

STATE OF TEXAS

COLLIN COUNTY TOLL ROAD AUTHORITY

MEETING MINUTES

COUNTY OF COLLIN

AUGUST 8, 2016

On Monday, August 8, 2016, the Collin County Toll Road Authority Board of Directors met in Regular Session in the Commissioners' Courtroom, Jack Hatchell Collin County Administration Building, 4th Floor, 2300 Bloomdale Road, City of McKinney, Texas, with the following members present, and participating, to wit:

President Keith Self

Director Susan Fletcher, Precinct 1

Director Cheryl Williams, Precinct 2

Director Chris Hill, Precinct 3

Director Duncan Webb, Precinct 4

1. President Self called to order the meeting of the Collin County Toll Road Authority at 1:55 p.m.

2. **Consent agenda to approve:** President Self asked for comments on the consent agenda. Hearing no comments, a motion was made to approve the consent agenda. (Time: 1:55 p.m.)

Motion by: Director Duncan Webb

Second by: Director Cheryl Williams

Vote: 5 – 0 Passed

a. AI-41907 Filing of the July 18, 2016, Minutes, County Clerk.

CCTRA RESOLUTION NO. 2016-3024-08-08

### GENERAL DISCUSSION

3. AI-41914 Presentation by CH2M Hill Engineers, Inc. regarding the design issues and approval of Amendment No.3 in the amount of \$508,647.93 for grade separating the roadway, Engineering.

Clarence Daugherty, Engineer, said another challenge has arisen with the design of the eastbound service road for the future CCOL (Collin County Outer Loop) between DNT (Dallas North Tollway) and SH289 also known as Preston Road. Of primary significance is the need to provide a grade separated crossing at the BNSF Railroad located west of Preston Road. Mr. Daugherty invited Will Barresi, CH2M Hill Engineers, Inc., to explain the situation and give a presentation on the project.

Mr. Barresi began with the crossing at BNSF. The project was originally envisioned with an at-grade crossing at CR53 which was then shifted 200 feet north to avoid issues with Atmos Energy lines. Plans and coordination were underway with BNSF for the new location. The new plan was eventually denied by BNSF due to the operations of the Martin Marietta Facility. The County, CH2M, BNSF and Martin Marietta got together to brainstorm solutions. BNSF offered solutions that were not beneficial to the County. The County and CH2M then came up with a mainlane only concept from just west of Doe Branch Creek to Preston Road.

The mainlane only concept for this portion of the project means the proposed frontage roads would be eliminated just west of Doe Branch Creek to Preston Road. A portion of the ultimate eastbound mainlane bridge will be constructed with the current plans and used as a two-way frontage road system in the interim condition. In the future, this bridge will be widened to the ultimate width and a westbound mainlane bridge will be constructed.

There are benefits to a mainlane only concept. It eliminates two frontage road railroad bridge crossings and two Doe Branch Creek frontage road bridges. With no at-grade railroad crossings, traffic can flow independently of BNSF activities. Future mainlane bridge widening will not impact traffic during future construction with this concept. This concept also shifts some of the ultimate CCOL construction costs into today's plans. It will also reduce ultimate CCOL construction costs by eliminating unneeded roadway and bridge costs.

Mr. Barresi shared several aerial slides of the proposed plan. He explained there will still be ramps to access the mainlane. There will also be a reduced right-of-way footprint with the elimination of frontage roads. CR51 would tie into the mainlane and have a frontage road to the west toward DNT. Towards the east there will be a highway bridge, 30-feet high, over BNSF as well as an "L" shaped access road to the mainlane to serve the interim local traffic which includes the Martin Marietta Facility and properties north of the proposed mainlane between BNSF and Preston Road. The "L" shaped access road would keep large trucks coming from the Martin Marietta Facility off of Preston Road.

Anticipated construction costs of the eastbound frontage road before the change was approximately \$9.2 million. The construction cost for the proposed mainlane only concept is approximately \$16.5 million for an increase of \$7 million. As noted earlier some of the ultimate construction costs shift forward into this proposed plan. In the long run there will be cost savings due to not constructing four bridges and the associated pavements in between them.

The next piece of the project Mr. Barresi presented was on the CCOL and SH289 Interchange. In June 2015, CH2M prepared a conceptual interchange exhibit in an effort to environmentally clear the area for potential right-of-way needs. This concept is similar to SRT (Sam Rayburn Tollway) and SH289 next to Stonebriar Mall. It includes Level 1 – Frontage Roads at-grade, Level 2 – SH289 and Level 3 – CCOL mainlanes. This was all cleared in the environmental document.

Due to the BNSF changes there needed to be modifications made. There will be no change to Level 1 – Frontage Roads at-grade. However, it is recommended to flip CCOL mainlanes to Level 2 and SH289 to Level 3. This change is necessary because of where the road is located coming from the west over BNSF. If CCOL mainlanes remained at Level 3 there would be one large bridge spanning from Doe Branch Creek over SH289 which would be very expensive. Further coordination will be done with TxDOT (Texas Department of Transportation), NCTCOG (North Central Texas Council of Governments) and Collin County’s DNT Consultant. There will also be additional meetings with affected property owners.

Commissioner Hill asked what the height of Level 3 would be at the SRT/SH289 Interchange if the CCOL mainlanes at BNSF are at 30 feet. Mr. Barresi said the Level 3 height at this location would be approximately 45 feet which is why it is more feasible to flip the CCOL mainlanes to Level 2 instead of Level 3. If the CCOL mainlanes were at a height of 45 feet over SH289 there would not be enough roadway to get to at-grade from BNSF and back up over SH289.

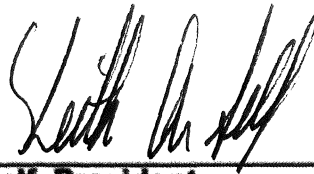
Mr. Daugherty said because of significant design changes Engineering requests the Board’s approval of a Supplemental Engineering Services Agreement with CH2M in the amount of \$508,647.93 to proceed with the proposed project. With no further discussion, a motion was made to approve the Supplemental Engineering Services Agreement. (Time: 2:22 p.m.)

Motion by: Director Susan Fletcher  
Second by: Director Duncan Webb  
Vote: 5 – 0 Passed

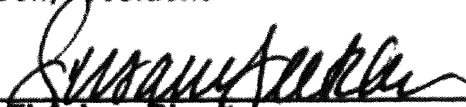
**CCTRA RESOLUTION NO. 2016-3025-08-08**

**EXECUTIVE SESSION**

The Board did not recess into Executive Session. There being no further business of the Board, President Self adjourned the meeting at 2:22 p.m.



**Keith Self, President**



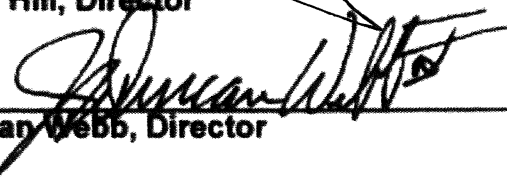
**Susan Fletcher, Director**



**Cheryl Williams, Director**



**Chris Hill, Director**



**Duncan Webb, Director**