

Meeting Notes

PROJECT: US 377 Cresson Mobility project

Proj #: 2454.03

SUBJECT: Work Group Meeting #3

TxDOT CSJ: 0080-04-090

ATTENDEES: 14 attended, Sign-in List attached

LOCATION OF MEETING: Cresson City Hall,
Cresson, TX

DATE/TIME OF MEETING: Wednesday,
July 28, 2010
10:00 a.m.

The following is our understanding of the subject matter covered in this meeting. If this differs from your understanding, please notify us within five working days.

Introductions

TxDOT Stephenville Area Engineer, Marc McEndree opened the Work Group (WG) meeting by welcoming the attendees and thanking Mayor Bob Cornett for facilitating a meeting room for the WG meeting – he then acknowledged the presence of TxDOT Stephenville Area Office staff as well as staff from Civil Associates, Inc. (CAI) that were in attendance and briefly described the main purpose of this WG meeting to be for CAI to present the proposed preferred alternative. Marc also mentioned the existence of an ongoing discussion between TxDOT and Fort Worth & Western railroad (FWWR) regarding FWWR proposal to potentially relocate the railroad switching yard. He also stated that the ongoing discussion with FWWR would not stop TxDOT from continuing forward on the relief route study according to the project schedule. After reminding everyone to make sure to sign their name for the record on the WG meeting attendance sheet provided for the meeting, Marc invited Naser Abusaad of CAI to proceed with the agenda items.

Naser started by reminding everyone to obtain a copy of the handouts that were provided for the WG and before proceeding with the agenda items, he explained what short-term and long-term solutions mean to the City of Cresson. He stated that the US 377 relief route study would be a long-term solution and when completed, would determine the Right of Way (ROW) needed for the project so that TxDOT could proceed with the process of acquiring ROW to preserve the corridor for constructing the relief route as construction funds become available in the future. He also stated that other solutions such as the one-way couplet solution would be a short-term solution that would improve traffic circulation and minimizes delay at the existing US 377 and SH 171 intersection, in Cresson. He then proceeded with discussing the WG meeting agenda items.

Summary of Work Group 2 Meeting Notes

Naser mentioned that meeting minutes from WG 2 meeting had been sent out to all in the WG email list and mentioned that a copy of a letter from the North Texas Council of Governments (NCTCOG) was also attached to the minutes.

Summary of Public Meeting

Naser stated that according to the sign-in sheet from the public meeting, a total of 86 people had attended the Public Meeting on May 13, 2010 from which 33 written comments were received. TxDOT conducted two sessions of the presentation with the first one at an earlier time than the scheduled time to accommodate those who came earlier and the presentation was repeated again at the originally scheduled time. According to a summary of the written comments collected from the public during the Public Meeting, six people supported Alternative-B1, five supported Alternative-B2, five supported Alternative-A, four supported Alternative-D, three supported the No-build Alternative and zero supported Alternative-C. Referring to a report that was included as part of the handout for this WG meeting, Naser presented the ranking of each alternative which was based on totaling the ranking provided by each of the

respondents from the Public Meeting: 191 points for Alternative B2, 190 points for Alternative A, 178 points for Alternative B1, 140 points for Alternative D, 88 points for Alternative C, and 64 points for the No-build Alternative. He also stated that Alternative A, with estimated construction cost of more than twice the construction cost of B1 and B2, would be more fitted as a solution for urban areas but not for this project in Cresson. As a result, the CAI team would not recommend Alternative A to be the preferred alternative.

Buddie Lasater commented that his observation from reading the public meeting surveys was that most of the respondents who preferred Alternative A did not appear to understand that a bridge was proposed for all the alternatives, not just Alternative A. Had they understood this, Alternative A might not have received as many comments of support as it did.

Alternative Analysis Evaluation Matrix

Naser referred everyone to the Alternative Analysis Evaluation Matrix which was provided as part of the handouts. Naser reviewed the list of criteria items and the corresponding values for all alternatives with emphasis on Alternatives B1 and B2 to show that the results indicated no major difference between the two alternatives based on criteria items listed in the matrix. He also mentioned that both of these alternatives have gained agency support which included a letter from Hood County Commissioners and the Road Administrator supporting Alternative B1 and Alternative B2 with Alternative B1 as the first preference.

Naser pointed out the additional preliminary construction and ROW cost provided in the matrix for adding grade separation at both the south end and north end of Alternatives B1, B2 and C.

Draft Preferred Alternative to be Further Evaluated

Naser stated that as a group, we recommend Alternative B1 over Alternative B2 for technical reasons. He then explained that B2's close proximity to the existing US 377 would make the proposed ramp terminus at SH 171 too close to the existing US 377 and SH 171 intersection. He also stated a potential conflict between the B2 ramp terminus and the tie-in location of the one-way couplet if the couplet was to be implemented. He then recommended to move forward with the schematic development and preparation of the Environmental Assessments (EA) using Alternative B1 as the draft preferred alternative.

Naser also stated that in order to remedy Mayor Bob Cornett's concern that the relief route might result in reducing visibility to the City of Cresson, proper signage ahead of the south end and north end of the project would help the travelling public to be informed in advance about access to Cresson businesses.

Mayor Bob Cornett asked who will be preparing the signage, and Naser replied that we will work with TxDOT in determining the appropriate signs to be shown on the schematic. Marc stated that the blue informational signs are paid for by the local businesses.

Project Schedule / Next Steps

Naser stated that the goal is to develop the schematic from July through October of 2010 and then be submitted for state review thereafter. He also stated that the EA review process could be laborious and may take longer time than scheduled. He added that there will be one more public hearing following the environmental document and schematic approvals to provide the public with an opportunity to view the schematic and make comments – he explained that no responses will be provided by TxDOT to any comments made by the public during a public hearing.

Questions, Answers, & Comments

Mayor Bob Cornett commented on a need for a local road to parallel the proposed relief route in order to provide access to properties on both sides of the relief route. He also requested that TxDOT delay the construction of the proposed ramps at SH 171 until at least the proposed development by the Cresson Crossroads is partially developed.

Marc replied that he would work with the Mayor on these issues. Naser added that the ROW to accommodate the ramps at the grade separations on the south end and north end could be acquired and

preserved at the same time as the proposed ROW for the relief route even if the ramps would be added later.

Mayor Bob Cornett suggested adding a stock-pass under the proposed relief route to allow for cattle crossings.

Commissioner Steve Berry suggested that for the additional construction cost provided, it would be beneficial to construct the south end and north end grade separations at the same time as the construction of the relief route. Commissioner Leonard Heathington voiced support to the idea.

Mayor Bob Cornett commented that he agrees that the traffic control issues and lane closures that would be required to construct Alternative A make it not attractive, and Commissioner Steve Berry agreed with the Mayor.

Mayor Bob Cornett requested coordination meetings with TxDOT and CAI to resolve access related issues during the schematic development. Marc agreed that it would be a good idea. Naser added that once a working alignment is established, CAI will provide the alignment to Buddie Lasater for obtaining topographic and aerial data and then TxDOT and CAI can begin meeting with the City of Cresson regarding access issues.

There were no more questions or comments – Naser deferred the remaining portion of the meeting to Marc McEndree. Marc thanked the attendees again for coming to the WG meeting. He also stated that TxDOT and the project team will continue developing the project and would not wait for the outcomes of other inquiries and discussions that TxDOT is currently engaged in to resolve the traffic delays through Cresson. The traffic problem in Cresson will worsen if TxDOT does not act and he asked CAI to proceed forward with recommended Alternative B1.

The meeting concluded at approximately 11:00 AM.

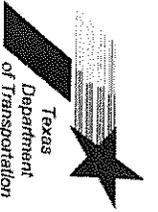
These notes are only summaries of key points of the meeting and are not meant to be used as a transcript of the meeting.

REPORTED BY: Naser Abusaad (naser@civilassociates.com)
Abe Bekele (abe@civilassociates.com)
Teresa Barlow (teresa@civilassociates.com)

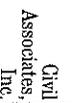
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Attachments: Sign-in List
Agenda
PowerPoint Presentation Handout
Public Meeting Summary Handout
Alternatives Analysis Evaluation Matrix
Draft Preferred Alternative Alignment

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US 377 Cresson Mobility Project
Work Group Meeting #3
 Wednesday, July 28, 2010 10:00 am – 12:00 pm
 City of Cresson City Hall



NAME	REPRESENTING	DIRECT PHONE	E-MAIL ADDRESS
Bob Bennett	City of Cresson	817-396-4729	City of Cresson
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Steve Berry	Hood Co.	817-579-3300	sberry@hood.tx.us
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Jennifer Rame	City of Cresson	817-995-4170	jramen@windstream.net
Donna Jackson	City of Cresson	417-487-9933	donna.jackson@cresson.net
Mare McEulace	TxDOT	254-965-3511	mare@dot.state.tx.us
David Dryden	Reagan Hall & Perkins	682-465-6783	ddryden@rhp-online.com



US 377 Cresson Mobility Project

Work Group Meeting #3

Date: Wednesday, July 28, 2010

Time: 10:00 a.m.



Location: City of Cresson City Hall
8901 US 377 • Cresson, TX 76035

AGENDA

1. Introductions
2. Summary of Work Group 2 Meeting Notes held on March 25, 2010
3. Summary of Public Meeting held on May 13, 2010 (reference handout)
4. Alternatives Analysis Evaluation Matrix (reference handout)
5. Draft Preferred Alternative to be Further Evaluated
6. Project Schedule / Next Steps
7. Other Issues

Handouts:

- Presentation
- Summary of Public Meeting
- Alternatives Analysis Evaluation Matrix
- Draft Preferred Alternative Alignment

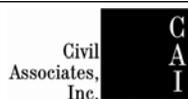
US 377 Cresson Mobility Project



**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**



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)



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US 377 Cresson Mobility Project

Civil Associates, Inc. **CAI**

Summary of Public Meeting Cont'd

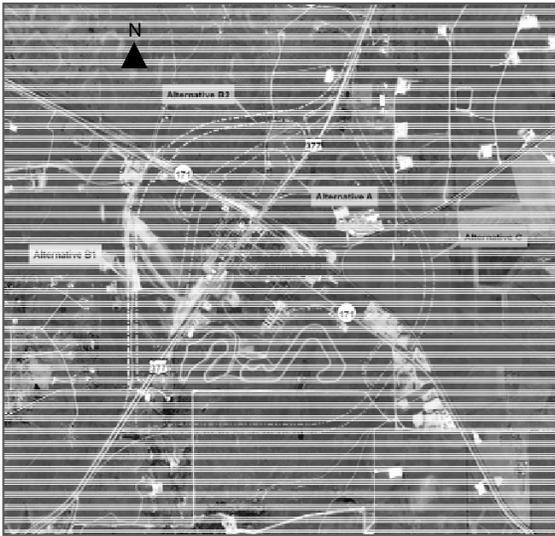
- **58 Completed Surveys Received**
 - Ranking Alternatives from Best (1) to Worst (6):
 1. Alt B2 – Best (191 pts)
 2. Alt A – (180 pts)
 3. Alt B1 – (178 pts) -----
 4. Alt D – (140 pts)
 5. Alt C – (88 pts)
 6. No-Build Alt – (64 pts)



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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

Civil Associates, Inc. CAI

Alternatives Analysis Evaluation Matrix

Criteria	Unit	Alt	No-Build Alt	Alt A	Alt B1	Alt B2	Alt C	Alt D
Mobility & Productivity								
Level of Service at Existing US 377/171 Intersection	LOS	F	D	D	D	D	D	D
Level of Service for Alternatives to Decision 168/20	LOS	B	B	B	B	B	B	B
Delay at US 377 due to PMSIS Intersection	minutes	310	310	1	1	1	1	1
Delay at the Existing 171 Intersection (per cycle)	seconds	70	40	30	30	30	30	30
New Street Crossings	# of	0	0	0	0	0	0	0
Identified Utility Crossings	# of	0	0	0	0	0	0	0
Safety								
State Separated Railroad Crossings on US 377	# of	0	1	1	1	1	1	1
All-Grade Railroad Crossings on US 377	# of	1	1	1	1	1	1	1
Innovative Finance								
Est. Construction Cost (Exclusive of 2016 Costs, 2015 dollars)*	\$M	0	24.5	18,617.9	16,817.8	48,443.7	36.3	
Environmental Sensitivity and Resiliency (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	Legend	0	+	++	++	++	++	
Economic Impact to Existing Businesses - Resiliency Impact	Legend	0	---	---	---	---	---	
Environmental Sensitivity and Resiliency (Natural Environment)								
Severe and Jurisdictional Wetlands 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	
Reliability								
Alignment Length	Index	2.0	1.4	2.1	2.1	3.8	0.1	
Construction Difficulty or Duration	Legend	0	++	+	+	++	++	
Plan/Design/Construct Feasibility	# of	0	0	0	0	0	0	
Sign-of-Way Average (Additional)	Index	0	2.0	75.3	88.8	108.8	1.3	
Level of Public Support								
Level of Public Support	Legend	0	++	+	++	++	++	
Level of Agency Support	Legend	0	++	++	++	++	++	

July 27, 2010

Civil Associates, Inc. CAI

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



Texas Department of Transportation

US 377 Cresson Mobility Project

Project Schedule / Next Steps	
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



Questions, Answers, & Comments	
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Public Meeting Summary and Analysis/Recommendation

District / Counties: Fort Worth District / Hood and Johnson Counties

Highway / Limits: U.S. Highway (US) 377

CSJ / Project Numbers: 0080-04-090

Proposed Improvements: The proposed project study area is centered around the intersection of US 377 and the Fort Worth & Western Railroad (FW&WR) in the City of Cresson, with the northern, eastern, southern, and western boundaries located approximately one mile from the intersection. In addition, State Highway (SH) 171 intersects US 377 just south of the FW&WR. Five Build alternatives in addition to the No Build alternative were developed. Three of the Build alternatives (B1, B2, and C) are relief routes around the City of Cresson; Alternative C to the east and Alternatives B1 and B2 to the west. Alternatives A and D go through the City of Cresson; Alternative A is an elevated structure and Alternative D is a tunnel/below grade.

The elevated structure (Alternative A) would consist of two 12-foot wide travel lanes in each direction with 4-foot wide inside shoulders, 10-foot wide outside shoulders, and a 2-foot wide median with concrete barrier. The proposed right-of-way (ROW) width for Alternative A varies with a 100 foot minimum.

The relief route alternatives (B1, B2, and C) would consist of two 12-foot wide travel lanes in each direction with a 76-foot wide median. The design would include four-foot wide inside shoulders and 10-foot wide outside shoulders. The proposed ROW width for Alternatives B1, B2, and C is approximately 230 feet wide with 400 feet near the grade separation over SH 171 and FW&WR.

The tunnel/below grade alternative (Alternative D) would consist of a twin cut-and-cover tunnel and a depressed U-wall section. Both the tunnel and depressed section would have two 12-foot wide travel lanes in each direction, 2-foot wide inside shoulders, and 10-foot wide outside shoulders. The median in the depressed section would vary from six feet to 14 feet. The proposed ROW width for Alternative D is approximately 120 feet.

Need and Purpose: The proposed project is needed because the proximity of the FW&WR at-grade railroad crossing on US 377 to the SH 171 intersection impedes traffic flow; high levels of truck traffic lead to congestion along US 377; short-term solutions will not provide extended relief for motorists; and, US 377 is part of the Texas Trunk System. The purpose of the proposed project is to provide a long-term solution to identified traffic issues at the US 377 and SH 171 intersection.

Environmental Document Approval: The preparation and coordination of the Environmental Assessment is currently ongoing.

Notices and Articles: Notices were published in the following major newspapers:

- The *Fort Worth Star-Telegram* on April 11, 2010 and May 2, 2010
- The *Hood County News* on April 10, 2010 and May 1, 2010.

Public Meeting Date and Place: An Open House and Public Meeting were held on Thursday, May 13, 2010, at the City of Cresson City Hall (Historic Cresson School), located at 9304 Pittsburgh, Cresson, Texas 76035. The Open House was held from 6:30 p.m. to 8:00 p.m. with presentations at 6:45 p.m. and 7:00 p.m. A copy of the Public Meeting presentation slides can

be found in **Appendix A**; representative Public Meeting Photographs can be found in **Appendix B**; and a copy of the Public Meeting notice can be found in **Appendix C**.

Attendance: The registration attendance totaled 86 persons. Twelve project staff members from TxDOT and four project consultants also attended. Copies of attendance sheets can be found in **Appendix D**.

Conducted By: The presiding official for the Public Meeting was Mr. Marc McEndree, P.E. of the TxDOT Stephenville Area Office. Mr. McEndree welcomed the meeting attendees and introduced key TxDOT staff and the elected/local officials in attendance. The elected/local officials in attendance included Bob Cornett, City of Cresson Mayor; Ron Becker, City of Cresson Mayor Pro Tem; Verlie Edwards for Rob Orr, Texas State Representative; Steve Berry, Hood County Commissioner, Precinct 4; Leonard Heathington, Hood County Commissioner, Precinct 3; Andy Rash, Hood County Judge; and Donald Linney, Hood County Road Administrator.

Exhibits: Plans illustrating the proposed alternative alignments were displayed for public viewing and comments. These included preliminary design schematic drawings and typical sections. An Alternatives Analysis Evaluation Matrix (**Appendix E**) was also available for review.

Comments from Elected / Local Officials:

Ron Becker, City of Cresson Mayor Pro Tem; Steve Berry, Hood County Commissioner, Precinct 4; Leonard Heathington, Hood County Commissioner, Precinct 3; and Donald Linney, Hood County Road Administrator submitted written comments following the Public Meeting. Mr. Berry, Mr. Heathington, and Mr. Linney all support Alternative B1 as their first choice, and Alternative B2 as their second choice. Mr. Becker wrote in support of the No-Build Alternative. Copies of the written comments submitted by elected/local officials can be found in **Appendix F**.

Comments from Public:

33 written comments were received. Copies of the written comments submitted by citizens can be found in **Appendix F**.

Out of the 33 written comments, 10 stated that relocating the rail yard or switching yard would resolve the traffic issues.

Six comments expressed concern with regard to businesses being negatively impacted by the proposed project.

Six comments expressed concern with regard to rangeland being bisected by Alternatives B1, B2, and/or C.

Five comments showed support for Alternative A.

Six comments showed support for Alternative B1.

Five comments showed support for Alternative B2.

No comments showed support for Alternative C.

Four comments showed support for Alternative D.

Three comments showed support for the No-Build Alternative.

Ten comments showed support for “Alternative E”. “Alternative E”, as identified by respondents, is the construction of a couplet and/or moving the railroad switch yard operation, but was not an official alternative presented by TxDOT.

TxDOT is currently analyzing a couplet option for SH 171 as part of another project. The couplet is not part of the proposed project because it does not fulfill the need and purpose, and does not provide improvement on US 377.

US 377 Cresson Mobility Project Survey

TxDOT consultants prepared a survey to gather public input related to the public’s preferred alternative and perceived impacts from implementing the proposed project. The survey included five questions. The results of the completed surveys are summarized below and a blank copy of the survey is provided in **Appendix G**.

Fifty-eight surveys were received. For those that completed Question 1, asking for the respondent’s preferred alternative, seven preferred Alternative A; four preferred Alternative B1; six preferred Alternative B2; zero preferred Alternative C; three preferred Alternative D; and eight preferred the No-Build Alternative.

Regarding Question 2, respondents were asked to rank the six study alternatives from best (1) to worst (6). Each ranking was assigned a point value; six points for the best (1) ranking to one point for the worst (6) ranking. Each ranked response was categorized by alternative and then multiplied by the point value assigned to the ranking. The point values for each alternative were then added together to get a total point value. The results of responses to Question 2 can be found in the table below.

Question 2 Results: Rank Alternatives from Best to Worst													
Alt.	1 (Best)		2		3		4		5		6 (Worst)		Total Points
	Number of responses	6 points	Number of responses	5 points	Number of responses	4 points	Number of responses	3 points	Number of responses	2 points	Number of responses	1 point	
A	11	66	9	45	8	32	8	24	5	10	3	3	180
B1	10	60	11	55	9	36	6	18	4	8	1	1	178
B2	12	72	14	70	8	32	4	12	1	2	3	3	191
C	1	6	1	5	7	28	7	21	10	20	8	8	88
D	3	18	10	50	5	20	5	15	14	28	9	9	140
NB	6	36	1	5	1	4	1	3	2	4	12	12	64
Total	43	258	46	230	38	152	31	93	36	72	36	36	841

Alternative B2 received the highest number of “best” responses, 12 (28 percent of total first ranking votes), and had the highest total point value, 191 points. The No-Build Alternative had the highest number of “worst” responses, 12, and the lowest total score, 64 points.

It should be noted that 13 respondents wrote-in “Alternative E” as a response to Question 2. They identified “Alternative E” as moving the railroad switch yard and/or implementing a couplet on SH 171. Twelve of these respondents ranked it first (best), while one respondent ranked it third. This equated to a total point value of 76 points. Because “Alternative E” is not a study alternative, those results were not included in the above table. Nor were they considered in the selection of a preferred alternative. The relocation of the railroad switch yard would be the responsibility of FW&WR. The implementation of a couplet on SH 171 would be a short-term congestion relief option, and is not part of the current long-term relief route analysis.

Regarding Question 3, 48 respondents noted that they use US 377 on a daily basis, while seven do not.

Twenty-one respondents indicated that the proposed alternatives would alter their use of the existing US 377, while 23 citizens responded that the proposed alternatives would not alter their use of the existing US 377. Examples of how use would be altered include increased and easier use of US 377 to travel north; use of a bypass to eliminate getting stuck at the US 377/SH 171 intersection; access to businesses in town would be altered (positively and negatively); change in route to workplace; and going through Weatherford to get to Fort Worth.

Regarding Question 4, respondents were asked to name specific impacts (positive and negative) they foresee if the preferred alternative chosen is a relief route. Positive impact responses included improved traffic flow leading to faster travel times; improved emergency vehicle response time; the railroad would no longer backup traffic; safer access to Cresson; increased land value in Cresson; and improved access to local businesses. Negative impact responses included loss of personal/residential/agricultural land; more difficult to access local business leading to a loss of income and city revenue via sales tax; traffic congestion during the construction phase; adversely affect the historic character of the community; increased noise levels; wildlife impacts; and increased traffic in residential areas.

Of those that responded to Question 5, 57 travel US 377 regularly; 30 travel SH 171 regularly; 28 live in Cresson; 33 live in nearby areas; 27 have business interests in the area; and 47 are interested in this project.

A blank copy of the survey and a table summarizing the results of US 377 Cresson Mobility Survey can be found in **Appendix G**, and copies of the surveys submitted by respondents can be found in **Appendix H**.

Summary of How Comments/Issues were Addressed:

The written comments and project survey results suggest that area residents have some concerns and questions related to the potential impacts to Cresson businesses by the proposed alternatives, construction of a couplet, relocation of the railroad operation, and the division of private property/ranchland by Alternatives B1, B2, and C. TxDOT thoroughly analyzed and responded to all comments.

Recommendation: After analyzing public input, it was determined that Alternative B2 was the alternative preferred by the public followed by Alternative A and Alternative B1. TxDOT compared and analyzed the design elements and identified impacts of the three alternatives and determined that Alternative B1 was the technically preferred alternative. Alternative A was removed from consideration because it is an urban solution for a rural area and would cause the highest level of construction impacts. Alternative B2 was removed from consideration because it does not provide room for ramp connections between US 377 and SH 171; would interfere with the potential couplet option along SH 171; and, would have disproportionate impacts to one property owner. Alternative B1 provides the best design and is supported by Hood County. It was determined that Alternative B1 would be carried forward for analysis as the preferred alternative.



US 377 Cresson Mobility Project Alternatives Analysis Evaluation Matrix



Criteria			No Build Alt	Alt A Bridge	Alt B1 West 1	Alt B2 West 2	Alt C East	Alt D Tunnel
Item	Unit	PIF						
Mobility & Productivity								
- Level of Service at Existing US 377/SH 171 Intersection	LOS		E	D	D	D	D	E
- 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 FW&WR (min/max)	minutes		3/10	3/10	0	0	0	0
- Delay at the Existing SH 171 Intersection (per cycle)	seconds		79	40	36	36	36	56
- New Street Crossings	# of		0	0	3	2	5	0
- Identified Utility Crossings	# of		2	2	9	4	0	1
Safety								
- 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
Innovative Finance								
- Est. Construction Cost (Inclusive of ROW Cost), 2010 dollars**	\$M		0	24.5	18.8/21.9	14.5/17.6	40.6/43.7	36.5
Environmental Stewardship and Streamlining (Built Environment)								
- Commercial/Industrial Land Use Impacts	acres		0	1.4	0	0	4.1	1.4
- Residential Impacts	acres		0	0	0.04	0.05	0.2	0
- Displacements	# of		0	2	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	5	1	1	2	5
- Economic Impact to Existing Businesses - Weekday Impact	* legend		0	-	--	--	--	-
- Economic Impact to Existing Businesses - Weekend Impact	* legend		0	-	-	-	-	-
Environmental Stewardship and Streamlining (Natural Environment)								
- Section 404 Jurisdictional Waters Impacts	# of		0	0	11	12	14	0
- 100-Year Floodplains (total area crossed)	acres		0	0.2	0.6	4	12.8	0
- Agricultural Land Use Impacts	acres		0	0.8	72.0	54.0	91.1	0
- Woodland Impacts	acres		0	0.5	0	0	2.9	0
Efficiency								
- Alignment Length	miles		2.0	1.4	2.7	2.1	3.5	0.7
- Construction Difficulty or Disruption	* legend		0	--	-	-	-	--
- Parcels/Property Owners Impacted	# of		0	23	7	6	14	18
- Right-of-Way Acreage (Additional)	acres		0	2.8	73.7	55.5	106.5	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 Couplet and the potential Fort Worth & Western Railroad switch yard relocation).
 ** The higher value indicates total cost with grade separations at both North and South ends.

*Legend

Public Input Factor (PIF)
High
Medium
Low

Major Negative Effect	Some Negative Effect	No Effect, Neutral	Some Positive Effect	Major Positive Effect
--	-	0	+	++

July 27, 2010

Work Group Meeting 3
July 28, 2010

Preferred Alternative

