

**I-35 Corridor Segment Committee 2
410 W. Loop 121
Belton, Texas**

**June 8, 2010
9:00 AM to Noon**

Welcome

Bruce Byron
Facilitator

Public Involvement Workshop Locations

Gaby Garcia
TxDOT

Committee Decision on Facility Locations for Workshops

Presentation of Response to Committee Questions

Bruce Byron
Facilitator

- *High Speed Rail Studies Ridership Information*
- *I-35 Expansion Cost Estimates*

Presentation of Committee Survey Tool

**Review of Suggested Solutions Proposed by CSC 2
for the MY 35 Segment 2 Plan**

**Discussion of Modifications Based on Joint CSC 1 and 2 Meeting
And Committee Decision**

Committee Decision Whether to Accept Modifications

**Presentation of I-35 Right of Way Map Overlaid with
8-Lane Cross Sections**

Committee Decision Whether to Recommend Expansion to 8 lanes

Wrap – Up/Adjourn

I-35 Corridor Segment Committee 2 – Meeting Notes
410 W. Loop 121, Belton, TX
June 8, 2010 – 9:00 AM to Noon

Welcome

The Facilitator Bruce Byron welcomed the I-35 Corridor Segment Committee 2 (CSC 2) members to the June meeting and briefly overviewed the meeting agenda, noting that the meeting would include a discussion on MY 35 public involvement workshop locations, response to committee questions on high-speed rail and I-35 expansion cost estimates, a presentation related to an online survey tool that will be available for committees to get feedback on and help to prioritize their projects, discussion of the joint CSC 1 and 2 meeting, and review of suggested solutions proposed by CSC 2 for the MY 35 Segment 2 plan. Also, the facilitator noted that at the end of the meeting there would be a presentation on potential right-of-way needs through Segment 2 if I-35 were widened to eight lanes. The meeting began with a discussion of CSC 2 public involvement locations.

Public Involvement Workshop Locations

TxDOT began the presentation on public involvement workshop locations for the MY 35 Plan. TxDOT explained that they had identified several potential facility locations for MY 35 public workshops in Segment 2: Burleson High School, Waxahachie Civic Center, Hillsboro Civic Center, Waco Convention Center, and Frank W. Mayborn Civic and Convention Center. 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 facilities. Several CSC members offered up potential cities or locations for potential meetings as follows: (1) Cedar Hill Recreation Center, (2) Waxahachie, (3) Hillsboro, (4) Coordinate with the North Central Texas Council of Governments (NCTCOG) for northern Segment 2; (5) McLennan County/Robinson ISD properties. Jeff Neal from NCTCOG mentioned that he would recommend the Cedar Hill Recreation Center to the NCTCOG Public Involvement staff who are planning the NCTCOG workshops where Corridor Segment Committee information will be presented. It was noted that once the facility locations are finalized, there will be a better sense of the exact dates that the public workshops will take place. TxDOT encouraged the committee to send them any additional recommendations for meeting venues or locations.

Presentation of Response to Committee Questions

The facilitator then presented information on committee requests from previous meetings. First, the facilitator reviewed information related to High-Speed Rail (HSR) studies from other states (California, Nevada, and Florida). The committee noted that some of these studies may not be applicable to Texas because of different conditions. TxDOT reminded the committee that they can recommend a HSR ridership study as one of their suggestions in their plan in order to generate more relevant data. It was noted that in the absence of a ridership study, the only tools available to model potential rail impacts would be based on assumed diversion rates from highway travel. A committee member suggested that staff review the Ohio 3C Corridor study for potentially relevant HSR information.

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

Presentation of Committee Survey Tool

The facilitator presented an overview of the online survey tool to the committee. 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. 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. If the committee chooses to use this tool for the public, TxDOT noted that project fact sheets will be linked to each individual solution in the survey, containing more detailed project information including a conceptualized project cost and a project map. The committee members asked to see a draft survey with the questions proposed for their internal survey to comment on prior to actually taking the survey themselves. TxDOT agreed to send the draft survey by Friday, June 11 and to give the committee members one week to refine their internal survey prior to taking it. Then, the members would be sent the internal committee survey along with draft project sheets the week of June 21st. The members would have approximately one week to complete the survey to allow staff time to tabulate the results and present the results of the internal survey to the committee members at the July, 13th CSC 2 meeting.

The committee requested the opportunity to add questions to the survey before it is sent to the public. TxDOT stated that the committee could add any questions they wished to ask to help with their decision-making process. TxDOT noted that the survey contains data entry fields for users to enter any additional thoughts/suggestions that are not covered in the survey. TxDOT reiterated the fact that the survey tool was entirely for the committees’ use and to send in any additional questions to TxDOT and/or the facilitator they would like included in the survey. One question the committee members specifically stated that they wanted to be sure their survey for the public included was : “Do you believe there is a true transportation crisis?”

Review of Suggested Solutions Proposed by CSC 2 for the MY 35 Segment 2 Plan

The committee then briefly reviewed their proposed solutions. It was requested by the committee to replace the word “recommendations” with “considerations, options, concepts”, etc. for their proposed solutions to reinforce to the public that the planning process is still flexible and dynamic. The committee also wanted to change the language of one of their general considerations from “CDA authority” to “public-private-partnerships” for the sake of clarity. Finally, the committee clarified the limits of one of their improvements as upgrading US 77 and tying into Loop 340, as opposed to an extension of SH 130. The committee then moved on to discussing the outcome of a recent coordination meeting between TxDOT and NCTCOG.

Discussion of Modifications Based on Joint CSC 1 and 2 Meeting and Committee Decision

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. 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 – 2009 Amendment*. The proposed changes and additions to the CSC 2 solutions as a result of the coordination with NCTCOG, and subsequent committee discussion, are listed as follows:

- I-35E from I-20 to US 287: expand to 8 lanes;
- I-35E from US 287 to Hillsboro: expand to 6 lanes;
- I-35W from I-30 to SH 174: expand to 8 general lanes + 4 managed lanes;
- I-35W from SH 174 to Hillsboro: expand to 6 lanes;
- SH 360 extension – modified limits to: 6 lanes from I-20 to US 67, 4 lanes from US 67 to Hillsboro;
- US 67 Gateway Horizon: add this project to CSC 2 list;
- Loop 12/Spur 408/I-20 Bypass: alternative to Trinity Parkway; add this project to CSC 2 list.

It was noted that any proposed improvements in Hillsboro/Hill County would be discussed further at a special upcoming meeting between NCTCOG and Hill County before any final decisions are made.

Presentation of I-35 Right of Way Map Overlaid with 8-Lane Cross Sections

At the last CSC 2 meeting, the committee requested information on the feasibility of upgrading the existing I-35 facility to 8 lanes in Segment 2. The facilitator explained that the presentation provides an overlay of typical (rural/urban) 8-lane interstate sections on the I-35 existing and proposed right-of-way (for TxDOT's current six-lane expansion) to explore the potential opportunities and/or constraints to expansion on the existing facility. The committee reviewed aerial maps from several areas where expansion may pose logistical issues. The outcome of the presentation was that in most places, the right-of-way currently being acquired for expanding I-35 to 6 lanes will be adequate for an 8-lane expansion as well, with some exceptions. Upon reviewing this information, the committee changed their suggested improvement for I-35 between Hillsboro and the Bell/Williamson County Line to expanding the existing facility to 8-lanes.

Wrap-Up / Adjourn

At the conclusion of the meeting, a member of the public made a comment related to safety issues on I-35 and the cost of highway improvements. Television media from KCEN Channel 6 also attended the meeting. A committee member requested having the July CSC 2 meeting in Hillsboro. TxDOT said they would find a facility in Hillsboro to hold the next regularly scheduled CSC 2 meeting which is planned for July 13.

Make-Up Conference Call for June CSC 2 Meeting

A make-up conference call was held on Tuesday, June 15, from 10:00-11:00 AM to give CSC 2 members who were unable to attend the regularly scheduled CSC 2 June meeting an opportunity to review the meeting materials and ask staff questions and/or make further suggestions. There were no CSC 2 members who attended the make-up conference call in June.

I-35 Corridor Segment 2 Meeting June 8, 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
- Present Responses to Committee Questions
- Review of Suggested Solutions Proposed by CSC 2 Committee for their MY 35 Segment 2 Plan
- Discuss Modifications Based on Joint CSC 1 and 2 Meeting
- Present I-35 Right-of-Way Map Overlay with 8-lanes
- Present Committee Survey Tool

Committee Decisions

- Facility Locations for Public Workshops
- Suggested Modifications to CSC 2 Suggested Solutions Based on Coordination with NCTCOG Following Joint CSC 1 and 2 Meeting
- I-35 Expansion to 8-lanes

**Corridor Segment
Committee 2 Potential
Facility Locations For
Public Workshops**

1. *Burleson High School*
2. *Waxahachie Civic Center*
3. *Hillsboro Civic Center*
4. *Waco Convention Center*
5. *Frank W. Mayborn Civic
& Convention Center*



Does the CSC 2 agree with these facility
locations?

Responses to Committee Questions

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Projected High Speed Rail Ridership

DesertXpress (*I-15 between Los Angeles and Las Vegas*)

- Divert 20-25 percent of automobile trips from I-15

Florida Overland Express (*I-4 between Orlando and Tampa/St. Petersburg*)

- Divert approximately 1.45 million auto trips from local roads and highways annually

California High Speed Train Project (*US 99 from Sacramento and the Bay Area to Los Angeles*)

- Between 33 million and 71 million riders annually (depending on cost of air travel)

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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.

Committee Survey Tool

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
Project A	<input checked="" 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"/>
Project C	<input checked="" 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
Project D	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Project E	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Project F	<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"/>
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
Project H	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Project I	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Project J	<input checked="" 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 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	Response Count
Project D	3	25.00%	3	25.00%	3	25.00%	3	25.00%	12
Project E	5	41.67%	7	58.33%	0	25.00%	0	0.00%	12
Project F	3	25.00%	5	41.67%	2	25.00%	2	16.67%	12
Project G	9	75.00%	3	25.00%	0	25.00%	0	0.00%	12
Other (please specify)									0
<i>answered question</i>									12
<i>skipped question</i>									0

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Review of Suggested Solutions Proposed by CSC 2 for their MY 35 Segment 2 Plan

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Review of Proposals Suggested by CSC 2

I-35 Specific

- Recommend keeping improvements near I-35
- Recommend eliminating bottlenecks

Right-of-Way

- Recommend maximizing utilization of existing right-of-way
- Recommend considering common rights-of-way for rail and highway/ multi-modal alignments, where feasible
- Recommend acquiring adequate right-of-way for future expansion
- Recommend minimizing displacements of business/industry by controlling width of right-of-way purchases
- Recommend finding ways to allow property owners along any proposed transportation improvement to benefit from the improvements (e.g., options of payments upfront for condemned rights-of-way, equal benefit compensations, etc.)

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Review of Proposals Suggested by CSC 2

Rail

- Recommend maximizing freight rail use
- Recommend consider double-tracking rail lines to accommodate more freight and/or passenger rail
- Recommend development of an investment grade ridership study to explore High-Speed Rail opportunities in Texas
- Recommend combining commuter (“higher speed”) and intercity (“high speed”) rail on a double track in a single corridor

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Review of Proposals Suggested by CSC 2

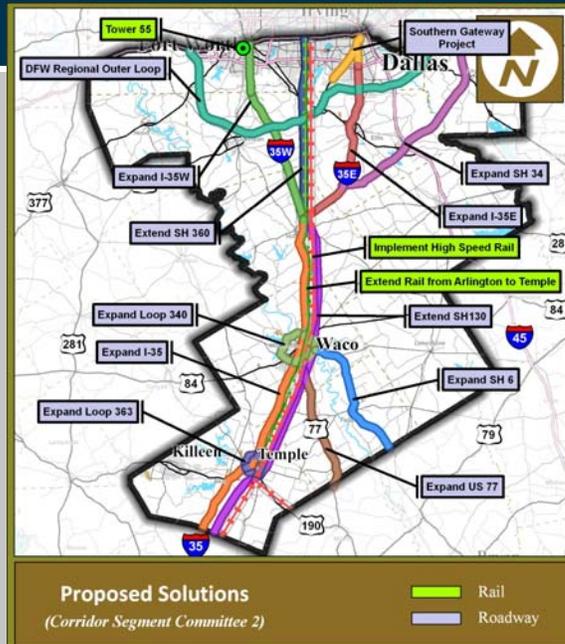
Travel Demand Management

- Recommend considering managed lanes or congestion pricing as an option to manage congestion
- Recommend developing and implementing a policy with respect to travel demand management within the I-35 corridor
- Recommend traffic modeling to determine phasing and synergies between proposed projects (including national and state rail planning)

Project Delivery

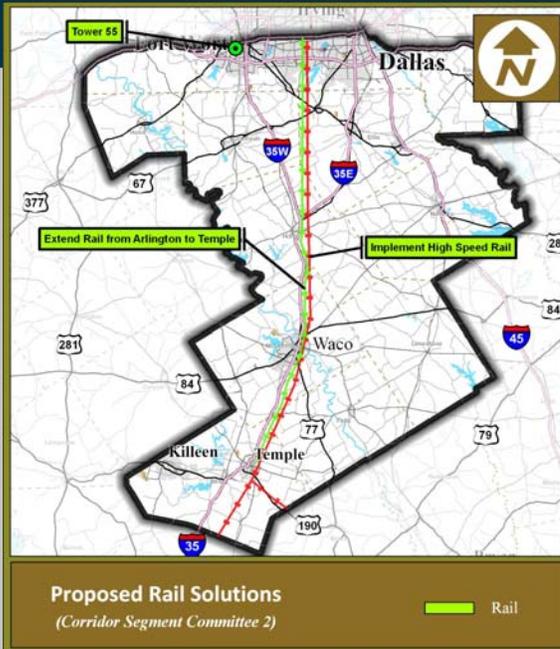
- Recommend supporting design-build and public-private partnerships for project funding and development
- Recommend streamlining the environmental and project delivery processes
- Recommend fixing transportation funding mechanism

Proposed Solutions Suggested by CSC 2 to be included in the MY 35 Segment 2 Plan



Review of Proposed Rail Solutions Suggested by CSC 2 to include in Their MY 35 Segment 2 Plan

- Extend passenger rail from Arlington to Hillsboro and Temple
- Implement high-speed passenger rail paralleling I-35; Texas T-bone concept
- Tower 55



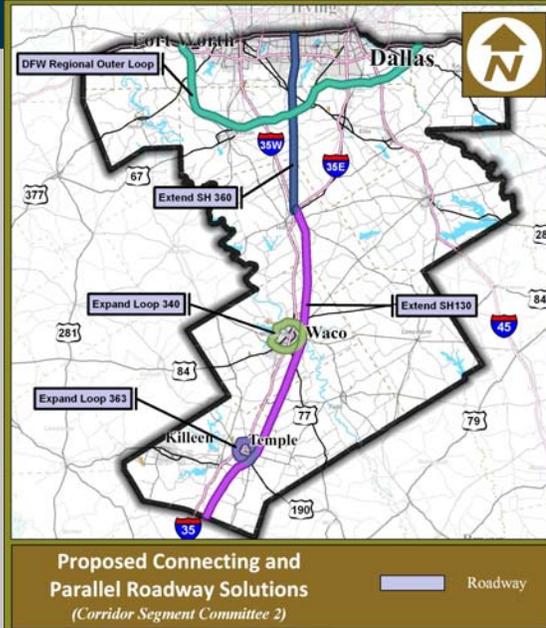
Review of Proposed Roadway Solutions Specific to I-35 Suggested by CSC 2 to include in Their MY 35 Segment 2 Plan

- I-35 Improvements
 - >6 lanes from Bell/Williamson County Line to Hillsboro, including 8 lanes in Waco and Temple urban areas
 - >Upgrade interchanges at: I-35/US 287 bypass; I-35W/US 67; US 67/US 287; north and south connections of I-35 and Loop 340 and Loop 363
- I-35E
 - >8 lanes from I-20 to Hillsboro
 - >Implement the Southern Gateway Project (I-35E/US 67)
- I-35W
 - >6 lanes from Hillsboro split to Fort Worth



Review of Proposed Solutions to Connecting or Parallel Facilities Suggested by CSC 2 to Include in Their MY 35 Segment 2 Plan

- SH 360 Extension
 - Arlington to Hillsboro
- SH 130 Extension
 - north to Temple and possibly Hillsboro – 6 lanes with controlled access and no more than 5 mi to the east of I-35
- Loop 363 Expansion
- Loop 340 Expansion
- Construct DFW Regional Outer Loop
 - along US 67 for southwest portion



Review of Proposed Solutions to Other Facilities Suggested by CSC 2 to include in Their MY 35 Segment 2 Plan

- SH 34 Improvements
 - Expand SH 34 and connect SH 34 to Regional Outer Loop
- SH 6 Improvements
 - Upgrade/expand SH 6 from Waco to Bryan/College Station
- US 77 Improvements
 - Upgrade/expand US 77 south and connect to SH 130



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

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

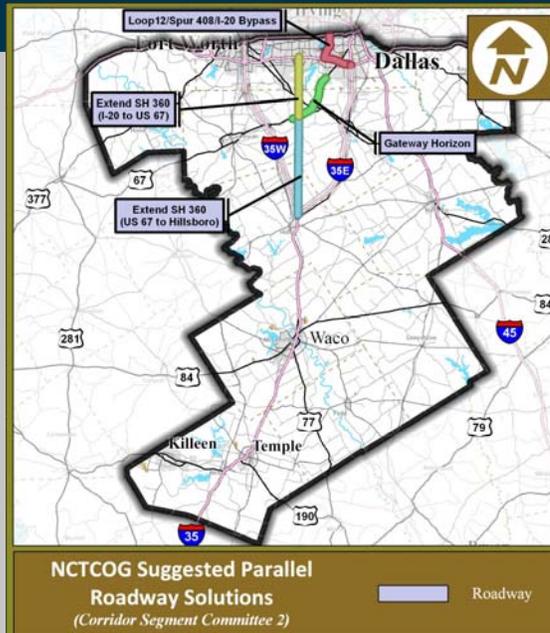
Suggested Modifications to the CSC 2 Solutions on Existing I-35 Based on NCTCOG Coordination

Facility	CSC 2 Suggested I-35 Solution	Suggested Modified I-35 Solution Based on NCTCOG Coordination
I-35 E	Expand I-35E to 8 lanes from I-20 to Hillsboro	Expand I-35E to 8 lanes from I-20 to Beltline Rd; 6 lanes from Belt Line Rd to Hillsboro
I-35 W	Expand I-35W to 6 lanes from Hillsboro split to Fort Worth	Expand I-35W from I-30 to SH 174- either 10 general lanes or 8 general lanes + 4 managed lanes
		Expand I-35W to 6 lanes from Burleson (SH 174) to Hillsboro

Does the CSC 2 wish to modify their original suggested solutions on I-35 E and W as discussed?

Suggested Modifications to CSC 2 Solutions on Connecting or Parallel Facilities Based on NCTCOG Coordination

- SH 360 –
 - Original - 6 lane entire limit
 - Modification – 6 lane toll road from I-20 to US 67/Outer Loop; 4 lane toll road from US 67 /Outer Loop to Hillsboro
- Add US 67 (Gateway Horizon)
- Add Loop 12/Spur 408/I-20 Bypass





Does the CSC 2 wish to modify their original suggested solutions on other connecting or parallel facilities as discussed?



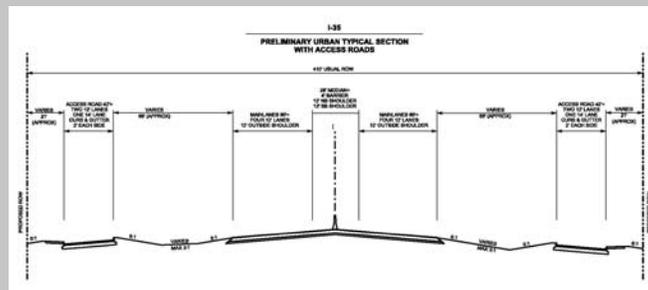
Discussion of
I-35 Right-of-Way 8-Lane Overlay from Hillsboro to
the Williamson/Bell County Line.



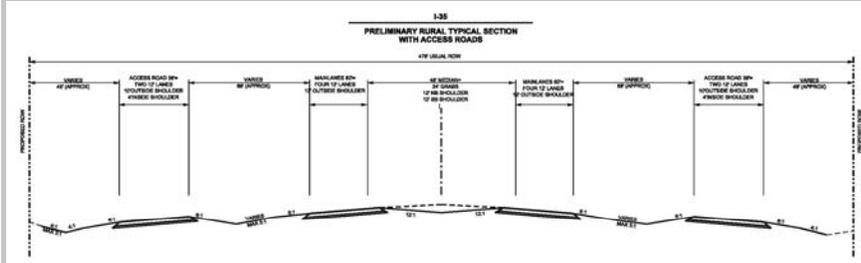
The focus of this activity is to explore if the conceptual 8-lane expansion of I-35 from Hillsboro to Williamson/Bell County Line would fit within the TxDOT ROW.



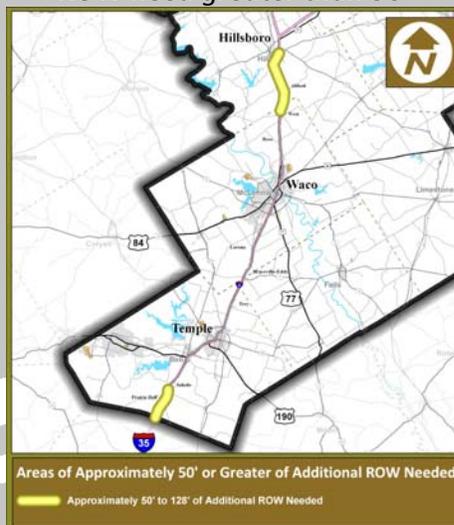
8-Lane Urban Typical Section 410 Feet



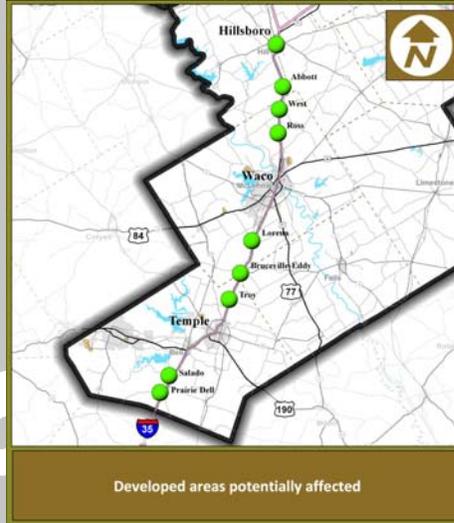
★
*8-Lane Rural Typical Section
478 Feet*



★ *ROW need greater than 50'*



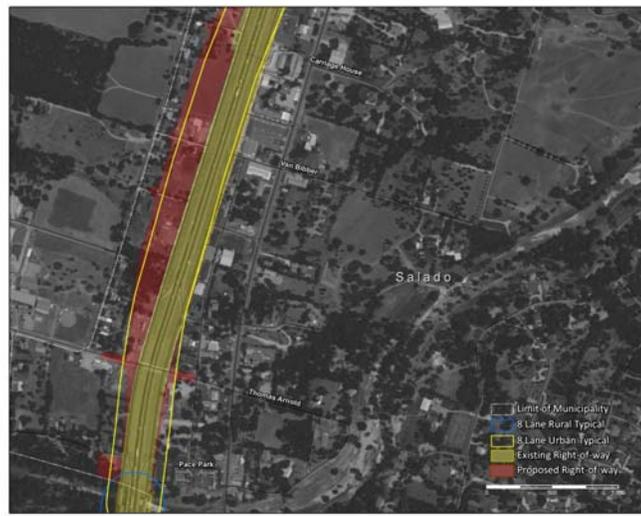
★ *Developed areas potentially affected*



★ *Prairie Dell*



★ Salado



★ Troy



★ Bruceville-Eddy



★ Lorena





Ross



West





Abbott



Hillsboro





Committee Decision

Does the committee wish to recommend the
8-lane expansion of I-35 from Hillsboro to
Williamson/Bell County Line?

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