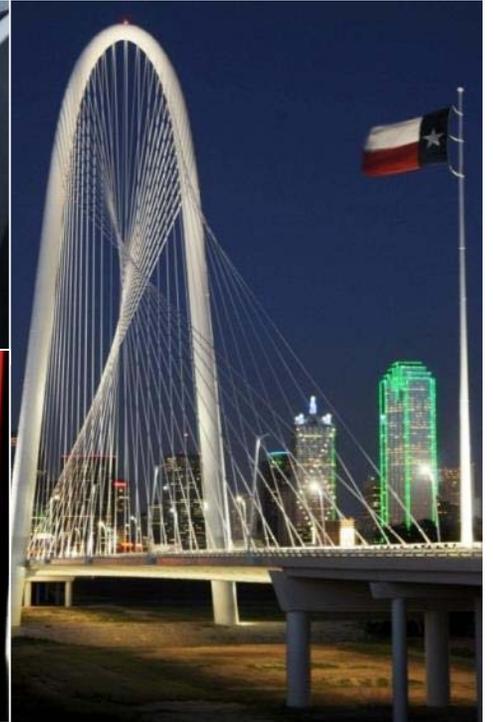




TEXAS DEPARTMENT OF TRANSPORTATION



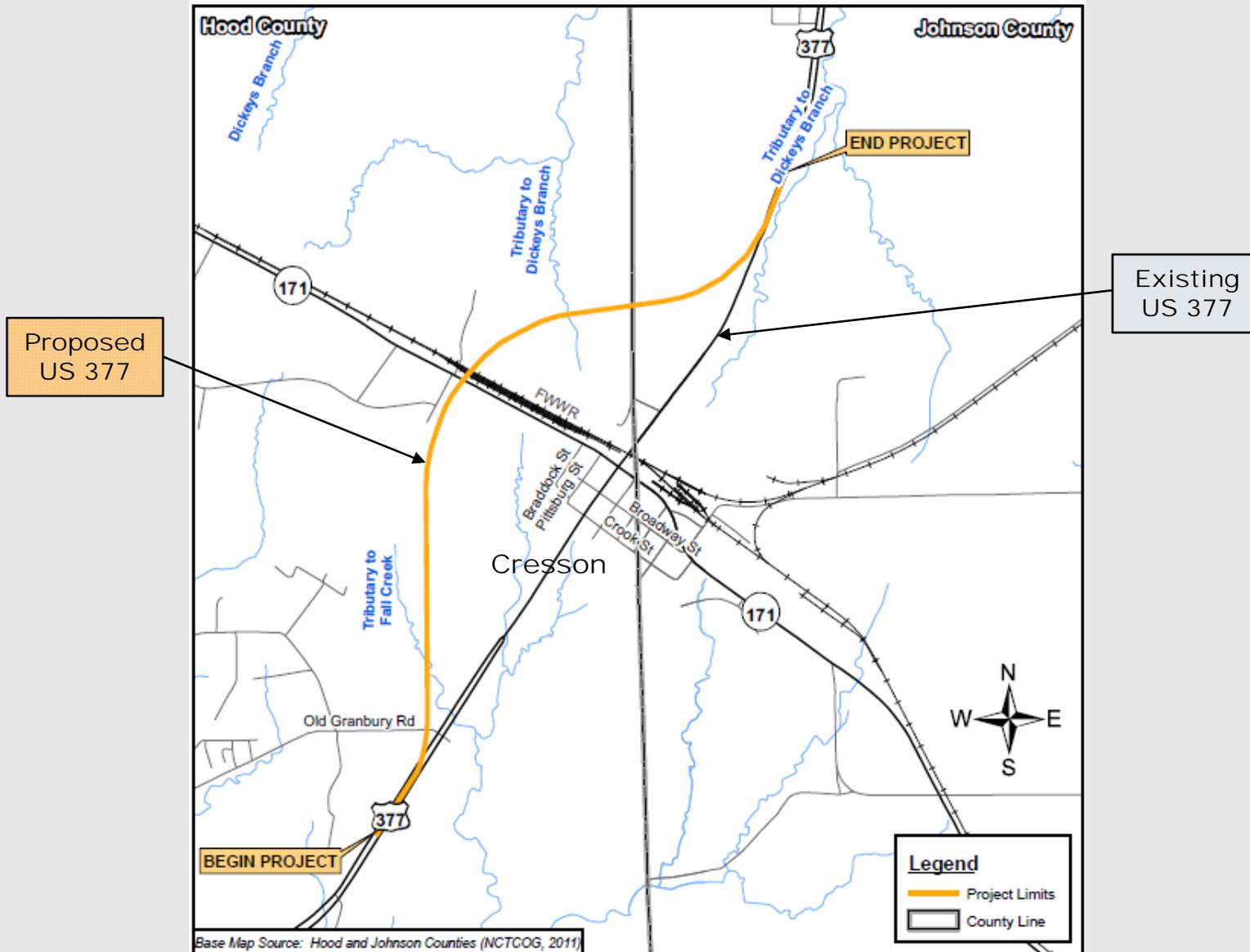
# US 377 CRESSON RELIEF ROUTE

Public Hearing

Tuesday, February 25, 2014

CSJ: 0080-11-001 and 0080-12-001

# US 377 Cresson Relief Route – Project Location



# Public Hearing Agenda

	Welcome & Introductions	Mr. Brian Barth, P.E.
	Project Overview	Ms. Jamye Sawey
	Project Design	Mr. Naser Abusaad, P.E., AICP
	Right of Way	Mr. Kelly Price
	20-minute Recess	
	Public Comments	Mr. Brian Barth, P.E.
	Adjournment	Mr. Brian Barth, P.E.

## Public Hearing Purpose

- Present The Preferred Alternative and Environmental Studies
- Provide The Public Another Opportunity To Provide Input
- Develop A Formal Record Of Public Participation

## Public Hearing Purpose

- Department Required To Hold A Public Hearing, Or Afford An Opportunity For A Hearing, For Any Project That Requires The Acquisition Of Significant Amounts Of Right Of Way
- Department Must Consider The Economic And Social Effects Of Such A Project And Its Impact On The Environment
- Notices For This Public Hearing Were Published:

*Fort Worth Star Telegram* On January 26<sup>th</sup> And February 16<sup>th</sup>

*Hood County News* On January 25<sup>th</sup> And February 15<sup>th</sup>

# Public Comments

## Oral Comments Tonight:

Please Sign At The Registration Desk To Speak

## Mail Written Comments To:

Texas Department of Transportation  
Mr. Brian Barth, P.E.  
2501 SW Loop 820  
Fort Worth, Texas 76133

Written Comments Postmarked By Friday, March 7th, 2014

## Corridor History

- Original State Highway Linking Cresson To Granbury Was Completed In 1923 With Two Gravel Lanes Each 8 Feet Wide
- Original State Highway Linking Cresson To Benbrook Was Completed In 1929 With Two Gravel Lanes Each 9 Feet Wide
- US 377 In Cresson Widened To A Four-Lane Highway In 1974
- Left Turn Lane Added To Median of US 377 in Cresson In 2001

## Corridor History

- Traffic Counts In 1936 Show Approximately 940 Vehicles Per Day Utilized The Corridor Near The North End Of Cresson
- Approximately 6,300 Vehicles Per Day Utilized The Corridor When Additional Capacity To Four Lanes Provided In 1974
- Estimated 24,400 Vehicles Per Day In 2015
- Estimated 33,900 Vehicles Per Day In 2035

## Project Purpose And Need

- Project Purpose Is To Provide A Long-term Solution To Identified Traffic Issues At The US 377 And SH 171 Intersection
- Project Need Arises Because:
  - Proximity Of The At-grade Fort Worth And Western Railroad Crossing On US 377 To The SH 171 Intersection Impedes Traffic
  - Accidents Occur Along US 377 Near SH 171
  - A High Level Of Truck Traffic Leads To Congestion Along US 377
  - Short-term Solutions Currently In Place Will Not Provide Extended Relief For Motorists Using US 377 And SH 171
  - US 377 Has Not Yet Been Updated To Provide Appropriate TxDOT Design Standards Consistent With Texas Highway Trunk System

## Previous Studies

- In 2008, Texas Transportation Institute Evaluated Potential For Short-term Improvements To Traffic Operations
- One-Way Pair Operation Along SH 171 And Broadway Street Recommended For Implementation
- TxDOT Initiated Public Involvement And Preliminary Design For The One-way Pair Alternative
- TxDOT Discontinued These Efforts To Focus On A Long-Term Solution Of US 377 Grade-Separated Crossing With Fort Worth And Western Railroad

## Previous Studies

- In 2010, TxDOT Began Preparing Feasibility Study For A Proposed Grade-Separated Railroad Crossing
- The Study Developed And Evaluated Cross Section Alternatives, Construction Costs, Right Of Way Requirements, And Potential Environmental Considerations For Five Conceptual Alternatives
- These Conceptual Alternatives Included:
  - Bridge Over The Railroad Along The Existing Corridor
  - A Tunnel Under The Railroad Along The Existing Corridor
  - Two Different Relief Routes Along The Western Boundary Of The City Of Cresson
  - One Relief Route Along The East Boundary Of The City Of Cresson
- Preferred Alternative Is Being Shown And Discussed Tonight

# Prior Public Involvement

- Public Meetings Held:

- September 24, 2009
- May 13, 2010
- December 12, 2011



- Project Work Group Meetings held:

- February 17, 2010
- March 25, 2010
- July 28, 2010



- Informal Meetings Held With Local Officials

## Prior Public Involvement

- Project Identified In Mobility 2035 - The Metropolitan Transportation Plan For North Central Texas – 2013 Update
- This Project Is Also Reflected In The 2013-2016 Statewide Transportation Improvement Program
- Project Being Developed By TxDOT And The Federal Highway Administration (FHWA) In Cooperation With The City Of Cresson, Hood And Johnson Counties, And The North Central Texas Council Of Governments

## National Environmental Policy Act (NEPA) Process

- An Environmental Document Has Been Prepared In Accordance With The National Environmental Policy Act, Or NEPA
- Document Assesses Social, Economic, And Environmental Considerations Of The Proposed Relief Route Along The Western Boundary Of Cresson
- Covers Impacts Associated With Air Quality, Noise, Water Quality, Vegetation, Archeology, Historical Properties, Along With Other Aspects Of The Project

## NEPA Right Of Way

- Approximately 17 Acres Of Existing Right Of Way Along US 377 Utilized To Connect To The Existing Highway
- Approximately 115 Acres Of Additional Right Of Way
- No Easements Would Be Required
- Access Would Be Controlled Along The Relief Route
- No Driveways Leading Directly To Proposed Roadway Allowed
- Seventeen Parcels And Seven Property Owners Would Be Impacted By Right Of Way Acquisition
- No Residential Or Commercial Displacements

## NEPA Vegetation

- Existing Right Of Way Predominately Includes Mowed And Maintained Grasses - Most Common Are Bermuda And Johnson
- Proposed Right Of Way Largely Includes Open Grasslands And Scrubby Scattered Tree Growth
- Special Habitat Features Within The Proposed Right Of Way Include Two Remnant Tallgrass Prairie Areas Of Approximately 1.3 Acres
- Most Commonly Known And Predominant Tallgrass Species Include Varieties Of Bluestem And Grama And Yellow Indiangrass
- Mitigation For These Species Expected To Be Limited To Avoiding These Areas And Minimizing Impacts As Much As Possible

## NEPA Water Resources

- Proposed Project Crosses Nine Water Bodies, One Wetland And Two Flood Zones
- Hydraulic Design For Project Would Be In Accordance With Current FHWA And TxDOT Design Policies
- The Facility Would Permit Conveyance Of The 100-year Flood, Inundation Of The Roadway Being Acceptable, Without Causing Substantial Damage To The Facility, Stream, Or Other Property
- Proposed Project Would Not Increase Base Flood Elevation To A Level That Would Violate Applicable Floodplain Regulations And Ordinances
- Coordination With Local Floodplain Administrator Would Be Required

## NEPA Water Resources

- Permanent Impacts Due To Construction Are Expected To Occur To All Nine Waters And An Abutting Wetland Area
- Waters Include Eight Intermittent Tributaries To Fall Creek and Dickeys Branch and One Ephemeral Tributary To Fall Creek
- Estimated Total Impacts To Crossings And Wetland Of 0.70 Acres Would Be Authorized Under United States Army Corps Of Engineers Nationwide Permit 14 - *Linear Transportation Crossings*
- Pre-construction Notification Would Be Required Due To Impacts To Two Tributaries To Fall Creek And The Wetland Are Estimated To Exceed The 0.1 Acre Impact Threshold And Would Be A Discharge In Wetlands

## NEPA Water Resources

- When Temporary Fills Are Needed In Tributaries, The Affected Areas Would Be Returned To Their Pre-construction Elevations
- Channelization Would Not Be Required
- Mitigation Measures Considered Include Avoidance, Where Practicable, By Spanning Jurisdictional Areas With Bridges, Minimization Of Impacts By Limiting Excavation Or Fill Quantities, And Compensatory Mitigation For Impacts
- Compensatory Mitigation For These Impacts Would Be Coordinated With The United States Army Corps Of Engineers And Performed In Accordance With Terms Of Approved Permit

## NEPA Farmlands

- Coordination With Natural Resources Conservation Service (NRCS) Occurred In February 2012
- They Estimated 16.4 Total Acres Of Prime And Unique Farmland Would Be Impacted By The Proposed Project
- The Site Assessment Determined No Further Consideration For Protection Would Be Needed
- Erosion Control Methods Will Be Used During All Phases Of Construction As Requested By NRCS

## NEPA Water Quality

- As The Proposed Project Would Disturb More Than Five Acres; TxDOT Would Also Comply With Texas Commission On Environmental Quality To Promote Water Quality
- File A Notice Of Intent To Have A Storm Water Pollution Prevention Plan (SW3P) In Place During Construction To Help Minimize Impacts To Water Quality And Erosion

## NEPA Erosion Control Measures

- Clearing Of Vegetation Would Be Limited Or Phased, To Maintain Natural Water Quality Buffer And Minimize Amount Of Earth Exposed At One Time
- Temporary Erosion And Sedimentation Control Practices Would Include Applying Vegetation Through Seeding Or Sodding And Utilizing Silt Fences And Rock Filter Dams
- Where Appropriate, Measures Would Be In Place Prior To The Initiation Of Construction And Maintained Throughout The Duration Of The Construction
- Permanent Soil Erosion Control Features Would Be Constructed As Soon As Feasible Through Proper Seeding Or Sodding Techniques
- Disturbed Areas Would Be Restored And Stabilized As Soon As The Construction Schedule Permits

## NEPA Wildlife

- Project Would Have No Effect On Any Federally Listed Species Or Its Habitat
- Potential To Impact State-listed Species Or State Species Of Concern Including Texas Garter Snake, Texas Horned Lizard, Western Burrowing Owl, Plains Spotted Skunk, Comanche Peak Prairie-clover And Glen Rose Yucca
- None Of These Species Were Found In Field Observations; However, Vegetation Removal Could Impact The Potential Habitat For The Species
- Would Be Temporary Impacts To Habitat Requirements For These Species
- Impacted Areas Would Be Returned To Preconstruction Contours
- Ample Open Areas With Requisite Habitat Requirements Outside Of Project Limits Would Serve To Replace The Permanently Impacted Habitat

## NEPA Cultural Resources

- Project Would Have No Effect On Archeological Sites Or Cemeteries
- If Unanticipated Archeological Deposits Are Encountered During Construction, Work In Immediate Area Would Cease, Archeologists Would Be Contacted To Initiate Post-Review Discovery Procedures
- No Historically Significant Resources Have Been Previously Documented Within 300 Feet From The Proposed Right Of Way
- Surveys Revealed There Are 22 Resources On Four Parcels Built Prior To 1968 Located Near The Project, However, TxDOT Historians Determined None Of The Resources Are Historically Significant
- Project Would Not Require The Use Of Any Publicly Owned Lands From A Public Park, Recreational Area, Or Wildlife And Waterfowl Refuge Area Of National, State Or Local Significance

## NEPA Noise

- Noise Analysis For The Proposed Improvements Conducted
- Existing Noise Levels Were Measured Near One Residence Representing The Proposed Project Area On New Location
- Noise Levels For Four Other Residences Near Existing US 377 Were Modeled Using Existing Traffic Data
- All Residences Were Modeled With Forecast Traffic Data For Year 2035 For Determining Predicted Future Year Noise Impacts

## NEPA Noise

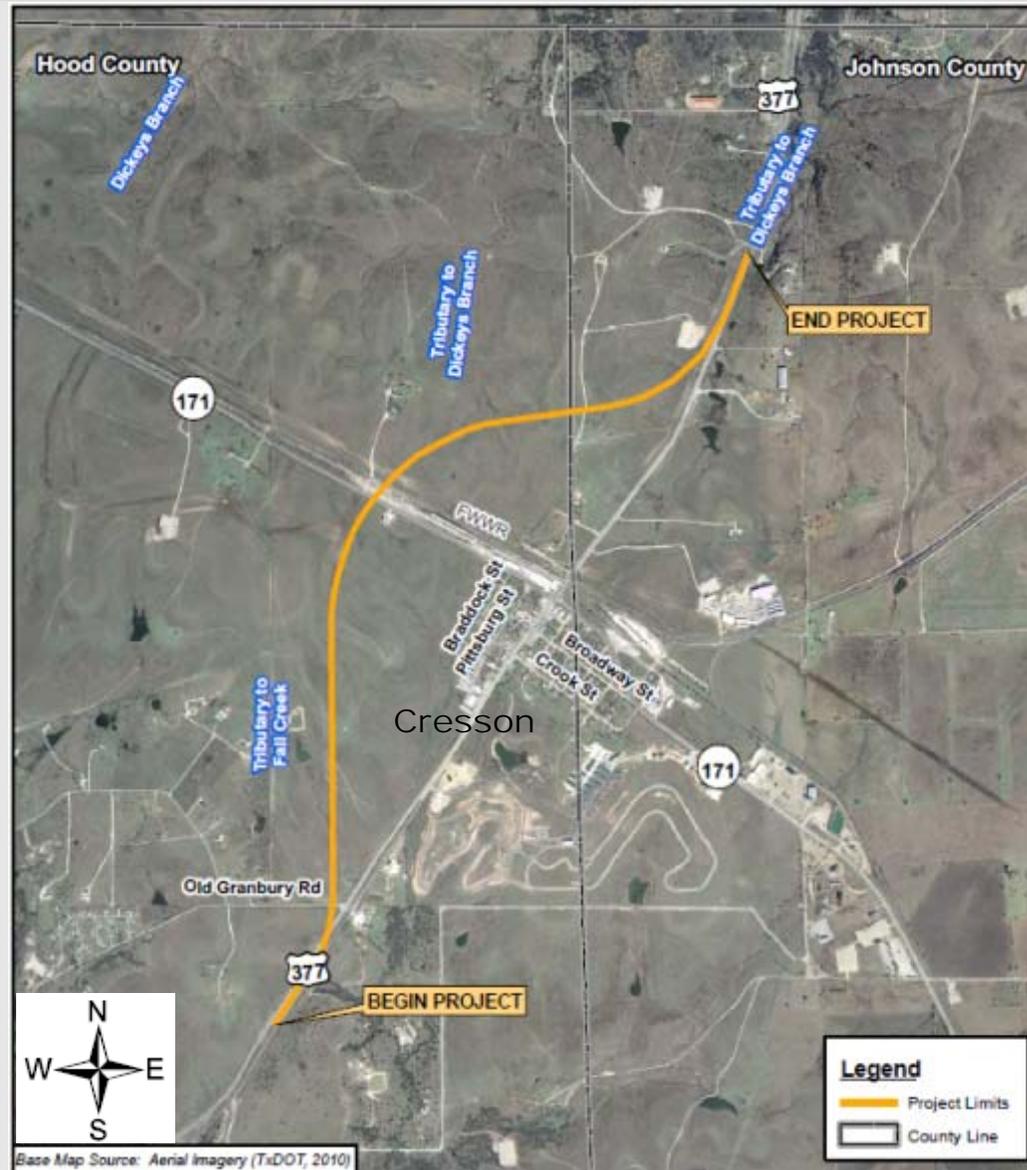
- Modeling Estimates There Would Be Changes In Noise Levels At Residences Varying From -2 To +6 Decibels
- More Than A 10 Decibel Increase Signifies A Substantial Increase Or Noise Impact
- The Existing And Future Noise Levels Also Projected To Be Less Than The Noise Abatement Criteria Set By The FHWA Resulting In No Noise Impact Due To The Proposed Project
- To Avoid Noise Impacts That May Result From Future Development, Local Officials Should Ensure No New Activities Including Items Such As Residences, Day Care Centers, Parks And Playgrounds Be Constructed Within 10 Feet From The Proposed Right Of Way

## NEPA Hazardous Materials

- Five Gas Wells Identified Near The Project Study Area
- Only One Of The Five Wells Has A Well Surface Location Adjacent To The Proposed Project
- One Well Located Within The Proposed Project Right Of Way But Approximately 6,500 Feet Deep
- There Is No Surface Activity Within The Proposed Right Of Way
- During The Preliminary Investigations, Multiple Pipelines Were Found To Bisect The Proposed Project
- Negotiations Would Be Conducted With The Pipeline Owners To Properly Relocate The Affected Pipelines, If Required For The Project

- Based On Studies Thus Far, The Environmental Investigations Indicate The Proposed Project Would Have No Significant Impact On The Quality Of The Human Environment
- Revisions May Be Made To Environmental Studies From Current Drafts To Address Needs Of The State And Federal Agencies
- Revisions May Also Be Made To The Environmental Studies As A Result Of Public Comments Received Tonight
- After All Necessary Revisions Are Provided A Finding Of No Significant Impact (FONSI) Is Anticipated For This Project

# Project Location

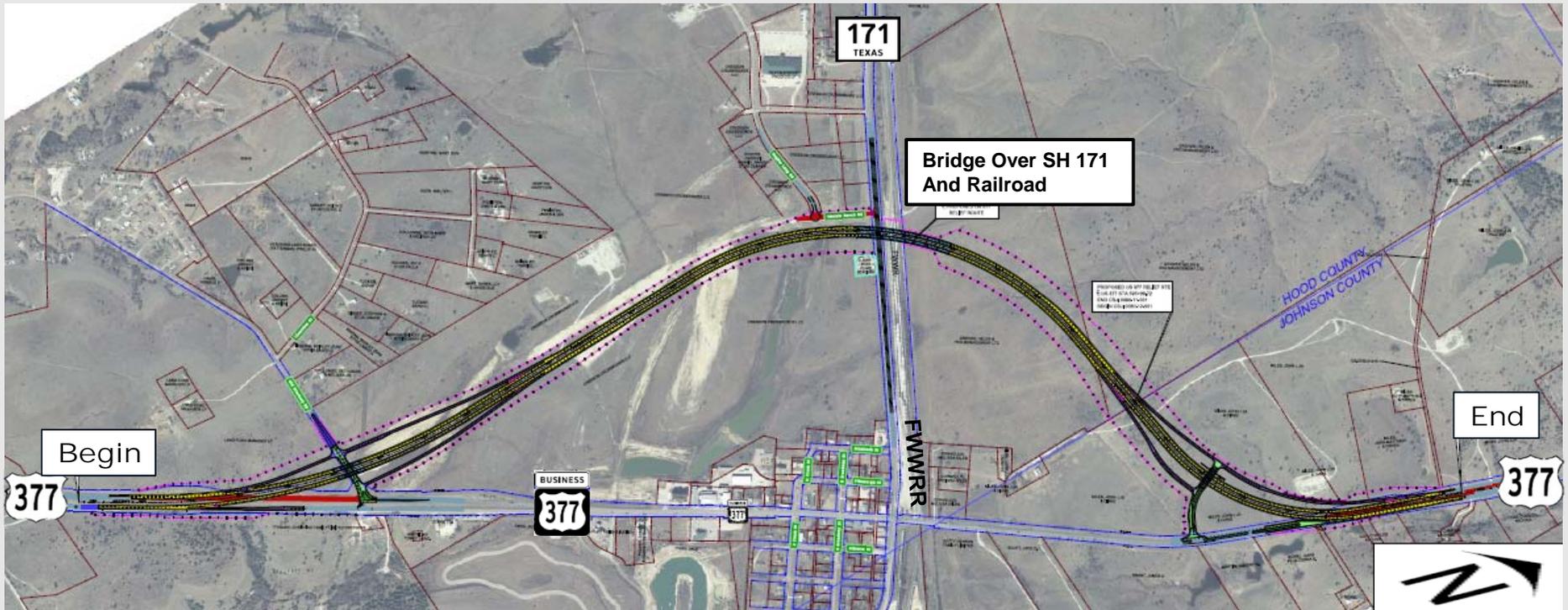


# Existing Conditions



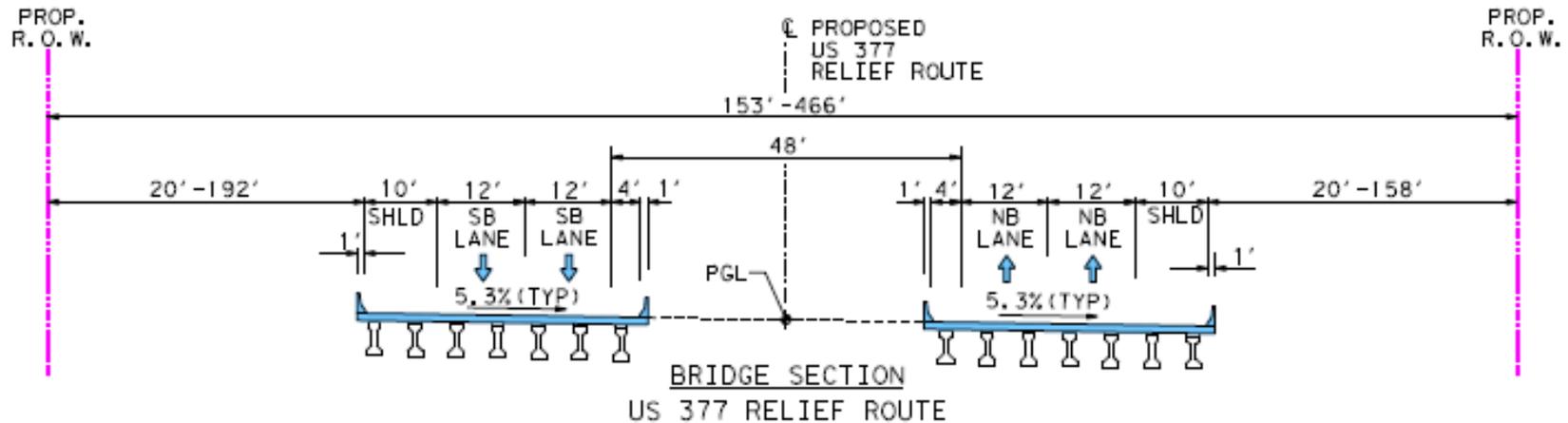
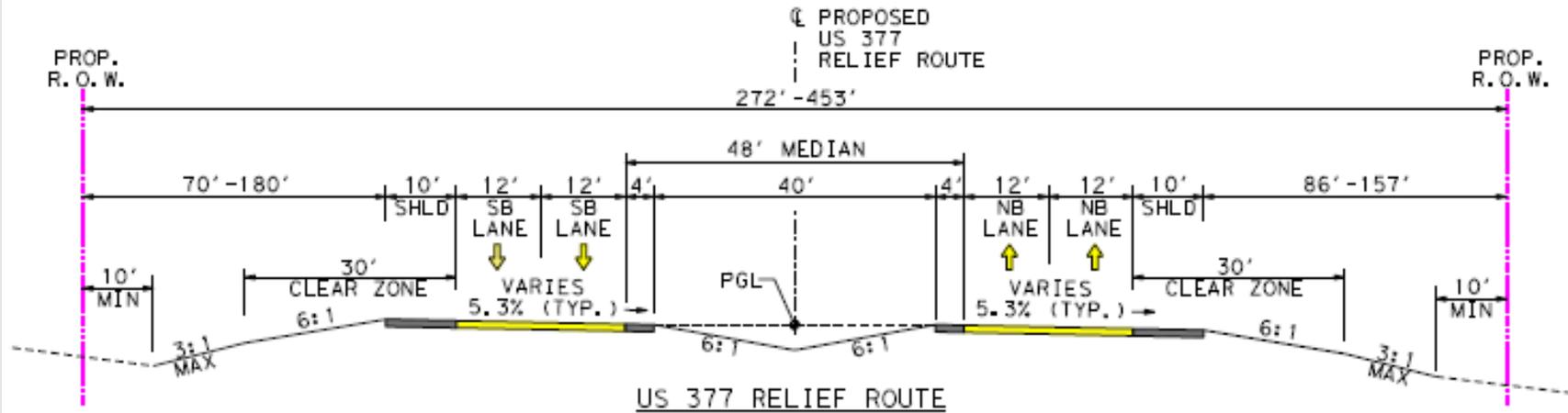
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# Project Layout

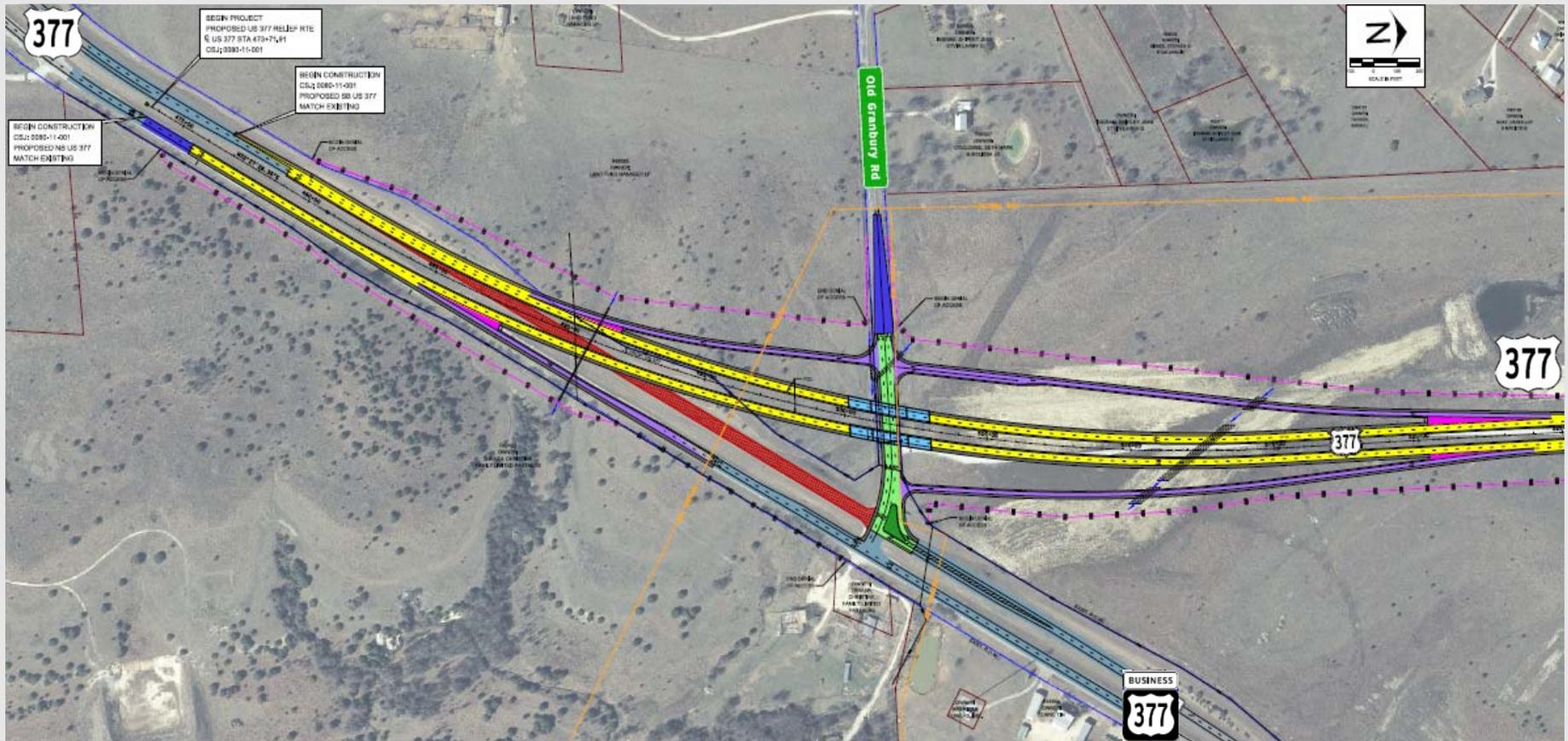


# Proposed Typical Section

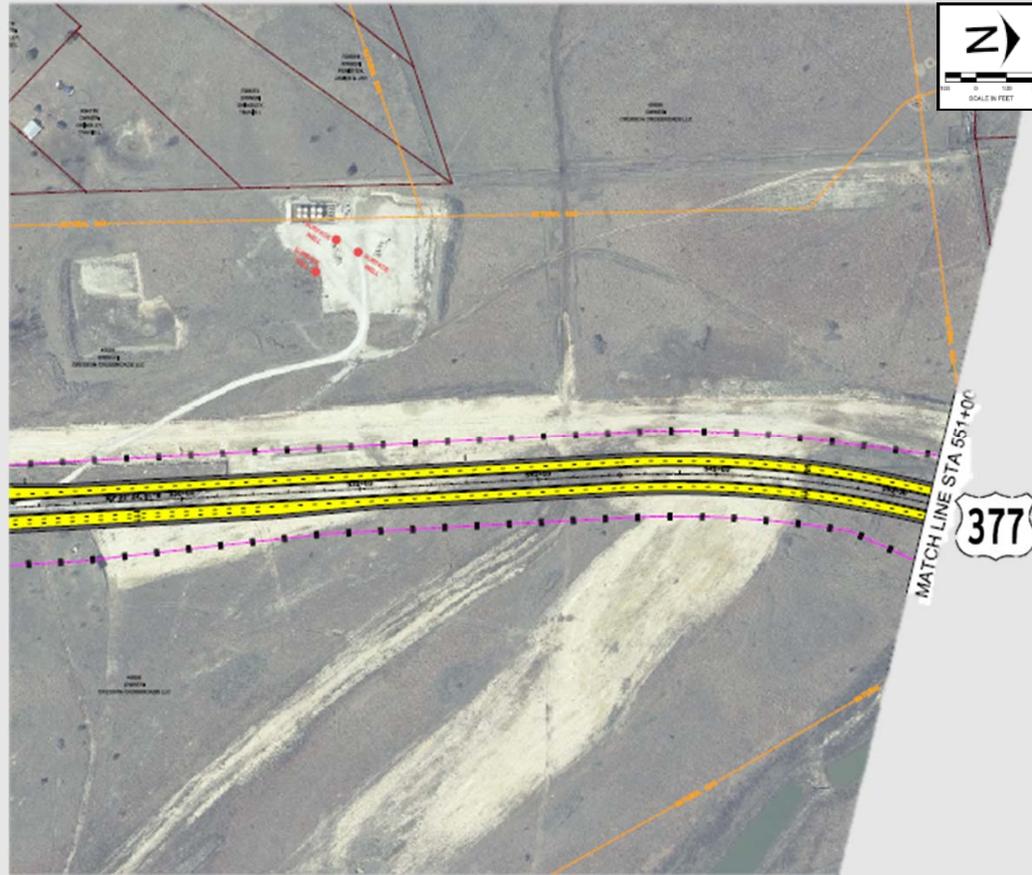
## PROPOSED TYPICAL SECTIONS



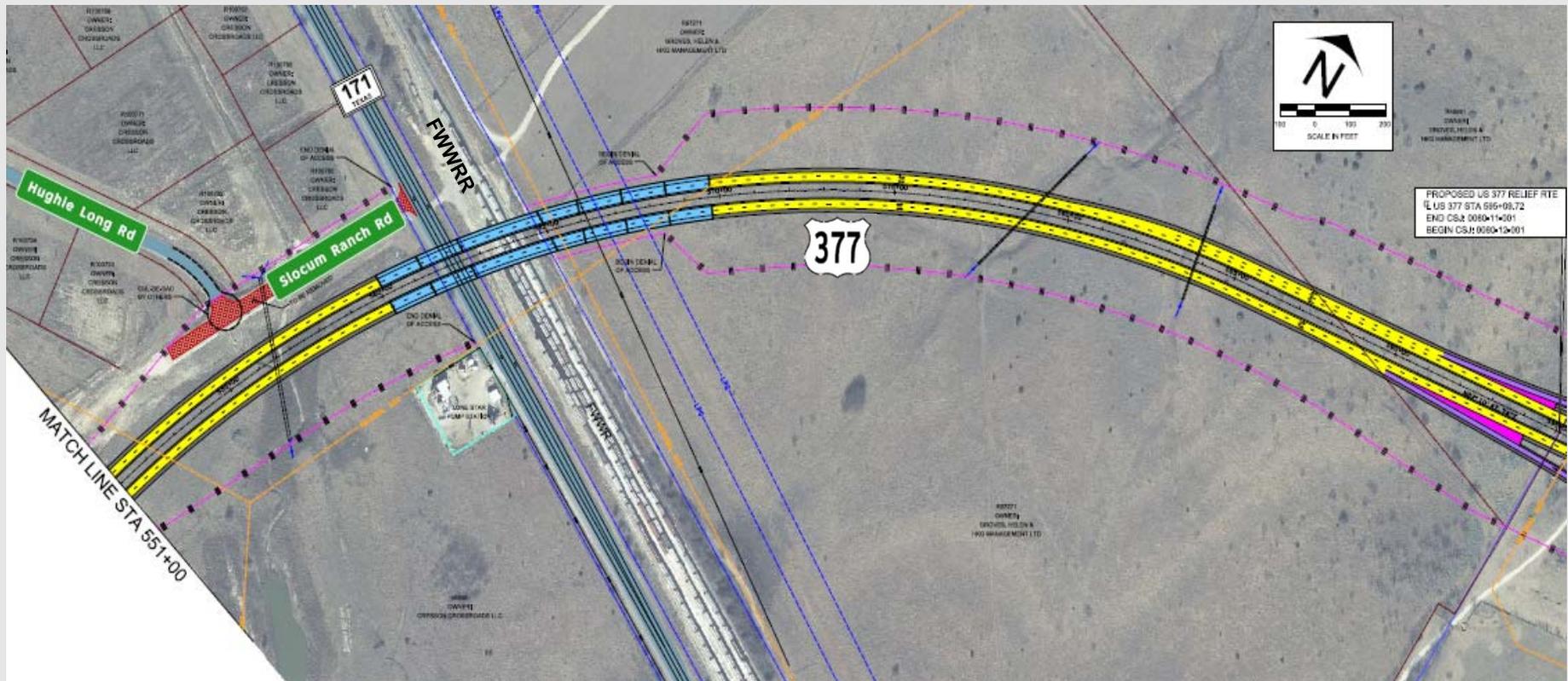
# Project Layout



# Project Layout



# Project Layout





## Project Implementation

- Construction Estimated To Cost Approximately \$38.8 Million
- Current Construction Funding Approximately \$10.75 Million
- TxDOT Will Continue To Develop The Project And Work With Counties To Identify Full Funding
- Construction Could Potentially Begin in 2016
- Estimated Construction Duration Is 2 Years

## Right Of Way

- Property Rights Needed For Expansion Of Texas Highway System Are Acquired Under The Guidelines Of The “Uniform Relocation Assistance And Real Property Acquisition Act Of 1970”
  1. Law Passed In 1970 That Was Designed To Ensure That Anyone Who Owned Property Needed For A Public Purpose Would Be Treated Fairly
  2. The Law Establishes Guidelines For The Acquisition Of Property And The Relocation Of Displaced Individuals And Businesses

## Right Of Way

- Equal Treatment Policy
- It Is The Policy Of The Texas Department Of Transportation That Individuals Impacted By Transportation Systems Expansion Shall Not Be Denied Benefits Excluded From Participation Or Otherwise Be Subjected To Discrimination Based On The Grounds Of Race, Color, Sex, Age, Handicaps Or National Origin

## Right Of Way

- The State's Authority To Acquire Property For The Transportation System Is Founded In The Fifth Amendment To The Constitution Of The United States
- This Authority Can Be Used Only When There Is A Demonstrated Public Need For The Property And The Property Owners Are Compensated With "Just Compensation"
- "Just Compensation" Is Defined As The "Fair Market Value" Of The Property Needed Plus An Amount For Damages That Might Accrue To The Remaining Property As A Result Of Severing The Required Right Of Way From The Whole Property

## Right Of Way

- Each Impacted Property Owner Would Be Offered “Just Compensation” For The Property Needed For The Project
- To Arrive At This Value, TxDOT Would Hire Independent Appraisers To Prepare Detailed Appraisals And Establish Value
- Acquisition Of Access Control, When No Land Is Being Acquired From The Property Owner, May Only Occur If An Appraisal Determines The Access Denial Reaches A Level Of A Material Impairment Of Direct Access That Affects The Market Value Of The Remaining Property
- If Access Control Line Does Not Materially Impair Direct Access And/Or Does Not Affect The Market Value Of The Tract, Access Control Remains Under Department’s Police (Permit) Power

# Right Of Way

- Acquisition Of Property
  1. A Written Offer To The Property Owner Would Be Made Based On The Value Determined In The Appraisal
  2. During This Meeting, State's Agent Would Discuss The Impact On Your Property And Try To Answer Questions You May Have
  3. Also Discuss Alternatives Available In The Acquisition Process Under The Laws Of Eminent Domain
  4. Property Owner Would Be Given A Minimum Of 30 Days To Consider The Offer

## Right of Way Brochures

- Available On The TxDOT Website

[http://www.txdot.gov/txdot\\_library/publications/landowner\\_rights.htm](http://www.txdot.gov/txdot_library/publications/landowner_rights.htm)

- Brochures Available By Contacting Our Office
- We Have A Limited Supply Tonight

## Public Inquiries

- Environmental Reports and Preliminary Designs can be viewed here tonight or at:

TxDOT Stephenville Area Office  
2281 E. Washington  
Stephenville, TX 76401  
(254) 965-3511

TxDOT Fort Worth District Office  
2501 SW Loop 820  
Fort Worth, TX 76133  
(817) 370-6549

City of Cresson  
8901 US 377  
Cresson, TX, 76035  
(817) 396-4729

# Recess

- 20-Minute Recess
  - Please Register Your Attendance And Sign Up To Speak At The Front Desk
- Public Comment Period Following Recess

## Public Comments

- Please State Your Name And Address For The Record
- Please Limit Statement To A Maximum Of 3 Minutes
- Please Note We Will Not Respond To Your Comments Tonight

## Public Comments

- Statements Received On Or Before Friday, March 7, 2014 Will Be Carefully Analyzed In Writing With Responses In A Summary And Analysis
- Summary And Analysis Will Be Made Available To The Public
- Environmental Approval Is Anticipated After Review Of The Transcript Of These Proceedings And Addressing Of All Concerns And Concepts Contained In The Statements
- Once Environmental Approval Is Received, Right-Of-Way Mapping And Acquisition And Utility Relocation May Begin
- Construction Could Begin After Detailed Plans Are Completed, Right-of-way Is Acquired, And Utilities Are Relocated

# Adjournment

On Behalf of the Texas Department of Transportation

**Thank You for your Attendance**