

# Meeting Minutes

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**To:** IH 35E Stakeholders

**From:** Matt Craig, P.E., Halff Associates, Inc.

**Subject:** IH 35E Stakeholder Meeting No. 2

**Meeting Date:** October 1, 2008 – 2:00 PM to 4:00 PM

**Location:** Lewisville City Hall

**Minutes Date:** November 4, 2008

**Project:** IH 35E Preliminary Engineering & Environ. Assess.  
TxDOT CSJ: 0196-03-137, etc.; Halff AVO 26211

<b>Attendees: 39</b>	
Nasser Askari (TxDOT)	Michael Leavitt (City of Highland Village)
Steven Bacchus (City of Lewisville)	Don Locke (Corinth)
Gary Bailey (TxDOT)	Matt MacGregor (TxDOT)
Lindsey Baker (City of Denton)	Mike Martin (Farmers Branch)
Berrien Barks (NCTCOG)	Roger Mangum (Town of Hickory Creek)
Jorge Barrero (Wilbur Smith)	Piyush Mishra (KPMG)
Bob Brown (TxDOT)	Chad McKeown (NCTCOG)
John Cabrales (City of Denton)	Scott Neely (DCTA)
Matt Craig (Halff Associates)	Mark Nelson (City of Denton)
Chad Gardiner (Halff Associates)	Jeff Neal (NCTCOG)
Stan Hall (TxDOT)	Frank Payne (City of Denton)
Tom Hammons (City of Carrollton)	Maurice Pittman (TxDOT)
David Hensley (TxDOT)	John Polster (ITS for Denton Co.)
Pat Howell (UNT)	Cecil Saldana (TxDOT)
John Hudspeth (TxDOT)	Barry Steele (Hickory Creek)
Scott Inglish (HNTB)	Larry Swartz (N. TX Rail Group)
Darin Jennings (Dannenbaum for Hickory Creek)	Elizabeth Trosper (City of Lewisville)
Raynard Kearbey (UNT)	Phil Ullman (HDR)
Robert Kennah (URS)	Shane Walters (HDR)
T.S. Kumar (City of Lewisville)	

## 1. INTRODUCTION

Bob Brown, P.E., Deputy District Engineer for the Dallas District of the Texas Department of Transportation (TxDOT) called the meeting to order. Mr. Brown stated that the purpose for this and future meetings would be to provide information and get feedback. Minutes of the August 6, 2008 meeting of the IH 35E Stakeholder Work Group were distributed and accepted.

## 2. RECAP SINCE MEETING NO. 1

Mr. Brown restated the reasoning for the current design changes and the present condition of the funding for the IH 35E Corridor. While there is \$535 million dollars dedicated from the 121 Toll

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concession and \$10 to \$20 million dollars in funding from the Regional Transportation Council (RTC); there is no federal funding for this project. Mr. Brown stated that this capital is only enough to fund the design and construction of 5 miles of the total 28 mile corridor.

The addition of Managed Lanes would provide a superior alternative route while generating revenue to help fund the project. Mr. Brown then stated that TxDOT had submitted a Preliminary Financial Feasibility Study (PFFS) to the North Texas Tollway Authority (NTTA) on September 2, 2008. The NTTA Board of Directors reviewed the PFFS at their September 17 meeting and passed a motion to waive their rights to primacy on the IH35E corridor, leaving TxDOT as the lead agency.

Mr. Brown then discussed possible delivery options for building the IH 35E corridor. The options included the traditional design-bid-build process or other options that leverage the available funds to more fully develop the corridor. Using the available \$535 million as leverage to finance public debt that could be paid back through managed lanes revenue was one option. A second option was to consider a design-build-finance package for TxDOT to use managed lane revenues as part of a developer's availability payment option. Advantages of these options include abbreviated construction time and that any surplus revenue would be directed towards TxDOT programs.

## **3. PROJECT OVERVIEW**

Nasser Askari, P.E., TxDOT Project Manager for the IH 35E Corridor reviewed the history and limits of the 28 mile project. Mr. Askari presented existing and previously evaluated typical sections for the northern, middle and southern segments of the Corridor. Mr. Askari pointed out that the previously approved design of the northern section did not have managed/HOV lanes, but had a wide median to allow a single reversible managed lane. Mr. Askari then outlined the current status of each section. He noted that on-going meetings had been held with the cities and other stakeholders along the corridor in the past month to further refine the current design.

## **4. REFINED MODIFIED CONCEPTS**

Chad Gardiner, P.E., Halff Associates Inc., Lead Project Engineer for the IH 35E Corridor explained how Halff and HDR were working together with TxDOT to develop the south, middle and north segments of the IH 35E Corridor from IH 635 to US 380. Mr. Gardiner provided an overview of the proposed typical sections for the three segments. Mr. Gardiner then gave an overview of the refined concept (Alternative 3) line diagram showing the various types of access to managed lanes including: slip ramps, wishbone ramps, and direct connections or t-ramps. This Alternative 3 line diagram for managed lane access combined the best aspects of the two previous line diagrams: Alternative 1 showing slip ramps, and Alternative 2 showing wishbone ramps. Alternative 3 generally maximized managed lane access for both local cross streets and from general purpose lane traffic. This Alternative 3 culminated from the meetings

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with the cities in the past month (August 27 – Sept. 5). Mr. Gardiner then gave an overview of the recommended Alternative 3 access and right of way (ROW) needs and changes.

## **5. STAKEHOLDER OUTREACH**

Matthew Craig, P.E., Halff Associates Inc., Project Manager for the IH 35E Corridor, described the scope for public outreach on the project as detailed on the slide presentation. Four avenues were being used: the monthly stakeholder work group meetings with city and agency staff, individual meetings with the cities and agencies, the formation of a Policy work group for elected officials and executive level staff, and then public meetings advertised for outreach to the general public. The Stakeholder Work Group will continue to meet monthly. The Policy Work Group has yet to be formed, but is anticipated to start in late October. The first series of Individual City Meetings were held between Aug. 27 and Sept. 5, with a second series to be held October 13 through 17. The first series of public meetings are being planned for mid-November. These will be the only public meetings until the public hearings to be held in summer/fall 2009.

## **6. SCHEDULE**

Mr. Craig then updated the stakeholders on the schedule for the IH 35E Corridor. The schedule is still planning for the schematic to be submitted by the end of December 2008 to Austin for review and environmental clearance (FONSI) by December 2009. Mr. Brown added that TxDOT will complete their Level 2 Traffic and Revenue Study in the spring of 2009, and use the results of the study to decide the best method to build and finance the project.

## **7. OTHER ISSUES/NEXT STEPS**

Mr. Brown stated that Matt Craig or Nasser Askari will contact the entities involved to schedule individual briefings and future regular meetings of this IH 35E Stakeholder Work Group. Mr. Craig reminded everyone that plots of the updated access line diagrams were being handed out to each stakeholder, and that comments on them were due back to the design team within two weeks.

## **8. QUESTIONS**

- Q: Is there a way to acquire ROW prior to the environmental clearance?
- A: Mr. Cecil Saldana, ROW Specialist with TxDOT, stated that option agreements for needed ROW are a possibility for undeveloped property. The option works by TxDOT paying a fee to the property owner to preserve the land before the environmental document is cleared. He noted that this can't start until the schematics are approved early next year. Mr. Brown added that normal ROW acquisition cannot begin until 2010 when the FONSI on the project is approved by FHWA.

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- Q: Are these early option agreements just for vacant land or can they be used on developed property?
- A: Mr. Saldana said they are for vacant land only. Developed property is reviewed on a case by case basis.
  
- Q: What is the earliest that construction can start?
- A: Mr. Brown stated that the earliest it could begin is 2010 after the environmental document is cleared by FHWA. TxDOT will be reviewing the potential phasing of construction next year after receipt of the Level 2 Traffic and Revenue study. TxDOT wants to lock down the construction costs as soon as possible.
  
- Q: Can the current \$535 million in funding for IH 35E be used for ROW, and where could it be used?
- A: Mr. Brown stated that once the environmental is cleared in late 2009, the current funds are targeted for the middle section of IH 35E between SH 190 PGBT and FM 2181 Swisher Road. The funds could be used for ROW, but he hopes it all is used just for ROW.

Mr. Brown stated that there was staff available after the meeting if anyone had any other questions.

## **Materials Distributed at the Meeting:**

- IH 35E Stakeholder Meeting No. 2 Agenda - Halff
- IH 35E Stakeholder Meeting No. 1 Minutes - Halff
- IH 35E Stakeholder Meeting No. 2 PowerPoint Presentation - Halff
- Refined Lane Balance Diagram –Alternative 3 – Halff (displayed at the meeting and one copy given to each city/agency)

This concludes the Meeting Minutes. Our goal is to provide a complete and accurate summary of the proceedings of the subject meeting in these minutes. If you feel that any of the items listed above are not correct, or that any information is missing or incomplete, please contact Halff Associates so that the matter can be resolved, and a correction issued if necessary. These minutes will be assumed to be correct and accepted if we do not hear from you within ten (10) calendar days from your receipt.