

# Meeting Minutes

**To:** IH 35E Stakeholders

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

**Subject:** IH 35E Stakeholder Meeting No. 4

**Meeting Date:** December 3, 2008 – 2:00 PM to 4:00 PM

**Location:** Lewisville City Hall

**Minutes Date:** January 30, 2009

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

## 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. Minutes of the October 1, 2008 meeting of the IH 35E Stakeholder Work Group were distributed. No corrections were noted.

## 2. SCHEMATIC DESIGN

Chad Gardiner, P.E., Halff Associates Inc., Lead Project Engineer for the IH 35E Corridor stated that copies of the 60% draft schematic plan were printed for distribution to each of the stakeholder agencies after the meeting. He then explained changes since the conceptual 30% draft schematic plan was distributed at the last Stakeholder meeting on Nov. 5. These comments were a result of coordination with the stakeholders, review by TxDOT, and comments from the public meetings held between November 10 and November 17. The following summarizes those changes:

Attendees: 28 (Absentees are shaded)		
Askari	Nasser	Texas Department of Transportation
Bacchus	Steven	City of Lewisville
Baker	Lindsey	City of Denton
Bailey	Gary	Texas Department of Transportation
Bama	Hamid	Dallas County
Barks	Berrien	North Central Texas Council of Govts
Berner	Earl	City of Lake Dallas
Booth	Scott	Innovative Transportation Solutions
Brown	Bob	Texas Department of Transportation
Burgess, Michael C.	(Attn: Janice Zimmerman)	U.S. House of Rep
Cabralas	John	City of Denton
Campbell	George	City of Denton
Cornyn, the Honorable John	(Attn: Diana Palacios)	U. S. Senate
Craig	Matt	Halff Associates, Inc.
Crouser	Del	City of Dallas
Davis	David	City of Farmers Branch
Diviney	Patrick	Denton Co. Transportation Authority
Escalante	Richard	The University of North Texas
Evans	Jim	The University of North Texas
Gardiner	Chad	Halff Associates, Inc.
Gibbs	Fred	City of Corinth
Hall	Robert	Texas Department of Transportation
Hall	Stan	Texas Department of Transportation
Halstead	Jennifer	HNTB (Courtney Filer for JLH)
Hammons	Tom	City of Carrollton
Hensley	David	Texas Department of Transportation
Holzwarth	Donald	Dallas County
Horn	The Honorable Mary	Denton County
Howell	Milton "Pat"	The University of North Texas
Hudspeth	John	Texas Department of Transportation
Jennings	Darin	Dannenbaum Engineering Co.
Jorge	Barrero	Wilbur Smith Associates
Kearbey	Raynard	University of North Texas
Kennah	Robert	URS (for DCTA)
King	Claude	City of Lewisville
Kumar	T. S.	City of Lewisville
Leavitt	Michael	City of Highland Village
Locke	Don	City of Corinth
MacAllister	Tim	USACE
MacGregor	Matt	Texas Department of Transportation
Majzoub	Dean	FHWA
Mangum	Roger	Town of Hickory Creek
Martin	Mike	City of Farmers Branch
McKeown	Chad	North Central Texas Council of Govts
Molina	Cesar	City of Carrollton
Murawski	Jerry	City of Farmers Branch
Neal	Jeff	North Central Texas Council of Govts
Neeley	Scott	Denton Co Transportation Authority
Nelson	Mark	City of Denton
Olyai	Koorosh	Dallas Area Rapid Transit
Payne	Frank	City of Denton
Phelps	Brian	USACE
Pittman	Maurice	Texas Department of Transportation
Polster	John R.	Innovative Transportation Solutions
Saldana	Cecil	Texas Department of Transportation
Schwartz	Larry	North Texas Rail Group
St. Jacques	Kevin	Wilbur Smith Associates
Steele	Barry	Town of Hickory Creek
Thomas	Rick	Halff Associates, Inc.
Trosper	Elizabeth	City of Lewisville
Ullman	Phil	HDR
Walters	Shane	HDR
Wilson	Anita	FHWA

- Minor geometric revisions throughout to accommodate profiles and clearances
- More significant revisions include:
  - **South**
    - The ramps south of Belt Line were extended for profile purposes and required taking a little more Right of Way (ROW.) The additional ROW occurred at locations where the property was already displaced.
  - **Middle**
    - Lewisville Lake Bridge was shifted east to reduce the ROW take west of IH 35E.
  - **North**
    - Slight shifts were made to general purpose ramps to maximize weave lengths on the general purpose lanes. As a result, the proposed u-turn located between Loop 288 and Mayhill was shifted approx. 400' north to better facilitate the frontage road traffic from the ramps located north and south of the u-turn.
    - Minor geometric revisions to US 77 interchange to facilitate signing along Southbound (SB) US 77 to IH 35E. The changes provide a separate lane for each SB ramp movement.
    - Braided ramps – Northbound (NB) exit to Ft Worth and NB entrance from Teasley
    - McCormick – East of IH 35E, route traffic to Avenue A and remove McCormick connection between Ave A and Underwood St (no existing access in this segment).
    - Shift the IH 35W NB exit to Bonnie Brae farther south to increase queue length at intersection.

Mr. Gardiner next requested that the stakeholders provide comments for the 60% submittal by December 10th to allow enough time to review and implement any necessary changes prior to the 90% submittal. He added that draft traffic projections were received on November 25th. These projections are not shown on the 60% schematics and are subject to approval by TxDOT TP&P Division. The team will be performing traffic operational analysis in the coming weeks. In addition to main lane operations, the design team will focus on intersection analyses to determine queue lengths and the need for protected turn lanes. The design team will also be performing preliminary analyses on the existing cross drainage culverts to determine which culverts need to be replaced and upsized.

### 3. ENVIRONMENTAL DOCUMENTATION

Matthew Craig, P.E., Halff Associates Inc., Project Manager for the IH 35E Corridor, provided a status report on the environmental assessment (EA) preparation. He stated that the 60% draft schematic would be used to fully engage in the environmental process. They will also use the draft traffic projections completed November 25. Mr. Craig also advised the city

representatives that the environmental scientists would be contacting them to obtain future development information to use in the EA's Indirect and Cumulative Impact analysis. They may set up coordination meetings with the city, if needed. The design team is also coordinating with the North Central Texas Council of Governments (NCTCOG) for their assistance in developing air emission projections and traffic volumes for environmental justice analysis. He concluded by stating that coordination is also on-going with the US Army Corps of Engineers for the Copperas Branch Park at Lewisville Lake.

#### **4. STAKEHOLDER OUTREACH**

Mr. Craig provided a status report on the public outreach for the project. The three public meetings held on Nov. 10 at UNT, November 13 at Lewisville, and November 17 at Farmers Branch had 343 attendees. Meetings were open house format, without a formal presentation. Comments received at the public meetings were briefly discussed. A short summary of each meeting was distributed to the Stakeholder Work Group. Mr. Craig concluded by stating that the next Stakeholder Work Group meeting would be held on February 4 at Lewisville City Hall.

#### **5. SCHEDULE**

Mr. Craig then updated the stakeholders on the schedule for the IH 35E Corridor. The draft environmental assessment is expected to be sent to Austin in March, 2009. The goal for environmental clearance (FONSI) is still December 2009, but is getting tight. The 90% draft schematic plans are expected to be completed by January 31 for submittal to TxDOT Austin. The team will plan to distribute them at the February 4 Stakeholder meeting.

#### **6. RIGHT OF WAY**

Mr. Cecil Saldana, Right of Way Specialist for the Dallas District of TxDOT, spoke on the status of the right of way acquisition on IH 35E. He noted that they could start ROW work after receiving environmental clearance expected in December 2009. He added that the public meetings in November provided a good opportunity for them to meet with the public and dispel rumors. They tried to improve the public's understanding of the process talking with the public and by distributing TxDOT booklets explaining the ROW acquisition process. Mr. Saldana offered to meet with property owners if they still had questions.

Mr. Saldana concluded his presentation by answering questions on two options for ROW acquisition. An "Option Agreement" is used on unimproved land to prevent it from being developed. An up front fee is paid to the landowner to keep the future ROW clear. A "Hardship Acquisition" is used for landowners that want to sell their land but cannot due to the proposed project's ROW impact. To claim this option, the landowner must submit a letter to TxDOT explaining their hardship. Requests are sent to TxDOT Austin for consideration. An individual environmental study is needed for each hardship property acquisition.

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

Mr. Brown concluded the meeting by giving a PowerPoint presentation (copies distributed) on upcoming discussions on construction financing and phasing plan development. He noted that the design team will be updating the cost estimates after the 90% schematic is completed. The traffic engineer is also preparing a Level 2 Traffic and Revenue study, expected to be completed in March. This study includes taking traffic counts, license plate surveys and mail-in driver trip surveys. After the traffic and costs are calculated, they will be given to the financial planner for analyses and identification of the project's anticipated funding gap. The preliminary results will be ready in April and will be discussed with the Stakeholders for input on measures to close the funding gap. Early implementation projects, such as the FM 407 interchange, will be presented to Stakeholders for feedback and priorities. The project delivery ideas may vary by project limits, phasing, priorities, and delivery method. Mr. Brown's goal is to achieve consensus from the Stakeholder Work Group on the phasing plan. He will present more information on this at the February 4 Stakeholder meeting.

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

- IH 35E Stakeholder Meeting No. 4 Agenda - Halff
- IH 35E Stakeholder Meeting No. 3 Minutes - Halff
- IH 35E Phasing Slideshow - TxDOT
- 60% Draft Schematic – Halff/HDR (displayed at meeting and 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.