Second Virtual Public Meeting with In-Person Option
Pre-Recorded Presentation

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, 0080-03-049, 0080-04-094 and 0080-03-060

SLIDE 1 – Introduction/Title Slide
Welcome to the Texas Department of Transportation’s pre-recorded virtual public involvement presentation. We appreciate your interest in the project and welcome each of you. Please note that you may pause this presentation at any point to allow more time to view the slides; and you may also pause the presentation and navigate forward or backward as needed. In this presentation, we will cover the public involvement purpose, project overview, environmental, and right of way considerations. This is followed by an explanation of how to provide comments for the proposed project and the adjournment.
Welcome

Ricardo Gonzalez, P.E.
Director of Transportation Planning and Development
Texas Department of Transportation (TxDOT)
Fort Worth District

My name is Ricardo Gonzalez, and I serve as the Director of Transportation, planning and development for the Fort Worth District of the Texas Department of Transportation, better known as TXDOT. Your input on the proposed improvements is valuable and will help benefit the community and shape the final project recommendations. The virtual public materials and project information can be found at www.txdot.gov by typing the project keyword in the search box in the upper right-hand corner. After the project information is presented, we would appreciate your feedback.
SLIDE 3 – End the Streak

November 7, 2000 was the last deathless day on roadways in Texas. That means for nearly 22 years, at least one person has died every single day. We all have a part to play to change that. This message is that reminder – to End the Streak of deaths on Texas highways. We need drivers and passengers to act more responsibly and help us reach our goal of zero deaths by 2050. Texans can play a major role in ending fatal crashes with a few simple driving habits: wear seatbelts, drive the speed limit, put away the phone and other distractions, and never drive under the influence of alcohol or drugs. So, please do your part and share this message with your friends and family. Thank you and please enjoy the rest of this presentation.
Hello, I am Lauren, a consultant on this project for which we are under contract with the TxDOT Fort Worth District. The virtual public meeting is being held in conjunction with an in-person option. This virtual public meeting with in-person option will present audio and visual information on the proposed US 377 in Hood County Project from Holmes Drive to approximately 3,000 feet north of FM 167, or Fall Creek Highway, in the City of Granbury, Hood County, Texas. The virtual public meeting with in-person option materials are available online at the website https://www.txdot.gov. In the “Search TxDOT” box in the upper-right hand corner, enter “US 377 in Hood County”. After the project information is presented, please provide us with comments on the proposed improvements from Thursday, November 17 through Wednesday, December 7, 2022. Your valuable input into these proposed improvements will benefit the community and help shape the final project recommendation.

The in-person option will be held on Thursday, November 17, 2022, from 6 p.m. to 8 p.m. at the Lake Granbury Conference Center located at 621 East Pearl Street, Granbury, Texas. The information presented in the virtual public meeting and the in-person option is identical, and the opportunities to comment do not differ.
### Virtual Public Meeting with In-Person Option Agenda

<table>
<thead>
<tr>
<th>1</th>
<th>Project Overview</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Environmental Overview</td>
</tr>
<tr>
<td>3</td>
<td>Project Schedule and Next Steps</td>
</tr>
<tr>
<td>4</td>
<td>Public Comment Process</td>
</tr>
<tr>
<td>5</td>
<td>Conclusion</td>
</tr>
</tbody>
</table>

CSIs: 0080-04-081, 0080-03-049, 0080-04-094 and 0080-03-060  
November 17, 2022

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**SLIDE 5 – Virtual Public Meeting with In-Person Option Agenda**

On behalf of TxDOT, I would like to welcome you to the virtual public meeting with in-person option for the US 377 in Hood County Project. In this presentation, the following topics will be covered: Project Overview, Environmental Overview, Project Schedule and Next Steps and the Public Comment Process.
Before discussing the project details, I would like to acknowledge our local project partner, the City of Granbury, who is participating in the development of this project.
SLIDE 7 – Virtual Public with In-Person Option Purpose

As part of the National Environmental Policy Act, or NEPA process, TxDOT is hosting a virtual public meeting with an in-person option to provide the public with an update on the project and present audio and visual information on the proposed improvements along US 377 from Holmes Drive to 3,000 feet north of FM 167, or Fall Creek Highway. The proposed project also includes improvements to SH 144 from Autumn Ridge Road to FM 51, or Paluxy Road. This virtual meeting provides a status of the project design, environmental overview and seeks public comments so that we can develop a record of public engagement and collect comments.
**Prior Public Involvement**

- Technical Work Group Meeting #1 – May 28, 2020
- Technical Work Group Meeting #2 – September 3, 2020
- Stakeholder Meeting – September 18, 2020
- Stakeholder Meeting – October 20, 2020
- Stakeholder Meeting – February 25, 2021
- Virtual Public Meeting – May 4, 2021
- Stakeholder Meeting – August 11, 2022

**Stakeholders/Participants/Invitees**

- TxDOT FTW District Staff
- TxDOT Stephenville Area Office
- City of Granbury staff
- Granbury Police Dept
- Granbury Fire Dept
- Granbury ISD
- State Representative Mike Lang, District 60
- Hood County
- Fort Worth & Western Railroad
- Brazos River Authority
- US Army Corps of Engineers
- Lake Granbury Medical Center
- NCTCOG

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**SLIDE 8 – Prior Public Involvement**

During project development, TxDOT held technical work group meetings, stakeholder meetings, and a virtual public meeting on the dates shown to receive input about the project. Previous invitees and participants of these meetings are included here on the slide.
SLIDE 9 – Public Meeting Notices

- The virtual public meeting with in-person option notices for this project were posted on the www.TxDOT.gov website on the “Public Hearings, Meetings and Notices” page on Friday, October 28, 2022.
- Elected officials were mailed a notice and fact sheet on Friday, October 28, 2022.
- Public officials were mailed a notice and fact sheet on Monday, October 31, 2022.
- Adjacent property owners, stakeholders, and previous commenters were mailed a notice and comment form on Monday, October 31, 2022.
- Residents of properties within 0.25-mile of the project area were mailed a postcard on Monday, October 31, 2022.
- Notices of this public meeting were published in:
  - Fort Worth Star-Telegram on Wednesday, November 2, 2022. (English and Spanish Versions)
  - Hood County News on Wednesday, November 2, 2022. (English version)
  - La Prensa Comunidad on Tuesday, November 8, 2022. (Spanish Version)
SLIDE 10 – Project Limits
The project limits along US 377 are from Holmes Drive to 3,000 feet north of FM 167, or Fall Creek Highway, in the City of Granbury, Hood County, Texas. The project is approximately 9 miles long. Proposed improvements include adding capacity to the existing US 377 roadway, reconstructing the existing roadway to an urban typical section, and improving and reconfiguring cross street interchanges, ramps and driveway connections. The project also includes the addition of bicycle and pedestrian accommodations and drainage improvements along the corridor.
SLIDE 11 – Project Limits for the Breakout Project
The Breakout Project, likely to be constructed first, would involve reworking the US 377-SH 144 interchange and added capacity improvements along US 377 from Pirate Drive just west of FM 51, or Paluxy Road, to Overstreet Boulevard just east of the Brazos River Bridge, and SH 144 from Autumn Ridge Road to FM 51, or Paluxy Road.
SLIDE 12 – Project Need and Purpose

The proposed project is needed because the capacity of the roadway is inadequate to meet current and projected traffic volumes, and because the roadway does not meet current design standards.

The purpose of the proposed project is to improve mobility and enhance safety. To accomplish this, we are proposing improvements that add capacity, manage congestion, and improve operational efficiency of the roadway.
**SLIDE 13 – Need and Purpose: Mobility**

There is a specific need for this project to manage congestion and improve mobility. The map shown on this slide shows 2019 traffic counts conducted by TxDOT in the city of Granbury and shows US 377 with an annual average daily traffic of nearly 50,000 vehicles in the most heavily traveled segment near Business 377 North.
SLIDE 14 – Need and Purpose: Safety
Managing congestion and improving mobility results in enhanced safety. Shown here are maps of the US 377 corridor’s reported crash history from 2015 to 2019. As you can see in red, there are several areas of high crash reports that we are looking to address.
Some specific objectives of the project include:

- Improving the interchange of US 377 and SH 144,
- Adding capacity with an additional through-lane in each direction,
- Improving the interchanges at Business US 377 (both North and South),
- Addressing drainage issues,
- Providing pedestrian and bicycle accommodations,
- Evaluating access management for improvements to operational efficiency and safety, and
- Accommodating the North Central Texas Council of Governments or NCTCOG’s Mobility 2045 Metropolitan Transportation Plan and the City of Granbury Thoroughfare Plan.
SLIDE 16 – Existing US 377 Roadway with Depressed Median

Within our project limits, the existing US 377 roadway is a four-lane highway with 12-foot-wide travel lanes (two in each direction). The existing right of way throughout the corridor varies from 120 feet to 371 feet.

There are sections of the roadway with either a depressed median, raised median or a center two-way left turn lane within the corridor. Depicted here is a cross section layout of the existing four-lane roadway with a depressed median. 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, or Fall Creek Highway, to 3,000 feet north of FM 167, has a depressed median.
SLIDE 17 – Existing US 377 Roadway with Raised Median
Depicted here is a cross section layout of the existing four-lane roadway with a raised median, typifying the section of US 377 from the east end of the US 377 bridge over the Brazos River to east of Whitehead Drive.
SLIDE 18 – Existing US 377 Roadway with Two-Way Left Turn Lane

Depicted here is a cross section layout of the existing four-lane roadway with a center two-way left turn lane, typifying the section of US 377 from east of Whitehead Drive to FM 167, or Fall Creek Highway.

US 377 from east of Whitehead Drive to FM 167 (Fall Creek Highway) has a center two-way left turn lane
SLIDE 19 – Proposed US 377 Roadway

The US 377 in Hood County Project would increase the existing four-lane roadway to a six-lane divided urban highway with three lanes in each direction. Shown here is an example of a typical cross section of the proposed improvements. However, US 377 between FM 51 (Paluxy Road) and Holmes Drive would remain a four-lane highway and would be converted from a rural highway to an urban highway by adding enclosed drainage, curbs as appropriate, and bicycle and pedestrian accommodations. The project also includes improvements to cross street intersections, ramps and driveway connections, as well as accommodations for bicycles and pedestrians.
Our alternatives analysis included five study areas. These are areas that were shown, through traffic studies and collaboration with the City of Granbury and various stakeholders, to be crucial in improving this corridor. They include:

- The interchange of US 377 and Business 377 South, or West Pearl Street,
- US 377 and Pirate Drive,
- The intersection of FM 51 and SH 144,
- US 377 and Business 377 North, or East Pearl Street, and
- The intersection of US 377 and FM 167, or Fall Creek Highway/M&M Ranch Road.

All of which are shown here. Based on the alternatives analysis, the proposed designs for these interchanges are as follows.
**Value Engineering Study**

- Required on all projects on the National Highway System receiving Federal assistance with an estimated total cost of $50 million or more
- **Scope**
  - Verify or improve on the design
  - Conduct review and analysis of key project functions using an independent, multidiscipline, cross-functional team
  - Improve the value of the project through innovative measures aimed at improving the performance while reducing costs
- **Recommendations**
  - 18 recommendations made
  - 15 recommendations moving forward
    - 7 incorporated into schematic
    - 8 to be incorporated or evaluated further in final design/construction

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**SLIDE 21 – Value Engineering Study**

A Value Engineering Study is a formal and systematic process of review and analysis of a project during the concept and design phases, with the objective of adding value to project. It is required on all projects on the National Highway System receiving Federal assistance with an estimated total cost of $50 million or more.

The scope of the study was to verify or improve on the design, conduct review and analysis of key project functions using an independent, multidiscipline, cross-functional team, and to improve the value of the project through innovative measures aimed at improving the performance while reducing costs.

Eighteen recommendations were made in the final report, and of those, 15 have been or will be moved forward in the design. Seven of the recommendations have been incorporated into this schematic.
Proposed BU 377 South (West Pearl Street) and Pirate Drive

Proposed Improved At-grade Intersections

At the western project terminus, the proposed configuration includes two lanes in each direction separated by a raised median. At Holmes Drive, an at-grade intersection would be constructed that includes a connection with Archer Drive. The proposed connections of US 377 with Business 377, or West Pearl Street, and US 377 with Pirate Drive, are at-grade intersections. The US 377 intersection with Business 377 would be realigned to form a “T” intersection that can be signalized as warranted by future traffic and safety demands.
SLIDE 23 – Proposed FM 51 (Paluxy Road)/SH 144

At FM 51, or Paluxy Road, and SH 144, or South Morgan Street, the proposed configurations are a series of grade-separated interchanges with one-way frontage roads along US 377 connecting the two streets. The interchange at FM 51 (Paluxy Road) would be reconstructed to include an additional travel lane in each direction and would provide ramp connections to and from US 377. The interchange at SH 144 is proposed as a diverging diamond interchange, or DDI. In order to meet current and future traffic demands at SH 144, a DDI is proposed, and on the US 377 mainlanes, an additional lane in each direction is proposed immediately east of SH 144, for a total of three though lanes each direction. A DDI is an interchange configuration that is designed to handle both heavy through movements and a large volume of left-turning traffic on the cross street. While DDIs are a relatively new design, several DDIs have been constructed and operate successfully in Texas, with the closest examples being in The Colony on SH 121, or Sam Rayburn Tollway, at South Colony Boulevard and on I-35 at RM 1431 and University Boulevard in Round Rock.
SLIDE 24 – Proposed SH 144 with DDI
The video you see here is a simulation of the proposed DDI at US 377 and SH 144. The key feature of this type of interchange, which you’ll notice in this simulation, is that the traffic moving north and south along SH 144 through the interchange crosses over to the opposite side of the highway as it approaches the interchange. After crossing over US 377, the traffic moves back over to the right side of the road. This is accomplished with signalized intersections at either end and by use of raised medians, pavement markings, and signage that clearly directs traffic. The benefit to this configuration is that left-turning traffic to and from SH 144 only merges and diverges with the through movements, which reduces the need for left-turning traffic to cross through traffic. This has several operational and safety benefits. A link to the DDI simulation is included on the TxDOT project and notice web pages.
SLIDE 25 – Proposed US 377 from Brazos River Bridge to BU 377 North
One of the recommendations from the Value Engineering Study was to convert North Plaza Drive to a one-way frontage road and add a corresponding westbound frontage road on the north side. Further evaluation of this recommendation led to the proposed configuration, whereby the median would be widened and the through lanes would be moved to the edge of the right-of-way. North Plaza Drive between Hill Boulevard and Calinco Drive would be replaced by the eastbound lanes of US 377.

This configuration eliminates the closely spaced intersections of Plaza Drive at Harbor Lakes Drive and US 377 at Harbor Lakes Drive. While not proposed as part of this schematic, the configuration allows for future opportunities to add grade-separated through lanes.
SLIDE 26 – Proposed BU 377 North (East Pearl Street)

At Business 377 North, or East Pearl Street, a grade separated interchange with a dual roundabout interchange design is proposed. The dual roundabout design would allow cross street access from north of the US 377 mainlanes to the south of the US 377 mainlanes to connect to North Plaza Drive. The US 377 mainlanes would bridge over Business 377. Entrance and exit ramps would be constructed in each direction and existing connections to Crawford Avenue and North Plaza Drive would be reconstructed.
**Proposed FM 167 (Fall Creek Highway)/M&M Ranch Road**

**Proposed Grade-Separation**

At the eastern project terminus, proposed improvements include replacing the existing at-grade signalized intersection with a grade-separated diamond interchange with FM 167, or Fall Creek Highway, and M&M Ranch Road. The US 377 mainlanes would go under FM 167 and M&M Ranch Road, and entrance and exit ramps would be provided in each direction. Short segments of one-way frontage roads would also be constructed on each side of US 377 in both directions to maintain limited access to properties.

East of this interchange, US 377 transitions from a six-lane urban highway to the existing four-lane rural highway.
**SLIDE 28 – Drainage Improvements**

One of the objectives of this project is to improve drainage on US 377 throughout the project limits, most notably the area between Old Acton Hwy and Old Granbury Rd which regularly experiences heavy flooding. The drainage system would be converted from open drainage ditches to an enclosed urban storm drain system through most of the corridor, and that system would be designed to current TxDOT design criteria. Multiple proposed culverts and relief lines would be constructed along the corridor as circled in the slide shown.

These improvements would minimize roadway flooding for storm events while not adversely affecting areas upstream or downstream of the improvements.
Proposed Right of Way and Easements

- Approximately 26 acres of new right of way and 3.4 acres of permanent drainage easements would be required.
  - Note: Right of way needs are subject to change pending further design refinements.

- Five commercial structures may potentially be displaced, and one historical marker may be relocated.

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

SLIDE 29 – Proposed Right of Way and Easements
The US 377 in Hood County Project would require approximately 26 acres of new right of way and 3.4 acres of drainage easements. The proposed project would potentially displace five commercial structures, and one historical marker may be relocated. Please note that right of way needs are subject to change pending further design refinements and that all right of way acquisition would be completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act.
The Uniform Relocation Assistance and Real Property Acquisition Policies Act is a law passed in 1970 that was designed to ensure that anyone who owned property needed for a public purpose would be treated fairly. The law establishes guidelines for the acquisition of property and the relocation of displaced individuals and businesses. Additionally, it is the policy of TxDOT 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.
SLIDE 31 – Right of Way
Each impacted property owner is offered “just compensation” for the property needed for the project. To arrive at this value, independent appraisers are hired to prepare detailed appraisals and establish value. After that, a written offer to the property owners is made based on the value determined in the appraisals. Property owners are then given a minimum of 30 days to consider the offer. For further information, TxDOT right of way brochures can be found at the link provided on the screen. The brochures, including two booklets titled "The Purchase of Right of Way," and "Relocation Assistance," are also available upon request. These booklets contain detailed information to inform you of your rights and provide information about TxDOT’s right of way acquisition procedures.
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 December 9, 2019, and executed by FHWA and TxDOT.

SLIDE 32 – Environmental Process
The US 377 in Hood County Project is anticipated to be federally funded. Due to the project receiving federal funds, TxDOT is required to assess the potential environmental effects of the proposed project. The National Environmental Policy Act, or NEPA process, provides analyses of the potential impacts to the natural and manmade environment and helps the decision maker to make an informed decision on whether or not to proceed with the project. On December 9, 2019, TxDOT received a signed Memorandum of Understanding from the Federal Highway Administration that permits TxDOT to assume responsibility from the Federal Highway Administration for reviewing and approving certain NEPA projects. This review and approval process applies to this project.
Environmental Overview/Impacts Addressed

Environmental resources evaluated and impacts addressed for the proposed project include the following:

- Air Quality
- Biological Resources
- Farmlands
- Community Impacts
- Archeological Resources
- Historical Resources
- Hazardous Materials
- Traffic Noise
- Water Resources
- Waters of the U.S./Wetlands
- Public Parks and Recreation Areas - Section 4(f) Properties
- Indirect and Cumulative Impacts

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**SLIDE 33 – Environmental Overview/Impacts Addressed**

As part of the project scope, TxDOT tasked the engineering consultant to determine the environmental resources to be analyzed, to conduct field work to determine potential impacts to environmental resources and to document those findings in preparation of the NEPA documents. It is anticipated that documentation for the US 377 in Hood County Project would be evaluated through an Environmental Assessment, or EA. The technical documentation for this project would address the potential impacts identified during the engineering and design phase of the projects. These areas of potential impacts include natural, social, and cultural resources as well as potential impacts to adjacent and surrounding land use. This slide shows a list of resources and issues that would be evaluated during the environmental analyses.
Historical and Section 4(f) Resources

National Register of Historic Places-listed Wright-Henderson-Duncan House
- “Granbury Sheriff’s House”
- No right of way impacts

Granbury Sheriff’s House

SLIDE 34 – Historical and Section 4(f) Resources
Early environmental constraints mapping identified one National Register of Historic Places, or NRHP-listed structure, adjacent to the US 377 and SH 144 interchange. The Wright-Henderson-Duncan House, also known as the Granbury Sheriff’s House, is a recorded Texas historic landmark that was listed on the NRHP in 1978. Because the house is a historic site of significance, Section 4(f) would also apply. However, the proposed project would not result in right of way impacts to the structure or property.
SLIDE 35 – Historical Resources
Research for the project also identified an additional historical marker just south of the US 377 and FM 167 (Fall Creek Highway/M&M Ranch Road) intersection. The 1936 centennial marker describes the location of the grave of Elizabeth Crockett, wife of David Crockett. Due to the proposed improvements, it is anticipated that The Elizabeth Crockett marker would be relocated to a comparable location approved by the Texas Historical Commission.
### Estimated Schedule

- 60% Schematic Layout ................................................................. Fall 2022
- Begin Environmental Studies .................................................. Fall 2022
- 90% Schematic Layout ............................................................... Early 2023
- Public Hearing .......................................................................... Spring 2023
- Final Schematic ........................................................................ Summer 2023
- Environmental Clearance for EA .............................................. Fall 2023
- ROW Acquisition Begins ........................................................ Fall 2023
- Anticipated Let for Breakout Project Construction ................. Summer 2026*

* The proposed project may be constructed in phases subject to funding availability.

**SLIDE 36 – Estimated Schedule**

Provided here is an estimated schedule for the remainder of the US 377 in Hood County Project. The 60% design schematic, as shown at this public meeting, was submitted in August 2022. Our next steps include initiating the environmental studies required for environmental clearance, which is expected in Fall 2023. A public hearing would be held after the 90% design schematic submittal in Spring 2023. Barring major setbacks, the project should let for construction by the Summer of 2026. However, the project may be constructed in phases based on the availability of funding, with the Breakout Project being constructed as the first phase. Please note that the schedule is tentative and is subject to change.
**Public Meeting Materials and Questions**

The public meeting materials are available for viewing until Wednesday, December 7, 2022 at 11:59 p.m. To view the virtual public meeting, visit [www.txdot.gov](http://www.txdot.gov) and in the “Search TxDOT” box in the upper-right hand corner, enter “US 377 in Hood County.”

If you have questions or comments throughout project development, please contact the TxDOT Project Manager during regular office hours:

- Dr. Francis Smith, PE
- Phone: (817) 370-6708
- Email Address: [Francis.Smith@txdot.gov](mailto:Francis.Smith@txdot.gov)

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**SLIDE 37 – Public Meeting Materials and Questions**

For your convenience, we invite you to view all of the information developed for this project online at [www.TxDOT.gov](http://www.TxDOT.gov), keyword search “US 377 in Hood County” until Wednesday, December 7, 2022 at 11:59 p.m.

Project questions are welcomed throughout the project development process. If you have questions or comments throughout project development, please contact the TxDOT Project Manager with your questions or comments during regular office hours:

- Dr. Francis A. Smith, PE
- Phone: (817) 370-6708
- Email Address: [Francis.Smith@txdot.gov](mailto:Francis.Smith@txdot.gov)

All substantive comments and questions will be fully considered and responded to in the project record and made part of the final environmental documentation for this proposed project.
**SLIDE 38 – Feedback: How to Submit Comments**

Your comments about this project are very important to TxDOT and will contribute greatly to the success of this project. TxDOT is committed to continuing our efforts to gain public feedback about this project. We understand that this virtual public meeting format is slightly different from the in-person. So, let’s take a few minutes and explain the comment process. Please note that comments can be made throughout the comment period and will be included in the meeting documentation.

The Fort Worth District is asking the public to provide their comments in the following ways:

1. If you are attending the in-person option, you may leave your comment form in the designated comment boxes.
2. You may submit your comments online by visiting the website www.txdot.gov. Type in “US 377 in Hood County” in the keyword search at the top right of the TxDOT homepage, then click on the “Submit Your Comment” link on the project webpage.
3. You can mail your comments to the Texas Department of Transportation, Attention: Dr. Francis Smith, PE, 2501 SW Loop 820, Fort Worth, TX 76133
4. And you may email your comments to: Francis.Smith@txdot.gov

All of your statements, comments and questions will be given careful consideration before final design features are determined.

The public comment period closes on Wednesday, December 7, 2022, which is 20 days from this virtual public meeting with in-person option. Please ensure that your comment is received or postmarked by this date.

The public may also email or call Dr. A. Francis Smith during regular office hours to ask questions about the project at any time in the project development process.
Thank you for your interest in the
US 377 in Hood County Project

TxDOT Project Manager – Dr. Francis Smith, PE
2501 SW Loop 820
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SLIDE 39 – Conclusion – Thank You!
Ladies and gentlemen, in conclusion, thank you for joining TxDOT’s online virtual public meeting with in-person option for the US 377 in Hood County Project. We sincerely appreciate your attendance and interest. Please take a moment to review project materials online and in-person. And, remember to submit your comments on or before Wednesday, December 7, 2022. Your questions, comments and concerns will receive careful consideration. Thank you very much for your continued interest in the project. This concludes the virtual public meeting with in-person option presentation.