

# Meeting Minutes

**To:** IH 35E Stakeholders

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

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

**Meeting Date:** February 4, 2009– 2:00 PM to 4:00 PM

**Location:** Lewisville City Hall

**Minutes Date:** May 11, 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 December 3, 2008 meeting of the IH 35E Stakeholder Work Group were distributed.
- Changes from the 30% to 60% schematic were submitted to TxDOT on December 1<sup>st</sup>.
- TxDOT addressed comments received by the cities as well as other comments and submitted the 90% schematic on January 9<sup>th</sup>.
- The 90% update was shown at the meeting.

**2. SCHEMATIC DESIGN**

- Chad Gardiner (Halff Associates) presented design changes between the 60% and 90% schematics include:
  - Traffic volumes have been added to the schematics.
  - Denial of Access Revision throughout includes:
    - denial of access due to ramp locations.
    - denial of access due to local cross street connections to the frontage roads.
  - Adjustments to ROW based on updated cross sections and grading limits.
  - The intersection LOS analysis was completed. Minor adjustments were made to frontage road intersections to improve LOS.
  - Major transmission lines and gas lines within the corridor are now shown.

**Attendees: 31 (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
Comyn, 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
Reasoner	Kimberly	The University of North Texas
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

- Preliminary drainage analysis was performed and proposed culverts were sized based on this analysis. Drainage improvements are shown on the schematics including proposed drainage easements. In the north segment, some of the culverts tie to existing systems located off of TxDOT ROW. Coordination regarding the improvement of proposed systems as well as existing “off ROW” systems will need to be performed during the detail design phase.
- Minor geometric revisions throughout to accommodate profiles and clearances.
- More specific revisions to Corridor segments include:
  - **(Middle)**
    - The two NB exit ramps south of Fox Ave. were combined to create one ramp location allowing for a two-lane exit (if needed) in the future.
    - Raised the FM 407 profile at IH 35E to improve drainage conditions.
  - **(North)**
    - Slightly adjusted some ramp locations to assist with denial of access locations.
    - Adjusted Meadow Oak/Dobbs to match the City of Corinth’s future alignments.
    - Adjusted Corinth Pkwy. to match City of Corinth’s future project west of IH 35E and eliminated the Wildwood St. connection by adding a future cul-de-sac to be constructed by the City of Corinth.
    - Revised frontage road lane balance between Loop 288 and San Jacinto to improve operations on the frontage road.
    - Revised NB frontage road lane balance south of Oak St. to reduce the number of weaving lanes from the NB IH 35W exit to Oak St.
    - Adjusted the construction limits of Loop 288 and McCormick. This reduced ROW along McCormick.
- Guide signs for the proposed improvements are not shown. These are tracking independently of TxDOT’s review comments.
  - Plan to submit complete schematics with signage by this Friday, Feb. 6, 2009.
  - TxDOT Traffic operations and the Area offices will review – after receiving their approval, the updated schematics will be sent to Austin for review.
  - Will post the schematics with guide signs onto TxDOT’s website.
- The design team would be happy to meet with the stakeholders if you have any comments or questions after reviewing the updated 90% schematics.

### **3. ENVIRONMENTAL DOCUMENTATION**

- Matt Craig (Halff Associates) briefed the group on the status of the Environmental Document.
  - EA Analysis began Dec. 1 using 60% schematic and new traffic.
  - The design team has worked with NTCOG regarding MSAT and EJ.
  - The current plan is to submit the middle document done first, then south and north.
  - The design team has requested data from cities for the indirect and cumulative impacts analysis. We appreciate the time taken by the cities to meet with members of the design team.
  - USACE coordination is on-going related to Lewisville Lake mitigation, 4(f) mitigation, and 404 permitting. Mr. Craig stated that letters of concurrence with regards to the 4(f) mitigation plan will be needed from impacted cities.
  - A question was asked regarding Dec 2009 FONSI approval – Mr. Craig stated that the plan is to submit the middle segment first. However, the schedule is tight and we will need timely reviews and response to comments to make the December FONSI timeline for the middle segment. The design team is currently working towards a middle segment Public Hearing in August/September. The north and south segment hearings would follow in October/December.

### **4. STAKEHOLDER OUTREACH**

- Matt Craig
  - Stakeholder meeting rescheduled to every other month at Lewisville City Hall.
  - Next meeting is April 1, 2009 – City/County Staff.

## 5. EA/SCHEMATIC SCHEDULE

- Matt Craig
  - Draft 95% schematic to TxDOT Austin – Feb. 2.
  - Draft middle EA to TxDOT Austin – March 2009.
  - The current goal is to acquire a FONSI for the middle segment by Dec. 2009, with FONSI's for the south and north segments following early next year.

## 6. CONSTRUCTION FINANCING AND PHASING PLAN

- Bob Brown
  - TxDOT plans to develop a financing and phasing plan for the IH 35E Corridor and position the IH 35E corridor to take advantage of possible new revenue sources. The timeframe for the development of this plan is spring 2009.
  - With continuous stakeholder input, involvement and feedback, a plan will be developed to:
    - Identify available financial resources and have the project ready to take advantage of these resources.
    - Segment the project into manageable portions.
    - Prioritize the segments.
    - Define early implementation segments.
  - This process will be referred to as the “Project definition process”. As part of this process, TxDOT plans to work with the corridor Stakeholders to:
    - Review innovative finance and project delivery options.
    - Determine stakeholder support for use of innovative finance and project delivery options.
    - Through an iterative process, define project packages to be delivered traditionally and/or through innovative project delivery options.
  - The Project Definition Process will be undertaken concurrently and somewhat independently of the development of the environmental assessments.
  - The current Legislative session and outcomes of the session will have an impact on this corridor with respect to the following issues:
    - Available funding stream – Will TxDOT/RTC be able to devote new financial resources to this corridor? What is the timeframe of the availability of any new funding?
    - Innovative finance and delivery methods – Will TxDOT have the ability to use innovative financing?
  - Mr. Brown stated that TxDOT will bring in a procurement engineer to assist with the development of the Project Definition Process. In addition, a series of meetings are being planned with agencies, stakeholders, and engineers for input and coordination during this process.
    - Weekly Technical Team Meetings at the Dallas District Office will be held – stakeholders are welcome.
    - Monthly/semi-monthly Stakeholder Meetings will continue to be held at the Lewisville City Hall (unless informed otherwise).
    - TxDOT staff is available to present the Process to Commissioner Courts, City Councils, Chambers, or Community Groups at the stakeholders request.
  - The Level 1 T&R Study showed a funding gap of \$1.5 – 2 billion.
  - Mr. Brown presented a slide depicting possible construction phasing limits to be analyzed with the Project Definition Process and Level 2 T&R Study. The slide depicted three possible segments in the south, four in the middle, and four in the north.
    - Portions of the south segment almost have to be constructed through traditional design-bid-build methods to the involvement of the three different railroads.
    - TxDOT is obligated to construct the middle segment no matter what scenario is analyzed.
    - Portions of the north segment located north of LP 288 (S) may also need to be constructed through traditional design-bid-build methods because of the potential for a lower managed lane revenue stream through this segment. Other portions of the north may be analyzed to have temporary improvements in an interim condition until the ultimate improvements can be constructed.

# Meeting Minutes

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**Materials Distributed at the Meeting:**

- IH 35E Stakeholder Meeting No. 5 Agenda & Meeting No. 4 Minutes.
- IH 35E Draft 90% Schematic Plan (one CD to each entity).
- IH 35E Proposed Improvements Slideshow – TxDOT.

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.