

# Meeting Notes

**PROJECT:** SH 34 Corridor Study  
**ATTENDEES:** Refer to Sign-in Sheet

**Proj #:** 0173-04-026

**LOCATION OF MEETING:** Kaufman, Texas

**DATE/TIME OF MEETING:** August 25, 2005  
2:00 PM

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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.

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Stephen Endres, Project Manager for the Texas Department of Transportation (TxDOT) welcomed the SH 34 Technical Advisory Committee (TAC) attendees and asked if there were any questions/comments regarding the June 30, 2005 Minutes. Larry Tigert, Mayor of Post Oak Bend mentioned that his question during last meeting concerned when would funds be available for the project. Stephen Endres gave the attendees an option to email questions/corrections and that adjustment could be made to the Minutes. Following Stephen Endres, the attendees introduced themselves and briefly explained their interest in the project.

Matthew Craig with Halff Associates 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 presented to each attendee. Other results of the corridor study were discussed such as Traffic Projections, Typical Sections, Alternative Alignments, Draft Data Analysis Matrix, Potential Funding Considerations, and Trans Texas Corridor Update.

Data Collection and Mapping Constraints – Data collected is put into GIS to help quantify potential impacts along the proposed routes. Work is still ongoing such as utility mapping. A draft utility location map was presented. The attendees were asked to review the map to determine if additional locations need to be added. Emphasis was placed on the desire to avoid the ‘big ticket’ utility items.

Traffic – Modeling was discussed; the SH 34 corridor study is located just outside of the NCTCOG detailed traffic model. As a result, growth rates were based on a four percent/year increase. In essence, by the year 2030, Kaufman County and the cities of Terrell and Kaufman will have tripled their population/growth. More detailed traffic projections will be presented at the next TAC meeting.

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

Alternative Alignments – The SH 34 Alternatives and Constraints Map was reviewed and Mathew Craig briefed the attendees on each of the Alternative’s. He asked the attendees for further options/routes to consider. Some of the questions asked by the attendees are as follows:

- Will the widening of SH 34 be enough or will another route be needed?
- Is the Railroad Alignment still a viable option?
- Even if an Alternative Alignment is decided upon, can you still add a turn lane on SH 34?

- Regarding the determination of the new alignment, how much impact does this group have on the decision?

Draft Alternatives Analysis Matrix (Table) – The different alignments were compared side by side against social and economic effects, environmental effects, other effects, and cost. The alternatives to the west are longer. A rhetorical question regarding the benefit(s) of trucks utilizing the longer route(s) was proffered. Avoidance and minimization of impacts along the routes was discussed.

Potential Funding Considerations – There are no dollars currently available for the SH 34 corridor project. It must be out of the planning phase and the environmental document must be approved. At that juncture, TxDOT would have legal authority to buy the needed ROW.

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 complete. The corridor is 10 miles wide and parallel to IH 35.

Following the slide presentation, Stephen Endres of TxDOT asked for suggestions, input, etc. He asked to let TxDOT know if there is anything misplaced on the maps or if anything else needed to be added. The next meeting was scheduled for 10:00 am, October 27, 2005, at the Kaufman Fire Station.

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

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**REPORTED BY:** Jonathan Stewart – Civil Associates, Inc.

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