

Meeting Notes

PROJECT: Committee Advisory Group Meeting
SH 34 Corridor Study and Assessment

ATTENDEES: Refer to Sign-in Sheet

Proj #: 0173-04-026

LOCATION OF MEETING: Kaufman, Texas

DATE/TIME OF MEETING: September 22, 2005
6:30 PM

The following is our understanding of the subject matter covered in this meeting. If this differs from your understanding, please notify us within five working days.

Stephen Endres, Project Manager for the Texas Department of Transportation (TxDOT), welcomed the Community Advisory Committee (CAC) attendees and asked if there were any questions/comments regarding the June 30, 2005, Minutes. Following Stephen Endres, the attendees introduced themselves.

Matthew Craig with Half Associates gave a brief history of the project and discussed the alignments of the previous study. He then introduced the results of the Corridor Study to date. He began with the Data Collection and Constraint Mapping. An Alternatives and Constraints Map and a *Draft Analysis of Conceptual Alternatives* were provided to each attendee. Other results of the corridor study were discussed such as Traffic Projections, Typical Sections, Alternative Alignments, Draft Data Analysis Matrix, and Trans Texas Corridor Update.

Data Collection and Mapping Constraints – The study team met with the Kaufman County Historic Preservation Officer on August 25. Additional locations of potential historical significance were then added to the constraints map. Information/data collected are put into GIS to help quantify potential impacts along the proposed routes. Work is still ongoing, such as utility mapping. A utility location map was also presented. The attendees were thanked for their input in the development of the Constraints Map.

Traffic – The traffic projections were discussed; Mr. Craig noted that approximately 7,000 to 7,500 vehicles per day currently travel on SH 34 between Kaufman and Terrell. An estimated 16% of those vehicles are trucks. Traffic projections were calculated based on a 4% per year increase. By the year 2030, Kaufman County and the cities of Terrell and Kaufman are projected to triple their population.

It was suggested that with a new route, 60% of the vehicles would use a new facility and 70 – 75% of the truck traffic would use the new facility. CAC attendee, John Blain, asked if the traffic at SH 34 and IH 20 was considered being a choke point and if there are any plans to remedy that traffic situation. Mr. Blain brought a recent newspaper article regarding a high number of traffic accidents at this location.

Typical Sections – A chart showing the typical sections was presented. The proposed right-of-way (ROW) would be 160 feet with a closed drainage system, and the design speed would be 60 miles per hour. The proposed project would be classified as an urban/suburban arterial; and would have a wide median for the ability to add lanes in the future.

Alternative Alignments – The SH 34 Alternatives and Constraints Map was presented, and Matthew Craig briefed the attendees on each of the Alternative Alignments. Some of the questions asked by the

attendees were as follows:

- Are SH 234 and SH 34 logical termini for this project or should a broader scope/picture be considered?
- Are the new alignments economically suitable and will they still allow the area to keep its 'country' appeal?
- Are the SH 34 Corridor Maps, data, etc. available on the project website?

Draft Alternatives Analysis Matrix (Table) – The different alignments were compared side by side against social and economic effects, environmental effects, other effects, and cost. Avoidance and minimization of impacts along the routes were discussed. Floodplains are an important constraint to consider. Also, the project will attempt to avoid and minimize impacts to wetlands as much as possible and will mitigate for those areas that can not be avoided. Halff Associates is currently in the process of quantifying bottomland hardwoods as requested at the last CAG meeting to ascertain the area that would be impacted. They are still developing costs for land acquisition, relocation, etc., and should have some tangible costs for the next meeting.

Trans Texas Corridor Update – The public hearing should be held early next year. It is still in the 'Draft EIS' stage. It should be the spring of next year for the EIS to be completed. The corridor will be defined in the DEIS as an area 10 miles wide and parallel to IH 35.

Public Involvement – Public Meetings have been tentatively scheduled for the evenings of November 8, 2005, in Terrell and November 10, 2005, in Kaufman. Locations of the meetings would more than likely be at the high schools in each respective city. A CAG attendee expressed concern about the ability to provide input into the preferred alignments before the public meeting. As a result, the next CAG meeting was scheduled for 6:30 pm, October 27, 2005, at the Kaufman Fire Station. There will not be a CAG meeting in November or December.

These notes are only summaries of key points of the meeting and are not meant to be used as a transcript of the meeting.

REPORTED BY: Jonathan Stewart – Civil Associates, Inc.

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