



Finding of No Significant Impact for a FHWA Project

Proposed Action: US 377 Relief Route

Project Limits: Approximately one mile south of SH 171 to approximately one mile North of SH 171

City: Cresson

County: Hood and
Johnson

State: Texas

TxDOT CSJ(s): 0080-11-001 & 0080-12-001

In accordance with 23 CFR Section 771.119 and Section 771.121, the Texas Department of Transportation (TxDOT) has determined that US 377 Cresson Relief Project will not have a significant impact on the human or natural environment.

This Finding of No Significant Impact (FONSI) for the Preferred Alternative is based on the final Environmental Assessment dated August 2017 and the entire project record. This decision documents the selection of Alternative B1, presented in the final EA as the Preferred Alternative, which is described as:

The proposed project is a 3.02-mile, four-lane relief route west of US 377 and the City of Cresson in Hood and Johnson Counties, Texas. The proposed project begins approximately one mile south of the intersection of US 377 and SH 171 and ends approximately one mile north of the same intersection. The proposed roadway would be a four-lane divided roadway with two 12-foot wide lanes in each direction, 10-foot wide outside shoulders, and a 48-foot wide median which includes four-foot wide inside shoulders. The proposed relief route would bridge SH 171 and the Fort Worth and Western Railroad. The proposed roadway would be constructed over SH 171 and the railroad on two parallel bridges which would each consist of two 12-foot wide lanes, four-foot wide inside shoulders, and 10-foot wide outside shoulders.

At the project limits, the proposed relief route would be grade-separated with 14-foot wide ramps connecting to existing US 377. At the southern limit, the relief route would bridge over Old Granbury Road and the ramps would allow access to the existing highway. At the northern project limit, the relief route would pass under a proposed access road and the ramps would provide access. Travel on the access road would be necessary for motorists who want to continue south on existing US 377 or those who have traveled north on the relief route and then want to travel south on existing US 377. Old Granbury Road and the proposed relief route would be constructed with two 12-foot wide lanes in each direction and 10-foot wide shoulders. Reconstruction of Old Granbury Road would begin at the existing US 377 and extend for 0.1 mile under the proposed relief route.

A Notice of Availability of the draft EA was issued on January 26, 2014.

A public hearing for this project was held on February 25, 2014.

As a result of a post-Public Hearing Public Meeting on July 28, 2015, Section V. (Public Involvement) of the EA was amended to reflect said meeting. Some editorial revisions and updates to several resource sections were made to reflect the latest available data and standards. All other information from the original EA remained the same.

Public Hearing Documentation has been prepared and is available for review on request.



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The final EA, Public Hearing documentation, July 28, 2015 Public Meeting documentation, and reports contained in the file of record have been independently evaluated by TxDOT and determined to adequately and accurately discuss the need, purpose, alternatives, environmental issues, impacts of the proposed project, and appropriate mitigation measures. These documents provide sufficient evidence and analysis for determining that preparation of an Environmental Impact Statement is not required. These documents are incorporated by reference into this decisional document.

Based upon TxDOT's review and consideration of the analysis and evaluation contained in the EA for this project, and after careful consideration of all social, economic, and environmental factors, including input from the public involvement process, TxDOT hereby issues this Finding of No Significant Impact for the US 377 Relief Route project from approximately one mile south of SH 171 to approximately one mile north of SH 171.

TxDOT will ensure adherence and completion of all project commitments described in the final EA. TxDOT will ensure that any and all local, state, or federal permit requirements and conditions are met and otherwise complied with.

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 the Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

TxDOT Environmental Affairs Division Director

9/20/17

Date