements – maintenance only

# Alternative A Typical Section

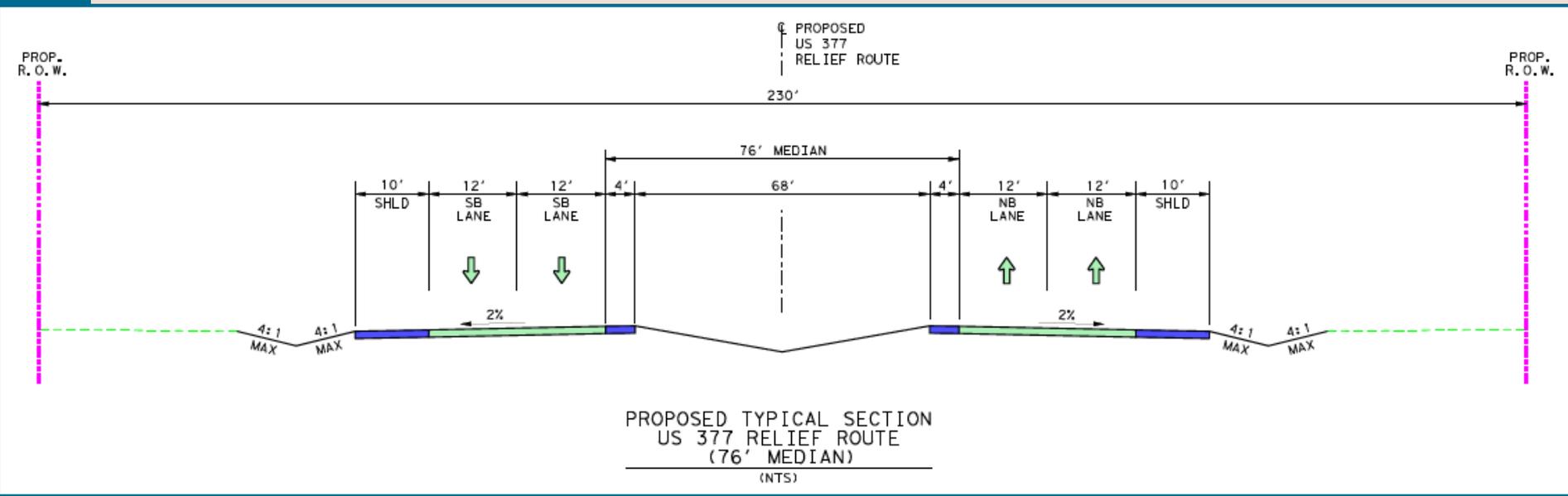


# Alternative A



- LOS Northbound – A
- LOS Southbound – B
- Up to 10 minute delay at FW&WR crossing
- 72 seconds of delay at existing SH 171 intersection
- No new street crossings
- One at-grade railroad crossing
- No water crossings
- Smallest amount of right-of-way required (0.9 acre)
- Lowest construction cost
- Potential visual impact

# Alternative B1 Typical Section

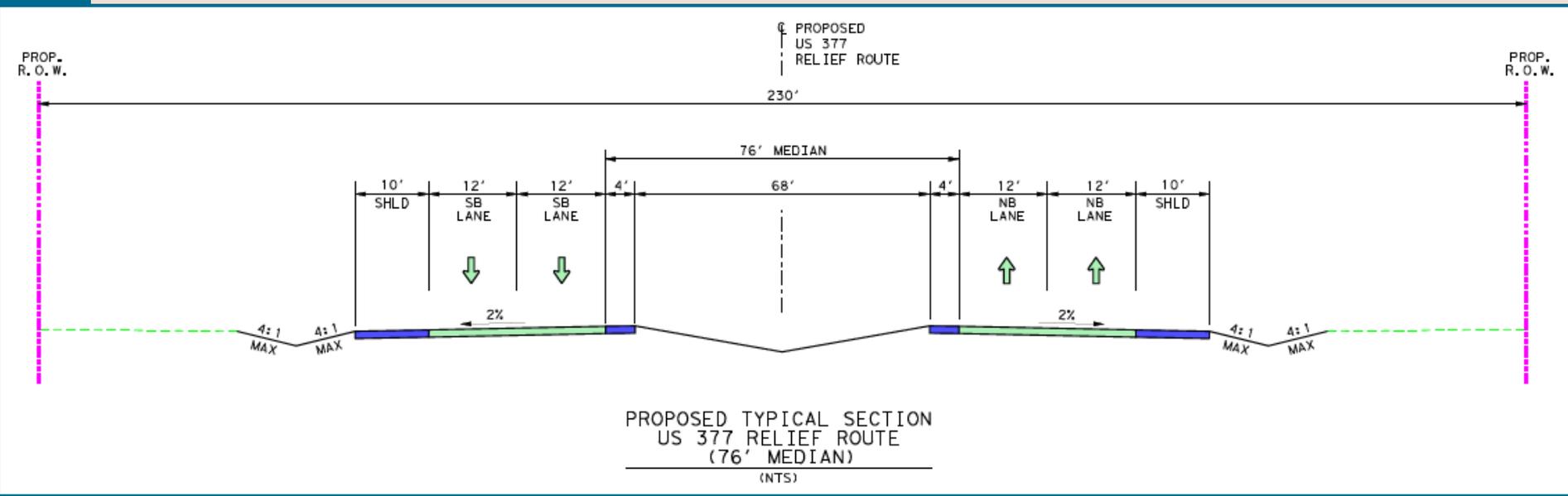


# Alternative B1



- LOS Northbound – A
- LOS Southbound – B
- No railroad delay
- 36 seconds of delay at SH 171 intersection
- Three new street crossings
- No at-grade railroad crossings
- Ten water crossings
- 67.5 acres of new right-of-way required
- Adhere to TxDOT access guidelines

# Alternative B2 Typical Section

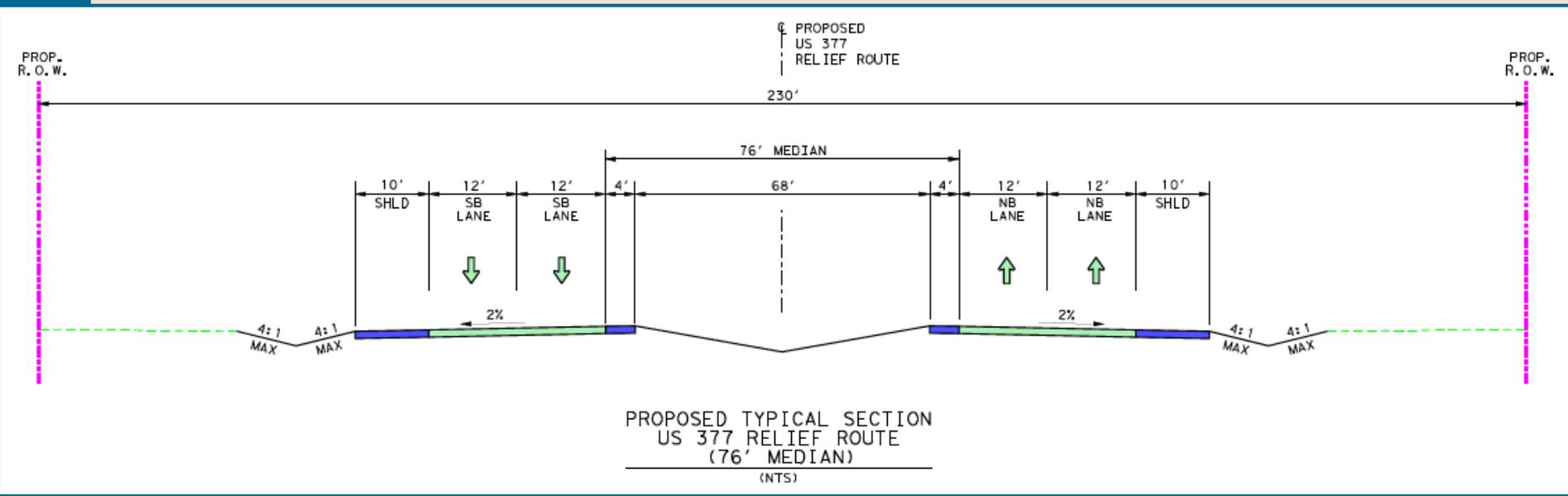


# Alternative B2



- LOS Northbound – A
- LOS Southbound – B
- No railroad delay
- 36 seconds of delay at SH 171 intersection
- Two new street crossings
- No at-grade railroad crossings
- Eleven water crossings
- 44 acres of new right-of-way required
- Adhere to TxDOT access guidelines

# Alternative C Typical Section

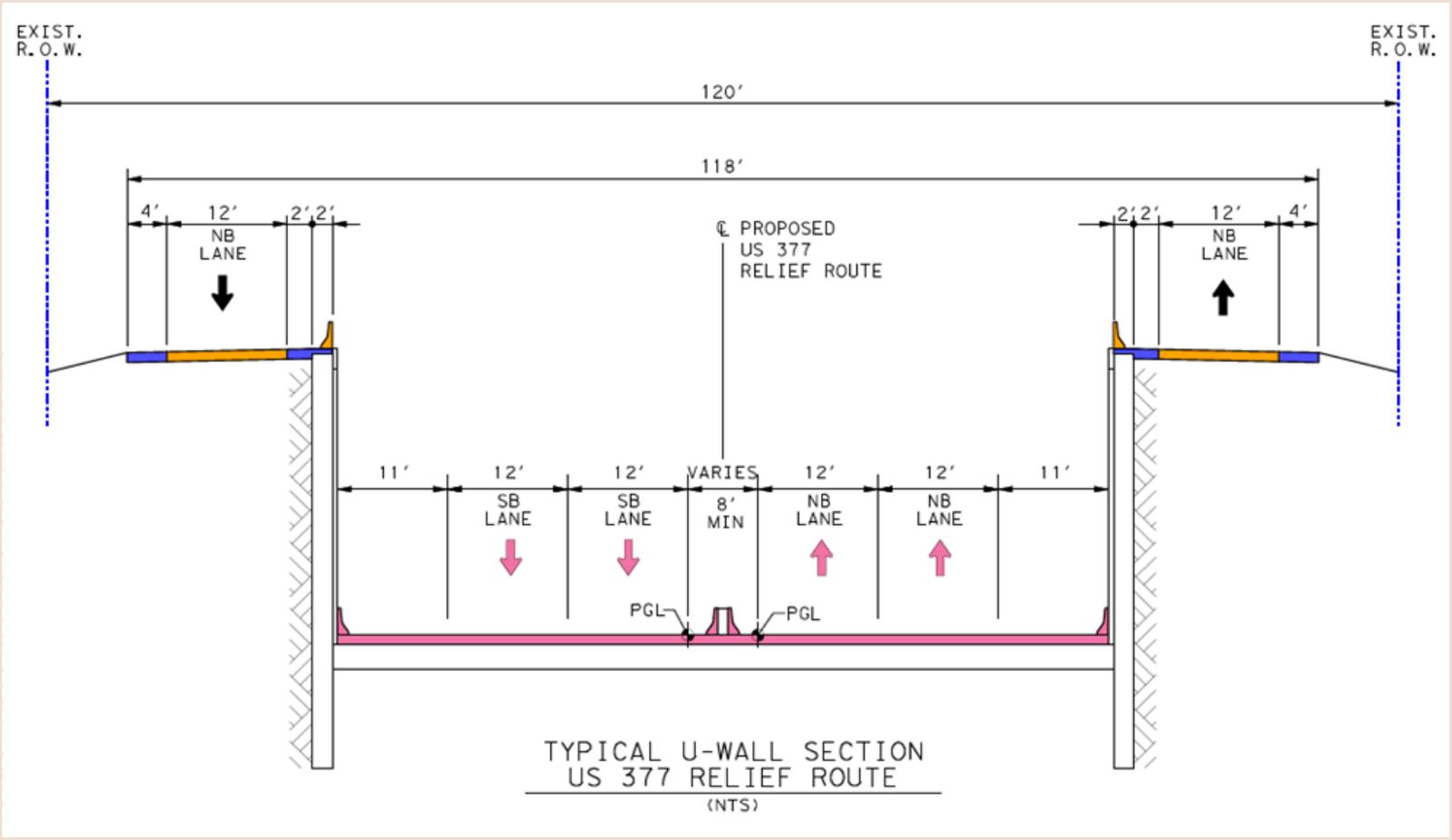


# Alternative C



- LOS Northbound – A
- LOS Southbound – B
- No railroad delay
- 36 seconds of delay at SH 171 intersection
- Two grade-separated railroad crossings
- Five new street crossings
- No at-grade railroad crossings
- Fourteen water crossings
- Greatest amount of new right-of-way required (102 acres )
- Adhere to TxDOT access guidelines

# Alternative D Typical Section



# Alternative D



- LOS Northbound – A
- LOS Southbound – B
- No railroad delay
- 37 seconds of delay at SH 171 intersection
- No new street crossings
- One at-grade railroad crossing
- No water crossings
- 1.7 acres of new right-of-way required
- Highest cost estimate
- Potential disconnect of city streets across US 377
- Motorist visual constraint

# Alternatives Analysis Evaluation Matrix

Criteria		No Build Alt	Alt A Bridge	Alt B1 West 1	Alt B2 West 2	Alt C East	Alt D (Future)
<b>Mobility &amp; Productivity</b>							
- Level of Service at Existing US 377/SH 171 Intersection	LOS	E	E	D	D	D	D
- Level of Service for Alternatives by Direction (NB/SB)	LOS	B/C	A/B	A/B	A/B	A/B	A/B
- Delay at US 377 due to FVWWR (min/max)	minutes	3/0	3/0	0	0	0	0
- Delay at the Existing SH 171 Intersection (per cycle)	seconds	75	72	36	36	36	37
- New Street Crossings	# of	0	0	3	2	5	0
- Identified Utility Crossings	# of	2	2	3	4	0	1
<b>Safety</b>							
- Grade Separated Railroad Crossings on US 377	# of	0	1	1	1	2	1
- At-Grade Railroad Crossings on US 377	# of	1	1	0	0	0	1
<b>Innovative Finance</b>							
- Est. Construction Cost (Inclusive of ROW Cost), 2010 dollars	\$M	0	16.9	26.6	23.5	39.2	36.5
<b>Environmental Stewardship and Streamlining (Built Environment)</b>							
- Commercial/Industrial Land Use Impacts	acres	0	0.1	0	0	4.1	1.4
- Residential Impacts	acres	0	0	0	0	0.2	0
- Displacements	# of	0	0	0	0	0	5
- Consistency with Existing/Planned Development	Y/N	N	Y	Y	Y	Y	Y
- Potential Noise Impacts	# of	0	1	0	0	0	5
- Historic Resources	# of	0	0	0	0	0	0
- Haz. mat sites within 300 feet	# of	5	4	1	0	2	5
- Economic Impact to Existing Businesses - Weekday Impact	* legend						
- Economic Impact to Existing Businesses - Weekend Impact	* legend						
<b>Environmental Stewardship and Streamlining (Natural Environment)</b>							
- Section 404 Jurisdictional Waters Impacts	# of	0	0	10	11	14	0
- 100-Year Floodplain (Total area crossed)	acres	0	0	0	3	2.4	0
- Agricultural Land Use Impacts	acres	0	0	67.5	55.0	91.1	0
- Woodland Impacts	acres	0	0	0	0	2.9	0
<b>Efficiency</b>							
- Alignment Length	miles	2.0	1.4	2.7	2.2	3.6	0.7
- Construction Difficulty or Disruption	* legend	0	--	--	--	--	--
- Parcels/Property Owners Impacted	# of	0	10	5	4	14	16
- Right-of-Way Acreage (Additional)	acres	0	0.6	67.5	44.1	102.3	1.7
- Level of Public Support	* legend						
- Level of Agency Support	* legend						
- Regional and Local Connectivity	* legend						

\*NOTE: Data provided in this analysis is independent of other potential projects (e.g., the proposed SH 171 Corridor and the potential Red Wash & Weldon Railroad switch yard relocations).

Draft - March 24, 2010

Public Impact Factor (PIF)
High
Medium
Low

*Legend				
Major Negative Effect	Some Negative Effect	No Effect, Neutral	Some Positive Effect	Major Positive Effect
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# Draft Preferred Alternative Discussion

# Project Schedule

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|---------------------|---|
| <b>Apr/May 2010</b> | <b>Public Meeting to Present Draft Preferred Alternative</b>                          |
| <b>May 2010</b>     | <b>Work Group Meeting #3</b>  |
| <b>May 2010</b>     | <b>Develop schematic of Preferred Alternative and begin Environmental Assessment</b>  |
| <b>Aug 2010</b>     | <b>Begin state and federal review of Draft schematic and Environmental Assessment</b> |
| <b>Nov 2010</b>     | <b>Work Group Meeting #4</b>  |
| <b>Jan 2011</b>     | <b>Public Hearing</b>   |

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# Questions, Answers, & Comments