

CCTRA RESOLUTION NO. 2015- 3023 -10-12

STATE OF TEXAS

COLLIN COUNTY TOLL ROAD AUTHORITY

COUNTY OF COLLIN

MEETING MINUTES
SEPTEMBER 21, 2015

On Monday, September 21, 2015, 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 1:35 p.m.

2. **Consent agenda to approve:** President Self asked for comments on the consent agenda. Hearing none, a motion was made to approve the consent agenda. (Time: 1:35 p.m.)

Motion by: Director Duncan Webb

Second by: Director Cheryl Williams

Vote: 5 – 0 Passed

a. AI-40545 Disbursements for the period ending September 15, 2015, Auditor

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GENERAL DISCUSSION

3. AI-40460 Approval of the Local Environmental Document for the Collin County Outer Loop at US 75, Engineering.

Tracy Homfeld, Engineering, gave a brief background on the project. The CCTRA (Collin County Toll Road Authority) charged the Engineering staff to look at the ultimate right-of-way that would be needed at the CCOL (Collin County Outer Loop) and US 75 interchange. In order to secure the right-of-way an interchange footprint first had to be determined which would be compatible with interstate highway design standards. To do this, Engineering contracted with the HNTB (Howard, Needles, Tammen & Bergendoff) Corporation to prepare a preliminary engineering study for the interchange. Once the concept plan was complete the NCTCOG (North Central Texas Council of Governments) was able to prepare a Local Environmental Document. This document is meant to be built upon to satisfy NEPA (National Environmental Protection Act).

Part of the document involves public involvement. Engineering sent out meeting request letters to all affected property owners. Each owner had the opportunity to set up a meeting with County staff. On August 18th and 19th three of the six affected property owners were met with and their comments were included in the environmental document. The other three property owners did not contact the County and no issues are expected.

Rusty Ozmer, HNTB, came forward to give a technical presentation of the concept plan for the interchange. The project goals and objectives are: to improve mobility and safety, plan for future development needs, minimize environmental effects, provide uniform connectivity with adjacent projects, and develop an ultimate conceptual design. The bottom line is to figure out the right-of-way footprint for the four corners of the CCOL and US 75. The design approach is data collection, update of the environmental constraints map, development of the geometric design criteria, development of the interchange concepts, determining a technically preferred alternative based on staff input and analyzing the traffic of that alternative and refining the alternative based on comments.

Adjacent projects include: CCOL Segment 1 – US 75 to SH 121; CCOL Segment 3 – DNT (Dallas North Tollway) to US 75; and TxDOT (Texas Department of Transportation) Schematic improvements. The TxDOT Schematic, which was done in 2008, limits were from US 75 to the Grayson County line for 10.2 miles. This schematic did not accommodate a directional interchange for the CCOL and US 75 interchange; therefore, ramps had to be relocated and spaced according to the geometric design criteria. This will mean a revision of US 75 for 6.2 miles which is south of Melissa Road north to FM 455.

The technically preferred alternative is a fully directional five level interchange. A frontage road box system will facilitate future development and local access. The alternative will accommodate two lanes in all directions if needed. The interchange design will accommodate 2035 projected traffic volumes with excess capacity. In regards to right-of-way impacts there were approximately 14.05 acres to be acquired by CCTRA from eight property owners. The County has contracted with another firm to do the detailed right-of-way documents and the process is moving forward in terms of appraisal.

Sandy Wesch, NCTCOG, came forward to brief the Court on the Local Environmental Document. Based on the conceptual design of the interchange, a local environmental document has been prepared to help comply with future needs under the NEPA. This document will allow the purchase of the right-of-way in advance of the proposed interchange. The document does not address the construction impacts of constructing the interchange. A second environmental document will be needed to go into construction. The main sections of the document are the need and purpose, alternatives which were considered, public and agency coordination, and environmental resources, effects and mitigation. The Local Environmental Document will be available to view on the Collin County website.

By purchasing the right-of-way the County is proactively planning the development of transportation facilities to accommodate the future growth. The advanced purchase will prevent development of the land needed for the multilevel interchange to avoid displacement, reduce project costs by acquiring property before any development occurs, and help ensure Collin County will have the ability to address future transportation improvements at US 75 and CCOL.

Property owner meetings were held and the majority of the property owners met with had no issues. One owner was concerned about being land locked, but it was determined the property would not be land locked. Another owner expressed concern for aerial setbacks from the elevated roadway structure. That concern was unable to be answered at that time but all comments are recorded in the document. As the project moves forward that concern will be a consideration.

In summary, 14.05 acres of land, or eight parcels from six property owners, will be included in the right-of-way purchase. No structures would be displaced, no properties would be divided, no streams or water bodies are within the proposed right-of way. However, 0.2 acres of the land within the southeast quadrant is in the 100-year floodplain, and there are no regulated material sites within the proposed right-of-way. Investigations conducted did not reveal any significant impacts to social, economic, and/or environmental resources.

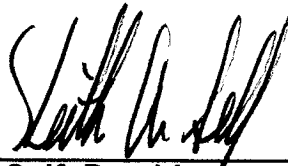
It is NCTCOG's recommendation to approve the document for the acquisition of right-of-way for the interchange and to conduct a second environmental evaluation once the design is developed further to assess social, economic and environmental effects prior to construction. A motion was made to approve the Local Environmental Document for the CCOL and US 75 interchange. (Time: 1:48 p.m.)

Motion by: Director Duncan Webb
Second by: Director Cheryl Williams
Vote: 5 – 0 Passed

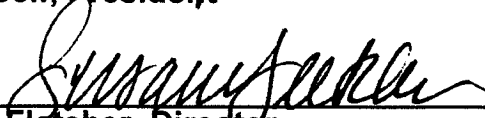
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EXECUTIVE SESSION

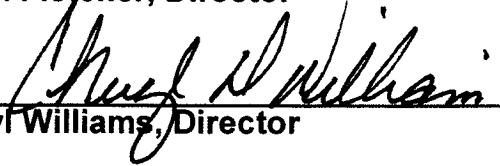
The Board did not recess into Executive Session. There being no further business of the Board, President Self adjourned the meeting at 1:48 p.m.



Keith Self, President



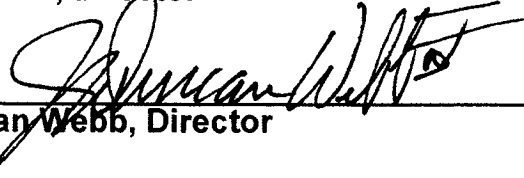
Susan Fletcher, Director



Cheryl Williams, Director

Not Present

Chris Hill, Director



Duncan Webb, Director