



# Meeting Minutes Grayson County Tollway Project

**Date:** August 25, 2010, 9:30 a.m. **Location:** TCOG (Sherman)

**Subject:** Grayson County Tollway (GCT) Study – Technical Advisory Committee Meeting #1

**Documented by:** Mike Garrison, PE (Brown & Gay Engineers, Inc.)/Matt Craig, PE (Halff Associates, Inc.)

**Attendees:** (See attached sign-in sheet)

## Purpose of the Meeting

The purpose of the meeting is to assemble key decision makers within the proposed GCT Study Area to understand TxDOT's feasibility and corridor routing process, and assist in identifying additional constraints and alignments to contribute to this comprehensive study. The primary objective over the next 8-12 months is to perform a route alignment analysis (resulting in a preferred alignment), conduct travel demand modeling, and analyze traffic & revenue as well as toll feasibility for the proposed 33-mile Grayson County Tollway. The alignment will start on the south end of Grayson County at FM 121 (planned terminus of the Dallas North Tollway from Collin County), and extend north to US 75 near Denison.

## Meeting Notes:

1. Introduction/Overview (TxDOT – Noel Paramanatham)
2. Study Context (Brown & Gay Engineers, Inc. – Mike Garrison)
3. Public Involvement/Agency Coordination (Halff Associates, Inc. – Matt Craig)
4. Alternatives Analysis Process (Civil Associates, Inc. – Naser Abusaad)
5. Mobility Plan & Previous Studies (Brown & Gay Engineers, Inc. – Mike Garrison)
6. Alternatives Development / Action Items (Brown & Gay Engineers, Inc. – Mike Garrison)
7. Agency Issues/Concerns/Suggestions (All Attendees)
8. Workshop Comments:

Matt Craig notes from the meeting:

Mr. Noel Paramanatham (TxDOT Project Manager) opened meeting and asked Mr. Littlefield to make a few comments regarding the project. He explained the funding and process that was taking place to establish an alignment and hopefully preserve some ROW for the corridor. Noel then turned the meeting over to the BGE consultant team to walk through a PowerPoint presentation and then conduct a work session with the TAC in order to comment or establish any alignments that had not yet been investigated.

Mike G. (BGE Project Manager) described the study process and study area limits, which was provided in map version to all TAC participants. He said that the point of the next 8-12 months was to work with this team and eventually the public to establish a route that was both technically and locally preferred, and that avoided natural and man-made constraints as much as possible. Mike added that funding for the ultimate facility would be a real challenge, but maybe some sort of interim facility could be developed to accommodate short-term traffic projections and enhance development, which would in turn increase traffic demand and drive development of the ultimate facility. He explained that all sources of funding would be considered in the team's financial evaluation, both public and private, and that certain parts of the facility, like frontage roads, might need to be funded by other sources (if desired). Mike then introduced his key task leaders, Matt Craig, PE (Halff Associates – Routing Analysis and Public Involvement), and Naser Abusaad, PE, AICP (Civil Associates – Environmental Documentation). Mike then turned over the presentation to Matt, who moved into the public involvement process.

Matt explained that the public involvement process would move through a three-tiered approach, starting with this Technical Advisory Committee (TAC), then taking those ideas to a group of community leaders, homeowner associates, and public interest groups that would constitute a Community Advisory Group (CAG), and final ideas would be presented to the general public in a series of two public meetings that would be held over the next 6-8 months. Mike added that these CAG and public meetings would encompass the entire 33 mile corridor, but would have ample time for separate groups to focus on the north and south ends separately.

Matt explained that other individuals had been invited to participate in the TAC workshop, such as the FHWA, but if they chose not to, the team would still document the workshop in the form of meeting minutes and distribute these to all team members to keep them engaged and informed throughout the process. He said that the consultant team was really interested in this group's comments and input on the alternatives that have been drawn to date, and that we would have time during the breakout session to discuss these points in detail.

Matt discussed the formation and role of the Community Advisory Group, and said that it would be good to have one individual from the TAC to serve as a "point person" for the group, in order to provide leadership and guidance during the upcoming meetings. He said that the CAG would include several expected groups like homeowner associations and chambers of commerce, but also some less obvious groups like the Grayson County Farm Bureau, who might represent a majority of the "big-block" landowners on the south end of the corridor (south of Southmayd). These CAG meetings would be by invitation only, but the team was seeking advice on all parties that should be involved. Judge Bynum mentioned that this TAC group should get all of their "cussin' and fussin'" out on the table, so we could make the right choices for the community without regretting something later. Matt said that comprehensive participation in the CAG would be important to allow this process to happen there as well, so that all bases were covered once we went to the general public with our recommendations. Matt then turned the presentation over to Naser, who came forward to present the environmental portion of the presentation.

Naser said that research has shown that cities in the GCT study area are projected to grow approximately 50% between now and 2030, and that the US 75 corridor actually had 20% more trucks on it than on the IH 35 NAFTA corridor. This drives the Need and Purpose for the project to serve mobility for the citizens of Grayson County, and assist in distributing/diverting truck traffic off of US 75 in order to facilitate movement to the center of the DFW Metroplex.

Naser presented a graphic of the evaluation process, which looked like a funnel. He said that in the beginning we would have a large number of alternatives with broad-based estimates, but as we continued to work through our evaluation process, the alternatives would take a more refined shape, and estimates would have a higher level of accuracy.

Naser said from a natural environment perspective, the existing floodplains really stood out in this study area, and would be a major factor in quantifying cost and environmental impacts of the various alignments being considered.

Naser said from a manmade perspective, the hazardous material (HazMat) sites would be areas to avoid. These mostly took form as the numerous gas wells shown on the GCT Constraints Map, which were found by conducting research through the Texas Railroad Commission. He said there were also several archeological sites and parks that would need to be avoided in developing our alignment alternatives.

At presentation closing, Mike G asked for the TAC to return comments within one week on the constraints map and any additional members to be added to the CAG list. He said these comments could be emailed, mailed, or hand-delivered to Mr. Noel Paramanatham at the TxDOT Sherman Area Office.

During workshop:

- Commissioner Short and Mike Shahan mentioned that two landfills on west side of airport needed to be avoided if looking to widen roadway through that area. Project team that developed the SH 289 pass-through toll section did not identify this issue until later on in their project development.
- Gunter representative Cliff Gibbs marked up a new alternative alignment (west to east direction), just north of the city. This corridor appeared to connect two of the three existing Municipal Utility Districts already shown on the map. This is an adjustment to the S3 alignment currently shown.
- Southmayd Mayor Pepe noted the following:
  - New SH 289 was designated as Preston Legacy Trail in the last legislative session, and needs to be carefully considered if ROW acquisition is being proposed along this existing route.
  - That the north part of town was the original Sherman Township with a stagecoach stop and the Preston trail running through town.
  - He did not care for the alignment that bypassed the town to the east (M2), nor the alignment through Southmayd (N1) but preferred the west bypass alignment (M1) because it would be good for future

development and provide less impact to smaller, more established business and property owners along SH 289 through town.

- He suggested asking Mr. Dudley from the Southmayd Economic Development Commission for additional membership suggestions for the CAG.
- Dorchester representative Willies Ballou noted concern with widening SH 289 between Dorchester and Gunter due to residences fronting the highway. He said that SH 289 was only wide enough for the 2 lane roadway that was out there south of SH 56.
- Pottsboro city Administrator Kevin Farley suggested inviting Denise Hlavanka (sp?) as a member of the CAG, who is with State Farm Insurance and serves on the Type 4A/4B Corporation Board. Consider the Fountain Creek Homeowner Association north of town for the CAG.
- Mike Shahan with North Texas Regional Airport and Grayson Co. RMA suggested the Pottsboro 4A Board members and Chamber reps would be good CAG members. Mike Shahan is also on the 4A board. Hershel Hogeman (sp?) with H&H Homes is the chair of the 4A board (903/814-8494). He also suggested the Denison Development Alliance director Tony Kaai and/or Scott Smothers for CAG membership (903/464-9423). Also we should contact John Boswell with the Sherman EDC for CAG membership.
- Mike Shahan noted that the North Texas Regional Airport is working on a development plan that will span from US 82 to FM 996. He felt alternative N8 (south of the airport) would hinder development, but alternatives in between the airport and Pottsboro would fit into the development plan.

Team notes/action items post workshop:

- TAC members to provide additional alignment options to Noel at TxDOT by Friday, September 3, 2010
- TAC members to provide any additional CAG member suggestions to Noel by Friday, September 3, 2010
- TxDOT/Consultant Team to send invitations for first CAG meeting to be held in approximately two weeks during the evening at the TCOG facility (Wally/SDMPO will coordinate meeting room reservation)
- Next TAC meeting #2 to be conducted after CAG meeting (September 22) at the City of Sherman. That will allow CAG comments to be processed and presented to the TAC. Wally at SDMPO will check room availability.
- Suggestion from the floor that Commissioner Gene Short as Chair of the CAG since he worked on both the SH 289 and FM 406 corridors. Project team will coordinate with Commissioner Short to see if he is willing to do this.

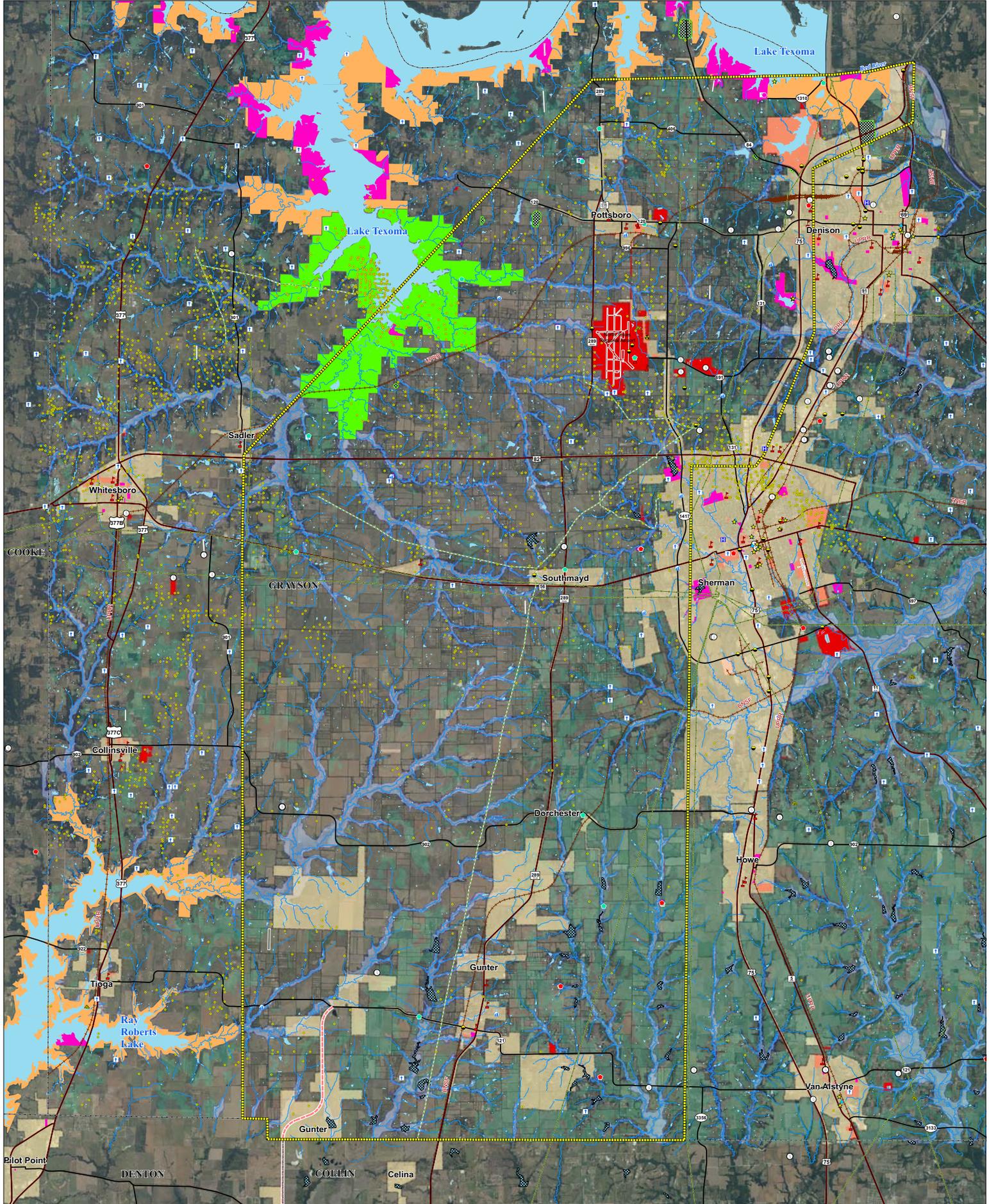
**Materials Distributed at the Meeting:**

- GCT Technical Advisory Committee Meeting No. 1 Agenda
- GCT TAC Membership List
- GCT Community Advisory Group Membership List (for TAC comment)
- GCT Draft Evaluation Matrix for Universe of Alternatives

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 Mr. Noel Paramanatham at the TxDOT Sherman Area Office 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.

**GRAYSON COUNTY TAC**  
**Meeting Attendee List - 8/25/2010**

Organization	Last Name	First Name	Email	Attended 8/25
Brown & Gay Engineers, Inc.	Fisher	Eric		Y
	Garrison	Mike	mgarrison@browngay.com	Y
City Administrator - City of Gunter	Millar	Mark	mmillar@ci.gunter.tx.us	Y
City of Denison	Howerton	David	dhowerton@cityofdenison.com	Y
City of Dorchester	Ballou	Willies	wcbalou@yahoo.com	Y
City of Pottsboro	Farley	Kevin	kfarley@cityofpottsboro.com	Y
Civil Associates, Inc.	Abusaad	Naser	naser@civilassociates.com	Y
Grayson County Commissioner Pct. 3	Crisp	Jackie	crispj@co.grayson.tx.us	Y
Grayson County Commissioner Pct. 4	Short	C. E. "Gene"	shortg@co.grayson.tx.us	Y
Grayson County Judge	Bynum	Drue		Y
Grayson County Regional Mobility Authority	Benton	Bill	billbenton@blrctx.com	Y
Greater Texas Land Resources	Robinson	Matt	wrobinson@txlandresources.com	Y
Greater Texoma Utility Authority, General Manager	Chapman	Jerry	jerrycc@gtua.org	Y
Half Associates, Inc.	Craig	Matt	mcraig@halff.com	Y
	Pylant	Jonathan	jpylant@halff.com	Y
Mayor Pro-Tem, City of Gunter	Gibbs	Cliff	ccpl4@ci.gunter.tx.us	Y
Mayor, City of Southmayd	Pepe	Daniel	major@southmaydtx.com	Y
North Texas Regional Airport & GCRMA	Shahan	Mike	shahanm@co.grayson.tx.us	Y
NTTA	Griffin	James W.	jgriffin@ntta.org	Y
Sherman-Denison MPO	Johnson	Wally	wjohnson@sdmmpo.org	Y
TxDOT (Project Manager - Sherman AO)	Paramanatham	Noel	noel.paramanatham.txdot.gov	Y
TxDOT (Sherman Area Engineer)	Selman	David	david.selman@txdot.gov	Y



0 4,000 8,000  
Scale in Feet

1 inch = 4,000 Feet

**Legend**

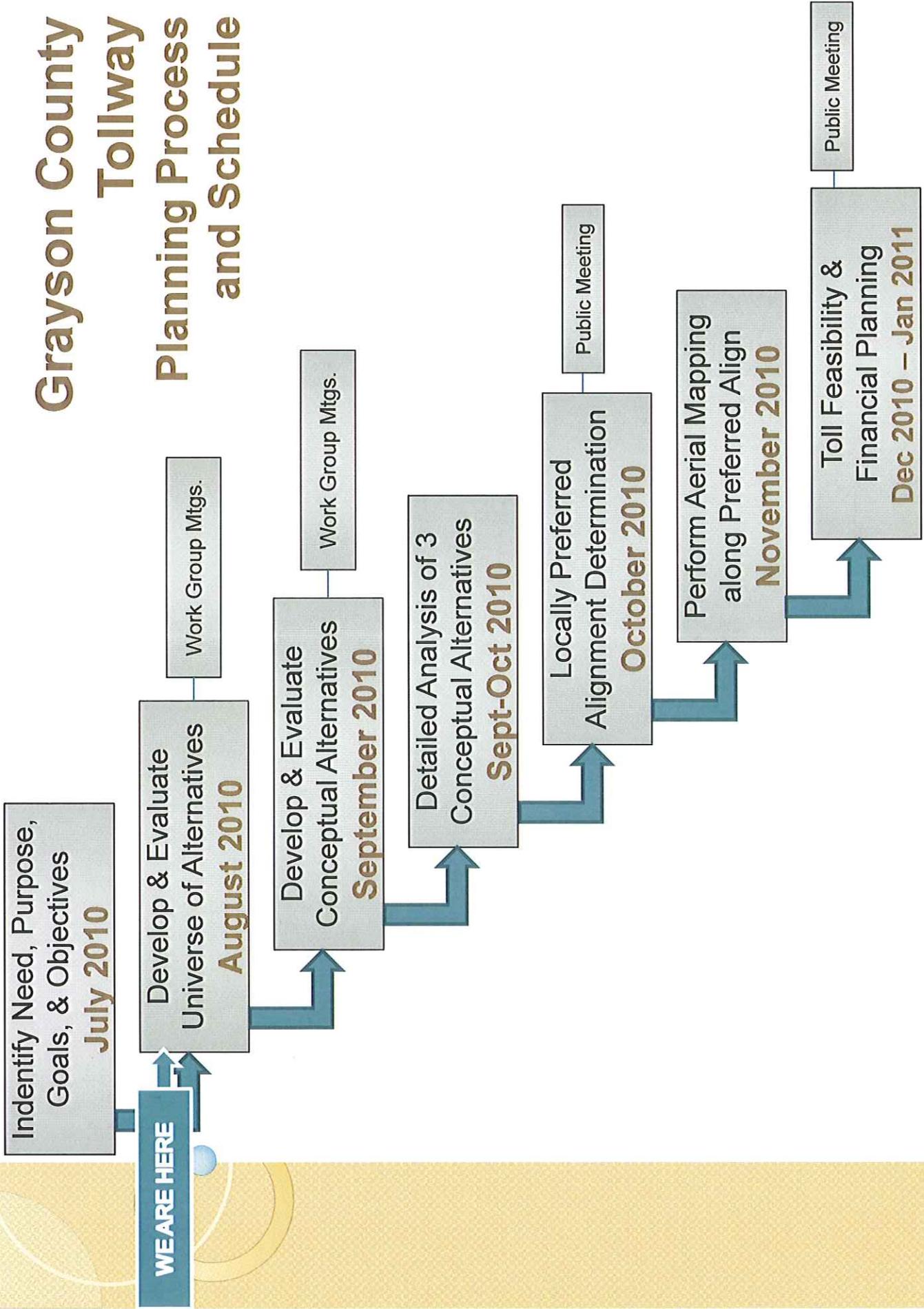
<ul style="list-style-type: none"> <li>Proposed Study Area</li> <li>Dallas North Tollway-Phase 4B/5A</li> <li>Recorded Texas Historic Cemetery</li> <li>Recorded Texas Historic Landmark</li> <li>National Register of Historic Places</li> <li>Historical Marker</li> <li>Cemetery</li> </ul>	<ul style="list-style-type: none"> <li>Eisenhower State Park Trail</li> <li>School</li> <li>Hospital</li> <li>Church</li> <li>Communication Tower</li> <li>Landfill</li> <li>EPA</li> </ul>	<ul style="list-style-type: none"> <li>Radioactive</li> <li>Oil/Gas Well</li> <li>High Voltage Transmission Line</li> <li>Oil/Gas Pipeline &gt; 1 Foot Diameter</li> <li>Airport or Airstrip</li> <li>Railroad</li> <li>Wildlife Management Area</li> </ul>	<ul style="list-style-type: none"> <li>Hagerman National Wildlife Refuge</li> <li>NRCS Flood Control Lake</li> <li>TPWD Imperiled Tallgrass Prairie Area</li> <li>Cemetery</li> <li>Park</li> <li>Prime Farmland Soil</li> <li>100 Year Floodplain</li> </ul>	<ul style="list-style-type: none"> <li>River or Stream</li> <li>Lake or Pond</li> <li>State Of Texas</li> <li>Local Property Owned By Local Entities</li> <li>Ownership Boundary</li> <li>City Limit</li> <li>County Boundary</li> </ul>
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Sources: Texas Department of Transportation, Grayson County Appraiser/Geographic Information Systems, National Aerial Photography Program (1993/2006), Map Date: 08/20/2010

## Grayson County Tollway Corridor Study Environmental Constraints



# Grayson County Tollway Planning Process and Schedule



**APPENDIX B**  
**Grayson County Tollway**  
**TECHNICAL ADVISORY COMMITTEE (GCTTAC)**

FIRST NAME	LAST NAME	AGENCY
Richard	Roelki	Mayor, City of Knollwood
Bill	Magers	Mayor, City of Sherman
Daniel	Pepe	Mayor, City of Southmayd
Robert	Brady	Mayor, City of Denison
Frank	Budra	Mayor, City of Pottsboro
Cliff	Gibbs	Mayor Pro-Tem, City of Gunter
Stanley	Kemp	Mayor, City of Tioga
David	Smith	Mayor, Town of Dorchester
W.D.	Welch	Mayor, City of Whitesboro
Wayne	McCorkle	Mayor, City of Collinsville
Drue	Bynum	Grayson County Judge
Johnny	Waldrip	Grayson County Commissioner Pct. 1
David	Whitlock	Grayson County Commissioner Pct. 2
Jackie	Crisp	Grayson County Commissioner Pct. 3
C. E. "Gene"	Short	Grayson County Commissioner Pct. 4
Mike	Shahan	Grayson County Regional Airport & GCRMA
Bill	Benton	Grayson County Regional Mobility Authority
Brad	Underwood	Texoma Area Para-transit System (TAPS)
Robert	Wood	Sherman – Denison MPO
Susan	Thomas	Texoma COG
Jeff	Neal	NCTCOG
Jerry	Chapman	Greater Texoma Utility Authority, General Manager
Don	Weise	USACE, Operations Division
Kathy	Whaley	Hagerman National Wildlife Refuge, Manager
Anita	Wilson	FHWA
Noel	Paramanatham	TxDOT (Project Manager – Sherman AO)
David	Selman	TxDOT (Sherman Area Engineer)
Bobby G.	Littlefield, Jr.	TxDOT (Paris District Engineer)
Rick	Mackey	TxDOT (Paris District TP&D)
Mike	Powers	TxDOT (Paris District ROW)
Darius	Samuels	TxDOT (Paris District APD / Traffic)
Mike	Williams	TxDOT (Paris District Environmental)
Kevin	Harris	TxDOT (Paris District Construction)
Gus	Khankarli	TxDOT North Region Asst Regional Director
Maria	Burke *	TxDOT DES
Elvia	Gonzales *	TxDOT ENV
Lindsey	Kimmit	TxDOT ENV North Region Representative
Gerry	Carrigan	NTTA
Mike	Garrison	Brown & Gay Engineers, Inc.
Naser	Abusaad	Civil Associates, Inc.
Matt	Craig	Half Associates, Inc.

\* Meeting Notification and Minutes Only



Evaluation Matrix for Universe of Alternatives

ALTERNATIVE FEATURES AND POTENTIAL IMPACTS			NO BUILD ALT.	NORTH ALTS.			SOUTH ALTS.		
See the notes for an explanation of the terms and basis for impacts used in this table. →	Note #	Units		N1	N2	N3	S1	S2	S3
<b>ENGINEERING / DESIGN FEATURES</b>									
Alignment Length		miles							
Length on Existing Roads		miles							
Estimated Total ROW Area		acres							
<b>SAFETY, MOBILITY &amp; CONGESTION RELIEF</b>									
Provides Alternative Route to US 75		Y/N							
Improves Connection to SH 289		Y/N							
Provides Access to Major Cross Streets		Y/N							
Improves Access to N. Texas Regional Airport		Y/N							
Improves Access for Emergency Service & Transit		Y/N							
Improves North/South Travel Level of Service		Y/N							
Does Not Restrict Railroad Expansion		Y/N							
Existing Railroads Crossed by ROW		#							
<b>SOCIAL AND ECONOMIC IMPACTS</b>									
Area of Existing Road ROW in Prop. ROW		ac							
Estimated Net ROW Area Needed to Acquire		ac							
Displaced Residential Structures in ROW		#							
Displaced Commercial & Non-Residential Buildings		#							
Additional Residences within 500' of ROW		#							
Property Owners within ROW		#							
Pipelines Crossed by ROW		#							
Petroleum Product Wells in ROW		#							
Com. Towers/Trans. Lines in/Crossed by ROW		#							
Schools, Golf Courses, Other Public Facilities		#							
<b>ENVIRONMENTAL IMPACTS</b>									
HAZMAT Sites in/within 500 feet of ROW		#							
Streams Crossed by ROW		#							
ROW within 100-Year Floodplain		acres							
NRCS-Financed Lakes in ROW		acres							
Other Open Water in ROW		acres							
Wetlands in ROW		acres							
Forest in ROW		acres							
Park or Recreation Area in ROW		acres							
USACE Wildlife Management Area in ROW		acres							
Historic Sites in/within 500 feet of ROW		#							
Archeological Sites in/within 500 feet of ROW		#							
Cemeteries in/within 500 feet of ROW		#							
<b>EQUITY, FINANCE, EFFICIENCY &amp; COSTS</b>									
Length to be Tolled		miles							
Estimated Construction Costs		\$M							
Estimated Right-of-Way (ROW) Costs		\$M							
Estimated Total Costs		\$M							
<b>OTHER FEATURES/IMPACTS</b>									
Compatibility with SDMP Regional Plan		*							
Compatibility with Local Thoroughfare Plans		*							
Ease of Future Expansion		*							
Construction Difficulty or Disruption		*							
Public Acceptance		*		TBD	TBD	TBD	TBD	TBD	TBD

\* Legend:

Major Negative Effect	Some Negative Effect	No Effect, Neutral	Some Positive Effect	Major Positive Effect
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TBD – To Be Determined