



# The Texas Department of Transportation

Civil Associates, Inc.

## *US 377 Cresson Mobility Project*



Public Meeting - May 13, 2010



# Project Study Area/ Constraints Map





# Need and Purpose of Project

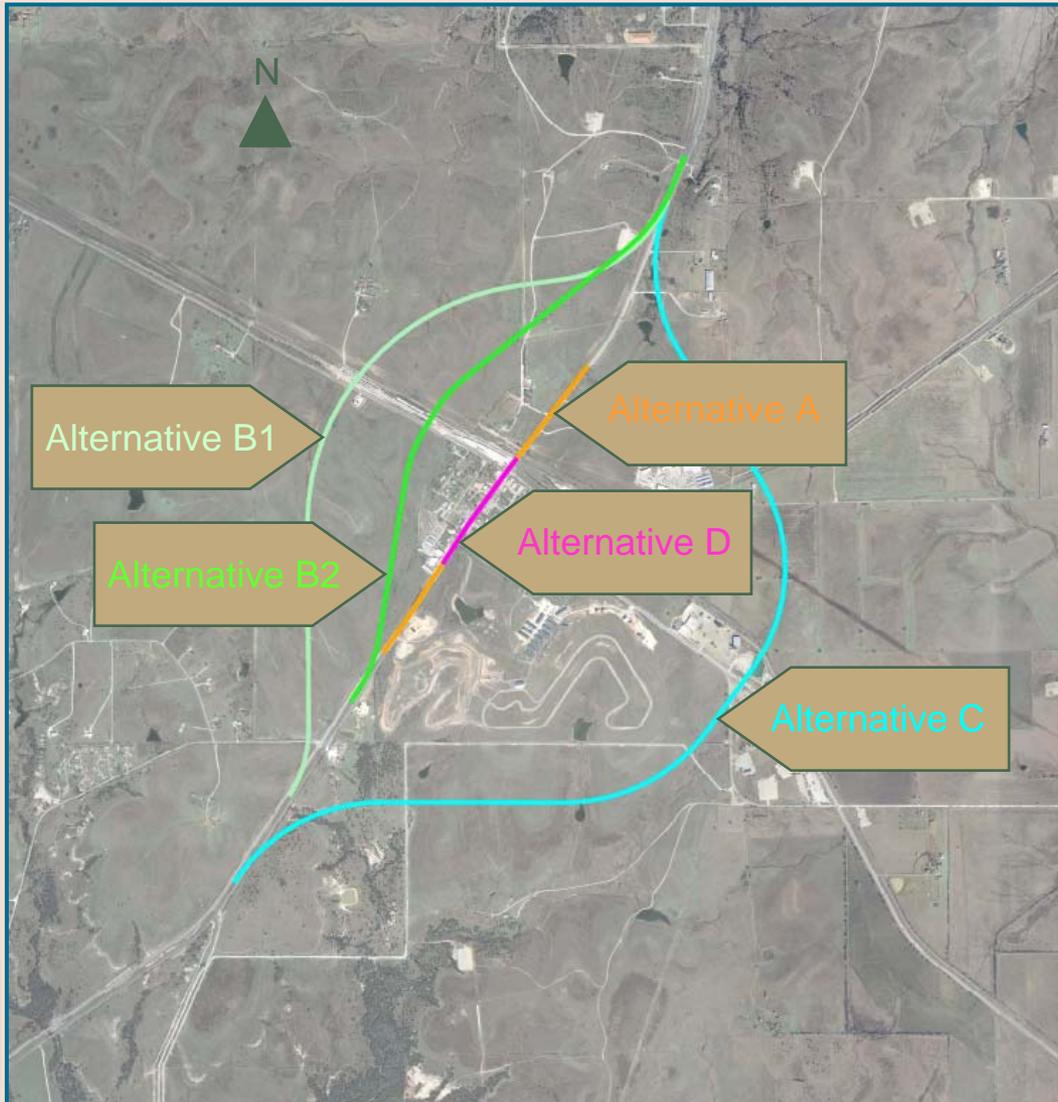
## Need

- Proximity of the at grade railroad crossing on US 377 to the SH 171 intersection impedes traffic flow.
- High level of truck traffic leads to congestion along US 377.
- Short-term solutions will not provide extended relief for motorists.
- US 377 part of Texas Trunk System which requires a four-lane roadway.

## Purpose

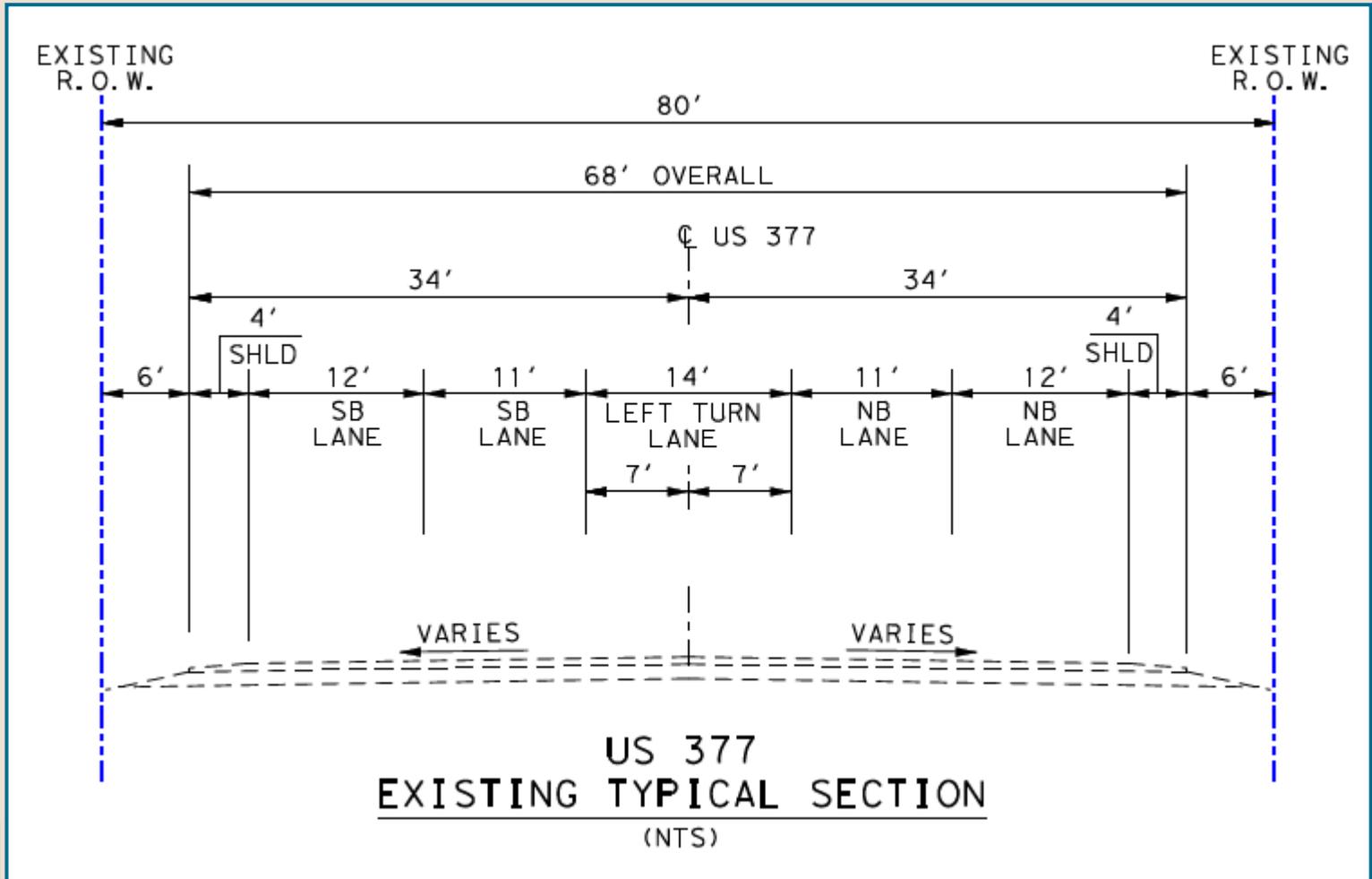
The purpose of the proposed project is to provide a long-term solution to identified traffic issues at the US 377 and SH 171 intersection.

# Draft Alternative Alignments

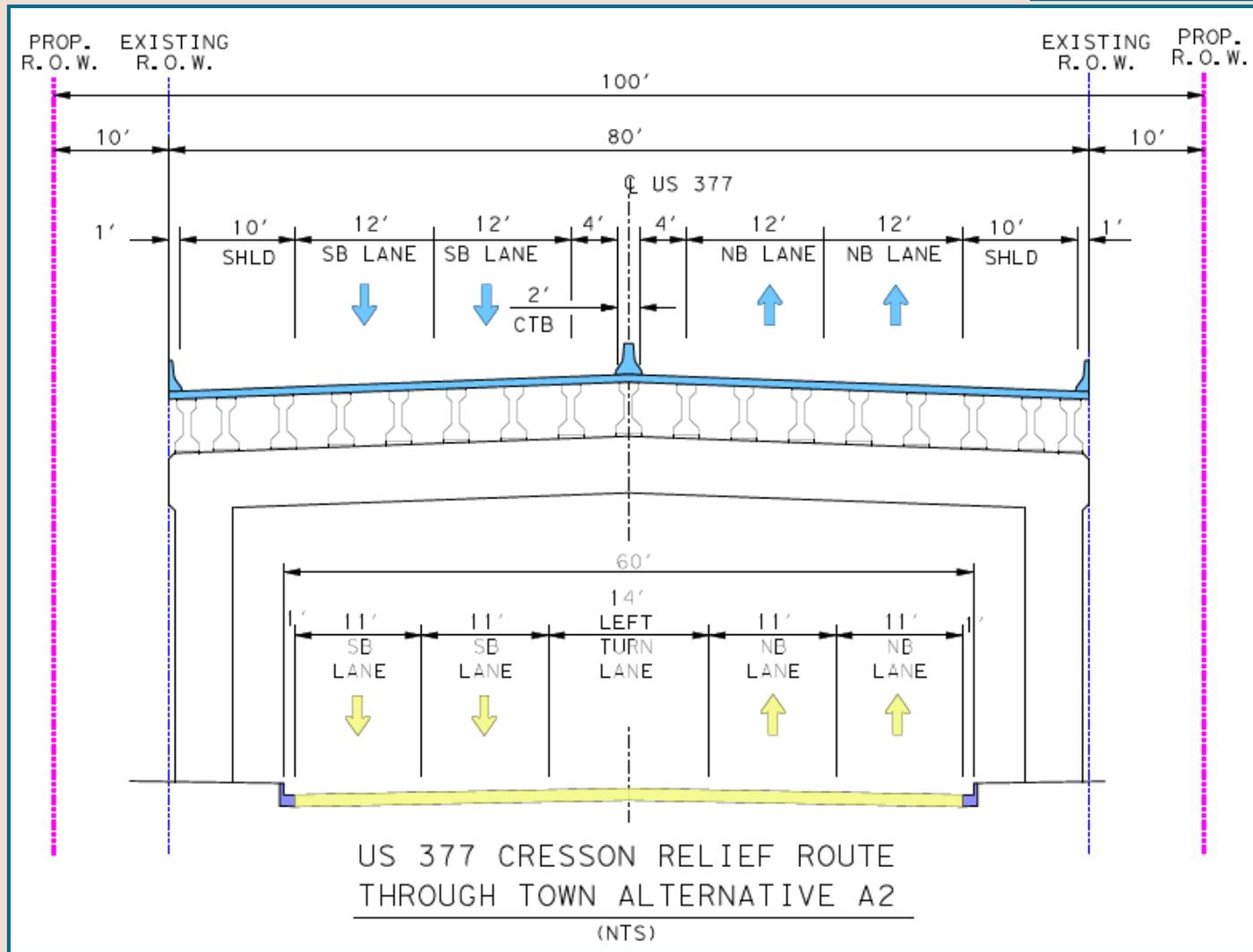


- Alternative A  
Bridge
- Alternative B1  
Westernmost Relief Route
- Alternative B2  
West Relief Route
- Alternative C  
East Relief Route
- Alternative D  
Tunnel

# No Build Alternative Typical Section

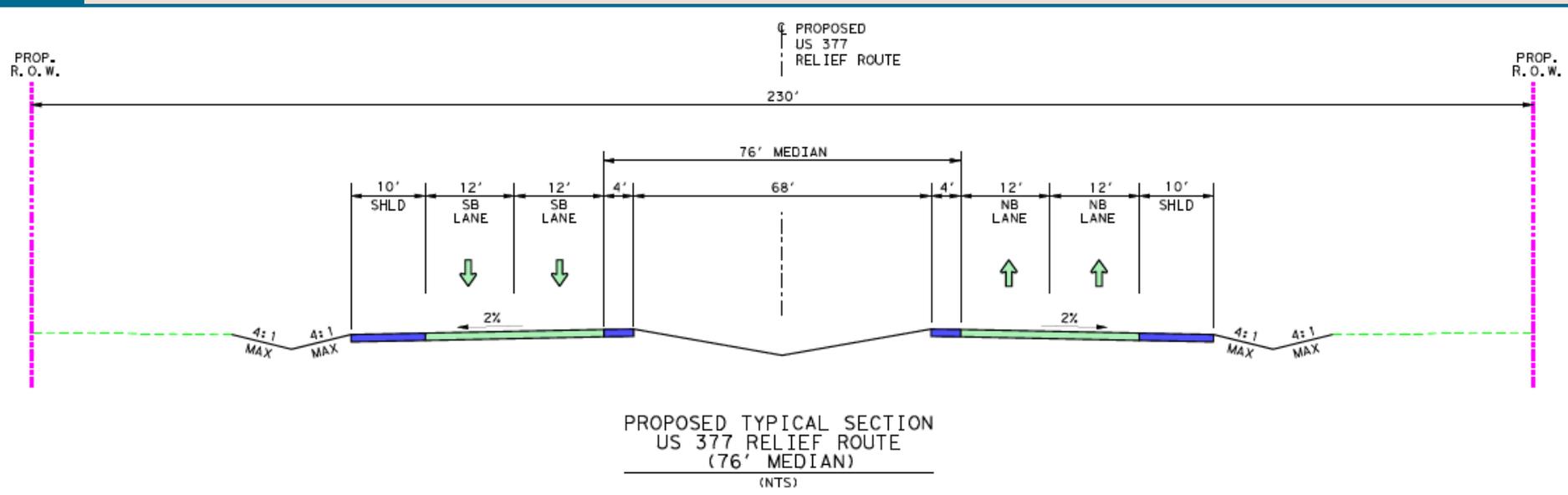


# Alternative A Typical Section



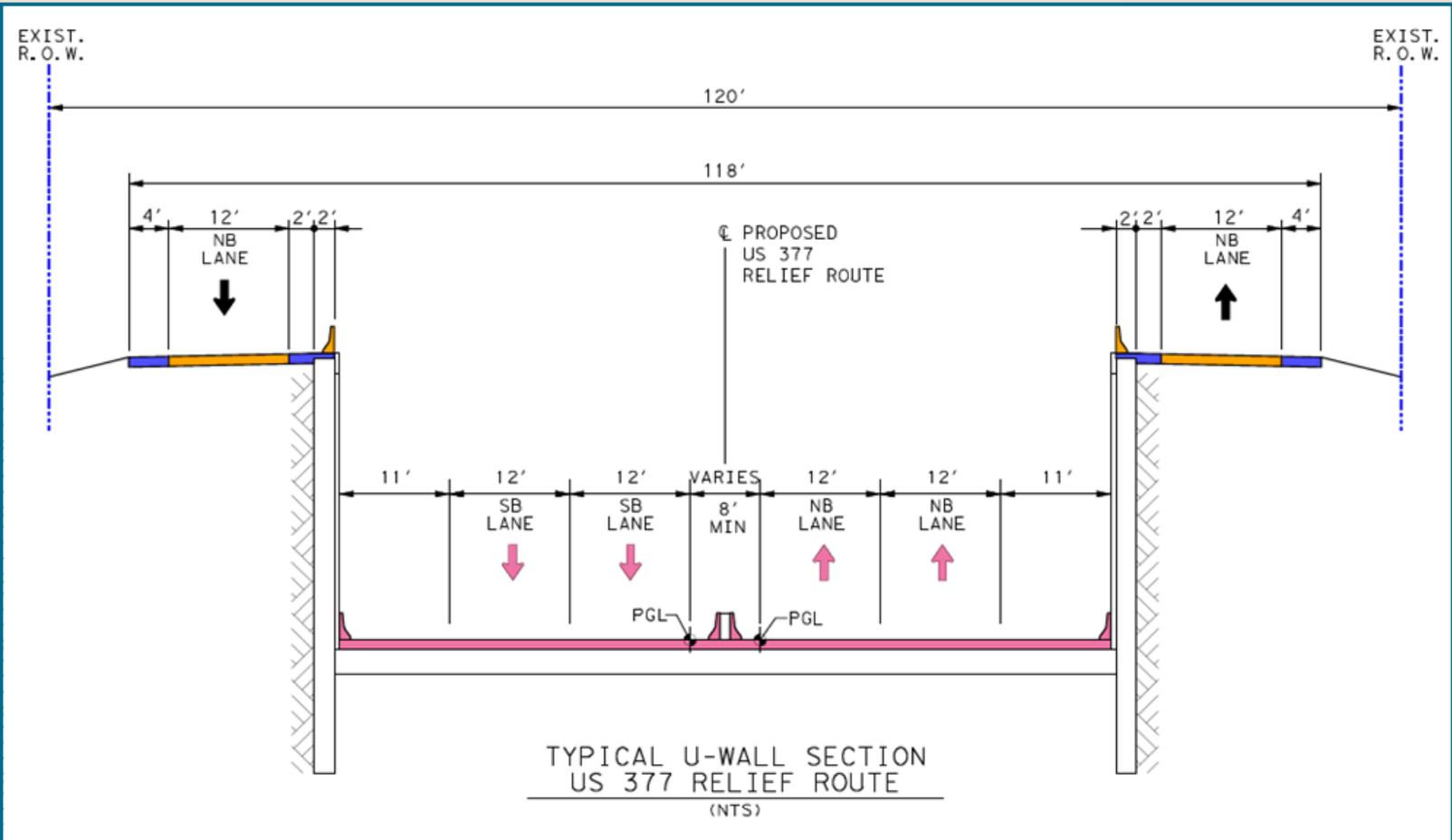


# Alternatives B & C Typical Sections





# Alternative D Typical Section





# Evaluation Methodology

The information below defines the benefits and costs of each transportation alternative and determines performance measures that will carry the alternatives through the prioritization and final selection process.

Using an Alternatives Analysis Evaluation Matrix (see next slide), the evaluation criteria have been organized into the following nine major categories. These categories and criteria are based upon the established purpose and objectives of this study, guidance from the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the National Environmental Policy Act (NEPA), and public and agency input.

- **Mobility and Productivity**
- **Safety**
- **Innovative Finance**
- **Environmental Stewardship and Streamlining**
- **Efficiency**
- **Level of Public Support**
- **Level of Agency Support**
- **Regional and Local Connectivity**
- **Public Input Factor**



# 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
<b>Mobility &amp; Productivity</b>								
- Level of Service at Existing US 377/SH 171 Intersection	LOG		E	D	D	D	D	E
- Level of Service for Alternatives by Direction (NB/SB)	LOG		B/C	A/B	A/B	A/B	A/B	A/B
- Delay at US 377 due to FWSWR (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	66
- New Street Crossings	# of		0	0	3	2	5	0
- Identified Utility Crossings	# of		2	2	9	4	0	1
<b>Safety</b>								
- 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
<b>Innovative Finance</b>								
- Est. Construction Cost (Inclusive of ROW Cost), 2010 dollars	\$M		0	24.5	18.8	14.5	40.5	35.5
<b>Environmental Stewardship and Streamlining (Built Environment)</b>								
- 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							
- Economic Impact to Existing Businesses - Weekend Impact	* legend							
<b>Environmental Stewardship and Streamlining (Natural Environment)</b>								
- 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
<b>Efficiency</b>								
- 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).

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Public Input Factor (PIF)
High
Medium
Low

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





# Project Development Process

Step 1: Identify Need



Step 2: Alternatives Analysis



Step 3: Preliminary Engineering & Environmental



Step 4: Detailed Construction Plans



Step 5: Acquire Right-of-Way



Step 6: Construction



Step 7: Open to Traffic

We are here

Anticipated Approval March 2011

Schedule to be determined when funding is available.



# Project Schedule

Jan 2010 - Kick-off Meeting, Identify Constraints

Feb 2010 - Need & Purpose Development

Mar 2010 - Finalize Preliminary Alternatives / Prepare Alternatives Analysis

May 2010 - **Public Meeting** / Identify Preferred Alternative

Jun 2010 - Draft Preferred Alternative Design and Environmental Assessment

Aug 2010 - Submit Draft Design and Environmental Assessment for Review

Nov 2010 - Submit Revised Environmental Assessment for Review

Jan 2011 - **Public Hearing**

Mar 2011 - Project Approval (Finding of No Significant Impact)



# Questions and Comments

The Texas Department of Transportation is seeking your comments on the US 377 Mobility Project.

Please submit your written comments:

- Tonight by placing in the Comment Box

OR

- By mail: Maribel P. Chavez, P.E.

TxDOT Fort Worth District – (Cresson)

PO Box 6868

Fort Worth, Texas 76115

All comments must be postmarked by May 23, 2010 to be included in the official project record.



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# **Thank You for attending tonight's Public Meeting**