

**I-35 Corridor Segment Committee 1
616 Six Flags Dr.
Arlington, Texas**

**June 22, 2010
9:00 AM to Noon**

Welcome

Mark Mathews
Facilitator

Update on Public Involvement Workshops

Doug Booher
TxDOT

Action item: Decide on locations for Public Workshops.

Response to Committee Questions

Mark Mathews
Facilitator

Cost of Adding Lanes to I-35

No Build Scenario on I-35

Results of Modeling Scenarios 4 and 5

Update on Combined CSC 1 and 2 May Meeting

Mark Mathews
Facilitator

Outcome of Meeting with NCTCOG

Jeff Neal
CSC 1 Member

Action item: Decide on modifications to CSC 1 proposed solutions based on NCTCOG suggestions.

CSC Survey Tool

Mark Mathews
Facilitator

Wrap – Up/Adjourn

Mark Mathews
Facilitator

I-35 Corridor Segment Committee 1 – Meeting Notes
616 Six Flags Dive, Arlington, Texas
June 22, 2010 – 9:00 AM to Noon

Welcome

The Segment 1 Facilitator Mark Mathews welcomed the I-35 Corridor Segment Committee 1 (CSC 1) members to their June meeting. The facilitator provided an overview of the meeting agenda, noting that the meeting would include an update on public involvement workshop locations, response to committee questions, update on the combined CSC 1 and 2 joint-meeting that was held in May, recap of a recent coordination meeting held between the Texas Department of Transportation (TxDOT) and the North Central Texas Council of Governments (NCTCOG), and review of the CSC 1 online survey tool. The meeting began with a discussion of CSC public involvement workshop logistics.

Update on Public Involvement Workshops

TxDOT recapped last month's meeting, where the committee discussed potential locations for CSC public involvement workshops related to the MY 35 planning effort. These general locations included the cities of: Gainesville, Sherman, Denton, McKinney, Fort Worth, and Dallas. TxDOT explained that they had identified several potential facility locations for MY 35 public workshops in Segment 1 based on locations where previous meetings have been held. These potential locations include: Gainesville Civic Center, Austin College Wright Campus (Sherman), University of North Texas (Denton), McKinney High School, McKinney Central Jury Room, Norris Conference Center (Fort Worth), TxDOT Fort Worth District Office, Will Rogers Memorial Center (Fort Worth), Booker T. Washington High School for the Performing & Visual Arts (Dallas), Hilton Garden Inn Dallas Market Center, and Cityplace Conference and Event Center (Dallas). It was explained that each facility has a fee attached, so committee members should let TxDOT know if they have the ability to lower or waive fees for facilities in their communities, or if they have ideas for alternate meeting venues or locations.

Committee member Jeff Neal noted that there will be an opportunity to 'piggyback' on upcoming NCTCOG public involvement efforts and that NCTCOG meetings are tentatively scheduled for early September in the following possible locations: Carrollton/Lewisville (I-35E corridor), Keller/Alliance Airport (I-35W corridor), Plano/Richardson (US 75 corridor) and Cedar Hill Recreation Center for southern sector of segment (per request of CSC 2 member). TxDOT noted that they need to start booking facilities for workshops soon and requested for committee members to email the facilitator if they had any additional location or venue suggestions.

Response to Committee Questions

The facilitator then presented information on committee requests from previous meetings. First, the facilitator reviewed generalized conceptual cost estimates for adding capacity to I-35 from the *I-35 Expansion Options Cost Estimates and Analysis Report* (TxDOT, 2007). This report assumed design and construction expansion costs of \$6 million per mile for rural interstate

sections and \$12 million per mile for urban interstate sections to add a lane to I-35, exclusive of right-of-way or utility relocation costs.

Next, the facilitator presented traffic modeling data related to the “No Build” scenario for I-35 in CSC 1, which was an academic exercise to see what future congestion levels on I-35 would be if no further transportation improvements were implemented between now (2007 road network) and the year 2035. As expected, the majority of I-35 in the CSC 1 area will experience a peak-hour level-of-service (LOS) F in 2035 when no future transportation improvements are implemented.

The facilitator then presented results from CSC 1 Modeling Scenarios 4 and 5, which involved a combination of CSC 1 Modeling Scenarios 1, 2, and 3, as requested by CSC 1 at their May meeting. Modeling Scenario 4 consisted of combining Scenarios 1 and 2, while Modeling Scenario 5 consisted of combining Scenarios 1, 2, and 3. The facilitator presented the LOS on I-35 and US 75 for each of the scenarios and the committee spent some time discussing the results. It was noted by staff that although improvements to US 75 appear to increase mobility in the US 75 corridor, there was negligible influence on the I-35 corridor related to these improvements. It was noted by the committee that the converse of this is true also, with improvements in the I-35 corridor having negligible influence on the US 75 corridor.

Update on Combined CSC 1 and 2 May Meeting

The facilitator explained that there was a joint meeting between CSC 1 and 2 held on May 18th at NCTCOG to discuss mobility issues in the Dallas-Fort Worth metroplex. At the joint meeting, it became clear that both committees wanted to ensure they included NCTCOG’s recommended improvements for I-35 in their segment plans.

Outcome of Meeting with NCTCOG

As directed by the two committees at the joint meeting, TxDOT met with NCTCOG in late May to review improvements from their most recently adopted long-range transportation plan, *Mobility 2030 Plan – 2009 Amendment*. The committee agreed to include an NCTCOG project on I-35W between SH 170 to I-35/I-35E in their draft plan; this was an area along I-35 which did not previously have an improvement identified. The committee then reviewed potential improvements on US 75 suggested in the NCTCOG plan and by CSC 1, specifically between I-635 and the Texas/Oklahoma border. There was some discussion amongst the committee members as to whether improvement projects on US 75 would have any impact on travel movements in the I-35 corridor based on the previously presented modeling results. There was concern amongst committee members that including US 75 improvements would take emphasis away from improvements to I-35 and distract from the ultimate committee charge of improving mobility on I-35. Other members suggested that the Segment Committee planning effort was more regional in nature, and questioned removing any projects that would positively impact regional mobility, stating that their counties should be removed from the CSC 1 boundary map if the planning process is not truly regional in nature. The committee ultimately decided to include the US 75 improvements for the time being in their draft plan and table the discussion until their July meeting, when other members may be available to discuss.

CSC Survey Tool

It was explained that the committees will have the option of utilizing an online survey tool to help them in prioritizing their mobility solutions into near-term (5-10 years), mid-term (10-20 years), long-term (20+ years), and “not needed” categories. The committee suggested rewording the “not needed” category to “does not impact I-35” or “do not include in I-35 plan”. It is envisioned that the committee will have the opportunity to utilize the survey tool internally first and then choose whether they would like to use the survey tool as an additional means of outreach to get public feedback on the MY 35 plan. TxDOT noted that the survey contains data entry fields for users to enter any additional thoughts/suggestions that are not currently contained in the survey. The schedule is to send the survey to committee members via email by June 25th, have committee responses by July 2nd, and review the results at the July CSC 1 meeting on July 7th.

Wrap-Up/Adjourn

The next I-35 CSC 1 meeting is scheduled for Wednesday, July 7th from 9:00 AM to Noon at the NCTCOG Offices in Arlington (616 Six Flags Drive).

Make-Up Conference Call for June CSC 1 Meeting

A make-up conference call was held on Tuesday, June 29, from 9:00-10:00 AM to give CSC 1 members who were unable to attend the regularly scheduled CSC 1 June meeting an opportunity to review the meeting materials and ask staff questions and/or make further suggestions. No CSC 1 members attended the make-up conference call on June 29th.

I-35 Corridor Segment 1 Meeting June 22, 2010

I-35 Corridor Segment Committee Charge

The role of each of the four segment committees is to identify and prioritize regional improvements to the I-35 transportation corridor, based on the corridor priorities outlined by the I-35 Corridor Advisory Committee, and to report those findings to the Advisory Committee.

Agenda

- Decide on Public Workshop Locations
- Response to Committee Questions:
 - Cost of Adding Lanes to I-35
 - No Build Scenario on I-35
 - Results of Modeling Scenarios 4 and 5
- Update on Combined CSC 1 and 2 Meeting, May 18, 2010
- Outcome of Meeting with NCTCOG
- Present CSC Survey Tool

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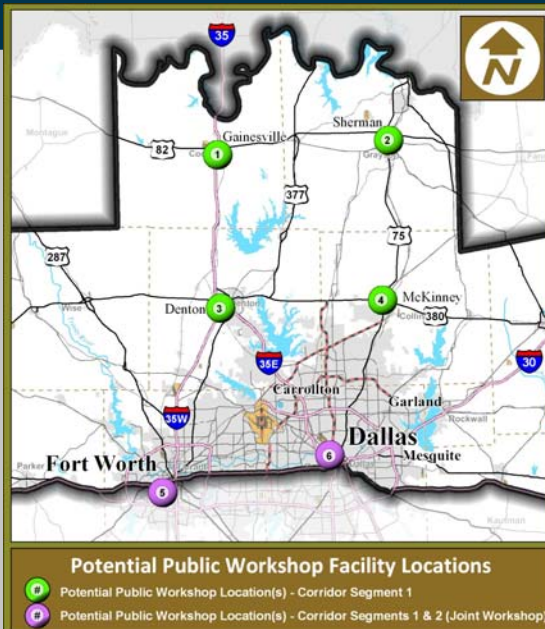
Committee Decisions

- Facility Locations for Public Workshops
- Suggested Modifications to CSC 1 Suggested Solutions Based on Coordination with NCTCOG Following Combined CSC 1 and 2 Meeting

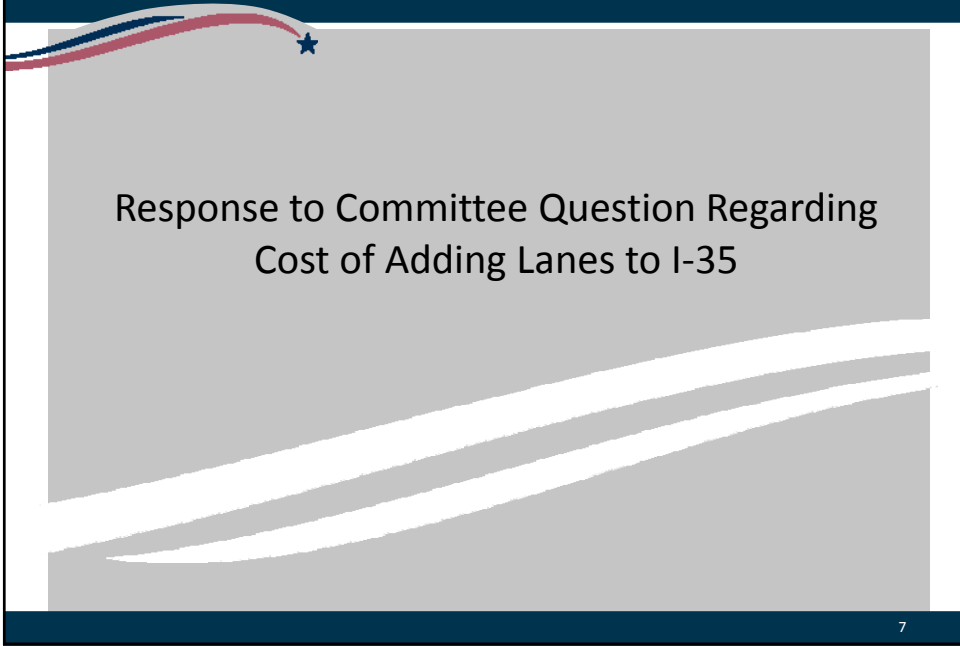
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Corridor Segment Committee
1 Potential Facility Locations
For Public Workshops

1. Gainesville Civic Center
2. Sherman - Austin College Wright Campus
3. Denton - University of North Texas
4. McKinney
 - McKinney High School
 - McKinney Central Jury Room
5. Ft. Worth
 - Norris Conference Center
 - TxDOT Fort Worth District
 - Will Rogers Memorial Center
6. Dallas
 - Booker T. Washington High School for the Performing & Visual Arts
 - Hilton Garden Inn Dallas Market Center
 - Cityplace Conference and Event Center



Does the CSC 1 agree with these facility locations?



Response to Committee Question Regarding Cost of Adding Lanes to I-35

A decorative graphic featuring a stylized highway with three lanes, colored in shades of blue, red, and white, curving upwards and ending in a small blue star. The background is a light gray gradient.

Cost Estimates for Expanding I-35 by Adding One Lane in Each Direction

Laredo to Oklahoma (including I-35E and W)

Description	Miles	Cost Per Lane/Mile	# of Lanes	Total Cost
Urban Design and Construction	217	\$12 million	1 NB & 1 SB	\$5,208,000,000
Rural Design and Construction	375	\$6 million	1 NB & 1 SB	\$4,500,000,000
Total Widening Cost**				\$9,708,000,000

Does not include ROW and Utility costs.

Source: *I-35 Expansion Options, Cost Estimates and Analysis*, Volume I, March 22, 2007, TxDOT.

**Cost estimate assumes that I-35 is built to at least six lanes with the addition of the other lanes occurring to the outside.

Response to Committee Question Regarding the No Build Scenario on I-35

Peak Period LOS on I-35 in 2035 with the No Build Scenario

•The No Build Scenario is based on the 2007 road network (what is on the ground today) with 2035 projected traffic.

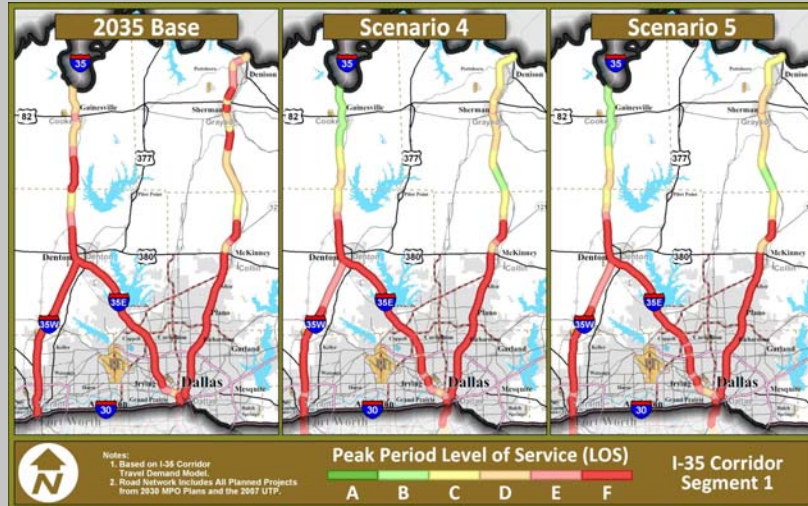


Results of Modeling Scenarios 4 and 5

Suggested Solutions Modeled in Scenarios 4 and 5



Peak Period LOS on I-35 and US 75 in Scenarios 4 and 5
Compared to the 2035 Base



Outcome of CSC 1 and 2
May 18, 2010 Combined Meeting

Recommended TxDOT coordinate with NCTCOG to identify potential modifications to CSC 1 and 2 suggested project solutions that would make the segment plans consistent with the NCTCOG recommended or planned projects for I-35 E and W.

Suggested Modifications to the CSC 1 Solutions on Existing I-35 Based on NCTCOG Coordination

Facility	CSC 1 Suggested I-35 Solution	Suggested Modified I-35 Solution Based on NCTCOG Coordination
I-35 W	No Suggested Solution from SH 170 to I-35/I-35 E	Add: Improve I-35 W SH 170 to I-35/I-35E (per NCTCOG 2030 Plan – 2009 Amendment, Fact Sheet #2)

Does the CSC 1 wish to modify their original suggested solution on I-35 W as discussed?

Suggested Modifications to CSC 1 Solutions on Connecting or Parallel Facilities Based on NCTCOG Coordination

Facility	CSC 1 Suggested I-35 Solution	Suggested Modified I-35 Solution Based on NCTCOG Coordination
US 75	<p>Improve from SH 121 N to SH 121 S to PGBT, including interchange at US 380</p> <p>Widen to 6 lanes from McKinney to Oklahoma, including interchange at US 82</p>	<p>Improve US 75 from Grayson/Collin Co. line to I-635 as described in NCTCOG 2030 Plan - 2009 Amendment, Fact Sheet #52 and #53, with slight modification between Park Blvd. and I-635.</p> <p>Widen to 6 lanes from Grayson/Collin Co. line to Oklahoma, including interchange at US 82.</p>

Does the CSC 1 wish to modify their original suggested solutions on other connecting or parallel facilities as discussed?

Suggested Modifications to CSC 1 Rail Solutions Based on NCTCOG Coordination

CSC 1 Suggested Rail Solution	Suggested Modified Rail Solution Based on NCTCOG Coordination
Provide commuter rail from Gainesville to DFW Metroplex	Add additional service to Amtrak Heartland Flyer Route to provide commuter rail from Gainesville to DFW Metroplex
Passenger Rail Project from DFW to Sherman-Denison	Consider route from Sherman to McKinney along US 75 corridor Consider extension of rail north from North Frisco to Sherman (as an extension of project in NCTCOG Rail Fact Sheet #4)

Does the CSC 1 wish to accept the suggested modifications to the rail solutions as discussed?


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Committee Survey Tool

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MY 35 CSC Survey Example

MY 35 CSC Sample Survey Exit this survey

Section 1: CSC Proposed Roadway Solutions

1. The following improvements to the existing I-35 facility were suggested by your Committee for potential inclusion in the MY 35 Plan. Please indicate when you believe these projects may be needed or if they are not needed at all.

	Near-term (5-10 years)	Mid-term (10-20 years)	Long-term (20+ years)	Not Needed	No Opinion
Project A	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Project B	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Project C	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other (please specify)	<input type="text"/>				

2. The following projects suggested by your Committee would improve facilities that connect to or parallel I-35. Please indicate when you believe these projects may be needed or if they are not needed at all.

	Near-term (5-10 years)	Mid-term (10-15 years)	Long-term (20+ years)	Not Needed	No Opinion
Project D	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Project E	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Project F	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Project G	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other (please specify)	<input type="text"/>				

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MY 35 CSC Survey Example

MY 35 CSC Sample Survey Exit this survey

Section 2: CSC Proposed Rail Solutions

3. The following proposed rail solutions within the I-35 corridor were suggested by your Committee for potential inclusion in the MY 35 Plan. Please indicate when you believe these projects may be needed or if they are not needed at all.

	Near-term (5-10 years)	Mid-term (10-15 years)	Long-term (20+ years)	Not Needed	No Opinion
Project H	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Project I	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Project J	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other (please specify)	<input type="text"/>				

MY 35 CSC Sample Survey Exit this survey

Section 3: Proposed Guiding Principles

The following guiding principles were suggested by your Committee for potential inclusion in the MY 35 Plan. Please indicate your level of support for each option.

4. Which of the following options would you support as a guiding principle for transportation planning in the I-35 corridor?

	Strongly Support	Somewhat Support	Do Not Support	No Opinion
Recommendation K	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Recommendation L	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Recommendation M	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other (please specify)	<input type="text"/>			

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I-35 CORRIDOR
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MY 35 CSC Survey Example

MY 35 CSC Sample Survey Results - Question 2

The following projects suggested by your Committee would improve facilities that connect to or parallel I-35. Please indicate when you believe these projects may be needed or if they are not needed at all.


Answer Options	Near-term (5-10 years)	Percent	Mid-term (10-15 years)	Percent	Long-term (20+ years)	Percent	Not Needed	Percent	No Opinion	Percent	Response Count
Project D	3	25.00%	3	25.00%	3	25.00%	2	16.67%	1	8.33%	12
Project E	5	41.67%	7	58.33%	0	25.00%	0	0.00%	0	0.00%	12
Project F	3	25.00%	5	41.67%	2	25.00%	1	8.33%	1	8.33%	12
Project G	9	75.00%	3	25.00%	0	25.00%	0	0.00%	0	0.00%	12
Other (please specify)											0
<i>answered question</i>											12
<i>skipped question</i>											0

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I-35 Segment Committee 1

June 22, 2010

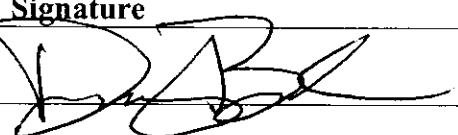




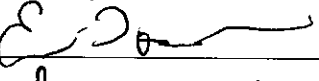
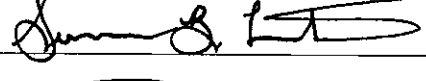
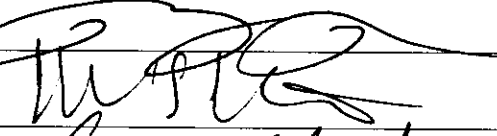


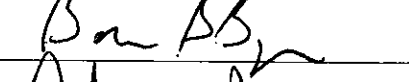
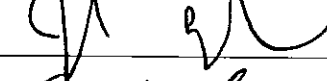
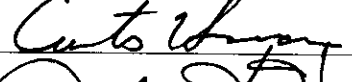

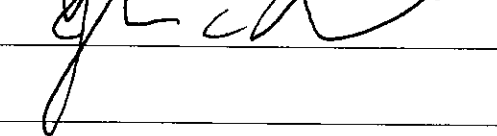

Arlington, Texas

Last	First	Appointing Entity	Initial	Alternate Representative (please print name)	Alternate Representative Signature
Barr	Kenneth	Tarrant County	KB		
Beatty	Bruce	Rockwall County			
Bryan	Beck	City of Fort Worth			
Burroughs	Mark	Denton			
Clark	Ray	Kaufman County			
Conley, Jr.	William L.	North Texas Commission			
Davis	Chad	Wise County	WCD		
Hanna	Robert	Weatherford			
Hirsch	Greg	Dallas County			
Hollowell	Gary	Cooke County	GH		
Horn	John L.	Hunt County			
Kadane	Sheffield	Dallas		JOHN BRUNK	
Neal	Jeffrey C.	North Cen. TX Council of Gov'ts	JN		
Polster	John	Denton County	JPS	JOHN ELSOM	
Riley	Mark	Parker County			
Self	Keith	Collin County			
Sicking	Kenneth	Texas Farm Bureau	K.S.		
Sullivan	Barry L.	Gainesville	B.S.		
Whitfield	Bill	McKinney			
Wood	Robert H.	Sherman/Denison MPO	RH		
		Grayson County			
		Rockwall			

I-35 CORRIDOR SEGMENT COMMITTEE 1

June 22, 2010

Arlington, TX

Name (Please Print)	Agency/Company	Signature
Doug Booher	TXDOT	
CASEY CALENDAR	cto	
Will SMITHSON	CPO	
Wally Travis	CPO	
Red Meister	Tx Farm Bureau	
Erin Tolthman	CPO	
SUMNER LANTON	CPO	
Robert Ryan	CPO	
MARK MATTHEWS	CPO	
Laura J. Blanton	Cooke County	
RICHARD MASON	TXDOT	
Bruce Byrn	NLA	
JANIS AIRLIND	NETCOG	
CURTIS HANAW	TXDOT	
Jodi HODGES	TXDOT	
JOHN BRUNK	CITY OF DALLAS	

I-35 Segment Committee 1
 June 29, 2010
 Post-Meeting Conference Call

No attendees

Last	First	Appointing Entity	Attended	Proxy Name
Barr	Kenneth	Tarrant County		
Beaty	Bruce	Rockwall County		
Bryan	Beck	City of Fort Worth		
Burroughs	Mark	Denton		
Clark	Ray	Kaufman County		
Conley, Jr.	William L.	North Texas Commission		
Davis	Chad	Wise County		
Hanna	Robert	Weatherford		
Hirsch	Greg	Dallas County		
Hollowell	Gary	Cooke County		
Hörn	John L.	Hunt County		
Kadane	Sheffield	Dallas		
Neal	Jeffrey C.	North Cen. TX Council of Gov'ts		
Polster	John	Denton County		
Riley	Mark	Parker County		
Self	Keith	Collin County		
Sicking	Kenneth	Texas Farm Bureau		
Sullivan	Barry L.	Gainesville		
Whitfield	Bill	McKinney		
Wood	Robert H.	Sherman/Denison MPO		
		Grayson County		
		Rockwall		