

**MINUTES OF CALLED MEETING OF THE CITY COUNCIL OF THE CITY OF**  
**LUFKIN, TEXAS, HELD ON THE**  
**9th DAY OF AUGUST 2000 AT 1:30 P. M.**

On the 9<sup>TH</sup> day of August 2000 the City Council of the City of Lufkin, Texas, convened in a called meeting in the Council Chamber of City Hall with the following members thereof, to wit:

Louis Bronaugh	Mayor
R. L. Kuykendall	Mayor pro tem
Don Boyd	Councilmember, Ward No. 2
Lynn Torres	Councilmember, Ward No. 3
Bob Bowman	Councilmember, Ward No. 4
Jack Gorden, Jr.	Councilmember, Ward No. 5
Dennis Robertson	Councilmember, Ward No. 6
C. G. Maclin	City Manager
James Hager	Asst. City Manager/Finance
Atha Stokes Martin	City Secretary
Keith Wright	City Engineer
Kenneth Williams	Director of Public Works

being present when the following business was transacted.

1. Mayor Louis Bronaugh called meeting to order. Mayor Bronaugh asked City Manager Maclin to lead the Council in prayer.
2. **REPORT FROM TxDOT STAFF AND CONSULTANTS – PROPOSED IMPROVEMENTS – U S 59 IN THE CITY LIMITS OF LUFKIN**

Mayor Bronaugh stated that Council had met in a called meeting to hear a report from TxDOT staff and consultants regarding proposed improvements to U S 59 in the city limits of Lufkin.

City Manager Maclin stated that staff felt like as soon as TxDOT was ready it was time to get in a little more in-depth review of what is commonly referred to as the U S 59 near term improvements. Mr. Maclin stated that the purpose of the near term improvements is to be able to handle the traffic volumes that we are currently experiencing and to give us some relief until such time as the Interstate 69 bypass is developed and completed, which is many years off in the future. Mr. Maclin stated that TxDOT had come to staff earlier in the spring and begun to put together some preliminary numbers along with their consultants and some ideas, and held some public hearings both on the south improvements as well as the north improvements on the Loop. Mr. Maclin stated that the only thing Council has had to date is a brief review that staff gave Council back at the retreat in May. Mr. Maclin stated that staff asked TxDOT to come and bring Council up to speed and be available to try and answer any questions that they may have.

Cheryl Flood, Area Engineer of TxDOT, stated that she appreciated the opportunity to come before City Council and was present to answer any questions about TxDOT projects that are being developed at this time. Ms. Flood introduced Ricky Boles, Advanced Planning I-69 Office, Scott Toland, Parsons, Brinckerhoff Consultants, Sam Skrehot, Assistant Area Engineer, and Steve Evans, Supervisor of the Right-of-Way Section in this District.

Ms. Flood stated that TxDOT has plans to convert Loop 287 at Paul Avenue to a freeway section with frontage roads. Ms. Flood stated that they have an approved schematic but in the last year they have had a change in their administration in the District and went back three months ago and looked at the schematic and decided that they want to make some changes. Ms. Flood stated that they modeled Paul Avenue after Tulane and McCall Drive, and because there are problems at these intersections they wanted to go back and look at the schematic at Paul Avenue.

Ms. Flood stated that hopefully in three months they would have another consultant engineer to revise the schematic and do the plans. Ms. Flood stated that they do have authority to go to Paul Avenue to begin construction in 2004 assuming that all the right-of-way and utilities are adjusted by that time. Ms. Flood stated that in coordination with what Parsons, Brinckerhoff was doing with the near term improvements, and because of the problems with Paul Avenue, TxDOT decided to ask the consultants for a Master Plan of the Loop. Ms. Flood stated that they will be looking at the project that Parsons, Brinckerhoff is developing at the South Loop, go all the way around the East Loop and develop plans for Paul Avenue and tie into PB's design at the truck stop. Ms. Flood stated that they would also do a plan, probably not to the schematic stage, but for the West Loop. Ms. Flood stated that the City has come to TxDOT with concerns about traffic on the West Loop between First Street and Frank Street. Ms. Flood stated that they will take the study on around the Loop and take a look at Spence Street and the Zoo and in the next 18 months to two years they will have some preliminary master plan for the Loop here in Lufkin besides what they are working on with the U.S. 59 near term improvements. Ms. Flood stated that about six months ago they put together an estimate based on the original design of Paul Avenue and the original estimated right-of-way costs for Paul Avenue based on that design was about \$1.3 million, of which 10% would be the City's costs. Ms. Flood stated that there would also be some impact to utilities, which they estimate at \$300,000, and the City would participate at 10% of that cost for the reimbursable utilities. Ms. Flood stated that if the City has utilities inside their right-of-way that need to be adjusted it would be the City's cost to relocate them totally; there are no reimbursable fees.

Ms. Flood stated that they are estimating the City's cost in participating on Paul Avenue at \$130,000 with the design they have at this time, which will increase a little as they purchase more right-of-way to move the frontage roads out for the overpass. Ms. Flood stated that that cost is just right-of-way costs and does not include the expense to move utilities in their right-of-way. Mr. Wright stated that the City has a 16" force main in that area that will have to be relocated and a 16" water line, which is in a private easement, which TxDOT will pay 90% of.

Scott Toland, Engineer with Parsons, Brinckerhoff, stated that his firm has been working on this project (near term improvements) since August 1999. Mr. Toland stated that the project was set up on three boards and starts just south of the Comfort Inn and goes north all the way to Loop 287 stopping on the Loop at the Tulane intersection. Mr. Toland stated that the project is divided up into two phases for construction purposes. The area from the Loop down to Daniel McCall has been identified as a high priority by TxDOT and its letting has been accelerated to summer of 2003. Mr. Toland stated that that would be from around the Loop on 287 just south of Daniel McCall to a point near the Deer Cross Apartments where they can get a stopping point to rebuild the ramps for the Daniel McCall area. Mr. Toland stated that this is phase one of the construction. Phase two would start from UPS/Mercer Honda and go south down past FM 819.

Mr. Toland stated that he had provided handouts that gives a general project description, an estimated right-of-way utility relocation costs, estimated construction costs for improvements (estimating just under \$10 million for phase one and \$13.7 million for phase two). Mr. Toland stated that he also had provided a vicinity or project location map on page 3. Page 4 is a breakdown of impacts as they relate to right-of-way. Mr. Toland stated that FM 819 to Daniel McCall would be phase two construction. Phase one construction is Daniel McCall to the Loop. Mr. Toland stated that he has identified the number of parcels involved in each project. Mr. Toland stated that they are estimating the number of relocations associated with each project. Mr. Toland stated that the next table shows a right-of-way utility cost breakdown per phase. Phase two, which is from south of FM 819 up to Daniel McCall, they are estimating approximately \$30 million in right-of-way land costs with relocations and impacts to buildings at \$2.6, and approximately \$1 million in right-of-way costs. Mr. Toland stated that phase two right-of-way costs is right around \$33 million. Mr. Toland stated that from Daniel McCall north to the Loop the estimated land value is \$12.5 million, impacts to buildings just over \$3.3 million, and estimated utilities \$1.6 million. Mr. Toland stated that phase one is the priority project and TxDOT has approval for funding of this project. Mr. Toland stated that they have funding approval to go through

schematic development, environmental documentation and right-of-way mapping for phase two but do not believe they have actual construction dollars for that project. Mr. Toland stated that the total right-of-way impact is estimated at \$51 million and 10% contribution on the City's part would be \$5.1 million, and would not include relocation of the existing City utilities within existing right-of-way. Ms. Flood stated that these numbers are a lot higher than City staff saw six months ago but are real conservative.

City Manager Maclin asked if Ms. Flood could give an estimate timing wise, give or take a year, recognizing that they are in two different phases. Ms. Flood stated that they could split up the cost. Ms. Flood stated that when the City participated in the project at 69 and the Loop it wasn't paid in one lump sum, but in several checks. Ms. Flood stated that they do have authority to go to right-of-way acquisition on the second phase. Ms. Flood stated that they would start on the north end and work south. Ms. Flood stated that TxDOT could work with the City and budget the costs over a 3-4-5 year period.

Ms. Flood stated that the environmental documents are in Austin being reviewed, and they will have to be revised and then they will be going out to the various agencies for review and approval. Ms. Flood stated that the State Historical Office would have to determine the historical significance of the rock wall at the Forest Service. Ms. Flood stated that they hope to get environmental clearance in six months and once they get that they will start acquiring right-of-way.

City Manager Maclin stated that rather than having to do a significantly large tax rate increase in one fiscal year, the City could come up with a 3 – 5 year plan that would allow the Council to do 3/4's of a cent to a penny per year for debt retirement and then not to hit the citizens so hard at one time. Mr. Maclin stated that if that feasibility were available it certainly would make it easier for the public to absorb the tax rate increase that would be required for the long-term issuance for the City to come up with their \$5.1 million. Mr. Toland stated that the earliest they would be able to purchase right-of-way would be a minimum of 12 months before starting appraisal and acquisition.

City Manager Maclin stated that he assumed that in a program like this TxDOT would try to be cooperative in working with the City for a payment plan that will not devastate the citizens. Steve Evans stated that they would probably need most of phase two probably within the next year and the other part could be spread out like the 69 project.

In response to question by Councilmember Robertson, Mr. Evans stated that in the environmental they were considering air, air quality, noise analysis, wetland impacts, and with the Texas Forest Service they have the historical significance of the stonewall, and the displacements. Mr. Evans stated that there are apartments that they will be taking some of the buildings and they have to do an analysis of the housing in the area that would accommodate the displacement of the people in the apartment complex. Mr. Evans stated that it is following Federal guidelines as far as environmental documentation and looks at all economic, social and environmental aspects as it relates to this project.

Councilmember Robertson asked if TxDOT has looked at other alternatives at going away from the current 59 right-of-way with a new route in place and evaluated that. Mr. Toland stated that they did not look at a new corridor but looked at alternatives within the existing corridor where they would be going to the east side or the west side of the roadway completely or whether it is better to try and split the right-of-way taking in the middle. Mr. Toland stated that they did not look at a new corridor basically because of the I-69 project that they are working on that is a new location corridor for through type traffic. Councilmember Robertson stated that some cities separate the east/west, north/south lanes by several blocks. Councilmember Robertson stated that he was looking at the cost of this project and wondered if the cost of the commercial property the City would have to buy is more expensive than what we would have to pay for another location, and it might be a cheaper route to go in separating the two north/south bound systems. Councilmember Robertson stated that it might be too far into the project to consider this. Mr. Toland stated that he did not think they would ever be too far along to find the best solution to a problem. Mr. Toland stated that they did not look at different corridors. Mr. Toland stated that their goal in this analysis was to develop an alternative within the existing corridor that would provide for the approved

safety through the area and improve access to adjoining property and allow through access for north bound and south bound traffic. Mr. Toland stated that the problems associated with looking at new corridors are the amount of business development you currently have along the corridor. Mr. Toland stated that they could expand their analysis to look at different corridors. Ms. Flood stated that part of the reason they were present today was to get the City's feedback before they go to a public meeting on this section. Ms. Flood stated that they are anticipating an October public meeting to present these right-of-way lines that they have drawn on the boards. Ms. Flood stated that they knew that it was a big impact to the City's budget and the City will participate in this project. Mr. Toland stated that one of the things TxDOT did look at, within the existing corridor, along with looking at widening to one side or the other, is called a "super arterial", which would be taking a City street and widening it out to the maximum, or that there are four to five lanes in each direction all within the same roadway as opposed to this design which is more like a freeway where you take the local traffic and put them on frontage roads and the mainline traffic can only be accessed with frontage ramps on and off. Mr. Toland stated that they did look at an arterial, which would have gone to a five-lane section and a four-lane section each way in different places in the corridor. Mr. Toland stated that they discounted that idea early on in the process because they did not feel like it provided the safety to accessing the businesses. Mr. Toland stated that traffic projections for 2005 show 54,000 vehicles as average daily traffic per day through this area. The 20-year projections carried the total up to 70,000 and the 30-year projections were in the low 80's. Mr. Toland stated that they did not feel that an arterial roadway met the long-term ability to handle that kind of traffic in 20 to 30 years.

City Manager Maclin stated that it would be a difficult type of question, but an appropriate one, for TxDOT to come up with a guestimate at this stage of the discussion, and that is what year would they guestimate that the City will have a bypass from south of Diboll to south of the Angelina River that would in essence accomplish what has been discussed here today. Ms. Flood stated that at this time they did not have any funds but were hoping that in the next major transportation bill, since they are so far ahead on the I-69 project as far as the rest of the state, that they can get some money dedicated to I-69 here in Angelina/Nacogdoches Counties some time after 2004 when the current T21 Bill expires. Ms. Flood stated that at this time there is no funding for it.

City Manager Maclin stated that what he is asking is best-case scenario when this will be a completed, usable east bypass. Mr. Toland stated that their best guestimates if it were opened for traffic within 20 years, they are estimating that all it will do is get the existing corridor back to the traffic count that it is at now. Mr. Toland stated that it would not make a significant decrease in the amount of traffic we currently have. Mr. Toland stated that by the year 2025 if the I-69 corridor were open we would be back down to 54,000 vehicles per day. Mr. Maclin stated that Mr. Toland was really answering his question when he said "2025". Mr. Maclin stated that if there was some realistic belief that I-69 or the east bypass could be usable in less than 10 years then it would change the thought process here but that is not realistic. Mr. Toland agreed. Ms. Flood stated that even if I-69 was out there, in 10 or 15 years TxDOT's traffic counts are predicting 48,000, which is what is out there now.

In response to question by Councilmember Gorden, Ms. Flood stated that 10 years was Tina Walker's best guest. Ms. Flood stated that it is hard to know what the legislature or Congress is going to do. Councilmember Gorden asked if TxDOT would share the impact on the businesses on South 59. Mr. Toland stated that they have information that they could go through and talk about the project from beginning to end, and about specific tracts of land where there will be building relocations.

Councilmember Gorden asked what the projected finish time would be on the 59 South project. Ms. Flood stated that she thought they were saying 2 – 3 years after they started construction. Councilmember Gorden asked if the construction months start a little over a year from now. Ms. Flood stated that they have funding now for fiscal year 2004, which is from September 2003 to August 2004, and that would be the earliest. Mr. Maclin stated that if you add that math together it would be 2006 for the completed project. Ms. Flood stated that that was correct.

In response to question by Councilmember Gorden, Mr. Evans stated that whether the businesses will be relocated back to property on 59, it would be up to the property owners themselves. Mr. Evans stated that they would have the property appraised and either buy it out or damage it and give them that money and it will be up to them whether they rebuild or not.

City Manager Maclin stated that it might be appropriate for Council to take a few minutes and come down and look closely at the maps provided by TxDOT.

Ms. Flood stated that she wanted to make Council aware that the project is still in the preliminary stages and they have to finish the environmental processing and present it to the public. Ms. Flood stated that Scott's team is still gathering surveying data on these projects. Ms. Flood stated that these are the best engineering designs and information that they have at this time and they are subject to change with further review. Mr. Toland stated that TxDOT is having a value engineering study the week of the 21<sup>st</sup> of August and Keith Wright and Debbie Fitzgerald will be attending. Mr. Toland stated that there might be some modifications based on the VE study but after the VE study they want to get the project to the point where they can take it to the public for a second public meeting some time this fall.

Ms. Flood stated that Mr. Toland and Ms. Walker had been in contact with many of the property owners along 59 and they are aware of TxDOT's plans.

Mr. Toland stated that just south of FM819 they wanted to make the whole project a freeway with continuous frontage roads from the Loop all the way south. Mr. Toland stated that they needed to be able to provide access for the people at the Holiday Inn, the Comfort Inn, and the proposed Hampton Inn to be able to get going north back to the City of Lufkin, so they carried the frontage roads past them and connected them back to the main lanes. Mr. Toland stated that the proposed crossover is at an existing crossover and is on top of the hill by the Holiday Inn where they have their best opportunity for sight distance. Mr. Toland stated that the frontage road would then continue along north of FM 819 in front of the United Pentecostal Campground. Mr. Toland stated that they have talked to the governing body of the UPC and proposed to them that a better alternative for their access or entrances might be to move their main entrance over off of FM819 for better access north and south. Mr. Toland stated that the proposed ramp would be where their existing main entrance is and that would not be a very desirable location for their main access point. Mr. Toland stated that US 59 would be elevated over FM 819 and the frontage roads would be at grade intersections at FM 819 with proposed signals at the intersections. Mr. Toland stated that they would also have u-turns for both directions at FM 819. Mr. Toland stated that the frontage roads would continue north toward Daniel McCall Drive. Mr. Toland stated that there would be diamond interchanges at FM819 and Daniel McCall Drive. Mr. Toland stated that the diamond comes from the configuration of the ramps. Councilmember Robertson stated that at this time 18 wheelers trying to make the left turn off of the access road coming up to Daniel McCall are wiping out half of the bridge and he wanted to know if the bridge would be widened so that they could make that turn. Mr. Toland stated that they could not pull the frontage roads out much more than what they are, so they have left the existing intersections at Daniel McCall at the same location. Mr. Toland stated that they have provided a better radius for the u-turn for the southbound traffic coming out of town and a wider section at the u-turn to give a truck a better opportunity for that turning movement. Mr. Toland stated that the design they are showing on the map would accommodate a normal size semi-trailer and its turning movement.

Mr. Toland stated that right now at Daniel McCall they have the u-turn movement and two lanes across Daniel McCall and there is not enough distance between the frontage roads to really store up very many cars, so they are proposing four lanes of traffic across Daniel McCall. Mr. Toland stated that this would allow one car to be left turn only and one lane to be a through movement and there would also be the u-turns. Mr. Toland stated that at Daniel McCall you would ultimately have six lanes at the overpass.

Mr. Toland stated that the frontage roads would then continue north of Daniel McCall. There is an entrance ramp onto the main lanes. Mr. Toland stated that basically they

are terminating the frontage roads in front of the Texas Forest Service and the frontage roads then merge into the main lanes to allow for a person to go north into town at the existing intersection or to turn onto the Loop frontage road. Mr. Toland stated that for southbound traffic they have an exit ramp that will be in front of the Huntington State Bank that then widens and becomes the frontage roads. Mr. Toland stated that they also have an exit ramp for southbound traffic right before you get to Daniel McCall and it is a little further back from where the existing ramp is. Mr. Toland stated that they have a south bound direct connector from the Loop to the main lane traffic and will build a parallel structure for north bound traffic to go over the intersection and come right back down onto Loop 287. Mr. Toland stated that this would allow a thru movement of traffic that want to go straight to the Loop and on around the east Loop of town. Mr. Toland stated that their traffic estimate projection is 13,000 vehicles a day on the northbound direct connector when it opens up in five years.

Mr. Toland stated that Keith Wright had asked a question about Tulane and that they are not proposing any improvements at Tulane other than to add traffic signals at the intersection. Mr. Toland stated that they are not widening or improving the width of the bridge or the distance across the bridge. Mr. Toland stated that this created a problem for them because they needed three lanes underneath Tulane but there is not enough room for it. Mr. Toland stated that this north bound direct connector will dump into the inside lane of the Loop and when they go underneath the existing intersection they will have to narrow the Loop down to one lane. Mr. Toland stated that there is not that much traffic in this area for east bound movement on the Loop; most of the traffic exits to go onto 59. Mr. Toland stated that narrowing this traffic down to one lane does not appear to be a traffic problem.

In response to question by City Manager Maclin, Ms. Flood stated that one of the areas that was identified as needing improvement was possibly a right turn lane in front of Lowe's, but that is not part of this project.

In response to question by Councilmember Gorden, Mr. Toland stated that the existing entrance ramp in front of Applebee's and Chick-Fil-A to the Loop for east bound movement will be eliminated thereby taking more traffic up to the Tulane intersection.

In response to question by Councilmember Gorden, Mr. Toland stated that between Daniel McCall and the Loop they added their frontage road traffic and main lane traffic and in the year 2005 they were showing the vehicle count to be 52,000.

In response to question by Councilmember Robertson, Mr. Toland stated that on the back page of the handout from FM 819 to Daniel McCall there were a total of 32 parcels of land impacted and 12 buildings, and from Daniel McCall to Loop 287 there were 33 parcels and 19 buildings. Mr. Toland stated that they are impacting the Lobby and Conference Center of Days Inn and so they counted it as a building impacted. Mr. Toland stated that motel itself is still intact. Mr. Toland stated that they talked with the owners and they have indicated that they will rebuild the Lobby and Conference Center at a different location on their property or adjoining property. Mr. Toland stated that they will be impacting the add on to the Cattlemen's Restaurant but the restaurant itself will be left in tact. Mr. Maclin stated that in reality each business will have to make a business decision as to what would be in their best interest – moving back on their property or would it be more appropriate to relocate the business at some other location. Mr. Maclin stated that this would be a decision made by the property owners. Mr. Toland stated that this would be a hard decision for the property owner until they receive an appraisal of what the damages impacts would be.

Ms. Flood stated she wanted to remind Council that all of the plans at this time are preliminary, and she would like to thank the City for allowing Keith and Debbie to come to their VE study.

Ms. Flood stated that they would now move on to the truck stop and their preliminary design in that area and identify areas that would be affected there. Ms. Flood stated that Mr. Toland's team is not as far along on this section and it is even more preliminary than what Council had just been shown on the project south of town. Ms. Flood stated that three weeks ago Mr. Toland was told that the limits of the project had

been changed and the project will now extent to 103 and tie into the Paul Avenue job. Ms. Flood stated that these layouts do not show the latest assignment.

Ms. Flood introduced Harry Thompson, Director of Transportation Planning, Dennis Cooley, the District Engineer, Kathi White, TxDOT Public Information Officer, and Robert Neyler, Design Engineer.

Mr. Toland stated that he had provided Council will another handout that has the same information – Project Description, Estimated Relocation Cost, approximately \$40 million in Construction Cost, Right-of-Way utility relocation cost, at this time the best guess estimate is \$7.6 million (the City's 10% participation would be \$760,000 plus the cost of relocating any existing City utilities). Mr. Toland stated that these costs at this point are very preliminary because they are not even 30% complete in their design at this time. Mr. Toland stated that the next topic on page 2 of the handout is Construction Phasing, page 3 is a location map, and page 4 lists the number of parcels that have been identified as being impacted by the right-of-way acquisition. Mr. Toland stated that this project has changed in character quite a bit through public involvement, working with the City, working with the effected property owners, and has also expanded its limits for this project.

Mr. Toland stated that the project would now begin at SH 103. There are no frontage roads shown at this time, but they have been asked to show frontage roads down to SH 103. Mr. Toland stated that there is an existing overpass at SH 103. Mr. Toland stated that one of the things they were trying to do is at FM 2021 (Davisville Road) they wanted to add a diamond interchange and carry the main lanes over FM 2021, getting the through traffic out of the local traffic of all the businesses and the residences. Mr. Toland stated that they have carried the Loop and U S 59 traffic over Davisville Road, and introduced frontage roads that will come down to the railroad. Mr. Toland stated that what they will do with the railroads right now is still up in the air. Mr. Toland stated that at this time they are proposing that Moffett Road will still be open underneath the new overpass. Mr. Toland stated that they would be eliminating the existing crossover that Moffett Road uses so that for people to get from one side to the other they would have to go underneath the new structure at the Loop and they would introduce entrance and exit ramps that would be similar to current design standards as opposed to the existing hook and crossover at Moffett Road.

Mr. Toland stated that all of the new right-of-way would be to the south side of the existing roadway; they would be pulling the roadway away from the Fifth Wheel Truck Stop and the Best Western leaving those businesses in tact where they are. Mr. Toland stated that are providing a two lane, two-way access road that would allow traffic to get back to these existing businesses and it would be separated from the main lane traffic. Mr. Toland stated that they would be looking at frontage roads from Davisville Road up to the Business 59 intersection. Mr. Toland stated that the blue shaded areas on the map represent what would be future ultimate long-range planning and would be direct connectors for north bound traffic from the Loop to 59 and for south bound traffic from 59 to go directly to the Loop. Mr. Toland stated that they have been asked to design or develop a project that would allow for future development of these direct connectors with the understanding that they are long-range. Mr. Toland stated that the \$40 million price tag that he had talked about for construction costs includes \$7 million for these future direct connectors.

Mr. Toland stated that on the existing 59 north of the Loop there are existing structures that currently go underneath the railroad and the clearance and drainage are bad there so they are proposing new overpass structures bringing the main lanes over the railroad as opposed to under it and they would offset the new bridges just to the east of the existing structures. Mr. Toland stated that once they get over the railroad, they would bring the main lanes back down somewhere in the area of Spence Street to tie back into the existing U. S. 59.

In response to question by Councilmember Robertson, Mr. Toland stated that until ultimately when the director connector could be constructed the proposal would be that people would still travel south over the Loop and use this existing cloverleaf. Ms. Flood stated that there is a project in the works now to go ahead and increase the radius on

the cloverleaf to reduce a lot of the truck turnovers. Ms. Flood stated that it will be at least 18 months or two years before this project is started.

Mr. Toland stated that during their public involvement there were some questions about a need for an overpass structure at Spence Street, and they couldn't argue with that, but had to stop the process somewhere.

In response to question by Councilmember Gorden, Ms. Flood stated that they would have to talk to Angelina Neches Railroad about the crossing at Spence Street, since they are trying to cut down on at-grade crossings on railroads. Ms. Flood stated that they would be working with ANR on how they want to address traffic movements at that overpass. Ms. Flood stated that it was just two or three weeks ago that they told Mr. Toland to take this project further, and in fact, the numbers he has attached are just from the crossover north of SH 103 as far as the impacts and right-of-way costs, so there will be some adjustments to this.

Ms. Flood stated that Lufkin is growing tremendously and the over all traffic is increasing, and TxDOT is trying to get together a master plan for Lufkin.

In response to question by Mayor Brionaugh, Mr. Toland stated that they did look at some alternatives before they made their decision on Spence Street and the reason by they did not include it in this report is that right at Spence Street you start a pretty steep downward grade toward Nacogdoches and they wound up going a half mile down the roadway before they could get back to a good grade. Mr. Toland stated that they not only had the expense of ramps and frontage roads and overpass at Spence, they had to rebuild about three quarters of a mile of roadway to get back down to a reasonable grade and what access issues that provided to all the adjoining properties. Ms. Flood stated that one of their concerns was the sight distance at the Loop that is not very desirable because you cannot see people coming from the west. Mr. Toland stated that if they could ever get something to prove the crossover distance and sight distance at Loop 287 and Spence they could improve that, it would make it more reasonable to close Spence down to north bound traffic.

In response to question by Councilmember Gorden, Mr. Toland stated that there is a small community of houses on the backside of the Fifth Wheel property and they could not come up with an alternative alignment that did not impact the community.

Ms. Flood stated that about eight months ago they were advised that they had some railroad grade separation structures that they had funded for TxDOT to be replaced. Ms. Flood stated that they now have priority to go forward and one of them is the structure just west of US 59, and their first intent was just to match that railroad structure but now they are looking at some time in the future replacing them.

Ms. Flood stated that there were four railroad structures in the Lufkin area identified as being replaced and they are Keltys railroad underpass, the underpass just north of TxDOT on Timberland, just west on the North Loop, and the one north of town, which is part of this structure, that will be funded with railroad replacement money.

Councilmember Torres stated that she would like to thank TxDOT for the four-way stop at Lufkin High School. Ms. Flood stated that TxDOT would be looking at signalizing this stop after a three-week study to determine whether it qualifies and meets warrants for a signal. Councilmember Robertson stated that he would like to second Ms. Torres' comments because he had had some concerns about the intersection at the School.

City Manager Maclin stated that in terms of what staff had visited with Council about previously on the Capital Improvements Plan and the methodology for paying our portion of this project, staff hopes to be able to work with TxDOT to develop a three to five year plan where if it requires a three cent tax increase for our portion we could do that at one cent per year or three-quarters of a cent over three or four years in lieu of a three or four cent tax hike all at one time.

In response to question by Councilmember Gorden, Mr. Maclin stated that it would be part of our Capital Improvements Plan under a 20-year note. Ms. Flood stated that there are state infrastructure loans available from TxDOT.

City Manager Maclin stated that he had mentioned at the last Council meeting the State of the Cities Symposium by TML on September 21 and 22, and requested that Councilmembers respond to the City Secretary as to whether or not they would be attending.

3. There being no further business for discussion, meeting adjourned at 3:00 p.m.



Louis Brounauh  
Louis Brounauh  
Mayor

ATTEST:



Atha Stokes Martin  
Atha Stokes Martin - City Secretary