



# Meeting Notes

## Grayson County Tollway Project

**Date:** October 5, 2010, 6:30 p.m. **Location:** TCOG (Sherman)

**Subject:** Grayson County Tollway (GCT) Study – Community Advisory Group (CAG) Meeting #2

**Written by:** Noel Paramanatham, PE (TxDOT)/Mike Garrison, PE (Brown & Gay Engineers, Inc.)

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

### Purpose of the Meeting

The purpose of the meeting is to assemble major landowners and community leaders within the proposed GCT Study Area to evaluate and offer recommendations regarding final constraints mapping and alignment alternatives developed to date. In addition to these comments and previous meetings with the Technical Advisory Committee (TAC), the study team will complete their evaluation of the universe of alternatives and offer 3 to 4 conceptual alternatives for further evaluation. This study over the next 8 months will include travel demand modeling, toll/financing feasibility, and conclude in a recommended and locally-preferred alignment for the proposed 33-mile Grayson County Tollway. This 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. Introductions (TxDOT – Noel Paramanatham)
2. Corridor Study Overview and Alternatives (Brown & Gay Engineers, Inc. – Mike Garrison/Civil Associates, Inc. – Naser Abusaad)
3. Public Involvement/Agency Coordination (Half Associates, Inc. – Matt Craig)
4. Q&A and Breakout Workshop (TxDOT – Noel Paramanatham)

Mr. Noel Paramanatham (TxDOT Project Manager) opened the meeting and explained the process that was taking place to establish an alignment and hopefully preserve right-of-way (ROW) for the proposed corridor. Noel then turned the meeting over to Brown & Gay Engineers Project Manager Mike Garrison.

Mike (BGE Project Manager) went through a PowerPoint presentation which described the study area limits and study process, where the primary focus of this stage is a Feasibility and Routing Study. He described various Public Involvement Tools such as these Advisory Group Meetings, upcoming Public Meetings (the first to be held on November 18<sup>th</sup> at the Sherman Municipal Building), and other forms of media including the Grayson County Tollway Study website which will be launched later this week ([http://www.dot.state.tx.us/project\\_information/studies.htm](http://www.dot.state.tx.us/project_information/studies.htm)). Mike also invited CAG team members to suggest other venues for briefings and presentations, such as chambers of commerce and rotary clubs. The next part of the presentation covered design elements including a high-speed (70 mph) corridor with all electronic toll collection, and expandability from an initial 2-lane facility with intermittent passing lanes, to an ultimate 4 to 6 lane facility. Mike showed a 350' wide right-of-way (ROW) footprint to support this facility, which would also support possible frontage roads through various areas of the project. He emphasized that while frontage roads may be warranted in certain areas, they also presented a "free" option to the tollway, and could cause issues with toll financing to pay back the initial capital investment of building the facility. Mike explained that if a toll alignment landed on top of an existing non-tolled county or state road, then a non-tolled alternative (such as frontage roads or a parallel "backage road") would be developed to allow that non-tolled option to remain. He showed that while the entire 350' ROW would not be required to build an initial 2-lane facility, it would be needed later on as traffic increased, and it was important to secure the land early on to plan for the future. Mike then handed off the presentation to Naser Abusaad (Civil Associates) who moved into a discussion of the study's Goals and Alternatives Evaluation process.

Naser discussed the Need and Purpose for the project and presented the Project Goals—the same as presented at the first meeting. Naser also reiterated from the previous CAG meeting that the US 75 corridor in this area actually had more trucks 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 addressing the increased truck traffic on US 75 and eventually SH 289 in order to facilitate travel patterns to and from the center of the DFW Metroplex.

Naser presented a matrix evaluation and the six broad measures that would be evaluated for each of the alternatives (Engineering, Safety/Mobility, Socio-Economic, Environmental, Cost Effectiveness, and Other Features). He then drilled down below these measures (both qualitative and quantitative) to describe the evaluation of such things as alignment length (which related to cost of the facility), total residential and business displacements, and impacts to parks, etc. Although a preliminary evaluation of the alignment lengths and ROW impacts had been started, the Study Team was waiting for other comments from the CAG prior to finalizing this evaluation. Naser then turned over the program to Matt Craig (Halff Associates, Inc.) to discuss input from the TAC and CAG members.

Matt showed exhibits of the study area/constraints map that had been marked up by the CAG members at the previous meeting on September 20, 2010. He said that the Study Team had listened to the CAG's comments, and had updated both the Constraints Map as well as added alignments. He said that now that those comments had been incorporated the Environmental Constraints Mapping task for the project is complete. The next step was to start evaluating these alignments.

Matt showed a picture of the northern portion of the project (north of US 82), and presented the 12 alternative alignments that had been developed to date. He then went through each of the alignments, starting from US 75 and tracing them down to a tie-in at SH 289, or to one of the alignments in the southern portion of the project, which Mike was to explain next. Matt said that as we revisit the Need and Purpose of the project, some of the alignments leaving US 75 south of Denison did not appear to serve the purpose of diverting congestion from US 75 through Denison. As the team evaluated these alternatives, it appeared that the first six really served that purpose better, which all tied into US 75 on the north end of Denison, north of the railroad switching yard and south of Lake Randall. This would serve as the launching point to study the first six alignments in further detail. Matt then turned over the presentation to Mike to discuss the southern section of the project.

Mike described the 10 alignments that ran from FM 121 at the north end of the NTTA Dallas North Tollway alignment, to a point near or north of SH 56 where the northern alignments tied in. He explained the alignments in one of four groups; "SH 289 South Ties" (S2, S3, S5, and S7 tying into SH 289 just north of Gunter), "SH 56 Ties" (S4 and S10 tying into SH 289 just south of Southmayd), "US 82 Ties" (S1, S6, and S8 tying into SH 289 between SH 56 and US 82), and "SH 289 North Ties" (S9 tying into SH 289 just north of US 82 but south of the airport). Mike said that the team would be looking to "tweak" these alignments to minimize displacements and utilize existing roadways as much as practical, and would then be screening these through the matrix evaluation Naser described in order to carry the top three alignments forward.

Noel and Mike then opened the floor for a few questions, and then took a break prior to splitting the group between the northern and southern sections to have one-on-one discussions with the project team regarding their thoughts/concerns.

Questions from the CAG after the presentation included the following:

- Has the team considered the cost of vacant right-of-way versus more developed right-of-way? Although the lengths of some alternatives are longer, they are crossing more "virgin"/undeveloped land which should cost less.
  - Mike responded that at this stage of study, we have per unit length costs being developed and we do tabulate quantitative and qualitative measures concerning how developed right-of way is impacted.
- What were the TAC's preferred alignments?
  - Mike responded that there were some mixed thoughts about tying to SH 289 south of Southmayd versus looking at a western bypass. The City of Sherman representatives did not support the western relief route option, nor did they advocate the eastern relief route. So at least one of the three conceptual alternatives to carry forward would be one that tied into SH 289 south of SH 56, and another showing the western relief route (Southmayd representative's desire).
- A comment was made that keeping the route parallel to SH 289 as long as possible would spur development and draw growth more towards the center of the county.
  - Mike responded that while this would be a good long-term vision for the county, the road would have to be funded through tolling or some other source, and that might require constructing the road in stages as either excess toll revenue or other funding mechanisms become available. This may take a long while.
- A comment was made that bringing the alignment as close to the North Texas Regional Airport as possible would only help the county, as the airport was the key to spurring industrial and commercial development closer to the center of the county.

- Several favorable responses stressed the importance of both northern and southern alignments being on or west of SH 289, as growth between US 75 and SH 289 was already occurring.

During the workshop, the following points were discussed/mentioned by the various GCTCAG representatives:

- Several members including those from Gunter did not support alignment S7, which follows FM 121 and then runs east of Gunter. This would cause disruption of businesses through town and didn't fit with a vision of growing towards the center of the county.
- Alignment S3 which runs between the two MUD districts of Gunter and then quickly over to SH 289 just north of the railroad tracks does not support the goal of reducing congestion along SH 289, and would cause extensive ROW acquisition along SH 289 up to the wider ROW just south of SH 56
- Alignment N1N comes close to Fountain Creek Estates subdivision, and may be met with opposition
- Several members did not support the eastern alignment(s) east of Southmayd (i.e., S4 or S5).
- Members inquired if larger scale plots of the alternatives and constraints could be made available to the Cities or other government officials.

**Materials Distributed at the Meeting:**

- GCT Community Advisory Group Meeting No. 2 Agenda
- GCT Constraints Map with Preliminary Alternatives developed to date

This concludes the Meeting Minutes. Our goal is to provide a complete and accurate summary of the proceedings of the subject meeting in these notes. If you feel that any of the items listed above are not correct, or that any information is missing or incomplete, please contact Brown & Gay Engineers Inc. so that the matter can be resolved, and a correction issued if necessary. These notes 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 CAG**  
**Meeting Attendee List - 10/5/2010**

<b>Category</b>	<b>Organization</b>	<b>Last Name</b>	<b>First Name</b>	<b>Email</b>	<b>Attended 10/5</b>
Chambers/Businesses	Denison Development Alliance	Kaai	Tony	tkaai@denisontx.org	Y
	Gunter Area Chamber of Commerce	Elliott	Michael	investintexas@classicnet.net	Y
	Munson Law	Munson	Ben	wbmunson@munsonlaw.com	Y
	Pottsboro Chamber of Commerce	Ochoa	Scott	info@pottsborochamber.com	Y
	Schuler Development	Schuler	George	gschuler@schulerdevelopment.com	Y
	Southmayd Community Dev. Corp	Horstman	Michael	mh@rakgroup.com	Y
	Southmayd Industrial Economic Dev. Cort	Horstman	Ed	ed.horstman@pwhome.com	Y
	State Farm Insurance	Hlavenka	Denice	denice.hlavenka.L93g@statefarm.com	Y
	Teague, Nall & Perkins	Schmitt	Chris	cschmitt@tnp-online.com	Y
Email Only/Provided by TA	Airport Zoning Commission, and President of Sherman Branch	Hensarling	Randy	rhensarling@landmarkbanks.com	Y
		Hulsey	Dennis	hulseydennis@gmail.com	Y
Hist/Env/Rec/Community	Denison Historic Preservation Board	Munson	Richard	U.S. Mail Only	Y
	Grayson County Farm Bureau	Lawrence	Bart	campaign@bartlawrencecc4.com	Y
	Texoma Council of Governments	Cummins	Katy	kcummins@texoma.cog.tx.us	Y
		Guilloud	Larry	lguilloud@yahoo.com - U.S. Mail Only	Y
		Schnitker	JoAnn	joannschnitker@nationalcarport.com	Y
Meeting Attendee	Brown & Gay Engineers, Inc.	Doherty	Pati	U.S. Mail Only	Y
		Garrison	Mike	U.S. Mail Only	Y
		Luce	Anthony	U.S. Mail Only	Y
	City of Dorchester	Brown	Nancy	cityofdorchester@yahoo.com	Y
	Civil Associates, Inc.	Abusaad	Naser	U.S. Mail Only	Y
		Hagar	Chris	U.S. Mail Only	Y
	Denison ISD	Watkins	Jay	kwatkinsj@sbcglobal.net	Y
	Half Associates, Inc.	Craig	Matt	U.S. Mail Only	Y
		Joseph-Williams	Robin	U.S. Mail Only	Y
		Pylant	Jonathon	U.S. Mail Only	Y
	Landmark Bank	Henry	Sam	sam.henry@landmarkbank.com	Y
	North Texas Tollway Authority	Griffin	James	jgriffin@ntta.org	Y
	RMA	Benton	Bill	U.S. Mail Only	Y
	Sherman-Denison MPO	Johnson	Wally	wjohnson@sdmpo.org	Y
		Wood	Robert	U.S. Mail Only	Y
	Texoma Council of Governments	Hogenson	Jaron	levihogenson@sbcglobal.net	Y
	TxDOT	Paramanantham	Noel	U.S. Mail Only	Y
	Walton DW & Mgmt.	Rabon	Jennifer	jrabon@waltondm.com	Y
		Anderson	Paul	U.S. Mail Only	Y
	Schools	Collinsville ISD	Milam	Dwain	wdmilam@collinsvilleisd.org
Gunter ISD		Worthy	Kevin	kworthy@gunterisd.org	Y
Sherman ISD		Reddell	Randy	rreddell@shermanisd.net	Y

# AGENDA

## COMMUNITY ADVISORY GROUP MEETING

### Grayson County Tollway Corridor Study Texas Department of Transportation, Paris District

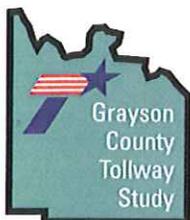
6:30 p.m. October 5, 2010  
Texoma Council of Governments, Sherman, Texas

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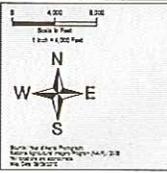
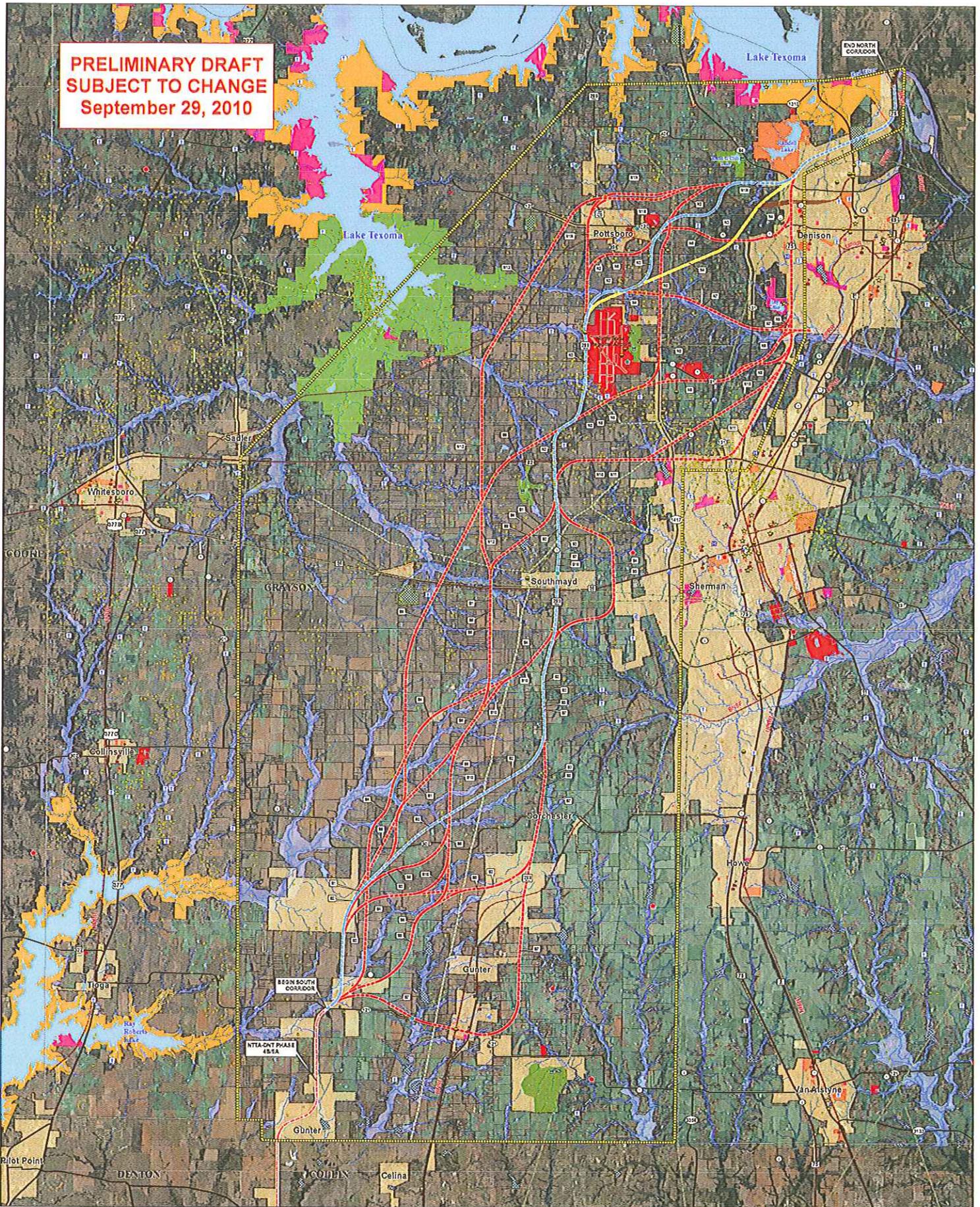
- Welcome and Introductions
- Review of September 20, 2010 CAG Meeting Minutes
- Corridor Study
  - Overview from First Meeting
  - Tollway Design & Typical Sections
  - Alternative Alignments Evaluation Process
  - Draft Alternatives Analysis Matrix
  - CAG Input on Alternatives
- Public Involvement
  - Technical Advisory Comm. Meetings-Sept. 22 & Oct. 27
  - Denison Development Alliance Briefing – Sept. 24
  - First Public Meeting – Thursday, November 18, 5-8 p.m. at Sherman Municipal Building Ballroom
  - Next Meeting of CAG – To Be Determined
- Workshop Session

#### Attachments

- September 20, 2010 CAG Meeting Minutes
- Alternative Alignments with Environmental Constraints Map – Draft Sept. 29, 2010



**PRELIMINARY DRAFT  
SUBJECT TO CHANGE  
September 29, 2010**



Legend	
	Proposed Study Area
	Grayson County Tollway - Conceptual Alignment
	From Quarter and Grayson Counties Thoroughfare Plans
	City of Denison Thoroughfare Plan
	Alternative Alignment
	Dallas North Tollway-Phase 4B SA
	Recorded Texas Historic Cemetery
	Recorded Texas Historic Landmark
	National Register of Historic Places
	Historical Marker
	Cemetery
	Elementor State Park Trail
	School
	Hospital
	Church
	Golf Course
	Communication Tower
	High Voltage Transmission Line
	Oil/Gas Pipeline - 1 Foot Diameter
	Airport or Airway
	Railroad
	State Of Texas
	Local Property Owned by Local Entities
	Wildlife Management Area
	Heigerman National Wildlife Refuge
	NHCS Flood Control Lake
	TPOD Impaired Watershed Phase Area and other
	100 Year Floodplain
	Wetland
	Water of Stream
	Lake or Pond
	County Boundary
	Ownership Boundary
	City Limit
	Cemetery
	Park
	Prime Farmland Soil
	Golf Course
	100 Year Floodplain
	River or Stream
	Lake or Pond
	County Boundary
	Ownership Boundary
	City Limit

**Grayson County Tollway**  
Corridor Study

**Alternative Alignments With Environmental Constraints**  
**PRELIMINARY DRAFT**  
**SUBJECT TO CHANGE**  
**September 29, 2010**