

Meeting Notes

PROJECT: SH 34 Corridor Study **Proj #:** 0173-04-026
ATTENDEES: SH 34 Community Advisory Group **LOCATION OF MEETING:** Kaufman, Texas
Refer to Sign-in Sheet
DATE/TIME OF MEETING: August 24, 2006
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 SH 34 Community Advisory Group (CAG) attendees. He informed the attendees to be sure to pick up copies of the handouts provided. He requested CAG attendees to read over the minutes and to let him know if there are any changes. Stephen Endres also updated the CAG regarding the status of the aerial mapping. It took longer than anticipated to do the mapping. The digital mapping should be ready by mid-October.

Matthew Craig, with Halff Associates, indicated that the April Public Meeting as well as CAG and Technical Advisory Group (TAC) responses favored Alignment K. He also indicated that comments received from the various cities were in favor of Alignment K. Matthew Craig said that they received official endorsement for Alignment K from the City Post Oak Bend. In addition, Kaufman County submitted a Resolution of Support for Alignment K. He mentioned that TxDOT is on the Terrell City Council Meeting agenda for the September 5, 2006, City Council meeting. The State looks for municipality guidance on these types of developments.

Regarding the traffic data, Matthew Craig indicated that they are expecting the data by the middle of next month. They will be able to show the draft results of the study at the next CAG meeting.

A question was asked how Alignment K affects IH 20. Matthew Craig referred to an aerial photograph on display at the front of the meeting room. He demonstrated how Alignment K crosses IH 20 and is offset from FM 2578. He mentioned that the ramping is not the typical diamond interchange. Rather, it is more of an "X" ramp configuration. Each cross street will have a ramp and to do that, continuous frontage roads will be needed. It will allow access to Rose Hill, the new SH 34 alignment, and existing SH 34.

A CAG attendee asked what would happen at FM 2578 as a result of the proposed alignment. Matthew Craig indicated that the bridge would be removed and that FM 2578 would "T" into SH 34. The design is consistent with the Terrell Thoroughfare Plan. He indicated that they are planning to have the schematic development work completed by the end of this year and that the Environmental Assessment (EA) would track about one to two months behind the schematic.

A question was asked if the EA would be posted on the project website. Matthew Craig said that the EA would not be posted on the website until the Public Hearing and referred the CAG attendees to the schedule provided in the handouts.

Regarding the EA, Matthew Craig indicated that they are currently working on the right-of-entry (ROE) and field surveys. There are still some ROE letters that have not been returned. As soon as they get all

the letters, they will be able to complete the surveys. The types of surveys that will be conducted are:

- Archeological
- Biological
- Wetland
- Hazardous Materials
- Historical

Matthew Craig discussed the VE Study that will take place in September. For any project greater than \$25M, FHWA requires a VE Study. The VE Study is usually conducted at the 60 percent stage of schematic completion. The intent of the VE Study is to ascertain where extra value can be added to the project. The dates for the VE Study are September 25 – 29, 2006, with the location to be determined. The VE workshop will comprise a team of approximately 15 individuals from TxDOT ENV, TxDOT Dallas District, Kaufman Area Office, FHWA, and Half Associates. A certified VE specialist will be part of the group. Matthew Craig indicated that if anyone from the CAG would like to be a part of the workshop, to let him know. He said a bus tour for the benefit of those attendees in town from Austin would take place; probably on Monday, September 25, 2006.

Matthew Craig referred to the figure provided in the hand outs regarding the southern SH 34 project and the tie in to Alignment K. He said TxDOT was in the final stages of the schematic. They just had the Public Hearing and a VE Study is required for that project as well.

A question was asked if work was progressing on SH 34 north of Terrell. Stephen Endres said it was. They are currently determining right-of-way (ROW) lines and initiated construction of culverts by High Street.

Matthew Craig briefed the CAG on the Trans Texas Corridor. He said that approximately 350 persons attended the July 19, 2006, Public Hearing in Terrell. The public comment period ended on August 21, 2006. He referred the CAG attendees to the handout information provided at that hearing. He said that defining the specific location within the selected 10-mile wide study corridor would be the next step.

Regarding Public Involvement, Matthew Craig indicated that the April Public Meeting Minutes and pdf copies of maps and alignments are located on the SH 34 project website. He informed the CAG that they are free to download any of the information from the website that is of interest. The next CAG meeting is scheduled for November 16, 2006. The next TAC meeting is scheduled for October 26, 2006.

Matthew Craig introduced Mr. Jack Poulan of the TxDOT Dallas District ROW Department. Jack Poulan said that the ROW process is exactly how he discussed it in the Public Meetings. He offered TxDOT ROW Acquisition pamphlets to those in attendance and specifically for those whose property would be impacted. He briefly discussed the ROW acquisition process, describing the chain of events that would/could take place in obtaining the ROW property. Please refer to the TxDOT pamphlets provided for the specific and complete details. He said he would be available for specific questions following the meeting.

Following Jack Poulan's ROW discussion, Stephen Endres of TxDOT adjourned the meeting and thanked everyone for attending.

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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