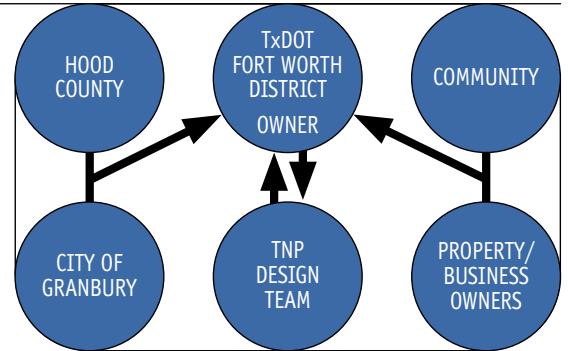


DESIGN PROCESS IS UNDERWAY

# U.S. 377 improvements to improve mobility in Hood County

U.S. 377, the main transportation corridor through Hood County, will be reconstructed and widened through Granbury from SH 114 to FM 167 South.

The Texas Department of Transportation (TxDOT) has developed schematics which show two possible alternatives for the purchase of right-of-way (ROW). Detailed roadway design is expected to begin this fall with construction estimated to start in late 2008, subject to the availability of funding.



CONTINUED ON PAGE 3 ►

IMPROVEMENTS WILL BE MADE ON U.S. 377 FROM LAKE GRANBURY BRIDGE TO FM 167 SOUTH.



# Two new lanes and raised medians to make roadway safer

The U.S. 377 project will include two additional traffic lanes, curb and gutter, and a raised median, all of which will improve mobility and safety for travelers.

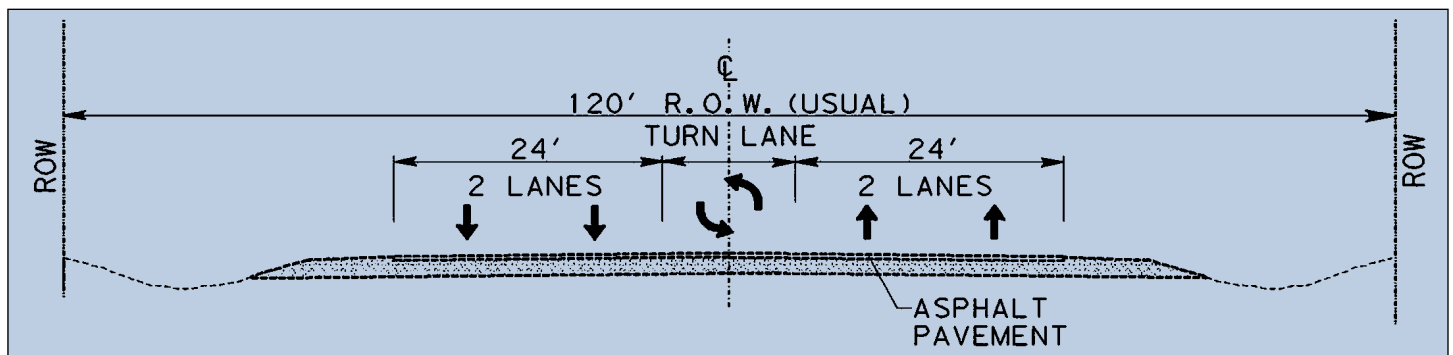
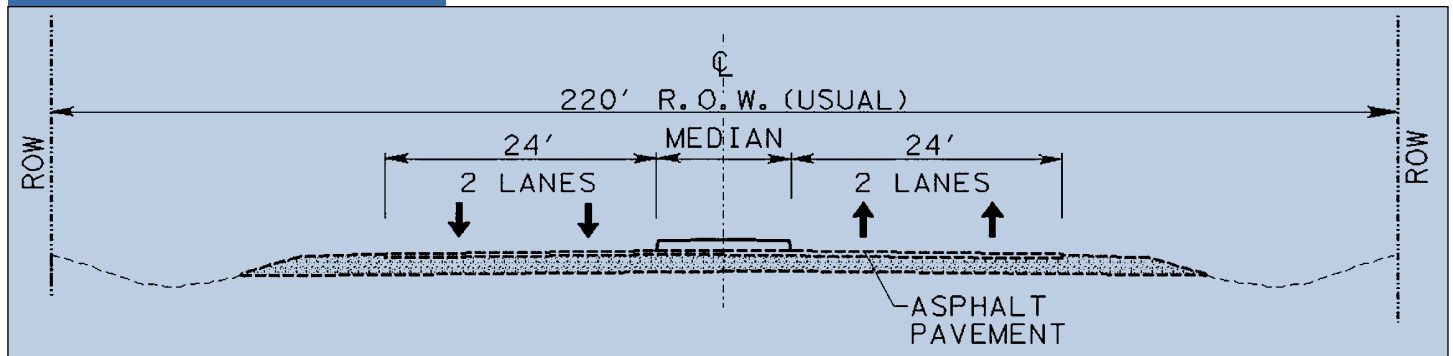
Currently, the roadway carries a lot of traffic on the two existing lanes in each direction with a center, two-way, left-hand turn lane. In some limited areas, a raised median has been constructed in place of the continuous turn lane.

The widened roadway will have three lanes in each direc-

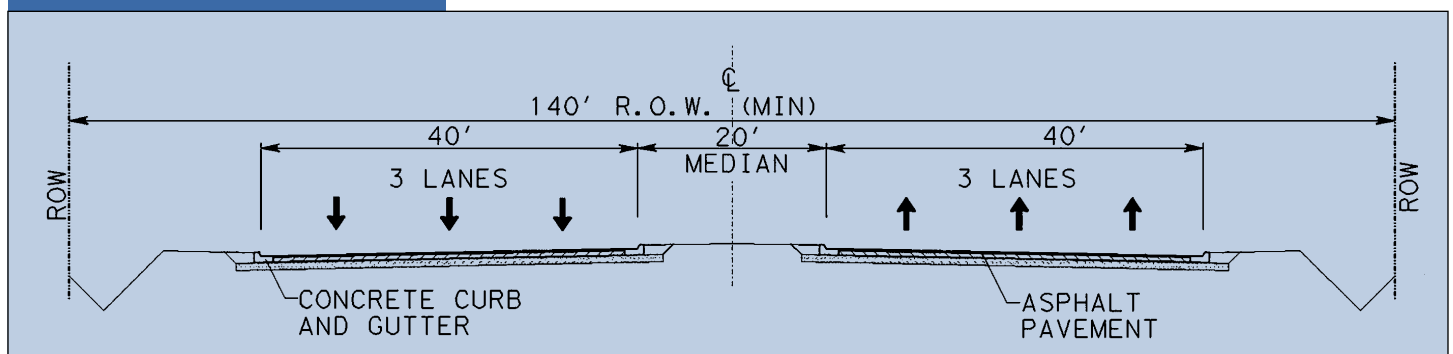
tion separated by a raised median. Medians significantly contribute towards TxDOT's goals of safety, mobility and quality access by limiting contact points and reducing the potential for vehicle accidents.

The new roadway will have curbs and gutters with a portion of the drainage being carried in a newly constructed underground system. It will require a minimum right-of-way width of 140 ft. ■

## EXISTING TYPICAL SECTIONS



## PROPOSED TYPICAL SECTION



# Alignment alternatives analyzed, right-of-way needs considered.

U.S. 377's improvements will require additional right-of-way (ROW) in order to provide for improved safety, mobility and access to businesses and residences. Additional ROW will generally be required between Business 377 and FM 167 South.

Over the past months, TxDOT has been studying three alignment alternatives, evaluating costs and benefits to each. One alternative, known as the South Alignment, would take all new ROW that is required from the south side of the highway. This alternative has been dropped from further study because land acquisition costs would be approximately \$7 million more than the other two alternatives.

One alternative that is deemed viable is called the Center Alignment. This alternative would require approximately 10 ft. of additional ROW from both the north and south side of the roadway.

The second alternative being studied is called the North Alignment. There are several benefits to the North Alignment. Fewer properties would be affected by ROW acquisition as it would require approximately 20 ft. of additional property from the north side of the roadway and nothing from the south. Fewer underground utilities will require relocation. Additionally, this alignment would make it easier to maintain traffic flow during construction. ■

## U.S. 377 improvements to improve mobility in Hood County

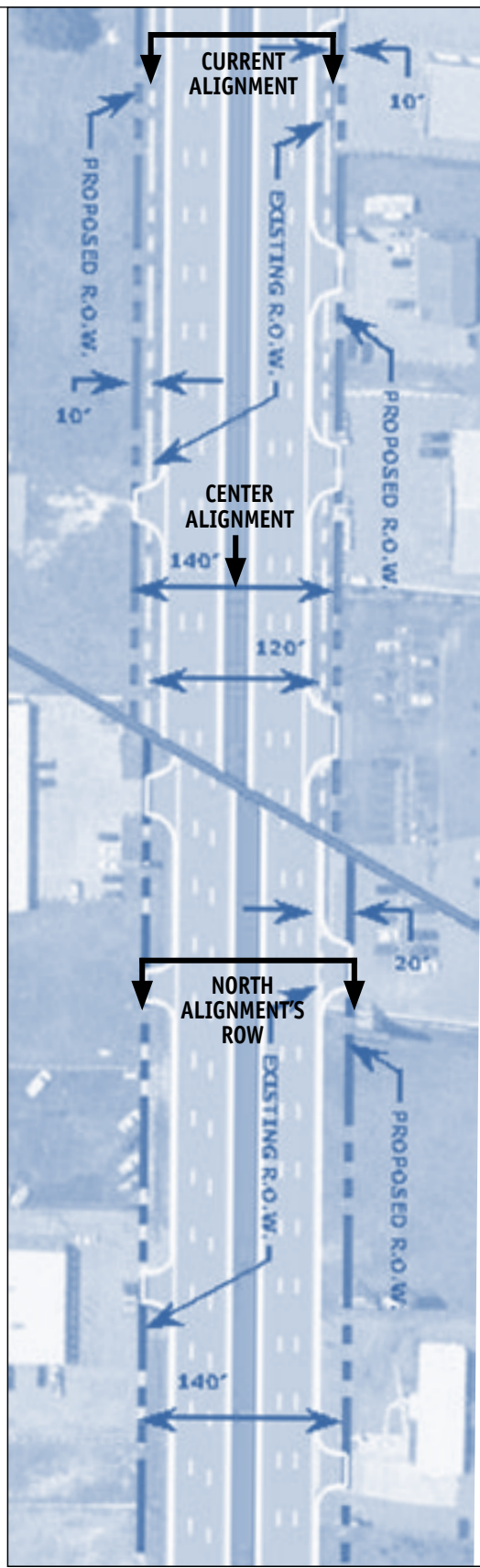
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The project is a cooperative effort between TxDOT, the City of Granbury, Hood County and the public. Through meetings with local officials, public meetings, periodic newsletters, and a project website, TxDOT is seeking input from the people who use and rely on this highway.

The portion of U.S. 377 that stretches through Granbury is classified as a principal arterial, which means that it is intended to function primarily as a transportation conduit for the region. It also serves as the primary access for numerous businesses and several residences located on the highway.

The purpose of widening U.S. 377 is threefold; (1) to improve safety for the traveling public; (2) to increase mobility for the region; and (3) to provide better quality of access to adjacent properties.

With the traffic on the highway continuing to increase in the coming years, the reconstruction and widening is necessary. Projected traffic volumes for U.S. 377 in the future are growing. From 2010 to 2030, average daily traffic from SH 144 to Acton Hwy. can be expected to increase from 54,400 vehicles to 81,600 vehicles; from Acton Hwy. to FM 4, 44,600 to 68,800; and from FM 4 to FM 167, 30,800 to 46,600. ■



## Other improvement needs recognized by TxDOT

In addition to widening U.S. 377 from four to six lanes, the schematic depicts several major improvements, although not all of them are slated for detailed design during this funding cycle for TxDOT projects.

Currently FM 51 does not connect directly to U.S. 377. Recognizing the benefits of connecting FM 51 to U.S. 377, TxDOT has prepared a schematic drawing depicting two alternatives for connecting the roadways.

As traffic demands continue to increase in the area, TxDOT will monitor the feasibility of building such a connection.

Like the FM 51 connection, the SH 144 interchange is currently only included in the schematic phase of the project, which means it will not be a part of the roadway design or construction phase of the project.

In anticipation of future traffic volumes, the SH 144 bridge will be widened sometime in the future. In addition, the access ramps leading to and from U.S. 377 will be redesigned. The new ramps will include



additional lanes and will align where they intersect SH 144.

Another improvement for which the need is recognized is the widening of the bridges over Lake Granbury. Each

bridge will eventually be widened to three lanes of through traffic with an additional lane for vehicles entering and exiting U.S. 377 and SH 144.

Important to Granbury's retail and commercial base is the development of a U.S. 377 Business interchange. Four alternatives are being considered, and a traffic study is in progress to help TxDOT determine the most beneficial direction to take. ■

For more information, go to:  
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