

# Meeting Minutes

**To:** SH 183 Project Coordination Work Group Members

**From:** Matt Craig, P.E., Halff Associates, Inc.

**Subject:** Project Coordination Work Group Meeting

**Meeting Date:** February 2, 2006 – 9:00 AM to 10:30 AM

**Location:** Irving Main Library, 1<sup>st</sup> Floor Meeting Room  
801 W. Irving Blvd., Irving, Texas

**Minutes Date:** April 25, 2006

**Project:** SH 183 Preliminary Engineering & Environ. Assess.  
TxDOT CSJ: 0094-03-065, etc.; Halff AVO 19474/W3

**Attendees: 19 members**  
Del Crouser – Dallas  
Richard Gurley – DFW Airport  
Anita Wilson – FHWA  
Jim Driscoll – Irving  
Mike Huddleston – Irving  
Dave Mullins - Irving  
Dave Springob – Irving  
Dan Vedral – Irving  
Tony Almeida – Halff  
Matt Craig – Halff  
Chad Gardiner – Halff  
Rick Thomas - Halff  
Mike Copeland – NTTA  
Stephen Ranft - TTI  
Nasser Askari – TxDOT Dallas  
Erma Wisham – TxDOT Dallas  
Sonya Roston– TxDOT Dallas  
John Tillinghast – TxDOT FTW  
Curtis Loftis – TxDOT FTW

## 1. INTRODUCTION

Nasser Askari, P.E., Project Manager for the Dallas District of the Texas Department of Transportation (TxDOT) welcomed the group. Self-introductions of attendees followed. Minutes from previous work group meetings are regularly posted on the TxDOT web site at <http://www.dot.state.tx.us/dal/mis/sh183stage2/workgroup.htm>

Mr. Askari informed the group that the Comprehensive Development Agreement (CDA) process that TxDOT started in early 2005 had been cancelled. However, TxDOT will continue to process changing the SH 183 managed lanes into concurrent flow (two-way operation).

## 2. SCHEMATIC REVISIONS

Matt Craig with Halff Associates, Inc. updated the group on the status of revisions to the approved SH 183 and Loop 12 Schematics.

### Traffic Projections

Jeff Neal with NCTCOG could not attend the meeting, but Mr. Craig updated the group on the traffic projections and level of service analysis they performed. Mr. Craig referred to a handout prepared by NCTCOG on the managed lane vehicle mix and volume projections for year 2025 for both peak period and average daily traffic. NCTCOG ran the model depicting a 4/2/2/4 section on SH 183 and SH 114. He noted that previously this segment had a 4/2/4 section except between Beltline and Carl Road, where it was a 4/3/4 section. Mr. Craig stated that it appeared that the 4/2/2/4 section will still operate at an acceptable level of service (LOS) in the peak hour.

### Coordination with Adjacent Projects

Mr. Craig informed the group that coordination with the Project Pegasus (IH 35E) design, Loop 12 and SH 114 interchanges, and the Tarrant County section of SH 183 is on-going.

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The study team has been working with NCTCOG on their concept for transitioning the SH 183 concurrent flow managed lanes into the IH 35E/Trinity Parkway interchange, where IH 35E currently has reversible managed lanes. The NCTCOG handout distributed at the meeting also showed the conceptual cross section where the managed lanes from SH 183 transition into the general purpose lanes of IH 35E and the Trinity Parkway toll lanes.

Mr. Stephen Ranft with TTI next gave an update on the systemwide evaluation of the managed lanes in the DFW region. Their primary focus has been on the connectivity between corridors and the transitions between the managed facilities. They expect to have an update meeting by the end of the month.

Mr. Craig next went into more detail on the alternatives analysis performed for the SH 183 / IH 35E interchange for transitioning the managed lanes. He distributed a handout entitled "Lane Balance Alternatives - SH 183 Transition at IH 35E." The alternatives varied with respect to having lower access with lower right-of-way (ROW) needs, or greater access with greater ROW needs. Alternative 5, with the greatest accessibility, was the preferred alternative. It provided managed lane access with two lanes going to the general purpose lanes and two going to the Trinity Parkway. The Project Pegasus (IH35E Corridor) team is evaluating potential downstream traffic impacts resulting from this alternative. Michael Copeland with NTTA and Del Crouser with City of Dallas noted their concern if connections from the general purpose lanes to the managed lanes and to Trinity Parkway were not maintained. The group discussed potential changes in the interchange outside the limits of the SH 183 study area and how that should be processed. Anita Wilson with FHWA suggested that the project limits not be changed and that each corridor address its own changes within its limits. She also noted that a reevaluation for the interchange within the Pegasus limits may not be required if only minor ROW impacts occur. Mr. Craig also questioned the feasibility of seven general purpose lanes occurring on IH 35E, but Ms. Wilson noted that this could be acceptable in a transition area, but the weaving and traffic level of service needed to be considered.

## Schedule of Submittals

Mr. Craig distributed an updated schedule for the final processing of the SH 183 and Loop 12 schematics and Environmental Assessment (EA) Reevaluations. The EA drafts have been reviewed by the District. The public hearing is anticipated to occur this fall, so that all the work could be completed by the end of this year. The FONSI could not be authorized until April 2007 when the next Air Conformity and Metropolitan Transportation Plan, Mobility 2030, is approved.

### **3. ENVIRONMENTAL ASSESSMENT REEVALUATION**

This subject was covered in the previous section under "Schedule of Submittals."

### **4. PUBLIC INVOLVEMENT**

Mr. Craig reviewed public involvement for the project.

Mr. Jim Driscoll with Irving noted that the Irving Citizen Advisory Committee (ICAC) meeting for February had been cancelled. The next ICAC meeting is scheduled for April.

The next meeting of the PCWG will be held on Thursday, May 4<sup>th</sup>. The meeting will be held at 9:30 a.m. at Irving City Hall.

No other public involvement activities were scheduled before the next Public Hearing, which is anticipated to occur in October 2006.

## **5. ON-GOING DISCUSSION ITEMS**

Mr. Craig asked the group if there were any on-going discussion items.

Regarding utility relocations, Mr. Askari noted that he would check with Bob Brown at TxDOT to release the Subsurface Utility Engineering (SUE) for SH 183, SH 114 and Loop 12. Mr. Tony Almeida with Halff Associates, working for the City of Irving on utility coordination, stated that Scott Stockburger with TxDOT will forward the SUE to the city next week. Irving stressed that delay in the SUE information could impact their schedule for the Loop 12/SH114 area construction.

Regarding ROW, the City of Irving had received the Local Project Advanced Funding Agreement (LPAFA) from TxDOT today. ROW mapping on SH 183 was being completed in four segments: SH 360 to Story Rd., to O'Connor Blvd., to Loop 12, and to Trinity River.

The meeting adjourned at 10:30 a.m.

### **Materials Distributed at the Meeting:**

- SH 183 PCWG Agenda
- SH 183 PCWG November 2005 Meeting Minutes
- SH 183 Schematic & EA Schedule
- Lane Balance Alternatives – SH 183 to IH 35E
- SH 183 / Project Pegasus Interface & SH 183 Managed Lanes Traffic - NCTCOG

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 Halff Associates 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.