

Meeting Notes

PROJECT: SH 34 Corridor Study **Proj #:** 0173-04-026
ATTENDEES: SH 34 Technical Advisory Committee **LOCATION OF MEETING:** Kaufman, Texas
Refer to Sign-in Sheet
DATE/TIME OF MEETING: November 2, 2006
2:00 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 Technical Advisory Committee (TAC) attendees. He requested TAC attendees to read over the minutes and to let him know if there are any changes.

Matthew Craig with Halff Associates, reviewed the list of resolutions received from cities in the selection of Alignment K. The resolutions received to date are as follows:

- City of Oak Ridge – April 4, 2006 (Public Meeting)
- City of Post Oak Bend – August 1, 2006
- Kaufman County – August 14, 2006
- Kaufman Economic Development Board – August 14, 2006
- Kaufman Chamber of Commerce – August 15, 2006
- City of Terrell – September 5, 2006
- City of Kaufman – September 19, 2006

Lenny Voellinger with Halff Associates, briefed the TAC on the status of the Environmental Assessment (EA). He indicated that the EA is being prepared in accordance with the National Environmental Policy Act (NEPA). A NEPA document is required when federal funds are used on a project. NEPA takes the human and natural environments into consideration when assessing projects. Mr. Voellinger said that field surveys were conducted during the week of October 16 – 20, 2006, by social and biological scientists and that the historic and archeology experts would be in the field the week of November 7, 2006. He indicated that they received most of the rights-of-entry (ROE) and would still like to receive the remaining ROE. He did indicate that they were able to get on the properties that provided ROE with no problem. Marked vehicles were used at the request of some of the land owners. The land use analysis is complete but still needs the *Master Land Use Plan* from the City of Post Oak Bend. Halff Associates biologists completed the waters of the U.S./wetland analysis and characterized the various vegetation zones such as upland forests, bottomland forests, and riparian that would be impacted. This will ensure that proper mitigation takes place. Mr. Voellinger indicated that the traffic data will allow the noise effects to be analyzed by modeling the receivers, etc. The historic component will evaluate structures such as homes, bridges, and farmsteads greater than 50 years of age measured from the time of roadway construction. Mr. Voellinger indicated that they are going to try to have the draft EA completed by the middle of December 2006.

Mathew Craig indicated that they were proceeding with schematic development. He referred to the alignments at the front of the meeting room. The plans and profiles have been developed and currently comprise nine large schematic sheets at a scale that shows turn lanes, signals, utilities, etc. The

topographic mapping is expected to be completed by the mapping company very soon, at which time the design team can finalize the schematic plans and profiles. Updated traffic volume projections were received today. Mr. Craig said that the road tubes (traffic counters) were out on SH 34 collecting the necessary data for the traffic projections. Traffic projections were generally in line with earlier projections. The future traffic (Year 2035) on existing SH 34 traffic would remain about the same as today's volume when the new SH 34 is constructed. The proposed new SH 34 would carry about 10,000 vehicles per day. The draft 30% schematic should be ready in about two weeks, and the 90% schematic would be finished by the end of the year. Once the draft schematics and EA are approved for further processing by Austin, the Public Hearing can be held; tentatively scheduled for late summer/early fall 2007.

Matthew Craig stated that the Value Engineering (VE) Study is scheduled for November 14 – 17, 2006. For any project greater than \$25 million, FHWA requires a VE Study. The intent of the VE Study is to ascertain where extra value can be added to the project. The VE Study will be held at the TxDOT District Office conference room. The VE workshop will comprise a team of individuals from TxDOT Design Division, TxDOT Dallas District, Kaufman Area Office, FHWA, the Cities in the corridor, and Halff Associates. A certified VE specialist, Mr. Earl Wilson, will be part of the group. Matthew Craig indicated that the "SH 34 Relocation southeast of Kaufman" project would also be a part of the VE workshop. The draft VE Workshop Agenda was distributed to the group for additional details.

Matthew Craig briefed the TAC on the Trans Texas Corridor (TTC). He said that there was no new information to report and referred attendees to the TTC website for additional information.

The next Community Advisory Group (CAG) meeting was originally scheduled for November 16, 2006; however, the meeting will be postponed with the next date yet to be determined. The next TAC meeting was scheduled for January 25, 2007, but was also postponed with the next date yet to be determined. It is possible that the TAC and CAG meetings will be combined. A date for the aforementioned meetings will be forthcoming (likely in February 2007).

Matthew Craig asked if there were any questions. There were no questions and the meeting was adjourned. Stephen Endres of TxDOT thanked everyone for coming.

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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