

CCTRA RESOLUTION NO. 2017- 3053 -10-23

STATE OF TEXAS

COLLIN COUNTY TOLL ROAD AUTHORITY

COUNTY OF COLLIN

MEETING MINUTES

OCTOBER 2, 2017

On Monday, October 2, 2017, 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:

Director Susan Fletcher, Precinct 1

Director Chris Hill, Precinct 3

Director Duncan Webb, Precinct 4

Absent: President Keith Self and Director Cheryl Williams, Precinct 2

1. Director Hill called to order the meeting of the Collin County Toll Road Authority at 6:02 p.m.

2. **Consent agenda to approve:** Director Hill asked for comments on the consent agenda. Hearing no comments, a motion was made to approve the consent agenda. (Time: 6:03 p.m.)

Motion by: Director Susan Fletcher

Second by: Director Duncan Webb

Vote: 3 - 0

a. AI-43887 Disbursements for the period ending September 26, 2017, Auditor.

CCTRA RESOLUTION NO. 2017-3048-10-02

b. AI-43823 Filing of the September 11, 2017, Minutes, County Clerk.

CCTRA RESOLUTION NO. 2017-3049-10-02

GENERAL DISCUSSION

3. AI-43735 Proposed changes to the existing technically approved alignment for the Collin County Outer Loop between US75 and SH289 (Preston Road), Special Project.

Jeff Durham, Special Projects, came forward with a PowerPoint presentation on the proposed changes to the existing Technically Preferred Alignment for the CCOL (Collin County Outer Loop) between SH289 and US75. Notifications of these changes were sent to all affected property owners.

Mr. Durham gave a brief history of the project. Planning for the 52-mile corridor through Collin County began in 2002. The CCOL is divided into five segments. This discussion pertains to Segment 3 which is located between the Denton/Collin County line and US75. An alignment for this segment was first adopted in 2006 and subsequently revised in 2012. The revision is the Technically Preferred Alignment. The schematic design is in progress for this section and includes establishing a final alignment in order to begin ROW (Right of Way) acquisition. No funds are currently allocated for construction.

The scope of work for the two engineering firms involved (CH2M and BGE-Brown & Gay Engineers) includes refining the previously adopted Technically Preferred Alignment. CH2M is working on the section between the Denton/Collin County Line and FM2478, and Brown & Gay is working on the section between FM2478 and US75.

Rosa Plesner, PE with CH2M, came forward to address the Court. After a review, CH2M identified an opportunity to enhance the curve design in order to better accommodate a design speed of 70 mph. The proposed adjustments will provide a smoother and safer driving experience as drivers transition from curve to curve. Further to the east is the crossing at CR87 and Wilson Creek. CH2M found an opportunity to enhance the roadway design by shifting the alignment to the south to flatten curves while reducing the impact to properties. This proposed alignment continues to run perpendicular to CR87 which will benefit the future designs of intersections and bridges.

A single household located within the limits of the alignment was identified. As research was completed, CH2M found that developments are already underway throughout the corridor which places a limit on how much the alignment can be tweaked. After careful consideration, the proposed alignment was shifted to the south and would require the parcel with the single household to be acquired completely. It is the professional opinion of CH2M that the alignment adjustment was the best balance between property concerns, cost and design improvements.

Stoney Skidmore, PE, came forward next with BGE's corridor refinements. BGE's portion of Segment 3 of the CCOL is from CR2478 (Custer Road) to US75. They matched their alignment to that of CH2M to hold a perpendicular tangent through the intersection which will result in safer intersection operation. On the Technically Preferred Alignment approximately one mile east of CR2478, there are three residential structures that would be impacted. Shifting the alignment south and pulling the curve to the west will minimize the impact to these existing structures.

Continuing eastward the alignment goes through a large contiguous property owned by BFJ Land LLC known as Colmena Ranch which is an active farm and cattle raising operation. The CCOL traverses this property for approximately 3.9 miles and encompasses three arterial intersections – the future Lake Forest Drive, the future Ridge Road, and existing FM543.

Honey Creek also flows through the ranch from north to south and is a FEMA (Federal Emergency Management Agency) floodway. The CCOL crosses the floodway just west of FM543. BGE is coordinating with the property owners, the State's engineering consultant, and the City of McKinney regarding the corridor alignment through the Colmena Ranch. The alignment has been shifted north of an Oncor Electric easement to minimize impacts to existing electric transmission within the floodplain. By shifting to the north, this increases the distance between the curve and FM543 allowing for a desirable perpendicular crossing.

At the east boundary of the Colmena Ranch is the Trinity Falls development which has dedicated ROW for the CCOL. The proposed ROW re-aligns with the Technically Preferred Alignment and continues to the US75 interchange which is BGE's termination point for the project.

Mr. Skidmore said the public may leave comments in the box provided at the Public Hearing or via email to tnelson@collincountytx.gov. The comments must be postmarked by October 17, 2017 to be included as part of the public record.

Jeff Durham said most questions from the public were about the timeline for construction and ROW acquisition. Commissioners' Court has budgeted money to begin acquiring ROW, but it is only a portion of the funding that ultimately will be needed. We are about six months away from having the ROW documents, and then the appraisal process begins which will take another 90 days. This will be a three to four year acquisition process. The two-lane service road is all that is being considered for construction in the foreseeable future.

Brad Calley came forward to speak on behalf of the Belknap FP Ltd. Partnership. They have a letter on file in which they are committing to donate land to the CCOL as long as it aligns its midline with the northern boundary line of their property which is approximately 350 acres. Mr. Calley said the value of this land is in excess of \$1 million. However, the change of alignment will take that away because it moves the center line off of their property. Also, the new alignment does damage to three separate areas of the property in terms of the property value. They are very pleased with the Technically Preferred Alignment. On the west side of the property, the southern portion of the ROW will turn that frontage road into just a sliver of land that will be commercially useless. Mr. Calley said they would like to continue the dialogue regarding the Technically Preferred Alignment.

Joyce Brown-Acree, Celina, came forward next to address the Court. Ms. Brown-Acree said the new alignment will take out part of her driveway, her mailbox and some land. There are 18 acres just across the road and she asked if some of that can be used instead of cutting into her property. Ms. Brown-Acree is currently farming on her land and has some animals and asked the Court to please move the alignment so it does not affect her land. She also asked if a landowner is compensated if an easement is taken. Director Hill said when the alignment is finalized, and the County moves to the next step in the process of acquisition of ROW, those pieces will be surveyed. Mr. Durham said the properties have not yet been surveyed because they do not have the final alignment.

Mr. Pulipaka came forward to address the Court regarding the alignment speeds. Since the newly proposed alignment has more curves, will that affect the speed on the roadway? Mr. Skidmore explained the alignment was reviewed and the curves do meet the design criteria for the intended speed of 70 mph. Clarence Daugherty, Engineering, said the curves are designed to handle the intended speeds.

Eric Trumbauer, Celina, came forward to say he did not like the Technically Preferred Alignment and likes the newly proposed alignment even less. Since the new alignment will be closer to his property, Mr. Trumbauer asked if there will be some type of sound barrier wall that will be constructed near his development. Mr. Daugherty said there are technical specifications and criteria that the Federal Highway Administration will put on this project, and those that relate to sound effects on residential property will be followed.

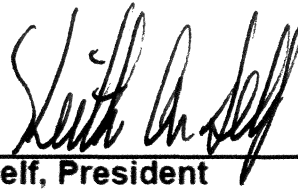
Director Hill asked if there were any other public comments. Hearing none, the Director closed the public comment portion of the Public Meeting at 6:32 p.m. and opened it up for discussion by the Court. Hearing no comments from the Court, Director Hill thanked everyone for attending the Public Meeting and recessed the Collin County Toll Road Authority at 6:32 p.m.

Director Hill reconvened the meeting at 6:38 p.m.

NO ACTION TAKEN

EXECUTIVE SESSION

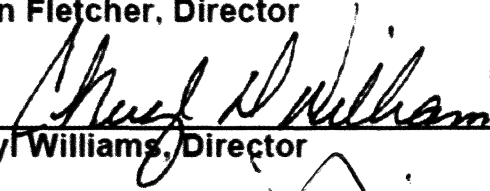
The Board did not recess into Executive Session. There being no further business of the Board, Director Hill adjourned the meeting at 6:38 p.m.



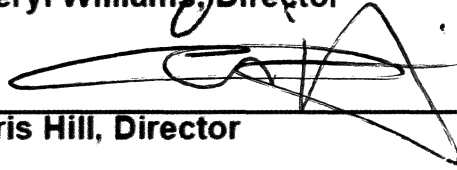
Keith Self, President

Not Present

Susan Fletcher, Director



Cheryl Williams, Director



Chris Hill, Director

Not Present

Duncan Webb, Director