Historical Studies Research Design

Reconnaissance Survey

**Project Name:** US 377 in Hood County

**Project Limits:** From Holmes Drive to 3,000 Feet North of FM 167 (Fall Creek Highway)

**District(s):** Fort Worth

**County(s):** Hood

**CSJ Number(s):** 0080-04-081, 0080-03-060, 0080-03-049, and 0080-04-094

**Principal Investigator:** Ann Keen, HDR

**Report Completion Date:** October 2022
This historical studies research design is produced for the purposes of meeting requirements under Section 106 of the National Historic Preservation Act, the Antiquities Code of Texas, and other cultural resource legislation related to environmental clearance as applicable.
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Project Identification

- **Report Completion Date:** 09/26/2022
- **Anticipated Date(s) for Fieldwork (if necessary):** 10/24/2022 to 10/28/2022
- **Anticipated Survey Type:**
  - [ ] Desktop
  - [ ] Windshield
  - [x] Reconnaissance
  - [ ] Intensive
- **Research Design Version:**
  - [ ] Draft
  - [x] Final
- **Regulatory Jurisdiction:**
  - [x] Federal
  - [ ] State
- **TxDOT Contract Number:** 02-8SDP5004
- **District or Districts:** Fort Worth
- **County or Counties:** Hood
- **Highway or Facility:** US 377
- **Proposed Project Limits:** From Holmes Drive to 3,000 feet north of FM 167 (Fall Creek Highway)
- **Main CSJ Number:** 0080-04-081
- **Anticipated Report Author(s):** Ann Keen and Caitlin Parish, HDR
- **Anticipated Principal Investigator:** Ann Keen, HDR
- **Anticipated List of Preparers:** Ann Keen, project management, fieldwork, and report preparation; Caitlin Parish, fieldwork and report preparation; and Jessica Forbes, QA/QC; HDR
Recommended Area of Potential Effects (APE):

☐ Existing ROW

☐ 150’ from Proposed and existing ROW (unless otherwise directed by the historians during the PCR review) and Easements

☐ 300’ from Proposed ROW and Easements

☒ Custom:

The APE for historic resources is 150 feet beyond proposed ROW and easements, and the existing ROW where no new ROW or easements are proposed.

- **Anticipated Historic-Age Survey Cut-Off Date:** 1981 (45 years prior to letting date of 2026)

- **Study Area Scope:** 1,300 feet from edge of existing or proposed new ROW

**Project Setting**

- **Current Land Use**

The Project is located within the incorporated limits of the City of Granbury and is characterized by a mixture of primarily residential and commercial land use. Single-family residential development is concentrated in the Project south of the Brazos River. Commercial development is found along both the east and west sides of the highway. As US 377 continues out of the central core of Granbury, towards the Project’s northeast terminus, development is less dense and several agriculture-related interests line the corridor.

**Anticipated Section 106 Consulting Parties/Stakeholders**

- **Proposed Public Involvement Outreach Efforts:**

Section 106 regulations state that certain entities have by-right consulting privileges and are entitled to participate as consulting parties during Section 106 review. These parties include the State Historic Preservation Officer (whose duties are performed by the Texas Historical Commission [THC] in Texas); Indian tribes; representatives of local
governments; and applicants for Federal assistance, permits, licenses, and other approvals. During this Project, consulting parties may be engaged in the project planning and development with public meetings and informal email and phone correspondence. Public involvement should incorporate the opportunity for consulting parties to provide comments about the Project in accordance with the requirements of Section 106. Given the nature of the project, its location in the City of Granbury, and the anticipated number of properties from which ROW would be acquired (despite the limited amount of acreage per property), public involvement is recommended to be a component of the Section 106 coordination process. As part of the public involvement, a virtual public meeting with an in-person option is planned for November 17, 2022 and a public hearing is estimated to occur in Spring 2023.

- **Potential Consulting Parties/Stakeholders:**

Becki Barnes, Hood County Historical Commission: 8114 Ravenswood Rd, Granbury TX 76049, (817) 579-3200, BeckiReve@hotmail.com

Ian Patrick, City of Granbury Historic Preservation Officer: 116 West Bridge Street, Granbury TX 76048, (682) 205-1631, ipatrick@granbury.org (City of Granbury is a Certified Local Government Community)

### Previously Designated Historic Properties and Evaluated Resources

- **Previously Evaluated Historic Resources**

The TxDOT Historic Resources of Texas Aggregator identified one Historic Resources Survey Report that overlaps a portion of the Project: Fort Worth ADA (HR00060) for CSJ 0902-00-205. The study was completed in 2018 and identified 2 National Register of Historic Places (NRHP)-listed properties, 11 NRHP-eligible properties, and 1 resource not eligible for NRHP listing. The 2018 survey area overlaps the Project at the intersection of US 377 and State Route (SR) 144, just south of the Brazos River. No newly identified historic properties in the 2018 report are located within the Project APE.

- **Previously Designated Historic Properties**

The NRHP-listed Wright-Henderson-Duncan House at 703 Spring Street (NR #78002956), eligible under Criterion C for Architecture, is located on a parcel that abuts the Project. The Bowden Kennon House at 505 West Doyle Street is a Recorded Texas Historic Landmark (RTHL #5221000473) at the 0.25-mile limit of the study area. According to TxDOT’s Historic Resources of Texas Aggregator Map, no historic bridges are located within the study area. Four historical markers are located within 0.25-mile of the
proposed Project. It is anticipated that the proposed improvements would require the relocation of the Elizabeth Crockett Centennial Marker (Marker #5221006256) southwest of FM 167 (Fall Creek Highway) within the existing ROW of US 377.

- **Previously Designated Historic Districts**

According to the Texas Historical Commission’s Historic Sites Atlas, NRHP data, and the TxDOT Historic Resources of Texas Aggregator Map, no previously designated historic districts are located within the study area.

**Preliminary Assessment of Impacts to Historic Properties**

- **Description of Impacts**

The Elizabeth Crockett Centennial Marker (Marker #5221006256) southwest of FM 167 (Fall Creek Highway) will require relocation as a result of the Project. No other physical impacts to historic properties are anticipated. Field survey of historic-age resources (built in 1981 or earlier) will be conducted to assess potential visual and indirect impacts to all historic properties within the APE, if any are found to be present.

**Anticipated Survey Methods**

- **Anticipated Surveyors:** Ann Keen, Caitlin Parish

- **Methodology Description**

Based on the proposed ROW and permanent easement acquisition, a reconnaissance survey of the APE is warranted to identify historic-age resources in the APE, evaluate them for NRHP eligibility, and assess effects from the proposed undertaking on any historic properties identified within the APE. Aerial imagery and Hood County Appraisal District records indicate the presence of historic-age resources within the Project APE that have not been previously recorded.

**Literature Review and Methodology**

- **Research to Date**

HDR Historians conducted preliminary research of the study area using the following sources:
• *The Handbook of Texas* articles, including entries for Hood County and Granbury (Texas State Historical Association)
• Historic highway maps of Hood County (Hood County)
• Historic topographic maps (U.S. Geological Survey [USGS])
• Historic aerial imagery (USGS)
• Newspaper and internet resources (newspapers.com)

### Proposed Literature Review

Additional sources will be reviewed as part of the ongoing research effort. The historic context will be further developed in conjunction with the field investigations and development of the historic resources survey report. The following resources are expected to be utilized for updating the historic context and evaluating surveyed resources:

- Local and/or county histories, newspapers, and other archival collections that may be available at local libraries, including:
  - *Hood County Sesquicentennial, 1866–2016*, 2016
  - Lake Granbury Area Economic Development Corporation, *The Impact of Lake on the Hood County Region*, 2013
  - Mary Estelle Gott Saltarelli, *Historic Hood County: An Illustrated History*, 2009
  - Jerry Tidwell, *Hood County Highlights: A Pictorial History of Hood County, Texas*, 1993
- Newspaper articles and other sources identified during fieldwork

### Preliminary Historical Context Outline

HDR Historians conducted preliminary research using available online sources for this Research Design.
Located in the Western Cross Timbers region of Northern Texas, Hood County was formed in 1866 as part of an act of the Eleventh Texas Legislature. The county is characterized by hills in the eastern and west-central lands. The Brazos River flows generally north to south through the center of the county and the Paluxy River flows from northwest to southeast in the southwestern part of the county. By the late nineteenth century, several towns had been established: Granbury (the county seat), Acton, Tolar, Lipan, and Cresson (Callaway 2020).

Elizabeth Crockett arrived in North Central Texas in 1853, making her among the first Euro-American settlers in the area. She, her children, and their families arrived in Texas to claim the promised 640 acres for men who fought in the Texas Revolution. After finding a surveyor to take their claim, David “Davy” Crockett’s widow and children were able to obtain roughly 320 acres of land four miles north of a trading post now known as Acton. Elizabeth and her children would develop the land and take up ranching (Hendricks 1997).

The primary use of land in the Brazos and Paluxy river valleys was agricultural—ranching and farming. The county’s main crops were cotton, corn, and oats. Beginning in 1887, local producers were able to use the Fort Worth and Rio Grande Railway’s station in Granbury to bring their goods to market. As Granbury established itself as a transportation center, residents invested in construction of more permanent architecture, replacing log structures with multistory limestone buildings around the town square (Saltarelli 2009). Early examples include the First National Bank (1883–1884) and the Granbury Opera House (1886), followed shortly thereafter by the Hood County Courthouse (1890–1891). This courthouse square remains largely intact and was listed in the NRHP in 1974 (NR #74002080). The northernmost extent of the Project is approximately 0.43 mi southwest of the Hood County Courthouse Historic District.

Both ranching and farming remained strong economic drivers until the second decade of the twentieth century, when farming experienced a significant decline. The total number of farms in Hood County decreased by almost 33 percent between 1910 and 1920, in part due to local farmers migrating to Fort Worth in search of better economic opportunities (Saltarelli 2008:19–21). Farming rebounded after mid-century, however, and by the 1980s, 84 percent of Hood County’s land was allocated for agricultural use. Principal crops included pecans, hay, wheat, oats, and peanuts, and the livestock consisted largely of cattle and milk cows (Callaway 2020).

Granbury had long been connected to Fort Worth, benefiting from the proximity to the larger city. Connected via rail beginning in 1887, and then by Highway 10 in the early decades of the twentieth century, Granbury was, in comparison to other towns within the county, “better connected to Fort Worth than the other five towns of Hood County are to Granbury” (Bentley 1925:3). To facilitate improved road passage within the county, and to better connect the towns of Hood to its county seat, local businessmen pushed for funds to improve rural roads in the mid-1920s. At the time, they deemed the singular
highway connecting Hood County to Tarrant County enough for the needs of those living southwest of Fort Worth, opting to focus on the needs of the local economy rather than connecting the towns of the county to others within the state. The overall goal of the road developments was to better link farms to their respective markets, improving trade within the county (Bentley 1925:3).

Construction on US 377 began in 1930, connecting Fort Worth and Denton. The highway was extended south to Stephenville in the mid-1930s, crossing through Hood County, albeit only partially paved (in the Granbury area). US 377 divides the county roughly in half, crossing the Brazos River in Granbury. The route would later extend north through Oklahoma and south to the Texas-Mexico border. (USEnds.com 2000). To accommodate increased traffic, US 377 was realigned in the Granbury area to its current location, bypassing the city center and crossing the Brazos River south of town.

The Brazos River was dammed at De Cordova Bend in 1969, creating Lake Granbury. Prompted by the recreational and tourist opportunities offered by the new lake, Granbury expanded its retail sector to include marinas and shopping malls that catered to burgeoning lakeside development. After the completion of Lake Granbury, Hood County rose to rank sixth among all United States counties in terms of growth rate between 1970 and 1980 (Mayborn 2016). While its population had remained fairly consistent between 1930 (6,779) and 1970 (6,368), Hood County experienced significant growth in the following decades: 17,714 in 1980, 28,981 in 1990, to 40,987 in 2000 (Population.us 2016). Beyond its agricultural origins, Hood County has diversified its economy to include retail, construction, and manufacturing (Callaway 2020).

References Cited

Bentley, Max
1925 “Hood County Plans Building Roads to Reach Farm Houses.” Fort-Worth Star-Telegram (Fort Worth, Texas). May 17, 1925.

Callaway, Rhonda L.

Hendricks, Kenneth

Mayborn, Ted W.

Population.us

Saltarelli, Mary G.


USEnds.com
Appendix A: ECOS Screenshot Project Information and ROW Information
Project Definition

Project Name: US 377 Reconstruct and Widening

CSJ: 0800-04-081

Anticipated Environmental Classification: EA

Is this an FHWA project that normally requires an EIS per 23 CFR 771.115(a)? No

Manually Associate CSJ:

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DCIS Project Funding and Location

Funding

DCIS Funding Type:

- Federal
- State
- Local
- Private

Location

DCIS Project Number: HP 2012(763) Highway: US 377

District: FORT WORTH County: HOOD

Project Limit -- From: EAST OF OLD ACTON HIGHWAY

Project Limit -- To: END OF BRAZOS RIVER BRIDGE IN GRANB

Begin Latitude: +32 455481 Begin Longitude: -97 7296802

End Latitude: +32 4341546 End Longitude: -97 7893674

DCIS & P6 Letting Dates

DCIS District: 0833 DCIS Approved: DCIS Actual:

P6 Ready To Let: P6 Proposed Letting:

DCIS Project Description

Type of Work: Spec

Layman's Description:

DCIS Project Classification: RER - REHABILITATE EXISTING ROAD

Design Standard: 4R - New Location and Reconstruction

Roadway Functional Classification: 3 - Rural principal arterial
Does the project cross a state boundary, or require a new Presidential Permit or modification of an existing Presidential Permit?

Who is the lead agency responsible for the approval of the entire project?
- [x] FHWA - Assigned to TxDOT
- [ ] TxDOT - No Federal Funding
- [ ] FHWA - Not Assigned to TxDOT

Who is the project sponsor as defined by 43 TAC 2.7?

Is a local government's or a private developer's own staff or consultant preparing the CE documentation, EA or EIS?

Does the project require any federal permit, license, or approval?
- [ ] USACE
- [ ] IBWC
- [ ] USCG
- [ ] NPS
- [ ] IAJR
- [ ] Other:

Does the project occur, in part or in total, on federal or tribal lands?

Environmental Clearance Project Description

Project Area

Typical Depth of Impacts: 3 (Feet)  
Maximum Depth of Impacts: 30 (Feet)

New ROW Required: 26 (Acres)  
New Perm. Easement Required: 3.4 (Acres)  
New Temp. Easement Required: 0.0 (Acres)

Project Description

The Texas Department of Transportation (TxDOT) Fort Worth District is proposing improvements to United States Highway (US) 377 from Holmes Drive to 3,000 feet north of Farm to Market Road (FM) 167 (Fall Creek Highway), a distance of approximately 9 miles, in the City of Granbury, Hood County, Texas. The project has the potential to be constructed in phases, with improvements to US 377 between Pirate Drive and Overstreet Boulevard, including the US 377 interchanges with FM 51 and State Highway (SH) 144, being completed during the first phase of construction.

US 377 between Holmes Drive and SH 144 would remain a four-lane highway and would be converted from a rural highway to an urban highway through the addition of a raised median, enclosed drainage and curbs where appropriate. The proposed project would reconstruct and widen US 377, from SH 144 to north of FM 167 (Fall Creek Highway), from a four-lane divided highway to a six-lane divided highway with a raised median that would either be concrete-paved or vegetated to provide opportunities for landscaping. The proposed project also includes improvements to cross street intersections, ramps and driveway connections, the addition of shared-use paths in each direction to accommodate bicyclists and pedestrians, signalization, and drainage improvements.

Proposed improvements to cross streets and connector streets are anticipated. Improved driveway connections are also proposed at Meadows Drive, Whitehead Drive, Calinco Drive, Warnick Court/CR 331, Granbury Court, and Corporate Drive.

Describe Project Setting:
The proposed project is located within the city of Granbury, Hood County, Texas. Adjacent land use is predominantly comprised of commercial properties, community facilities, residences and undeveloped land. The Granbury Municipal Airport is located north of US 377 (West Pearl Street) east of Archer Court, and the Granbury High School is located at the intersection of Pirate Drive/BUS 377 (West Pearl Street). Lake Granbury Medical Center is located at the southwest corner of FM 51 (Paluxy Road)/US 377. One National Register of Historic Places property, the Wright-Henderson-Duncan House, is located at the northwest corner of US 377/SH 144; however, no ROW or easements are required from the property. Additionally, three historical markers are located adjacent to the proposed project at the First Christian Church of Granbury, the Wright-Henderson-Duncan House, and along northbound US 377 identified as the Crockett, Elizabeth Three Miles to the Grave. It is anticipated that the Elizabeth Crockett marker would be relocated. The Fort Worth & Western Railroad parallels and is adjacent to US 377 to the east of BUS 377 (East Pearl Street). The proposed project is located within the Cross Timbers Ecoregion. The following TMD EMST ROW types are within or immediately adjacent to the project area: Urban; Edwards Plateau Savannah, Woodland, and Shrubland; Floodplain; Cross Timbers Woodland and Forest; Riparian; and Agriculture. The project also crosses Lambert Branch near US 377/BUS 377 (West Pearl Street) and the Brazos River.

Describe Existing Facility:

Within the project limits, the existing US 377 highway is a four-lane divided highway with 12-foot-wide travel lanes (two in each direction) and typical 10-foot wide outside shoulders. There are sections of US 377 with either a depressed median, raised median or a center two-way left turn lane. The section of US 377 from Holmes Drive to the east end of the US 377 bridge over the Brazos River, and from FM 167 (Fall Creek Highway) to 3,000 feet north of FM 167, has a depressed median. The section of US 377 from the east end of the US 377 bridge over the Brazos River to east of Whitehead Drive has a raised median. The section of US 377 from east of Whitehead Drive to FM 167 (Fall Creek Highway) has a 16-foot wide continuous center two-way left turn lane. There are currently no bicycle or pedestrian facilities within the project limits, and existing drainage consists of open drainage ditches. The existing ROW throughout the project limits varies from 120 feet to 371 feet.

The existing BUS 377 (West Pearl Street) highway is a two-lane highway (one 12-foot wide lane in each direction) with 4 to 6-foot wide outside shoulders, divided by a 14-foot wide center turn lane, with at-grade connections to US 377. The US 377 northbound mainlines include a ramp that transitions into the northbound BUS 377 lane, and the southbound BUS 377 lane connects to the southbound US 377 mainlines. This intersection is controlled through stop signs.

The existing FM 51 (Paluxy Road) roadway is a two-lane roadway (one 12-foot wide lane in each direction) and 10 to 12-foot wide outside shoulders and passes over US 377. There are currently no

Describe Proposed Facility:

US 377 between Holmes Drive and SH 144 would remain a four-lane (two 12-foot wide travel lanes in each direction) divided highway and be converted from a rural highway to an urban highway through the addition of raised medians, enclosed drainage and curbs where appropriate. The project would reconstruct and widen US 377, from SH 144 to 3,000 feet north of FM 167 (Fall Creek Highway), from a four-lane divided highway to a six-lane divided highway (three 12-foot wide travel lanes in each direction) with a raised median that would be concrete-paved or vegetated. The median width would vary between 8 and 165 feet. Frontage roads would be provided along US 377 at these locations: from 600 feet west of FM 51 (Paluxy Road) to SH 144, and from 300 feet west of FM 167/MAM Ranch Road to 0.5-mile east of FM 167/MAM Ranch Road on the southbound side of US 377. Dedicated left and right turn lanes would be provided as necessary. The proposed ROW width would vary between 120 and 625 feet.

The proposed project also includes improvements to cross street intersections, ramps, driveway connections, signalization and drainage, and the addition of 10-foot wide shared-use paths in each direction to accommodate bicycles and pedestrians. The drainage system would be converted from open drainage ditches to an enclosed urban storm drain system through most of the corridor.

Improvements to BUS 377 (West Pearl Street) include reconstruction of the at-grade intersection with US 377 to a signalized "T" intersection. The existing US 377/BUS 377 (West Pearl Street) connections would be demolished. A signal is proposed at this intersection.
Would the project add capacity?

☐ Transportation Planning

☐ Is the project within an MPO's boundaries?

☐ Does the project meet the definition for a grouped category for planning and programming purposes?

The project is located in [Attainment/Unclassified] area.

This status applies to:

☐ CO - Carbon Monoxide

☐ O3 - Ozone

☐ NO2 - Nitrogen Dioxide

☐ PM10 - Particulate

☐ PM2.5 - Particulate

☐ Environmental Clearance Information

Environmental Clearance Date: 

Environmental LOA Date: 

Closed Date: 

Archived Date: 

Approved Environmental Classification: EA

☐ Project Contacts

Created By: Jamye Sawey

Date Created: 12/09/2004

Project Sponsor: ☐ TXDOT (Or) ☐ Local Government

Sponsor Point Of Contact: Elisa Garcia - Environmental Specialist

ENV Core Team Member: Scott Ford - Environmental Specialist

District Core Team Member: Elisa Garcia - Environmental Specialist

Other Point of Contact(s): [Spell]

Last Updated Elisa Garcia

By: 

Last Updated Date: 09/19/2022 07:00:52

https://www.dot.state.tx.us/ECOS/apps/ecos/project_definition.jsp?proj_id=6337020&proj...
Appendix B: Figures and Tables
Appendix C: Maps
Area of Potential Effects (APE) Map

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US 377 in Hood County Project
From Holmes Drive to 3,000 Feet
North of FM 167 (Fall Creek Highway)
Hood County, Texas
CSJs: 0080-04-081, 0080-03-060, 0080-03-049, 0080-04-094

Legend

- NRHP Property
- Historical Marker
- Historic-Age Bridge
- Photo Location Point
- NRHP Historic District
- NRHP Property
- APE
- Hood County Appraisal
- District Parcel Boundaries
- Permanent Drainage Easement
- Proposed ROW
- 0.25-Mile Study Area

Source/Aerial: Nearmap/2022
Data Sources: TxDOT, THC
Area of Potential Effects (APE) Map

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Data Sources: TxDOT, THC

SCALE IN FEET

0 800 1,600
Area of Potential Effects (APE) Map

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US 377 in Hood County Project
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Legend

- NRHP Property
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- Photo Location Point
- NRHP Historic District
- NRHP Property
- APE
- Hood County Appraisal
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- Permanent Drainage Easement
- Proposed ROW
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Source/Aerial: Nearmap/2022
Data Sources: TxDOT, THC
Area of Potential Effects (APE) Map
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Legend
- NRHP Property
- Historical Marker
- Historic-Age Bridge
- Photo Location Point
- NRHP Historic District
- NRHP Property
- APE
- Hood County Appraisal District Parcel Boundaries
- Permanent Drainage Easement
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Source/Aerial: Nearmap/2022
Data Sources: TxDOT, THC
Area of Potential Effects (APE) Map
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US 377 in Hood County Project
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- NRHP Property
- Historical Marker
- Historic-Age Bridge
- Photo Location Point
- NRHP Historic District
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