



Public Hearing Documentation

US 377 Cresson Relief Route

CSJs 0080-11-001 and 0080-12-001

Hood and Johnson Counties, Texas

Public Hearing Date: Tuesday, February 25, 2014

Location: Bear Creek Community Church, 18600 Highway 377 S.

Cresson, TX 76035

Documentation Prepared: May 8, 2015

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 16, 2014 and executed by FHWA and TxDOT.

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SECTION 1
Certification Statement

PUBLIC HEARING CERTIFICATION

Project Number: NH ()
CSJs: 0080-11-001 and 0080-12-001
Highway: US 377
Limits: From Johnson/Hood County Line to South of SH 171 and
From North of SH 171 to Johnson/Hood County Line
County: Hood and Johnson Counties

This is to certify that:

- (1.) A public hearing was held covering the project location and design on Tuesday, February 25, 2014.
- (2.) The economic and social effects of the project location, design and impact on the environment have been considered;
- (3.) The statutory provisions of the Civil Rights Act of 1964 have been considered in determining economic, social, and environmental effects; and
- (4.) The project is consistent with the goals and objectives of urban planning, as promulgated by the community.


Loyl C. Bussell, P.E.
Deputy District Engineer
Texas Department of Transportation
Fort Worth, Texas


Date

SECTION 2

Public Hearing Summary and Analysis/Recommendation

**Public Hearing
February 25, 2014**

Summary and Analysis / Recommendation

US 377 Cresson Relief Route

District / County: Fort Worth / Hood and Johnson Counties

CSJ / Project Numbers: 0080-11-001 and 0080-12-001

Proposed Improvements: The proposed study limits are within Hood and Johnson Counties, Texas. The TxDOT Fort Worth District proposes to construct a four-lane relief route west of US 377 and the City of Cresson. The proposed project is approximately 3.02 miles in length and begins one mile south of the intersection of US 377 and SH 171 and ends approximately one mile north of the 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 over SH 171 and the Fort Worth and Western Railroad (FWWR). The proposed relief route would typically require a width of 240 feet of new ROW. Additional ROW width will be required at locations where cut and fill are required for slopes, and near intersections with US 377 at the beginning and end of the project.

At the project termini, grade-separations with 14-foot wide ramps would provide connectivity to existing US 377. At the southern limit, the relief route would bridge over Old Granbury Road and ramps would allow access to the existing highway. At the northern project limit, the relief route would pass under a proposed access road and ramps would provide access. Travel on the proposed 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 access road would include two 12-foot wide lanes in each direction and 10-foot wide shoulders.

Need and Purpose: The proposed project is needed because proximity of the at-grade railroad crossing on US 377 to the SH 171 intersection impedes traffic flow; accidents occur along US 377 near SH 171; a high level of truck traffic leads to congestion along US 377; short-term solutions currently in place will not provide extended relief for motorists using US 377 and SH 171; and, US 377 belongs to the Texas Highway Trunk System (the Trunk System) but does not meet TxDOT design criteria for the Trunk System.

At-Grade Railroad Crossing

The FWWR crosses US 377 approximately 200 feet north of the SH 171 intersection. West of this crossing is a railroad switch yard. Traffic along US 377 is stopped numerous times per day because of trains traveling through Cresson or trains switching tracks. A study by the Texas Transportation Institute (TTI) in May 2008 reported four through moves and nine switching moves were typical for that crossing each day. Some of these movements occur during peak traffic periods and cause extended travel delays. In addition to causing travel time delays, the crossing also poses a safety risk to motorists. According to FHWA's January 1st, 2008 *Accidents*

Prediction Report, this particular crossing is the second most likely railroad crossing to have an accident in the state of Texas. This report is based on accident data from the previous five years, the number of trains each day, and average daily traffic (ADT) on US 377.

Accident Data

TxDOT accident data for US 377 and SH 171 within the study area is provided in **Table 1**.

Table 1: Accidents Reported on US 377 and SH 171

County	Roadway	Number of Accidents by Year and Injury							
		2009		2010		2011		2012	
		Injury	Non-Injury	Injury	Non-Injury	Injury	Non-Injury	Injury	Non-Injury
Hood County	US 377	4	19	6	18	8	19	5	19
	SH 171	1	5	3	2	0	2	2	5
Johnson County	US 377	2	2	1	3	1	6	0	5
	SH 171	0	1	2	1	0	0	0	1
Total Per Year		34		36		36		37	

Source: TxDOT, April 2013.

Of the 35 injury accidents reported over four years, two resulted in incapacitating injuries and the remaining were either potential injuries or not considered incapacitating injuries. No fatalities were reported. One reported accident was the result of a vehicle not stopping for the train. Six accidents could be considered the result of impatient movements because of a lengthy queue time at the train crossing (disregarding a traffic light or following too closely), and 34 accidents were the result of speeding, which could also be attributable to a lengthy wait. Finally, 51 reported accidents (11 of which included injuries) occurred during the peak travel periods. For purposes of this analysis, peak travel periods were considered to be from 5:00 a.m. to 8:30 a.m. and 4:00 p.m. to 7:30 p.m. An additional hour (5:00 a.m. to 6:00 a.m. and 6:30 p.m. to 7:30 p.m.) was included in the peak travel periods because Cresson is located on the commuter route from Granbury to Fort Worth and motorists would likely leave earlier and arrive later than the typical peak travel periods.

Traffic Data

According to TxDOT Transportation, Planning and Programming Division (TP&P), the anticipated 2015 ADT on US 377 within the City of Cresson is approximately 24,400 vehicles per day (vpd). The 2035 ADT is estimated to be 33,900 vpd; an increase of 39 percent over 20 years. Approximately 7 percent of the vehicles on US 377 in this area are heavy-duty trucks.

The 2015 ADT on SH 171 within the City of Cresson is estimated to be 10,400 vpd. The 2035 ADT is estimated to be 16,600 vpd; an increase of 60 percent over 20 years.

Consistency with Previous Studies

In 2008, the North Central Texas Council of Governments (NCTCOG) and the TTI studied the US 377/SH 171/FWWR intersection in the City of Cresson and provided short-term recommendations to the existing traffic problems. Proposed recommendations included expanding the US 377/SH 171 intersection; modifying SH 171 and Broadway Street to a couplet system; and relocating SH 171 to Broadway Street. These recommendations were presented to the City of Cresson as potential short-term solutions that could be implemented quickly. However, as noted by NCTCOG and TTI, the best long-term solution is to provide a

grade-separated railroad crossing. The proposed project is consistent with the results of these studies.

Regional Transportation Needs

The City of Cresson is located on US 377 approximately halfway between the cities of Fort Worth and Granbury. As shown in **Table 2**, the 2010 population of Cresson is relatively small indicating that it is not the final destination for the majority of vehicles using US 377. Instead, US 377 provides regional access for those commuting to Fort Worth or commercial vehicles providing goods and services to the Hood, Johnson, and Parker County areas. Since 1990, the City of Granbury and Hood and Parker Counties have almost doubled in size. Johnson County grew 55 percent during the same time period (1990 – 2010). An improved regional roadway is needed to better serve the transportation needs outside of the City of Cresson. The following table provides data on the population growth in the region supported by US 377.

Table 2: Population Data

City/County	1990	2000	2010
City of Benbrook	19,564	20,208	21,234
City of Cresson	N/A	623*	741*
City of Fort Worth	447,619	534,694	741,206
City of Granbury	4,045	5,718	7,978
Hood County	28,981	41,400	51,182
Johnson County	97,165	126,811	150,934
Parker County	64,785	88,495	116,927

Source: U.S. Census 2010 PL94-171, NCTCOG, February 2011.
 * - U.S. Census Bureau, 2000 Census and 2010 Census
 N/A – Not available

Texas Highway Trunk System

The Trunk System was developed by TxDOT to connect large population centers, major ports, and other points of entry in Texas. The design criteria developed by TxDOT state that the Trunk System highways should be at least four-lane divided highways with grade-separated railroad crossings. Additionally, relief routes built as part of the Trunk System should be controlled-access facilities.

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.

Environmental Document Approval: The Federal Highway Administration approved the environmental assessment for satisfactory for further processing on June 6, 2013.

TxDOT conducted three work group meetings (held February 17, March 25, and July 28, 2010) and two public meetings: the first held on May 13, 2010, and the second held on December 12, 2011.

Notices and Articles: A notice of public hearing was published in the *Fort Worth Star Telegram* on January 26, 2014 and February 16, 2014 and in the *Hood County News* on January 25, 2014 and February 15, 2014. Notices were mailed to adjacent property owners and public officials.

Public Hearing Date and Place: A Public Hearing was held on Tuesday, February 25, 2014, at Bear Creek Community Church, located at 18600 Highway 377 S., Cresson, Texas 76035. The

layouts were available for public viewing from 6:30 p.m. to 7:00 p.m. before the Public Hearing began at 7:00 p.m. and adjourned at 8:20 p.m.

Attendance: The registration sheets indicated 120 people attended the public hearing. Of these, 84 were private citizens. The remaining attendees were from TxDOT, FHWA, elected officials, city and county government representatives, and the design consultant.

Conducted By: Mr. Brian Barth, P.E., District Engineer for the Fort Worth District of TxDOT, convened and adjourned the public hearing. Ms. Jamye Sawey, District Environmental Supervisor, explained the public hearing process, project information, the environmental assessment, and introduced key TxDOT and Civil Associates, Inc. staff, and the elected/local officials and city/county personnel in attendance. The elected or local officials in attendance were Pam Manley, City of Cresson Alderperson; Jeff Tout, Hood County Commissioner; Ron Pyles, City of Cresson Alderperson; Bob Cornett, Mayor of Cresson; Charlotte Minor, City of Cresson Alderperson; a representative of Jim Lloyd Keffer, Texas State Representative; Mike Lang, Hood County Constable; Mickey Parson, City of Granbury Councilmember; Darrell Cockerham, Hood County Judge; Nin Hulett, Mayor of Granbury; Steve Berry, Hood County Commissioner; Tony Allen, Mayor Pro Tem of Granbury; Jack Farr, City of Cresson Alderperson; James Deaver, Hood County Commissioner; Ron Becker, Mayor Pro Tem of Cresson; a representative of Mike Conaway, U.S. Congressman; and, Texas State Senator Brian Birdwell. Mr. Naser Abusaad, P.E. with Civil Associates, Inc., Project Manager, provided an overview of the proposed project design. Mr. Kelly Price, TxDOT North Right-of-Way Project Delivery Manager, explained the right of way acquisition and relocation assistance process.

Exhibits: Plans illustrating the proposed project were displayed for public view and comment. These plans included design schematics on aerial photograph and the Environmental Assessment document. TxDOT's *Right-of-Way* booklet and *Relocation Assistance* booklets (both in English and Spanish) were made available to the public. Handouts including the public hearing agenda/project information sheet, hard copies of the PowerPoint presentation slides, comment form, and request to make oral statement form were given to attendees.

Comments from Elected/Local Officials:

Verbal:

Two elected officials provided verbal comments during the Public Hearing Opportunity for Public Comment. One expressed concern regarding the safety of residents that reside north of the proposed project accessing northbound and southbound US 377. The second discussed the potential economic impact to the city due to the loss of sales tax income generated by drive-by traffic, and measures the city intends to take dampen the impact.

Written:

Two elected officials submitted comments regarding the proposed project. One of these officials expressed support of the proposed project and discussed the safety of the existing facility; that safety impacts of the proposed project were not adequately analyzed; and, that safer access to US 377 for residents living north of the proposed project should be implemented with the proposed project. The other official submitted a list of features for TxDOT to consider during the final design process including emergency vehicle crossovers on the proposed project on both sides of SH 171 and a crossover on Business US 377 at City Hall. The Hood County Commissioners Court submitted a letter of support. A resolution supporting the proposed project was submitted by Mayor Nin Hulett and the City of Granbury.

Comments from Public:

Verbal:

Four verbal comments were made during the Public Hearing Opportunity for Public Comment. One read a letter of support from the Lake Granbury Area EDC Board of Directors. A representative of Miles Ranch expressed her concern regarding the impacts of the proposed project to their family cattle operation; belief that the purpose of the proposed project is to generate revenue for the City of Granbury and Hood County; and, the traffic issue at the railroad is no longer an issue because the business that created the problem relocated. Another citizen described the project was not necessary and discussed the issue of FWWR blocking a US Highway; undeveloped land owned by FWWR that could be used to assemble trains; and, potential impacts to businesses due to the loss of traffic. The final commenter stated why she believes there is a bottleneck in the proposed design presented at the Public Hearing.

Written:

Three comments were submitted that stated support for the proposed project.

Three comments were submitted stating opposition of the proposed project or requesting the proposed project be reconsidered/reevaluated.

Five comments were received that suggested different alternatives including elevating the railroad tracks; underpass or overpass on the existing alignment; and elevated ramps connecting SH 171 and US 377. Graphics depicting their idea of an alternative to the proposed project were included with two of these comments.

One commenter suggested shifting the alignment east.

Two comments were received that described access between the proposed relief route and SH 171 needs to be reevaluated.

One person requested a copy of the Public Hearing presentation be emailed to him.

Four comments were submitted concerning potential impacts to their agricultural operation and division of land by the proposed project.

Two comments were submitted in which citizens expressed their belief that purpose of the proposed project is to economically benefit other municipalities/entities, and not to resolve the traffic issue in Cresson.

One person explained their rationalization as to why they believe there is a bottleneck in the proposed design presented at the Public Hearing.

Three comments were submitted regarding impacts to drainage upon construction of the proposed project.

Three comments were submitted with concerns about access between personal property and the proposed relief route and Business US 377.

Three comments questioned the impact of the proposed project on future development.

One comment expressed concern regarding the potential impact to area businesses due a potential decrease in traffic volume in Cresson.

Two comments stated that the traffic problem at the railroad crossing no longer exists.

One person is concerned the proposed project will impact their quality of life.

Summary of Major Comments/Issues that were Addressed:

Detailed TxDOT responses to issues and concerns can be found in the *Comment and Response Report*. The written comments suggest a division in support mainly by commuters utilizing the roadway and opposition by local landowners of the proposed project. Several comments raised concern regarding the following: (1) impacts to farming/ranching operation and division of land; (2) effect of the proposed project on area drainage; (3) access between the proposed project/Business US 377 and personal property; (4) the claim that the traffic problem at the railroad no longer exists; and (5) proposed design alternatives to the Preferred Build Alternative.

TxDOT Response to Public Hearing Comments

(1) TxDOT is committed to working with adjacent property owners during the ROW acquisition process to identify and address questions and concerns.

Both the United States and Texas Constitutions provide that no private land may be taken for public purposes without adequate compensation. The TxDOT ROW Acquisition and Relocation Assistance Program will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended, in the Uniform Relocation Assistance Act of 1987.

Property owners are compensated for right of way acquired based on the Uniform Relocation Assistance and Real Property Acquisition Act of 1970. Property is appraised at fair market value as determined by an independent appraiser and the property owner is offered this compensation. Compensation could include not only the fair market value for the land acquired but any improvements within the taking and damages, if any, to the remainder. Per State Law, TxDOT can only acquire the necessary right of way needed for the construction of the US 377 Cresson Relief Route facility.

Where appropriate, the just compensation for the real property to be acquired and for compensable damages to remaining real property will be separately stated. Concerning damages to remaining property, when only a portion of the property is needed, an offer for the amount of damages will only be made if in the appraisal process, it is indicated that the remaining property will have a lesser value after the roadway is constructed.

TxDOT would coordinate with affected property owners to explore the possibility of constructing a cattle pass over the proposed project. According to Texas Administrative Code, Title 43, Rule §21.81, TxDOT shall determine the necessity, location, and design of all passes and cattle guards based on a detailed study of current operations of land use. The use of a pass across the ROW may be by permit, contractual agreement, or retention of pass rights in the conveyance of ROW to the State.

- (2) As a matter of TxDOT policy, the proposed roadway drainage system would be designed to convey the preferred design flood based on existing land use conditions. The proposed design would be checked with a 100-year flood event to ensure that there are no negative impacts on existing facilities either upstream or downstream due to the project. Any increase in runoff due to future development would be managed by the local government, and any decision to retain or not retain water for a development would be determined through the local government.
- (3) TxDOT is committed to working with adjacent property owners during the ROW acquisition process to identify locations where access can be granted while providing safety and mobility along the corridor. Existing local access to US 377 would be maintained with the proposed project. Access would be controlled along the proposed relief route and near connections along existing US 377. No driveways leading directly to the proposed relief route would be allowed.
- (4) Local Alarm Reports (LAR) gathered by TxDOT for period July 1, 2013 through April 16, 2014 reveals that railroad warning signals are still active. Note that there was a gap in the data between July 19, 2013 and April 2, 2014 because a controller was replaced (and no data was recorded between those dates.) Analyzing the available data from April 2014 shows that for crossing number 1401 (US 377 and SH 171), the number of warning signal activations per day ranged from six to 20, with an average of 14 warning signal activations per day. These activations ranged from a minimum of less than one minute to a maximum of 53 minutes. Of these activations, approximately 46 percent were two minutes or less; 39 percent were between three and five minutes; and, 15 percent were greater than five minutes. The average duration of each activation was two minutes. Comparing this data with available data from about one year ago (July 2013 available data), shows that number of warning signal activations per day ranged from three to 22, with an average of 11 warning signal activations per day. These activations ranged from a minimum of one minute to a maximum of 11 minutes. Of these activations, approximately 57 percent were two minutes or less; 26 percent were between three and five minutes; and, 17 percent were greater than five minutes. The average duration of each activation was two minutes.
- (5) Five conceptual alternatives were considered during the project planning stage. These included two relief route options to the west (Alternatives B1 and B2), one relief route option to the east (Alternative C), and two through-town options – a bridge option (Alternative A) and a “tunnel” option (Alternative D). Alternative B1 is approximately 3,000 feet west of the US 377/SH 171 intersection and Alternative B2 is approximately 1,500 feet west of the same intersection. No support was provided by local officials or the public for Alternative C and very little support was provided for Alternative D. After analyzing public input, it was determined that Alternative B2 was the alternative preferred by the public followed by Alternative A and Alternative B1. TxDOT compared and analyzed the design elements and identified impacts of the three alternatives and determined that Alternative B1 was the technically preferred alternative. Alternative A was removed from consideration because it was an urban solution for a rural area and would cause the highest level of construction and visual impacts. Alternative B2 was removed from consideration because it would not provide room for ramp connections between US 377 and SH 171; would interfere with the potential couplet option along SH 171; and, would have disproportionate impacts to one property owner. Alternative B1 meets the need and purpose, and is supported by Hood County and the City of Cresson. It was determined that Alternative B1 would be carried forward for

analysis as the preferred build alternative. After review of the comments received, TxDOT is developing more detailed design and costs analyses of Alternative A including a through-town bridge option and plans to present the analyses during additional public involvement.

Recommendation: After review of the comments received during the public involvement phase, TxDOT is developing more detailed design and costs analyses of Alternative A including a through-town bridge option. TxDOT plans to present the analyses and obtain further comments during additional public involvement to be held for this project.

SECTION 3

Public Hearing Comment and Response Report

**Public Hearing
February 25, 2014**

Comment and Response Report

US 377 Cresson Relief Route

(CSJs: 0080-11-001 and 0080-12-001)

Name of Individual	Representing	Comment #	Type
Pam Manley, Alderperson	Self and City of Cresson	1	Verbal
Mayor Bob Cornett	City of Cresson	2, 3, 4, 5, 6, 7, 15	Verbal & Written
Warren Ketterman	Lake Granbury Area EDC	8	Verbal & Written
Diane & John Miles	Miles Ranch	9, 10, 11, 12, 13	Verbal & Written
Albert Brush	Self	13, 14, 15	Verbal
Donna Kelleher	Self	16, 17	Verbal & Written
Stacey Martin	Self	18	Written
John Miles Jr.	Self	12	Written
Derrick Parish	Self	19	Written
Robert Winterbauer	Miles Ranch	9	Written
Mayor Pro Tem Ron Becker	City of Cresson	1, 8, 20	Written
Gary & Debra Biekell	Self	21	Written
Judge Darrell Cockerham, Commissioners James Deaver, Jeff Tout, and Steve Berry	Hood County	8	Written
Mayor Nin Hulett	City of Granbury	8	Written
Gary Keel	Self	12	Written
Peter Malin & Randy Stern	Land Fund Managers, LP	18, 21, 22	Written
Dan & Wendy Miles	Miles Ranch	9, 10, 11, 12, 13, 15, 17, 22	Written
J. Ray Oujesky	Helen Grove and HKG Management, Ltd.	9, 13, 18, 21, 22, 23, 24	Written
Mike Scott	Granbury Chamber of Commerce	8	Written
Andy Sutton	Bentwater POA	8	Written
John Webb	Self	12	Written

Comment 1 – Impact to Residents North of the Proposed Project

Commenters believe the effects of the proposed project on people who live north of the proposed project were not adequately considered. They shared concerns questioning how area residents would safely access northbound and southbound US 377, north of the proposed relief route.

Specific intersections of concern include US 377 at Skyline Drive, East Bluebonnet Drive, Deer Run Court, and Constellation Drive. Commenters stated that the interruption in northbound US 377 traffic caused by the traffic signal at the US 377/SH 171 intersection creates gaps in the traffic flow which allow motorists from the aforementioned side streets to safely access US 377. The installation of northbound US 377 acceleration lanes at the aforementioned intersections should be considered.

Response 1

While it is reasonable to assume that the traffic signal at the US 377/SH 171 intersection causes gaps in northbound US 377 traffic, one must take into consideration that the turning movements of motorists from east/westbound SH 171 to northbound US 377 fill those gaps. Therefore, the flow of traffic is actually continuous as northbound US 377 traffic is interspersed with those accessing US 377 from SH 171 at the intersection. Upon implementation of the proposed project, these turning movements would continue to occur as they do under existing conditions.

For those that have access to East Bluebonnet Drive, a northbound US 377 acceleration lane currently exists at the intersection. Regarding accessing southbound US 377, motorists in this area have the option to turn right (north) into the acceleration lane, accelerate, and merge with traffic. Motorists then continue northward where they can access a median cut using a designated left-turn lane, and then conduct a U-turn. This median cut is not associated with any side streets, only driveways.

Comment 2 – Business Signage on US 377

Commenter requested business signage on both ends of the proposed project.

Response 2

The Texas Department of Transportation (TxDOT) has partnered with LoneStar Logos & Signs to operate the Logo and Directional Signs Program. The City of Cresson and area businesses are advised to contact LoneStar Logos & Signs for information on eligibility, availability, and pricing. Program and contact information can be found at <http://www.lone-starlogos.com/>.

Comment 3 – Ramp Construction

Commenter requested temporary construction of the initial on/off ramps with a commitment from TxDOT to construct new on/off ramps in an “X configuration” once the City of Cresson-constructed backer roads are complete. This would allow development on either side of the bypass, namely south of SH 171. Commenter asks that final transition to the “X configuration” on/off ramps be as efficient and economical as possible.

Response 3

Per the Memorandum of Understanding (MOU) between the City of Cresson and TxDOT, dated February 21, 2014, TxDOT would allow for future access to the facility for connectivity with city streets. This connectivity would be provided by approved ramp designs by the City and approved by TxDOT. TxDOT would fund the City of Cresson proposed access to the backage roads.

Comment 4 – Emergency Vehicle Crossovers

Commenter requested emergency vehicle crossovers on the relief route on both sides of SH 171.

Response 4

TxDOT will coordinate with the City during the detailed design phase to assess the possibility of installing emergency median crossovers and their potential locations.

Comment 5 – Median Opening at Cresson City Hall on Business US 377

Commenter requested a crossover on Business US 377 at the Cresson City Hall.

Response 5

Per TxDOT's Roadway Design Manual (revised 10/2014), median openings should only be provided for street intersections or at intervals for major developed areas. The Cresson City Hall is not located adjacent to a street intersection or in a major developed area and it is located within approximately 800 feet of the Old Granbury Road intersection.

Upon implementation of the proposed project, motorists southbound on Business US 377 can access northbound Business US 377, and subsequently Cresson City Hall, by conducting a U-turn at the intersection with Old Granbury Road. Motorists traveling from Cresson City Hall seeking southbound Business US 377 would continue movements as they do under existing conditions.

Comment 6 – Bridge Over Relief Route

Commenter requested a finished elevation profile on the relief route between SH 171 and Old Granbury Road which would allow for a future at-grade bridge over the relief route at the proposed site of Crossroads Boulevard.

Response 6

Per the MOU between the City of Cresson and TxDOT, dated February 21, 2014, TxDOT would allow a future grade separated crossing. This design would be provided by the City and approved by TxDOT. Final design of the relief route would optimize the profile grade for the future grade separation.

Comment 7 – Slocum Ranch Road

Commenter requested that the final design includes retaining walls in order to minimize the easement footprint and thereby eliminate the need to close or relocate a portion of Slocum Ranch Road and to anticipate U-turns at SH 171.

Response 7

Per the MOU between the City of Cresson and TxDOT, dated February 21, 2014, TxDOT would allow for future U-turn roadways under the proposed SH 171/Fort Worth and Western Railroad (FWWR) bridge. This design would be provided by the City and approved by TxDOT. TxDOT's final design of the relief route would minimize needed right-of-way (ROW) and make every attempt to allow Slocum Ranch Road to remain in place.

Comment 8 - Support

The commenters expressed support for the proposed project.

Response 8

Comment noted.

Comment 9 – Impacts to Livestock Operation

Commenters expressed their concerns regarding the impacts of the proposed project on their livestock operations. They believe the proposed project would negatively impact the functionality of their ranches. Concerns include the proposed project limiting their access to their cattle; division of their land and limited or no access between various farming facilities; difficulty in moving livestock from one side of the relief route to the other; the proposed project leaving divided tracts of land impractical for grazing cattle; and, the impact of vehicular noise potentially impairing the free movement of cattle.

Commenters stated that access beneath the proposed project must be provided for livestock and equipment for the continuation of their business.

Response 9

TxDOT is committed to working with adjacent property owners during the ROW acquisition process to identify and address questions and concerns.

Property owners are compensated for ROW acquired based on the Uniform Relocation Assistance and Real Property Acquisition Act of 1970. Property is appraised at fair market value as determined by an independent appraiser and the property owner is offered this compensation. Compensation could include not only the fair market value for the land acquired but any improvements within the taking and damages, if any, to the remainder. Per State Law, TxDOT can only acquire the necessary ROW needed for the construction of the US 377 Cresson Relief Route facility.

TxDOT would coordinate with affected property owners to explore the possibility of constructing a cattle pass over the proposed project. According to Texas Administrative Code, Title 43, Rule §21.81, TxDOT shall determine the necessity, location, and design of all passes and cattle guards based on a detailed study of current operations of land use. The use of a pass across the ROW may be by permit, contractual agreement, or retention of pass rights in the conveyance of ROW to the State.

Regarding Miles Ranch, TxDOT met with ranch representatives on April 11, 2014 to discuss the ranch operators concerns and determine damages, as well as discuss the possibility of constructing a cattle pass over the proposed relief route to connect the divided ranch.

Regarding the Helen Groves and HKG Management, Ltd. property, the width of the access beneath the proposed US 377 bridge over FWWR and SH 171 is approximately 400 feet from the edge of the service road to the edge of the embankment beneath the proposed bridge. The height of the proposed bridge (from ground level to bottom of the bridge) in this section ranges from approximately 24 feet to 34 feet. These dimensions allow for adequate space to operate vehicles and herd cattle between tracts. The presence of a utility easement beneath the bridge does not prohibit the property owner from utilizing the land, and therefore would not limit access available beneath the bridge. An access easement would be implemented and allow vehicular access beneath the bridge, as well as allow for the movement of livestock and related equipment between tracts. Continued use of the east tract for cattle grazing is feasible. The height and width of the access beneath the proposed bridge are sufficient. The area of the east tract would be approximately 65 acres and would provide an adequate amount of space for grazing cattle. Within the clients' parcels, the proposed structure elevates from ground level and

continues to rise to proposed bridge height at FWWR and SH 171. With that, the vehicular noise would likely not be a deterrent to grazing cattle because much of the proposed relief route within their property is not at ground level. Additionally, cattle are capable of learning to move between the east and west tracts.

Comment 10 – Project to Benefit Others

Commenters are under the impression that the proposed project is being implemented to benefit other entities including the City of Granbury, Hood County, and Cresson Crossroads.

Response 10

Implementation of the proposed project is not to create more revenue for Granbury and Hood County, or to benefit the investors of Cresson Crossroads. There is the possibility that the proposed project could indirectly affect revenue for Granbury or Hood County and/or the rate of development in Cresson Crossroads, but neither are the purpose of the proposed project. The proposed project is needed because proximity of the at-grade railroad crossing on US 377 to the SH 171 intersection impedes traffic flow; accidents occur along US 377 near SH 171; a high level of truck traffic leads to congestion along US 377; short-term solutions currently in place will not provide extended relief for motorists using US 377 and SH 171; and, US 377 belongs to the Texas Highway Trunk System (the Trunk System) but does not meet current TxDOT design criteria for the Trunk System. The purpose of the proposed project is to provide a long-term solution to identified traffic issues at the US 377/SH 171 intersection.

Comment 11 – Delay at Railroad Crossing No Longer an Issue

Commenters shared that the traffic problem and delays at the railroad are no longer an issue because the business causing the problem at this location is no longer present, and therefore, is no longer a need for a relief route.

Response 11

Local Alarm Reports (LAR) gathered by TxDOT for period July 1, 2013 through April 16, 2014 reveals that railroad warning signals are still active. Note that there was a gap in the data between July 19, 2013 and April 2, 2014 because a controller was replaced (and no data was recorded between those dates.) Analyzing the available data from April 2014 shows that for crossing number 1401 (US 377 and SH 171), the number of warning signal activations per day ranged from six to 20, with an average of 14 warning signal activations per day. These activations ranged from a minimum of less than one minute to a maximum of 53 minutes. Of these activations, approximately 46 percent were two minutes or less; 39 percent were between three and five minutes; and, 15 percent were greater than five minutes. The average duration of each activation was two minutes. Comparing this data with available data from about one year ago (July 2013 available data), shows that number of warning signal activations per day ranged from three to 22, with an average of 11 warning signal activations per day. These activations ranged from a minimum of one minute to a maximum of 11 minutes. Of these activations, approximately 57 percent were two minutes or less; 26 percent were between three and five minutes; and, 17 percent were greater than five minutes. The average duration of each activation was two minutes.

Comment 12 – Suggested Alternatives to the Proposed Project

Commenters suggested alternatives to the proposed US 377 Cresson Relief Route which included:

- 1) Elevating the railroad tracks;
- 2) An overpass or underpass on the existing alignment;
- 3) Expansion of the surface width of US 377 through Cresson and the rail crossing to accommodate an elevated segment of US 377 centered between the surface sections of the US 377 crossing over SH 171 and the rail crossing, with elevated ramps between southbound US 377 and westbound SH 171, and westbound SH 171 to northbound US 377.

Two commenters included a graphic representation of their idea with their written comment. One of which requested an independent appraisal for why the proposed project is cheaper than an overpass or underpass on the existing alignment and the other requested confirmation that his proposal was considered, regardless of feasibility.

Response 12

- 1) *An alternative to elevate the FWWR railroad tracks over US 377 was not considered due to the high cost associated with elevating railroad tracks and the disruption to existing railroad operations. Cost elements include acquisition of ROW from FWWR and neighboring properties; compensation for damages associated with relocating the railroad tracks and modifying adjacent track alignments; and costs associated with the construction of a temporary detour road around and over FWWR as intermittent closures of US 377 would be required during construction.*

After the Public Hearing, a sketch-level planning estimate was developed for an alternative that reconstructed the railroad to become elevated over existing US 377. Assuming 1 percent to 1.5 percent railroad grades and providing adequate clearance from the bottom of the proposed railroad bridge to the surface of US 377, the length of railroad reconstruction would be approximately two miles with an estimated cost between \$54 million to \$56 million (in 2014 dollars), not including railroad signals or controls.

- 2) *Five conceptual alternatives were considered during the project planning stage. These included two through-town options – a bridge option (Alternative A) and a “tunnel” option (a depressed “U-wall” section with a bridge under the existing railroad) (Alternative D). Very little support was provided for Alternative D by local officials or the public. After analyzing public input, it was determined that Alternative A was among the top three alternatives preferred by the public. TxDOT compared and analyzed the design elements and identified impacts of the top three alternatives. Alternative A was removed from consideration because it was an urban solution for a rural area and would cause the highest level of construction and visual impacts. Alternatives A and D would require additional displacements while Alternatives B1, B2, and C would not. The preferred alternative (Alternative B1) meets the need and purpose, and is supported by Hood County and the City of Cresson.*

In 2014 dollars, the estimated cost of Alternative A (existing US 377 bridge over FWWR and SH 171) is approximately \$53 million, and the estimated cost of Alternative D (depressing existing US 377 under SH 171 and FWWR) is approximately \$66 million. These costs were developed using sketch-level planning quantities from the alternatives analysis phase of the proposed project and current unit costs. Alternative B1

(western-most relief route as presented at the Public Hearing) is estimated to cost between \$39 million and \$50 million (depending on ROW acquisition costs and bridge type). After review of the comments received, TxDOT is developing more detailed design and costs analyses of Alternative A including a through-town bridge option. TxDOT plans to present the analyses and obtain further comments during additional public involvement to be held for this project.

- 3) *Reconstructing US 377 through Cresson as suggested would require widening the existing facility and the acquisition of additional ROW. This would impact the very businesses the city relies on for sales tax income and that area residents have expressed concern about being bypassed due to the proposed project. During alternatives analysis, Alternative A was evaluated—Alternative A consisted of bridging US 377 on existing alignment over SH 171 and FWR, while expanding US 377 surface road to be able to access SH 171 at-grade, as it does today. Adding elevated direct connectors for southbound US 377 to westbound SH 171 and westbound SH 171 to northbound US 377 would require extensive ROW from the northern quadrants of the intersection. In addition, these connections would require adequate vertical clearance over the railroad and yard at a skew, causing longer bridge spans which lead to deeper structure depths. Finally, the projected average daily traffic in 2035 for these movements do not warrant direct connectors—approximately, 1,200 vehicles per day (vpd) and 2,220 vpd in 2035 for the southbound to westbound and westbound to northbound movements, respectively (Traffic source: TxDOT TP&P, 12-19-2011).*

Acknowledgement letters were sent on March 24 and 27, 2014 to those that submitted written comments, letting commenters know that TxDOT has reviewed their questions, suggestions, and concerns.

Comment 13 – Do Not Support

Commenters ask that TxDOT reconsider; postpone and reevaluate; and/or, reject the proposed project.

Response 13

Three Work Group meetings (held February 17, March 25, and July 28, 2010) were held in order to involve major landowners, community leaders, and key decision makers within the proposed US 377 Cresson Relief Route Study Area. In early 2010 an alternatives analysis was conducted, evaluating five build alternatives and a no build alternative. Evaluation criteria and methodology were established and each alternative analyzed. Based on the criteria established, the alternatives were evaluated by the Work Group at the second Work Group meeting held on March 25, 2010. Specific criteria, including safety, cost, impacted property owners and ROW width, were identified as most important to the public.

A Public Meeting was held on May 13, 2010 to describe the proposed project to the public and present the preliminary route alternatives, constraints, and typical sections. The five build alternatives and the results of the alternative analysis were presented to the public at the Public Meeting. Attendees were encouraged to provide comments and feedback on the five build alternatives and the no build alternative.

It is through these public involvement activities; continued coordination with Hood and Johnson Counties and the City of Cresson; and, consideration of public/private concerns and comments that TxDOT has adequately justified the need for the proposed project; developed multiple alternatives; identified and evaluated potential benefits and impacts of these alternatives; and, selected a preferred alternative with the cooperation of the City and Counties.

TxDOT appreciates the public's interest in the proposed project and values the feedback provided. After review of the comments received, TxDOT is developing more detailed design and costs analyses of Alternative A including a through-town bridge option. TxDOT plans to present the analyses and obtain further comments during additional public involvement to be held for this project.

Comment 14 – Illegal Activity by FWWR

Commenter questions the practice and legality of FWWR allowing trains to block US 377, and FWWR's apparent lack of utilizing FWWR-owned, undeveloped land to expand the switchyard and hence avoiding blocking US 377.

Response 14

While the commenter is correct that it is illegal for trains to block US highways for extended periods of time, the fines/repercussions associated with performing the illegal activity are not enough to serve as a deterrent to blocking US 377. Additionally, TxDOT is not a law enforcement agency. The responsibility to enforce the law lies with area law enforcement officials.

Comment 15 – Impact to City of Cresson and Area Businesses

Commenters express their concern regarding the impact of the proposed project on the City of Cresson. Existing businesses and their revenue would be impacted due to reduction in traffic through the town. This, in turn, could impact the City of Cresson's income from local sales tax.

Response 15

The mayor of Cresson is expecting that the loss of pass-through traffic would result in fewer planned and unplanned stops at local convenience stores, restaurants and businesses resulting in an approximately 30 percent loss in local sales tax. However, motorists using SH 171 would maintain their existing movements at the US 377/SH 171 intersection and would continue to pass through downtown Cresson. This would maintain some existing commerce activities within Cresson. Based on 2035 traffic projections, approximately 9,000 to 15,000 vpd desire to continue on Business 377 through town to either access local streets or businesses or to access SH 171, while approximately 20,000 to 22,000 vpd desire to use the proposed US 377 Cresson Relief Route (Traffic source: TxDOT TP&P, 3-13-2012).

Comment 16 – Bottleneck

Commenter stated that they believe there is a bottleneck in the proposed design from the exit to southbound Business US 377 to east or westbound SH 171. Commenter stated that the back-up of traffic on southbound Business US 377 could eventually back-up onto the proposed relief route, and inquired if the traffic flow at this location had been simulated using a modeling tool which would consider the quantity and type of vehicle (car, truck, and bus) that use this portion of the roadway under varying conditions (stoplight, the train, accidents, and weather). The commenter suggested placing a warning sign or electronic message board that displays

when the US 377/SH 171 intersection is stopped, so then motorists would take the appropriate exit to avoid the potential back-up at the intersection.

Response 16

The distance from the southbound US 377 relief route exit to Business US 377 to the Business US 377/SH 171 intersection is approximately 6,500 feet. This distance could accommodate 325 cars (20 feet per car as suggested in comment) or 92 tractor trailers (70 feet per tractor trailer as suggested in comment). The projected year 2035 traffic volume desiring to exit southbound US 377 to Business 377 is approximately 4,900 vpd or 530 vehicles per peak hour (Traffic source: TxDOT TP&P, 3-13-2012). If a train is blocking the intersection for one-hour in the afternoon peak hour, then congestion could extend to US 377. However, should motorists on the exit ramp see that traffic is backed up; they can continue past the bridge over US 377 and reenter the US 377 relief route via the entrance ramp. Should motorists that take the exit ramp then continue to the intersection with Business US 377 see that traffic is backed up; they can perform a left-turn (north) and perform the necessary turning movements to get back on southbound US 377, take the exit south of Cresson, and continue north to reach their desired destination. A traffic analysis was conducted using projected design year 2035 volumes. Using Synchro® and HCS analyses, the proposed US 377 highway segments and Business 377 intersection configurations are adequate to provide desirable Level of Service.

Comment 17 – SH 171 Access From US 377

Commenters stated that access between the proposed relief route and SH 171 needs to be reevaluated. One of which suggested a cloverleaf interchange.

Response 17

A cloverleaf and jug handles connecting the proposed US 377 Cresson Relief Route and SH 171 were considered early on in the alternatives analysis; however, the City of Cresson requested TxDOT remove these alternatives from consideration and TxDOT obliged due to associated additional ROW impacts and costs.

Comment 18 - Drainage

Commenters expressed concern regarding impacts to existing drainage structures, current drainage patterns, and potential drainage accumulation due to the proposed project. One of which inquired if a proposed drainage structure is sufficiently sized for eventual urban build-out standards.

Response 18

As a matter of TxDOT policy, the proposed roadway drainage system would be designed to convey the preferred design flood based on existing land use conditions. The proposed design would be checked with a 100-year flood event to ensure that there are no negative impacts on existing facilities either upstream or downstream due to the project. Any increase in runoff due to future development would be managed by the local government, and any decision to retain or not retain water for a development would be determined through the local government.

Regarding the Martin property, the existing culvert north of the proposed crossover to Business US 377, would not be impacted by the proposed project. Drainage from properties to the south would also continue to feed the chain of ponds along the tributary to Dickey's Branch, east of US 377. However, the existing drainage patterns to the west of existing US 377 would remain

except where the proposed road is depressed. Upon further investigation, a proposed culvert under the proposed cross street would be provided to maintain drainage to the aforementioned existing culvert to the Martin property.

Regarding the Land Fund Manager, LP property, the 4-foot by 3-foot MBC proposed just south of Old Granbury Road is sufficiently sized to accommodate drainage under existing conditions and to accommodate drainage upon completion of the proposed US 377 Cresson Relief Route project. TxDOT is not responsible for accommodating drainage needs of eventual urban build-out standards because the need and purpose of the proposed project does not include economic development nor is the project proposed to serve a specific development.

Regarding the Groves and HKG Management, Ltd. Property, drainage cross structures are proposed at two locations. Each would be a single 5-foot by 4-foot single box culvert (SBC). The culverts would be constructed at existing ground level beneath the proposed project, and would align with and maintain existing drainage patterns. Storm water runoff from the proposed project is not anticipated to exacerbate flooding on adjacent properties because storm water runoff would drain into median/ditch inlets that empty into the tributary to Dickey's Branch, east of US 377.

Comment 19 – Request Presentation

Commenter requested a copy of the Public Hearing presentation be emailed to him so he could brief the Pecan Plantation Owners Association Board of Directors.

Response 19

A PDF version of the public hearing presentation was sent to the commenter via email on April 9, 2014.

Comment 20 - Safety

Commenter expressed concern regarding the safety of the proposed project and does not believe that the safety impacts have been adequately considered. Commenter stated that it is incorrect to suggest that the proposed project would enhance driver safety. The commenter believes the US 377/SH 171 intersection is safer than the divided, higher speed US 377 Highway that is both north and south of the intersection, and that moving traffic from this intersection to a similar highway would not enhance safety.

Response 20

The FWWR crosses US 377 approximately 200 feet north of the US 377/SH 171 intersection. West of this crossing is a railroad switchyard. Traffic along US 377 is stopped numerous times per day because of trains traveling through Cresson or trains switching tracks. A study by the Texas Transportation Institute (TTI) in May 2008 reported four through moves and nine switching moves were typical for that crossing each day. Some of these movements occur during peak traffic periods and cause extended travel delays. Local Alarm Reports (LAR) gathered by TxDOT for period July 1, 2013 through April 16, 2014 reveals that railroad warning signals are still active. Note that there was a gap in the data between July 19, 2013 and April 2, 2014 because a controller was replaced (and no data was recorded between those dates.) Analyzing the available data from April 2014 shows that for crossing number 1401 (US 377 and SH 171), the number of warning signal activations per day ranged from six to 20, with an average of 14 warning signal activations per day. Comparing this data with available data from

about one year ago (July 2013 available data), shows that number of warning signal activations per day ranged from three to 22, with an average of 11 warning signal activations per day. In addition to causing travel time delays, the crossing also poses a safety risk to motorists. According to the Federal Highway Administration's (FHWA) January 2008 Accidents Prediction Report, this particular crossing is the second most likely railroad crossing to have an accident in the State of Texas. This report is based on accident data from the previous five years, the number of trains each day, and average daily traffic on US 377.

Additional accident data provided by TxDOT indicates the number of accidents per year and injury. TxDOT accident data for US 377 and SH 171 within the study area follows:

Accidents Reported on US 377 and SH 171

County	Roadway	Number of Accidents by Year and Injury							
		2009		2010		2011		2012	
		Injury	Non-Injury	Injury	Non-Injury	Injury	Non-Injury	Injury	Non-Injury
Hood County	US 377	4	19	6	18	8	19	5	19
	SH 171	1	5	3	2	0	2	2	5
Johnson County	US 377	2	2	1	3	1	6	0	5
	SH 171	0	1	2	1	0	0	0	1
Total Per Year		34		36		36		37	

Source: TxDOT, April 2013 (extracted from Environmental Assessment).

Of the 35 injury accidents reported over four years, two resulted in incapacitating injuries and the remaining were either potential injuries or not considered incapacitating injuries. No fatalities were reported. One reported accident was the result of a vehicle not stopping for the train. Six accidents could be considered the result of impatient movements because of a lengthy queue time at the train crossing (disregarding a traffic light or following too closely), and 34 accidents were the result of speeding, which could also be attributable to a lengthy wait. Finally, 51 reported accidents (11 of which included injuries) occurred during the peak travel periods. For purposes of this analysis, peak travel periods were considered to be from 5:00 a.m. to 8:30 a.m. and 4:00 p.m. to 7:30 p.m. An additional hour (5:00 a.m. to 6:00 a.m. and 6:30 p.m. to 7:30 p.m.) was included in the peak travel periods because Cresson is located on the commuter route from Granbury to Fort Worth and motorists would likely leave earlier and arrive later than the typical peak travel periods.

While it is reasonable to assume that the existing traffic signal at the US 377/SH 171 intersection causes gaps in US 377 traffic, one must take into consideration that the turning movements of motorists from east/westbound SH 171 to northbound US 377 fill those gaps. Therefore, the flow of traffic is actually continuous as US 377 traffic is interspersed with those accessing US 377 from SH 171 at the intersection. Upon implementation of the proposed project, these turning movements would continue to occur as they do under existing conditions.

Comment 21 - Access

Commenters expressed concern regarding access to Business US 377 and the proposed US 377 Relief Route from their existing driveways and properties, and potentially bisected properties. Of these, one commenter would like to have a second lane installed at the on-ramp

going south from Old Granbury Road that would become a frontage road into their property and give access to adjacent lots.

Response 21

TxDOT is committed to working with adjacent property owners during the ROW acquisition process to identify locations where access can be granted while providing safety and mobility along the corridor. Purchase of access rights can be discussed during ROW acquisition for the project.

Existing local access to US 377 would be maintained with the proposed project. Access would be controlled along the proposed relief route and near connections along existing US 377. No driveways leading directly to the proposed relief route would be allowed.

In situations where no land would be acquired from an abutting property owner but denial of access is required, a ROW parcel would be created. Acquisition of the access control, however, would only occur with the following process:

TxDOT would have the denial of access appraised using the new compensation standard of material impairment of direct access. If the appraisal indicates the access denial reaches a level of a material impairment of direct access that affects the market value of the remaining property, TxDOT would proceed through the normal acquisition procedures to acquire a release and relinquishment of access rights. TxDOT would base its offer on the appraised value. If the appraisal indicates the access control line does not materially impair direct access and/or does not affect the market value of the tract, TxDOT would not proceed with acquisition of the access control. The access control for these instances would remain under TxDOT's police or permit power.

Regarding the Biekel property, TxDOT would work with the property owner during the ROW acquisition process and detailed design phase of the proposed project to accommodate the property owner's request to reposition the proposed driveway to their property.

Regarding the Land Fund Manager, LP property, the proposed project would maintain property access where it currently exists without a second lane installed at the on-ramp going south from Old Granbury Road. Lots 1 and 3 do not currently have access to US 377 or Old Granbury Road, but would have access to US 377 and Old Granbury Road via the platted roadway that runs along the west side of the lots. To obtain a permit to construct driveways (where denial of access is not in place), please contact the TxDOT Stephenville Area Office. TxDOT may authorize the addition of driveways once all permitting requirements are met.

Regarding the Groves and HKG Management, Ltd. Property, the proposed project would maintain access where it currently exists: one driveway entrance from SH 171. The proposed project would not impact the existing driveway nor would it impact the service road that runs along the north side of the FWWR tracks. Therefore, access to the east and west tracts would remain. The access space beneath the proposed US 377 bridge over the FWWR and SH 171 would accommodate the passing of automobiles, equipment and herding livestock.

Comment 22 – Future Development

Commenters expressed concern regarding the impacts of the proposed project on planned and potential future development. Commenters also state that denying access off of the proposed project inhibits potential new businesses from building where the new traffic flow would be. Of these, one commenter specified that the City of Cresson has completed engineering to bring sewer and water services to their property from the east side of US 377. The proposed project would triple the distance from the east side of existing US 377 to their property. They will need to plan to address this with proper engineering prior to or during construction.

Response 22

Per the MOU between the City of Cresson and TxDOT, dated February 21, 2014, TxDOT would not preclude any future development plans of the City of Cresson with the design of the relief route, including the plans for the City's future adjacent backage roads (city streets) and access to these backage roads.

Regarding potential future development adjacent to the proposed project, future facilities would likely be visible from the proposed relief route. Motorists on the proposed relief route that seek to reach these facilities could utilize the proposed ramps to reach Business US 377, and then drive on to the facility they are seeking. In any case, if a motorist is seeking a specific facility (gas station, fast food restaurant, etc.) and sees the facility and/or signage directing them to the facility, they would likely make the effort to navigate to that facility. This, in turn, would result in motorists driving through central Cresson and additional drive-by exposure for existing businesses. Additionally, potential future developments would likely be accessed by either SH 171 or Business US 377. Those seeking to reach developments off of SH 171 or Business US 377 would be required to utilize the ramps off of the proposed relief route and drive towards central Cresson to reach these developments. This, again, would result in additional drive-by exposure for existing businesses.

Regarding the Land Fund Manager, LP property, per the MOU between the City of Cresson and TxDOT (dated February 21, 2014), TxDOT would not preclude any future development plans of the City of Cresson with the design of the relief route. The City of Cresson would be responsible for the utility relocation unless the utilities are located within a TxDOT easement. The commenter is advised to coordinate with the City of Cresson to reassess the completed engineering to bring sewer and water to their property from the east side of US 377.

Regarding the Groves and HKG Management, Ltd. Property, potential future land developers would face the same challenges under existing conditions. This property currently does not have access to US 377 and has a single access to SH 171. Should the proposed project be implemented, the property would be bisected into nearly equal halves, which would be connected to each other, and SH 171, via the access beneath the proposed US 377 bridge over FWR and SH 171. This access makes future development of the property possible. While the proposed project would lessen the amount of land available for development and bisect the property into two tracts, the possibility of utilizing the land for residential, commercial, and/or industrial development still would exist.

Comment 23 – Quality of Life

Commenter concerned about impacts to their quality of life due to the proposed project. The expected negative impacts expected from the proximity of the proposed project to their home include noise, light, and air pollution.

Response 23

The elevated nature of the proposed relief route through the majority of the property minimizes the impacts, such as traffic noise and headlight glare, typically associated with an at-grade roadway that runs adjacent to development.

A traffic noise analysis was conducted in accordance with TxDOT's FHWA approved 2011 "Guidelines for Analysis and Abatement of Roadway Traffic Noise". The proposed project would not result in a traffic noise impact.

Existing and predicted traffic noise levels were modeled at receiver locations that represent the land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from feasible and reasonable noise abatement. Receiver 4 was located approximately 165 feet due north of the family house located at 425 North Cresson Highway (subject of the comment). This home is located approximately 0.6 mile west of US 377 and one-quarter mile north of SH 171. The proposed ROW line for the preferred alternative is located approximately 480 feet southeast of the house. A noise impact occurs when either the absolute or relative criterion is met:

- *Absolute criterion: the predicted noise level at a receiver approaches, equals or exceeds the FHWA Noise Abatement Criteria (NAC). "Approach" is defined as one A-weighted sound level (dB[A]) below the FHWA NAC.*
- *Relative criterion: the predicted noise level substantially exceeds the existing noise level at a receiver even though the predicted noise level does not approach, equal or exceed the FHWA NAC. "Substantially exceeds" is defined as more than 10 dB(A).*

Residential land use activity areas fall under Activity Category B, for which the FHWA NAC is 67 dB(A) for the exterior. The existing traffic noise level for Receiver 4 is 59 dB(A). The predicted 2035 noise level is 60 dB(A); therefore, there is no noise impact. It should also be noted that the ambient background noise was measured at the property line of this receiver because it is along the new location facility, away from existing US 377, and right-of-entry was not granted.

Traffic data for the design year (2035) is 33,900 vpd. A prior TxDOT modeling study and previous analyses of similar projects demonstrated that it is unlikely that a carbon monoxide standard would ever be exceeded as a result of any project with an average annual daily traffic (AADT) below 140,000 vpd. The AADT projections for the project do not exceed 140,000 vpd; therefore, a Traffic Air Quality Analysis was not required.

Air emissions will likely be lower than present levels in the design year as a result of the U.S. Environmental Protection Agency's (EPA) national control programs that are projected to reduce annual mobile source air toxics (MSAT) emissions by 72 percent from 1999 to 2050. Local conditions may differ from these measures. However, the magnitude of the EPA-projected reductions is so great (even accounting for vehicles miles traveled growth) that the MSAT emissions in the project area are likely to be lower in the future.

The primary construction-related emissions are particulate matter (fugitive dust) from site preparation. These emissions are temporary in nature (only occurring during actual construction); it is not possible to reasonably estimate impacts from these emissions due to limitations of the existing models. However, the potential impacts of particulate matter emissions will be minimized by using fugitive dust control measures such as covering or treating disturbed areas with dust suppression techniques, sprinkling, covering loaded trucks, and other dust abatement controls, as appropriate. It is not anticipated that emissions from construction of this project will have any significant impact on air quality in the area.

To minimize light pollution TxDOT would not propose to use high mast illumination systems. Only lighting at the grade separations and along entrance and exit ramps for safety would be provided to comply with safety lighting standards and the lighting design to comply with Texas Health and Safety Code Title 5, Subtitle F, Chapter 425. The referenced code addresses appropriate use of cutoff luminaires i.e. “dark sky” lighting for state funded outdoor lighting.

Comment 24 – Shift Alignment

Commenters suggest TxDOT shift the proposed alignment east.

Response 24

Five conceptual alternatives were considered during the project planning stage. These included two relief route options to the west (Alternatives B1 and B2), one relief route option to the east (Alternative C), and two through-town options – a bridge option (Alternative A) and a “tunnel” or depressed option (Alternative D). Alternative B1 is approximately 3,000 feet west of the US 377/SH 171 intersection and Alternative B2 is approximately 1,500 feet west of the same intersection. No support was provided by local officials or the public for Alternative C and very little support was provided for Alternative D. After analyzing public input, it was determined that Alternative B2 was the alternative preferred by the public followed by Alternative A and Alternative B1. TxDOT compared and analyzed the design elements and identified impacts of the three alternatives and determined that Alternative B1 was the technically preferred alternative. Alternative A was removed from consideration because it was an urban solution for a rural area and would cause the highest level of construction and visual impacts. Alternative B2 was removed from consideration because it would not provide room for ramp connections between US 377 and SH 171; would interfere with the potential couplet option along SH 171; and, would have disproportionate impacts to one property owner. Alternative B1 meets the need and purpose, and is supported by Hood County and the City of Cresson. It was determined that Alternative B1 would be carried forward for analysis as the preferred build alternative. After review of the comments received, TxDOT is developing more detailed design and costs analyses of Alternative A including a through-town bridge option. TxDOT plans to present the analyses and obtain further comments during additional public involvement to be held for this project.

SECTION 4

Public Hearing Transcript

TxDOT PUBLIC HEARING
U.S. 377 CRESSON RELIEF ROUTE
BEAR CREEK COMMUNITY CHURCH
FEBRUARY 25, 2014
7:00 P.M.



DOLORES STEWART & ASSOCIATES, INC.
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FORT WORTH, TEXAS 76104
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1 P R O C E E D I N G S

2 MR. BARTH: Good evening, everybody. It's
3 7:00. We'll go ahead and start our public hearing. If
4 you could please have a seat.

5 I'd like to convene this public hearing for
6 the planned improvements for the proposed U.S. Highway
7 377 relief route near Cresson.

8 Good evening and welcome to this public
9 hearing. My name is Brian Barth. I am the district
10 engineer for the Fort Worth District of the Texas
11 Department of Transportation or TxDOT. On behalf of the
12 Department, I'd like to express our thanks to everyone
13 who is attending this public hearing. I would also like
14 to thank Bear Creek Community Church for providing this
15 facility.

16 Tonight, we are in the final stages of
17 public involvement, our public hearing. The public
18 involvement process is one of the most important aspects
19 of implementing this transportation project. That is
20 why we are here tonight to listen to you and to receive
21 your comments. We are making both audio and video
22 recordings of this hearing so that your statements can
23 be accurately transcribed and understood.

24 As for the agenda today, our environmental
25 staff will outline the procedures for this hearing and

1 provide an overview of the project. Our consultant
2 engineer will then describe aspects of the proposed
3 plan. Following that, a representative from our
4 right-of-way office will discuss right-of-way
5 acquisition procedures.

6 We will then recess for about 20 minutes to
7 allow everyone time to view the displays in more detail.
8 Individuals involved with the project will be available
9 at the displays to assist you by answering questions you
10 may have and to help you understand how the project
11 would affect adjacent properties.

12 After the recess, the floor will open for
13 statements so that we may have the benefit of your
14 comments about the project. This time will be strictly
15 for statements only, with a response provided only in
16 the written summary and analysis of this hearing.

17 Statements should be made to tell us what
18 you like about the project and what concerns you. Help
19 us provide a balanced design that would accommodate the
20 needs to everyone. In response to the statements, we
21 may alter the plan, if a feasible and prudent adjustment
22 is possible, after we meet with the affected property
23 owners.

24 I will now introduce Ms. Jamye Sawey, our
25 District Environmental Supervisor, to further outline

1 the purpose and procedures for this hearing and to
2 provide a project introduction. Jamye.

3 MS. SAWEY: Thank you, Brian.

4 During project development, we held project
5 work group and public meetings to receive input from
6 interested property owners. These meetings were very
7 informal with project alternatives openly discussed.
8 This hearing follows a more formal process where we will
9 present the preferred alternative and environmental
10 studies.

11 In addition, this public hearing is being
12 held to receive formal comments regarding aspects of the
13 project that may be of concern to any individual or
14 group. All of the oral statements, written statements
15 and exhibits received will be given careful
16 consideration during this final stage of project
17 development and will be included in the formal project
18 record.

19 Regulations require the Department to hold
20 a public hearing, or afford an opportunity for such a
21 hearing, for any project that requires the acquisition
22 of significant amounts of right of way, substantially
23 changes the layout or function of the connecting
24 roadways of the facility being improved, adds capacity
25 or has a measurable adverse impact on abutting real

1 property. Also, the Department must consider the
2 economic and social effects of such a project, its
3 impact on the environment and its consistency with the
4 goals and planning by the communities involved.

5 In accordance with these processes, notices
6 for this public hearing were published in the Fort Worth
7 Star Telegram on Sunday, January 26th and February 16th,
8 2014, and Hood County News on Saturday, January 25th and
9 February 15th of 2014. In addition, adjoining property
10 owners and public officials were mailed individual
11 notices. Hopefully, everyone interested was made aware
12 of these notices -- through these notices, their
13 neighbors or other media sources.

14 If you desire to speak tonight, please sign
15 a form at the registration desk during the recess. We
16 ask that all statements be limited to a maximum of three
17 minutes. If your oral statement will exceed three
18 minutes, please plan to furnish us with a written
19 statement.

20 Our public hearing advertisements noted
21 that written statements will be received through Friday,
22 March 7th, 2014, in order to become part of the official
23 hearing record. Comments may be submitted on the form
24 available at the registration desk here tonight. You
25 may place them in the comment box here or mail them to

1 the address located on the back of the form. You may
2 include any information you feel is necessary to explain
3 your concerns, such as graphs, charts, drawings or
4 photographs. Please submit all information in a hard
5 copy format.

6 U.S. 377 is a corridor of statewide
7 significance that serves local and regional traffic as
8 the main commuter route linking Granbury, Cresson,
9 Benbrook and Fort Worth. The original corridor along
10 the state highway system linking Cresson to Granbury was
11 completed in 1923. It incorporated existing county
12 roads where possible and consisted of two gravel lanes,
13 each eight-feet wide. The original state highway
14 linking Cresson to Benbrook was completed in 1929, with
15 gravel lanes, each nine-feet wide. The roadway in
16 Cresson was widened to a four-lane highway in 1974, and
17 a left-turn lane was added to the median in 2001.

18 In the early years, approximately 940
19 vehicles per day utilized the corridor near the north
20 end of Cresson. When the additional capacity to four
21 lanes was provided in 1974, approximately 6,300 vehicles
22 per day utilized the corridor. It is estimated that
23 24,400 and 33,900 vehicles per day will utilize the
24 corridor near Cresson in 2015 and 2035, respectively.

25 This project is being proposed to provide a

1 long-term solution to identified traffic issues at the
2 U.S. 377 and SH 171 intersection. These traffic issues
3 arise because proximity of the at-grade Fort Worth and
4 Western Railroad crossing on U.S. 377 to State Highway
5 171 intersection impedes traffic flow; accidents occur
6 along U.S. 377 near State Highway 171; and a high level
7 of truck traffic leads to congestion along U.S. 377;
8 short-term solutions currently in place will not provide
9 extended relief for motorists using U.S. 377 and State
10 Highway 171; and U.S. 377 at this location has not yet
11 been updated to provide appropriate TxDOT design
12 standards consistent with the Texas Highway Trunk
13 System.

14 In 2008, TxDOT requested the Texas
15 Transportation Institute to evaluate the potential for
16 short-term improvements to traffic operations of the
17 U.S. 377 and SH 171 intersection in the City of Cresson.
18 They recommended a one-way pair operation along SH 171
19 and Broadway Street be implemented. TxDOT initiated
20 public involvement and preliminary design for the
21 one-way pair alternative. These efforts have been
22 discontinued to focus resources on a long-term solution
23 of providing a grade separation at U.S. 377 and the Fort
24 Worth and Western Railroad.

25 In 2010, TxDOT began preparing a

1 feasibility study and developing conceptual alternatives
2 for a proposed grade-separated railroad crossing. The
3 study developed and evaluated cross-section
4 alternatives, construction costs, right-of-way
5 requirements and potential environmental considerations
6 for five conceptual alternatives. These conceptual
7 alternatives included a bridge over the railroad along
8 the existing corridor, a tunnel under the railroad along
9 the existing corridor, two relief routes along the
10 western boundary of the City of Cresson and one relief
11 route along the east boundary of the City of Cresson.
12 The preferred alternative selected for further
13 evaluation is being shown and discussed tonight.

14 A public meeting concerning a proposed
15 one-way pair with SH 171 and Broadway Street was held
16 September 24th, 2009. Public meetings regarding
17 long-term improvements of providing a grade separation
18 with Fort Worth and Western Railroad were held on May
19 13th, 2010, and December 12th of 2011. In addition,
20 three project work group meetings were held on February
21 17th, 2010, March 25th, 2010, and July 28th of 2010.
22 Informal meetings have also been held with property
23 owners and elected officials and staff throughout the
24 development of the project.

25 This project has been identified in

1 Mobility 2035, the Metropolitan Transportation Plan for
2 North Central Texas 2013 Update. Outreach for
3 development of this plan included workshops, community
4 events and public meetings. Mobility 2035, 2013 Update
5 was adopted by the Regional Transportation Council in
6 June of 2013. This project is also reflected in the
7 2013-2016 Statewide Transportation Improvement Program.

8 In addition to these public-involvement
9 efforts, highway planning and construction requires
10 close cooperation among all levels of government. The
11 proposed project is being developed by TxDOT and the
12 Federal Highway Administration in cooperation with the
13 City of Cresson, Hood and Johnson Counties and the North
14 Central Texas Council of Governments. The relief route
15 would not preclude future development plans of the City
16 of Cresson.

17 An environmental document has been prepared
18 in accordance with the National Environmental Policy Act
19 or NEPA. This document assesses the social, economic
20 and environmental considerations of the proposed
21 alternative, including the relief route along the
22 western boundary of Cresson being discussed tonight.
23 The document includes information covering impacts
24 associated with air quality, noise, water quality,
25 vegetation, archaeology, historical properties, along

1 with other aspects of the project. A few of the items
2 addressed in the environmental document will now be
3 highlighted.

4 The proposed route -- relief route is
5 approximately three miles long and proposed to be
6 constructed on new location. It would incorporate
7 approximately 17 acres of existing right of way along
8 U.S. 377 to connect to the existing highway.
9 Approximately 115 acres of additional right of way would
10 be required. No easements would be required. Access
11 would be controlled along the relief route, and no
12 driveways leading directly to the proposed roadway would
13 be allowed.

14 Seventeen parcels and seven property owners
15 would be impacted by right-of-way acquisition; however,
16 no residential or commercial displacements would be
17 required. In the north half of the proposed project
18 area, a family ranch would be divided by the proposed
19 relief route. In order to reduce impacts to this ranch,
20 the proposed bridge over SH 171 and the railroad would
21 be extended northward to allow cattle to move under the
22 proposed relief route between the two portions of the
23 family ranch and continue grazing on either side of the
24 proposed roadway.

25 The existing right of way predominately

1 includes a variety of mowed and maintained grasses with
2 the most commonly known being Bermuda and Johnson grass.
3 The proposed right of way largely includes unmaintained
4 vegetation of open grasslands and scrubby scattered tree
5 growth expected to be permanently impacted by the
6 construction.

7 Special habitat features within the
8 proposed right of way include two remnant tall-grass
9 prairie areas approximately 1.3 acres in the area. The
10 most commonly known and predominant tall-grass species
11 include varieties of Bluestem and Grama and Yellow
12 Indiangrass. Mitigation for these species is expected
13 to be limited to avoiding these areas and minimizing
14 impacts as much as possible.

15 The proposed project crosses nine water
16 bodies, one wetland and two flood zones. The hydraulic
17 design for this project would be in accordance with
18 current FHWA and TxDOT design policies. The facility
19 would permit conveyance of the 100-year flood,
20 inundation of the roadway being acceptable without
21 causing substantial damage to the facility, stream or
22 other property. The proposed project would not increase
23 the base flood elevation to a level that would violate
24 applicable floodplain regulations and ordinances.
25 Coordination with local floodplain administrators would

1 be required.

2 Permanent impacts due to the construction
3 of the project are expected to occur to all nine waters
4 and an abutting wetland area. These include four
5 intermittent tributaries to Fall Creek, one ephemeral
6 tributary to Fall Creek and four intermittent
7 tributaries to Dickeys Branch. The estimated total
8 temporary and permanent impacts to all crossings and the
9 wetland of 0.70 acres would be authorized under United
10 States Army Corps of Engineers Nationwide Permit 14 for
11 Linear Transportation Crossings. Because impacts to two
12 tributaries to Fall Creek and the wetland are estimated
13 to exceed a tenth of an acre impact threshold and/or the
14 discharge into wetlands, a preconstruction notification
15 would be required.

16 When temporary fills are needed in the
17 tributaries, the affected areas would be returned to
18 their preconstruction elevations. Channelization would
19 not be required to construct the proposed project.
20 Mitigation measures that have been considered include
21 avoidance, where practicable, by spanning the
22 jurisdictional areas with bridges, minimization of
23 impacts by limiting excavation or fill quantities and
24 compensatory mitigation for impacts. Compensatory
25 mitigation for these impacts would be coordinated with

1 the United States Army Corps of Engineers and performed
2 in accordance with the terms of the approved permit.

3 Coordination with the Natural Resources
4 Conservation Service, NRCS, occurred in February 2012.
5 The estimated 16.4 total acres of prime and unique
6 farmland would be impacted by the proposed project. The
7 site assessment determined no further consideration for
8 protection would be needed. Erosion control methods
9 will be used during all phases of construction as
10 requested by the NRCS.

11 As the proposed project would disturb more
12 than five acres, TxDOT would also comply with the Texas
13 Commission on Environmental Quality to promote water
14 quality. A notice of intent will be filed to have a
15 storm water pollution prevention plan in place during
16 construction and to minimize impacts to water quality
17 and erosion.

18 During construction, clearing of vegetation
19 would be limited or phased to maintain a natural water
20 quality buffer and to minimize the amount of earth
21 exposed at any one time. Temporary erosion and
22 sedimentation practices would include applying
23 vegetation through seeding and utilizing silt fences and
24 rock filter dams. Temporary sodding would be considered
25 where large areas of disturbed ground would be left bare

1 for a considerable length of time. Where appropriate,
2 these measures would be in place prior to the initiation
3 of construction and would be maintained throughout the
4 duration of the construction. Permanent soil erosion
5 control features would be constructed as soon as
6 feasible through proper seeding and/or sodding
7 techniques. Disturbed areas would be restored and
8 stabilized as soon as the construction schedule permits.

9 Through reviewing habitat requirements and
10 protect location field visits, it was determined the
11 project would have no effect on any federally listed
12 species or its habitat. The project would have the
13 potential to impact state-listed species or state
14 species of concerns including the Texas Garter Snake,
15 Texas Horned Lizard, Western Burrowing Owl, Plains
16 Spotted Skunk, Comanche Peak Prairie Clover and Glen
17 Rose Yucca. None of these species were found in field
18 observations; however, vegetation removal could impact
19 the potential habitat for the species.

20 During construction of the proposed
21 project, there will be temporary impacts to open areas
22 with habitat requirements for these species. After
23 construction, the impacted areas would be returned to
24 preconstruction contours. There are also ample open
25 areas with requisite habitat requirements outside of the

1 proposed construction limits of the project that would
2 serve as replacement for the permanently impacted
3 habitat.

4 TxDOT archaeologists determined the project
5 would have no effect on archeological sites or
6 cemeteries. No consultation with the Texas Historical
7 Commission State Historic Preservation Officer was
8 required. In the event that unanticipated
9 archaeological deposits are encountered during
10 construction, work in the immediate are would cease, and
11 TxDOT archaeologists would be contacted to initiate
12 post-review discovery procedures.

13 A review of the National Register of
14 Historic Places, the list of state archaeological
15 landmarks and the list of recorded Texas historic
16 landmarks indicated that no historically significant
17 resources have been previously documented within 300
18 feet of the proposed right of way. Surveys revealed
19 there are 22 resources on four parcels built prior to
20 1968, located near the project; however, TxDOT
21 historians determined none of the resources to be
22 historically significant.

23 The proposed project would not require the
24 use of any publicly owned lands from a public park,
25 recreational area or wildlife or waterfowl refuge area

1 of national, state or local significance.

2 A noise analysis for the proposed
3 improvements has been conducted. For this project,
4 existing noise levels were measured near one residence
5 representing the proposed project area on new location.
6 Noise levels for four other residences near the existing
7 U.S. 377 were modeled using existing traffic data. All
8 residences were also modeled with forecast traffic data
9 for the year 2035, for determining predicted future year
10 noise impacts.

11 The modeling estimates that there would be
12 changes in noise levels at these residences varying from
13 a decrease from two to an increase of six decibels.
14 More than a ten-decibel increase signifies a substantial
15 increase or noise impact. The existing and future noise
16 levels are also projected to be less than the noise
17 abatement criteria set forth by the Federal Highway
18 Administration at this location resulting in no noise
19 impact due to the proposed project.

20 Several areas along the corridor are
21 currently undeveloped. To avoid noise impacts that may
22 result from future development, local officials should
23 ensure that no new activities are developed within the
24 following noise impact contours. The noise contour for
25 activity categories, including items such as residences,

1 daycare centers, parks and playgrounds would be
2 estimated to be ten feet from the proposed right of way.

3 Five gas wells were identified near the
4 project study area. Only one of the five wells has a
5 well surface location adjacent to the proposed project.
6 One well is within the proposed project right of way but
7 is approximately 6,500 feet deep, and there is no
8 surface activity within the proposed right of way.
9 During preliminary investigations, multiple pipelines
10 were found to bisect the proposed project. Negotiations
11 would be conducted with the pipeline owners to properly
12 relocate the affected pipelines, if required for the
13 project.

14 Based on the studies thus far, the
15 environmental investigations indicate that the proposed
16 project would have no significant impact on the quality
17 of the human environment. Revisions may be made to the
18 environmental studies from the current drafts to address
19 the needs of the state and federal agencies or as a
20 result of public comments received tonight. After all
21 necessary revisions are provided, a Finding of No
22 Significant Impact is anticipated for this project.

23 Now, I would like to introduce our
24 consultant engineer, Mr. Naser Abusaad from Civil
25 Associates, who will give an overview of the proposed

1 project design.

2 MR. ABUSAAD: Thank you, Jamye.

3 The presentation tonight will cover the
4 proposed U.S. 377 relief route along the western
5 boundary of Cresson. The proposed project would
6 included five new bridges, eight new ramps and cross
7 street improvements, which I will cover in more detail
8 on the next few slides. The proposed project would
9 bridge over State Highway 171 and the Fort Worth and
10 Western Railroad, west of the current intersection with
11 U.S. 377.

12 U.S. 377 is currently a four-lane divided
13 highway north and south of Cresson. As U.S. 377 enters
14 Cresson, the highway becomes undivided with two lanes
15 per direction separated by a continuous left-turn lane.
16 U.S. 377 has an at-grade signalized intersection at
17 State Highway 171 and crosses the Fort Worth and Western
18 Railroad at-grade. Existing driveways and streets
19 connect directly to U.S. 377 and the existing right of
20 way width along U.S. 377, ranges from 80 feet, within
21 the City of Cresson, to 300 feet at the southern project
22 limit and is typically 120 feet wide.

23 Existing and projected traffic are impeded
24 by the at-grade signalized intersection of State Highway
25 171 and the railroad crossing during train activity as

1 shown in these photographs.

2 During the alternative evaluation phase of
3 the project's study, various alternatives along existing
4 U.S. 377, as well as new locations east and west of
5 downtown Cresson, were investigated. The alternative
6 alignment to the west, as shown on this slide, is the
7 preferred alternative based on engineering and
8 environmental evaluations and public input.

9 The proposed project is approximately three
10 miles in length and begins one mile south of the
11 intersection of U.S. 377 and State Highway 171 and ends
12 approximately one mile north of the intersection. The
13 proposed roadway would be four-lane divided with two
14 12-foot wide lanes in each direction, ten-foot wide
15 outside shoulders and a 48-foot wide median, which
16 includes four-foot wide inside shoulders. The proposed
17 relief route would bridge over State Highway 171 and the
18 Fort Worth and Western Railroad and would be controlled
19 access, meaning no driveways would tie into it.

20 At the project termini, grade separations
21 with 14-foot wide ramps would provide connectivity to
22 existing U.S. 377, labeled as Business 377 on this
23 slide. At the southern limit, the relief route would
24 bridge over Old Granbury Road and ramps would allow
25 access to the existing highway. At the northern project

1 limit, the relief route would pass under a proposed
2 access road and ramps would provide access. Travel on
3 the proposed access road would be necessary for
4 motorists who want to continue south on existing U.S.
5 377 or those who have traveled north on the relief route
6 and then want to travel south on existing U.S. 377. Old
7 Granbury Road and the proposed access road would include
8 two 12-foot wide lanes in each direction and ten-foot
9 wide shoulders.

10 Let me review the proposed cross section or
11 typical section of the proposed project. The top figure
12 on this slide depicts the main lanes, consisting of two
13 12-foot lanes with ten-foot outside shoulders and
14 four-foot inside shoulders in each direction separated
15 by a grass area 40-feet wide. The bottom figure shows
16 the same number of lanes and widths for the bridge that
17 crosses over State Highway 171 and the Fort Worth and
18 Western Railroad.

19 Let me now zoom into the southern part of
20 the project where it begins. Here, we tie to existing
21 U.S. 377 with a divided median. As we travel northward,
22 the relief route begins to veer west of the existing
23 roadway and then bridges over Old Granbury Road. The
24 bridge over Old Granbury Road is shown in blue shading.
25 Exit ramps to and entrance ramps from Old Granbury Road

1 and existing U.S. 377, or Business 377, would be
2 provided, shown in purple on this slide. The red
3 shading indicates the existing U.S. 377 pavement to be
4 removed. The pink lines indicate the proposed
5 right-of-way boundary to accommodate the relief route.
6 The access control is proposed to continue along
7 existing U.S. 377 from the exit ramp to Old Granbury
8 Road. Existing U.S. 377 north of Old Granbury Road
9 would not be affected other than restriping and addition
10 of signs.

11 If we were traveling north from Granbury
12 and desire to enter downtown Cresson or take State
13 Highway 171, then we would continue in the right-hand
14 lane and take the exist. If we wish to travel to
15 Benbrook, then we can go through downtown Cresson or
16 take the proposed relief route as shown in yellow.

17 Proceeding north of Old Granbury Road, the
18 route follows vacant land and enters Cresson Crossroads
19 planned development.

20 Continuing northward, the proposed relief
21 route would begin to rise on earthen fill and then
22 bridge over State Highway 171 and the Fort Worth and
23 Western Railroad as shown in blue. You will notice that
24 the proposed right-of-way lines, shown in pink, would
25 narrow near the bridge and then widen out from the

1 bridge to accommodate the required earthen fill slopes.
2 Also, you will notice that we've added additional bridge
3 spans northeast of the railroad to allow for property
4 owner cross access. Due to the fill slopes, Slocum
5 Ranch Road would be impacted. At the far right of the
6 slide -- at the far right of the slide, you will see the
7 beginning of the ramp to the new access road crossing
8 being provided near the north end of the project.

9 As we continue northward, you will see the
10 new crossing over the proposed relief route. This
11 crossing would connect to existing U.S. 377 and allow
12 travelers to go to downtown Cresson or to State Highway
13 171. Continuing northward, you will see the end of the
14 proposed project where we tie to existing U.S. 377.
15 Access would be controlled along the existing highway
16 near the ramp connections. If you were traveling
17 southbound along U.S. 377 from Benbrook or Fort Worth
18 and you wish to travel to Granbury, then you would
19 continue on the proposed relief route, which veers off
20 to the west. If you wish to go to downtown Cresson or
21 to State Highway 171, then you would exit right to the
22 proposed access road and bridge over the proposed relief
23 route to existing U.S. 377.

24 Construction of the proposed project is
25 estimated to cost approximately 38.8 million dollars.

1 Current available construction funding is approximately
2 10.75 million dollars. TxDOT will continue to develop
3 the project and work with the counties to identify full
4 funding. Construction could potentially begin in 2016.
5 The estimated construction duration is approximately two
6 years.

7 Now, I would like to introduce
8 Mr. Kelly Price, TxDOT North Right-of-Way Project
9 Delivery Manager. Kelly will provide you with an
10 overview of the right-of-way information.

11 MR. PRICE: As has been previously
12 discussed, right of way would be required to accommodate
13 the proposed facility. Access would be controlled along
14 the relief route and near connections along existing
15 United States Highway 377. No residential or commercial
16 displacements would be required.

17 Property rights needed for the expansion of
18 the Texas highway system are acquired under the
19 guidelines of the Uniform Relocation Assistance and Real
20 Property Acquisition Act of 1970, and the various
21 subsequent addenda.

22 Further, it is the policy of TxDOT that
23 individuals impacted by transportation system expansion
24 shall not be denied benefits, excluded from
25 participation or otherwise, be subjected to

1 discrimination based on the grounds of race, color, sex
2 age, handicaps or national origin.

3 The State's authority to acquire property
4 for the transportation system is founded in the Fifth
5 Amendment of the Constitution of the United States.
6 This authority can be used only when there is a
7 demonstrated public need for the property, and the
8 property owners are compensated with "just
9 compensation." "Just compensation" is defined as the
10 "fair market value" of the property needed, plus an
11 amount for damages that might accrue to the remaining
12 property as a result of severing the required right of
13 way from the whole property.

14 This project is needed in order to provide
15 a long-term solution to identified traffic issues at the
16 U.S. 377 and State Highway 171 intersection. This
17 hearing tonight is part of the process of demonstrating
18 the public need.

19 As previously stated, each impacted
20 property owner would be offered "just compensation" for
21 the property needed for this project. To arrive at this
22 value, TxDOT would hire independent appraisers to
23 prepare detailed appraisals and establish value. These
24 independent appraisers are highly regarded professionals
25 in our community, bound by professional and ethical

1 standards to produce property values that reflect true
2 market conditions.

3 In situations where no land would be
4 acquired from an abutting property owner, but denial of
5 access is shown on the design schematic, a right-of-way
6 parcel would be created. Acquisition of the access
7 control, however, would only occur with the following
8 process.

9 The Department would have the denial of
10 access appraised using the new compensation standard of
11 material impairment of direct access. If the appraisal
12 indicates the access denial reaches a level of material
13 impairment of direct access that affects the market
14 value of the remaining property, the Department would
15 proceed through the normal acquisition procedures to
16 acquire a release and relinquishment of access rights.
17 The Department would base its offer on the appraised
18 value. If the appraisal indicates the access control
19 line does not materially impair direct access and/or
20 does not affect the market value of the tract, the
21 Department would not proceed with acquisition of the
22 access control. The access control for these instances
23 would remain under the Department's police or permit
24 power.

25 When the appraisal is complete, an offer

1 may be presented to the property owner. During this
2 meeting, the state's agent would discuss the highway
3 project's impact on your property and try to answer any
4 questions you may have. He would also discuss the
5 alternatives that are available in the acquisition
6 process under the laws of eminent domain. The owner
7 would be given a minimum of 30 days to consider this
8 offer.

9 During the recess, employees from the
10 right-of-way division will be available to answer
11 questions concerning the acquisition of property or
12 appraisal of access rights. We have a brochure that
13 explains the program in more detail. These brochures
14 will be available during the recess.

15 MS. SAWEY: At this time, I would like to
16 acknowledge the elected officials and the city and
17 county personnel that are with us today. Would you
18 please stand when I you call your name. Pam Manley;
19 Jay Crestly; Jeff Tout, Hood County; Ron Pyles, Cresson;
20 Bob Cornett, Cresson; Charlotte Minor, also Cresson;
21 Torri Regis, representative of Jim Caffey; Mike Lang,
22 Hood County Constable; Nicki Parsons, City of Granbury;
23 Darrell Cockerham, Hood County; Nin Hulett, Mayor of
24 Granbury; Steve Berry, Hood County Commissioner;
25 Tony Allen, Mayor Pro Tem of Granbury; Jack Pharr,

1 Representing Cresson; James Deaver, Hood County;
2 Lauren Becker, Cresson; Diane Williams, representing
3 congressman Mike Conway; and State Senator,
4 Brian Birdwell. Thank you for your cooperation. Thank
5 you for staying and letting me acknowledge you.

6 All information developed concerning this
7 project, including the environmental documentation, is
8 available upon request for public inspection at the City
9 of Cresson offices, located at 8901 U.S. Highway 377,
10 also, at the TxDOT area office, located at 2281 East
11 Washington Avenue in Stephenville and at the TxDOT
12 district office located at Interstate Highway 20 and
13 McCart in Fort Worth. We have also brought a copy of
14 the environmental report with us tonight for your
15 viewing during recess and after the hearing.

16 As a reminder, please sign in on the
17 attendance roster out in the hallway. This is for our
18 records in determining attendance at this hearing.
19 Also, please register during the recess if you desire to
20 make a statement. When we reconvene, you will be given
21 the opportunity to give your statement.

22 Before we recess, I would like to introduce
23 some personnel from TxDOT and the consultant staff that
24 will be available at the displays and in selected areas
25 to assist with orientation on the drawings and to answer

1 other questions in regard to this project.

2 For design, we have Mr. David Fowler, TxDOT
3 Stephenville Area Engineer; Buddie Lasater, TxDOT
4 project manager; Naser Abusaad, consultant project
5 manager; Brad Hernandez, consultant design project
6 manager; right of way, Mr. Kelly Price; for
7 environmental, we have Jonathan Stewart, the consultant
8 environmental scientist; and myself. I will also be
9 available to answer questions regarding environmental
10 impact and aspects.

11 We will now recess for approximately 20
12 minutes and reconvene at approximately 8:00.

13 (Recess taken)

14 MR. BARTH: I will call upon the following
15 individuals first who have previously indicated a desire
16 to make a statement. Please come forward to the
17 speaker's stand and give us your name and then your
18 statement. This time will be strictly for statements
19 only with a response provided only in the written
20 summary analysis of this hearing. Please limit your
21 statement to a maximum of three minutes to allow
22 everybody to say their peace. Pam Manley.

23 MS. MANLEY: My name is Pam Manley, and I'm
24 representing, I hope, all the residents who live north
25 of the end of the relief, particularly, the ones who

1 live in Parker County. I understand that this is a done
2 deal. It's cut and dry. It's going to happen. But for
3 whatever reason, the downstream effects of people who
4 live north of the relief route were -- the effects of
5 those people were not considered, because we, who live
6 in that area, are going to have a heck of a time getting
7 on 377 or getting across 377 to go southbound. If we
8 try to go northbound, we're going to be held up by the
9 continuous non-stop traffic off of the relief system.
10 There will be no control over that the traffic. There
11 won't be a stoplight to give us a gap time to be able to
12 get onto 377 or across 377. The effort that we're going
13 to have to use to get onto 377 to go northbound or
14 across 377 to go southbound, against all that 80 mile an
15 hour traffic -- and I know the speed limit is 65 on the
16 ramp -- on the relief system, but good luck with that
17 with one.

18 We're going to have to fight that traffic
19 either direction, and the amount of wrecks that I
20 anticipate that are probably going to happen -- and we
21 will have some horrific accidents there, people not
22 yielding to those who are trying to get on or across
23 377, and the frustration of people trying to get on or
24 across 377, trying to jump in between cars, it's going
25 to happen. And I just think that the downstream folks

1 should have been given a little bit more consideration
2 of how this is going to impact us. And I drew the short
3 straw on this for tonight, so you're struck with me.

4 Thank you, sir.

5 MR. BARTH: Bob Cornett, Mayor.

6 MR. CORNETT: Bob Cornett, Mayor of the
7 City of Cresson. As Pam said, this is a done deal.
8 This is where it's going to be. It's going to happen.
9 What I've tried to do in the last four years is to keep
10 the impact -- the economic impact to the least as we can
11 in the city. People live here and know we have no city
12 property taxes and our city is run on sales tax. I've
13 had over 50 meetings in the last four years with 11
14 different government agencies of this thing, and it --
15 we've accomplished some things with meeting with TxDOT
16 and everybody and just recently, last week, with Brian
17 (inaudible), where we've (inaudible) no accidents on 171
18 so you can keep the loss of traffic to a minimum in
19 downtown Cresson.

20 We're working on getting signage on either
21 end of the bypass to advertise businesses in downtown
22 Cresson to help on the sales tax. We are working with
23 TxDOT to change the ramp's direction on the bypass once
24 we can get the back roads -- which will end up being
25 city streets, the money for that, so that we can develop

1 on either side of the bypass, south of -- start with
2 south of 171, being the ranch owners on the north side
3 have no desire to develop that at all. And we've been
4 assured a place of planning people with TxDOT so we can
5 continually have input as they get construction drawings
6 drawn, the -- I urge everybody to fill out these forms
7 if you've got comments, and if you don't want to send
8 them into the TxDOT, you can send them into the city.
9 We'll get them to TxDOT. And anytime anybody wants to
10 come talk to me about this, they can. Thank you.

11 MR. BARTH: Warren Ketterman.

12 MR. KETTERMAN: Warren Ketterman, executive
13 director of Lake Granbury Area of Economic Development
14 Corporation. On February 6th, my board of directors met
15 in regular session and approved a letter of support for
16 this project, and I'd like to read that into the record.
17 We've also sent a copy of this to TxDOT in Austin, as
18 well.

19 The Lake Granbury Area EEC board of
20 directors would like encourage TxDOT to move forward
21 with the proposed Cresson relief route. A flowing
22 transportation system between Hood County and the DFW
23 metroplex is a key component to the growth of our
24 county, and we feel this is a project long overdue. As
25 you are aware, the interruption and safety aspect of the

1 Cresson rail crossing has been a major concern for our
2 citizens and the businesses operating in Hood County. A
3 flawless highway system in today's world is an absolute
4 necessity. Therefore, the board of directors and the
5 executive director of the Lake Granbury Area EDC
6 strongly encourage implementation of the proposed U.S.
7 377, Cresson relief route project as soon as possible.
8 And it's signed by myself and my seven workers, and I
9 did place a copy of this in the public comment box in
10 the back, as well.

11 MR. BARTH: Diane Miles.

12 MS. MILES: I'm Diane Miles, and I live on
13 Miles Ranch, which will be the most involved area that
14 will be disrupted during this loop through Cresson, and
15 we're on the north end of it. And we have a cattle
16 operation. We are a family operation. All four of our
17 children live on the ranch. We run cows and calves, and
18 as this thing comes across our ranch, it will be cutting
19 off our operation, where we can't even move our cattle
20 to the pens to be worked. They will be cut from water,
21 and they will be inhibited from moving around the ranch
22 the way you need to do to run an operation.

23 I was under the assumption, when this all
24 started, it was because of the traffic problem. I
25 didn't realize, at the time, it was really to create

1 more revenue for Granbury and Hood County, but I found
2 that out as time has gone by. So I suppose they're
3 going to ruin our ranch so the cars can move quicker to
4 Hood County, because -- I'm a member of the woman's
5 club, and they had a meeting a year ago, and the CEO of
6 the chamber of commerce spoke, and he was asked
7 questions about the different revenue values that were
8 coming into the City of Granbury. And one of them was
9 this new proposed loop coming through Cresson, which
10 would bring cars in more quickly, and he said every time
11 one comes down that highway, it's going to be ca-ching,
12 ca-ching for Granbury. And I didn't know that that was
13 what the whole idea of the it was in the first place. I
14 thought we were worried about the traffic problem at the
15 railroad.

16 But at this point, we don't have a traffic
17 problem at the railroad anymore, because the business
18 that was there causing the problem is not there anymore.
19 So someone needs to come and see how things are at this
20 point, because I don't consider this a done deal yet.
21 So I would appreciate it if y'all would send someone
22 out, check things out, talk with some of the land
23 owners. We've never talked with anybody. We have never
24 been approached by not one sole, and we have not talked
25 with anyone. Thank you.

1 MR. BARTH: Albert Brush.

2 MR. BRUSH: I ain't nobody really. I'm
3 just a citizen, but my concern with this whole project
4 is, you're spending a whole lot of money that's not
5 necessarily needed. It's not needed to be spent. I
6 work (inaudible; applause). I work for Union Pacific
7 Railroad. What this FWR is doing down here, it's not
8 legal for them to do that. They can't block a U.S.
9 highway for the amount of time that they're doing it,
10 and it's not necessary. They've got another whole unit
11 of that yard that's nothing but pasture that they can
12 build them trains, flat switch from that end, because
13 that's what they're doing. They're flat switching
14 across the highway, and I know there's got -- there's
15 organizations out there that can stop that, but they
16 don't even have to. They can flat switch from the other
17 end, and if a train is going to Cleburne, bring their
18 power around after they get it made, put their power on,
19 air test. Whenever it crosses 377, it's gone.

20 It's not going back and forth, but you're
21 spend a lot of money -- you do this right here, you
22 might as well put a tombstone right there in the middle
23 of Cresson, because it's going to dry out. You're
24 taking 90-something percent of their traffic and going
25 around. (Inaudible; applause). They're going to lose

1 their business. The Sonic is going to have to go.
2 Subway's probably going to have to go. They're not
3 going to have any business. The people that live right
4 there can't accommodate enough money to keep those
5 places open with the gas stations or anything, because
6 the town is just now starting to grow.

7 And to me, it's a perfect spot. You've got
8 one red light. Y'all talk about that red light, try
9 going through Granbury or trying through Benbrook.
10 (Inaudible; applause) it's convenient going in and out
11 through there, and to me, if I'm looking for a place to
12 live, that's what I'm looking for, because I can get to
13 Granbury in 20 minutes. I can get to Fort Worth in 20
14 minutes. I can get to Weatherford in 20 minutes. I can
15 be in Cleburne in 20 minutes. It's perfect, but if you
16 do this, right here, it's going to kill the whole town,
17 and it's not necessary.

18 MR. BARTH: That is everybody that signed
19 up to speak. Is there anybody else who would like to
20 give their comment? Yes, ma'am.

21 MS. KELVER: My name is Donna Kelper, and I
22 live in Granbury. (Inaudible). In my previous life, I
23 used to design big warehouse (inaudible). And the first
24 thing that I would like to comment on is that for the
25 eastbound 377, to southbound 171 traffic flow, you have

1 a bottleneck. There is a bottleneck in the design. So
2 I wanted to ask whether or not the flow of traffic has
3 been simulated using some sort of a modeling tool, which
4 I'm sure the TxDOT engineering staff probably has, that
5 would consider the number of trucks versus the number of
6 cars versus the number of buses that go through there
7 each day during separate conditions, such as the
8 stoplight, the train, accidents and weather. The
9 accumulation distance that you have to gather vehicles
10 from the turn off -- from the turn off of 377 to 171, I
11 estimate it at about 3,000. Okay. So if we just do
12 some quick math here, and you have 20 feet per car, you
13 could do how many cars? Okay. If you had 70 feet for a
14 tractor trailer, how many could you do? If the train is
15 there blocking things, because people can't communicate
16 and get along and make a change, then how long would it
17 take to accumulate enough vehicles to actually stop
18 traffic on the new connector, as well as 377 highway?
19 So I really think that should be simulated.

20 If anything, you could put a warning sign
21 that said the 171, 377 intersection is stopped, so use
22 the second exit, because what will happen is, if people
23 aren't paying attention and they're just trying to get
24 home, they may guess, and they may say, well, I'll just
25 -- I need to go home. I need to turn left on 171. I

1 need to turn right on 171, so I'm going to go ahead and
2 go my regular way, because they didn't know. So before
3 you know it, you have this whole line of people that are
4 trapped. They're just trapped. They don't have a way
5 to turn around, and they just have to wait, just like it
6 used to be anyway. So really, the flow of traffic is
7 what makes volume occur, and if you have a bottleneck,
8 it will not occur. That's all I have to say.

9 MR. BARTH: Are there any other comments?

10 (No response)

11 MR. BARTH: Each statement made at this
12 hearing and each written statement received on or before
13 Friday, March 7th, 2014, will be carefully analyzed in
14 writing in the summary and analysis. Where appropriate,
15 changes would be incorporated in the project design, and
16 the analysis will be attached to the environmental
17 reports. In addition, property owners near an area that
18 the proposed project may be altered, would be contacted
19 and coordinated concerning any proposed changes.

20 After review of the transcript of these
21 proceedings and addressing all of the concerns and
22 concepts contained in the statements, environmental
23 approval is anticipated. Once approval is received,
24 right-of-way mapping and acquisition -- and acquisition
25 and utility relocation may begin. Construction could

1 begin after design plans are complete, right of way is
2 acquired and utilities relocated.

3 On behalf of TxDOT, again, let me thank you
4 for coming and participating in this public hearing. It
5 is now about 8:20, and the public hearing for United
6 States Highway 377 Cresson relief route is officially
7 adjourned. If you want to stay and look at the
8 displays, we'll have people to answer questions, but
9 this hearing is officially adjourned. Thank you.

10 (Hearing adjourned)

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THE STATE OF TEXAS)
COUNTY OF TARRANT)

I, Traci Johnston, Certified Shorthand Reporter in and for the State of Texas, do hereby certify that the above and foregoing contains a true and correct transcription of all portions of evidence and other proceedings in the above-styled and numbered cause, all of which occurred and were reported by me.

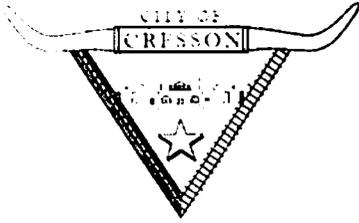
WITNESS MY OFFICIAL HAND this the 13th day of March, 2014.



Traci Johnston, Texas CSR 7777
Expiration Date: 12-31-15
Firm Registration No. 70
Dolores Stewart & Associates
1701 Pennsylvania Avenue
Fort Worth, Texas 76104

SECTION 5

Written Comments and Oral Statement Requests



City of Cresson

*P.O. Box 619
Cresson, Texas 76035*

March 7, 2014

Texas Department of Transportation
Attention: Mr. Brian Barth, P.E., District Engineer
2501 SW Loop 820
Fort Worth, Texas 76133

Re: U.S. Hwy. 377 Cresson Relief Route

Dear Brian:

Please accept these written comments and include them in the official hearing record of the public hearing held on the above project on February 25, 2014. My comments are primarily intended to address issues which were not reflected on the proposed preliminary plans for the U.S. Hwy. 377 Cresson Relief Route presented at the public hearing on Tuesday, February 25, 2014.

The final plan should take into consideration or include the following items:

1. Emergency vehicle crossovers on the U.S. Hwy. 377 Cresson Relief Route on both sides of State Hwy. 171;
2. A crossover on U.S. Hwy. 377 Business at City Hall;
3. Business signage on both ends of the U.S. Hwy. 377 Cresson Relief Route;
4. A finished elevation profile on U.S. Hwy. 377 Cresson Relief Route between State Hwy. 171 and Old Granbury Road which will allow for a future at grade bridge over the U.S. Hwy. 377 Cresson Relief Route at the proposed site for Crossroads Blvd.

5. Temporary construction of the initial on/off ramps with a commitment to construct new on/off ramps in an "X configuration" once City of Cresson constructed backer roads are completed. In addition, every consideration should be given in the final design in order that anticipated transition to "X configuration" on/off ramps will be as efficient and economic as possible.
6. The final design should include retaining walls in order to minimize the easement footprint and thereby eliminate the need to close or relocate a portion of Slocum Ranch Road and to anticipate the u-turns at State Hwy. 171.

Thank you for your consideration of these comments.

Very truly yours,



W.R. "Bob" Cornett, Mayor

FEB 19 2014



February 6, 2014

Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701-2483

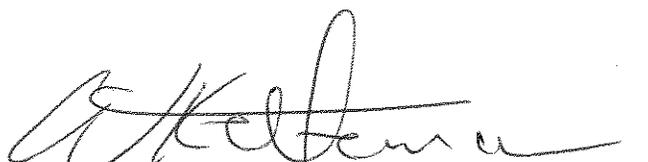
Re: US 377 Cresson Relief Route

Gentlemen:

The Lake Granbury Area EDC Board of Directors would like to encourage TXDOT to move forward with the proposed Cresson Relief Route. A flowing transportation system between Hood County and the DFW metroplex is a key component to the growth of our county, and we feel this is a project long overdue.

As you are aware, the interruption and safety aspect of the Cresson rail crossing has been a major concern for our citizens and businesses operating in Hood County. A flawless highway system in today's world is an absolute necessity. Therefore, the Board of Directors and the Executive Director of the Lake Granbury Area EDC strongly encourage implementation of the proposed US 377 Cresson Relief Route project as soon as possible.

Cordially,


Warren Ketteman, Executive Director

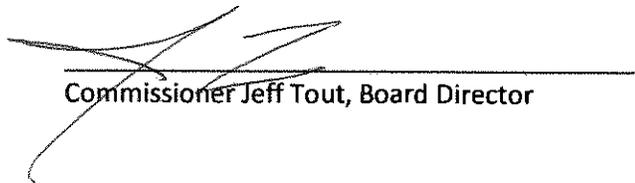

Mauri Montgomery, Chairman of the Board


County Judge Darrell Cockerham, Board Director


City Manager Wayne McKethan, Board Director


Randy Pearson, Board Director

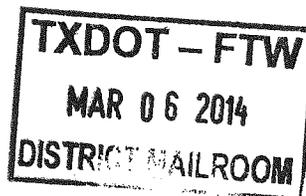

Lee Overstreet, Board Director


Commissioner Jeff Tout, Board Director


Councilman Gary Couch, Board Director

BUSSELL

US 377 Cresson Relief Route
Hood & Johnson Counties
Public Hearing
February 25, 2014



The Texas Department of Transportation (TxDOT) actively seeks your comments on this proposed project. Your comments are always welcome and will be given serious consideration during the remainder of project development. Written and verbal comments will become part of the project record and will be included in the written summary and analysis of the public hearing. **Written comments must be received on or before Friday, March 7, 2014 in order to become part of the official hearing record. Thank you for your comments.**

OFFICIAL COMMENTS (PLEASE PRINT):

Message body

Page 1 of 1

The Miles Family and Ranching operation has been in business since 1944. This ranch was the only source of income . Ranching is an enduring job that is only for the strong who have adjusted to the elements and still make a success of their love for agriculture. To destroy the movement of our RANCHING OPERATION by limiting our access to our cattle and working and watering facilities to carry on our business , will definitely be uncalled for to our business. To be honest about this matter, people need to consider the fact that ranchers feed the country, we are not in the business of developing our Land. We are proud to have a family of four generations interested in continuously taking care of our business and feeding the country. To destroy existing ranchland and small historic towns, when there are less expensive solutions by redeveloping the 377 lanes and an overpass at the railroad, is a sin. When this project was first discussed, the purpose was to alleviate the delays at the railroad. this is no longer a problem since the sand business has moved out of the intersection. I don't understand why the taxpayers should carry the burden of helping develop Cresson Crossroads by spending \$38.8 million on construction of the proposed Relief Route. Please reconsider this project.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
 I do business with TxDOT
 I could benefit monetarily from the project or other item about which I am commenting

Name:

John
Diane Miles

Address:

P.O. Box 154 (29000 Hwy)
Cresson, Tx 76035
377

Phone:

817-512-4854

Email:

Redacted

US 377 Cresson Relief Route
Hood & Johnson Counties
Public Hearing
February 25, 2014

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OFFICIAL COMMENTS (PLEASE PRINT):

For the ~~west~~^{westbound} 377 to southbound 171 traffic the following issues should be addressed:
1) Has the flow of traffic been simulated during times that the 377/171 intersection is inaccessible?
- stop light - accidents
- train - weather

The accumulation distance and number of cars / trucks / tractor trailers / buses should be simulated in order to model the effects of the bottleneck. Without flow even 377 westbound will stop.

Suggestion: A electronic message board should warn eastbound traffic whenever 377/171 is at a stop.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:
 I am employed by TxDOT
 I do business with TxDOT
 I could benefit monetarily from the project or other item about which I am commenting

Name: Donna Kelleher
Address: Limo Valet LLC
2012 Tree Top Ct
Granbury TX 76049
Phone: 817 573 2723
Email:
vehicles should then use the second exit.

Redacted

Suggestion: Clover leaf off of the new 377 to 171.

US 377 Cresson Relief Route
Hood & Johnson Counties
Public Hearing
February 25, 2014

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OFFICIAL COMMENTS (PLEASE PRINT):

We live @ 26045 S. Hwy 377. We raise race horses and depend on the water reservoir of our pond, ^{the pond is} ~~that is~~ fed by water that flows from underneath 377 from a culvert connecting to the miles property. We need to make sure our water resource is not affected, which would also affect our property value and our livelihood of our business.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
 I do business with TxDOT
 I could benefit monetarily from the project or other item about which I am commenting

Name: Stacey Martin

Address: 26045 S Hwy 377

Phone: 817-733-2118

Email: **Redacted**

US 377 Cresson Relief Route
Hood & Johnson Counties
Public Hearing
February 25, 2014

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OFFICIAL COMMENTS (PLEASE PRINT):

I want an independant appraisels for why proposed project is cheaper than overpass or underpass on existing alignment.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

Name: John Miles Jr.

Address: P.O. Box 154
Cresson, Tx 76035

Phone: 817-512-4854

Email:

Hwy 377
GRANBURY

Tumbleweed

Sub-
WAY

HEWSON'S

CRESSON
CROSS
ROADS

TIRE
Shop

POST
OFFICE

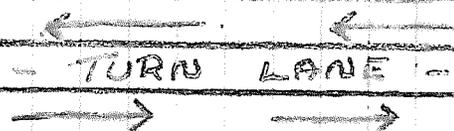
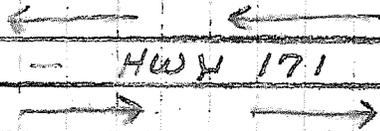
FIRE
STATION

VALERO

SONIC

EXXON

RUSTIC



CLEBURNE

WEATHERFORD

X RAIL-ROAD X

X RAIL-ROAD X X X

OVER PASS

OR

UNDER PASS

MALES
RANCH

GROUND LEVEL

H. WORTH

Feb. 1, 2007

US 377 Cresson Relief Route
Hood & Johnson Counties
Public Hearing
February 25, 2014

The Texas Department of Transportation (TxDOT) actively seeks your comments on this proposed project. Your comments are always welcome and will be given serious consideration during the remainder of project development. Written and verbal comments will become part of the project record and will be included in the written summary and analysis of the public hearing. Written comments must be received on or before Friday, March 7, 2014 in order to become part of the official hearing record. Thank you for your comments.

OFFICIAL COMMENTS (PLEASE PRINT):

CAN A COPY OF THIS
PRESENTATION BE EMAIL'D.
NEED TO BRIEF PPOA
PECAN BOARD OF DIRECTORS .

(Per Texas Transportation Code, §201.811(a)(5)); check each of the following boxes that apply to you:
 I am employed by TxDOT
 I do business with TxDOT
 I could benefit monetarily from the project or other item about which I am commenting
NA

Name: DERRICK PARISH
Address: 5425 EQUESTRIAN DR
GRANDBURY TX 76049
Phone: 817 894 0707
Email: Redacted

US 377 Cresson Relief Route
Hood & Johnson Counties
Public Hearing
February 25, 2014

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OFFICIAL COMMENTS (PLEASE PRINT):

MILES RANCH MULTI FAMILY CATTLE OPERATION
WOULD BE CUT OFF BY THIS PROJECT BY BLOCKING
A PATH FROM OUR MULTI FAMILY BORN, WORKING SKOTES
AND SEGREGATION PENS AND OUR MULTI FAMILY PASTURE
FOR CATTLE. CATTLE SHIPPING, CONTROLLED VET WORK,
AND CATTLE CONTROL WILL BE SHOT DOWN.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:
 I am employed by TxDOT
 I do business with TxDOT
 I could benefit monetarily from the project or other item about which I am commenting

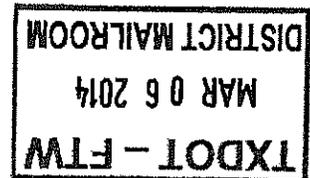
Name: ROBERT WINTERBOUR

Address: 24008 S HWY 377

Phone: 817-219-5142 OR 817-396-4283

Email: _____

**RON BECKER
123 CONCORDE CIR.
CRESSON, TEXAS 76035**



March 4, 2014

TxDOT Fort Worth District Office
Mr. Brian R. Barth, P. E., District Engineer
2501 SW Loop 820
Fort Worth, Texas 76133

Re: U. S. 377 Cresson Relief Route

Dear Mr. Barth,

Please accept these written comments and include them in the official hearing record of the public hearing held on the above project on February 25, 2014. I am not employed by TxDOT. I do not do business with TxDOT. I can not benefit monetarily from the project or other item about which I am commenting.

I am a retired professional engineer in several states. In Texas, I currently carry my license in an inactive status. In Oklahoma, I carry my license in a retired status. I am an officer and Licensed Paramedic with the Cresson Volunteer Fire Department which responds to motor vehicle accidents in the area affected by this project. I am the Mayor Pro-Tem of the City of Cresson. I believe these give me a unique ability to analyze the presentation at the February 25, 2014 hearing and offer constructive comments.

I support the project. There is no doubt that the intersection of US 377 and SH 171 is complicated by the at grade crossing of the Fort Worth and Western Railroad. This intersection is clumsy and causes significant traffic delays. However, in my opinion, it is incorrect, as suggested on the slide presented and titled "Project Purpose and Need" that this project will enhance driver safety. The data is clear, for all its problems, the US 377 and SH 171 intersection has a history of being safer than the divided higher speed US 377 highway that is both north and south of this intersection. The movement of significant traffic from this intersection, which has operated relatively safely for years, to a similar higher speed divided highway will not enhance safety. You should review the accident data for US 377 between Granbury and Benbrook and you will find that serious accidents causing significant injury and death do not occur at this intersection but rather occur along exactly the type of roadway you propose to construct.

In previous public meetings on this project, I have questioned several of your representatives concerning the effects of this project on the safety of other intersections that will be affected by this project. Mr. Abusaad stated that review of the safety impact of this project on intersections to the north, such as the intersections of US 377 and

Skyline Drive, East Bluebonnet Drive, Deer Run Ct., and Constellation Drive were outside the scope of this project. Such a position is absurd.

The US 377 traffic surveys confirm that the US 377 traffic that this project will affect is concentrated in the 5 to 9 AM and 4 to 7 PM hours. Currently, the interruption of the northbound US 377 traffic caused by the traffic light at the present US 377 and SH 171 intersection creates gaps in the northbound traffic that allow traffic from the aforementioned side streets with subdivisions with considerable population to safely access US 377. This critical safety feature of the current intersection will disappear with the proposed design presented at the public hearing.

There is a reason that changes in highways like US 377 are not confined to certain counties. There is a reason that TxDOT is named the TEXAS Department of Transportation, not the Hood and Johnson County Department of Transportation. You must by law and in accordance with good engineering practice, consider the effects of this project's design on the aforementioned intersections in Parker County. Not to do so is, in my professional opinion, an inexcusable engineering error of omission that can be prevented at this stage. No competent engineer would open the spillways of a dam without consideration of the effects of the water flow downstream of the dam after the spillways are open. However, unless you review the safety of traffic at the affected intersections north of this project you are doing exactly the same thing.

I do not believe the safety impacts of this design have been considered. I believe that if you review the actual accident data you will conclude that this project must include at a minimum the installation of improved and adequate north bound acceleration lanes at the US 377 intersection with Skyline Dr., East Bluebonnet Drive, Deer Run Ct., and Constellation Drive. These will not add significant costs to the project. I believe if these aren't installed it will only be a matter of time before these intersections have a traffic signal, just like the one recently installed at the US 377 and Hawkins Home Blvd. a few miles further north of the proposed project. The traffic counts are similar in both locations. The installation of such signals will be much more costly than the acceleration lanes. They will defeat many of the benefits of this project.

Please reconsider the safety on this project based on actual data, not on assumptions. Please insure this proposed project does not adversely affect the safety of the citizens of Cresson that live and drive north of the proposed project.

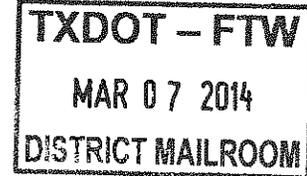
Sincerely,

A handwritten signature in black ink, appearing to read "Ron Becker", with a long horizontal flourish extending to the right.

Ron Becker

REVIEWS
 2/27/14
 AD: J. J. HSM
 DISTRICT MAILROOM
 2/27/14 10:00 AM

US 377 Cresson Relief Route
 Hood & Johnson Counties
 Public Hearing
 February 25, 2014



The Texas Department of Transportation (TxDOT) actively seeks your comments on this proposed project. Your comments are always welcome and will be given serious consideration during the remainder of project development. Written and verbal comments will become part of the project record and will be included in the written summary and analysis of the public hearing. Written comments must be received on or before Friday, March 7, 2014 in order to become part of the official hearing record. Thank you for your comments.

OFFICIAL COMMENTS (PLEASE PRINT):

We live at 26001 Hwy 377 S on the East side of 377 S. The drawing show our DRIVE way with a directional ISLAND in the middle of it. I have BEEN TOLD 2 DIFFERENT things about whether I can TURN So on 377 from my driveway. The lane taper appears to come far enough NORTH to MY DRIVE FOR me to go either direction. We TRAVEL NORTH and so From this DRIVE EVERYDAY. IF this is the case that we can't TRAVEL So on 377 then Tex DOT need to Reposition my DRIVE Further South OR change the taper for North Bound 377 a little NORTH of the design.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
 I do business with TxDOT
 I could benefit monetarily from the project or other item about which I am commenting

Name: GARY + DeBRA Bickel

Address: 26001 Hwy 377 so

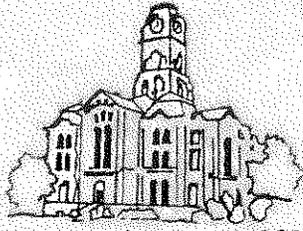
CRESSON 76135

Phone: 817 832 3217

Email

Redacted

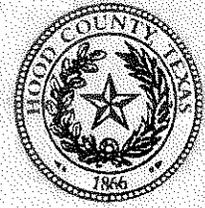
FEB 24 2014



February 10, 2014

HOOD COUNTY COMMISSIONER

1410 W. Pearl St., Annex #1
Granbury, Texas 76048
817-579-3300 • Fax 817-579-0396



Texas Department of Transportation
125 East 11th Street
Austin Texas 78701-2483

Re: US 377 Cresson Relief Route: CSJ-0080-11-001

Gentleman

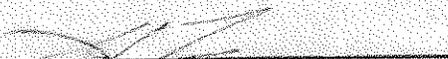
The Hood County Commissioners Court would like to encourage TXDOT to move forward with the proposed Cresson Relief Route. We understand the Public Hearing is the last step to comments before TXDOT/NCTCOG and other partners work for a solution at this at grade railroad crossing with US 377 and State Hwy 171. Countless meetings between local, state and federal officials have taken place to try and find a solution. The Hood County Commissioners court support the Northern route around City of Cresson and over Ft Worth Railroad and State Hwy 171 with an overhead crossing.

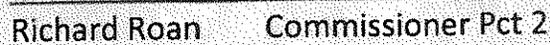
It is imperative that this project get accomplished for the growth of Hood County and surrounding counties. Hood County looks forward to being a partner on this project. The Hood County Commissioners Court strongly encourages TXDOT to move this "Cresson Relief Route" forward as soon as possible.

Respectfully


Darrell Cockerham-Hood Co Judge


James Deaver Commissioner Pct 1


Jeff Tout Commissioner Pct 3


Richard Roan Commissioner Pct 2


Steve F. Berry Commissioner Pct 4

RESOLUTION NO.14-06

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GRANBURY, TEXAS SUPPORTING FURTHER DEVELOPMENT BY THE TEXAS DEPARTMENT OF TRANSPORTATION (TXDOT) OF THE CRESSON RELIEF ROUTE; AUTHORIZING THE CITY SECRETARY TO FORWARD THE RESOLUTION TO TXDOT; AND PROVIDING AN EFFECTIVE DATE

WHEREAS, the City of Granbury, Texas ("City") is a home rule municipality chartered under the constitution and laws of the State of Texas; and

WHEREAS, the City is situated in Hood County, Texas and thus uniquely affected by the transportation issues in Hood County; and

WHEREAS, a flowing transportation system between the City and the Dallas/Fort Worth Metroplex is a vital component to the health and growth of the City; and

WHEREAS, the routine interruption of traffic patterns by the rail crossing on US Highway 377 in Cresson has raised safety and economic concerns for the citizens and businesses in the City; and

WHEREAS, a flawless and flowing highway system is an important component to the vitality of City;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRANBURY, TEXAS, that:

Section 1:

The findings and declarations contained in the Preambles of this Resolution are incorporated herein as part of this Resolution.

Section 2:

The City Council hereby finds and determines that it is wise, expedient, necessary and advisable and in the public interest and benefit that the City formally request that TXDOT begin prompt development of the Cresson Relief Route to be located along US Highway 377 near the City of Cresson, Texas so as to relieve and resolve the effects of the traffic congestion caused by the rail road crossing in Cresson.

Section 3:

The City Secretary is hereby directed to transmit a copy of this Resolution to TXDOT at its regional office upon its being duly executed by the Mayor.

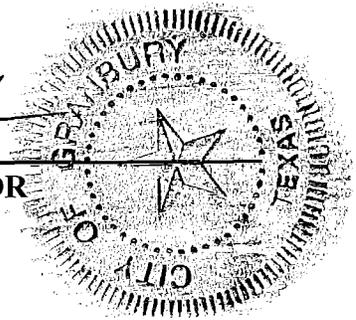
Section 4:

This Resolution shall take effect immediately after its passage.

DULY PASSED AND ADOPTED by the City Council of the City of Granbury, Texas on the 18th day of February, 2014.

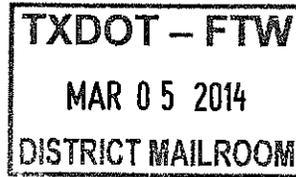
APPROVED:


NIN HULETT, MAYOR



ATTEST:


Dee Arcos, City Secretary



3/3/2014

US 377 Cresson Relief Route Project

TXDOT, Ft. Worth District Office

Brian R. Barth, P.E., District Engineer

2501 SW Loop 820

Ft. Worth, TX 76133

Dear Mr. Barth, et al:

I have seen at least 3 proposals for traffic relief at Cresson, Tx, and have not seen a proposal that looks at the possibility of changing the RR tracks that would elevate the tracks, allowing traffic to flow beneath the tracks. Is there a possibility that this could be done cheaper than the previously considered proposals?

Please allow me a response that states that you have at least read this proposal and considered it, regardless of the feasibility. Thanks for your consideration.

A handwritten signature in black ink that reads "Gary D. Keel". The signature is written in a cursive style with a large initial "G".

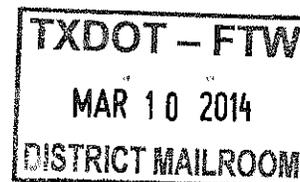
Gary D. Keel

US Army Ret. CW-3

3106 Walnut Creek Pkwy.

Granbury, TX 76049

LAND FUND MANAGER, LP
5925 Forest Lane, Suite 505
Dallas, Texas 75230
972-960-1250
972-960-1201



March 7, 2014

Brian R. Barth, PE, District Engineer
2501 SW Loop 820
Fort Worth, Texas 76133

Dear Mr. Barth:

Having reviewed the plans presented at the public hearing on February 25th in Cresson Texas for the "US 377 Cresson Relief Route", Land Fund Manager LP has the following comments to post which address practical matters that impact our remainder.

The taking will be impacting three platted lots in the city of Cresson. Each one is impacted in a different way, but No. 1 below impacts all of the lots.

1. The city has completed engineering to bring sewer and water services to our property from the east side of US 377. The Project will triple the distance from the east side of the current highway to our property. We will need to plan to address this with proper engineering prior to or during construction.
2. Lot 1 is a ten acre corner and the remainder has no access to the highway. We would like to have a second lane installed, at the onramp going south from Old Granbury Road, that will become a frontage road into our property and give access to Lot 1 and ultimately to Lot 3 (the adjacent lot.) The road has been shown to you on the city of Cresson's plans submitted several months ago.
3. Lot 3 in the remainder will become landlocked and no longer have accessible road frontage. This can be rectified through engineering and providing it safe access.
4. A 4'x3' MBC pipe is shown providing drainage from our remainder impacting Lots 2 and 3. We would like to make sure that this drainage pipe is sufficiently sized for eventual urban build-out standards.

Thank you, we are available to discuss at any time.

Sincerely,

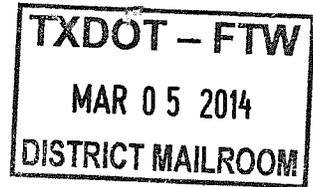
Land Fund Manager, LP

A handwritten signature in cursive script, appearing to read "Peter Malin".

A handwritten signature in cursive script, appearing to read "Randy Stern".

By: Peter Malin and Randy Stern, Managing Members
Land Fund GP, LLC, its general partner

US 377 Cresson Relief Route
Hood & Johnson Counties
Public Hearing
February 25, 2014



The Texas Department of Transportation (TxDOT) actively seeks your comments on this proposed project. Your comments are always welcome and will be given serious consideration during the remainder of project development. Written and verbal comments will become part of the project record and will be included in the written summary and analysis of the public hearing. Written comments must be received on or before Friday, March 7, 2014 in order to become part of the official hearing record. Thank you for your comments.

OFFICIAL COMMENTS (PLEASE PRINT):

Handwritten comments on lined paper: "Please see attached" and "Thank you!"

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:
 I am employed by TxDOT
 I do business with TxDOT
 I could benefit monetarily from the project or other item about which I am commenting

Name: Dan & Wendy Miles
Address: P.O. Box 386
Cresson, Tx. 76035
Phone: 817-688-6548
Email: **Redacted**

Dan & Wendy Miles
P.O. Box 306
Cresson, Texas 76035
817-688-6548
817-396-4655

Redacted

March 4, 2014

Our family home and business, Miles Ranch, will be greatly affected by this US 377 project. Not only will this loop come through and divide our ranch in half but it will completely make it impossible to move livestock from grazing pasture land and water to the working pens and chutes and will completely cut off access to the Ranch Headquarters from the rest of the ranch. Many families live on and are involved with the day to day business and operation of this working cattle ranch and their primary source of income will be affected if this loop were to occur and come through the ranch. Access under the highway must be provided for livestock and equipment for the continuation of our family business.

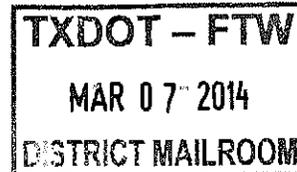
We also are concerned about the total destruction of our small town of 200 people if this loop were to occur as planned. Small businesses that depend on the revenue from the flow of traffic through our town would perish and shut down. Denying access off of the loop would also be denying any new businesses to build where the new flow of traffic would be. Our small town would simply die on the vine and no longer exist as it does today. We feel that a route through Cresson should be reevaluated with a possible overpass or underpass to keep these businesses alive and to preserve the history of our small Texas town and community. Also, we feel that the access to 171 needs to be reevaluated and maybe moved to the middle of the loop west of 171.

At the time this project was proposed there was a definite traffic problem and a possible need for a loop; however since the sand business has moved its operation out of town and the drilling in the area has ceased there is no longer a traffic problem or a need for a loop. On Wendy's daily commute in to Granbury she spends more time sitting in traffic in front of Kroger and HEB on 377 than time spent in traffic in Cresson. Was the money voted on by the Hood County Taxpayers not appropriated for the completion of the loop around Granbury to alleviate the traffic congestion in Granbury? At this time Granbury has a much greater need for completion of a loop than Cresson does.

It is our belief the loop in Cresson would be a total waste of taxpayer's money and is all for the personal gain of the investor's of Cresson Crossroads who are trying to move the route of 377 through their development.

This project should be postponed and reevaluated.

Dan & Wendy Miles



KELLY HART

J. RAY OUJESKY
Redacted

TELEPHONE: (817) 878-3556
FAX: (817) 878-9756

March 7, 2014

Mr. Brian Barth, P.E.
District Engineer
TxDOT Fort Worth District Office
2501 SW Loop 820
Fort Worth, Texas 76133

Via Hand Delivery

Re: US 377 Cresson Relief Route

Dear Mr. Barth:

On behalf of our clients, Helen Groves and HKG Management, Ltd., we write to provide comments and objections concerning the proposed US 377 Cresson Relief Route (the "Relief Route"). Our clients are opposed to the proposed Relief Route.

Our clients own approximately 1488.58 acres of primarily undeveloped open land where a substantial portion of right-of-way for the Relief Route is proposed to locate. The proposed Relief Route presents several negative impacts to our clients' property, which we wish to put on record.

Access to the property is limited to one ingress and egress point from State Highway 171, which crosses the rail line operated by Fort Worth and Western Railroad (FWWR) at-grade and extends into the property immediately west of where the Relief Route will enter the property. The Relief Route will bisect the property into east and west tracts. Only the west tract will have direct access to SH 171 via the existing ingress and egress point. According to information provided by TxDOT to our clients' representative at the February 25, 2014 public hearing, a portion of the Relief Route bridge over SH 171 and the FWWR rail line will extend into the property, allowing as yet undefined limited access under the bridge between the divided east and west tracts. With no driveways allowed to access or cross the Relief Route, the east tract will become landlocked by the Relief Route, with the possible exception of limited access under the bridge. A large pipeline easement which extends several feet into the property along the boundary with the FWWR right-of-way will further limit whatever access is available under the bridge.

Our clients graze between 400 and 700 head of cattle on the property. The Relief Route renders the resulting east tract impractical for grazing cattle. The limited underpass access and noise generated thereby stands to impair the free movement of cattle between the east and west tracts. Two water wells used to water the cattle will end up on the west tract, leaving no water source for the east tract. With our clients' house, barn, corral, and cattle loading chute segregated to the west tract, the maintenance of cattle on the east tract will not be manageable.

The Relief Route will be approximately 400 feet from our clients' house, disrupting the quality of life they now enjoy. Noise, light and air pollution are expected negative impacts of the proximity of the Relief Route to our clients' home.

Drainage moves across the property toward the elevated FWWR right-of-way and accumulates next to the right-of-way, causing wet conditions to persist along this portion of the property. Since the limited underpass access is proposed to be on this portion of the property, concerns for impairment of access due to drainage accumulation are substantial. The Relief Route will also serve to dam the natural flow of drainage across the property, as well as create impermeable surfaces to increase the drainage flow.

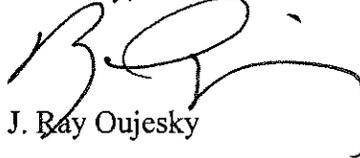
Future development of the property will be negatively impacted by the Relief Route and resulting bisection of the property. Where the property could be developed as one tract of land before the Relief Route, it would have to be developed as separate tracts of land after the Relief Route. The limited underpass access between the separated tracts appears not to provide sufficient ingress and egress to SH 171 for residential, commercial or industrial development of the east tract. The proximity of the Relief Route stands to eliminate the value of the property for residential development. The inability to access the Relief Route from the property stands to eliminate the value of the property for commercial or industrial development.

Without waiving opposition to the Relief Route, there appears to be sufficient land to the east of the proposed Relief Route to shift the alignment away from our clients' home, to reduce the size of the remaining unusable east tract and to preserve more of the west tract for current and future uses. At the public hearing, our clients' representative discussed with you a desire to push the proposed alignment further east in order to minimize the negative impacts of the proposed Relief Route on the property. While a shift of the alignment to the east would not eliminate the negative impacts, it would be a better alternative than the proposed alignment.

We urge the Texas Department of Transportation to reject the proposed Relief Route. In the alternative, we urge you to adjust the proposed alignment further to the east to reduce the negative impacts on our clients' property.

These comments and objections are provided based on what little information has been thus far provided to our clients. These comments and objections are without prejudice to the right to assert additional objections based on further information that we may later discover.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Ray Oujesky". The signature is fluid and cursive, with a large initial "J" and "R".

J. Ray Oujesky

Cc: HKG Management, Ltd.



TXDOT - FTW
MAR 03 2014
DISTRICT MAILROOM

February 27, 2014

Mr. Brian Barth, P.E.
District Engineer
2501 SW Loop 820
Fort Worth, TX 76133

RE: US 377 Cresson Relief Route

Dear Mr. Barth:

The Granbury Chamber of Commerce has long been aware of the hardships imposed on our citizens, visitors and others due to the traffic congestion and major delays at the US 377/SH 171 intersection and railroad crossing in Cresson.

Tens of thousands of vehicles pass that intersection every day and the number is expected to double over the next 20 years. The traffic congestion is exacerbated by the rail yard immediately adjacent to the intersection as trains block US 377 several times a day with no apparent regard for rush hour traffic or emergency vehicles. This intersection also serves as a major nuclear incident evacuation route for Comanche Peak located at the Hood/Somervell county line.

The Granbury Chamber is also well aware of the economic impact state of the art well maintained highways and access roads can have on rural cities and counties.

Therefore the Granbury Chamber of Commerce encourages the completion of the proposed Cresson Relief Route as presented at the February 25, 2014 public meeting at Bear Creek Community Church.

Sincerely,


Mike Scott
President and CEO

3408 E. Highway 377
Granbury, TX 76049
P 817-573-1622
F 817-573-0805
Redacted

BRESEN



BWG POA - 1409 Bentwater Parkway, Granbury, TX 76049

January 28, 2014

Andy Sutton
President, Bentwater POA
1701 Bentwater Parkway
Granbury, Texas 76049

N. REGIONAL OFFICE - FW/
TXDOT MAILROOM

JAN 31 2014

Mr. Brian Barth, PE
District Engineer
2501 SW Loop 820
Fort Worth, Texas 76133

Mr. Barth,

Many residents of the 550 properties in the Bentwater subdivision of Granbury commute to the metroplex daily and have been troubled by the issues near the stoplight or railroad crossing as traffic has increased over the years. Representatives of the Bentwater Property Owner's Association have been following the proposed bypass around Cresson on Highway 377 you are planning. We do intend to have representation at the hearing on February 25th to show our support. However, we would like you to know in writing that we support the project and would like to see it move forward soon.

Sincerely,

A handwritten signature in cursive script that reads "M. A. Sutton".

Andy Sutton
President, Bentwater POA
Redacted
(817)219-1848

cc: file

Bentwater POA
1409 Bentwater Parkway
Granbury, TX 76049
ADDRESS SERVICE REQUESTED



MONDAY TEXAS TX 75201
DALLAS TX 75201
30 JAN 2014 PM 11 L

N. REGIONAL OFFICE - FBI
TXDOT MAILROOM

Mr. Brian Barth, PE
District Engineer
2501 SW Loop 820
Ft. Worth, TX 76133

JAN 31 2014



75133230001

March 6, 2014

TxDot Fort Worth District Office
Mr. Brian R. Barth, P. E.
District Engineer
2501 SW Loop 820
Fort Worth, TX 76133

Mr. Barth,

Enclosed is a proposed solution to the traffic intersection of U.S. 377, SH 171 and the FWWR rail crossing. The intent of this approach is to:

- 1) Resolve traffic flow issues on U. S. 377
- 2) Utilize as much existing right of way as possible
- 3) Keep right of way expansion to a minimum
- 4) Preserve a level of traffic flow through Cresson for local business
- 5) Eliminate the need to purchase large tracts of private property

This proposal would involve the following:

Secure additional right of way on one or both sides of U. S. 377 if necessary.

Secure additional right of way along the easterly side of SH 171.

Expand the "surface" width of U.S. 377 through Cresson and the FWWR rail crossing as needed to accommodate an elevated segment of U.S. 377 – highlighted in blue.

Construction of an elevated section of U.S. 377 centered between the "surface" sections of U.S. 377 crossing over SH 171 and the FWWR rail crossing – highlighted in red.

Construction of an elevated SH 171 ramp over the FWWR rail crossing to merge northwest bound traffic onto U.S. 377 northeast (Fort Worth) bound – highlighted in yellow.

Construction of an elevated U.S. 377 ramp over the FWWR rail crossing to merge southwest bound traffic onto SH 171 northwest (Weatherford) bound – highlighted in yellow.

SH 171 southeast bound (Cleburne) traffic would continue to travel through the SH 171/ U.S. 377 surface intersection.

SH 171 southeast bound traffic going to Fort Worth or Granbury would continue to turn at the SH 171/ U.S. 377 surface intersection.

SH 171 northwest bound (Weatherford) traffic going to Fort Worth would travel over the elevated ramp above the rail crossing and merge with U.S. 377 (yellow highlight).

SH 171 northwest bound (Weatherford) traffic would continue to travel through the SH 171/ U.S. 377 surface intersection.

SH 171 northwest bound (Weatherford) traffic going to Granbury would continue to turn at the SH 171/ U.S. 377 surface intersection.

U.S. 377 southwest bound (Granbury) traffic going to Weatherford would travel over the elevated ramp above the rail crossing and merge with SH 171 (yellow highlight).

All U.S. 377 traffic traveling on the surface, would continue to utilize the SH 171/ U.S. 377 intersection to go to Fort Worth/Granbury or turn on SH 171 to travel to Weatherford/Cleburne (blue highlight).

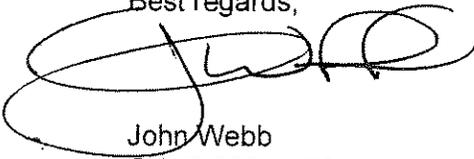
All U.S. 377 traffic traveling on elevated roadway would pass over the intersection and rail crossing to travel to Fort Worth/Granbury (red highlight).

Understanding there are numerous considerations on this project, I believe this approach improves traffic flow over and through the intersection and rail crossing, provides travel options (including icy weather conditions), continues to provide Cresson business with needed traffic and eliminates the need to bisect large tracts of property.

Apologies for the rough draft, but I would encourage and appreciate your review of this proposal. If there are questions or clarification needed, I've included my contact information below.

Thank you for your consideration.

Best regards,

A handwritten signature in black ink, appearing to read 'John Webb', with a large, stylized flourish underneath.

John Webb
C 817-559-4160
H 817-279-0870

Redacted



World • United States • TX • Hood Co. • Cresson

100 feet 25 m

REQUEST TO MAKE ORAL STATEMENT

PUBLIC HEARING

US 377 Cresson Relief Route
Hood & Johnson Counties

February 25, 2014

PLEASE CHECK APPLICABLE ITEM OR ITEMS:

- I am a property owner in the near vicinity of the proposed project
- I have a general interest in the project.
- I am an elected public official, and my position is: *CITY COUNCIL*

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

NAME: *Pam MANLEY*

REPRESENTING: *RESIDENTS LIVING NORTH OF END OF RELIEF*

ADDRESS: *105 HIDDEN RIDGE CT.*

CRESSON

PHONE: *(817) 437-2512*

EMAIL: _____

REQUEST TO MAKE ORAL STATEMENT

PUBLIC HEARING

US 377 Cresson Relief Route
Hood & Johnson Counties

February 25, 2014

PLEASE CHECK APPLICABLE ITEM OR ITEMS:

_____ I am a property owner in the near vicinity of the proposed project

_____ I have a general interest in the project.

X I am an elected public official, and my position is: MAYOR

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

I am employed by TxDOT

I do business with TxDOT

I could benefit monetarily from the project or other item about which I am commenting

NAME: BOB CORNETT

REPRESENTING: CITY OF CRESSON

ADDRESS: P.O. Box 619

CRESSON, TX 76035

PHONE: 817-396-4729

EMAIL: Redacted

REQUEST TO MAKE ORAL STATEMENT

PUBLIC HEARING

US 377 Cresson Relief Route
Hood & Johnson Counties

February 25, 2014

PLEASE CHECK APPLICABLE ITEM OR ITEMS:

_____ I am a property owner in the near vicinity of the proposed project

X_____ I have a general interest in the project.

_____ I am an elected public official, and my position is:

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

NAME: Warren Kettelman

REPRESENTING: Lake Granbury Area EDC

ADDRESS: 132 N. Houston

Granbury TX 76048

PHONE: 817-279-9991

EMAIL: Redacted

REQUEST TO MAKE ORAL STATEMENT

PUBLIC HEARING

US 377 Cresson Relief Route
Hood & Johnson Counties

February 25, 2014

PLEASE CHECK APPLICABLE ITEM OR ITEMS:

X I am a property owner in the near vicinity of the proposed project

 I have a general interest in the project.

 I am an elected public official, and my position is:

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

NAME: Diane Miles

REPRESENTING: Miles Ranch

ADDRESS: 29000 Hwy 377
Cresson, TX 76035

PHONE: 817-512-4854

EMAIL: Redacted

REQUEST TO MAKE ORAL STATEMENT

PUBLIC HEARING

US 377 Cresson Relief Route
Hood & Johnson Counties

February 25, 2014

PLEASE CHECK APPLICABLE ITEM OR ITEMS:

_____ I am a property owner in the near vicinity of the proposed project

I have a general interest in the project.

_____ I am an elected public official, and my position is:

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

NAME: Albert Brush

REPRESENTING: Self

ADDRESS: 217 Palomino Ct. Cresson TX

PHONE: (817) 894-1128

EMAIL: _____

SECTION 6

Public Hearing Sign-In Sheets

PUBLIC HEARING REGISTRATION

US 377 CRESSON RELIEF ROUTE
 City of Cresson
 Hood & Johnson Counties, Texas

ELECTED OFFICIALS ONLY

February 25, 2014

Please Print

Name	Representing	Address	Phone &/or Email
Pam Manley	CRESSON	125 HIDDEN RIDGE CT.	Redacted
Jeff Touh	Hood Co	5715 Hondo	Redacted
Ron Pyles	CRESSON	117 CONSTELLATION DR.	Redacted
BOB CORNETT	CRESSON	P.O. Box 619	Redacted
Charlotte Minor	CRESSON	7709 Clearview Ct	Redacted
David Rich			Redacted
Tori Regas	Rep. Jim Keffler		Redacted
Mike LANG	Hood Co. Constable		Redacted
Mickey Parson	City of Granbury	116 W Bridge	Redacted
DARRELL COCKERHAM	Hood Co.	100 W Penn	Redacted

PUBLIC HEARING REGISTRATION

US 377 CRESSON RELIEF ROUTE
 City of Cresson
 Hood & Johnson Counties, Texas

ELECTED OFFICIALS ONLY

February 25, 2014

Please Print

Name	Representing	Address	Phone &/or Email
Nia Hulet	Mayor Granbury Hood County Comm.	Granbury GRANBURY	Redacted
Steve Berry	MAYOR Pro Tem Granbury	PO BOX 649 CRESSON 76035	
Tony Allen	HOOD COUNTY	Granbury	
JACK FARR	HOOD COUNTY	123 CONCORDE CIR CRESSON, TX 76035	
James Deaver	CRESSON	182 N Houston Granbury 76048	
RON BECKER	myself		
Dieme Williams			
State Senator Brian Birdwell			

PUBLIC HEARING REGISTRATION

US 377 CRESSON RELIEF ROUTE
 City of Cresson
 Hood & Johnson Counties, Texas

February 25, 2014

Please Print

Name	Representing	Address	Phone &/or Email
Weldon Swanger	TXDOT	Foot wall st	Redacted
Suzie Blich	SELF	104 SPANISH TRAIL	
Chris Bosco		4055 International Plaza	
John & Diane Giles	self	29000 Hwy. 377	
Johnny Collins	Self.	PO Box 490 Cresson TX	
Larry Putta	self	192 Constellation Dr Cresson TX 76035	
Karin Putta	Self	192 Constellation Dr Cresson TX 76035	
B. David Dambard	self	24001 S. Hwy 377 Cresson	
Michele Coyle	SELF	P.O. Box 247	
Beth Jay	Self	Box 189 Cresson, TX	

PUBLIC HEARING REGISTRATION

US 377 CRESSON RELIEF ROUTE
 City of Cresson
 Hood & Johnson Counties, Texas

February 25, 2014

Please Print

Name	Representing	Address	Phone &/or Email
John Whitehead		Cresson, TX	Redacted
Melinda Winterbauer		Cresson, TX.	
Russ Eichler		Cresson TX	
Corey Barker		Cresson TX	
Matt Uff		Cresson	
Lisa Lemly		Cresson, tx	
Ja. Deeter		Cresson TX	
Rick Frye		Granbury, TX	
John H. Moore		GRANBURY TX	
Stacy Martin		Cresson TX	

PUBLIC HEARING REGISTRATION

US 377 CRESSON RELIEF ROUTE
 City of Cresson
 Hood & Johnson Counties, Texas

February 25, 2014

Please Print

Name	Representing	Address	Phone &/or Email
Michael Peters	TXDOT	2501 SW Loop 820 F/W TX 76133	Redacted
Cathy Larson		1115 Mallard Way Ste	
LEE OVERSTREET	GRANBURY CHAMBER	76049 P.O. Box 6952 Granbury	
Les White	SELF	2008 S Hwy 377 76035	
Jul Hoffman		7605 Cheanview ct Cresson Tx	
JACK FARR	SELF	P.O. BOX 649 CRESSON, TX 76025	
J.C. Compreh	Self	P.O. Box 164 Granbury TX 76048	
Donna Kelleher	Personalist LLC	2012 Treeltop Ct TX 76046	
ROBERT MARTIN	SELF	26015 S. Hwy 377	
Dob & Melissa Lakovich	Self	29020 Hwy 377S	

PUBLIC HEARING REGISTRATION

US 377 CRESSON RELIEF ROUTE
 City of Cresson
 Hood & Johnson Counties, Texas

February 25, 2014

Please Print

Name	Representing	Address	Phone &/or Email
Beverlee Teich	Cresson	PO Box 41 Cresson, Texas	Redacted
Londa Szuygot	TXDOT	2201 Willow 820	Redacted
Tan Sholly	My Self	8824 Century LA drive	Redacted
Rachel Sholly	City Secretary	8824 Century LA drive	Redacted
Tom Blaken	Self	1002 W. PEARL	Redacted
David Richeson	my self	9511 BRADDOCK ST. CRESSON, TX	Redacted
Peter Madin	LFM	5925 Forest Ln Suite 505 Dallas 7522	Redacted
Bobby Almy	my self	F. O. Box 1 Cresson, TX 76035	Redacted
TIM CLARK	Self	8961 E. C. Hwy 377 Cresson, TX 76035	Redacted
Margie Brown	Grandma's Attic	101 Park Place Cr Cresson TX 76035	Redacted

PUBLIC HEARING REGISTRATION
 US 377 CRESSON RELIEF ROUTE
 City of Cresson
 Hood & Johnson Counties, Texas

February 25, 2014

Please Print

Name	Representing	Address	Phone &/or Email
DERECK PARAY	PPO A	5425 EAVERMAN	Redacted
Robert Childress	Childress Engineers	211 W. Rydgeway Dr. Childress, TX	
Josh Brockett	Childress Engineers	"	
Dorothy Granbough	Self.	305 S. Crook	
Warren Kettner	Lake Granbury Area Educ	132 N. Houston Granbury TX	
Kelly Price	TxDOT	2501 SW Loop B20 FTW	
Yuanne Ingram	Self.	P.O. Box 6 Cresson, TX 76035	
Stan McKeon	County Auditor	P.O. Box 5568, Acton, 76049	
KARIE LONIG			
Steve Reid	City of Cresson	1840 Acton Hwy Cresson, TX 76049	

PUBLIC HEARING REGISTRATION
 US 377 CRESSON RELIEF ROUTE
 City of Cresson
 Hood & Johnson Counties, Texas

February 25, 2014

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Name	Representing	Address	Phone &/or Email
Donna Fowler	TxDOT	2501 SW Loop 820 FTW	Redacted
David Bullard	TxDOT	Stephenville	
BUDDIE LASATER	"	"	
M O O R E		CRESSON	
BRIAN BARTSH	TxDOT	FORE WORTH	
MAURI MONTGOMERY	Granbury EDC	5402 Thunderbird Granbury TX.	
Naser Abusaud	Civil Assoc / TxDOT	9330 LB J Fwy STE 1150 DALLAS TX 75243	
JONATHAN STEWART	CIVIL ASSOC / TXDOT	9330 CBT Fwy STE 0908 DALLAS TX 75243	
JAMYE SAWNEY	TXDOT	2501 SW LOOP 820 FTWORTH TX 76133	
BRAD HERNANDEZ	CIVIC ASSOCIATES/TXDOT	9330 CBT Fwy STE 1150 DALLAS, TX 75238	

PUBLIC HEARING REGISTRATION

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 City of Cresson
 Hood & Johnson Counties, Texas

February 25, 2014

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Name	Representing	Address	Phone &/or Email
Albert Bush	Individual	217 Palomino Ct Cresson, TX, 76835	Redacted
Curtis HANAN	TXDOT	2501 Saw Creek 820	
Butch BARTON	CITIZEN	9410 Monticello Dr. Granbury, TX 76049	
STANFORD LYNCH	City of Cresson	4055 International Plaza Fort Worth, TX 76109	
Natalie Galindo	TXDOT		
Michelle McKennie	Hood County	132 N. Houston Granbury, TX 76048	
Sandy Cornett W.R. (BOB) CORNETT	Clean Air Coalition CITY OF CRESSON	PO BOX 619 CRESSON, TX 76035	
Kennetha Mary Teich	HOOD COUNTY	Box 235 Cresson TX	
Lance Linnis	HOOD COUNTY	5415 Acorn Hwy Ste 126 Granbury TEX. 76049	
Dawn fan	TXDOT	Stephenville TX	

PUBLIC HEARING REGISTRATION

US 377 CRESSON RELIEF ROUTE
 City of Cresson
 Hood & Johnson Counties, Texas

February 25, 2014

Please Print

Name	Representing	Address	Phone &/or Email
ERIC ANDERSON	TEXAKO/CRESSON	9001 E HWY 377	Redacted
Tanya Fitzgerald	TX DOT	2501 SW Loop 820 Fort Worth, TX 76133	
P. P. FORD	Self	104 N. Crook Cresson TX	
Ganze Strain	Self	304 S. Crook Cresson	
James Sam Manley	CRESSON	105 Hidden Ridge Ct. Cresson, TX 76035	
Todd B. [Signature]	GETS	602 S Morgan Cresson, TX 76035	
Hank Blair	TX DOT	2501 SW Loop 820 FTW 76133	
Cindy Gullett	Hood County	5415 Acton Hwy #124 Cresson TX 76035	
Raymond Edmunds	TNP	1100 Muench Fort Worth	
Jonathan Teich	Teich Farm	9124 CR 917 Cresson	

PUBLIC HEARING REGISTRATION

US 377 CRESSON RELIEF ROUTE
 City of Cresson
 Hood & Johnson Counties, Texas

February 25, 2014

Please Print

Name	Representing	Address	Phone &/or Email
Bill Wamberley	TMP	1100 mazon St P4-Worth, Tx, 76102	Redacted
Wendy Nyles		P.O. Box 304 Cresson Tx. 76035	
Pamela Williams		158 Creech-Cir Cresson Jx 76035	
Kirsten A. Pearney	CRS	1950, N. Stemmons Frey Dallas, Tx 75207	
Kristina		Greenway TX	
Taylor Blackburn	Senator Burdwell	135 W. Waters Edge Dr	
BARRY WALC		108 CONROPE CIRCLE CRESSON	
Lang Ball	Cresson	26061 Hwy 327	
Dan Miles	Cresson	P.O. Box 306	

PUBLIC HEARING REGISTRATION

US 377 CRESSON RELIEF ROUTE
City of Cresson
Hood & Johnson Counties, Texas

February 25, 2014

Please Print

Name	Representing	Address	Phone &/or Email
David McDonald	URS		Redacted
Victoria Norman			
Carmenando	URS		
D. Towne			
Jerry Hunter	TxDOT		
Mike Scott	Garney Chase		

PUBLIC HEARING REGISTRATION

US 377 CRESSON RELIEF ROUTE
City of Cresson
Hood & Johnson Counties, Texas

February 25, 2014

Please Print

Name	Representing	Address	Phone &/or Email
LeAnn Bussey		Cresson, TX	Redacted
Carol Cogburn		Garbary, TX	
Melissa Janelis		Cresson, TX	
Terry Williams		Cresson TX	

SECTION 7

Public Hearing Presentation and Script



TEXAS DEPARTMENT OF TRANSPORTATION



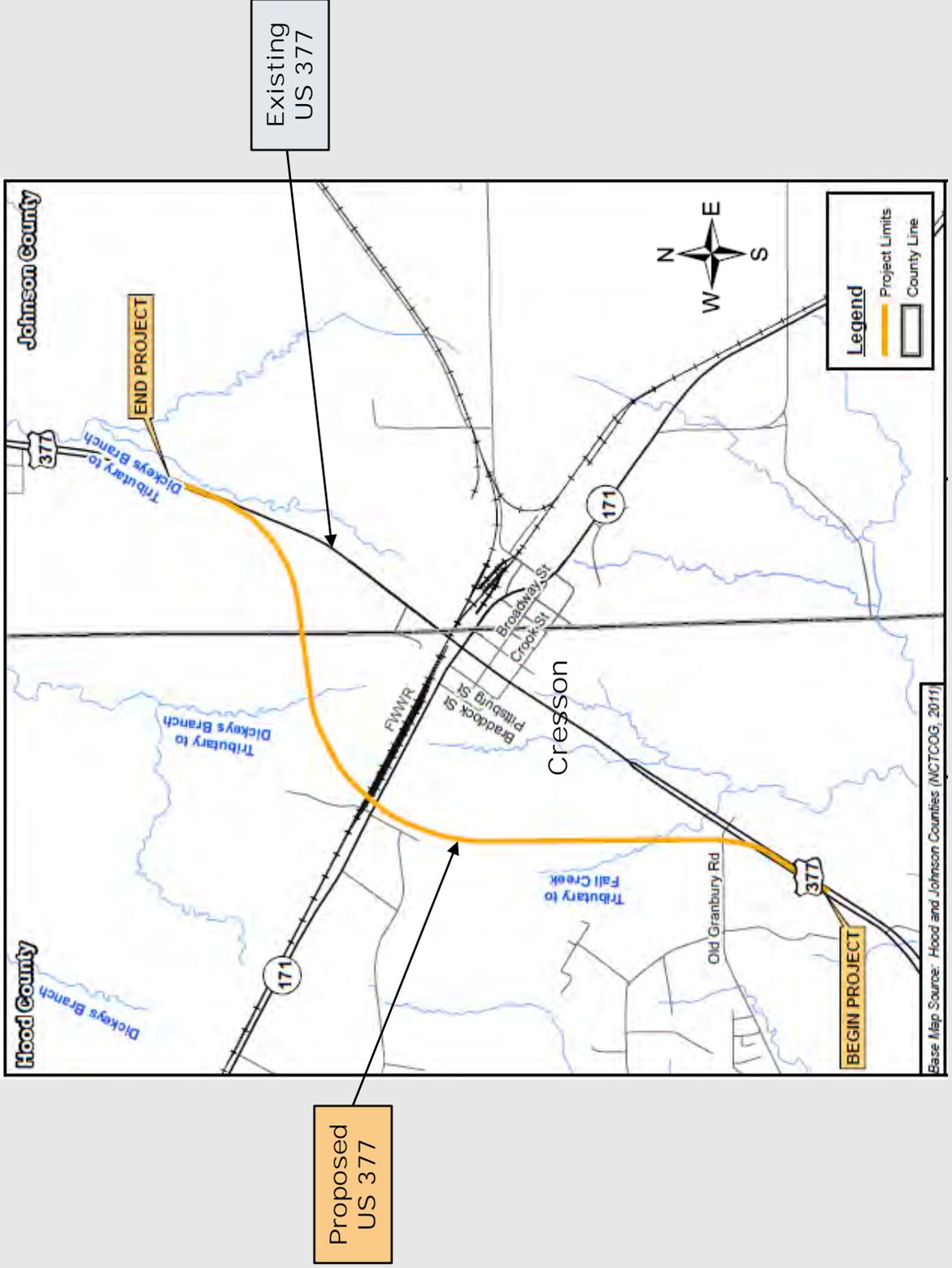
US 377 CRESSON RELIEF ROUTE

Public Hearing

Tuesday, February 25, 2014

CSJ: 0080-11-001 and 0080-12-001

US 377 Cresson Relief Route - Project Location



Public Hearing Agenda

Welcome & Introductions	Mr. Brian Barth, P.E.
Project Overview	Ms. Jamye Sawey
Project Design	Mr. Naser Abusaad, P.E., AICP
Right of Way	Mr. Kelly Price
20-minute Recess	
Public Comments	Mr. Brian Barth, P.E.
Adjournment	Mr. Brian Barth, P.E.

Public Hearing Purpose

- Present The Preferred Alternative And Environmental Studies
- Provide The Public Another Opportunity To Provide Input
- Develop A Formal Record Of Public Participation

Public Hearing Purpose

- Department Required To Hold A Public Hearing, Or Afford An Opportunity For A Hearing, For Any Project That Requires The Acquisition Of Significant Amounts Of Right Of Way
- Department Must Consider The Economic And Social Effects Of Such A Project And Its Impact On The Environment
- Notices For This Public Hearing Were Published:

Fort Worth Star Telegram On January 26th And February 16th

Hood County News On January 25th And February 15th

Oral Comments Tonight:

Please Sign At The Registration Desk To Speak

Mail Written Comments To:

Texas Department of Transportation

Mr. Brian Barth, P.E.

2501 SW Loop 820

Fort Worth, Texas 76133

Written Comments Postmarked By Friday, March 7th, 2014

Corridor History

- Original State Highway Linking Cresson To Granbury Was Completed In 1923 With Two Gravel Lanes Each 8 Feet Wide
- Original State Highway Linking Cresson To Benbrook Was Completed In 1929 With Two Gravel Lanes Each 9 Feet Wide
- US 377 In Cresson Widened To A Four-Lane Highway In 1974
- Left Turn Lane Added To Median Of US 377 In Cresson In 2001

Corridor History

- Traffic Counts In 1936 Show Approximately 940 Vehicles Per Day Utilized The Corridor Near The North End Of Cresson
- Approximately 6,300 Vehicles Per Day Utilized The Corridor When Additional Capacity To Four Lanes Provided In 1974
- Estimated 24,400 Vehicles Per Day In 2015
- Estimated 33,900 Vehicles Per Day In 2035

Project Purpose And Need

- Project Purpose Is To Provide A Long-Term Solution To Identified Traffic Issues At The US 377 And SH 171 Intersection
- Project Need Arises Because:
 - Proximity Of The At-grade Fort Worth And Western Railroad Crossing On US 377 To The SH 171 Intersection Impedes Traffic
 - Accidents Occur Along US 377 Near SH 171
 - A High Level Of Truck Traffic Leads To Congestion Along US 377
 - Short-term Solutions Currently In Place Will Not Provide Extended Relief For Motorists Using US 377 And SH 171
 - US 377 Has Not Yet Been Updated To Provide Appropriate TxDOT Design Standards Consistent With Texas Highway Trunk System

Previous Studies

- In 2008, Texas Transportation Institute Evaluated Potential For Short-term Improvements To Traffic Operations
- One-Way Pair Operation Along SH 171 And Broadway Street Recommended For Implementation
- TxDOT Initiated Public Involvement And Preliminary Design For The One-Way Pair Alternative
- TxDOT Discontinued These Efforts To Focus On A Long-Term Solution Of US 377 Grade-Separated Crossing With Fort Worth And Western Railroad

Previous Studies

- In 2010, TxDOT Began Preparing Feasibility Study For A Proposed Grade-Separated Railroad Crossing
- The Study Developed And Evaluated Cross Section Alternatives, Construction Costs, Right Of Way Requirements, And Potential Environmental Considerations For Five Conceptual Alternatives
- These Conceptual Alternatives Included:
 - Bridge Over The Railroad Along The Existing Corridor
 - A Tunnel Under The Railroad Along The Existing Corridor
 - Two Different Relief Routes Along The Western Boundary Of The City Of Cresson
 - One Relief Route Along The East Boundary Of The City Of Cresson
- Preferred Alternative Is Being Shown And Discussed Tonight

Prior Public Involvement

- Public Meetings Held:
 - September 24, 2009
 - May 13, 2010
 - December 12, 2011

- Project Work Group Meetings Held:
 - February 17, 2010
 - March 25, 2010
 - July 28, 2010

- Informal Meetings Held With Local Officials



Prior Public Involvement

- Project Identified In Mobility 2035 - The Metropolitan Transportation Plan For North Central Texas - 2013 Update
- This Project Is Also Reflected In The 2013-2016 Statewide Transportation Improvement Program
- Project Being Developed By TxDOT And The Federal Highway Administration (FHWA) In Cooperation With The City Of Cresson, Hood And Johnson Counties, And The North Central Texas Council Of Governments

National Environmental Policy Act (NEPA) Process

- An Environmental Document Has Been Prepared In Accordance With The National Environmental Policy Act, Or NEPA
- Document Assesses Social, Economic, And Environmental Considerations Of The Proposed Relief Route Along The Western Boundary Of Cresson
- Covers Impacts Associated With Air Quality, Noise, Water Quality, Vegetation, Archeology, Historical Properties, Along With Other Aspects Of The Project

NEPA Right Of Way

- Approximately 17 Acres Of Existing Right Of Way Along US 377 Utilized To Connect To The Existing Highway
- Approximately 115 Acres Of Additional Right Of Way
- No Easements Would Be Required
- Access Would Be Controlled Along The Relief Route
- No Driveways Leading Directly To Proposed Roadway Allowed
- Seventeen Parcels And Seven Property Owners Would Be Impacted By Right Of Way Acquisition
- No Residential Or Commercial Displacements

NEPA Vegetation

- Existing Right Of Way Predominately Includes Mowed And Maintained Grasses - Most Common Are Bermuda And Johnson
- Proposed Right Of Way Largely Includes Open Grasslands And Scrubby Scattered Tree Growth
- Special Habitat Features Within The Proposed Right Of Way Include Two Remnant Tallgrass Prairie Areas Of Approximately 1.3 Acres
- Most Commonly Known And Predominant Tallgrass Species Include Varieties Of Bluestem And Grama And Yellow Indiangrass
- Mitigation For These Species Expected To Be Limited To Avoiding These Areas And Minimizing Impacts As Much As Possible

NEPA Water Resources

- Proposed Project Crosses Nine Water Bodies, One Wetland And Two Flood Zones
- Hydraulic Design For Project Would Be In Accordance With Current FHWA And TxDOT Design Policies
- The Facility Would Permit Conveyance Of The 100-year Flood, Inundation Of The Roadway Being Acceptable, Without Causing Substantial Damage To The Facility, Stream, Or Other Property
- Proposed Project Would Not Increase Base Flood Elevation To A Level That Would Violate Applicable Floodplain Regulations And Ordinances
- Coordination With Local Floodplain Administrator Would Be Required

NEPA Water Resources

- Permanent Impacts Due To Construction Are Expected To Occur To All Nine Waters And An Abutting Wetland Area
- Waters Include Eight Intermittent Tributaries To Fall Creek and Dickeys Branch and One Ephemeral Tributary To Fall Creek
- Estimated Total Impacts To Crossings And Wetland Of 0.70 Acres Would Be Authorized Under United States Army Corps Of Engineers Nationwide Permit 14 - *Linear Transportation Crossings*
- Pre-construction Notification Would Be Required Due To Impacts To Two Tributaries To Fall Creek And The Wetland Are Estimated To Exceed The 0.1 Acre Impact Threshold And Would Be A Discharge In Wetlands

NEPA Water Resources

- When Temporary Fills Are Needed In Tributaries, The Affected Areas Would Be Returned To Their Pre-construction Elevations
- Channelization Would Not Be Required
- Mitigation Measures Considered Include Avoidance, Where Practicable, By Spanning Jurisdictional Areas With Bridges, Minimization Of Impacts By Limiting Excavation Or Fill Quantities, And Compensatory Mitigation For Impacts
- Compensatory Mitigation For These Impacts Would Be Coordinated With The United States Army Corps Of Engineers And Performed In Accordance With Terms Of Approved Permit

NEPA Farmlands

- Coordination With Natural Resources Conservation Service (NRCS) Occurred In February 2012
- They Estimated 16.4 Total Acres Of Prime And Unique Farmland Would Be Impacted By The Proposed Project
- The Site Assessment Determined No Further Consideration For Protection Would Be Needed
- Erosion Control Methods Will Be Used During All Phases Of Construction As Requested By NRCS

- As The Proposed Project Would Disturb More Than Five Acres; TxDOT Would Also Comply With Texas Commission On Environmental Quality To Promote Water Quality
- File A Notice Of Intent To Have A Storm Water Pollution Prevention Plan (SW3P) In Place During Construction To Help Minimize Impacts To Water Quality And Erosion

NEPA Erosion Control Measures

- Clearing Of Vegetation Would Be Limited Or Phased, To Maintain Natural Water Quality Buffer And Minimize Amount Of Earth Exposed At One Time
- Temporary Erosion And Sedimentation Control Practices Would Include Applying Vegetation Through Seeding Or Sodding And Utilizing Silt Fences And Rock Filter Dams
- Where Appropriate, Measures Would Be In Place Prior To The Initiation Of Construction And Maintained Throughout The Duration Of The Construction
- Permanent Soil Erosion Control Features Would Be Constructed As Soon As Feasible Through Proper Seeding Or Sodding Techniques
- Disturbed Areas Would Be Restored And Stabilized As Soon As The Construction Schedule Permits

- Project Would Have No Effect On Any Federally Listed Species Or Its Habitat
- Potential To Impact State-listed Species Or State Species Of Concern Including Texas Garter Snake, Texas Horned Lizard, Western Burrowing Owl, Plains Spotted Skunk, Comanche Peak Prairie-clover And Glen Rose Yucca
- None Of These Species Were Found In Field Observations; However, Vegetation Removal Could Impact The Potential Habitat For The Species
- Would Be Temporary Impacts To Habitat Requirements For These Species
- Impacted Areas Would Be Returned To Preconstruction Contours
- Ample Open Areas With Requisite Habitat Requirements Outside Of Project Limits Would Serve To Replace The Permanently Impacted Habitat

NEPA Cultural Resources

- Project Would Have No Effect On Archeological Sites Or Cemeteries
- If Unanticipated Archeological Deposits Are Encountered During Construction, Work In Immediate Area Would Cease, Archeologists Would Be Contacted To Initiate Post-Review Discovery Procedures
- No Historically Significant Resources Have Been Previously Documented Within 300 Feet From The Proposed Right Of Way
- Surveys Revealed There Are 22 Resources On Four Parcels Built Prior To 1968 Located Near The Project, However, TxDOT Historians Determined None Of The Resources Are Historically Significant
- Project Would Not Require The Use Of Any Publicly Owned Lands From A Public Park, Recreational Area, Or Wildlife And Waterfowl Refuge Area Of National, State Or Local Significance

- Noise Analysis For The Proposed Improvements Conducted
- Existing Noise Levels Were Measured Near One Residence Representing The Proposed Project Area On New Location
- Noise Levels For Four Other Residences Near Existing US 377 Were Modeled Using Existing Traffic Data
- All Residences Were Modeled With Forecast Traffic Data For Year 2035 For Determining Predicted Future Year Noise Impacts

NEPA Noise

- Modeling Estimates There Would Be Changes In Noise Levels At Residences Varying From -2 To +6 Decibels
- More Than A 10 Decibel Increase Signifies A Substantial Increase Or Noise Impact
- The Existing And Future Noise Levels Also Projected To Be Less Than The Noise Abatement Criteria Set By The FHWA Resulting In No Noise Impact Due To The Proposed Project
- To Avoid Noise Impacts That May Result From Future Development, Local Officials Should Ensure No New Activities Including Items Such As Residences, Day Care Centers, Parks And Playgrounds Be Constructed Within 10 Feet From The Proposed Right Of Way

NEPA Hazardous Materials

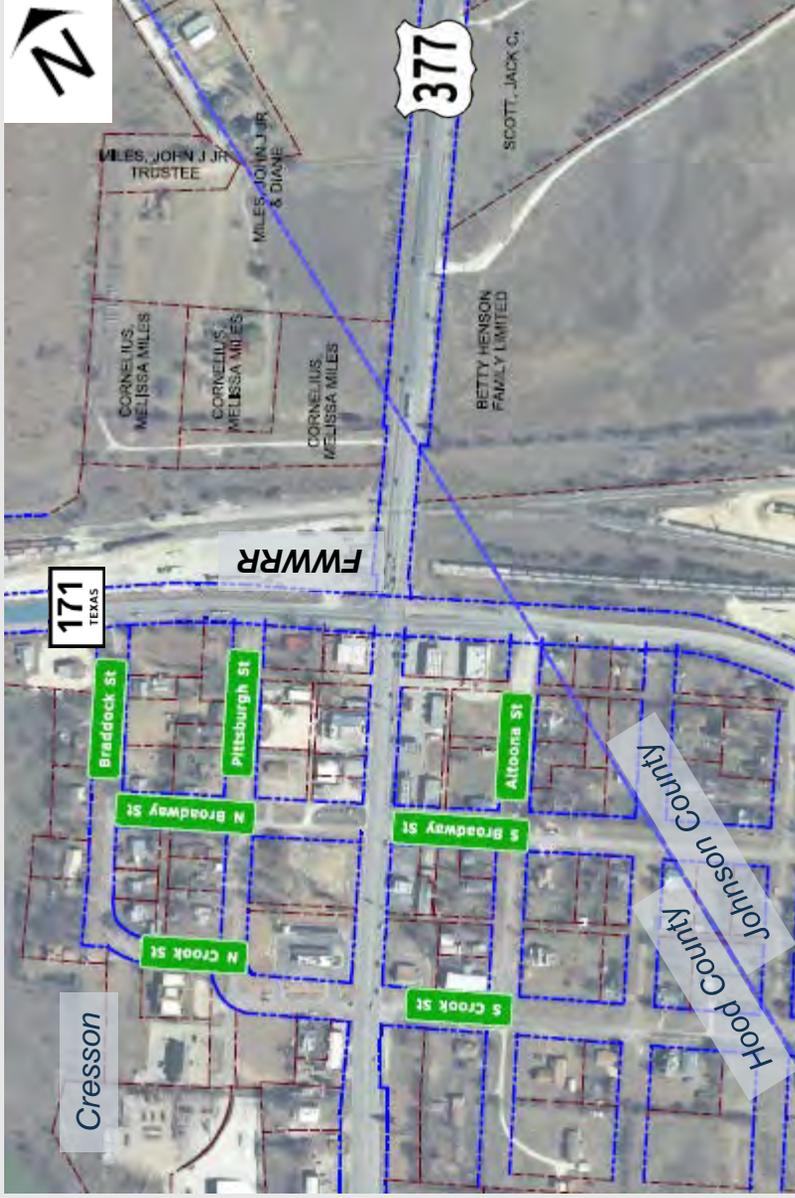
- Five Gas Wells Identified Near The Project Study Area
- Only One Of The Five Wells Has A Well Surface Location Adjacent To The Proposed Project
- One Well Located Within The Proposed Project Right Of Way But Approximately 6,500 Feet Deep
- There Is No Surface Activity Within The Proposed Right Of Way
- During The Preliminary Investigations, Multiple Pipelines Were Found To Bisect The Proposed Project
- Negotiations Would Be Conducted With The Pipeline Owners To Properly Relocate The Affected Pipelines, If Required For The Project

- Based On Studies Thus Far, The Environmental Investigations Indicate The Proposed Project Would Have No Significant Impact On The Quality Of The Human Environment
- Revisions May Be Made To Environmental Studies From Current Drafts To Address Needs Of The State And Federal Agencies
- Revisions May Also Be Made To The Environmental Studies As A Result Of Public Comments Received Tonight
- After All Necessary Revisions Are Provided A Finding Of No Significant Impact (FONSI) Is Anticipated For This Project

Project Location



Existing Conditions

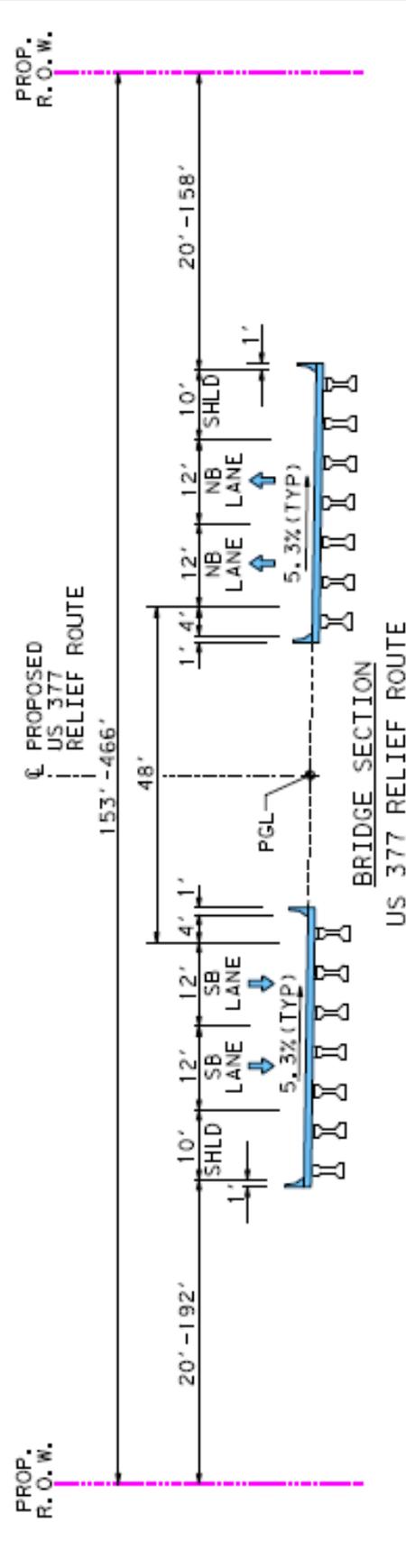
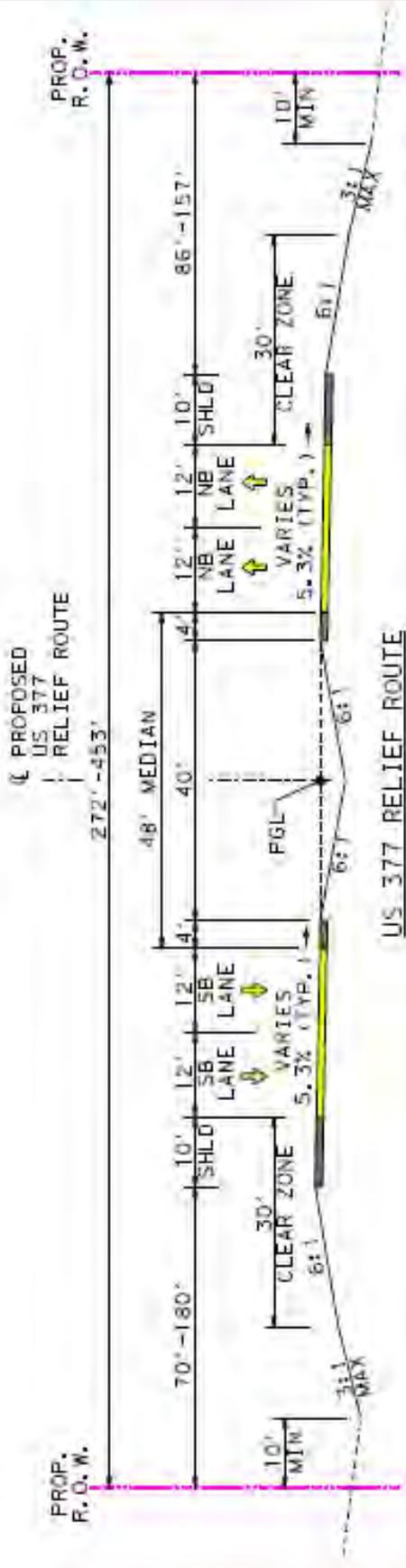


Project Layout



Proposed Typical Section

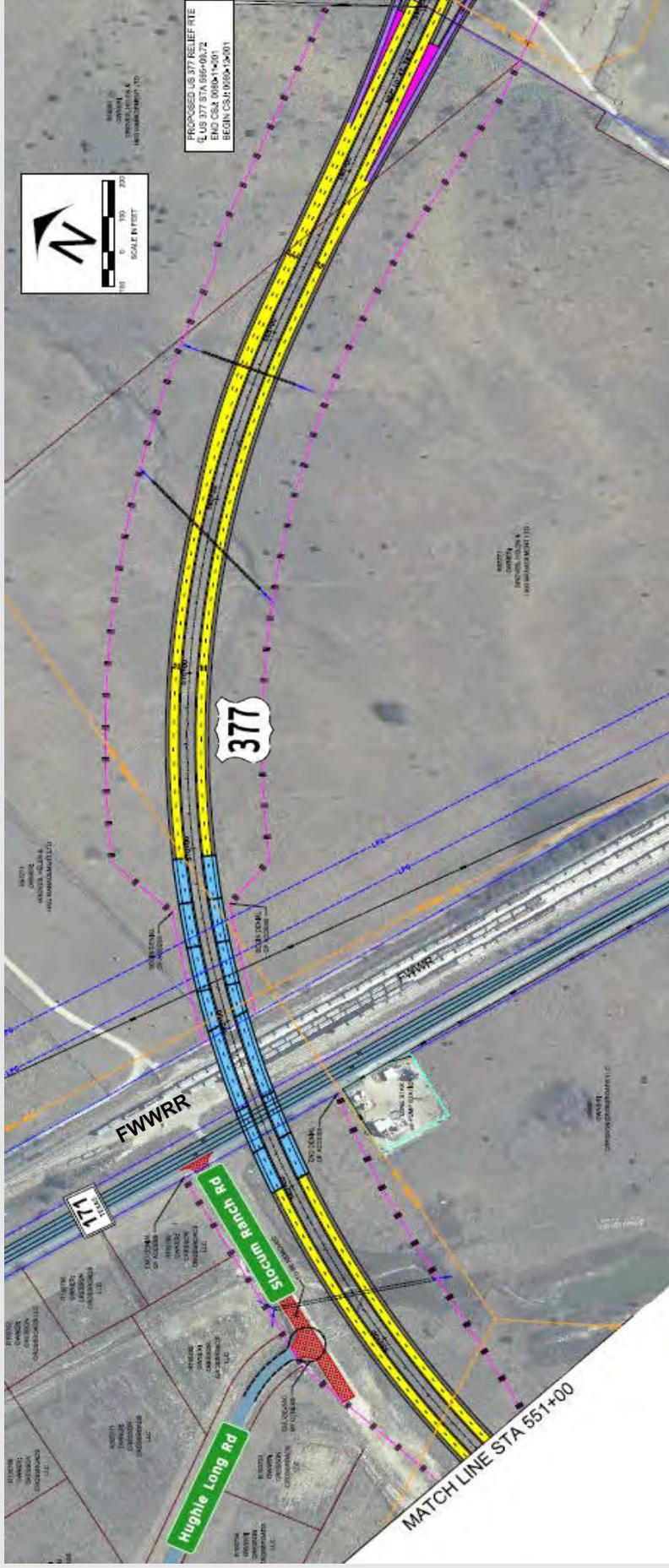
PROPOSED TYPICAL SECTIONS



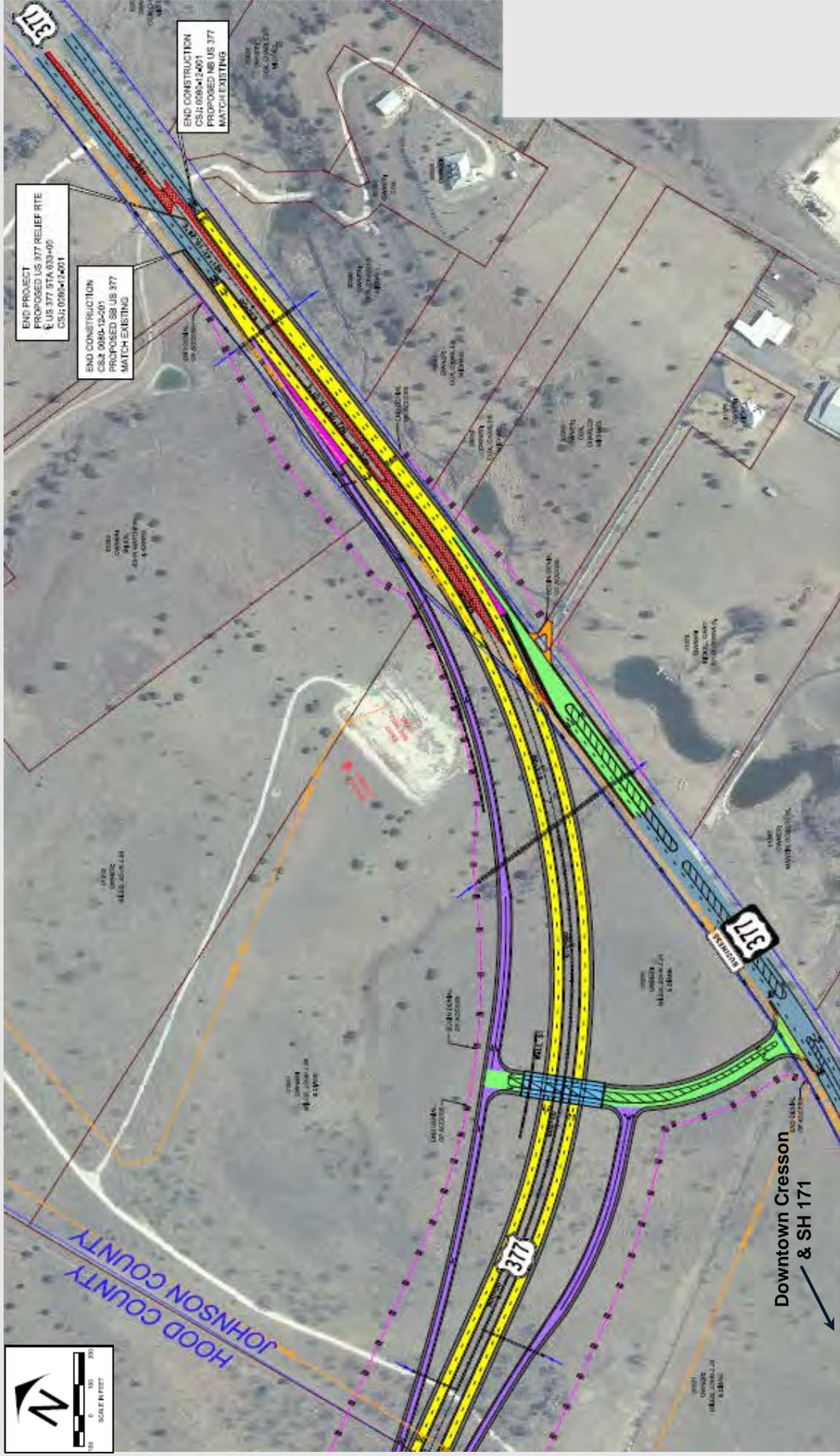
Project Layout



Project Layout



Project Layout



Project Implementation

- Construction Estimated To Cost Approximately \$38.8 Million
- Current Construction Funding Approximately \$10.75 Million
- TxDOT Will Continue To Develop The Project And Work With Counties To Identify Full Funding
- Construction Could Potentially Begin in 2016
- Estimated Construction Duration Is 2 Years

- Property Rights Needed For Expansion Of Texas Highway System Are Acquired Under The Guidelines Of The “Uniform Relocation Assistance And Real Property Acquisition Act Of 1970”
1. Law Passed In 1970 That Was Designed To Ensure That Anyone Who Owned Property Needed For A Public Purpose Would Be Treated Fairly
 2. The Law Establishes Guidelines For The Acquisition Of Property And The Relocation Of Displaced Individuals And Businesses

- Equal Treatment Policy
- It Is The Policy Of The Texas Department Of Transportation That Individuals Impacted By Transportation Systems Expansion Or 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

Right Of Way

- The State's Authority To Acquire Property For The Transportation System Is Founded In The Fifth Amendment To The Constitution Of The United States
- This Authority Can Be Used Only When There Is A Demonstrated Public Need For The Property And The Property Owners Are Compensated With "Just Compensation"
- "Just Compensation" Is Defined As The "Fair Market Value" Of The Property Needed Plus An Amount For Damages That Might Accrue To The Remaining Property As A Result Of Severing The Required Right Of Way From The Whole Property

- Each Impacted Property Owner Would Be Offered “Just Compensation” For The Property Needed For The Project
- To Arrive At This Value, TxDOT Would Hire Independent Appraisers To Prepare Detailed Appraisals And Establish Value
- Acquisition Of Access Control, When No Land Is Being Acquired From The Property Owner, May Only Occur If An Appraisal Determines The Access Denial Reaches A Level Of A Material Impairment Of Direct Access That Affects The Market Value Of The Remaining Property
- If Access Control Line Does Not Materially Impair Direct Access And/Or Does Not Affect The Market Value Of The Tract, Access Control Remains Under Department’s Police (Permit) Power

- Acquisition Of Property
- 1. A Written Offer To The Property Owner Would Be Made Based On The Value Determined In The Appraisal
- 2. During This Meeting, State's Agent Would Discuss The Impact On Your Property And Try To Answer Questions You May Have
- 3. Also Discuss Alternatives Available In The Acquisition Process Under The Laws Of Eminent Domain
- 4. Property Owner Would Be Given A Minimum Of 30 Days To Consider The Offer

Right of Way Brochures

- Available On The TxDOT Website

http://www.txdot.gov/txdot_library/publications/landowner_rights.htm

- Brochures Available By Contacting Our Office
- We Have A Limited Supply Tonight

- Environmental Reports and Preliminary Designs can be viewed here tonight or at:

TxDOT Stephenville Area Office
2281 E. Washington
Stephenville, TX 76401
(254) 965-3511

TxDOT Fort Worth District Office
2501 SW Loop 820
Fort Worth, TX 76133
(817) 370-6549

City of Cresson
8901 US 377
Cresson, TX, 76035
(817) 396-4729

Recess

- 20-Minute Recess
 - Please Register Your Attendance And Sign Up To Speak At The Front Desk
- Public Comment Period Following Recess

Public Comments

- Please State Your Name And Address For The Record
- Please Limit Your Statement To A Maximum Of 3 Minutes
- We Are Unable To Respond To Your Comments Tonight
- Your Comments Will Be Addressed In A Summary And Analysis

Public Comments

- Statements Received On Or Before Friday, March 7, 2014 Will Be Carefully Analyzed In Writing With Responses In A Summary And Analysis
- Summary And Analysis Will Be Made Available To The Public
- Environmental Approval Is Anticipated After Review Of The Transcript Of These Proceedings And Addressing Of All Concerns And Concepts Contained In The Statements
- Once Environmental Approval Is Received, Right-Of-Way Mapping And Acquisition And Utility Relocation May Begin
- Construction Could Begin After Detailed Plans Are Completed, Right-of-way Is Acquired, And Utilities Are Relocated

On Behalf of the Texas Department of Transportation

Thank You for your Attendance

US 377 CRESSON RELIEF ROUTE - PUBLIC HEARING

SLIDE 1 - Title

Display SLIDE 1 before start of speeches

Brian Barth

SLIDE 2 – Opening – Project Vicinity

It's now about 7:00 p.m. I'd like to convene this public hearing for the planned improvements for the proposed United States Highway 377 Relief Route near Cresson.

Good evening and welcome to this public hearing. My name is Brian Barth. I am the District Engineer for the Fort Worth District of the Texas Department of Transportation, better known as TxDOT. On behalf of the department, I'd like to express our thanks to everyone who is attending this public hearing. I would also like to thank the Bear Creek Community Church for providing the facility.

Tonight, we are in the final stages of public involvement, our public hearing. The public involvement process is one of the most important aspects of implementing a transportation project. That is why we are here tonight to listen to you and receive your comments. We are making both audio and video recordings of this hearing so that your statements can be accurately transcribed and understood.

SLIDE 3 – Agenda

As for the agenda today, our environmental staff will outline the procedures for this hearing and provide an overview of the project. Our consultant engineer will then describe aspects of the proposed plan. Following that, a representative from our right-of-way office will discuss procedures.

We will then recess for about 20 minutes to allow everyone time to view the displays in more detail. Individuals involved with the project will be available at the displays to assist you by answering questions you may have and to help you understand how the project would affect adjacent properties.

After the recess, the floor will be open for statements so that we may have the benefit of your comments about the project. This time will be strictly for statements only, with a response provided only in the written summary and analysis of the hearing.

Statements should be made to tell us what you like about the project, as well as concerns. Help us provide a balanced design that would accommodate the needs of everyone. In response to the statements, we may alter the plan if a feasible and prudent adjustment is possible after we meet with the affected property owners.

I will now introduce Ms. Jamye Sawey, our District Environmental Supervisor, to further outline the purpose and procedures for this hearing and to provide a project introduction.

Jamye Sawey

SLIDE 4 – Public Hearing Purpose

During project development, we held Project Work Group and public meetings to receive input from interested property owners. These meetings were very informal with project alternatives openly discussed. This hearing follows a more formal process where we will present the preferred alternative and environmental studies.

In addition, this public hearing is being held to receive formal statements regarding aspects of the project that may be of concern to any individual or group. All of the oral statements, written statements and exhibits received will be given careful consideration during this final stage of project development and will be included in the formal project record.

SLIDE 5 – Public Hearing Purpose

Regulations require the Department to hold a public hearing, or afford an opportunity for such a hearing, for any project that requires the acquisition of significant amounts of right of way, substantially changes the layout or function of the connecting roadways of the facility being improved, adds capacity, or has a measurable adverse impact on abutting real property. Also, the Department must consider the economic and social effects of such a project, its impact on the environment, and its consistency with the goals and planning by the communities involved.

In accordance with these processes, notices for this public hearing were published in the *Fort Worth Star Telegram* on Sunday, January 26th and February 16th, 2014 and the *Hood County News* on Saturday, January 25th and February 15th, 2014. In addition, adjoining property owners and public officials were mailed individual notices. Hopefully, everyone interested was made aware through these notices, their neighbors or other media notices.

SLIDE 6 – Public Comments

If you desire to speak tonight, please sign a form at the registration desk during the recess. We ask that all statements be limited to a maximum of three minutes. If your oral statement will exceed three minutes, please plan to furnish a written statement.

Our public hearing advertisements noted that written statements will be received through Friday, March 7, 2014 in order to become part of the official hearing record. Comments may be submitted on the form available at the registration desk. You may place them in the comment box here tonight, or mail to the address located on the back of the form. You may include any information you feel is necessary to explain your concerns such as graphs, charts, drawings or photographs. Please submit all information in hard copy format.

SLIDE 7 – Corridor History

US 377 is a corridor of statewide significance that also serves local and regional traffic as the main commuter route linking Granbury, Cresson, Benbrook, and Fort Worth. The original corridor along the State Highway system linking Cresson to Granbury was completed in 1923. It incorporated existing county roads where possible and consisted of two gravel lanes each 8 feet wide. The original State Highway linking Cresson to Benbrook was completed in 1929 with two gravel lanes each 9 feet wide. The roadway in Cresson was widened to a four-lane highway in 1974 and a left turn lane added to the median in 2001.

SLIDE 8 – Corridor History

In the early years, approximately 940 vehicles per day utilized the corridor near the north end of Cresson. When the additional capacity to four lanes was provided in 1974, approximately 6,300 vehicles per day utilized the corridor. It is estimated that 24,400 and 33,900 vehicles per day will utilize the corridor near Cresson in 2015 and 2035, respectively.

SLIDE 9 - Project Purpose and Need

This project is being proposed to provide a long-term solution to identified traffic issues at the US 377 and SH 171 intersection. These traffic issues arise because proximity of the at-grade Fort Worth and Western Railroad crossing on US 377 to the SH 171 intersection impedes traffic flow; accidents occur along US 377 near SH 171; a high level of truck traffic leads to congestion along US 377; short-term solutions currently in place will not provide extended relief for motorists using US 377 and SH 171; and, US 377 at this location has not yet been updated to provide appropriate TxDOT design standards consistent with the Texas Highway Trunk System.

SLIDE 10 – Previous Studies

In 2008, TxDOT requested the Texas Transportation Institute evaluate the potential for short-term improvements to traffic operations at the US 377 and SH 171 intersection in the City of Cresson. They recommended a one-way pair operation along SH 171 and Broadway Street be implemented. TxDOT initiated public involvement and preliminary design for the one-way pair alternative. These efforts have been discontinued to focus resources on a long-term solution of providing a grade-separation at US 377 and the Fort Worth and Western Railroad.

SLIDE 11 – Previous Studies

In 2010, TxDOT began preparing a feasibility study and developing conceptual alternatives for a proposed grade-separated railroad crossing. The study developed and evaluated cross section alternatives, construction costs, right of way requirements, and potential environmental considerations for five conceptual alternatives. These conceptual alternatives included a bridge over the railroad along the existing corridor, a tunnel under the railroad along the existing corridor, two relief routes along the western boundary of the City of Cresson, and one relief route along the east boundary of the City of Cresson. The Preferred Alternative selected for further evaluation is being shown and discussed tonight.

SLIDE 12 – Prior Public Involvement

A public meeting concerning a proposed one-way pair with SH 171 and Broadway Street was held September 24, 2009. Public meetings regarding long-term improvements of providing a grade-separation with Fort Worth and Western Railroad were held on May 13, 2010 and December 12, 2011. In addition, three Project Work Group Meetings were held on February 17, 2010, March 25, 2010, and July 28, 2010. Informal meetings have also been held with property owners and local elected officials and staff throughout development of this project.

SLIDE 13 – Prior Public Involvement

This project has been identified in Mobility 2035 - the Metropolitan Transportation Plan for North Central Texas – 2013 Update. Outreach for development of this plan included workshops, community events and public meetings. Mobility 2035 – 2013 Update was adopted by the Regional Transportation Council in June 2013. This project is also reflected in the 2013-2016 Statewide Transportation Improvement Program.

In addition to these public involvement efforts, highway planning and construction requires close cooperation among all levels of government. The proposed project is being developed by TxDOT and the Federal Highway Administration in cooperation with the City of Cresson, Hood and Johnson Counties, and the North Central Texas Council of Governments. The relief route would not preclude future development plans of the City of Cresson.

SLIDE 14 – NEPA

An environmental document has been prepared in accordance with the National Environmental Policy Act, or NEPA. This document assesses the social, economic, and environmental considerations of the preferred alternative including the relief route along the western boundary of Cresson being discussed tonight. The document includes information covering impacts associated with air quality, noise, water quality, vegetation, archeology, historical properties, along with other aspects of the project. A few of the items addressed in the environmental document will now be highlighted.

SLIDE 15 – NEPA Right of Way

The proposed relief route is approximately 3 miles long and proposed to be constructed on new location. It would incorporate approximately 17 acres of existing right of way along US 377 to connect to the existing highway. Approximately 115 acres of additional right of way would be required. No easements would be required. Access would be controlled along the relief route and no driveways leading directly to the proposed roadway would be allowed.

Seventeen parcels and seven property owners would be impacted by ROW acquisition; however, no residential or commercial displacements would be required. In the north half of the proposed project area, a family ranch would be divided by the proposed relief route. In order to reduce impacts to this ranch, the proposed bridge over SH 171 and the railroad would be extended northward to allow cattle to move under the proposed relief route between the two portions of the family ranch and continue grazing on either side of the proposed roadway.

SLIDE 16 – NEPA Vegetation

The existing right of way predominately includes a variety of mowed and maintained grasses with the most commonly known as Bermuda and Johnson. The proposed right of way largely includes unmaintained vegetation of open grasslands and scrubby scattered tree growth expected to be permanently impacted by the construction.

Special habitat features within the proposed right of way include two remnant tallgrass prairie areas, approximately 1.3 acres in area. The most commonly known and predominant tallgrass species include varieties of bluestem and grama and yellow indiagrass. Mitigation for these species is expected to be limited to avoiding these areas and minimizing impacts as much as possible.

SLIDE 17 – NEPA Water Resources

The proposed project crosses nine water bodies, one wetland and two flood zones. The hydraulic design for this project would be in accordance with current FHWA and TxDOT design policies. The facility would permit conveyance of the 100-year flood, inundation of the roadway being acceptable, without causing substantial damage to the facility, stream, or other property. The proposed project would not increase the base flood elevation to a level that would violate applicable floodplain regulations and ordinances. Coordination with the local Floodplain Administrator would be required.

SLIDE 18 – NEPA Water Resources

Permanent impacts due to construction of the project are expected to occur to all nine waters and an abutting wetland area. These include four intermittent tributaries to Fall Creek, one ephemeral tributary to Fall Creek and four intermittent tributaries to Dickeys Branch. The estimated total temporary and permanent impacts to all crossings and the wetland of 0.70 acres would be authorized under United States Army Corps of Engineers Nationwide Permit (NWP) 14 - *Linear Transportation Crossings*. Because impacts to two tributaries to Fall Creek and the wetland are estimated to exceed the 0.1 acre impact threshold and/or a discharge in wetlands, a Pre-Construction Notification would be required.

SLIDE 19 – NEPA Water Resources

When temporary fills are needed in the tributaries, the affected areas would be returned to their pre-construction elevations. Channelization would not be required to construct the proposed project. Mitigation measures that have been considered include avoidance, where practicable, by spanning jurisdictional areas with bridges, minimization of impacts by limiting excavation or fill quantities, and compensatory mitigation for impacts. Compensatory mitigation for these impacts would be coordinated with the United States Army Corps of Engineers and performed in accordance with the terms of the approved permit.

SLIDE 20 – NEPA FARMLANDS

Coordination with the Natural Resources Conservation Service (NRCS) occurred in February 2012. They estimated 16.4 total acres of prime and unique farmland would be impacted by the proposed project. The site assessment determined no further consideration for protection would be needed. Erosion control methods will be used during all phases of construction as requested by NCRS.

SLIDE 21 – NEPA Water Quality

As the proposed project would disturb more than five acres; TxDOT would also comply with Texas Commission on Environmental Quality to promote water quality. A Notice of Intent will be filed to have a storm water pollution prevention plan in place during construction to minimize impacts to water quality and erosion.

SLIDE 22 – NEPA Erosion Control Measures

During construction, clearing of vegetation would be limited or phased, to maintain a natural water quality buffer and minimize the amount of earth exposed at any one time. Temporary erosion and sedimentation control practices would include applying vegetation through seeding and utilizing silt fences and rock filter dams. Temporary sodding would be considered where large areas of disturbed ground would be left bare for a considerable length of time. Where appropriate, these measures would be in place prior to the initiation of construction and would be maintained throughout the duration of the construction. Permanent soil erosion control features would be constructed as soon as feasible through proper seeding and/or sodding techniques. Disturbed areas would be restored and stabilized as soon as the construction schedule permits.

SLIDE 23 – NEPA Wildlife

Through reviewing habitat requirements and project location field visits, it was determined the project would have no effect on any federally listed species or its habitat. The project would have the potential to impact state-listed species or state species of concern including the Texas Garter Snake, Texas Horned Lizard, Western Burrowing Owl, Plains Spotted Skunk, Comanche Peak prairie-clover and Glen Rose yucca. None of these species were found in field observations; however, vegetation removal could impact the potential habitat for the species.

During construction of the proposed project there would be temporary impacts to open areas with habitat requirements for these species. After construction, the impacted areas would be returned to preconstruction contours. There are also ample open areas with requisite habitat requirements outside of the proposed construction limits of the project that would serve to replace the permanently impacted habitat.

SLIDE 24 – NEPA Cultural Resources

TxDOT archeologists determined the project would have no effect on archeological sites or cemeteries. No consultation with the Texas Historical Commission or State Historic Preservation Officer was required. In the event that unanticipated archeological deposits are encountered during construction, work in the immediate area would cease, and TxDOT archeologists would be contacted to initiate post-review discovery procedures.

A review of the National Register of Historic Places, the list of State Archeological Landmarks, and the list of Recorded Texas Historic Landmarks indicated that no historically significant resources have been previously documented within 300 feet from the proposed right of way. Surveys revealed there are 22 resources on four parcels built prior to 1968 located near the project, however, TxDOT historians determined that none of the resources are historically significant.

The proposed project would not require the use of any publicly owned lands from a public park, recreational area, or wildlife and waterfowl refuge area of national, state or local significance.

SLIDE 25 – NEPA Noise

A noise analysis for the proposed improvements has been conducted. For this project, existing noise levels were measured near one residence representing the proposed project area on new location. Noise levels for four other residences near existing US 377 were modeled using existing traffic data. All residences were modeled with forecast traffic data for year 2035 for determining predicted future year noise impacts.

SLIDE 26 – NEPA Noise

The modeling estimates there would be changes in noise levels at these residences varying from -2 to +6 decibels. More than a 10 decibel increase signifies a substantial increase or noise impact. The existing and future noise levels are also projected to be less than the Noise Abatement Criteria set by the Federal Highway Administration at this location resulting in no noise impact due to the proposed project.

Several areas along the corridor are currently undeveloped. To avoid noise impacts that may result from future development, local officials should ensure no new activities are developed within the following noise impact contours. The noise contour for activity categories including items such as residences, day care centers, parks and playgrounds would be estimated to be 10 feet from the proposed right of way.

SLIDE 27 – NEPA HAZARDOUS MATERIALS

Five gas wells were identified near the project study area. Only one of the five wells has a well surface location adjacent to the proposed project. One well is within the proposed project right of way but is approximately 6,500 feet deep and there is no surface activity within the proposed right of way. During the preliminary investigations, multiple pipelines were found to bisect the proposed project. Negotiations would be conducted with the pipeline owners to properly relocate the affected pipelines, if required for the project.

SLIDE 28 – NEPA

Based on the studies thus far, the environmental investigations indicate that the proposed project would have no significant impact on the quality of the human environment. Revisions may be made to the environmental studies from the current drafts to address the needs of the state and federal agencies or as a result of public comments received tonight. After all necessary revisions are provided a Finding of No Significant Impact (FONSI) is anticipated for this project.

Now, I want to introduce our consultant engineer, Mr. Naser Abusaad with Civil Associates, who will give an overview of the proposed project design.

Design

Naser Abusaad

SLIDE 29 – Project Location – Location Map

The presentation tonight will cover the proposed US 377 Relief Route along the western boundary of Cresson. The proposed project would include five new bridges, eight new ramps, and cross street improvements, which I will cover in more detail in the next few slides. The proposed project would bridge over State Highway 171 and the Fort Worth and Western Railroad, west of the current intersection with US 377.

SLIDE 30 – Project Description – Existing Conditions

US 377 is currently a four-lane divided highway north and south of Cresson. As US 377 enters Cresson, the highway becomes undivided with two lanes per direction separated by a continuous left-turn lane. US 377 has an at-grade signalized intersection at State Highway 171 and crosses the Fort Worth and Western Railroad at-grade. Existing driveways and streets connect directly to US 377. The existing right-of-way width along US 377 ranges from 80 feet within the City of Cresson to 300 feet at the southern project limit and is typically 120 feet wide.

Existing and projected traffic are impeded by the at-grade signalized intersection of State Highway 171 and the railroad crossing during train activity, as shown in these photographs.

SLIDE 31 – Project Description – Project Layout

During the alternative evaluation phase of the project's study, various alternatives along existing US 377 as well as new locations east and west of downtown Cresson were investigated. The alternative alignment to the west, as shown on this slide, is the preferred alternative based on engineering and environmental evaluations and public input.

The proposed project is approximately three miles in length and begins one mile south of the intersection of US 377 and State Highway 171 and ends approximately one mile north of the intersection. The proposed roadway would be four-lane divided 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 over State Highway 171 and the Fort Worth and Western Railroad and would be a controlled-access highway, meaning no driveways would tie into it.

At the project termini, grade-separations with 14-foot wide ramps would provide connectivity to existing US 377, labeled as Business 377 on the slide. At the southern limit, the relief route would bridge over Old Granbury Road and ramps would allow access to the existing highway. At the northern project limit, the relief route would pass under a proposed access road and ramps would provide access. Travel on the proposed 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 access road would include two 12-foot wide lanes in each direction and 10-foot wide shoulders.

SLIDE 32 – Project Description – Proposed Typical Sections

Let me review the proposed cross-section or typical section of the proposed project. The top figure on this slide depicts the main lanes consisting of two 12' lanes with 10' outside and 4' inside shoulders in each direction, separated by a grass area 40 feet wide. The bottom figure shows the same number of lanes and widths for the bridge that crosses over SH 171 and the Fort Worth and Western Railroad.

SLIDE 33 – Project Description – Project Layout

Let me now zoom-in to the southern part of the proposed project where it begins. Here, we tie to existing US 377 with the divided median. As we travel northward, the relief route begins to veer west of the existing roadway, and then bridges over Old Granbury Road. The bridge over Old Granbury Road is shown in blue shading. Exit ramps to and entrance ramps from Old Granbury Road and existing US 377 (or Business 377) would be provided (shown in purple on this slide). The red shading indicates the existing US 377 pavement to be removed. The pink lines indicate the proposed right-of-way boundary to accommodate the relief route. The access control is proposed to continue along existing US 377 from the exit ramp to Old Granbury Road. Existing US 377 North of Old Granbury Road would not be affected other than re-striping and addition of signs.

If we were travelling north from Granbury and desire to enter downtown Cresson or take State Highway 171, then we would continue in the right-hand lane and take the exit. If we wish to travel to Benbrook, then we can go through downtown Cresson, or take the proposed relief route, shown in yellow.

SLIDE 34 – Project Description – Project Layout

Proceeding north of Old Granbury Road, the route follows vacant land and enters into the Cresson Crossroads planned development.

SLIDE 35 – Project Description – Project Layout

Continuing north, the proposed relief route would begin to rise on earthen fill and then bridge over State Highway 171 and the Fort Worth and Western Railroad, as shown in blue. You will notice that the proposed right-of-way lines, shown in pink, would narrow near the bridge and then widen out away from the bridge to accommodate the required earthen fill slopes. Also, you will notice that we've added additional bridge spans northeast of the railroad to allow for property owner cross access. Due to the fill slopes, Slocum Ranch Road would be impacted. At the far right of the slide, you will see the beginning of ramps to the new access crossing being provided near the north-end of the project.

SLIDE 36 – Project Description – Project Layout

As we continue northward, you will see the new crossing over the proposed relief route. This crossing would connect to existing US 377 and allow travelers to go to downtown Cresson or to SH 171. Continuing northward, you will see the end of the proposed project where we tie to existing US 377. Access would be controlled along the existing highway near the ramp connections. If you were traveling southbound along US 377 from Benbrook or Fort Worth and you wish to travel to Granbury, then you would continue on the proposed relief route which veers off to the west. If you wish to go to downtown Cresson or to SH 171, then you would exit right to the proposed access road and bridge over the proposed relief route to existing US 377.

SLIDE 37 – Project Implementation

Construction of the project is estimated to cost approximately 38.8 million dollars. Current available construction funding is approximately 10.75 million dollars. TxDOT will continue to develop the project and work with the Counties to identify full funding. Construction could potentially begin in 2016. The estimated construction duration is approximately 2 years.

Now, I want to introduce Mr. Kelly Price, TxDOT North Right of Way Project Delivery Manager. Kelly will provide you with an overview of the right of way information.

Right of Way

Kelly Price

SLIDE 38 – URA and RPA Act of 1970

As has been previously discussed, ROW would be required to accommodate the proposed facility. Access would be controlled along the relief route and near connections along existing United States Highway 377. No residential or commercial displacements would be required.

Property rights needed for the expansion of the Texas highway system are acquired under the guidelines of the “Uniform Relocation Assistance and Real Property Acquisition Act of 1970” and the various subsequent addenda.

SLIDE 39 – Equal Treatment Policy

Further, 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 40 - Authority

The State's authority to acquire property for the transportation system is founded in the Fifth Amendment to the Constitution of the United States. This authority can be used only when there is a demonstrated public need for the property and the property owners are compensated with "just compensation". "Just Compensation" is defined as the "fair market value" of the property needed plus an amount for damages that might accrue to the remaining property as a result of severing the required right of way from the whole property.

SLIDE 41 – ROW Acquisition Process

This project is needed in order to provide a long-term solution to identified traffic issues at the US 377 and SH 171 intersection. This hearing tonight is part of the process of demonstrating the public need.

As previously stated, each impacted property owner would be offered "just compensation" for the property needed for the project. To arrive at this value, TxDOT would hire independent appraisers to prepare detailed appraisals and establish value. These independent appraisers are highly regarded professionals in our community, bound by professional and ethical standards to produce property values that reflect true market conditions.

In situations where no land would be acquired from an abutting property owner but denial of access is shown on the design schematic, a right of way parcel would be created. Acquisition of the access control, however, would only occur with the following process:

The Department would have the denial of access appraised using the new compensation standard of material impairment of direct access. If the appraisal indicates the access denial reaches a level of a material impairment of direct access that affects the market value of the remaining property, the Department would proceed through the normal acquisition procedures to acquire a release and relinquishment of access rights. The Department would base its offer on the appraised value. If the appraisal indicates the access control line does not materially impair direct access and/or does not affect the market value of the tract, the Department would not proceed with acquisition of the access control. The access control for these instances would remain under the Department's police or permit power.

SLIDE 42 – ROW Acquisition

When the appraisal is complete an offer may be presented to the property owner. During this meeting, the state's agent would discuss the highway project's impact on your property and try to answer any questions you may have. He would also discuss the alternatives that are available in the acquisition process under the laws of eminent domain. The owner would be given a minimum of 30 days to consider the offer.

SLIDE 43 – ROW Acquisition

During the recess, employees from the Right of Way Division will be available to answer questions concerning the acquisition of property or appraisal of access rights. We have a brochure that explains the program in more detail. These brochures will also be available during the recess.

{JAMYE WILL GET BACK UP TO PODIUM.}

Jamye Sawey

Thank you, Kelly

SLIDE 44 – Public Inquiries

All information developed concerning this project, including the environmental documentation, is available upon request for public inspection at the City of Cresson offices located at 8901 US Highway 377, TxDOT Area Office located at 2281 East Washington in Stephenville, and at the TxDOT District Office located at Interstate Highway 20 and McCart in Fort Worth. We have also brought a copy of the environmental report with us tonight for your viewing during the recess and after the hearing.

As a reminder, please sign the attendance roster. This is for our records in determining attendance at this hearing. Also, please register during the recess if you desire to make a statement. When we reconvene, you will be given the opportunity to give your statement.

Before we recess, I would like to introduce some personnel from TxDOT and the consultant staff that will be available at the display and in selected areas to assist with orientation on the drawings and to answer other questions in regard to this project.

DESIGN

David Fowler – TxDOT Stephenville Area Engineer

Buddie Lasater – TxDOT Project Manager

Naser Abusaad – Consultant Project Manager

Brad Hernandez – Consultant Design Engineer

RIGHT OF WAY

Kelly Price – TxDOT North Right of Way Project Delivery Manager

ENVIRONMENTAL

Jonathan Stewart – Consultant Environmental Scientist

And Myself – I will also be available to answer questions regarding environmental aspects.

SLIDE 45 – Recess

We will now recess for 20 minutes, and reconvene at approximately __P.M.

BEGIN 20 MINUTE RECESS

Brian Barth

SLIDE 46 – Comments

At this time we will reconvene our public hearing. I will call upon the following individuals first who have previously indicated a desire to make a statement. Please come forward to the speaker's stand, and give us your name and then your statement. This time will be strictly for statements only, with a response provided only in the written summary and analysis of the hearing. Please limit your statement to a maximum of three minutes.

(Read names from Request to Make Oral Statement forms)

Does anyone else desire to make a statement?

SLIDE 47 – Public Comments

Each statement made at this hearing, and each written statement received on or before Friday, March 7, 2014 will be carefully analyzed in writing in the Summary and Analysis. Where appropriate, changes would be incorporated in the project design, and the analysis will be attached to the environmental reports. In addition, property owners near an area the proposed project may be altered would be contacted and coordinated with concerning any proposed changes.

After review of the transcript of these proceedings and addressing of all concerns and concepts contained in the statements, environmental approval is anticipated. Once approval is received, right-of-way mapping and acquisition and utility relocation may begin. Construction could begin after design plans are completed, right-of-way acquired, and utilities relocated.

SLIDE 48 – Closing

On behalf of TxDOT, again, let me thank you for coming and participating in this public hearing. It is now about ___ p.m. and the public hearing for United States Highway 377 Cresson Relief Route is officially adjourned. If you want to stay and look at the displays, we'll have people to answer questions, but this hearing is officially adjourned. Thank you.

APPENDIX A

Public Hearing Handouts

US 377 CRESSON RELIEF ROUTE
CITY OF CRESSON
HOOD & JOHNSON COUNTIES

PUBLIC HEARING
FEBRUARY 25, 2014
7:00 P.M.

AGENDA

WELCOME & INTRODUCTIONS..... BRIAN R. BARTH, P.E.
PROJECT OVERVIEW &
ENVIRONMENTAL PRESENTATION.....JAMYE L. SAWEY
DESIGN OVERVIEWNASER ABUSAAD, P.E., AICP
NORTH RIGHT-OF-WAY
PROJECT DELIVERY MANAGER KELLY B. PRICE
OPPORTUNITY FOR STATEMENTS..... BRIAN R. BARTH, P.E.
CLOSING BRIAN R. BARTH, P.E.

FORT WORTH DISTRICT

DISTRICT ENGINEER BRIAN R. BARTH, P.E.
DIRECTOR OF TRANSPORTATION,
PLANNING & DEVELOPMENT LOYL C. BUSSELL, P.E.
ADVANCE PROJECT DEVELOPMENT CURTIS W. HANAN, P.E.

STEPHENVILLE AREA OFFICE
(OFFICE RESPONSIBLE FOR DESIGN AND CONSTRUCTION)

AREA ENGINEER..... DAVID FOWLER, P.E.
PROJECT MANAGER BUDDIE LASATER

PUBLIC HEARING INFORMATION

HIGHWAY: US 377

LIMITS: FROM ONE MILE SOUTH OF THE INTERSECTION OF US 377 AND SH 171 TO APPROXIMATELY ONE MILE NORTH OF THE INTERSECTION OF US 377 AND SH 171

LENGTH: APPROXIMATELY 3.02 MILES

DESCRIPTION: CONSTRUCT A FOUR-LANE RELIEF ROUTE WEST OF US 377 AND THE CITY OF CRESSON IN HOOD AND JOHNSON COUNTIES

ESTIMATED START OF CONSTRUCTION: 2016

ESTIMATED DURATION OF CONSTRUCTION: 2 YEARS

RIGHT-OF-WAY: APPROXIMATELY 115 ACRES

PROJECT CONSTRUCTION COST: \$38.8 MILLION

RIGHT-OF-WAY INFORMATION

TEXAS DEPARTMENT OF TRANSPORTATION
RIGHT-OF-WAY OFFICE
2501 SOUTHWEST LOOP 820
FORT WORTH, TX 76133
PHONE: (817) 370-6551

DESIGN INFORMATION

(ENVIRONMENTAL DOCUMENT,
SCHEMATICS, MAPS, ETC.)

TEXAS DEPARTMENT OF TRANSPORTATION
2501 SOUTHWEST LOOP 820
FORT WORTH, TX 76133
CONTACT: DONNA FOWLER
FORT WORTH DISTRICT
OPEN RECORDS COORDINATOR
PHONE: (817) 370-6549

DESIGN INFORMATION ALSO AVAILABLE FOR VIEWING AT:

TxDOT STEPHENVILLE AREA OFFICE
2281 E. WASHINGTON
STEPHENVILLE, TX 76401
CONTACT: BUDDIE LASATER
PROJECT MANAGER
PHONE: (254) 965-3511

OR

CITY OF CRESSON
8901 US 377, CRESSON, TX 76035
CONTACT: CHARLOTTE HUFFMAN
CITY SECRETARY
PHONE: (817) 396-4729

WRITTEN COMMENTS ARE DUE BY MARCH 7, 2014 AND MAY BE SUBMITTED TO:

BRIAN R. BARTH, P.E.
DISTRICT ENGINEER
TEXAS DEPARTMENT OF TRANSPORTATION
FORT WORTH DISTRICT
2501 SOUTHWEST LOOP 820
FORT WORTH, TEXAS 76133

WRITTEN COMMENT FORMS ARE PROVIDED AT THE REGISTRATION TABLE

TEXAS DEPARTMENT OF TRANSPORTATION

US 377 CRESSON RELIEF ROUTE

Public Hearing
Tuesday, February 25, 2014

TEL: 2020-11-001 and 2020-12-001



Public Hearing Agenda

Welcome & Introductions	Mr. Brian Barth, P.E.
Project Overview	Ms. Janyse Sawey
Project Design	Mr. Naser Abusaad, P.E., AICP
Right of Way	Mr. Kelly Price
20-minute Recess	
Public Comments	Mr. Brian Barth, P.E.
Adjournment	Mr. Brian Barth, P.E.

- ### Public Hearing Purpose
- Present The Preferred Alternative And Environmental Studies
 - Provide The Public Another Opportunity To Provide Input
 - Develop A Formal Record Of Public Participation

- ### Public Hearing Purpose
- Department Required To Hold A Public Hearing, Or Afford An Opportunity For A Hearing, For Any Project That Requires The Acquisition Of Significant Amounts Of Right Of Way
 - Department Must Consider The Economic And Social Effects Of Such A Project And Its Impact On The Environment
 - Notices For This Public Hearing Were Published:
Fort Worth Star Telegram On January 26th And February 16th
Hood County News On January 25th And February 15th

Public Comments

Oral Comments Tonight:

Please Sign At The Registration Desk To Speak

Mail Written Comments To:

Texas Department of Transportation
Mr. Brian Barth, P.E.
2501 SW Loop 820
Fort Worth, Texas 76133

Written Comments Postmarked By Friday, March 7th, 2014

Corridor History

- Original State Highway Linking Cresson To Granbury Was Completed In 1923 With Two Gravel Lanes Each 8 Feet Wide
- Original State Highway Linking Cresson To Benbrook Was Completed In 1929 With Two Gravel Lanes Each 9 Feet Wide
- US 377 In Cresson Widened To A Four-Lane Highway In 1974
- Left Turn Lane Added To Median Of US 377 In Cresson In 2001

Corridor History

- Traffic Counts In 1936 Show Approximately 940 Vehicles Per Day Utilized The Corridor Near The North End Of Cresson
- Approximately 6,300 Vehicles Per Day Utilized The Corridor When Additional Capacity To Four Lanes Provided In 1974
- Estimated 24,400 Vehicles Per Day In 2015
- Estimated 33,900 Vehicles Per Day In 2035

Project Purpose And Need

- Project Purpose Is To Provide A Long-Term Solution To Identified Traffic Issues At The US 377 And SH 171 Intersection
- Project Need Arises Because:
 - Proximity Of The At-grade Fort Worth And Western Railroad Crossing On US 377 To The SH 171 Intersection Impedes Traffic
 - Accidents Occur Along US 377 Near SH 171
 - A High Level Of Truck Traffic Leads To Congestion Along US 377
 - Short-term Solutions Currently In Place Will Not Provide Extended Relief For Motorists Using US 377 And SH 171
 - US 377 Has Not Yet Been Updated To Provide Appropriate TxDOT Design Standards Consistent With Texas Highway Trunk System

Previous Studies

- In 2008, Texas Transportation Institute Evaluated Potential For Short-term Improvements To Traffic Operations
- One-Way Pair Operation Along SH 171 And Broadway Street Recommended For Implementation
- TxDOT Initiated Public Involvement And Preliminary Design For The One-Way Pair Alternative
- TxDOT Discontinued These Efforts To Focus On A Long-Term Solution Of US 377 Grade-Separated Crossing With Fort Worth And Western Railroad

Previous Studies

- In 2010, TxDOT Began Preparing Feasibility Study For A Proposed Grade-Separated Railroad Crossing
- The Study Developed And Evaluated Cross Section Alternatives, Construction Costs, Right Of Way Requirements, And Potential Environmental Considerations For Five Conceptual Alternatives
- These Conceptual Alternatives Included:
 - Bridge Over The Railroad Along The Existing Corridor
 - A Tunnel Under The Railroad Along The Existing Corridor
 - Two Different Relief Routes Along The Western Boundary Of The City Of Cresson
 - One Relief Route Along The East Boundary Of The City Of Cresson
- Preferred Alternative Is Being Shown And Discussed Tonight

Prior Public Involvement

- Public Meetings Held:
 - September 24, 2009
 - May 13, 2010
 - December 12, 2011
- Project Work Group Meetings Held:
 - February 17, 2010
 - March 25, 2010
 - July 28, 2010
- Informal Meetings Held With Local Officials



Prior Public Involvement

- Project Identified In Mobility 2035 - The Metropolitan Transportation Plan For North Central Texas - 2013 Update
- This Project Is Also Reflected In The 2013-2016 Statewide Transportation Improvement Program
- Project Being Developed By TxDOT And The Federal Highway Administration (FHWA) In Cooperation With The City Of Cresson, Hood And Johnson Counties, And The North Central Texas Council Of Governments

National Environmental Policy Act (NEPA) Process

- An Environmental Document Has Been Prepared In Accordance With The National Environmental Policy Act, Or NEPA
- Document Assesses Social, Economic, And Environmental Considerations Of The Proposed Relief Route Along The Western Boundary Of Cresson
- Covers Impacts Associated With Air Quality, Noise, Water Quality, Vegetation, Archeology, Historical Properties, Along With Other Aspects Of The Project

NEPA Right Of Way

- Approximately 17 Acres Of Existing Right Of Way Along US 377 Utilized To Connect To The Existing Highway
- Approximately 115 Acres Of Additional Right Of Way
- No Easements Would Be Required
- Access Would Be Controlled Along The Relief Route
- No Driveways Leading Directly To Proposed Roadway Allowed
- Seventeen Parcels And Seven Property Owners Would Be Impacted By Right Of Way Acquisition
- No Residential Or Commercial Displacements

NEPA Vegetation

- Existing Right Of Way Predominately Includes Mowed And Maintained Grasses - Most Common Are Bermuda And Johnson
- Proposed Right Of Way Largely Includes Open Grasslands And Scrubby Scattered Tree Growth
- Special Habitat Features Within The Proposed Right Of Way Include Two Remnant Tallgrass Prairie Areas Of Approximately 1.3 Acres
- Most Commonly Known And Predominant Tallgrass Species Include Varieties Of Bluestem And Grama And Yellow Indiangrass
- Mitigation For These Species Expected To Be Limited To Avoiding These Areas And Minimizing Impacts As Much As Possible

NEPA Water Resources

- Proposed Project Crosses Nine Water Bodies, One Wetland And Two Flood Zones
- Hydraulic Design For Project Would Be In Accordance With Current FHWA And TxDOT Design Policies
- The Facility Would Permit Conveyance Of The 100-year Flood, Inundation Of The Roadway Being Acceptable, Without Causing Substantial Damage To The Facility, Stream, Or Other Property
- Proposed Project Would Not Increase Base Flood Elevation To A Level That Would Violate Applicable Floodplain Regulations And Ordinances
- Coordination With Local Floodplain Administrator Would Be Required

NEPA Water Resources

- Permanent Impacts Due To Construction Are Expected To Occur To All Nine Waters And An Abutting Wetland Area
- Waters Include Eight Intermittent Tributaries To Fall Creek and Dickey's Branch and One Ephemeral Tributary To Fall Creek
- Estimated Total Impacts To Crossings And Wetland Of 0.70 Acres Would Be Authorized Under United States Army Corps Of Engineers Nationwide Permit 14 - Linear Transportation Crossings
- Pre-construction Notification Would Be Required Due To Impacts To Two Tributaries To Fall Creek And The Wetland Are Estimated To Exceed The 0.1 Acre Impact Threshold And Would Be A Discharge In Wetlands

NEPA Water Resources

- When Temporary Fills Are Needed In Tributaries, The Affected Areas Would Be Returned To Their Pre-construction Elevations
- Channelization Would Not Be Required
- Mitigation Measures Considered Include Avoidance, Where Practicable, By Spanning Jurisdictional Areas With Bridges, Minimization Of Impacts By Limiting Excavation Or Fill Quantities, And Compensatory Mitigation For Impacts
- Compensatory Mitigation For These Impacts Would Be Coordinated With The United States Army Corps Of Engineers And Performed In Accordance With Terms Of Approved Permit

NEPA Farmlands

- Coordination With Natural Resources Conservation Service (NRCS) Occurred In February 2012
- They Estimated 16.4 Total Acres Of Prime And Unique Farmland Would Be Impacted By The Proposed Project
- The Site Assessment Determined No Further Consideration For Protection Would Be Needed
- Erosion Control Methods Will Be Used During All Phases Of Construction As Requested By NRCS

NEPA Water Quality

- As The Proposed Project Would Disturb More Than Five Acres; TxDOT Would Also Comply With Texas Commission On Environmental Quality To Promote Water Quality
- File A Notice Of Intent To Have A Storm Water Pollution Prevention Plan (SW3P) In Place During Construction To Help Minimize Impacts To Water Quality And Erosion

NEPA Erosion Control Measures

- Clearing Of Vegetation Would Be Limited Or Phased, To Maintain Natural Water Quality Buffer And Minimize Amount Of Earth Exposed At One Time
- Temporary Erosion And Sedimentation Control Practices Would Include Applying Vegetation Through Seeding Or Sodding And Utilizing Silt Fences And Rock Filter Dams
- Where Appropriate, Measures Would Be In Place Prior To The Initiation Of Construction And Maintained Throughout The Duration Of The Construction
- Permanent Soil Erosion Control Features Would Be Constructed As Soon As Feasible Through Proper Seeding Or Sodding Techniques
- Disturbed Areas Would Be Restored And Stabilized As Soon As The Construction Schedule Permits

NEPA Wildlife

- Project Would Have No Effect On Any Federally Listed Species Or Its Habitat
- Potential To Impact State-listed Species Or State Species Of Concern Including Texas Garter Snake, Texas Horned Lizard, Western Burrowing Owl, Plains Spotted Skunk, Comanche Peak Prairie-clover And Glen Rose Yucca
- None Of These Species Were Found In Field Observations; However, Vegetation Removal Could Impact The Potential Habitat For The Species
- Would Be Temporary impacts To Habitat Requirements For These Species
- Impacted Areas Would Be Returned To Preconstruction Contours
- Ample Open Areas With Requisite Habitat Requirements Outside Of Project Limits Would Serve To Replace The Permanently Impacted Habitat

NEPA Cultural Resources

- Project Would Have No Effect On Archeological Sites Or Cemeteries
- If Unanticipated Archeological Deposits Are Encountered During Construction, Work In Immediate Area Would Cease, Archeologists Would Be Contacted To Initiate Post-Review Discovery Procedures
- No Historically Significant Resources Have Been Previously Documented Within 300 Feet From The Proposed Right Of Way
- Surveys Revealed There Are 22 Resources On Four Parcels Built Prior To 1968 Located Near The Project, However, TxDOT Historians Determined None Of The Resources Are Historically Significant
- Project Would Not Require The Use Of Any Publicly Owned Lands From A Public Park, Recreational Area, Or Wildlife And Waterfowl Refuge Area Of National, State Or Local Significance

NEPA Noise

- Noise Analysis For The Proposed Improvements Conducted
- Existing Noise Levels Were Measured Near One Residence Representing The Proposed Project Area On New Location
- Noise Levels For Four Other Residences Near Existing US 377 Were Modeled Using Existing Traffic Data
- All Residences Were Modeled With Forecast Traffic Data For Year 2035 For Determining Predicted Future Year Noise Impacts

NEPA Noise

- Modeling Estimates There Would Be Changes In Noise Levels At Residences Varying From -2 To +6 Decibels
- More Than A 10 Decibel Increase Signifies A Substantial Increase Or Noise Impact
- The Existing And Future Noise Levels Also Projected To Be Less Than The Noise Abatement Criteria Set By The FHWA Resulting In No Noise Impact Due To The Proposed Project
- To Avoid Noise Impacts That May Result From Future Development, Local Officials Should Ensure No New Activities Including Items Such As Residences, Day Care Centers, Parks And Playgrounds Be Constructed Within 10 Feet From The Proposed Right Of Way

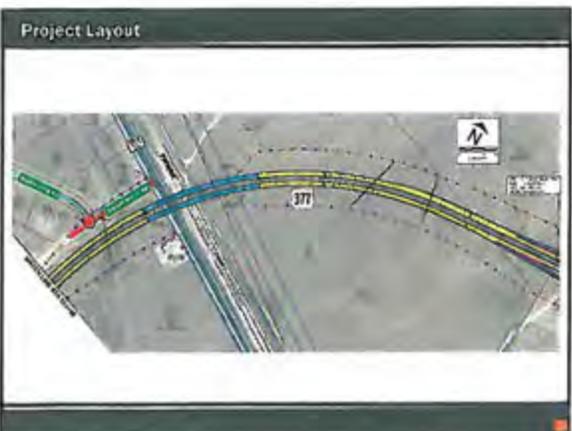
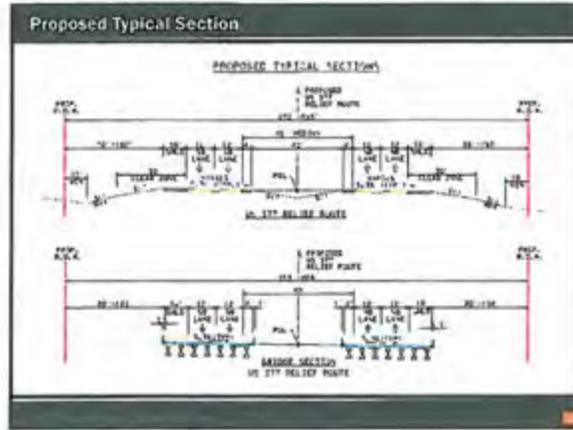
NEPA Hazardous Materials

- Five Gas Wells Identified Near The Project Study Area
- Only One Of The Five Wells Has A Well Surface Location Adjacent To The Proposed Project
- One Well Located Within The Proposed Project Right Of Way But Approximately 6,500 Feet Deep
- There Is No Surface Activity Within The Proposed Right Of Way
- During The Preliminary Investigations, Multiple Pipelines Were Found To Bisect The Proposed Project
- Negotiations Would Be Conducted With The Pipeline Owners To Properly Relocate The Affected Pipelines, If Required For The Project

NEPA

- Based On Studies Thus Far, The Environmental Investigations Indicate The Proposed Project Would Have No Significant Impact On The Quality Of The Human Environment
- Revisions May Be Made To Environmental Studies From Current Drafts To Address Needs Of The State And Federal Agencies
- Revisions May Also Be Made To The Environmental Studies As A Result Of Public Comments Received Tonight
- After All Necessary Revisions Are Provided A Finding Of No Significant Impact (FONSI) Is Anticipated For This Project





Project Implementation

- Construction Estimated To Cost Approximately \$38.8 Million
- Current Construction Funding Approximately \$10.75 Million
- TxDOT Will Continue To Develop The Project And Work With Counties To Identify Full Funding
- Construction Could Potentially Begin in 2016
- Estimated Construction Duration Is 2 Years

Right Of Way

- Property Rights Needed For Expansion Of Texas Highway System Are Acquired Under The Guidelines Of The "Uniform Relocation Assistance And Real Property Acquisition Act Of 1970"

1. Law Passed In 1970 That Was Designed To Ensure That Anyone Who Owned Property Needed For A Public Purpose Would Be Treated Fairly
2. The Law Establishes Guidelines For The Acquisition Of Property And The Relocation Of Displaced Individuals And Businesses

Right Of Way

- Equal Treatment Policy
- It Is The Policy Of The Texas Department Of Transportation 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

Right Of Way

- The State's Authority To Acquire Property For The Transportation System Is Founded In The Fifth Amendment To The Constitution Of The United States
- This Authority Can Be Used Only When There Is A Demonstrated Public Need For The Property And The Property Owners Are Compensated With "Just Compensation"
- "Just Compensation" Is Defined As The "Fair Market Value" Of The Property Needed Plus An Amount For Damages That Might Accrue To The Remaining Property As A Result Of Severing The Required Right Of Way From The Whole Property

Right Of Way

- Each Impacted Property Owner Would Be Offered "Just Compensation" For The Property Needed For The Project
- To Arrive At This Value, TxDOT Would Hire Independent Appraisers To Prepare Detailed Appraisals And Establish Value
- Acquisition Of Access Control, When No Land Is Being Acquired From The Property Owner, May Only Occur If An Appraisal Determines The Access Denial Reaches A Level Of A Material Impairment Of Direct Access That Affects The Market Value Of The Remaining Property
- If Access Control Line Does Not Materially Impair Direct Access And/Or Does Not Affect The Market Value Of The Tract, Access Control Remains Under Department's Police (Permit) Power

Right Of Way

- Acquisition Of Property

1. A Written Offer To The Property Owner Would Be Made Based On The Value Determined In The Appraisal
2. During This Meeting, State's Agent Would Discuss The Impact On Your Property And Try To Answer Questions You May Have
3. Also Discuss Alternatives Available In The Acquisition Process Under The Laws Of Eminent Domain
4. Property Owner Would Be Given A Minimum Of 30 Days To Consider The Offer

Right Of Way

Right of Way Brochures

- Available On The TxDOT Website
http://www.txdot.gov/bdcat_library/publications/landowner_rights.htm
- Brochures Available By Contacting Our Office
- We Have A Limited Supply Tonight

Public Inquiries

- Environmental Reports and Preliminary Designs can be viewed here tonight or at:
 - TxDOT Stephenville Area Office
2281 E. Washington
Stephenville, TX 76401
(254) 965-3511
 - TxDOT Fort Worth District Office
2501 SW Loop 820
Fort Worth, TX 76133
(817) 370-6549
 - City of Cresson
8901 US 377
Cresson, TX, 76035
(817) 398-4729

Recess

- 20-Minute Recess
 - Please Register Your Attendance And Sign Up To Speak At The Front Desk
- Public Comment Period Following Recess

Public Comments

- Please State Your Name And Address For The Record
- Please Limit Your Statement To A Maximum Of 3 Minutes
- We Are Unable To Respond To Your Comments Tonight
- Your Comments Will Be Addressed In A Summary And Analysis

Public Comments

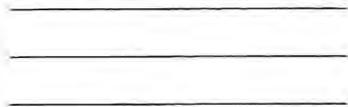
- Statements Received On Or Before Friday, March 7, 2014 Will Be Carefully Analyzed In Writing With Responses In A Summary And Analysis
- Summary And Analysis Will Be Made Available To The Public
- Environmental Approval Is Anticipated After Review Of The Transcript Of These Proceedings And Addressing Of All Concerns And Concepts Contained In The Statements
- Once Environmental Approval Is Received, Right-Of-Way Mapping And Acquisition And Utility Relocation May Begin
- Construction Could Begin After Detailed Plans Are Completed, Right-of-way Is Acquired, And Utilities Are Relocated

Adjournment

On Behalf of the Texas Department of Transportation

Thank You for your Attendance

Affix Seal Here



TxDOT Fort Worth District Office
Mr. Brian R. Barth, P.E., District Engineer
2501 SW Loop 820
Fort Worth, Texas 76133

Instructions-

Fill out the reverse side of this form. You may leave the form at the public hearing or take it with you and mail it to the TxDOT office. To mail, simply fold this form in thirds so that the TxDOT address is on the outside. Tape closed where indicated.

REQUEST TO MAKE ORAL STATEMENT

PUBLIC HEARING

US 377 Cresson Relief Route
Hood & Johnson Counties

February 25, 2014

PLEASE CHECK APPLICABLE ITEM OR ITEMS:

_____ I am a property owner in the near vicinity of the proposed project

_____ I have a general interest in the project.

_____ I am an elected public official, and my position is:

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

I am employed by TxDOT

I do business with TxDOT

I could benefit monetarily from the project or other item about which I am commenting

NAME: _____

REPRESENTING: _____

ADDRESS: _____

PHONE: _____

EMAIL: _____

APPENDIX B

Notices



NOTICE OF PUBLIC HEARING US 377 CRESSON RELIEF ROUTE

The Texas Department of Transportation (TxDOT) will conduct a Public Hearing on Tuesday, February 25, 2014 at Bear Creek Community Church, 18600 Highway 377 S., Cresson, TX 76035. The purpose of the Hearing is to present the proposed new location roadway of U.S. Highway (US) 377 in the City of Cresson. Displays will be available for viewing at 6:30 p.m. with the formal hearing commencing at 7:00 p.m.

US 377 is a four-lane divided highway providing for regional travel from near Interstate Highway 20 (I-20) in the City of Benbrook to just north of the City of Cresson. The highway transitions to a four-lane undivided highway as it passes through the City of Cresson and widens back to a four-lane divided highway south of the city. Within the City of Cresson, US 377 intersects both State Highway (SH) 171 and the Fort Worth and Western Railroad (FWWR) at-grade. The SH 171 intersection is signalized, and the FWWR crossing is regulated by warning lights and gates. The existing right-of-way (ROW) width ranges from 80 feet within the City of Cresson to 300 feet at the southern project limit and is typically 120 feet.

TxDOT Fort Worth District proposes to construct a four-lane relief route west of US 377 and the City of Cresson in Hood and Johnson Counties, Texas. The proposed project is approximately 3.02 miles in length and begins one mile south of the intersection of US 377 and SH 171 and ends approximately one mile north of the 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 over SH 171 and the FWWR. The proposed relief route would typically require a width of 240 feet of new ROW. Additional ROW width will be required at locations where cut and fill are required for slopes, and near intersections with US 377 at the beginning and end of the project.

At the project termini, grade-separations with 14-foot wide ramps would provide connectivity to existing US 377. At the southern limit, the relief route would bridge over Old Granbury Road and ramps would allow access to the existing highway. At the northern project limit, the relief route would pass under a proposed access road and ramps would provide access. Travel on the proposed 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 access road would include two 12-foot wide lanes in each direction and 10-foot wide shoulders.

Approximately 115 acres of additional ROW and no easements would be required to accommodate the proposed facility. There would be no residential or commercial displacements required for the proposed project. Access would be controlled along the relief route and no driveways leading directly to the proposed roadway would be allowed.

The proposed project would result in the placement of temporary and permanent dredge or fill material into nine jurisdictional waters of the U.S. locations, including wetlands. Permanent impacts to jurisdictional locations would total 0.61 acre (0.5 acre of streams and 0.11 acre of wetlands). The proposed project would cross the 100-year floodplain.

The proposed project is needed because proximity of the at-grade railroad crossing on US 377 to the SH 171 intersection impedes traffic flow, accidents occur along US 377 near SH 171, and a high level of truck traffic leads to congestion along US 377. Short-term solutions currently in place will not provide extended relief for motorists using US 377 and SH 171. US 377 is on the Texas Highway Trunk System (the Trunk System). This project will update this section of US 377 to

meet TxDOT design criteria for the Trunk System. 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.

Maps and other drawings depicting the proposed improvements will be displayed at the public hearing. In addition, the plan layouts and the Environmental Assessment with pertinent information about the proposed project are on file and available for inspection at the following locations:

- TxDOT Stephenville Area Office - 2281 E. Washington, Stephenville, TX 76401; telephone - (254) 965-3511, Buddie Lasater, P.E., Project Manager
- TxDOT Fort Worth District Office - 2501 SW Loop 820, Fort Worth, TX 76133; telephone - (817) 370-6549, Donna Fowler, Fort Worth District Open Records Coordinator
- City of Cresson - 8901 US 377, Cresson, TX, 76035; telephone - (817) 396-4729, Charlotte Huffman, City Secretary

All interested citizens are invited to attend this Public Hearing. Verbal and written comments from the public regarding this proposed project are requested. Written comments may be submitted either in person or by mail to the TxDOT Fort Worth District Office, Mr. Brian Barth, P.E., District Engineer, 2501 SW Loop 820, Fort Worth, Texas 76133. Comments may be presented for a period of 10 days after the hearing and must be received on or before Friday, March 7, 2014 in order to become part of the official hearing record.

The Public Hearing will be conducted in English. Persons interested in attending the hearing who have special communication or accommodation needs, or need an interpreter are encouraged to contact the TxDOT Fort Worth District Office at (817) 370-6610. Requests should be made at least 72 hours prior to the public hearing. Every reasonable effort will be made to accommodate those needs.

APPENDIX C

Mailing List

CSJ: 0080-11-001

The attached Notice of Public Hearing was sent addressed to each of the individuals listed below on

1/22/2014.

JOAN & RICHARD HELLER
100 DEER RUN CT.
CRESSON, TX 76035

WALTER & TONI SONGER
10249 MUSTANG DOWNS DR.
FORT WORTH, TX 76126

THOMAS SMITH
10325 CR 917
CRESSON, TX 76035

PAM & JIM MANLEY
105 HIDDEN RIDGE CT.
CRESSON, TX 76035

STEVEN J. REID
105 W PEARL ST.
GRANBURY, TX 76048

KEN BACA
105 YMCA DR.
WAXAHACHIE, TX 75165

CAROLYN & RICH RICHBOURG
10700 CR 917
CRESSON, TX 76035

MR. & MRS. LEON CRUMPTON
108 DEER RUN CT.
CRESSON, TX 76035

REPRESENTATIVE JIM LLOYD KEFFER
1100 E HWY. 377, STE. 105
GRANBURY, TX 76048

ROBERT CHILDRESS
1106 BROOK LN.
CLEBURNE, TX 76033

TRACEY SMITH CAMPBELL
1204 SPANISH MOSS DR.
GRANBURY, TX 76048

SHIRLEY HOOKS
122 N CROCKETT
GRANBURY, TX 76048

ROGER JONES
1221 HEDGESTONE
CANYON LAKE, TX 78033

RON BECKER
123 CONCORDE CIR.
CRESSON, TX 76035

JAMES & SUE GRANT
1306 MILDRED LN.
BENBROOK, TX 76126

KATHY CHOATE
1320 BOYD RD.
GRANBURY, TX 76049

ROYCE JONES
13800 NORTH HWY. 171
CRESSON, TX 76035

H.G. & SUSAN TAYLOR
1612 GOODNIGHT CT.
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REPRESENTATIVE KAY GRANGER
1701 RIVER RUN RD., STE. 407
FORT WORTH, TX 76107

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185 DIRKSEN SENATE OFFICE BLDG.
WASHINGTON, DC 20510

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TOLAR, TX 76476

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1905 LAKECREST CT.
CLEBURNE, TX 76033

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201 MAIN ST., STE. 3200
FORT WORTH, TX 76102

ROBERT CHILDRESS
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CLEBURNE, TX 76033

REPRESENTATIVE PHIL KING
2110 FORT WORTH HWY.
WEATHERFORD, TX 76086

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226 E PEARL ST.
GRANBURY, TX 76048

ANDY SUTTON
2306 WILLS WAY DR.
GRANBURY, TX 76049

MIKE COX
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CRESSON, TX 76035

RICHARD GREEN
2495 EAST LONG AVE.
FORT WORTH, TX 76106

BRENDA JOHNSON
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CRESSON, TX 76035

SENATOR CRAIG ESTES
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WITCHITA FALLS, TX 76308

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CRESSON, TX 76035

GARY & DEBRA BICKEL
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FORT WORTH, TX 76110

L. WAYNE BENNETT
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GRANBURY, TX 76049

JOHN HEERWAGEN
2813 S HULEN ST., STE. 150
FORT WORTH, TX 76107

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3035 RICHARDSON RD.
GRANBURY, TX 76049

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306 S. CROOK ST.
CRESSON, TX 76035

MIKE SCOTT
3408 E HWY. 377
GRANBURY, TX 76049

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3606 UPPER LAKE CIR.
GRANBURY, TX 76049

ANNETTE JACKSON
3608 MANDY
GRANBURY, TX 76048

JACK & PAT REVILL
3711 MISSION CT.
GRANBURY, TX 76049

ANGUS ACCAPUTO
3720 W OAK TRL.
GRANBURY, TX 76048

GARY WHITWORTH
3912 COUNTRY LN.
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MICHAEL D. STAMEY
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JOSHUA, TX 76058

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4022 SIOUX CT.
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GRANBURY, TX 76049

SHONDA & TOM PATTERSON
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GRANBURY, TX 76049

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ABILENE, TX 79602

MARK SLEDGE
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GRANBURY, TX 76049

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SHIRLEY MELANE
5005 ALAMO CT.
GRANBURY, TX 76049

RICHARD REED
5014 RIO VISTA DR.
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MARK MCGOWEN
5051 TEMPLE HALL HWY.
GRANBURY, TX 76049

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517 HART SENATE OFFICE BLDG.
WASHINGTON, DC 20510

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GRANBURY, TX 76049

LAND FUND MANAGER LP
5925 FOREST LN., STE. 505
DALLAS, TX 75230

DICK & BARBARA SIMS
6102 CHEROKEE DR.
GRANBURY, TX 76049

KURT & DEBORAH WARD
6223 YOLANDA DR.
FORT WORTH, TX 76112

STEVE GEORGE
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ROBERT FULLER
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FORT WORTH, TX 76116

HAROLD KOCH
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FORT WORTH, TX 76116

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SAN ANTONIO, TX 78205

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CRESSON, TX 76035

KELLY FLUD
7705 CLEARVIEW CT.
CRESSON, TX 76035

SANDRA & BOB CORNETT
7708 CLEARVIEW CT.
CRESSON, TX 76035

JAY A. HODGES
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CRESSON, TX 76035

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JOSHUA J. BROCKETT
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CLEBURNE, TX 76033

JONATHAN TULLEY
9116 CR 917
CRESSON, TX 76035

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913 HWY. 377 E, STE. 101
GRANBURY, TX 76048

CRESSON CROSSROADS LLC
919 E HWY. 377, STE. 4
GRANBURY, TX 76048

MARK MCGOWEN
9200 HWY. 377
CRESSON, TX 76035

JEFF & HOLLY SPRAGGINS
JH SPRAGGINS IT SERVICES
9300 E HWY. 377
CRESSON, TX 76035

ZACK AND CHARLETTE VANZANTE
CHARLETTE'S COLLECTION
9300 HWY. 377
CRESSON, TX 76035

SONIC DRIVE-IN
9400 E HWY. 377
CRESSON, TX 76035

ERIC MUZAFFAR
9505 HWY. 377 E
CRESSON, TX 76035

RICK & KAY FIDLER
JOHN FIDLER
9505 LANCASTER ST.
CRESSON, TX 76035

TOM ROMAN
9508 BELLECHASE RD.
GRANBURY, TX 76049

DAVID RICHESON
9511 BRADDOCK ST.
CRESSON, TX 76035

PEGGY PEBBLES SCARBROUGH
9512 BRADDOCK ST.
CRESSON, TX 76035

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9714 BELLECHASE RD.
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JOHNSON COUNTY ANNEX, 1 N. MAIN ST.
CLEBURNE, TX 76033

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ONE COURTHOUSE SQUARE
WEATHERFORD, TX 76086

DOROTHY N. SCARBROUGH
P.O. BOX 118
CRESSON, TX 76035

JOHN MATTHEW & KAREN MILES
P.O. BOX 125
CRESSON, TX 76035

JOHN J. JR. & DIANE MILES
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CRESSON, TX 76035

J.C. CAMPBELL
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BOB & BETH JOY
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CRESSON, TX 76035

JEFF KEENEY
P.O. BOX 205
CRESSON, TX 76035

FRED & ALICE SKAGGS
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CRESSON, TX 76035

CHARLES FLUD
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CRESSON, TX 76035

M K LITTLE KINDER RANCH LP
P.O. BOX 235
CRESSON, TX 76035

JACK FARR
P.O. BOX 246
CRESSON, TX 76035

LOU BLANCHARD
P.O. BOX 247
CRESSON, TX 76035

PHILIP FRENCH
P.O. BOX 250
CRESSON, TX 76035

WENDY MILES
P.O. BOX 306
CRESSON, TX 76035

ROBERT & MELINDA WINTERBAUER
P.O. BOX 365
CRESSON, TX 76035

BEVERLEE & HENRY TEICH
P.O. BOX 41
CRESSON, TX 76035

R. E. ODOM
P.O. BOX 458
ORANGE, TX 77630

L. O. BENTLEY
P.O. BOX 468
JOSHUA, TX 76058

JERRY CASH
P.O. BOX 55
CLEBURNE, TX 76033

JEFF NEAL
P.O. BOX 5888
ARLINGTON, TX 76005

MARIAN THOMPSON
P.O. BOX 5888
ARLINGTON, TX 76005

MICHAEL MORRIS, P.E.
P.O. BOX 5888
ARLINGTON, TX 76005

NATALIE BETTGER
P.O. BOX 5888
ARLINGTON, TX 76005

CHARLOTTE HUFFMAN
P.O. BOX 619
CRESSON, TX 76035

STEVEN REID
P.O. BOX 619
CRESSON, TX 76035

ROSCOE FORD ET UX
P.O. BOX 91
CRESSON, TX 76035

JAMES & JAN PENISTEN
P.O. BOX 93
CRESSON, TX 76035

CHAD HENDERSON
BRIDGEFARMER AND ASSOCIATES
12801 N. CENTRAL EXPRESSWAY, SUITE 400
DALLAS, TX 75243

BURTON CLIFTON, P.E.
2008 CLIFFSIDE DRIVE
FORT WORTH, TX 76134

CRAIG MERVINE
VICE PRESIDENT BUSINESS DEVELOPMENT
DARYL FLOOD
WAREHOUSE & MOVERS, INC.
450 AIRLINE DRIVE
COPPELL, TX 75019

TIM HENZ
7273 CR 526
MANSFIELD, TX 76063

CHINH PHAN
P. O. BOX 181725
ARLINGTON, TX 76096-1725

BARBARA C. MALEY, AICP
ENVIRON. AND TRANSP. PLAN.
COORDINATOR
FHWA - TEXAS DIVISION
C/O NTTA
P. O. BOX 260729
PLANO, TX 75026

APPENDIX D

Newspaper Articles/Notices

Bids & Proposals

206 West Church Street, Grand Prairie, Texas 75050 on or after Noon on Tuesday, January 21, 2014. For more information, please call (972) 237-8344.

A Mandatory Pre-Bid Meeting is scheduled for 2:00 P.M. on Tuesday, January 22, 2014 at the Engineering Offices in the Development Center and 206 West Church Street, Grand Prairie, Texas 75050.

IN VITATION TO BID Garney Companies, Inc. is seriously soliciting M/WBE and HUB subcontractors and supplier participation and all other subcontractors and suppliers for the following project: Section 15-1 of the Integrated Pipeline Project, IPL C-15.

Legal Notices

CITY OF GRAND PRAIRIE AN ORDINANCE OF THE CITY OF GRAND PRAIRIE, TEXAS, AMENDING CHAPTER 13, ARTICLE VIII, "SMOKING" OF THE CODE OF ORDINANCES LISTING GENERAL PROVISIONS PROVIDING FOR PUNISHMENT FOR VIOLATIONS; PROVIDING FOR INJUNCTIONS; MAKING THIS ORDINANCE CUMULATIVE; AND TRAINING A PENALTY CAUSE; AND TO BECOME EFFECTIVE UPON ITS PASSAGE, APPROVAL AND PUBLICATION.

(a) Any person, firm, or corporation who violates any provision of this article or any permit issued under this article is guilty of a misdemeanor and upon conviction is punishable by a fine as provided in section 1-8 of the Code of Ordinances of the City of Grand Prairie, or any amendment thereto, or renumbering thereof, for violations of public health for each act of violation and for each day of violation. A violation is punishable by a fine not to exceed \$2,000. A culpable mental state is not required for fines of \$500.00 or less, and need not be proved.

(b) Any person, firm, or corporation who obstructs, impedes, or interferes with a representative of the City, with a representative of a City department, with surveillance equipment, or with a person who has been authorized to abate a situation pursuant to this article and who is lawfully engaged in such abatement is guilty of a misdemeanor and upon conviction is punishable by a fine as provided in section 1-8 of the Code of Ordinances of the City of Grand Prairie, or any amendment thereto, or renumbering thereof, for each act of violation and for each day of violation. A violation is punishable by a fine not to exceed \$2,000. A culpable mental state is not required for fines of \$500.00 or less, and need not be proved.

(c) In addition to proceeding under authority of subsections (a) or (b) of this section, the City is entitled to pursue all criminal and civil remedies to which it is entitled under authority of statutes or other ordinances against a person, firm, or corporation that remains in violation of this article.

(d) Permit Suspension or Revocation (1) Upon notice and a hearing, the Regulatory Authority may suspend or revoke a permit, license, or certificate of occupancy issued by the city to the operator of a public place where a violation of this chapter occurs.

(2) Prior to the revocation or suspension of a permit or license, the Regulatory Authority shall set a hearing to determine if grounds exist to revoke or suspend a permit or license due to a violation of this chapter.

(3) The city manager or his/her designee shall act as the hearings officer.

(4) Written notice of the hearing shall be served on the petitioner/violator at least fifteen (15) business days prior to the hearing. Notice shall be served in person or by certified mail, return receipt requested.

(5) Notice shall specify the date, time, and place of the hearing. The petitioner/violator shall request the hearing be rescheduled within five (5) business days of receiving the written notice if the petitioner/violator cannot attend the hearing at the originally scheduled time.

(6) For the purposes of this section,

Legal Notices

the hearing officer shall be empowered to administer oaths and to promulgate procedural rules for the conduct of the hearing.

(7) The hearing officer shall base the decision to revoke or suspend the permit or license on a preponderance of the evidence. The petitioner/violator shall bear the burden of proof to show that the permit or license should not be revoked or suspended.

(8) After the conclusion of the hearing, the hearing officer shall make written findings of fact and conclusions of law and without undue delay.

(9) A hearing shall exhaust all administrative remedies of the petitioner/violator.

(10) Failure to abide by the decision of the hearing officer shall be considered an offense under this article.

(e) The Regulatory Authority may take any, all, or any combination of these actions against a non-compliant person.

Passed and approved by a vote of 9 eyes, and 0 nays on January 21, 2014.

/s/ Ron Jensen, Mayor /s/ Catherine E. DiMaggio, City Secretary

Legal Notices

CITY OF KELLER INVITATION TO BID Sealed bids will be received at the Keller Town Hall Information Desk or Human Resources Dept., 1100 Bear Creek Pkwy, Keller, Texas until 2:00 p.m. (local time), Monday, February 10, 2014, for a contract to construct a four-lane relief route at the intersection of US 377 and SH 171 and ends approximately one mile north of the intersection. The project is approximately 3.02 miles in length and begins one mile south of the intersection of US 377 and SH 171 and ends approximately one mile north of the intersection. The project is approximately 3.02 miles in length and begins one mile south of the intersection of US 377 and SH 171 and ends approximately one mile north of the intersection.

A MANDATORY pre-bid meeting and tour will be held at 10:00 a.m., Friday, January 31, 2014 at the City of Keller Town Hall, 1100 Bear Creek Pkwy, Keller, TX 76248.

Contact information: Karla Parker, Purchasing Technician, 817-743-4030

BID Mailing Address: City of Keller P.O. Box 770 Keller, TX 76244

LEGAL NOTICE: This Texas Lottery Commission Scratch-Off game will close on February 24, 2014. You have until August 27, 2014 to redeem any ticket for this game: #1571 Gifts Galore (\$10) overall odds are 1 in 3.19. This Texas Lottery Commission Scratch-Off game will close on February 24, 2014. You have until August 27, 2014 to redeem any ticket for this game: #1504 Just Match (\$2) overall odds are 1 in 4.15. This Texas Lottery Commission Scratch-Off game will close on March 2, 2014. You have until August 29, 2014 to redeem any ticket for this game: #1545 Fantasy Match-O-Rama (\$5) overall odds are 1 in 3.58. This Texas Lottery Commission Scratch-Off game will close on March 2, 2014. You have until August 30, 2014 to redeem any ticket for this game: #1547 Holiday Millions (\$20) overall odds are 1 in 3.08. This Texas Lottery Commission Scratch-Off game will close on September 29, 2014. You have until September 29, 2014 to redeem any ticket for this game: #1487 Tons of Fun (\$1) overall odds are 1 in 3.96. #1519 Cash (\$2) overall odds are 1 in 4.70. #1540 Loteria @ Texas (\$3) overall odds are 1 in 3.99. #1493 Gimme 5 (\$5) overall odds are 1 in 3.67. #1541 Livin' on the Edge overall odds are 1 in 3.41. #1525 Platinum Card (\$5) overall odds are 1 in 3.24. #1535 5X The Money (\$5) overall odds are 1 in 3.47. #1545 5X Rewards overall odds are 1 in 3.25. The odds listed here are the overall odds of winning any prize in a game, including break-even prizes. Lottery prizes up to and including \$999. Prizes of \$600 or more must be claimed in person at a Lottery Claim Center or by mail with a completed Texas Lottery claim form; however, annuity prizes or prizes over \$1,000,000 must be claimed in person at the Commission Headquarters in Dallas. To claim all Customer service, call 1-800-377-LOTTO or visit the Lottery Web site at dotlottery.org for more information and location of nearest Claim Center. The Lottery is not responsible for lost or stolen tickets, or for tickets lost in the mail. Tickets, transactions, players, and winners are subject to all applicable laws, Commission rules, regulations, policies, directives, instructions, conditions of procedures, and final decisions of the Executive Director. A Scratch-Off game may continue to be sold even when all the top prizes have been claimed. Must be 18 years of age or older to purchase a Texas Lottery ticket. PLAY RESPONSIBLY. The Texas Lottery supports Texas education. © 2014 Texas Lottery Commission. All rights reserved.

NOTICE OF PUBLIC HEARING

Legal Notices

US 377 CRESSON RELIEF ROUTE

The Texas Department of Transportation (TxDOT) will conduct a Public Hearing on Tuesday, February 25, 2014 at Bear Creek Community Church, 18600 Highway 377 S., Cresson, TX 76035. The purpose of the hearing is to present the proposed relief route roadway of U.S. Highway (US) 377 in the City of Cresson. Displays will be available for viewing at 6:30 p.m. with the formal hearing commencing at 7 a.m.

US 377 is a four-lane divided highway providing for regional travel from near Interstate Highway 20 (I-20) in the City of Cresson. The proposed highway transitions to a four-lane undivided highway as it passes through the City of Cresson and highway south of the city. Within the City of Cresson, US 377 intersects both State Highway (SH) 171 and the Fort Worth District (FWWR) at-grade railroad (FWWR) at-grade. The SH 171 intersection is signalized, and the FWWR crossing is regulated by warning lights and flashing red lights along 80-foot (80') wide right-of-way gates. The existing 80-foot wide right-of-way within the City of Cresson to 300 feet at the southern project limit and is typically 120 feet.

TxDOT Fort Worth District proposes to construct a four-lane relief route west of US 377 and the City of Cresson in Hood and Johnson Counties, Texas. The proposed project is approximately 3.02 miles in length and begins one mile south of the intersection of US 377 and SH 171 and ends approximately one mile north of the 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.

The proposed relief route would typically require a width of 240 feet of new right-of-way. Additional right-of-way width will be required at locations where cut and fill are required for slopes, and near intersections and ends of the project. At the project termini, grade-separations with 14-foot wide ramps would provide connectivity existing US 377. At the southern limit, the relief route would bridge over Old Granbury Road and ramps would allow access to the existing highway. At the northern project limit, the relief route would pass over a proposed access road and ramps would provide access. Travel on the proposed access road would be necessary for motorists who want to continue south on existing US 377. Old Granbury Road and ramps would include proposed 12-foot wide lanes in each direction and 10-foot wide shoulders.

Approximately 115 acres of additional Right-of-Way (ROW) would be required to accommodate the proposed facility. There would be no residential or commercial displacements required for the proposed project. Access would be controlled along the relief route and no driveways leading directly to the proposed roadway would be allowed.

The proposed project would result in the placement of temporary and permanent dredge or fill material into nine jurisdictional waters of the U.S. locations, including wetlands. Permanent impacts to jurisdictional locations would total 0.61 acre (0.5 acre of streams and 0.11 acre of wetlands). The proposed project would cross the 100-year floodplain.

The proposed project is needed because proximity of the at-grade railroad crossing on US 377 to the SH 171 intersection impedes traffic flow, accidents occur along US 377 near SH 171, and a high level of truck traffic leads to congestion along US 377. Short-term solutions currently in place would not provide extended relief for motorists using US 377 and SH 171. US 377 is on the Texas Highway Trunk System (the Trunk System). The project will update this section of US 377 to meet TxDOT design criteria for the Trunk System. 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.

Maps and other drawings depicting the proposed improvement project are displayed at the public hearing. In addition, the plan layouts and the Environmental Assessment with pertinent information about the proposed project are on file available for inspection at the following locations:

- TxDOT Stephenville Area Office - 2281 E. Washington, Stephenville, TX 76401; telephone: (254) 965-2511, Buddie Lasater, P.E., Project Manager
- TxDOT Fort Worth District Office - 2501 SW Loop 820, Fort Worth, TX 76133;
- (817) 370-6549, Donna Fowler, Fort Worth District Open

Legal Notices

Records Coordinator 8901 US 377, City of Cresson, TX 76035; telephone: (817) 396-4729, Charlotte Huffman, City Secretary

All interested citizens are invited to attend a public hearing. Verbal and written comments from the public regarding this proposed project are requested. Written comments may be submitted either in person or by mail to the TxDOT Fort Worth District Office, Mr. Brian Barth, P.E., District Engineer, 2501 SW Loop 820, Fort Worth, Texas 76133. Comments may be presented for a period of 10 days after the hearing and must be received on or before Friday, March 7, 2014 in order to become part of the official hearing record. The Public Hearing will be conducted in English. Persons interested in attending the hearing who have special communication or accommodation needs are encouraged to contact the TxDOT Fort Worth District Office at (817) 370-6610. Requests should be made at least 10 business days before the public hearing. Every reasonable effort will be made to accommodate those needs.

NOTICE TO BIDDERS

Sealed proposals addressed to the Town of Westlake for the installation of OFFICE, CLASSROOM FURNITURE AND WEIGHT ROOM EQUIPMENT

FOR TOWN OF WESTLAKE CIVIC CAMPUS EXPANSION PHASE 2 (36,000 SQ. FT.) ALL COMPLETE BID PACKAGES MUST BE DELIVERED AND RECEIVED BY

Each bidder shall identify his sealed Proposal by typing on the outside of the envelope:

TOWN OF WESTLAKE Director Troy J. Meyer - Facilities 3 Village Circle, Suite 202 Westlake, Texas 76262

NO LATER THAN 12:00 P.M. (C.S.T.) ON THE 17TH DAY OF FEBRUARY 2014, OR THEY WILL BE DEEMED AUTOMATICALLY REJECTED.

All requests and requests for clarification/information shall be addressed in writing to the Town of Westlake by email: meyer@westlake-tx.org

A pre-bid conference will be held at 1:30 p.m. Thursday, February 6, 2014 at the Town Hall at 3 Village Circle, Suite 202 Westlake, TX. 76262. All prospective bidders are required to have a representative from their firm attend this pre-bid conference.

The bid opening will be held on Friday, February 17 at 1:30 P.M. in the Town Hall at 3 Village Circle, Suite 202 Westlake, TX. 76262. Plans, specifications and drawings are available from the project dealer desiring to submit a bid for this project, a copy of the bid package will be at the contractor's cost, and will be available from 8am to 5pm Monday - Friday, in person at ARC Document Solutions, 2220 W. Peter Smith Street, Fort Worth, TX 76102. Contact is Tommy Whiteman: 817-52-9704.

The Town of Westlake reserves the right to reject any or all bids, and to waive any formalities. The Town of Westlake is committed to the ideals of equal opportunity, and strongly encourages participation by HUB/MBE/WBE business enterprises.

PUBLIC NOTICE

BOARD OF DIRECTORS ELECTION REGION II SEVENTH DISTRICT

Persons desiring to have their name placed on the ballot for the Education Service Center Region II Board of Directors election to be held on March 10, 2014 are to file their application in the Executive Director's Office at the ESC, 3001 North Freeway, Fort Worth, Texas 76109, in person or by certified mail no later than February 1 and February 20, 2014.

Position to be filled are Place 2 (representing Parker and Palo Pinto Counties) and Place 5 (representing Tarrant County) for three years each on the Board of Directors. Terms of office begin June 1, 2014. Persons desiring to have their name placed on the ballot must: (1) be placed on the ballot as a member of the United States, (2) reside in the place for which filed, (3) not be engaged professionally in education, (4) be a member of a governing board of any Region II institution of higher education. Application forms are available in the office of the Executive Director of the ESC.

Dr. Clyde W. Steelman, Jr. Executive Director (817) 740-7590

THE CITY COUNCIL of the City of Colleyville, Tarrant County, Texas

has passed the following ordinances were passed and adopted: Ordinance 0-14-1905 An ordinance of the City of Colleyville, Texas, amending Chapter 3-1and Section 3-2 - Fences, Free Standing Walls, and Screening Materials of the Land Development

Legal Notices

Code; providing a savings clause; providing a severability clause; providing for injunctive relief; providing for a penalty of fine not to exceed two thousand dollars (\$2,000.00) for each offense; and providing an effective date.

Ordinance 14-1906 An ordinance of the City of Colleyville, Texas, amending Chapter 9-Plat Review Procedures of the Land Development Code; providing a savings clause; providing a severability clause; providing for injunctive relief; providing for a penalty of fine not to exceed two thousand dollars (\$2,000.00) for each offense; and providing an effective date.

THE COMMANDING OFFICER, Naval Air Station Fort Worth Joint Reserve Base is seeking the services of a credit union to be installed. In addition to normal financial services, the credit union is to also provide ATM service. The Department of the Navy (DON) will grant final approval based upon the Commanding Officer, NAS Fort Worth's recommendation. The proposals received. If selected, your credit union will be entering into a lease and operating agreement with the Government. Additionally, your credit union will have to follow the policies outlined in the Department of Defense (DoD) Instruction and the DoD Financial Management Regulation (FMR) which are reviewed prior to your proposals. This guidance may be obtained from the following website: http://www.fmo.navy.mil/Divisions/FM03/inst_financialinstitutions.

The DON's selection decision will be based on the best overall value as demonstrated by the financial services and products provided to the military and civilian employees at the installation. In evaluating the proposals, the DON will consider the following elements, all of which are important services offered including range, convenience, and cost; long-term services available to a mobile population; and past performance. NAS Fort Worth JRB is comprised of 10,000 overall with a daily population that exceeds 3,000. Reasonable facility space will be required by the DON which will require some investment to accommodate your operation. Specific items to be addressed in your proposal include: implementation schedule; staffing levels; hours of operation; ATMs proposed and installation schedule; frequency of servicing ATMs; financial services provided including penalty charges; existing locations where financial services are provided to DoD military and civilian personnel; information on which you desire to be considered, such as information about past performance, field of membership, and willingness to modify field of membership to include installation personnel.

If you have any questions or desire to submit a proposal, contact David McAdams, phone 817-782-7857, email: david.mcadams@navy.mil or Tommy Whiteman, Commanding Officer, NAS Fort Worth JRB, 1510 Chennault Ave, Fort Worth, TX 76127, ATTN: David McAdams. Proposals will be received by 21 February 2014.

TOWN OF TROPHY CLUB Boardroom, 100 Municipal Drive PD-30 AMENDMENTS PLANNING & ZONING COMMISSION

will hold a Public Hearing on this matter on Thursday, February 6, 2014, 7:00 p.m. TOWN COUNCIL

will hold a Public Hearing on this matter on Monday, February 17, 2014, 7:00 p.m. A Public Hearing will be held on the above dates and times to consider a request for an amendment to Planned Development No. 30 (PD-30), an approximate 26.4 acres of land located generally at the northeast corner of Trophy Club Drive and State Highway 114. The agenda for the meetings, staff reports and specific reports and data pertaining to this request will be posted on the Town's meeting agenda website 2 hours prior to the meeting date.

Antique/Classic Autos

1930 FORD Model A Tudor, xlt cond, runs great \$10,500 (817) 303-3511

1936 FORD MODEL 68 tudor deluxe touring sedan. Fully restored. Runs great. Will deliver. 940-872-1045. \$22,000 mfu@hughes.net, 940-872-1045

1953 BUICK Special. Straight 8, auto, ps, factory heater, could use interior, drive anywhere. \$4,995. Some Trade OK. 817-261-1314

1961 Ford Thunderbird. Super nice interior, nice body, 390 V8, all power, has new brakes, needs tires. \$4,995. Some Trade OK. 817-261-1314

Antique/Classic Autos

www.RAMSEYSRODS.com

*** MUST BE SEEN ***

SUPER OPPORTUNITY

1934 Ford 5 Window Coupe 18K gold trim, w/Matching Trailer. Replacement Cost \$29.9K. \$13,750

51 Chevy Suburban, Full Frame Off restoration. \$65,000

56 Chevy Pro-Touring Radical Custom \$39,500

65 Mustang GT Pro-Touring Convertible \$29,500

1965 PLYMOUTH Sport Fury. 383 Commando V8, rebuilt, car is totally restored. reduced to \$10,750. \$10,750. Some Trade OK. 817-261-1314

1965 FORD Mustang Coupe, Manual. \$13,900. 1-877-594-4668

1966 FORD Mustang Conv. 77k 6cyl, 3spd, Xlnt \$16,500 (817) 303-3511

Auto/Truck Repair AFFORDABLE TRANSMISSION & AUTO, diagnostic, 817-535-3089

Buy, Sell, Trade

WANTED GOOD Junk cars/trucks We come & get it 817.975.2714

HOT DEAL WE BUY CARS, TOL DOLLAR! Wanted dead or alive! 817-264-1819

SUPER OPPORTUNITY CASH NOW!! Buy-Sell, Used Cars or Trucks needing repair 817-999-0665

BURROWS ABC AUTO SALVAGE & REPAIR WE BUY CARS WITH TITLE *WRECKED-BURNED-RUNNING OR NOT* 817-237-7186

WE BUY CARS! Running or not - 817-237-5454

I BUY CARS, TRUCKS & SUV'S Running or Not! 817-919-6119

Acura

2000 ACURA 3.2TL Premium. 157K MILES. \$4,990. 1-877-572-6510

2001 ACURA TL 3.2. Auto, leather, sunroof, extra clean! \$6,495. 1-877-594-4668

2002 ACURA RSX. Clean, 129K miles! \$6,650. 1-877-430-3210

2003 ACURA RSX Hatchback. AUTO, SPORT BUCKETS, CD, POWER PKGS, ALLOYS. \$7,495. 1-877-594-4668

2004 ACURA TLX. Leather, Must See! #40C21531. \$7,995. 1-877-897-7136

2005 ACURA TL 3.2. Heated leather seats, sunroof, premium audio, alloy wheels, super clean! \$14,200A. \$9,431. 1-877-708-5224

2005 ACURA TL Auto, leather, sunroof, heated seats. Down payments starting under \$500! 1-877-740-3606

2005 ACURA TL \$160*/bi-wkly, 2,000 dn, 42 mos, 18%WAC. 972-630-6000

2006 ACURA TL Moonroof, Satellite Radio, Keyless, Alloys, TV/DVD #E6A48605A. \$12,981. 1-877-255-9213

2006 TO 2007 ACURA TL 3 TO CHOOSE. Auto, Leather, Sunroof, Affordable Luxury. Must See! 1-866-684-4551

2007 ACURA TL! Only 54K miles, auto, navigation, leather, sunroof & more! Starting under \$8500 DN+WAC. 1-877-727-1384

2010 ACURA TL ONLY 42K MILES! 1-Owner, Auto, Leather, Pwr Htd Sls, Sunroof, Extra Nice! #P8573. \$33,000. 0 dn + t&l due at signing. 72 mos, 5APR, WAC. Not all qualify. 1-888-975-6351

2013 ACURA ILX 2.0L Affordable Luxury! A/C, Pwr. P.Lt Cruise, Leather, Moonroof, Heated Seats, Alloys, Sunroof, 351/MO*, 0 dn + t&l due at signing. 72 mos, 5APR, WAC. Not all qualify. 1-888-975-6351

TX Public Notices



■ [Return to main public notices page](#)

Texas Foreclosures and Public Notices

NOTICE OF PUBLIC HEARING US 377 CRESSON RELIEF ROUTE The Texas Department of Transportation (TxDOT) will conduct a Public Hearing on Tuesday, February 25, 2014 at Bear Creek Community Church, 18600 Highway 377 S., Cresson, TX 76035. The purpose of the Hearing is to present the proposed new location roadway of U.S. Highway (US) 377 in the City of Cresson. Displays will be available for viewing at 6:30 p.m. with the formal hearing commencing at 7:00 p.m. US 377 is a four-lane divided highway providing for regional travel from near Interstate Highway 20 (I-20) in the City of Benbrook to just north of the City of Cresson. The highway transitions to a four-lane undivided highway as it passes through the City of Cresson and widens back to a four-lane divided highway south of the city. Within the City of Cresson, US 377 intersects both State Highway (SH) 171 and the Fort Worth and Western Railroad (FWWR) at-grade. The SH 171 intersection is signalized, and the FWWR crossing is regulated by warning lights and gates. The existing right-of-way (ROW) width ranges from 80 feet within the City of Cresson to 300 feet at the southern project limit and is typically 120 feet. TxDOT Fort Worth District proposes to construct a four-lane relief route west of US 377 and the City of Cresson in Hood and Johnson Counties, Texas. The proposed project is approximately 3.02 miles in length and begins one mile south of the intersection of US 377 and SH 171 and ends approximately one mile north of the 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 over SH 171 and the FWWR. The proposed relief route would typically require a width of 240 feet of new ROW. Additional ROW width will be required at locations where cut and fill are required for slopes, and near intersections with US 377 at the beginning and end of the project. At the project termini, grade-separations with 14-foot wide ramps would provide connectivity to existing US 377. At the southern limit, the relief route would bridge over Old Granbury Road and ramps would allow access to the existing highway. At the northern project limit, the relief route would pass under a proposed access road and ramps would provide access. Travel on the proposed 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 access road would include two 12-foot wide lanes in each direction and 10-foot wide shoulders. Approximately 115 acres of additional ROW and no easements would be required to accommodate the proposed facility. There would be no residential or commercial displacements required for the proposed project. Access would be controlled along the relief route and no driveways leading directly to the proposed roadway would be allowed. The proposed project would result in the placement of temporary and permanent dredge or fill material into nine jurisdictional waters of the U.S. locations, including wetlands. Permanent impacts to jurisdictional locations would total 0.61 acre (0.5 acre of streams and 0.11 acre of wetlands). The proposed project would cross the 100-year floodplain. The proposed project is needed because proximity of the at-grade railroad crossing on US 377 to the SH 171 intersection impedes traffic flow, accidents occur along US 377 near SH 171, and a high level of truck traffic leads to congestion along US 377. Short-term solutions currently in place will not provide extended relief for motorists using US 377 and SH 171. US 377 is on the Texas Highway Trunk System (the Trunk System). This project will update this section of US 377 to meet TxDOT design criteria for the Trunk System. 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. Maps and other drawings depicting the proposed improvements will be displayed at the public hearing. In addition, the plan layouts and the Environmental Assessment with pertinent information about the proposed project are on file and available for inspection at the following locations: TxDOT Stephenville Area Office - 2281 E. Washington, Stephenville, TX 76401; telephone - (254) 965-3511, Buddie Lasater, P.E., Project Manager TxDOT Fort Worth District Office - 2501 SW Loop 820, Fort Worth, TX 76133; telephone - (817) 370-6549, Donna Fowler, Fort Worth District Open Records Coordinator City of Cresson - 8901 US 377, Cresson, TX, 76035; telephone - (817) 396-4729, Charlotte Huffman, City Secretary All interested citizens are invited to attend this Public Hearing. Verbal and written comments from the public regarding this proposed project are requested. Written comments may be submitted either in person or by mail to the TxDOT Fort Worth District Office, Mr. Brian Barth, P.E., District Engineer, 2501 SW Loop 820, Fort Worth, Texas 76133. Comments may be presented for a period of 10 days after the hearing and must be received on or before Friday, March 7, 2014 in order to become part of the official hearing record. The Public Hearing will be conducted in English. Persons interested in attending the hearing who have special communication or accommodation needs, or need an interpreter are encouraged to contact the TxDOT Fort Worth District Office at (817) 370-6610. Requests should be made at least 72 hours prior to the public hearing. Every reasonable effort will be made to accommodate those needs.

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NOTICE OF PUBLIC HEARING
US 377 CRESSON RELIEF ROUTE

The Texas Department of Transportation (TxDOT) will conduct a Public Hearing on Tuesday, February 25, 2014 at Bear Creek Community Church, 18600 Highway 377 S., Cresson, TX 76035. The purpose of the Hearing is to present the proposed new location roadway of U.S. Highway (US) 377 in the City of Cresson. Displays will be available for viewing at 6:30 p.m. with the formal hearing commencing at 7:00 p.m.

US 377 is a four-lane divided highway providing for regional travel from near Interstate Highway 20 (I-20) in the City of Benbrook to just north of the City of Cresson. The highway transitions to a four-lane undivided highway as it passes through the City of Cresson and widens back to a four-lane divided highway south of the city. Within the City of Cresson, US 377 intersects both State Highway (SH) 171 and the Fort Worth and Western Railroad (FWWR) at-grade. The SH 171 intersection is signalized, and the FWWR crossing is regulated by warning lights and gates. The existing right-of-way (ROW) width ranges from 80 feet within the City of Cresson to 300 feet at the southern project limit and is typically 120 feet.

TxDOT Fort Worth District proposes to construct a four-lane relief route west of US 377 and the City of Cresson in Hood and Johnson Counties, Texas. The proposed project is approximately 3.02 miles in length and begins one mile south of the intersection of US 377 and SH 171 and ends approximately one mile north of the 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 over SH 171 and the FWWR. The proposed relief route would typically require a width of 240 feet of new ROW. Additional ROW width will be required at locations where cut and fill are required for slopes, and near intersections with US 377 at the beginning and end of the project.

At the project termini, grade-separations with 14-foot wide ramps would provide connectivity to existing US 377. At the southern limit, the relief route would bridge over Old Granbury Road and ramps would allow access to the existing highway. At the northern project limit, the relief route would pass under a proposed access road and ramps would provide access. Travel on the proposed 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 access road would include two 12-foot wide lanes in each direction and 10-foot wide shoulders.

Approximately 115 acres of additional ROW and no easements would be required to accommodate the proposed facility. There would be no residential or commercial displacements required for the proposed project. Access would be controlled along the relief route and no driveways leading directly to the proposed roadway would be allowed.

The proposed project would result in the placement of temporary and permanent dredge or fill material into nine jurisdictional waters of the U.S. locations, including wetlands. Permanent impacts to jurisdictional locations would total 0.61 acre (0.5 acre of streams and 0.11 acre of wetlands). The proposed project would cross the 100-year floodplain.

The proposed project is needed because proximity of the at-grade railroad crossing on US 377 to the SH 171 intersection impedes traffic flow, accidents occur along US 377 near SH 171, and a high level of truck traffic leads to congestion along US 377. Short-term solutions currently in place will not provide extended relief for motorists using US 377 and SH 171. US 377 is on the Texas Highway Trunk System (the Trunk System). This project will update this section of US 377 to meet TxDOT design criteria for the Trunk System. 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.

Maps and other drawings depicting the proposed improvements will be displayed at the public hearing. In addition, the plan layouts and the Environmental Assessment with pertinent information about the proposed project are on file and available for inspection at the following locations:

- TxDOT Stephenville Area Office - 2281 E. Washington, Stephenville, TX 76401; telephone - (254) 965-3511, Buddie Lasater, P.E., Project Manager
- TxDOT Fort Worth District Office - 2501 SW Loop 820, Fort Worth, TX 76133; telephone - (817) 370-6549, Donna Fowler, Fort Worth District Open Records Coordinator
- City of Cresson - 8901 US 377, Cresson, TX, 76035; telephone - (817) 396-4229, Charlotte Huffman, City Secretary

All interested citizens are invited to attend this Public Hearing. Verbal and written comments from the public regarding this proposed project are requested. Written comments may be submitted either in person or by mail to the TxDOT Fort Worth District Office, Mr. Brian Barth, P.E., District Engineer, 2501 SW Loop 820, Fort Worth, Texas 76133. Comments may be presented for a period of 10 days after the hearing and must be received on or before Friday, March 7, 2014 in order to become part of the official hearing record.

The Public Hearing will be conducted in English. Persons interested in attending the hearing who have special communication or accommodation needs, or need an interpreter are encouraged to contact the TxDOT Fort Worth District Office at (817) 370-6610. Requests should be made at least 72 hours prior to the public hearing. Every reasonable effort will be made to accommodate those needs.

Published in
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News
January 25,
2014 and
February 15,
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APPENDIX E

Exhibits

APPENDIX F

Photographs



Photograph 1: View of public hearing attendees. Preliminary design schematic is laid out on the tables.



Photograph 2: View of public hearing attendees. A preliminary design schematic is displayed on the wall.



Photograph 3: View of public hearing attendees.



Photograph 2: View of public hearing attendees. Preliminary design schematic is laid out on the tables.

Public Hearing Photographs
US 377 Cresson Relief Route

CSJs: 0080-11-001 and 0080-12-001