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Slide Visual Description

US 77 from FM 2440 to SH 21, In-Person Public Meeting with a Virtual Option, Lee County, Texas. Slide shows the Texas Department of Transportation (TxDOT) logo.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 17, 2025, and executed by FHWA and TxDOT.

Slide Presentation Script

Welcome to the Texas Department of Transportation Austin District's pre-recorded presentation for planned improvements to US 77 from FM 2440 to SH 21, in Lee County, Texas.

We appreciate your interest in this project and thank you for your participation.



WELCOME

In-Person Public Meeting with a Virtual Option

US 77 from FM 2440 to SH 21

Lee County, Texas

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 17, 2025, and executed by FHWA and TxDOT.



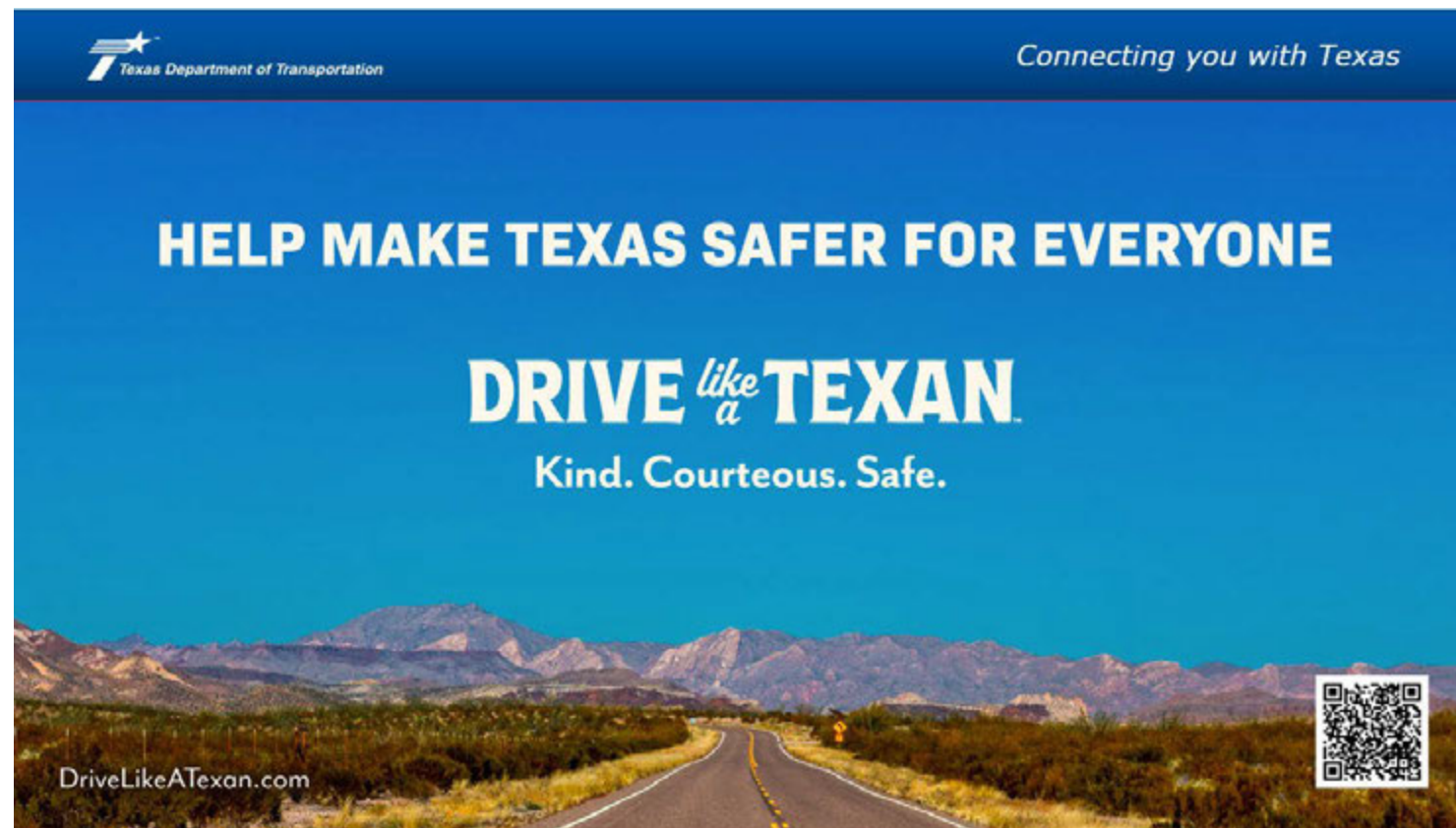
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Slide Visual Description

Slide shows the TxDOT 'Drive Like a Texan' campaign logo and slogan, 'Help make Texas safer for everyone. Kind. Courteous. Safe.' Image shows an empty Texas road headed toward a mountainous landscape along with a QR Code linking to www.DriveLikeATexan.com.

Slide Presentation Script

Because safety is a priority at TxDOT, we begin each meeting with a safety minute. Today we will highlight TxDOT's new safety campaign, Drive Like a Texan. No matter where we start, every mile brings us closer. And as Texans, we take care of each other along the way. We lend a hand. Slow down. And take our time. At the end of the day, we all want to get home safe. Drive like a Texan. Kind. Courteous. And safe.




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Slide Visual Description

Slide header is 'Project details and location'. Slide also shows the US 77 project area map. The project area is marked in orange running north to south. Nearby highways and roads include Texas State Highway 21, State Highway 290, FM 2440, FM 1624, and FM 327. The towns of Bastrop (to the west) and Corinth (to the east) are labeled. A north arrow and a note indicate the map is not to scale.

Slide Presentation Script

The project limits are along US 77 from FM 2440 to SH 21. The project is approximately 8 miles in length and is located in Lee County, Texas.

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Project details and location

Project limits

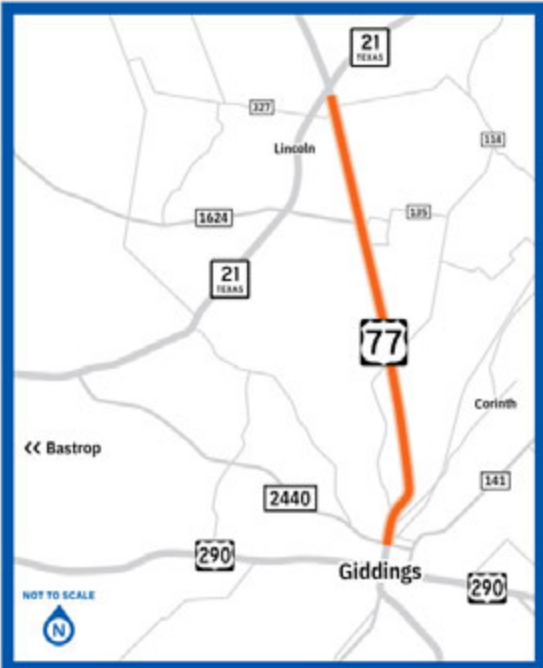
- US 77 from FM 2440 to SH 21

Project length

- Approximately 8 miles

County

- Lee



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Slide Visual Description

Slide header is 'Previous public engagement and feedback'. Slide includes images from the first public meeting.

Slide Presentation Script

Previous engagement has included meetings with potentially affected property owners in 2020 and 2023, and a virtual public meeting with in-person option in November 2023. TxDOT visited with 36 in-person attendees at that in-person option, and over 60 attendees participated online. TxDOT received ten official comments.

Some of the concerns we heard focused on property acquisition, safety, and a request for additional intersection improvements for safer turning.

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Previous public engagement and feedback

2020 and 2023 Meetings with potentially affected property owners	Nov. 30, 2023 Virtual public meeting with in-person option
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Images from the first public meeting

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Slide Visual Description

Slide header is 'Project goals'.

Slide Presentation Script

The goals of this project are to:

- Improve safety,
- Improve mobility for all modes, and
- Improve operational efficiency.

Project goals

What are we trying to do?

- Improve safety
- Improve mobility for all modes
- Improve operational efficiency

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Slide Visual Description

Slide header is 'Planned improvements'.

Slide Presentation Script

So what does TxDOT plan to build?

The improvements would include:

- Widening from an existing four-lane, undivided highway to a four-lane, divided highway with a grassy median
- Constructing a shared-use path on the west side of US 77 from West Independence Street to Giddings High School
- Replacing the existing single bridges with new twin bridges at multiple locations
- Adding in a reduced crossing U-turn, or RCUT, intersection at CR 114, and
- Adding in new acceleration and deceleration lanes at CR 327

Planned improvements

What does TxDOT plan to build?

- Widen from an existing four-lane, undivided highway to a four-lane, divided highway with a grassy median
- Construct a shared-use path on the west side of US 77 from West Independence Street to Giddings High School
- Replace the existing single bridges with new twin bridges at multiple locations
- Add in a reduced crossing U-turn (RCUT) intersection at CR 114
- Add in new acceleration and deceleration lanes at CR 327

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Slide Visual Description

Slide header is 'Existing roadway characteristics'. Image shows the existing roadway of US 77. The existing right of way is from 100 to 115-feet. There are 4-foot shoulders on each side of the roadway, two 11-foot lanes in each direction, no median, and grassy areas.

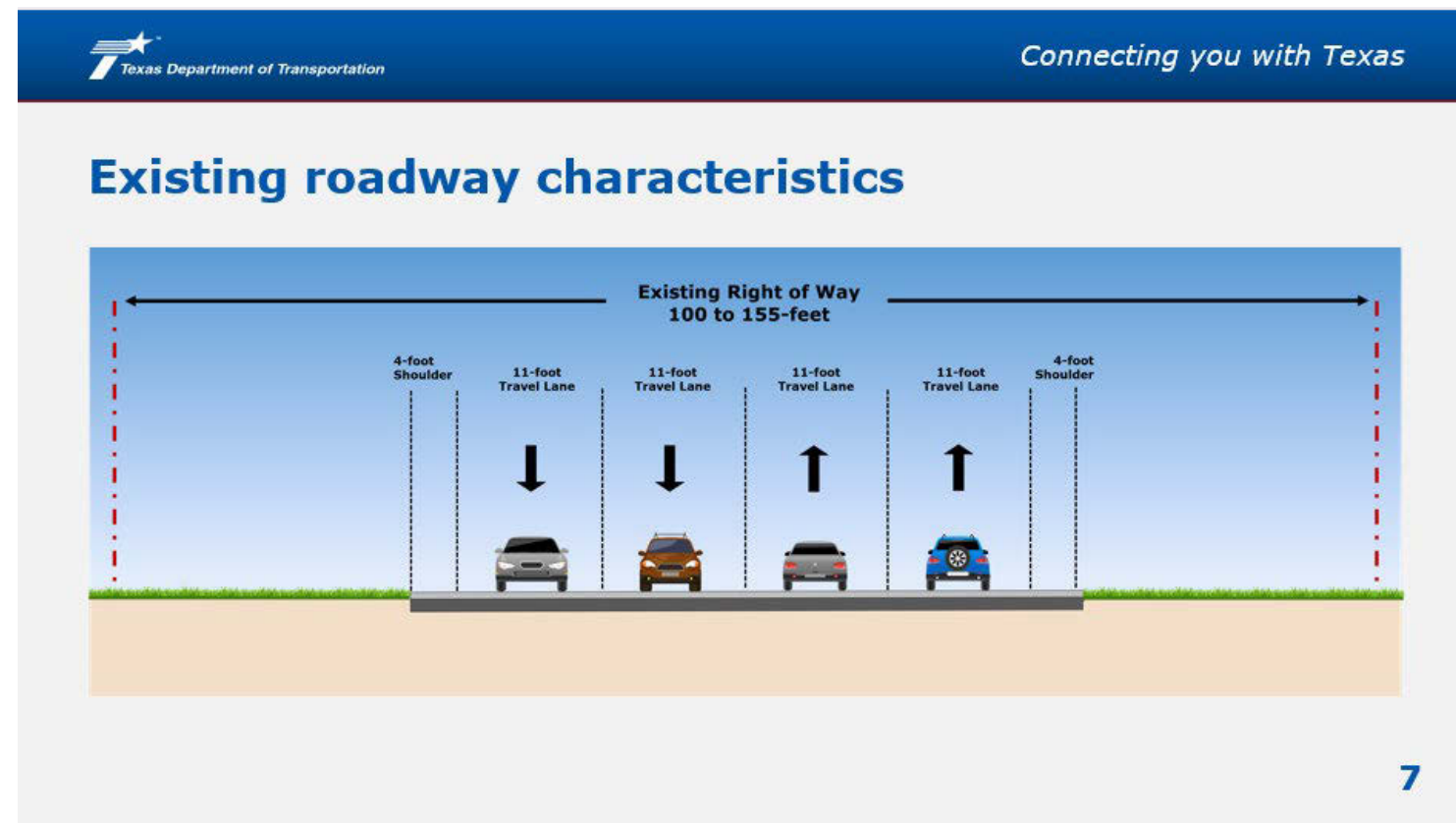
Slide Presentation Script

Now let's talk about US 77 as it exists today.

Generally, in Giddings, the four-lane highway has two lanes in each direction with a center-turn lane.

North of Giddings, US 77 is a four-lane highway with two lanes in each direction with no median.

The existing right-of-way width is between 100 to 155-feet.



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Slide Visual Description

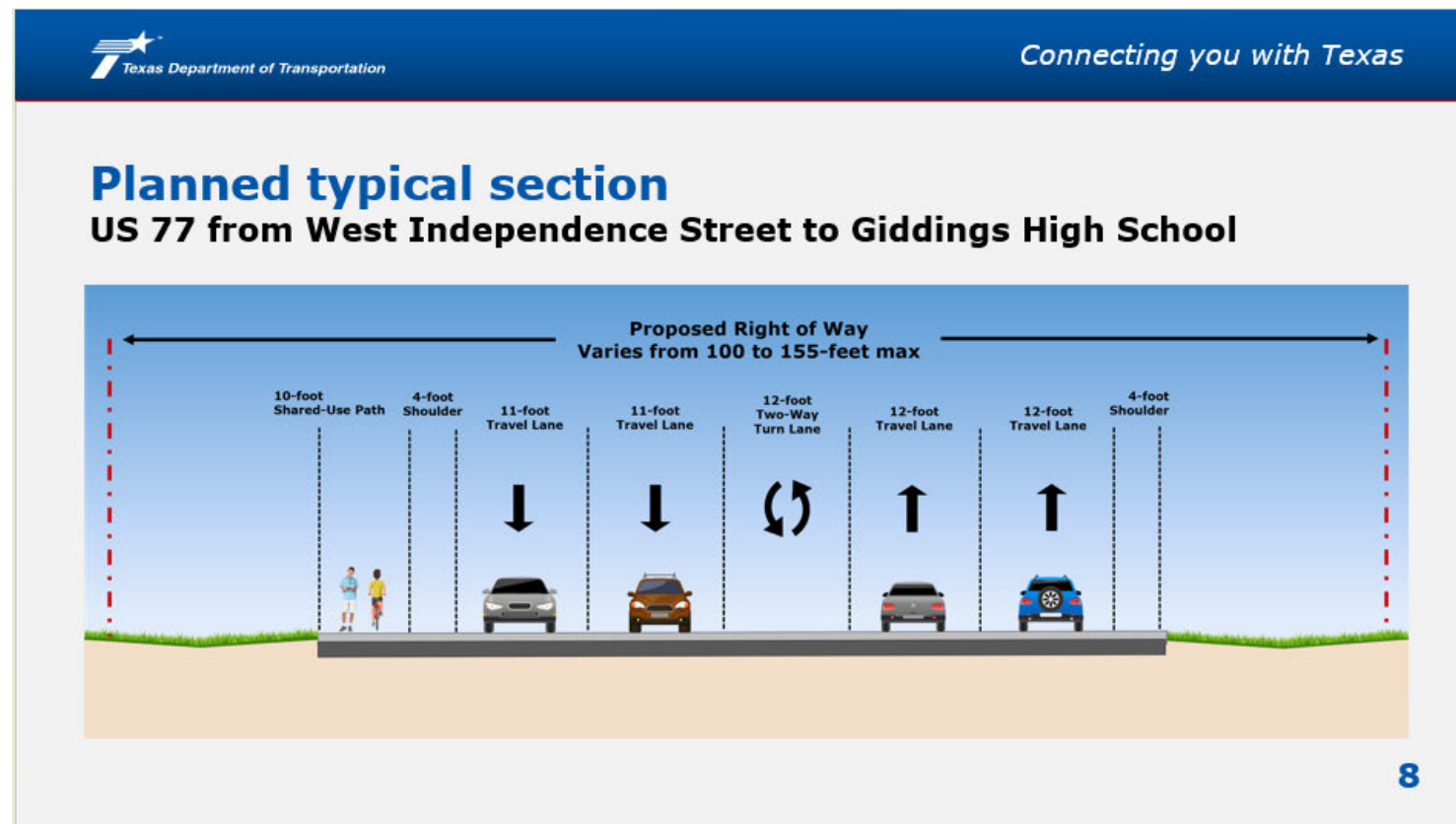
Slide header is 'Planned Typical Section US 77 from West Independence Street to Giddings High School'. Image shows the proposed right of way typical section of US 77. The proposed right of way is from 100 to 155-feet max. There are two 11-foot lanes on one side and two 12-foot lanes on the other side of the road. There is a 12-foot center turning lane and a 10-foot shared-use path.

Slide Presentation Script

Improvements to US 77 will differ slightly along the corridor.

On the screen is the planned typical section from West Independence Street to Giddings High School which would include the following:

- Two main lanes in each direction,
- A 12-foot center turning lane, and
- A 10-foot-wide shared-use path.



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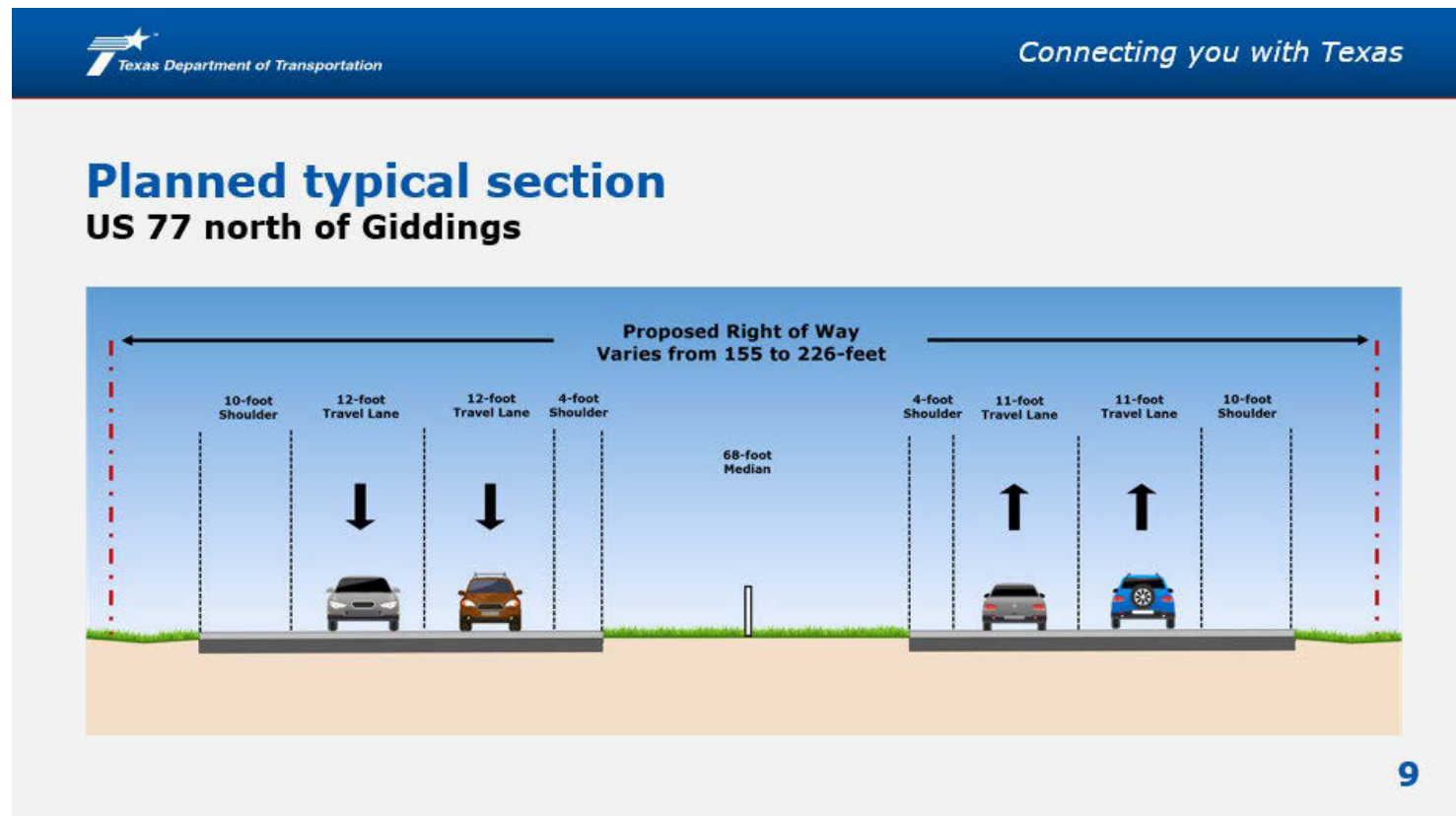
Slide Visual Description

Slide header is 'Planned Typical Section US 77 north of Giddings'. Image shows the proposed right of way typical section of US 77. The proposed right of way varies from 155 to 226-feet. There are four 12-foot lanes in each direction, a grassy 68-foot median, and 4-foot and 10-foot shoulders on each side.

Slide Presentation Script

North of Giddings, the planned typical section would include the following:

- Two main lanes in each direction,
- Grassy medians with a cable barrier,
- Open ditches for drainage, and
- Shoulder lanes.



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Slide Visual Description

Slide header is 'Changes due to analysis and public input'. Image shows the proposed right of way typical section of US 77. The proposed right of way varies from 150 to 235-feet. There are four 12-foot lanes in each direction, 12-foot acceleration and deceleration lanes in each direction, a grassy 24 to 68-foot median, and 4-foot and 10-foot shoulders on each side.

Slide Presentation Script

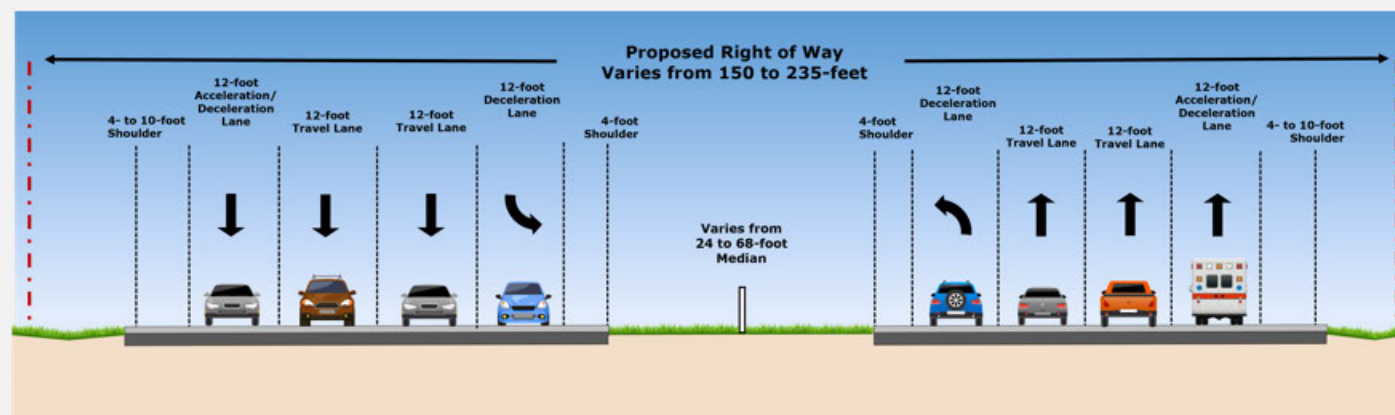
Due to analysis and public input from previous outreach events, the project team went back and shifted the roadway alignment between FM 1624 and CR 327.

The planned typical section would include the following:

- Two main lanes in each direction,
- An acceleration/deceleration lane in each direction,
- A dedicated deceleration lane in each direction,
- Grassy medians with a cable barrier,
- Open ditches for drainage, and
- Shoulder lanes.

Changes due to analysis and public input

- The team shifted the roadway alignment between FM 1624 and CR 327 in response to public feedback regarding utility constraints.



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Slide Visual Description

Slide header is 'Reduced Conflict U-Turn (RCUT)'.

Slide Presentation Script

So, what is an RCUT and why is TxDOT proposing one?

A reduced conflict U-turn is an innovative intersection design to improve safety. Turning movements for drivers entering or crossing US 77 are modified to reduce conflict points.

The design simplifies a driver's decision-making as each driver is only required to look at one direction of traffic at a time.

Now that we have a basic idea of the RCUT, let's look at a diagram and bring it to life.



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Reduced Conflict U-Turn (RCUT)

What is an RCUT?

A reduced conflict U-turn is an innovative intersection design to improve safety. Turning movements for drivers entering or crossing US 77 are modified to reduce conflict points.

The design simplifies a driver's decision-making as each driver is only required to look at one direction of traffic at a time.

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Slide Visual Description


Slide header is 'Proposed RCUT'. Image shows the diagram of a road intersection showing a RCUT intersection to make a left turn from a cross street. It features labeled speech bubbles with instructions, directional arrows in blue and orange indicating traffic flow, green areas representing grass, and a north arrow for orientation.

Slide Presentation Script

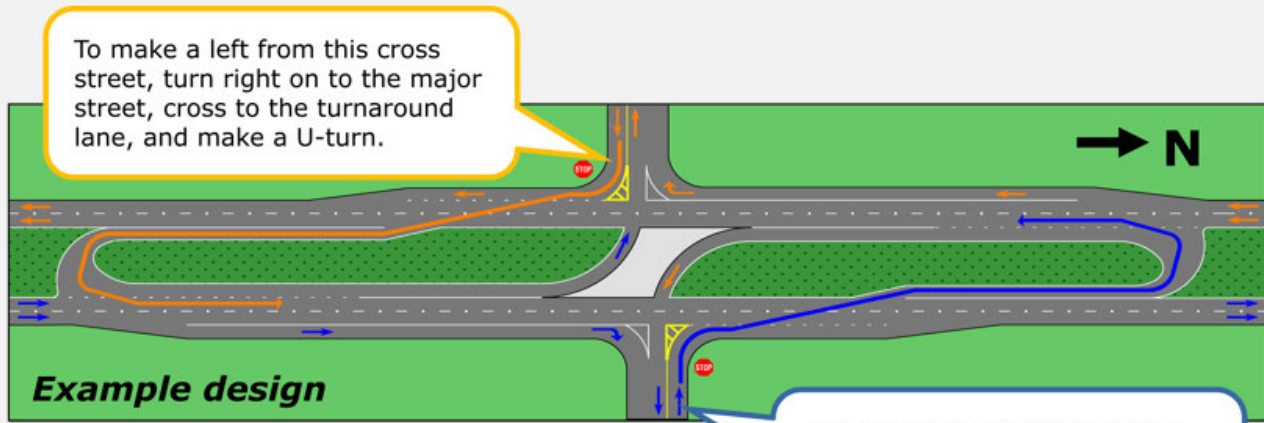
TxDOT plans to construct an RCUT at CR 114.

On the screen is an example RCUT design showing turning movements for drivers entering US 77 from cross streets who would travel the opposite direction. To make a left from the cross street, the driver would turn right on to US 77, cross to the turnaround lane, and make a U-turn.

In this RCUT design, deceleration lanes would also be available for drivers to move out of main lane traffic and turn left from US 77 on to cross streets.

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Proposed RCUT



To make a left from this cross street, turn right on to the major street, cross to the turnaround lane, and make a U-turn.

Example design

Not to scale: Distances will be based on roadway design standards and would allow for appropriate maneuverability.

To make a left from this cross street, turn right on to the major street, cross to the turnaround lane, and make a U-turn.

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Slide Visual Description


Slide header is 'Environmental impacts'. Slide shows a graphic highlighting four of the environmental resources that were studied which includes Cultural Resources, Traffic Noise, Biological Resources, and Social and Community Resources.

Slide Presentation Script

With any project that receives federal funds, TxDOT is required to evaluate potential environmental impacts and follow the National Environmental Policy Act of 1969, otherwise known as NEPA.





In compliance with NEPA and other federal and state environmental regulations, the environmental process included an evaluation of potential impacts to the natural and human environment. This includes, but is not limited to, evaluations of cultural resources, traffic noise, biological resources and social and community resources.


Implementation of the proposed project would not result in a significant impact on the human or natural environment.

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Environmental impacts

These are some of the social, economic and environmental resources that were studied:

-  Cultural Resources
-  Traffic Noise
-  Biological Resources
-  Social and Community Resources

 TxDOT also studied wetlands, archeological and historic constraints, air, water quality, hazardous materials and more. Implementation of the proposed project would not result in a significant impact on the human or natural environment.

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Slide Visual Description


Slide header is 'Right-of-Way acquisition'. Slide shows a QR code that is linked to the www.TxDOT.gov Landowner Bill of Rights and resources webpage.

Slide Presentation Script

What is right-of-way? Right-of-way is land that is occupied, or intended to be occupied, by a public road or highway. Where appropriate, right of way may include other infrastructure such as accommodations for bicyclists and pedestrians, electrical and communication lines, and facilities for oil and natural gas lines as well as water, sanitary, and storm sewer lines.

Subject to final design considerations, the US 77 widening project would require 72.7 acres of new right of way. No residential or non-residential structures are anticipated to be displaced at this time.

All right-of-way acquisition would be completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.


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Right-of-Way acquisition

Approximately 72.7 acres of new right of way is anticipated for the widening project.

No residential or non-residential structures are anticipated to be displaced at this time.

All right-of-way acquisition would be completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

 TxDOT.gov Landowner Bill of Rights and resources webpage

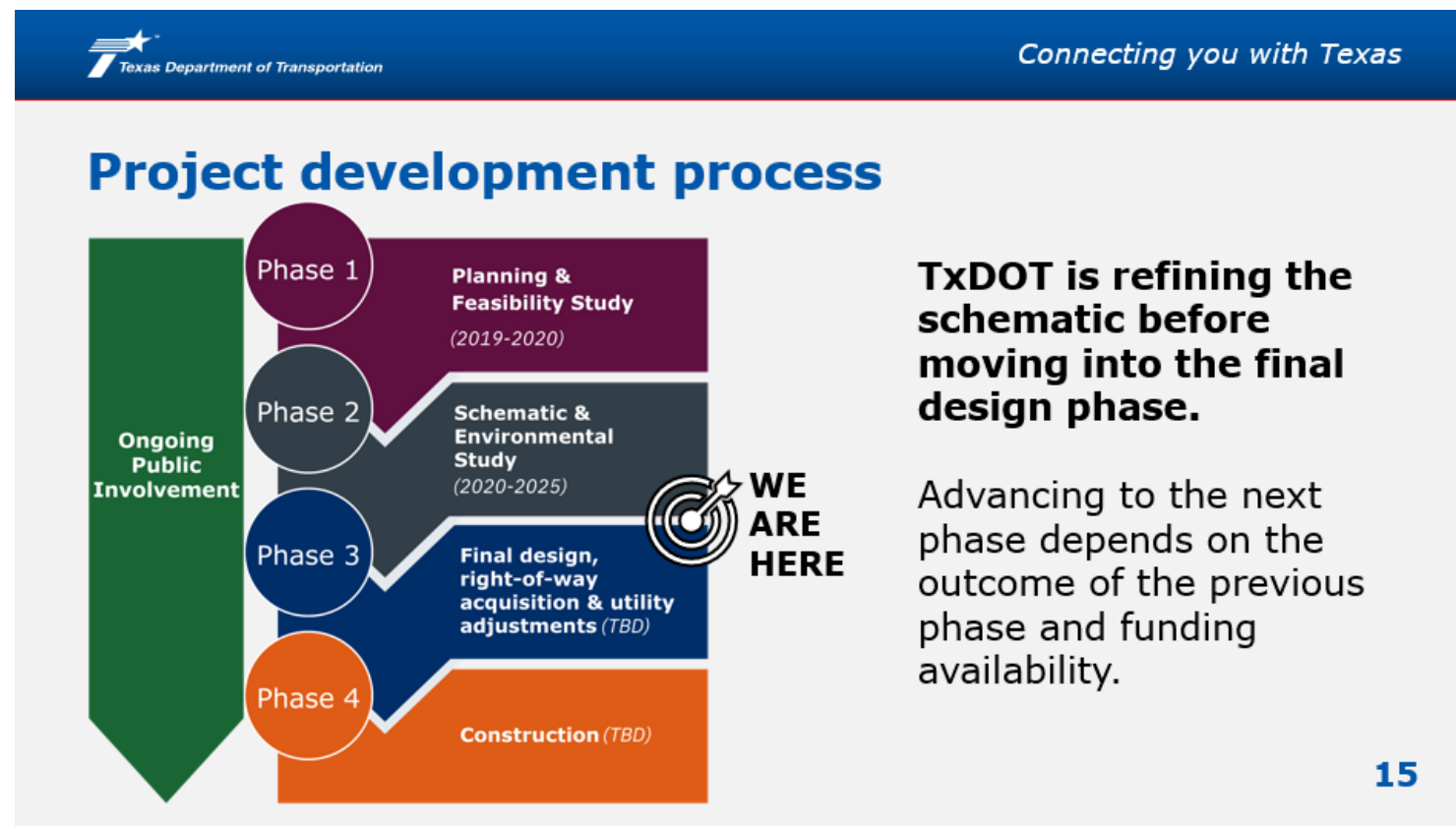
SCAN ME

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Slide Visual Description

Slide header is 'Project development process'. Slide shows a graphic highlighting the project development process showing four phases with ongoing public involvement throughout. Phase 1 is 'Planning and Feasibility Study (2019–2020).' Phase 2 is 'Schematic and Environmental Study (2020–2025).' Phase 3 is 'Final design, right-of-way acquisition, and utility adjustments (TBD).' Phase 4 is 'Construction (TBD).' A green arrow on the left labeled 'Ongoing Public Involvement' spans all four phases.



Slide Presentation Script

To get from an idea to construction, TxDOT follows a project development process.

The first phase is a planning and feasibility study. This occurred for the US 77 project from 2019 to 2020. The second phase is an environmental study. For US 77, this effort wrapped up in spring 2025.

Future phases include final design, right-of-way acquisition, utility adjustments, and construction. Advancing to the next phase depends on the previous phase outcome as well as funding availability.

During all phases, ongoing public involvement occurs.

For the US 77 project, TxDOT is currently between phases 2 and 3 as we refine the schematic before moving into final design.

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Slide Visual Description

Slide header is 'Schedule'.

Slide Presentation Script

As noted earlier, TxDOT began a feasibility study for the project in 2019 that included an alternatives analysis. In 2020, the preliminary schematic design work began, as well as meetings with potentially affected property owners. TxDOT met with folks again in 2023, as well as holding a virtual public meeting with in-person option. At that point, the environmental studies formally began.

The project was environmentally cleared in Spring 2025. TxDOT is holding this meeting to update the public and make additional refinements to the schematic design. A timeline for the final design and construction phases of this project has not yet been developed, as no funding has been identified. Therefore, the right-of-way acquisition has not been determined at this time. It is important to note that TxDOT will continue to monitor and consider environmental factors throughout construction.

The slide visual description features a timeline titled "Schedule" under the Texas Department of Transportation logo and the slogan "Connecting you with Texas". A green bar at the top indicates "Ongoing Public Involvement". The timeline consists of several blue arrow-shaped boxes representing key milestones:

- Fall 2019:** Feasibility study begins including an alternatives analysis.
- 2020:** Preliminary schematic design begins; Meetings with potentially affected property owners are held.
- Fall 2023:** Meetings with potentially affected property owners are held; Virtual public meeting with in-person option is held; Environmental studies begin.
- Spring 2025:** Project is environmentally cleared.
- Spring 2026:** In-person public meeting with virtual option is held.

The slide also includes the "WE ARE HERE" logo and the page number "16".

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Slide Visual Description

Slide header is 'Next Steps'.

Slide Presentation Script

The next steps in this project will be to:

- Document, evaluate and address public input,
- And refine the schematic design.

TxDOT encourages and requests public input on the following:

- Mobility and safety concerns within the corridor,
- The planned improvements, and
- And future development plans that should be considered.

Next steps

- Document, evaluate and address public input
- Refine schematic design

TxDOT encourages and requests public input on:

- Mobility, safety and flooding concerns within the corridor
- Planned improvements
- Future development plans that should be considered

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Slide Visual Description

Slide header is 'How to submit your comments'. Slide shows a QR code linking to the www.TxDOT.gov Hearing and Meetings webpage for US 77.

Slide Presentation Script

Your comments are important to TxDOT, and you can submit them in the following ways:

- At the in-person open house, please provide written comments on the forms provided.
- Visit txdot.gov, keyword search "US 77 from FM 2440 to SH 21" to submit your comments on the online comment form.
- Email your comments to aus_us77@txdot.gov,
- Leave a voicemail comment at 210-864-0049,
- Or mail your comments to the address noted on the screen,

Questions or comments may be submitted to TxDOT and the project team at any time during project development. However, to be included in the official record, all comments must be received or postmarked by Monday, March 23, 2026.

Responses to comments will be included in the official record and will be posted on txdot.gov, keyword search "US 77 from FM 2440 to SH 21".

How to submit your comments

Comment Form
Submit a comment form online or in-person

E-mail
Submit a comment to: aus_us77@txdot.gov

Voicemail
Submit a comment by leaving a voicemail at 210-864-0049

Mail
Submit a comment by mail to:
Poznecki-Camarillo, LLC
c/o US 77 Project Team
4801 Northwest Loop 410,
Ste. 108
San Antonio, Texas 78229

Online
Visit www.txdot.gov and keyword search "US 77 from FM 2440 to SH 21"

Please submit or postmark comments by:
Monday, March 23, 2026

SCAN ME

TxDOT.gov Hearings and Meetings webpage for US 77

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Slide Visual Description

Slide header is 'How to access virtual materials'. Slide shows a QR code linking to the www.TxDOT.gov Hearing and Meetings webpage for US 77.

Slide Presentation Script

Let's make sure you know how to access the virtual public meeting materials.

On www.TxDOT.gov, keyword search "US 77 FM 2440 to SH 21," you can find all the materials for this virtual public meeting with in-person option, including this presentation and script, draft schematic, and an online comment form. You may download and review the materials at your convenience.

You may also access the project webpage by scanning this QR code with your electronic device.

How to access virtual materials

You may view materials online including this presentation and provide input online.

Access the virtual meeting by:

- Scanning the QR code
- Visiting www.txdot.gov, keyword search "US 77 from FM 2440 to SH 21"
- Visiting www.txdot.gov/projects/hearings-meetings/austin/2026/us77-021926.html



SCAN ME

Slide 20 of 20

Slide Visual Description

Slide shows the TxDOT logo and large text saying 'Thank you!'

Slide Presentation Script

On behalf of the Texas Department of Transportation, I sincerely thank you for your participation in this virtual public meeting with in-person option for the US 77 project.

Please remember to submit your comments by Monday, March 23, 2026.

Thank you for joining us today. This concludes the presentation.



Thank you!

**★ Please remember to submit your comments ★
by Monday, March 23, 2026.**

