



Documentation of Public Hearing

Project Location

Dallas and Ellis Counties

Loop 9

CSJ: 2964-10-005

Project Limits

From I-35E to I-45

Hearing Location

Ferris High School

1025 East 8th Street, Ferris, Texas 75125

Hearing Date and Time

June 20, 2017, at 7:00 p.m. (Open House 6:00 – 7:00 p.m.)

Translation Services

Spanish Legal Notice

Spanish Interpreter Available for Open House and Formal Presentation

Public Hearing Handouts in Spanish

Presenters

Mo Bur, P.E. – TxDOT

Bryan Hodges, P.E. – Atkins

Susan Patterson – Atkins

Elected Officials in Attendance

Carol Strain-Burk – City of Lancaster Mayor Pro Tem

Total Number of Attendees (approx.)

229 (206 Public, 23 TxDOT/Consultant Staff)

Total Number of Commenters

4

Contents

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Comment Response Matrix for Loop 9 Project Public Hearing in Ferris, Texas

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
1		6/20/2017	Verbal	My biggest concern is I own property, we stays at Tom Driver, which is about maybe 1,000 feet, 500 or 1,000 feet. Phase 1 I realize, frontage road. I get that. As you go through the phase, my three questions is: When you get to the final Phase 2 and 3, will you have more public hearings, more public comment periods for those time periods of Phase 1 and 3 as you expand to six lanes? I know your initial environmental study is limited to only what your plans are now. But as the six-lanes expansion occur, more may be impacted possibly just because of the noise and the traffic. And so that's one question. Will there be more public opportunities to express our concerns or will this be the final and only one?	The proposed project (I-35E to I-45) is one segment of the overall proposed Loop 9 corridor, which spans between US 67 and I-20. The additional segments of Loop 9 (US 67 to I-35E and I-45 to I-20) will be evaluated through separate environmental studies and therefore would include additional public involvement. For this current project (I-35E to I-45), it is not anticipated that any additional public involvement would be required. This project is now in the final design stages. If it is determined during the final design stages that the project would require any design change or if additional right-of-way is needed for example, then, an environmental reevaluation of the changes could be required prior to construction, and may require additional public involvement, at minimum, in the way of “meeting with the affected property owners (MAPO)”. Any additional environmental studies and/or public involvement notifications would be mailed to the affected property owners, as well as published on the TxDOT websites at www.txdot.gov and www.keepitmovingdallas.com. As for as the additional segments of Loop 9 (US 67 to I-35E and I-45 to I-20) : - Based on projected traffic needs and project funding, the construction of a third frontage road lane (Phase 3) is anticipated beyond 2035 and would include the construction of grade separations at specific high-volume intersections. As mentioned, Phase 3 would require additional environmental investigation and analyses when construction is determined necessary. This would include additional opportunities for public involvement. - Phase 4 would involve the construction of the ultimate access-controlled (six-lane) mainlane facility in both directions. It is expected that the ultimate six-lane mainlane improvements would not occur until after 2040, and would ultimately be driven by timing and pace of future development and traffic growth in the area. Also as mentioned, construction of the ultimate six-lane mainlane facility would require additional environmental investigation and analyses when construction is determined necessary. This would include additional opportunities for public involvement.
				The second thing I'm concerned with is: Will the studies be available to citizens? I know you – I don't know if you're going to put them on your website. And if so, how would we be informed? Will you put them in the – the library of the different cities or will you let city hall know that citizens can now go and look at and	Pursuant to Texas Administrative Code, Title 43, §2.108, TxDOT is require to publish a notice advising the public that a final environmental assessment (EA) is available for public

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				review the documents? So notification. That would be my second question. How would we further be noticed about the progression of this project?	review and also that TxDOT has issued environmental clearance, which in this case, would be in the form of “a finding of no significant impact (FONSI)”. The notice would be entitled “Final Environmental Assessment and Finding of No Significant Impact Available for Public Review” and would be published on the following websites (anticipated by September 2017 for this project): Environmental studies (Final EA and FONSI) will be available on the TxDOT website at http://txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html and Keep It Moving Dallas at http://www.keepitmovingdallas.com/. The notice would also specify that a copy of the Public Involvement Documentation, the FONSI Document, and the approved Environmental Assessment is available for public inspection at the Texas Department of Transportation (TxDOT) – Dallas District Library, 4777 East Highway 80, Mesquite, Texas 75150. Notification of any progression of the Loop 9 project would be published on the Loop 9 website at www.loop9.org.
				My final comment goes into relief. I'm looking at the document and you're – you're putting 67 and I-20, and I guess maybe relief from the back end would be 287 on the south end. I'm not sure. So clarity on relief. I know you're saying that there's growth, there's expansion. We realize that that would happen. Which highway relief are you talking about and what projections do you have as it relates - relates to relief?	The proposed LP 9 project proposes providing relief thereby providing an east-west transportation facility to serve the communities in the area. The current transportation infrastructure does not adequately provide east-west connectivity between the communities in the project area to accommodate growth and development anticipated. Within the study area, the existing roadway system provides sufficient north-south radial access (such as US 67, I-35E, and I-45) but lacks continuous east-west transportation facilities to serve the growing communities. I-20 is the only major east-west facility that passes near the project area; however it’s located at the northern limits. As such, existing east-west principal arterials and local roadways within the vicinity of the project area (such as FM 1382, FM 664, Hampton Road, Malloy Bridge Road, FM 740, US 175) are projected to continually become more congested. The proposed LP 9 project would provide the relief needed to accommodate expanding transportation demands resulting from population growth and economic development in the in the project area.
				And my final, will this be a toll road? Will the citizens have to pay in addition to access and acquire this particular road? Are there any plans to tax and toll the road is my final question.	As currently planned, the mainlanes of Loop 9 from I-35E to I-45 would not be tolled.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
2	[REDACTED]	6/20/2017	Verbal	I've just got three things to discuss real quick. 8th and 5th Street have major flooding issues. So I want to make sure that this project does not contribute to the problems and that these problems are addressed on the 8th Street and 5th Street underpasses of I-45. Also the bridge over I-45, the City would like it branded and – with decorative siding and allow us to be involved in the decision-making for the decorative siding process. Also, we would like to see adequate access into Ferris with adequate entrances and exits, as well. So that's it.	In regards to potential flooding issues, Some areas of the project do occur within the limits of the base floodplain. The hydraulic design for this project would be in accordance with current FHWA and TxDOT design policies. The proposed project would not increase the base flood elevation to a level that would violate applicable floodplain regulations and ordinances. TxDOT will evaluate the project aesthetics during the final design phases for the proposed project. This effort will be coordinated with local governments. In addition, implementation of the proposed project would result in changes of access to/from I-35E and I-45 within the proposed project limits (to include adequate access into Ferris with adequate entrances and exits), and to various local streets traversed by the proposed alignment. Access to some existing businesses and residences by the proposed project, could also be altered. Also be aware that existing local access will be maintained with the proposed project and access to cross streets would be determined based on TxDOT design guidelines. Control of access will be determined during the preliminary design phase. TxDOT will coordinate with the City of Ferris during final design to address these concerns.
3	[REDACTED]	6/20/2017	Written/ Verbal	Statement of Support: Loop 9 from IH 35E to IH 45 Submitted by the Regional Transportation Council and the North Central Texas Council of Governments, together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth Area, on June 20, 2017. Loop 9 is a crucial transportation corridor that will help address population growth, future transportation demand, and provide connectivity between IH 35E and IH 45. Today, the Dallas-Fort Worth area is the 4th largest metropolitan area in the US with over 7 million people. By 2040, the region is projected to have a population of over 11 million. Additional roadway capacity will be needed to meet growing demand from both passenger vehicles and truck freight movements. They recommended development of the Loop 9 as a staged corridor will address current and future mobility needs and provide flexibility for expansion as southern Dallas County and northern Ellis County continue to grow. The construction of frontage roads and acquisition of right-of way to accommodate future main lanes is consistent with Mobility 2040: The Metropolitan Transportation Plan for North Central Texas. Furthermore, the Regional Transportation Council has approved approximately \$143 million in construction funding for this project. The North Central Texas Council of Governments is willing to provide any assistance in planning, design, and implementation of Loop 9.	Thank you for your support.
4	[REDACTED]	6/20/2017	Written	How much more farm land can we afford to give up?	For this project, studies have determined small portions of the eastern and western termini of the proposed project ROW fall

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
					within the USCB 2010 Urbanized Area for DFW-Arlington and are therefore exempt from the protections of the Farmland Protection Policy Act (FPPA). Approximately 486.70 acres of prime farmland, across six distinct soil units, occur within the proposed project ROW. A Farmland Conversion Impact Rating form for the current proposed roadway alignment was submitted to the Natural Resources Conservation Service (NRCS) on January 19, 2017. A response from NCRS on January 25, 2017 stated that the combined ratings for the Dallas and Ellis County sites were 128 and 152, respectively. The FPPA law states that sites with a rating less than 160 will need no further consideration for protection and no additional evaluation is necessary. Final Farmland Conversion Impact Rating forms for Dallas and Ellis county were submitted to NRCS on September 5, 2017.



Public Hearing Officer Certification



Public Hearing Certification

Project Name: Loop 9

County Name Dallas and Ellis Counties, Texas

Control Section Job Numbers (CSJ): 2964-10-005

Project Limits:

From: Interstate Highway I-35 East (I-35E)

To: I-45

I certify that the following statements are true and apply to the project identified above.

- A. A public hearing was held on July 20, 2017 at Ferris High School, 1025 East 8th Street in Ferris, Texas.
- B. The economic and social effects of the project location and design and its impacts on the environment have been considered.
- C. In determining economic, social, and environmental effects, the statutory provisions of the Civil Rights Act of 1964 have been considered.
- D. The project consistency with the goals and objectives of urban planning, as dictated by the community has been considered.
- E. Requirements of Texas Administrative Code, Title 43, Part 1, Chapter 2, Subchapter E, Section 2.107 have been met.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

Signed: J. K. Selman, P.E.
Name/Title

Date: 8/11/17

Print Name: Kelly Selman, P.E., Dallas District Engineer



Notices for Loop 9 Project Public Hearing in Dallas, Texas

Document	Pages
Notice	10-11
Tearsheets & Affidavits	12-19
Mailout Invitation & Mailing List	20-52
TxDOT Website Notice & Social Media	53-59



Notice
Draft Environmental Assessment Available for Public Review
and
Public Hearing
LOOP 9
From Interstate 35 East (I-35E) to Interstate 45 (I-45)
CSJ: 2964-10-005
Dallas and Ellis counties, Texas

The Texas Department of Transportation (TxDOT) proposes the construction of a six-lane new location frontage road system between Interstate 35 East (I-35E) and Interstate 45 (I-45) through Dallas and Ellis counties, Texas. The proposed right-of-way (ROW) would include a median that would accommodate the future construction of an ultimate access-controlled mainline facility. Construction of the ultimate access-controlled mainline facility would be based on projected traffic and funding and would require additional environmental analysis prior to construction. Pursuant to Texas Administrative Code, Title 43, Part 1, Chapter 2, Subchapter E, §2.107 and §2.108 and Code of Federal Regulations, Title 23, Chapter I, Subchapter H, §771.111 and Title 40, Chapter V, §1506, this notice advises the public that the draft Environmental Assessment (EA) and technical reports are available for public review and that TxDOT will be conducting a public hearing on the proposed project. The hearing will be held on Tuesday, June 20, 2017 at Ferris High School, 1025 East 8th Street, Ferris, Texas 75125. Displays will be available for viewing at 6:00 p.m. with the formal hearing starting at 7:00 p.m. The purpose of the hearing is to present the planned improvements and to receive public comment on the project.

Loop 9 is an approximately 10-mile proposed new location roadway intended to address population growth, transportation demand, system linkages and connectivity among the existing roadway facilities. As currently proposed, the project would consist of a single two-lane, two-way frontage road within the ultimate proposed ROW footprint for the project (Phase 1). The new location frontage road system would consist of three 12-ft lanes with a wide median, an 8-ft inside shoulders, an 8 ft outside shoulder for bicycle accommodations within the rural section of the proposed roadway, and one 14-ft-wide outside shared-use lane and a 6-ft sidewalk within the urbanized section of the roadway at I-35E. The proposed project would also construct intersections at major cross roads and grade separations at I-35E and the BNSF Railroad. The proposed ROW would include a median (200 to 364 ft wide) that would accommodate the future construction of an ultimate access-controlled mainline facility. As traffic warrants and funding becomes available, Phase 2 of the proposed project would involve the construction of the second two-lane frontage road and the conversion of the two-way frontage road built in Phase 1 to a one-way operation. As traffic warrants and funding becomes available, Phase 3 would involve the construction of a third frontage road lane in each direction and include the construction of grade separations at specific high-volume intersections. Phase 4 would involve the construction of the ultimate access-controlled mainline facility in both directions. Construction of the ultimate access-controlled mainline facility would be based on projected traffic and funding and would require additional environmental analysis prior to construction.

Approximately 541.23 acres of new ROW, to include permanent drainage easements, totaling 3.35 acres, would be necessary for the proposed project construction. The proposed project is located within the 100-year floodplain associated with five wetlands (totaling 1.38 acres) and 14 streams (11,813 linear feet and 0.46 acres) identified within the project area. The hydraulic design for the proposed project would be in accordance with current TxDOT and Federal Highway Administration (FHWA) design policies and standards. The project improvements would also result in the direct conversion of approximately 550.37 acres of vegetated areas for transportation use. The proposed project would potentially displace 25 residences, 7 commercial structures, and 68 other structures. Information about the TxDOT Relocation Assistance Program, benefits and services for displacees, as well as information about the tentative schedules for ROW acquisition and construction, can be obtained from the TxDOT Dallas District Office at the address listed below. Relocation assistance is available for displaced persons and businesses.

The draft EA, maps showing the project location and design, tentative construction schedules, and other information regarding the project are on file and available for inspection Monday through Friday between 8:00 a.m. and 5:00 p.m. at the TxDOT Dallas District Office located at 4777 E. Highway 80, Mesquite, Texas 75150, and online at www.keepitmovingdallas.com under "Public Hearings/Meetings", at www.txdot.gov under "Hearings and Meetings Schedule" and at www.loop9.org under "Public Involvement." This information also will be available for inspection at the hearing on Tuesday, June 20, 2017. Verbal and written comments from the public regarding the project are requested and may be presented at the hearing, or submitted in person or by mail to Mr. Travis Owens, P.E., Texas Department of Transportation Dallas District Office, 4777 E. US Highway 80, Mesquite, TX 75150. Comments must be received on or before Wednesday, July 5, 2017 to be part of the official hearing record.

The hearing will be conducted in English. Persons interested in attending the hearing who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to contact the TxDOT Dallas District Public Information Office at (214) 320-4480. Requests should be made at least two days prior to the hearing. Every reasonable effort will be made to accommodate these needs. If you have any general questions or concerns regarding the proposed project or the hearing, please contact Travis Owens, P.E. at (214) 320-6625 or by email at Travis.Owens@txdot.gov.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

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Aviso
Proyecto de Evaluación Ambiental disponible para Revisión Pública
y
Audiencia Pública
LOOP 9
Desde el Este de la Interestatal 35 (I-35E) hasta la Interestatal 45 (I-45)
CSJ: 2964-10-005
Condados de Dallas y Ellis, Texas

El Departamento de Transportación de Texas (por sus siglas en inglés, TxDOT) propone la construcción de un nuevo sistema de carreteras de seis carriles desde el este de la Interestatal 35 (I-35E) hasta la Interestatal 45 (I-45) a través de los condados de Dallas y Ellis, Texas. El derecho de vía propuesto (por sus siglas en inglés, ROW) incluiría una mediana que acomodaría la futura construcción de una instalación principal de acceso controlado. La construcción de la instalación principal de acceso controlado se basaría en el tráfico y los fondos y requeriría un análisis ambiental adicional antes de la construcción. De conformidad con el Código Administrativo de Texas, Título 43, Parte 1, Capítulo 2, Subcapítulo E, §2.107 y §2.108 y el Código de Regulaciones Federales, Título 23, Capítulo I, Subcapítulo H, §771.111 y Título 40, Capítulo V, §1506, esta notificación informa al público que el proyecto de Evaluación Ambiental (EA) e informes técnicos están disponibles para su revisión pública y que TxDOT llevará a cabo una audiencia pública sobre el proyecto propuesto. La audiencia se llevará a cabo el **martes 20 de junio del 2017 en Ferris High School, 1025 East 8th Street, Ferris, Texas 75125**. Las exhibiciones del proyecto estarán disponibles para ser vistas a las 6:00 p.m. y la audiencia formal comenzará a las 7:00 p.m. El propósito de la audiencia es presentar las mejoras previstas y recibir comentarios del público sobre el proyecto.

El Loop 9 es una carretera de aproximadamente 10 millas propuesta para abordar el crecimiento de la población, la demanda de transporte, el sistema de conexiones y la conectividad entre las instalaciones de carreteras existentes. Como se propone actualmente, el proyecto consistiría en una carretera sencilla de dos vías en la vía auxiliar de la autopista, dentro de la línea de derecho de vía (ROW) para el proyecto (Fase 1). El nuevo sistema de carretera auxiliar de la autopista consistiría de tres carriles de 12 pies con una mediana ancha, una de 8 pies dentro de los costados, una de 8 pies fuera de los costados para acomodación de la bicicletas dentro de la sección rural de la vía propuesta, y uno de 14 pies de ancho fuera del carril de uso compartido y una acera peatonal de 6 pies dentro de la sección urbanizada de la carretera en la I-35E. El proyecto propuesto también construiría intersecciones en los cruces de las carreteras principales y separaciones a desnivel en la I-35E y el Ferrocarril BNSF. La preservación del derecho de vía (ROW) propuesto localizado dentro de la mediana (200 a 364 pies de ancho) será reservado para acomodar la futura construcción de una instalación principal de acceso controlado. A medida que las licencias de tráfico y la financiación estén disponibles, la Fase 2 del proyecto propuesto llevaría a cabo la construcción de la segunda carretera auxiliar de dos carriles y la conversión de la carretera de dos vías construida en la Fase 1 a una vía de operación en un solo sentido. A medida que las licencias de tráfico y la financiación estén disponibles, se llevaría a cabo la Fase 3, la cual implicaría la construcción de una tercera vía auxiliar en cada dirección e incluiría la construcción de separación a desnivel en las intersecciones específicas de alto volumen. La fase 4 implicaría la construcción de la vía principal de acceso controlado en ambas direcciones. La construcción de la instalación principal de acceso controlado se basaría en el tráfico y la financiación proyectados y requeriría un análisis ambiental adicional antes de la construcción.

Se requieren aproximadamente 541.23 acres para derechos de vía (ROW), para incluir servidumbres permanentes de drenaje, totalizando 3.35 acres, serían necesarios para la construcción del proyecto propuesto. El proyecto propuesto está localizado dentro de la planicie de inundación de 100 años asociada con cinco humedales (total 1.38 acres) y 14 arroyos (11.813 pies lineales y 0.46 acres) identificados dentro del área del proyecto. El diseño hidráulico para el proyecto propuesto estaría de acuerdo con las actuales políticas y estándares de diseño de TxDOT y de la Administración Federal de Carreteras (por sus siglas en inglés, FHWA). Las mejoras del proyecto también darían como resultado la conversión directa de aproximadamente 550.37 acres de áreas de vegetación para uso en el transporte. El proyecto propuesto podría desplazar 25 residencias, 7 estructuras comerciales y 68 de otras estructuras. Se puede obtener información sobre el Programa de Asistencia de Reubicación de TxDOT, los beneficios y servicios para desplazados, así como información sobre los horarios provisionales para adquisición y construcción de ROW, en la oficina del distrito de TxDOT en la dirección que se indica a continuación. La asistencia para la reubicación está disponible para personas desplazadas y negocios.

El borrador de Evaluación Ambiental, los mapas que muestran la ubicación y el diseño del proyecto, los horarios provisionales de la construcción y demás información relacionada con el proyecto se encuentran archivados y disponibles para inspección de lunes a viernes entre las 8:00 am y las 5:00 pm en la Oficina del Distrito de Dallas de TxDOT, ubicada en 4777 E. Highway 80, Mesquite, Texas 75150, y en internet en www.keeptmovingdallas.com bajo "Public Hearings/Meetings", en www.txdot.gov under "Hearings and Meetings Schedule" y en www.loop9.org bajo "Public Involvement". Esta información también estará disponible para su inspección en la audiencia del **martes 20 de junio del 2017**. Requerimos comentarios verbales y escritos del público sobre el proyecto y se podrán presentar en la audiencia, en persona o por correo al Sr. Travis Owens, P.E., Texas Department of Transportation Dallas District Office, 4777 E. US Highway 80, Mesquite, TX 75150. Los comentarios deben ser recibidos antes del **miércoles 5 de julio del 2017** para formar parte del registro oficial de la audiencia.

La audiencia se llevará a cabo en inglés. Se invita a las personas interesadas en asistir a la audiencia que tengan necesidades especiales de comunicación o acomodación, como la necesidad de un intérprete, a comunicarse con la Oficina de Información Pública del Distrito de Dallas de TxDOT con el (214) 320-4480. Las solicitudes deben hacerse por lo menos dos días antes de la audiencia. Se hará todo esfuerzo razonable para acomodar estas necesidades. Si tiene alguna pregunta o inquietud general sobre el proyecto propuesto o la audiencia, por favor póngase en contacto con Travis Owens, P.E. en el (214) 320-6625 o por correo electrónico a Travis.Owens@txdot.gov.

La evaluación ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo, o han sido, llevadas a cabo por TxDOT bajo las reglas del Acta 23 U.S.C 327 y un Memorando de Entendimiento fechado el 16 de diciembre, 2014, y ejecutado por la FHWA y el TxDOT.

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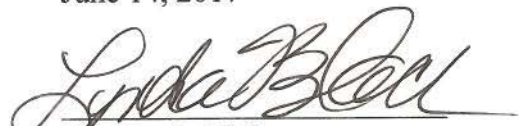
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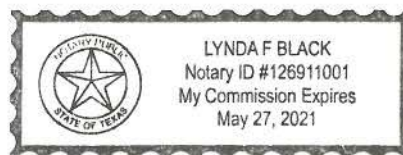
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Proyecto de Evaluación Ambiental disponible para Revisión Pública

Audiencia Pública

LOOP 9

Desde el Este de la Interestatal 35 (I-35E) hasta la Interestatal 45 (I-45)

CSL 2864-10-005

Condados de Dallas y Ellis, Texas

El Departamento de Transportación de Texas (por sus siglas en inglés, TxDOT) propone la construcción de un nuevo sistema de carreteras de seis carriles desde el este de la Interestatal 35 (I-35E) hasta la Interestatal 45 (I-45) a través de los condados de Dallas y Ellis, Texas. El derecho de vía propuesto por sus siglas en inglés, ROW) incluirá una mediana que acomodará la futura construcción de una instalación principal de acceso controlado. La construcción de la instalación principal de acceso controlado se basará en el tráfico y los fondos y requerirá un análisis ambiental adicional antes de la construcción. De conformidad con el Código Administrativo de Texas, Título 43, Parte 1, Capítulo 2, Subcapítulo 5, §2.107 y §2.108 el Código de Regulaciones Federales, Título 23, Capítulo 1, Subcapítulo H, §771.111 y Título 40, Capítulo 5, §1506, esta notificación informa al público que el proyecto de Evaluación Ambiental (EA) y los informes técnicos están disponibles para su revisión pública y que TxDOT llevará a cabo una audiencia pública sobre el proyecto propuesto. La audiencia se llevará a cabo el martes 20 de junio del 2017 en Ferlie High School, 1025 East 8th Street, Ferlie, Texas 75125. Las exhibiciones del proyecto estarán disponibles para ser vistas a las 8:00 p.m. y la audiencia formal comenzará a las 7:00 p.m. El propósito de la audiencia es presentar las mejoras propuestas y recibir comentarios del público sobre el proyecto.

El Loop 9 es una carretera de aproximadamente 10 millas propuesta para abordar el crecimiento de la población, la demanda de transporte, el sistema de carreteras y la conectividad entre las instalaciones de carreteras existentes. Como se propone actualmente, el proyecto consistiría en una carretera sencilla de dos vías en la vía auxiliar de la autopista, dentro de la línea de derecho de vía ROW) para el proyecto (fase 1). El nuevo sistema de carretera auxiliar de la autopista consistiría de tres carriles de 12 pies con una mediana ancha, una de 8 pies dentro de los costados, una de 8 pies fuera de los costados para acomodación de la bicicletas dentro de la sección rural de la vía propuesta, y una de 14 pies de ancho hacia el carril de uso compartido y una acera peatonal de 6 pies dentro de la sección urbanizada de la carretera en la I-35E. El proyecto propuesto también consideraría intersecciones en los cruces de las carreteras principales y secciones a desviar en la I-35E y el Ferrocarril BNSF. La preservación del derecho de vía ROW) propuesto localizado dentro de la mediana (200 a 364 pies de ancho) será reservado para acomodar la futura construcción de una instalación principal de acceso controlado. A medida que las licencias de tráfico y la financiación estén disponibles, la Fase 2 del proyecto propuesto llevará a cabo la construcción de la segunda carretera auxiliar de dos carriles y la conversión de la carretera de dos vías construida en la Fase 1 a una vía de operación en un solo sentido. A medida que las licencias de tráfico y la financiación estén disponibles, se llevará a cabo la Fase 3, la cual implicaría la construcción de una tercera vía auxiliar en cada dirección e incluiría la construcción de separación a desviar en las intersecciones específicas de alto volumen. La Fase 4 implicaría la construcción de la vía principal de acceso controlado en ambas direcciones. La construcción de la instalación principal de acceso controlado se basará en el tráfico y la financiación proyectados y requerirá un análisis ambiental adicional antes de la construcción.

Se requieren aproximadamente 541.23 acres para derechos de vía ROW) para incluir servidumbres permanentes de drenaje, totalizando 3.35 acres, serían necesarios para la construcción del proyecto propuesto. El proyecto propuesto está localizado dentro de la planicie de inundación de 100 años asociada con cinco humedales (total 1.38 acres) y 14 arroyos (11.813 pies lineales o 0.46 acres) identificadas dentro del área del proyecto. El diseño hidráulico para el proyecto propuesto estaría de acuerdo con las actuales políticas y estándares de diseño de TxDOT y de la Administración Federal de Carreteras (por sus siglas en inglés, FHWA). Las mejoras del proyecto también darían como resultado la conversión directa de aproximadamente 550.37 acres de áreas de vegetación para uso en el transporte. El proyecto propuesto podría desplazar 23 residencias, 7 estructuras comerciales y 68 de otras estructuras. Se puede obtener información sobre el Programa de Asistencia de Reubicación de TxDOT, los beneficios y servicios para desplazados, así como información sobre las horas provisionales para adquisición y construcción de ROW) en la oficina del distrito de TxDOT en la dirección que se indica a continuación. La asistencia para la reubicación está disponible para personas desplazadas y reubicadas.

La audiencia se llevará a cabo en inglés. Se invita a las personas interesadas en asistir a la audiencia que tengan necesidades especiales de comunicación o acomodación, como la necesidad de un intérprete, a comunicarse con la Oficina de Información Pública del Distrito de Dallas de TxDOT con el (214) 220-4880. Las solicitudes deben hacerse por lo menos dos días antes de la audiencia. Se hará todo esfuerzo razonable para acomodar estas necesidades. Si tiene alguna pregunta o inquietud general sobre el proyecto propuesto a la audiencia, por favor póngase en contacto con Travis Owens, PE, en el (214) 320-6625 o por correo electrónico a Travis.Owens@txdot.gov.

La evaluación ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido, llevadas a cabo por TxDOT bajo las reglas del Acta 23 U.S.C. 327 y un Memorando de Entendimiento firmado el 16 de diciembre, 2014, entre TxDOT y el TxDOT.

Perros

Ventas de garaje

Ventas de garaje

Boletines - Deportes/Entertainment

Equipo para centro de entretenimiento

DISCOUNT AIRFARE

WE BUY MILES/VIPS

Muebles y equipo para oficina

COMPARTIMENTOS portátiles

YORKIE FEMALE

MERCANCÍA

Antigüedades, arte y artículos de colección

Artículos deportivos

CASH for all German

WOOD BUILDINGS

al dia

Todos los miércoles y sábados

AFFIDAVIT OF PUBLICATION

STATE OF TEXAS

COUNTY OF DALLAS

Before me, a Notary Public in and for Dallas County, this day personally appeared Dan Navarro, Advertising Representative for The Dallas Morning News, being duly sworn by oath, states the attached advertisement of

TxDOT

was published in The Dallas Morning News

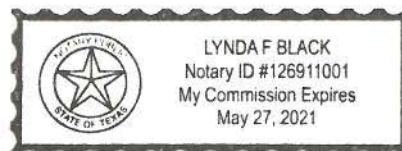
June 4, 2017


(Dan Navarro)

Sworn to and subscribed before me this

June 6, 2017


(Notary Public)



PUBLISHER'S AFFIDAVIT

THE STATE OF TEXAS)
)
COUNTY OF ELLIS)

Before me, a Notary Public, personally appeared Charles D. Hatfield Jr. , being duly sworn on his oath states he is an authorized representative of the The Ellis county Press, a newspaper of general circulation in Ellis and Dallas County and the area encompassing the City of Ferris Texas and further state as follows:

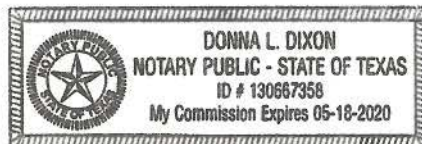
1. This Affidavit is given pursuant to Section 2051.044 of the Texas Local Government Code.
2. The Ellis county Press, devotes not less than 25% of its total column lines to general interest items.
3. The Ellis county Press, is published at least once a week.
4. The Ellis county Press, is entered as periodical postal matter in Ellis County and Dallas County, its counties of publication.
5. The Ellis county Press, has been published regularly and continuously for at least 12 months before the publishing of a the attached notice.
6. The attached Legal/Public Notice appeared in The Ellis county Press, in a conspicuous form and place on June 8, 2017.

County Press, in a conspicuous form.



Publisher

Subscribed and sworn to before me, this the 8 day of June, 2017



Donna L. Dixon
Notary Public, State of Texas

1337 Marilyn Avenue • P. O. Box 1714 • DeSoto, TX 75123 • (972) 223-9175

AFFIDAVIT OF PUBLICATION

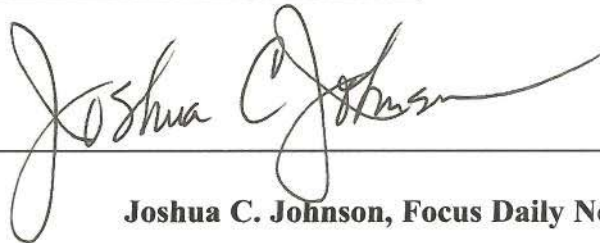
State of Texas
County of Dallas

Personally appeared before the undersigned, a Notary Public within and for said county and state, Joshua Johnson of Focus Daily News, a general circulation newspaper published at 1337 Marilyn Avenue, DeSoto, Texas, 75115, County of Dallas, State of Texas, who, being duly sworn, states on oath that an advertisement:

NOTICE DRAFT ENVIRONMENTAL ASSESSMENT AND LOOP 9 PUBLIC NOTICE

_____ was published in the said publication on

June 6, 2017



Joshua C. Johnson, Focus Daily News

Sworn and subscribed before me this the 7 day of June, 2017.

My commission expires March 26, 2019.



Notary Public





LEGAL NOTICES

LEGAL NOTICE -- COMPASS SELF STORAGE

Legal Notice: Public Auction
Compass Self Storage
1150 S. US Highway 67
Cedar Hill, TX 75104
972-293-5880

Unit #320 Espinoza and Unit #119 Hunt
The goods in this auction are

being sold, pursuant to the TX Self Storage Property Code. The goods are generally described as household goods/business related items, unless otherwise noted. Compass Self Storage reserves the right to accept or reject any and all bids. The payment terms, are

CASH ONLY. Complete terms of the Auction will be posted, the day of the sale, at the Auction Site. See and bid on all units @ www.storageetreasures.com, Saturday June 17, 2017, ending at 11:00 am.

CHANEY 06-06-17

LEGAL NOTICE -- DUNCANVILLE

NOTICE OF ANNUAL MEETING OF THE DUNCANVILLE COMMUNITY & ECONOMIC DEVELOPMENT CORPORATION (DCEDC)

The Duncanville Community and Economic Development

Corporation will hold its annual meeting on Thursday, June 8, 2017 at 6:30 p.m., at City Hall, 203 E. Wheatland Rd., Duncanville, TX 75116 in the Briefing Room.

As an interested citizen, you may appear at the hearing or you may send a notice to the Duncanville Community & Economic Development Corpo-

ration Board at P.O. Box 380280, Duncanville, Texas 75138-0280.

CITY OF DUNCANVILLE
Cynthia D. Williams, Economic Development Coordinator

WILLIAMS 05-31-17 to 06-08-17

LEGAL NOTICE -- DUNCANVILLE

NOTICE OF PUBLIC HEARING BEFORE THE DUNCANVILLE COMMUNITY & ECONOMIC DEVELOPMENT CORPORATION (DCEDC)

A public hearing will be held before the Duncanville Com-

munity & Economic Development Corporation on Thursday, June 8, 2017 at 6:30 p.m. in the City Council Briefing Room located at Duncanville City Hall, 203 E. Wheatland Rd., Duncanville, Texas to receive comments on the amendment of the 2016 - 2017 DCEDC Budget to reflect approved incentives.

As an interested citizen, you may appear at the hearing or

you may send a notice to the Duncanville Community & Economic Development Corporation Board at P.O. Box 380280, Duncanville, Texas 75138-0280.

CITY OF DUNCANVILLE
Cynthia D. Williams, Economic Development Coordinator

WILLIAMS 05-31-17 to 06-08-17

NEWSPAPERS DELIVER

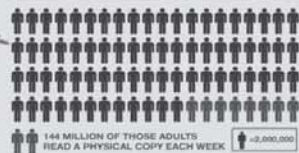
Newspaper media content and advertising rate as the most trusted, most valuable and most engaging. The numbers tell our story.

Newspaper media reach a **HUGE AUDIENCE**

59%
OF YOUNG ADULTS
READ NEWSPAPER
MEDIA WEEKLY
(AGE 18-24)



Across platforms, **7 in 10** Americans read content from newspaper media each week. **THAT'S 158 MILLION U.S. ADULTS.**



Not only do newspaper media reach a **HUGE** audience, they also reach an **ENGAGED AUDIENCE**

Newspaper-generated content is so valuable it's taken and repeated, condensed, broadcast, tweeted, discussed, posted, copied, edited and e-mailed countless times throughout the day by others.



Newspapers and their websites rated **12%** higher than other media on how engaged audiences were with advertising.

Newspaper print ads drive the highest purchase intent—a **35% higher score** than local television, cable television & local music radio.



Adults who name local newspapers as the most effective place to learn about Black Friday sale and store information.

This is a **37% higher score** than microblogs and a **58% higher score** than local TV.

NEWSPAPER MEDIA ARE MOST TRUSTED

56% trust newspapers

37% trust social media

52% trust local television

NEWSPAPERS ARE TRANSFORMING.

Fueled by creative, fresh ideas, very real, very positive changes are afoot in the industry.



5%
CIRCULATION REVENUE GROWTH

40%

INDUSTRY REVENUE FROM NON-ADVERTISING SOURCES

A host of new revenue sources that did not exist a few years ago grew by **8%**, which now accounts for close to **1 in 10 dollars** coming into newspaper media companies.



LEGAL NOTICE

NOTICE DRAFT ENVIRONMENTAL ASSESSMENT AVAILABLE FOR PUBLIC REVIEW AND LOOP 9 FROM INTERSTATE 35 EAST (I-35E) TO INTERSTATE 45 (I-45) CSJ: 2964-10-005 DALLAS AND ELLIS COUNTIES, TEXAS

The Texas Department of Transportation (TxDOT) proposes the construction of a six-lane new location frontage road system between Interstate 35 East (I-35E) and Interstate 45 (I-45) through Dallas and Ellis counties, Texas. The proposed right-of-way (ROW) would include a median that would accommodate the future construction of an ultimate access-controlled mainline facility. Construction of the ultimate access-controlled mainline facility would be based on projected traffic and funding and would require additional environmental analysis prior to construction. Pursuant to Texas Administrative Code, Title 43, Part 1, Chapter 2, Subchapter E, §2.107 and §2.108 and Code of Federal Regulations, Title 23, Chapter 1, Subchapter H, §771.111 and Title 40, Chapter V, §1506, this notice advises the public that the draft Environmental Assessment (EA) and technical reports are available for public review and that TxDOT will be conducting a public hearing on the proposed project. The hearing will be held on Tuesday, June 20, 2017 at Ferris High School, 1025 East 8th Street, Ferris, Texas 75125. Displays will be available for viewing at 6:00 p.m. with the formal hearing starting at 7:00 p.m. The purpose of the hearing is to present the planned improvements and to receive public comment on the project.

Loop 9 is an approximately 10-mile proposed new location roadway intended to address population growth, transportation demand, system linkages and connectivity among the existing roadway facilities. As currently proposed, the project would consist of a single two-lane, two-way frontage road within the ultimate proposed ROW footprint for the project (Phase 1). The new location frontage road system would consist of three 12-ft lanes with a wide median, an 8-ft inside shoulders, an 8 ft outside

shoulder for bicycle accommodations within the rural section of the proposed roadway, and one 14-ft-wide outside shared-use lane and a 6-ft sidewalk within the urbanized section of the roadway at I-35E. The proposed project would also construct intersections at major cross roads and grade separations at I-35E and the BNSF Railroad. The proposed ROW would include a median (200 to 364 ft wide) that would accommodate the future construction of an ultimate access-controlled mainline facility. As traffic warrants and funding becomes available, Phase 2 of the proposed project would involve the construction of the second two-lane frontage road and the conversion of the two-way frontage road built in Phase 1 to a one-way operation. As traffic warrants and funding becomes available, Phase 3 would involve the construction of a third frontage road lane in each direction and include the construction of grade separations at specific high-volume intersections. Phase 4 would involve the construction of the ultimate access-controlled mainline facility in both directions. Construction of the ultimate access-controlled mainline facility would be based on projected traffic and funding and would require additional environmental analysis prior to construction.

Approximately 541.23 acres of new ROW, to include permanent drainage easements, totaling 3.35 acres, would be necessary for the proposed project construction. The proposed project is located within the 100-year floodplain associated with five wetlands (totaling 1.38 acres) and 14 streams (11,813 linear feet and 0.46 acres) identified within the project area. The hydraulic design for the proposed project would be in accordance with current TxDOT and Federal Highway Administration (FHWA) design policies and standards. The project improvements would also result in the direct conversion of approximately 550.37 acres of vegetated areas for transportation use. The proposed project would potentially displace 25 residences, 7 commercial structures, and 68 other structures. Information about the TxDOT Relocation Assistance Program, benefits and services for displacees, as well as information about the tentative

schedules for ROW acquisition and construction, can be obtained from the TxDOT Dallas District Office at the address listed below. Relocation assistance is available for displaced persons and businesses.

The draft EA, maps showing the project location and design, tentative construction schedules, and other information regarding the project are on file and available for inspection Monday through Friday between 8:00 a.m. and 5:00 p.m. at the TxDOT Dallas District Office located at 4777 E. Highway 80, Mesquite, Texas 75150, and online at www.keepitmovingdallas.com under "Public Hearings/Meetings", at www.txdot.gov under "Hearings and Meetings Schedule" and at www.loop9.org under "Public Involvement." This information also will be available for inspection at the hearing on Tuesday, June 20, 2017. Verbal and written comments from the public regarding the project are requested and may be presented at the hearing, or submitted in person or by mail to Mr. Travis Owens, P.E., Texas Department of Transportation Dallas District Office, 4777 E. US Highway 80, Mesquite, TX 75150. Comments must be received on or before Wednesday, July 5, 2017 to be part of the official hearing record.

The hearing will be conducted in English. Persons interested in attending the hearing who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to contact the TxDOT Dallas District Public Information Office at (214) 320-4480. Requests should be made at least two days prior to the hearing. Every reasonable effort will be made to accommodate these needs. If you have any general questions or concerns regarding the proposed project or the hearing, please contact Travis Owens, P.E. at (214) 320-6625 or by email at Travis.Owens@txdot.gov.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.



Notice
Draft Environmental Assessment Available for Public Review
and
Public Hearing
LOOP 9
From Interstate 35 East (I-35E) to Interstate 45 (I-45)
CSJ: 2964-10-005
Dallas and Ellis counties, Texas

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OUR VALUES: *People • Accountability • Trust • Honesty*

OUR MISSION: *Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.*

An Equal Opportunity Employer



Aviso
Proyecto de Evaluación Ambiental disponible para Revisión Pública
y
Audiencia Pública
LOOP 9
Desde el Este de la Interestatal 35 (I-35E) hasta la Interestatal 45 (I-45)
CSJ: 2964-10-005
Condados de Dallas y Ellis, Texas

El Departamento de Transportación de Texas (por sus siglas en inglés, TxDOT) propone la construcción de un nuevo sistema de carreteras de seis carriles desde el este de la Interestatal 35 (I-35E) hasta la Interestatal 45 (I-45) a través de los condados de Dallas y Ellis, Texas. El derecho de vía propuesto (por sus siglas en inglés, ROW) incluiría una mediana que acomodaría la futura construcción de una instalación principal de acceso controlado. La construcción de la instalación principal de acceso controlado se basaría en el tráfico y los fondos y requeriría un análisis ambiental adicional antes de la construcción. De conformidad con el Código Administrativo de Texas, Título 43, Parte 1, Capítulo 2, Subcapítulo E, §2.107 y §2.108 y el Código de Regulaciones Federales, Título 23, Capítulo I, Subcapítulo H, §771.111 y Título 40, Capítulo V, §1506, esta notificación informa al público que el proyecto de Evaluación Ambiental (EA) e informes técnicos están disponibles para su revisión pública y que TxDOT llevará a cabo una audiencia pública sobre el proyecto propuesto. La audiencia se llevará a cabo el **martes 20 de junio del 2017 en Ferris High School, 1025 East 8th Street, Ferris, Texas 75125**. Las exhibiciones del proyecto estarán disponibles para ser vistas a las 6:00 p.m. y la audiencia formal comenzará a las 7:00 p.m. El propósito de la audiencia es presentar las mejoras previstas y recibir comentarios del público sobre el proyecto.

El Loop 9 es una carretera de aproximadamente 10 millas propuesta para abordar el crecimiento de la población, la demanda de transporte, el sistema de conexiones y la conectividad entre las instalaciones de carreteras existentes. Como se propone actualmente, el proyecto consistiría en una carretera sencilla de dos vías en la vía auxiliar de la autopista, dentro de la línea de derecho de vía (ROW) para el proyecto (Fase 1). El nuevo sistema de carretera auxiliar de la autopista consistiría de tres carriles de 12 pies con una mediana ancha, una de 8 pies dentro de los costados, una de 8 pies fuera de los costados para acomodación de la bicicletas dentro de la sección rural de la vía propuesta, y uno de 14 pies de ancho fuera del carril de uso compartido y una acera peatonal de 6 pies dentro de la sección urbanizada de la carretera en la I-35E. El proyecto propuesto también construiría intersecciones en los cruces de las carreteras principales y separaciones a desnivel en la I-35E y el Ferrocarril BNSF. La preservación del derecho de vía (ROW) propuesto localizado dentro de la mediana (200 a 364 pies de ancho) será reservado para acomodar la futura construcción de una instalación principal de acceso controlado. A medida que las licencias de tráfico y la financiación estén disponibles, la Fase 2 del proyecto propuesto llevaría a cabo la construcción de la segunda carretera auxiliar de dos carriles y la conversión de la carretera de dos vías construida en la Fase 1 a una vía de operación en un solo sentido. A medida que las licencias de tráfico y la financiación estén disponibles, se llevaría a cabo la Fase 3, la cual implicaría la construcción de una tercera vía auxiliar en cada dirección e incluiría la construcción de separación a desnivel en las intersecciones específicas de alto volumen. La fase 4 implicaría la construcción de la vía principal de acceso controlado en ambas direcciones. La construcción de la instalación principal de acceso controlado se basaría en el tráfico y la financiación proyectados y requeriría un análisis ambiental adicional antes de la construcción.

Se requieren aproximadamente 541.23 acres para derechos de vía (ROW), para incluir servidumbres permanentes de drenaje, totalizando 3.35 acres, serían necesarios para la construcción del proyecto propuesto. El proyecto propuesto está localizado dentro de la planicie de inundación de 100 años asociada con cinco humedales (total 1.38 acres) y 14 arroyos (11.813 pies lineales y 0.46 acres) identificados dentro del área del proyecto. El diseño hidráulico para el proyecto propuesto estaría de acuerdo con las actuales políticas y estándares de diseño de TxDOT y de la Administración Federal de Carreteras (por sus siglas en inglés, FHWA). Las mejoras del proyecto también darían como resultado la conversión directa de aproximadamente 550.37 acres de áreas de vegetación para uso en el transporte. El proyecto propuesto podría desplazar 25 residencias, 7 estructuras comerciales y 68 de otras estructuras. Se puede obtener información sobre el Programa de Asistencia de Reubicación de TxDOT, los beneficios y servicios para desplazados, así como información sobre los horarios provisionales para adquisición y construcción de ROW, en la oficina del distrito de TxDOT en la dirección que se indica a continuación. La asistencia para la reubicación está disponible para personas desplazadas y negocios.

El borrador de Evaluación Ambiental, los mapas que muestran la ubicación y el diseño del proyecto, los horarios provisionales de la construcción y demás información relacionada con el proyecto se encuentran archivados y disponibles para inspección de lunes a viernes entre las 8:00 am y las 5:00 pm en la Oficina del Distrito de Dallas de TxDOT, ubicada en 4777 E. Highway 80, Mesquite, Texas 75150, y en internet en www.keeptmovingdallas.com bajo "Public Hearings/Meetings", en www.txdot.gov under "Hearings and Meetings Schedule" y en www.loop9.org bajo "Public Involvement". Esta información también estará disponible para su inspección en la audiencia del **martes 20 de junio del 2017**. Requerimos comentarios verbales y escritos del público sobre el proyecto y se podrán presentar en la audiencia, en persona o por correo al Sr. Travis Owens, P.E., Texas Department of Transportation Dallas District Office, 4777 E. US Highway 80, Mesquite, TX 75150. Los comentarios deben ser recibidos antes del **miércoles 5 de julio del 2017** para formar parte del registro oficial de la audiencia.

La audiencia se llevará a cabo en inglés. Se invita a las personas interesadas en asistir a la audiencia que tengan necesidades especiales de comunicación o acomodación, como la necesidad de un intérprete, a comunicarse con la Oficina de Información Pública del Distrito de Dallas de TxDOT con el (214) 320-4480. Las solicitudes deben hacerse por lo menos dos días antes de la audiencia. Se hará todo esfuerzo razonable para acomodar estas necesidades. Si tiene alguna pregunta o inquietud general sobre el proyecto propuesto o la audiencia, por favor póngase en contacto con Travis Owens, P.E. en el (214) 320-6625 o por correo electrónico a Travis.Owens@txdot.gov.

La evaluación ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo, o han sido, llevadas a cabo por TxDOT bajo las reglas del Acta 23 U.S.C 327 y un Memorando de Entendimiento fechado el 16 de diciembre, 2014, y ejecutado por la FHWA y el TxDOT.

OUR VALUES: *People • Accountability • Trust • Honesty*

OUR MISSION: *Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.*

An Equal Opportunity Employer

LOOP 9: I-35E to I-45
PUBLIC HEARING
TUESDAY, JUNE 20, 2017
Ferris High School

OPEN HOUSE
6:00 PM to 7:00 PM
PUBLIC HEARING
7:00 PM PRESENTATION



DRIVING DIRECTIONS:

From Northbound or Southbound I-45, take the exit towards FM 660/5th Street.

Turn east on FM 660/East 8th Street and travel for approximately 1 mile.

Ferris High School will be on your left (north side of East 8th St.).



Patterson, Susan K

From: +US Loop 9 Project - Public Meeting Notice
Sent: Thursday, June 08, 2017 10:03 AM
Subject: Loop 9 - Public Hearing - June 20, 2017
Attachments: 2964-10-005 LP 9 PH Notice_Spanish_06-2017.pdf; 2964-10-005 LP 9_PH Notice_English_06-2017.pdf; 2964-10-005 LP 9_PH Venue Map_06-2017.pdf

Thank you for your interest in the Loop 9 Project (limits from Interstate 35 East [I-35E] to Interstate 45 [I-45]) in Dallas and Ellis counties, Texas. The Texas Department of Transportation (TxDOT) invites you to join us at the upcoming public hearing held on:

Tuesday, June 20, 2017

Ferris High School

1025 East 8th Street

Ferris, Texas 75125.

Displays will be available for viewing at 6:00 p.m.

The formal hearing starting at 7:00 p.m.

Representatives from TxDOT and project consultants will be available to answer questions about the proposed project improvements. As specified, displays will be available for viewing at 6:00 p.m. with the formal hearing starting at 7:00 p.m. The purpose of this hearing is to present the proposed project and to receive public comments. The draft EA, maps showing the project location and design, tentative construction schedules, and other information regarding the project will be available for viewing at the public hearing, and are on file and available for review at the following locations:

- TxDOT Dallas District Office located at 4777 East Highway 80, Mesquite, Texas 75150 (8:00 a.m. – 5:00 p.m. Monday through Friday).
- At www.keepitmovingdallas.com under Upcoming Public Hearing/Meeting
- At www.txdot.gov under “Hearings and Meetings Schedule”; and,
- At www.loop9.org under “Public Involvement.”

Please see the attached public hearing notice and location map for more information.

Verbal and written comments from the public regarding the project are requested and may be presented at the hearing, or submitted in person or by mail to Mr. Travis Owens, P.E., Texas Department of Transportation Dallas District Office, 4777 E. US Highway 80, Mesquite, TX 75150. Comments must be received on or before Wednesday, July 5, 2017 to be part of the official hearing record.

Thank you,



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Loop 9 from I-35E to I-45 Notice Draft EA Available for Public Review and Public Hearing

Tuesday, June 20, 2017
CSJ: 2964-10-005

The Texas Department of Transportation (TxDOT) proposes the construction of a six-lane new location frontage road system between Interstate 35 East (I-35E) and Interstate 45 (I-45) through Dallas and Ellis counties, Texas. The proposed right-of-way (ROW) would include a median that would accommodate the future construction of an ultimate access-controlled mainline facility. Construction of the ultimate access-controlled mainline facility would be based on projected traffic and funding and would require additional environmental analysis prior to construction. Pursuant to Texas Administrative Code, Title 43, Part 1, Chapter 2, Subchapter E, §2.107 and §2.108 and Code of Federal Regulations, Title 23, Chapter I, Subchapter H, §771.111 and Title 40, Chapter V, §1506, this notice advises the public that the draft Environmental Assessment (EA) and technical reports are available for public review and that TxDOT will be conducting a public hearing on the proposed project. The hearing will be held on Tuesday, June 20, 2017 at Ferris High School, 1025 East 8th Street, Ferris, Texas 75125. Displays will be available for viewing at 6:00 p.m. with the formal hearing starting at 7:00 p.m. The purpose of the hearing is to present the planned improvements and to receive public comment on the project.

Displays available for viewing: 6 p.m.

Public Hearing: 7 p.m.

Ferris High School,

1025 East 8th Street,

Ferris, Texas 75125

[Public Hearing Notice - English](#)

[Public Hearing Notice - Spanish](#)

[Public Hearing Venue Map](#)

[Project Schematics](#)

[Draft Environmental Assessment](#)



Public Meeting - Loop 9 Southeast Corridor/Feasibility Study

[Home](#) > [Inside TxDOT](#) > [Get Involved](#) > [Hearings & Meetings](#) > [Schedule](#)

Where: Lancaster Elementary School
1109 W. Main Street
Lancaster, TX 75146

When: Tuesday, Sept. 24, 2013
5:30 p.m. - 8 p.m.

Purpose: A public meeting will be held to gather public comment on the proposed Loop 9 Southeast Corridor/Feasibility Study, spanning 35 miles from US 67 to I-20 within Ellis, Dallas and Kaufman counties. Participants are encouraged to speak with TxDOT staff about concerns, issues and suggestions regarding corridor options.

Description: The study boundaries are from US 67 in Ellis County to I-20 in southeast Dallas County.

Proposed improvements include the following:

- A new road, off the existing alignment, that may be tolled
- Development of a preferred alignment that would improve transportation efficiency within Dallas, Ellis and Kaufman counties.

Downloads:

- [Notice](#)
- [Meeting Location Map](#)

Contact: TxDOT Dallas District
Public Information Office
(214) 320-6100



This site contains current information as confirmed on June 29, 2017.

TxDOT Moves Forward With First Loop 9 Section (I-35E to I-45)

Por favor escribir al correo electrónico comments@loop9.com o llamar al teléfono 214-320-6100 para obtener información en Español.

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TxDOT is hosting a Public Hearing regarding Loop 9 on June 20, 2017. Visit the [Public Involvement](#) page for more information.

Loop 9 has been identified in transportation planning efforts for a number of years, but changes in demographics; traffic growth and forecasts; and the potential to connect to other major facilities have driven the need to re-evaluate the overall concept of the facility. Between 2006 and 2011, TxDOT developed schematic plans and evaluated potential natural, cultural, and socio-economic impacts for the Loop 9 Southeast project. The proposed project was evaluated as a 6-lane new location controlled access tollway with intermittent access roads between Loop 287 and I-20 within a 450- to 600-foot corridor depending on interchange location.

While the Loop 9 Southeast study was under review, TxDOT released a new vision for its corridor development process which resulted in the elimination of the Trans-Texas Corridor (TTC) concept. North Central Texas Council of Governments (NCTCOG) prepared the Regional Outer Loop Corridor Feasibility Study which did not recommend a continuous, circumferential outer loop because of expected low traffic volumes and a lack of statewide connections. The changes in TxDOT policy, funding constraints for transportation projects, and the current economic climate impacted the funding and advancement of transportation projects in the region which resulted in the suspension of the Loop 9 Southeast study until a determination of how the project should proceed was resolved ([see Project History](#)).

However, if you live or drive in southern Dallas County or northern Ellis County, you know that traveling through the area can still be a challenge. I-20, the closest east-west freeway, lies to the north. Arterial streets like Bear Creek Road and Belt Line Road are growing more congested as the area adds residential, commercial, and industrial development. More people living, shopping and working in the area means more vehicles on the roads. Heavy truck traffic from the Inland Port inter-modal freight facility near I-45 coupled with ongoing international freight movement may put even more pressure on the local transportation system.

To address these transportation concerns, a new direction was identified for the Loop 9 Southeast project. TxDOT and NCTCOG, in cooperation with local government officials, worked together to prepare a Corridor/Feasibility Study for the Loop 9 Southeast study area from Loop 12 to I-20 ([more information about the Corridor/Feasibility Study](#)). Public Meetings were held in May and September 2013 ([see Public Involvement for more information](#)). The Corridor/Feasibility Study was completed and approved by TxDOT in March of 2014.

The Study recommends utilizing the currently available funding to begin engineering and environmental studies for the section of Loop 9 from I-35E to I-45 (Corridor B) first. This section is approximately 10 miles in length and is anticipated to cost \$116 million. Subsequent sections would be advanced based on local needs and available funding.

TxDOT began development of the schematic and Environmental Assessment (EA) for the section of Loop 9 from I-35E to I-45 in April of 2014. Updates on this study and future public involvement activities will be provided as they become available.



This site contains current information as confirmed on June 29, 2017.

Public Involvement

Mailing List

If you would like to be added to our mailing list please [contact us by mail, e-mail or phone](#). Please provide your full physical mailing address.

Public Hearing

The Texas Department of Transportation (TxDOT) will host a Public Hearing regarding Loop 9 in order to present the proposed project and environmental documents and receive public comments. An open house displaying project information will begin at 6:00 p.m., with a presentation and spoken comment session starting at 7:00 p.m.

June 2017 Public Hearing - Loop 9 from I-35E to I-45

[Legal notice](#)

[Legal notice \(Spanish\)](#)

Tuesday, June 20, 2017

6:00 p.m. Open House

7:00 p.m. Presentation

Ferris High School

1025 East 8th Street, Ferris, TX 75125

[Venue location map](#)

[Project schematics](#)

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Public to see Loop 9 plans

0

JUNE 14, 2017

NEWS

FERRIS – Representatives from Texas Department of Transportation and project consultants will be available to answer questions about the proposed Loop 9 project improvements Tuesday, June 20.

The purpose of this hearing is to present the proposed project and to receive public comments.

The public hearing will be held Ferris High School, 1025 East 8th Street in Ferris. Displays will be available for viewing at 6 p.m. The formal hearing starting at 7 p.m.

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Verbatim Transcript from Loop 9 Project Public Hearing in Ferris, Texas

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PUBLIC HEARING

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LOOP 9

10

11

12

13 FERRIS HIGH SCHOOL

14 1025 East 8TH STREET

15 FERRIS, TEXAS 75125

16

17 JUNE 20, 2017

18 7:00 P.M.

19

20

21

22

23

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25

1 P R O C E E D I N G S

2 MR. BUR: Good evening, ladies and
3 gentlemen. It is now 7:00 p.m., so please be seated and
4 we'll begin tonight's public hearing. At this time,
5 please turn off or otherwise silence any personal
6 electronic devices for the remainder of this hearing.

7 I am Mo Bur, director of transportation
8 of planning and development for the Dallas District
9 Office of the Texas Department of Transportation. I am
10 representing Dallas District engineer, Mrs. Kelly Selman.
11 We appreciate your interest in the Loop 9 Project and
12 welcome each of you here tonight. We want to express
13 appreciation to Ferris High School for the use of this
14 facility this evening.

15 We would also like to thank those of you
16 who have had the opportunity to attend the open house
17 earlier this evening. As you arrived, you were given
18 the opportunity to register your attendance for this
19 hearing. Our registration forms are the 8.5" by 11"
20 sheets at the front sign-in table, which allow us to
21 record tonight's participation. The registration forms
22 also provide you the opportunity to express your
23 interest in this project through a verbal statement
24 during tonight's opportunity for public comments portion
25 of this hearing. If you did not register and would like

1 to, please do so during the upcoming recess.

2 Before proceeding further, I would like
3 to introduce elected and public officials who are in
4 attendance tonight or who were able to stop by during
5 the open house.

6 Ms. Carol Strain-Burk, mayor pro tem,
7 City of Lancaster, thank you for being here tonight,
8 ma'am.

9 Have I overlooked any other elected
10 officials? We appreciate your attendance and we thank
11 you for your interest in this project.

12 I also want to introduce the people who
13 have official responsibilities during tonight's hearing.
14 Once we adjourn, please feel free to visit with the
15 staff about the project.

16 From TxDOT, Mr. Travis Owens, the project
17 manager; Mr. Stephen Endres; Mr. Robert Mosley;
18 Mr. Patrick Ryan; Ms. Emi Sliva; Ms. Leslie Mirise;
19 Ms. Michelle Raglan; Ms. Jennifer Vorster;
20 Ms. Pauline Morrel; Mr. Eduardo Torres;
21 Mr. Habtamu Gebreselassie; Ms. Sandra Williams;
22 Mr. Darwin Myers; Mr. Jason Mashell; and Mr. Dan Perge.

23 I would especially like to recognize the
24 project managers: Travis Owens, TxDOT Dallas District,
25 advanced project development; and Mr. Bryan Hodges,

1 transportation project director for Atkins. Also from
2 our consultant staff, I would like to introduce you to
3 Mr. Chris Haggard, Ms. Meghan Karadinos,
4 Ms. Tara McDonald, Ms. Marie Lewis Adams,
5 Ms. Lauren Hardacker, Mr. Kerry Neely, and
6 Mr. James Lowe.

7 These individuals will be available
8 during the recess to answer your questions regarding the
9 proposed Loop 9 Project.

10 This hearing has been convened by the
11 Texas Department of Transportation and is being held to
12 receive and consider comments from the public regarding
13 the Loop 9 Project.

14 Many of you may have attended previous
15 public hearings conducted by the Texas Department of
16 Transportation. However, for the benefit of those of
17 you who have never attended one, I would like to explain
18 how the Department conducts a public hearing.

19 A public hearing has four essential
20 purposes:

21 1, inform the public of the status of the
22 planning on the project and present the recommendations
23 based on the studies performed to date.

24 2, describe the project so those
25 attending can determine the project's potential to

1 affect their lives and property.

2 3, provide the public an opportunity to
3 see information and express their views at a stage in
4 the planning process when flexibility to respond to
5 comments still exists and before location and design
6 decisions are determined.

7 4, and finally, to develop a record of
8 public views and participation to accompany
9 recommendations for subsequent decisions.

10 This public hearing is being held in
11 compliance with both federal and state laws. For the
12 official record, a transcript of this hearing will be
13 made. For this reason, we ask that all verbal comments
14 be made from the boom microphone.

15 Following this hearing, the Department
16 will proceed with the preparation of the final
17 environmental document. Your statements and
18 comments will be addressed in this document and
19 will be given full consideration in the preparation of
20 the final recommendation and design for the Loop 9
21 Project.

22 After my initial comments,
23 Mr. Bryan Hodges with Atkins will give a detailed
24 presentation concerning the location and design features
25 of the proposed Loop 9 Project and Ms. Susan Patterson

1 with Atkins will present the environmental effects
2 related to the project.

3 At the conclusion of the formal
4 presentation, we will recess the hearing for 20 minutes
5 and allow you the opportunity to view the project design
6 currently on display here tonight. During the recess,
7 you are encouraged to ask questions, which the
8 Department representatives will address and answer.

9 Following the recess, we will reconvene
10 the hearing and ask those persons who indicated on the
11 registration form that they would like to make a
12 statement to come forward to the boom microphone, state
13 their name and address for the record, and provide
14 comments, what they like or don't like, positive or
15 negative, concerning the project. Following the
16 registering speakers, anyone else who did not register
17 will also be given an opportunity to comment. Please
18 note that if you wish to make a verbal statement but
19 would rather not do so from the boom microphone after
20 we reconvene, you are invited to make your statement to
21 the court reporter during the recess. You may also
22 choose to use this time to complete one of the
23 written — one of four written comment forms.

24 The design schematic and environmental
25 documentation for the Loop 9 Project are available for

inspection and reproduction at the Texas Department of Transportation Dallas District Office located at 4777 East U.S. Highway 80 in Mesquite, Texas. In addition, the design schematic may be viewed on the internet at www.txdot.gov under Hearings and Meetings Schedule and at www.keepmovingdallas.com under Upcoming Public Hearing/Meeting and the Loop 9 Project website at www.loop9.org under Public Involvement.

At this time, Mr. Bryan Hodges will provide an overview of the proposed design — design features for the Loop 9 Project.

Bryan?

MR. HODGES: Thank you, Mr. Bur.

The approximate ten-mile new location frontage road system would begin at Interstate 35 East near Red Oak, Texas, continuing in an easterly direction through the city of Lancaster and end at Interstate 45 near Ferris, Texas. The proposed right-of-way would include a median that would accommodate the future construction of an ultimate access-controlled mainline facility. Construction of the ultimate access-controlled mainline facility would be based on projected traffic and funding and would require additional environmental analysis prior to construction.

The need for the Loop 9 Project is to

1 address — is to address population growth,
2 transportation demand, system linkages, and connectivity
3 among the existing roadway facilities. It would provide
4 a direct link from Interstate 35 East to Interstate 45
5 and would serve the residents and businesses in the
6 area. The need for these improvements is based on
7 population growth, transportation demand, system
8 linkages, and connectivity among existing roadway
9 facilities.

10 The purpose of the project is to provide
11 an east-west transportation facility to serve the
12 communities in the project area, reduce local area
13 congestion and travel time, increase mobility and
14 accessibility, and provide support for economic
15 development within the region.

16 The proposed project was identified and
17 evaluated as part of the Loop 9 Southeast
18 Corridor Feasibility Study approved in March 2014. The
19 primary purpose of this study was to develop a corridor
20 vision and a program of projects for development as
21 transportation funding allows. This study, which
22 followed the Planning and Environmental Linkages
23 process, recommended an ultimate access-controlled
24 facility consisting of six-lane divided main lanes with
25 three-lane frontage roads in each direction, extending

1 approximately 35 miles within the limits from U.S.
2 Highway 67 to I-20 through Dallas, Ellis, and Kaufman
3 Counties in Texas. The study identified the need to
4 advance the construction frontage roads and include the
5 ultimate ROW needed for the section of Loop 9 from I-35
6 East to I-45 based on projected growth in the region.
7 It is expected that the ultimate mainline improvements
8 would not occur until after 2040 and would ultimately be
9 driven by timing and pace of future development and
10 traffic growth in the area. As such, construction of
11 the ultimate mainline facility would require additional
12 environmental investigation and analyses when
13 construction is determined necessary.

14 Loop 9 proposes the construction of a
15 six-lane new location frontage road system consisting of
16 a median width approximately 200 to 364 feet wide. The
17 typical right-of-way for the project would vary from
18 approximately 384 to 548 feet in width. Construction of
19 the new location frontage roads would likely be
20 conducted in three phases based on traffic needs and
21 project funding. The proposed Loop 9 facility would
22 also include intersections at major cross roads,
23 including I-35E (grade separation, ramping, and frontage
24 road modifications), Houston School Road, State
25 Highway 342, Reindeer Road, Nokomis Road, Ferris Road,

1 North Central Street, and I-45 (ramping and frontage
2 road modifications).

3 Phase 1 would construct a single
4 two-lane, two-way frontage road, and would also acquire
5 the proposed right-of-way to accommodate the frontage
6 roads and the future ultimate access-controlled mainline
7 facility. This frontage road facility would include:

8 Two 12-foot travel lanes, one in each
9 direction;

10 One 12-foot passing lane that switches
11 between eastbound and westbound throughout the project;

12 Right-of-way varies from 384 to 584 feet
13 within the limits from I-35E to Ferris Road. Within the
14 limits from Ferris to I-45, right-of-way is 172 feet
15 (reduced through the floodplain);

16 Eight-foot outside and eight-foot inside
17 shoulders located west of Tenmile Creek from I-35 to
18 Ferris Road;

19 And 22-foot inside shoulders and 110-foot
20 outside shoulder located through Tenmile Creek
21 floodplain (from Ferris Road to I-45).

22 The proposed Loop 9 new location frontage
23 road is identified as rural and would provide an
24 eight-lane [sic] outside shoulder with along the
25 frontage roads for bicycle accommodations. Frontage

1 roads located in the urbanized area of I-35E would
2 consist of one 14-foot-wide outside shared-use lane (for
3 bicycle accommodation) and a six-foot sidewalk for
4 pedestrian accommodation.

5 As traffic warrants and future funding
6 becomes available, Phase 2 would involve the
7 construction of the second two-lane frontage road and
8 conversion of the two-way frontage road built in Phase 1
9 to a one-way operation. This frontage road facility
10 would include:

11 Two 12-foot travel lanes in each
12 direction;

13 Ten-foot inside shoulders;

14 Bridge construction (south side) within
15 the limits from Ferris Road to I-45 (through the Tenmile
16 Creek floodplain);

17 20-foot outside shoulder width within the
18 limits from I-35E to Ferris Road (west of Tenmile
19 Creek);

20 And 34-foot outside shoulder within the
21 limits from Ferris Road and I-45 (through the Tenmile
22 Creek floodplain).

23 As traffic warrants and funding becomes
24 available, Phase 3 would involve the construction of a
25 third frontage road lane in each direction. Based on

1 projected traffic needs and project funding, Phase 3
2 would convert the 20-foot outside shoulder to a 12-foot
3 travel lane and an eight-foot shoulder.

4 Utilities such as water lines, sewer
5 lines, gas lines, telephone cables, electric lines, and
6 other underground and overhead utilities may need to be
7 adjusted. The adjustment and relocation of any
8 utilities would be managed so that no substantial
9 interruptions would occur while these adjustments are
10 being made.

11 Phase 1 of the project is anticipated to
12 be let for construction in March of 2022 and will take
13 approximately three years to construct. The estimated
14 total cost for the frontage road system is approximately
15 \$450 million.

16 This concludes the information and design
17 portion of the presentation. Now Susan Patterson will
18 present the environmental effects of the proposed
19 project.

20 M S . PATTERSON : Thank you, Bryan .

21 Prior to December 16, 2014, the Federal
22 Highway Administration reviewed and approved documents
23 prepared under the National Environmental Policy Act,
24 known as NEPA . However, on December 16, 2014, the Texas
25 Department of Transportation assumed responsibility from

1 the Federal Highway Administration to review and approve
2 certain assigned NEPA environmental documents.

3 Environmental studies have been performed
4 for the proposed Loop 9 Project to support an
5 environmental assessment determination in accordance
6 with NEPA. The environmental analyses are necessary to
7 identify, avoid, and minimize effects to the human,
8 cultural, and natural environments.

9 The environmental assessment was approved
10 for further processing by TxDOT and has been coordinated
11 with other public agencies. Notices for the public
12 hearing were advertised in the Dallas Morning News,
13 A1D1a, Focus Daily News, and the Ellis County Press.
14 The TxDOT Public Information Office also prepared a news
15 media release to advertise the public hearing. The
16 environmental assessment and associated technical
17 reports are available tonight for your review at the
18 environmental table and are also available at the TxDOT
19 Dallas District office.

20 The technical documentation for this
21 project addressed the potential environmental impacts
22 identified during the engineering and design phase of
23 the proposed project. These areas of potential impacts
24 include natural, social, and cultural resources, as well
25 as potential impacts to adjacent and surrounding land

1 use .

2 This slide shows a list of all of the
3 resources that were evaluated during the environmental
4 analyses. The following slide includes a summary of
5 those findings.

6 The evaluation of proposed right-of-way
7 and potential displacements found that 541.23 acres of
8 proposed right-of-way would be required. This includes
9 a total of 3.35 acres of permanent drainage easements.
10 A total of 182.44 acres of existing transportation
11 facility right-of-ways would be utilized. Displacements
12 include 25 residential structures, seven commercial
13 structures, and 68 other structures, including carports,
14 storage sheds, etcetera. No public facilities would be
15 displaced.

16 All right-of-way acquisition would be
17 completed in accordance with the Uniform Relocation
18 Assistance and Real Property Acquisition Policies Act of
19 1973, as amended. There are representatives of the
20 right-of-way table to assist you with information on the
21 process that TxDOT will follow for right-of-way
22 acquisition.

23 Brochures including two booklets titled
24 The Purchase of Right of Way and Relocation Assistance
25 are also available to you at the right-of-way table.

1 These booklets contain detailed information to inform
2 you of your rights and provide information about our
3 right-of-way acquisition procedures.

4 The project is located within the Bear
5 Creek and Tenmile Creek floodplains. The design of the
6 proposed facility was modified and the proposed
7 right-of-way reduced to minimize impacts within the
8 Tenmile Creek floodplain. The Loop 9 facility will be
9 on bridge structure throughout both floodplain
10 crossings.

11 Potential community impacts include
12 changes to access to and from Interstate 35 East and
13 Interstate 45 and various local streets. Access to some
14 existing businesses and residences could also be
15 altered.

16 The project area includes one property
17 eligible for placement on the National Register of
18 Historic Places. This is the Reindeer Road Bridge over
19 Bear Creek. This bridge is adjacent to the proposed
20 right-of-way and would not be impacted by the proposed
21 project. No other properties eligible for National
22 Register are affected. TxDOT historians have determined
23 that project activities have no potential for effects.
24 Individual project coordination with State Historic
25 Preservation Office is not required.

1 Due to the denial of right-of-entry to
2 conduct the archeological survey, clearance has been
3 obtained from the Texas Historical Commission for TxDOT
4 to proceed with environmental approval and right-of-way
5 acquisition. However, no construction or
6 ground-disturbing activities can begin in the
7 undertakings area of potential effects until all
8 Section 106/Antiquities Code of Texas consultation has
9 been completed.

10 The proposed project impacts wetlands and
11 waters of U.S. and a Clean Water Act Section 404 permit
12 would be required. Construction activities would also
13 require compliance with the State of Texas Water Quality
14 Certification Program.

15 Habitat for protected species was
16 observed within the proposed right-of-way. Coordination
17 with Texas Parks and Wildlife Department is ongoing
18 regarding potential impacts to protected species within
19 the project area.

20 Hazardous materials investigations
21 identified one closed and abandoned landfill within the
22 proposed right-of-way. Additional investigations are
23 ongoing regarding this site.

24 A Traffic Noise Analysis was accomplished
25 in accordance with TxDOT's Guidelines for Analysis and

1 Abatement of Roadway Traffic Noise. Based on the
2 analysis, noise impacts were identified. Abatement
3 measures were determined to not be feasible and/or
4 reasonable in the location of the impacted receivers.

5 Potential induced growth in impacts include
6 encroachment and alteration in impacts. Those changes would
7 impact vegetation or habitat, disruption of natural
8 process and ecosystem functioning, water quality, and
9 socioeconomic impacts. Induced growth is anticipated in
10 areas around the International Inland Port of Dallas
11 facilities and the major intersections for Loop 9, which
12 include Interstate 35 East, State Highway 342, Houston
13 School Road, Ferris Road, and Interstate 45.

14 Loop 9 is currently included in
15 Mobility 2040 and will be included in the 2017-2020
16 Transportation Improvement Program.

17 Construction phase in impacts could include
18 temporary impacts to community, vegetation, wildlife,
19 waters of U.S., water quality, noise, air quality,
20 hazardous materials, and cultural resources.

21 In conclusion, the studies, analyses, and
22 evaluation formed thus far indicate the proposed
23 improvements would cause no significant environmental
24 impacts.

25 Following this hearing, documentation of

1 this public hearing will be reviewed by TxDOT for final
2 environmental clearance and design approval. If there
3 is no major issues arising from this hearing that cannot
4 be addressed in a reasonable time frame, final
5 environmental clearance is expected by September of
6 2017.

7 As mentioned earlier, construction is
8 anticipated to begin in 2022 and is expected to open to
9 traffic in 2025.

10 MR. BUR: Thank you, Ms. Patterson.

11 Before we take a brief recess, I would
12 like to mention that we will not attempt to answer
13 questions while you have the floor during the
14 opportunity for public comment. This procedure is
15 necessary so that everyone is given the opportunity to
16 speak and because your comments will be given full due
17 consideration. We would be happy to answer your
18 questions during the recess or even after this hearing.

19 All substantive comments and questions
20 will be fully considered and responded to in the project
21 record and made part of the final environmental document
22 for this proposed project. This document will then be
23 made available for public review and copying at the
24 Dallas District Office located at 4777 East U.S.
25 Highway 80 in Mesquite and online at www.txdot.gov under

1 Hearings and Meetings Schedule and at
2 www.keepingdallas.com under Upcoming Public
3 Hearing/Meeting and the Loop 9 Project website at
4 www.loop9.org under Public Involvement.

5 For the benefit of those of you who may
6 have arrived late, I would ask the members of the
7 Department, consultant team, and the local government
8 staff to stand. Please stand. They're already
9 standing. They are available to answer your questions
10 and discuss your concerns regarding the project. At
11 this time, we will take a 20-minute recess and reconvene
12 at 7:43 p.m. Thank you.

13 (Break taken from 7:24 to 7:43 p.m.)

14 MR. BUR: Ladies and gentlemen, we are
15 now reconvening tonight's public hearing. If you would
16 please have a seat. We have made our presentation on
17 the latest available information on the project, and it
18 is now time for us to listen to your comments. Again,
19 please be aware we will not attempt to answer questions
20 during this comment period.

21 Some of you may not want to make a
22 statement from the microphone. In that event, your
23 written statements will be equally accepted both tonight
24 and for the next 15 calendar days following this
25 hearing. For those of you who wish to submit a written

1 com m ent tonight, com m entboxes are located on the
2 com m enttable. Questions and com m ents may also be
3 mailed to the Texas Department of Transportation,
4 Attention: M r. Travis Owens, 4777 East Highway 80,
5 Mesquite, Texas 75150-6643.

6 All of your statements, com m ents, and
7 questions will be given careful consideration before
8 final design features are determined. Additionally, all
9 information developed for the proposed design is
10 available for public inspection and copying. In
11 addition, the design schematic may be viewed on the
12 internet at www.txdot.gov under Hearings and Meetings
13 Schedule and www.keepitmovingdallas.com under Upcoming
14 Public Hearing Meeting and the Loop 9 Project website at
15 www.loop9.org under Public Involvement. Written
16 com m ents must be received or postmarked by Wednesday,
17 July 5th, 2017.

18 We have a listing of five people
19 registered who would like to make statements. Please
20 limit your speaking time to three minutes so that
21 everyone who wants to speak may have an opportunity to
22 do so. For the official transcript, please state your
23 name and address as you take the floor before proceeding
24 with your statements.

25 We will begin with M r. Shawn Overmynder,

1 City of Ferris. Please state your name and address for
2 the record, sir.

3 MR. OVEREYNDER : Shawn Overeynder,
4 100 Town Plaza, Ferris, Texas 75125.

5 I've just got three things to discuss
6 real quick.

7 8th and 5th Streets have major flooding
8 issues. So I want to make sure that this project does
9 not contribute to the problems and that these problems
10 are addressed on the 8th Street and 5th Street
11 underpasses of I-45.

12 Also the bridge over I-45, the City would
13 like it branded and -- with decorative siding and allow
14 us to be involved in the decision-making for the
15 decorative siding process.

16 Also, we would like to see adequate
17 access into Ferris with adequate entrances and exits, as
18 well.

19 So that's it.

20 MR. BUR : Thank you, Mr. Overeynder.

21 Ms. Sandy Wesch from the North Texas --
22 Central Texas Council of Governments. Please state your
23 name and address for the record.

24 MS. WESCH : My name is Sandy Wesch,
25 address is 616 Six Flags Drive, Arlington, Texas.

1 I would like to read a statement of
2 support for Loop 9 into the record on behalf of the
3 Regional Transportation Council and the North Central
4 Texas Council of Governments. Together, both serve as
5 the metropolitan planning organization for the
6 Dallas/Fort Worth area.

7 Loop 9 is a crucial transportation
8 corridor that will help address population growth,
9 future transportation demand, and provide — provide
10 connectivity between 35E and Interstate 45. Today,
11 Dallas — the Dallas/Fort Worth area is the fourth
12 largest metropolitan area in the U.S. with over
13 7 million people. By the year 2040, the region is
14 projected to have a population of over 11 million
15 people. Additional roadway capacity will be needed to
16 meet the growing demand for both — for both passenger
17 vehicles and truck freight movement. The recommended
18 development of Loop 9 as a stage corridor will address
19 current and future mobility needs and provide
20 flexibility for expansion as southern Dallas County and
21 northern Ellis County continue to grow.

22 The construction of the frontage road and
23 acquisition situation of the right-of-way to accommodate
24 the future main lanes is consistent with Mobility 2040,
25 the metropolitan transportation plan for north central

1 Texas. Furthermore, the Regional Transportation Council
2 has approved approximately \$143 million in construction
3 funding for this project. The North Central Texas
4 Council of Governments is willing to provide any
5 assistance to TxDOT in the planning, design, and
6 implementation of Loop 9.

7 Thank you.

8 MR. BUR: Thank you, Ms. Wesch.

9 Mr. Jay Templin. Mr. Templin?

10 Okay. Ms. Claire Vershow or Vershow. I
11 apologize for butchering your name, ma'am.

12 Ms. Claire Vershow?

13 All right. Ms. Monique Foster. All
14 right. Come on up. Please state your name and address
15 for the record, ma'am.

16 MS. FOSTER: Monique Foster.

17 My biggest concern is --

18 MR. BUR: Can you state your address,
19 ma'am.

20 MS. FOSTER: -- that -- my biggest
21 concern is I own property we stay at in Tom Driver
22 (unintelligible), which is about maybe 1,000 feet, 500
23 or 1,000 feet. Phase 1 I realize, frontage road. I get
24 that. As you go through the phase, my three questions
25 is: When you get to the final Phase 2 and 3, will you

1 have more public hearings, more public comment periods
2 for those time periods of Phase 1 and 3 as you expand to
3 six lanes? I know your initial environmental study is
4 limited to only what your plans are now. But as the
5 six-lanes expansion occur, more may be impacted possibly
6 just because of the noise and the traffic. And so
7 that's one question. Will there be more public
8 opportunities for us to express our concerns or will
9 this be the final and only one?

10 The second thing I'm concerned with is:
11 Will the studies be available to citizens? I
12 know you -- I don't know if you're going to put them on
13 your website. And if so, how would we be informed?
14 Will you put them in the -- the library of the different
15 cities or will you let city hall know that citizens can
16 now go and look at and review the documents? So
17 notification. That would be my second question. How
18 would we be further notified about the progression of
19 this project?

20 My final comment goes into relief. I'm
21 looking at the document and you're -- you're putting 67
22 and I-20, and I guess maybe relief from the back end
23 would be 287 on the south end. I'm not sure. So
24 clarity on relief. I know you're saying that there's
25 growth, there's expansion. We realize that that would

1 happen. So relief. Which highway relief are you
2 taking about and what projections do you have as it
3 relates -- relates to relief?

4 And my final, will this be a toll road?
5 Will the citizens have to pay in addition to access and
6 acquire this particular road? Are there any plans to
7 tax and toll the road is my final question.

8 Thank you.

9 MR. BUR : Thank you, Ms. Foster.

10 Is there anyone else who would like to
11 come forward and make a statement?

12 Ladies and gentlemen, we sincerely
13 appreciate your attendance and interest concerning the
14 proposed design of the Loop 9 Project. Your questions,
15 comments, and concerns will receive careful
16 consideration. Thank you very much.

17 This hearing is now adjourned.

18 (Hearing adjourned at 7:51 p.m.)

19

20

21

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24

25

1 STATE OF TEXAS)

2 COUNTY OF ELLIS)

3

4 This is to certify that I, Lezley Cull,
5 Certified Shorthand Reporter in and for the State of
6 Texas, reported in shorthand the foregoing proceedings,
7 and that said proceedings contain a full, complete, and
8 accurate transcript to the best of my ability.

9 Given under my hand and seal of office on this
10 the 11th day of July 2017.

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25



Lezley Cull, Texas CSR 5528
Expiration Date: 12/31/17
Lexias - Dallas, Firm Registration #459
6500 Greenville Avenue
Suite 445
Dallas, Texas 75206
214-373-4977



Section F.

Comments Recieved from Loop 9 Project Public Hearing in Ferris, Texas



PUBLIC HEARING COMMENT FORM
PROPOSED LOOP 9 ROADWAY
BETWEEN I-35E AND I-45 IN DALLAS AND ELLIS COUNTIES

CSJ: 2964-10-005

Tuesday, June 20, 2017

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by Wednesday, July 5, 2017.**

Please Print

*How much more Farm land can we afford to
give up?*

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

☐ I am employed by TxDOT

☒ I do business with TxDOT

☒ I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: _____

ADDRESS: _____

CITY: _____ **STATE:** _____ **ZIP:** _____

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).



The Transportation Policy Body for the North Central Texas Council of Governments
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

Statement of Support

Loop 9 from IH 35E to IH 45

Submitted by the Regional Transportation Council and the North Central Texas
Council of Governments, together serving as the Metropolitan Planning
Organization for the Dallas-Fort Worth area, on June 20, 2017

Loop 9 is a crucial transportation corridor that will help address population growth, future transportation demand, and provide connectivity between IH 35E and IH 45. Today, the Dallas-Fort Worth area is the 4th largest metropolitan area in the US with over 7 million people. By 2040, the region is projected to have a population of over 11 million. Additional roadway capacity will be needed to meet the growing demand from both passenger vehicles and truck freight movements. The recommended development of the Loop 9 as a staged corridor will address current and future mobility needs and provide flexibility for expansion as southern Dallas County and northern Ellis County continue to grow.

The construction of frontage roads and acquisition of right-of-way to accommodate future main lanes is consistent with Mobility 2040: The Metropolitan Transportation Plan for North Central Texas. Furthermore, the Regional Transportation Council has approved approximately \$143 million in construction funding for this project. The North Central Texas Council of Governments is willing to provide any assistance in the planning, design, and implementation of Loop 9.

Contact:

Amanda Wilson, AICP
Program Manager
(817) 695-9284
awilson@nctcog.org

Sandy Wesch, P.E., AICP
Project Engineer
(817) 704-7632
swesch@nctcog.org

About the Regional Transportation Council

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The 12-county Dallas-Fort Worth Metropolitan Planning Area includes Collin, Dallas, Denton, Ellis, Hunt, Hood, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 43 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcog.org.

About the North Central Texas Council of Governments

The North Central Texas Council of Governments (NCTCOG) is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North Central Texas, which is centered around the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 240 member governments including 16 counties, 170 cities, 24 school districts, and 30 special districts.



Section G.

Figures from Loop 9 Project Public Hearing in Dallas, Texas

Document	Pages
Information Package and Handouts for Attendees	113-135
Exhibits	136-146
Presentation Slides	147-172
Photographs from the Loop 9 Public Hearing	173-175

Public Hearing Handouts

PROPOSED LOOP 9 ROADWAY
Between I-35E and I-45
In Dallas and Ellis Counties
CSJ: 2964-10-005



PUBLIC HEARING AGENDA
Tuesday, June 20, 2017
6:00 p.m. OPEN HOUSE
7:00 p.m. PRESENTATION
Ferris High School, 1025 East 8th Street, Ferris, TX 75125

Open House (6:00 p.m. – 7:00 p.m.)

Questions and Answers

Presentation (7:00 p.m.)

Welcome and Introduction

Mr. Mo Bur, P.E.
Texas Department of Transportation
Dallas District

Project Design Presentation

Mr. Bryan Hodges, P.E.
Atkins

Environmental Presentation

Susan Patterson
Atkins

RECESS
(20 minutes)

Opportunity for Public Comment

Mr. Mo Bur, P.E.
Texas Department of Transportation
Dallas District

Please limit your speaking time to three minutes so that everyone who wishes to speak may have an opportunity to do so.

The Texas Department of Transportation is seeking your comments on the proposed project. Both verbal and written comments are welcome. If you would like to speak during the “Opportunity for Public Comment” portion of the hearing, indicate your desire to do so on a registration form.

Written comments may be submitted this evening or sent to the following address: TxDOT Dallas District Office, Attn: Mr. Travis Owens, 4777 E. Highway 80, Mesquite, Texas 75150-6643. All written comments must be **postmarked on or before Wednesday, July 5, 2017** to be included in the official public hearing record. Please note that you will not receive a direct response to verbal or written comments. All verbal and written statements will be addressed in and made part of the Final Environmental Documentation for the project.

Version espanola en la espalda

PROYECTO DE LOOP 9
Desde I-35E hasta I-45
En los condados de Dallas y Ellis
CSJ: 2964-10-005



AGENDA DE AUDIENCIA PÚBLICA
Martes 20 de junio del 2017
6:00 p.m. CASA ABIERTA
7:00 p.m. PRESENTACIÓN
Ferris High School, 1025 East 8th Street, Ferris, TX 75125

Casa Abierta (6:00 p.m. – 7:00 p.m.)

Preguntas y Respuestas

Presentación (7:00 p.m.)

Bienvenida e Introducción

Mo Bur, P.E.
Departamento de Transporte de Texas
Distrito de Dallas

Presentación del Diseño del Proyecto

Bryan Hodges, P.E.
Atkins

Presentación Ambiental

Susan Patterson
Atkins

RECESO
(20 minutos)

Oportunidad para Comentario Público

Mo Bur, P.E.
Departamento de Transporte de Texas
Distrito de Dallas

Por favor limite su turno hablando a tres minutos durante la sesión de comentarios verbales para que aquellos que deseen hablar tengan la oportunidad de hacerlo.

El Departamento de Transporte de Texas solicita sus comentarios sobre el proyecto propuesto. Comentarios verbales y escritos son bienvenidos. Si desea hacer algún comentario verbal durante la sesión de "Oportunidad para Comentario Público" de la audiencia, indíquelo en el formulario de registro para comentario verbal.

Los comentarios escritos pueden ser entregados durante la audiencia o enviados por correo a la siguiente dirección: Oficina de TxDOT Distrito de Dallas, Attn: Mr. Travis Owens, 4777 E. Highway 80, Mesquite, Texas 75150-6643. Todos los comentarios escritos deben tener el sello postal a más tardar el **miércoles 5 de julio del 2017** para ser incluidos como parte del registro público oficial de la audiencia pública. Por favor tenga en cuenta que durante la audiencia no se darán respuestas directas a los comentarios verbales o escritos. Respuestas a los comentarios verbales y escritos serán parte de la documentación ambiental final del proyecto.

English Version on the Back



TEXAS DEPARTMENT OF TRANSPORTATION



PUBLIC HEARING LOOP 9

From Interstate (I)-35E to I-45
Dallas and Ellis Counties, Texas



CSJ: 2964-10-005

Tuesday, June 20, 2017

Public Hearing Introductions

ELECTED & PUBLIC OFFICIALS

DISTRICT & AGENCY STAFF

CONSULTANTS

Loop 9: I-35E to I-45

Tuesday, June 20, 2017

2

Public Hearing Purpose

1. Inform the public of project status and present recommendations
2. Describe the project so the public can determine how they may be affected
3. Provide the public the opportunity to provide input
4. Develop a record of public participation

Loop 9: I-35E to I-45

Tuesday, June 20, 2017

3

Public Hearing Agenda

1 Introduction

Mo Bur, P.E.

2 Project Design Presentation

Bryan Hodges, P.E.

3 Environmental Presentation

Susan Patterson

20 Minute Recess - Questions

4 Public Comments

Mo Bur, P.E.

Loop 9: I-35E to I-45

Tuesday, June 20, 2017

4

Public Inquiries

Project Information may be viewed at:

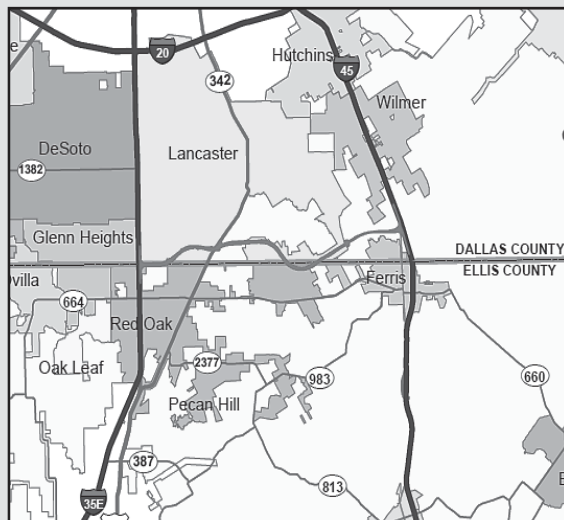
- TxDOT Dallas District Office
4777 E. Highway 80
Mesquite, TX 75150
- Project Information is also posted at:
 - <http://txdot.gov/inside-txdot/get-involved/about/hearing-meetings.html>
 - Under “Hearings and Meetings Schedule”
 - <http://www.keepitmovingdallas.com>
 - Under “Upcoming Public Hearing/Meeting.”
 - <http://www.loop9.org/>
 - Under “Public Involvement”

Loop 9: I-35E to I-45

Tuesday, June 20, 2017

5

Project Location, Need and Purpose



PROJECT LIMITS

- From Interstate 35 East (I-35E) to Interstate 45 (I-45)
- Approximately 10-mile new location in Dallas and Ellis Counties

NEED FOR THE PROJECT

To address:

- Population growth;
- Transportation demand;
- System linkages; and
- Connectivity among the existing roadway facilities.

PROJECT PURPOSE

- Provide an east-west transportation facility to serve the communities in the project area.
- Reduce local area congestion and travel time;
- Increase mobility and accessibility; and,
- Provide support for economic development within the region

Loop 9: I-35E to I-45

Tuesday, June 20, 2017

6

Project History

- First conceived in 1957, the concept of an "Outer Loop" freeway around the Dallas metropolitan area was introduced in 1964 by the Greater Dallas Planning Council's Regional Transportation Highway Plan.
- In 1964, the Texas Highway Commission authorized this outer loop around Dallas and identified and designated it as a freeway facility to be known as Loop 9 pursuant to a Regional Transportation Highway Plan.
- The Loop 9 Feasibility and Route Alignment Study was authorized by Dallas County in 1995 but was never finalized.
- In 1997, study efforts resulted in a "Technically Preferred Alignment" that was approved and/or adopted by many of the cities and agencies involved in the study. However, study efforts were temporarily suspended before a "Locally Preferred Alignment" was identified.
- From 2002 to 2006, alignment and environmental constraints, coupled with the growth and desires of surrounding communities resulted in further alignment revisions to avoid and minimize impacts.
- In May 2002, the Loop 9 Feasibility Study was reinitiated to identify viable corridor alignments and modal alternatives for the study corridor.
- From September 2012 to March 2014, TxDOT conducted a Loop 9 Corridor/Feasibility Study from US 67 to I-20 in Dallas, Kaufman, and Ellis Counties, Texas. The Loop 9 Southeast Corridor/Feasibility Study proposed developing the project in three major subcorridors for up to six separate and independent projects utilizing a phased construction approach. The proposed project would be developed in four phases.
- Utilizing the currently available funding at that time, which was estimated to be approximately \$100 million, TxDOT decided to begin engineering and environmental studies for the section of Loop 9 from I-35E to I-45 (identified as Corridor B) first. It was also decided that subsequent sections would be advanced based on local needs and available funding.

Loop 9: I-35E to I-45

Tuesday, June 20, 2017

7

Proposed New Location Frontage Roads System Facility

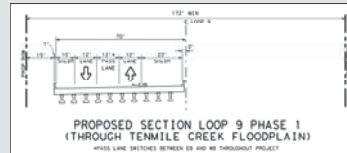
- The Loop 9 Project proposes the construction of a six-lane "New Location" Frontage Road System consisting of a median width approximately 200 to 364 foot wide, reserved for the future ultimate access-controlled facility.
- The typical right-of-way for the project would vary from approximately 384 to 548 feet in width.
- Construction of the new location frontage roads would likely be conducted in three phases based on traffic needs and project funding.
- The proposed Loop 9 facility would also include intersections at major cross roads including:
 - I-35E (grade separation, ramping and frontage road modifications)
 - Houston School Rd.
 - SH 342
 - Reindeer Rd.
 - Nokomis Rd.
 - Ferris Rd.
 - N. Central St.
 - I-45 (ramping and frontage road modifications)

Loop 9: I-35E to I-45

Tuesday, June 20, 2017

8

Phase 1 - Proposed New Location Frontage Roads System Facility



Phase 1: Single Two-Lane, Two-Way Frontage Road



PHASE 1 would construct a single two-lane, two-way frontage road, and would also acquire the proposed ROW to accommodate the frontage roads and the future ultimate access-controlled mainline facility. This frontage road facility would include:

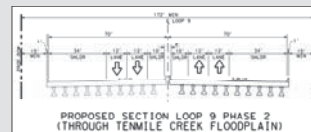
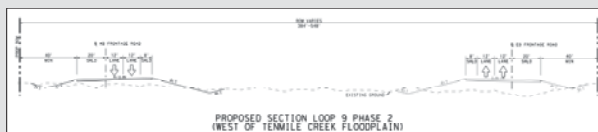
- Two 12-foot travel lanes, one in each direction;
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- ROW varies from 384 to 584 feet within the limits from I-35E to Ferris Road. Within the limits from Ferris Road to I-45, ROW is 172 feet (reduced through flood plain);
- 8-foot outside and 8-foot inside shoulders located west of Tenmile Creek (from I-35E to Ferris Road); and,
- 22-foot inside shoulders and 110-foot outside shoulder located through Tenmile Creek floodplain (from Ferris Road to I-45).

Loop 9: I-35E to I-45

Tuesday, June 20, 2017

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Phase 2 - Proposed New Location Frontage Roads System Facility



Phase 2: Add Second Two-Lane Frontage Road and Convert Phase 1 to One-Way Operation



As traffic warrants and funding becomes available, **PHASE 2** would involve the construction of the second two-lane frontage road and the conversion of the two-way frontage road built in Phase 1 to a one-way operation. This frontage road facility would include:

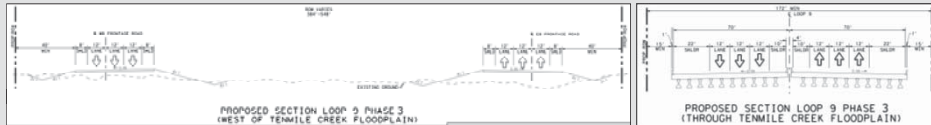
- Two 12-foot travel lanes in each direction;
- 10-foot inside shoulders;
- Bridge Construction (south side) within the limits from Ferris Road to I-45 (through Tenmile Creek floodplain);
- 20-foot outside shoulder within the limits from I-35E to Ferris Road (west of Tenmile Creek); and,
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Loop 9: I-35E to I-45

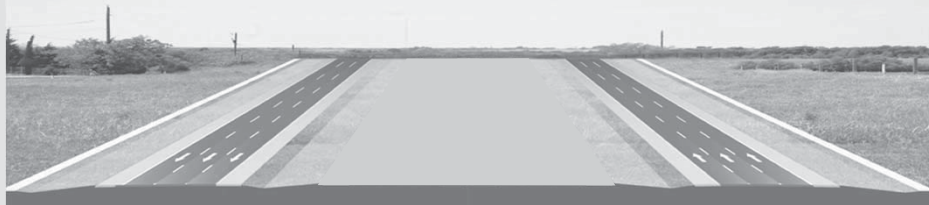
Tuesday, June 20, 2017

10

Phase 3 - Proposed New Location Frontage Roads System Facility



Phase 3: Add Third Frontage Road Lane in Each Direction



As traffic warrants and funding becomes available, **PHASE 3** would involve the construction of a third frontage road lane in each direction.

Based on projected traffic needs and project funding, Phase 3 would convert the 20-foot outside shoulder to a 12-foot travel lane and 8-foot shoulder.

Loop 9: I-35E to I-45

Tuesday, June 20, 2017

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Utility Adjustments

- **Underground and overhead utilities**
 - Adjustments and relocations may be required prior to and during construction of the proposed project
 - No substantial interruptions are anticipated

Loop 9: I-35E to I-45

Tuesday, June 20, 2017

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Projected Cost & Schedule

- **Current Let Date for Phase 1: March 2022**
- **Construction Duration for Phase 1: Approximately 3 years**
- **Estimated Total Project Cost: \$450 million**

Loop 9: I-35E to I-45

Tuesday, June 20, 2017

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Review and Approval of Environmental Document

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

Loop 9: I-35E to I-45

Tuesday, June 20, 2017

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IMPACTS ADDRESSED

Right-of-Way/Displacements	Visual/Aesthetic Impacts
Floodplains	Water Resources
Land Use	Biological Resources
Farmlands	Air Quality
Community Impacts	Hazardous Materials
Utilities/Emergency Services	Traffic Noise
Bicycle/Pedestrian Facilities	Induced Growth
Cultural Resources	Construction Phase Impacts

Environmental Review (continued)

Right-of-way/Displacements

- 541.23 acres of proposed ROW (including 3.35 acres of permanent drainage easements).
- 182.44 acres of existing ROW to be utilized.
- 25 residential displacements.
- 7 commercial displacements.
- 68 other facilities (carports, storage sheds, etc).
- No public facilities would be displaced.

Floodplains

- Bear Creek and Tenmile Creek floodplains.
- Minimized ROW within Tenmile Creek floodplain.
- Would not increase base flood elevation.

Community

- Changes of access to/from I-35E and I-45 and various local streets.
- Access to some existing businesses and residences could also be altered.

Cultural Resources

- NRHP-eligible Reindeer Road bridge adjacent to proposed ROW.
- No other properties eligible for National Register are affected.
- TxDOT historian determined project activities have no adverse effects. Individual project coordination with SHPO is not required.
- Archeology survey to be completed after ROW has been acquired.

Environmental Review (continued)

Waters of the U.S.

- A Clean Water Act Section 404 Permit will be required for the proposed project.
- Construction activities would require compliance with the State of Texas Water Quality Certification Program.

Biological

- Habitat for protected species within proposed ROW.
- Coordination with TPWD.

Hazardous Materials

- One closed and abandoned landfill possibly within proposed ROW.
- Additional investigations ongoing.

Traffic Noise

- Noise impacts identified.
- Noise abatement measures were considered.
- Abatement measures were determined to not be feasible and/or reasonable.

Loop 9: I-35E to I-45

Tuesday, June 20, 2017

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Environmental Review (continued)

Induced Growth

- Potential encroachment alteration impacts.
- Changes to vegetation/habitat; disruption of natural process and ecosystem functioning; water quality; and socioeconomic impacts.

Induced Growth

- Induced growth is anticipated in areas around the International Inland Port of Dallas facilities and the intersections for Loop 9 (I-35E, SH 342 [South Dallas Avenue], Houston School Road, Ferris Road and I-45).

Air Quality

- Included in the MTP (Mobility 2040) and will be included in the 2017-2020 TIP.

Construction Phase

- Temporary impacts to community, vegetation, wildlife, waters of the U.S., water quality, noise, air quality, hazardous materials and cultural resources.

Conclusion: Studies, analysis, and evaluation of the proposed project indicate no significant impacts.

Loop 9: I-35E to I-45

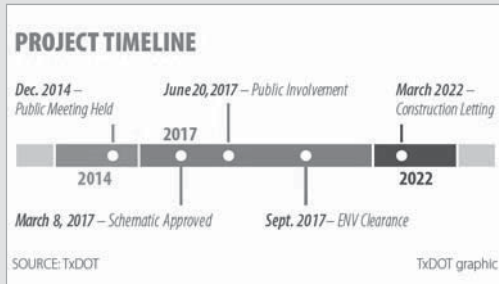
Tuesday, June 20, 2017

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Next Steps and Timeline

Next Steps And Timeline

- Public Comment Period (ends July 5, 2017)
- Anticipated Environmental Clearance (September 2017)
- Plan Preparations
- Funding
- Approval of Construction Plans



Loop 9: I-35E to I-45

Tuesday, June 20, 2017

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Public Comments

- 20 minute recess
- Comment period following recess

Loop 9: I-35E to I-45

Tuesday, June 20, 2017

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Recess

Recess 20 minutes

Loop 9: I-35E to I-45

Tuesday, June 20, 2017

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Public Comments

Comment Period

- Please note that we will not attempt to respond to your comments at this time. All substantive comments will be fully considered and responded to in the project record.

Loop 9: I-35E to I-45

Tuesday, June 20, 2017

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Public Comments

Questions and comments may be mailed/emailed to:

Mailing Address

TxDOT Dallas District Office
Attn: Mr. Travis Owens, P.E.
4777 E. Highway 80
Mesquite, TX 75150-6643

Email address: <mailto:Travis.Owens@txdot.gov>

- Written/email comments must be received/postmarked by **Wednesday, July 5, 2017**.
- Project information is available for inspection at:
 - www.txdot.gov under “Hearings and Meetings Schedule”
 - www.keepitmovingdallas.com under “Upcoming Public Hearing/Meeting”
 - www.loop9.org under “Upcoming Public Hearing/Meeting”

Loop 9: I-35E to I-45

Tuesday, June 20, 2017

23

Public Comments

- So that everyone may speak, please limit your comments to three (3) minutes



Loop 9: I-35E to I-45

Tuesday, June 20, 2017

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Thank you for your interest in the

Loop 9 Project



Loop 9: I-35E to I-45

Tuesday, June 20, 2017

25

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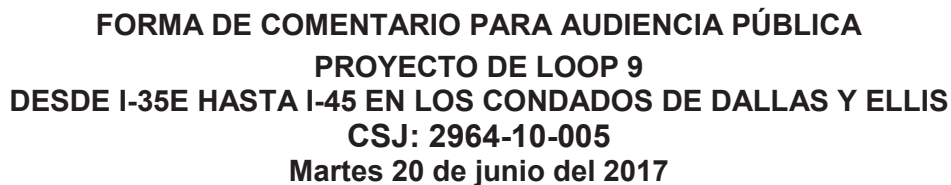
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Stamp
Here

TxDOT DALLAS DISTRICT OFFICE
ATTN: TRAVIS OWENS
4777 E. HIGHWAY 80
MESQUITE, TEXAS 75150

RE: CSJ 2964-10-005/ LOOP 9



Por favor imprimir

[illegible]

☐ Soy empleado de TxDOT

☐ Hago negocios con TxDOT

☐ Podría beneficiarse monetariamente a partir del proyecto u otro elemento sobre el que estoy comentando

NOMBRE: _____

DIRECCION:

CIUDAD: ESTADO: CODIGO POSTAL:

132

----- Doblar aqui -----

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Coloque
aqui el
sello

**TxDOT DALLAS DISTRICT OFFICE
ATTN: TRAVIS OWENS
4777 E. HIGHWAY 80
MESQUITE, TEXAS 75150**

RE: CSJ 2964-10-005 / LOOP 9

Registration Form

Public Hearing



**Proposed Loop 9 Roadway
Between I-35E and I-45
Dallas and Ellis Counties, TX
CSJ: 2964-10-005
Tuesday, June 20, 2017**

Ferris High School
1025 East 8th Street, Ferris, TX 75125
Open House: 6:00 p.m. – 7:00 p.m.
Presentation: 7:00 p.m.

Please print clearly:

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

☐ Yes ☐ No I wish to make a statement during tonight's *Opportunity for Public Comment* session of this Hearing.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting

Please Check All Applicable Items Below

- ☐ I am an interested citizen.
- ☐ I am a public official: _____
Agency and Title
- ☐ I am an elected official: _____
Office and Title
- ☐ I am a media representative: _____
Media Source

Formulario de Registro para Comentario Verbal



Audiencia Pública

**PROYECTO DE LOOP 9
DESDE I-35E HASTA I-45 EN LOS CONDADOS DE DALLAS Y ELLIS
CSJ: 2964-10-005
Martes 20 de junio del 2017**

Ferris High School
1025 East 8th Street, Ferris, TX 75125
Casa Abierta: 6:00 p.m. – 7:00 p.m.
Presentación: 7:00 p.m.

Por favor imprima claramente:

Nombre: _____

Dirección: _____

Ciudad: _____ Estado: _____ Código Postal: _____

☐ ☐ Deseo hacer una declaración durante la sesión de comentario verbal público de esta
Si No audiencia

(De acuerdo con el Código de Transporte de Texas, §201.811(a)(5)): marque cada casilla(s) que se aplicó a usted:

☐ Yo soy empleado de TxDOT

☐ Yo hago negocios con TxDOT

☐ Yo me beneficiaría monetariamente por este proyecto u otro(s) asuntos sobre los que estoy dando mi comentario.

Por Favor Marcar Todos los Elementos Aplicables

☐ Estoy interesado en el proyecto.

☐ Soy un funcionario público: _____
Agencia y Título

☐ Soy un funcionario electo: _____
Oficina y Título

☐ Represento a un medio de comunicación: _____
Fuente de los medios de comunicación

Public Hearing Exhibits

WELCOME

PUBLIC HEARING

LOOP 9: I-35E to I-45

Open House 6:00 p.m.

Public Hearing 7:00 p.m.

Tuesday, June 20, 2017

Ferris High School

1025 East 8th Street

Ferris, Texas 75125

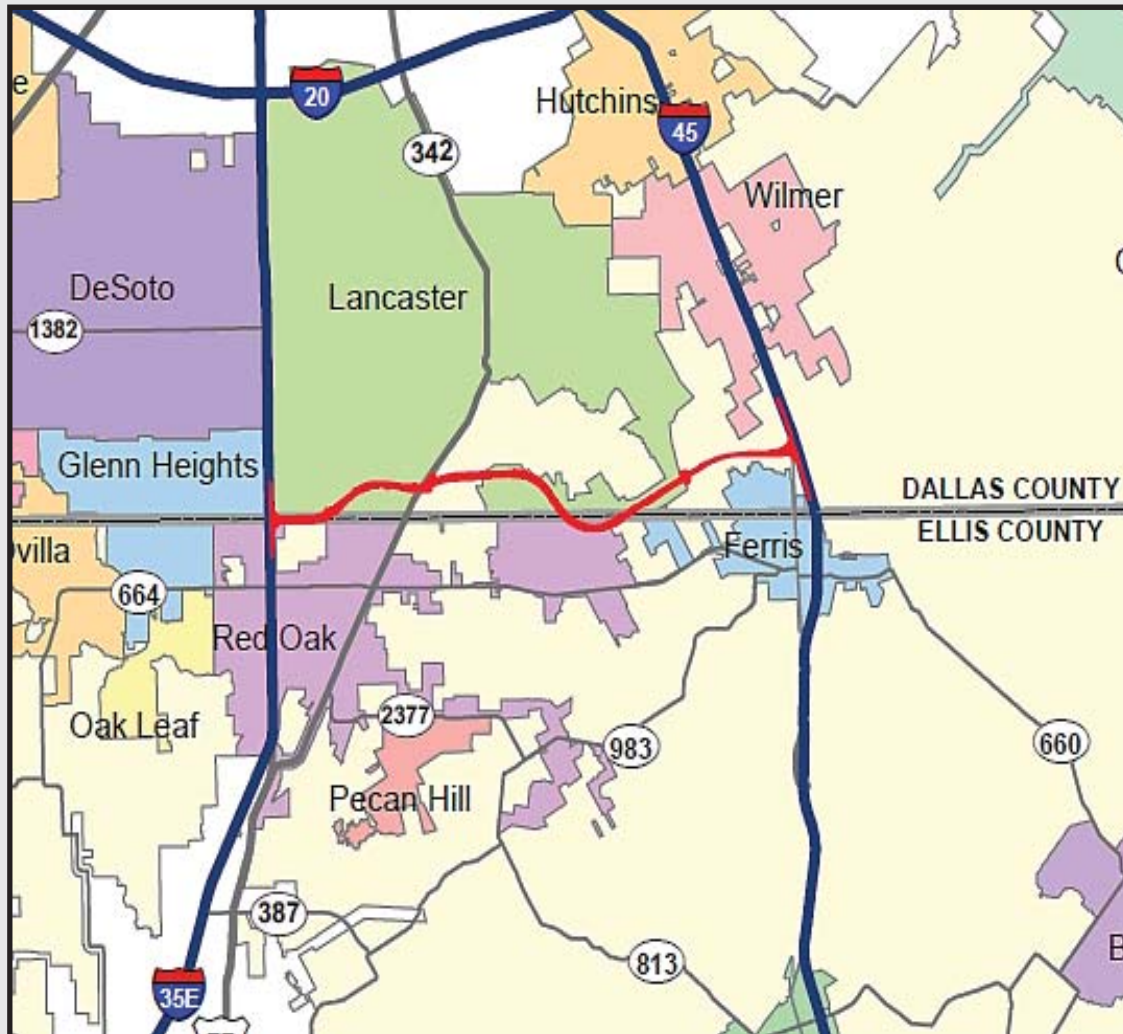
National Environmental Policy Act (NEPA) Assignment to the Texas Department of Transportation (TxDOT)

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and the Memorandum of Understanding dated December 16, 2014, and executed by the Federal Highway Administration (FHWA) and TxDOT

La revisión ambiental , consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido, llevado a cabo por TxDOT - en virtud de 23 USC 327 y el Memorando de Entendimiento del 16 de diciembre de 2014, y ejecutado por la FHWA y el TxDOT



Project Location, Need and Purpose



PROJECT LIMITS

- From Interstate 35 East (I-35E) to Interstate 45 (I-45)
- Approximately 10-mile new location in Dallas and Ellis Counties

NEED FOR THE PROJECT

To address:

- Population growth;
- Transportation demand;
- System linkages; and
- Connectivity among the existing roadway facilities.

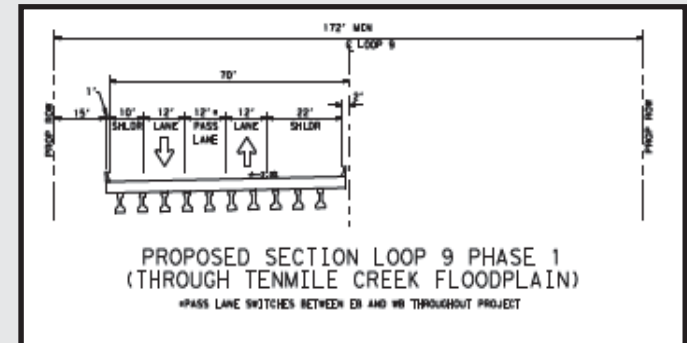
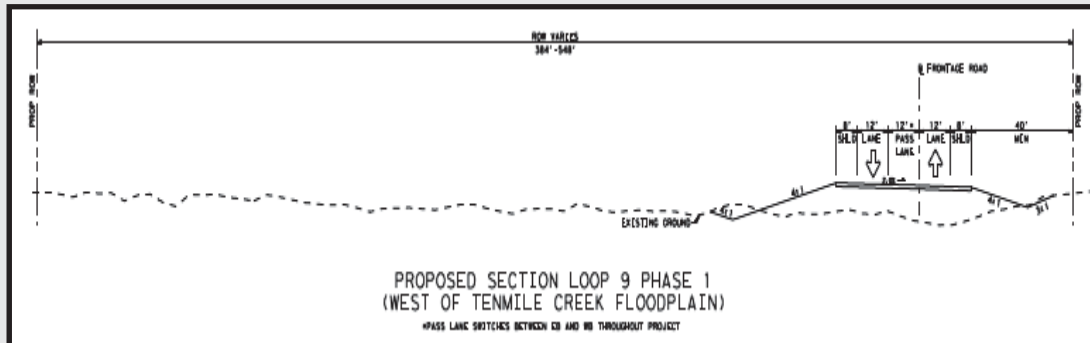
PROJECT PURPOSE

- Provide an east-west transportation facility to serve the communities in the project area.
- Reduce local area congestion and travel time;
- Increase mobility and accessibility; and,
- Provide support for economic development within the region

Proposed New Location Frontage Roads System Facility

- The Loop 9 Project proposes the construction of a six-lane “New Location” Frontage Road System consisting of a median width approximately 200 to 364 foot wide, reserved for the future ultimate access-controlled facility.
- The typical right-of-way for the project would vary from approximately 384 to 548 feet in width.
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 - I-45 (ramping and frontage road modifications)

Phase 1 - Proposed New Location Frontage Roads System Facility



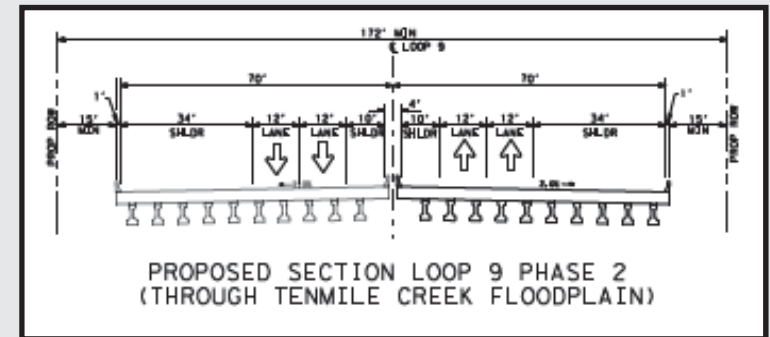
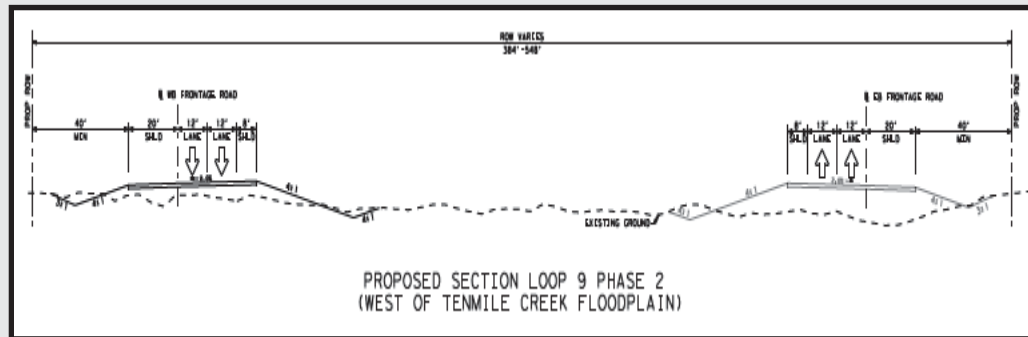
Phase 1: Single Two-Lane, Two-Way Frontage Road



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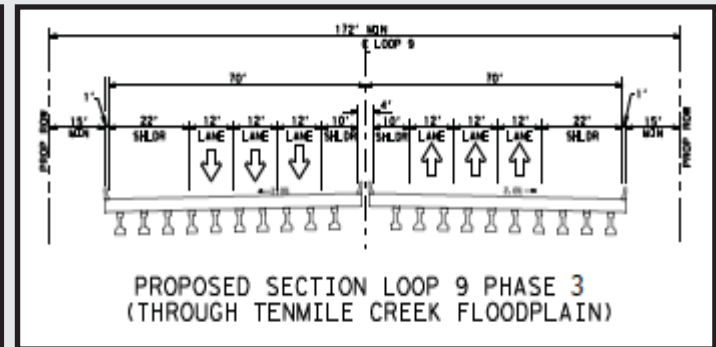
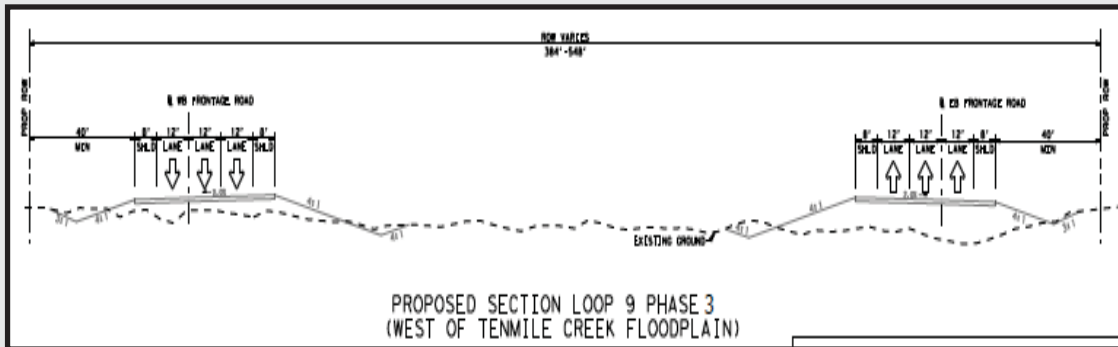
Phase 2 - Proposed New Location Frontage Roads System Facility



As traffic warrants and funding becomes available, **PHASE 2** would involve the construction of the second two-lane frontage road and the conversion of the two-way frontage road built in Phase 1 to a one-way operation. This frontage road facility would include:

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Phase 3 - Proposed New Location Frontage Roads System Facility



Phase 3: Add Third Frontage Road Lane in Each Direction



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Next Steps And Timeline

- Public Comment Period (ends July 5, 2017)
- Anticipated Environmental Clearance (September 2017)
- Plan Preparations
- Funding
- Approval of Construction Plans

PROJECT TIMELINE

*Dec. 2014 –
Public Meeting Held*

June 20, 2017 – Public Involvement

*March 2022 –
Construction Letting*



March 8, 2017 – Schematic Approved

Sept. 2017 – ENV Clearance

SOURCE: TxDOT

TxDOT graphic

How Can I Stay Informed?

Information from tonight's Public Hearing will be available for public review and copying at the TxDOT Dallas District Office located at 4777 East U.S. Highway 80 in Mesquite and online at:

- www.txdot.gov under "Hearings and Meetings Schedule"
- www.keepitmovingdallas.com under "Upcoming Public Hearing/Meeting"
- Loop 9 project website at www.loop9.org under "Public Involvement"

Written Comments

Written comments regarding the study may be submitted at the Public Hearing. If you would like your comments to be included as part of the official record for this Public Hearing, they must be hand-delivered, postmarked, or emailed on or before Wednesday, July 5, 2017.

By Mail:

Loop 9 - Attn: Mr. Travis Owens, P.E.
Texas Department of Transportation,
Dallas District Office
4777 East Highway 80
Mesquite, Texas 75150

By E-mail: comments@loop9.org

Public Hearing Presentation

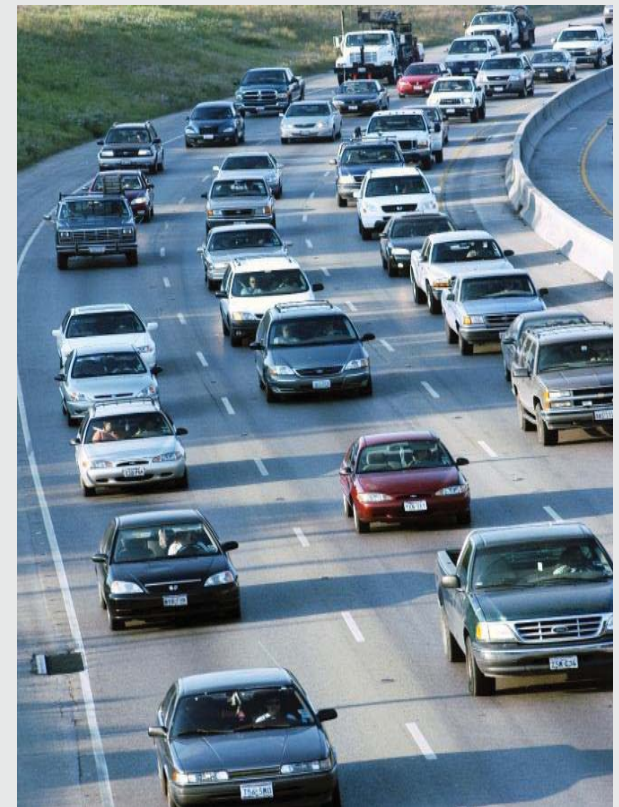


TEXAS DEPARTMENT OF TRANSPORTATION



PUBLIC HEARING LOOP 9

From Interstate (I)-35E to I-45
Dallas and Ellis Counties, Texas



CSJ: 2964-10-005

Tuesday, June 20, 2017

ELECTED & PUBLIC OFFICIALS

DISTRICT & AGENCY STAFF

CONSULTANTS



Public Hearing Purpose

- 1. Inform the public of project status and present recommendations**
 - 2. Describe the project so the public can determine how they may be affected**
 - 3. Provide the public the opportunity to provide input**
 - 4. Develop a record of public participation**
- 

Public Hearing Agenda

1

Introduction

Mo Bur, P.E.

2

Project Design Presentation

Bryan Hodges, P.E.

3

Environmental Presentation

Susan Patterson

20 Minute Recess - Questions

4

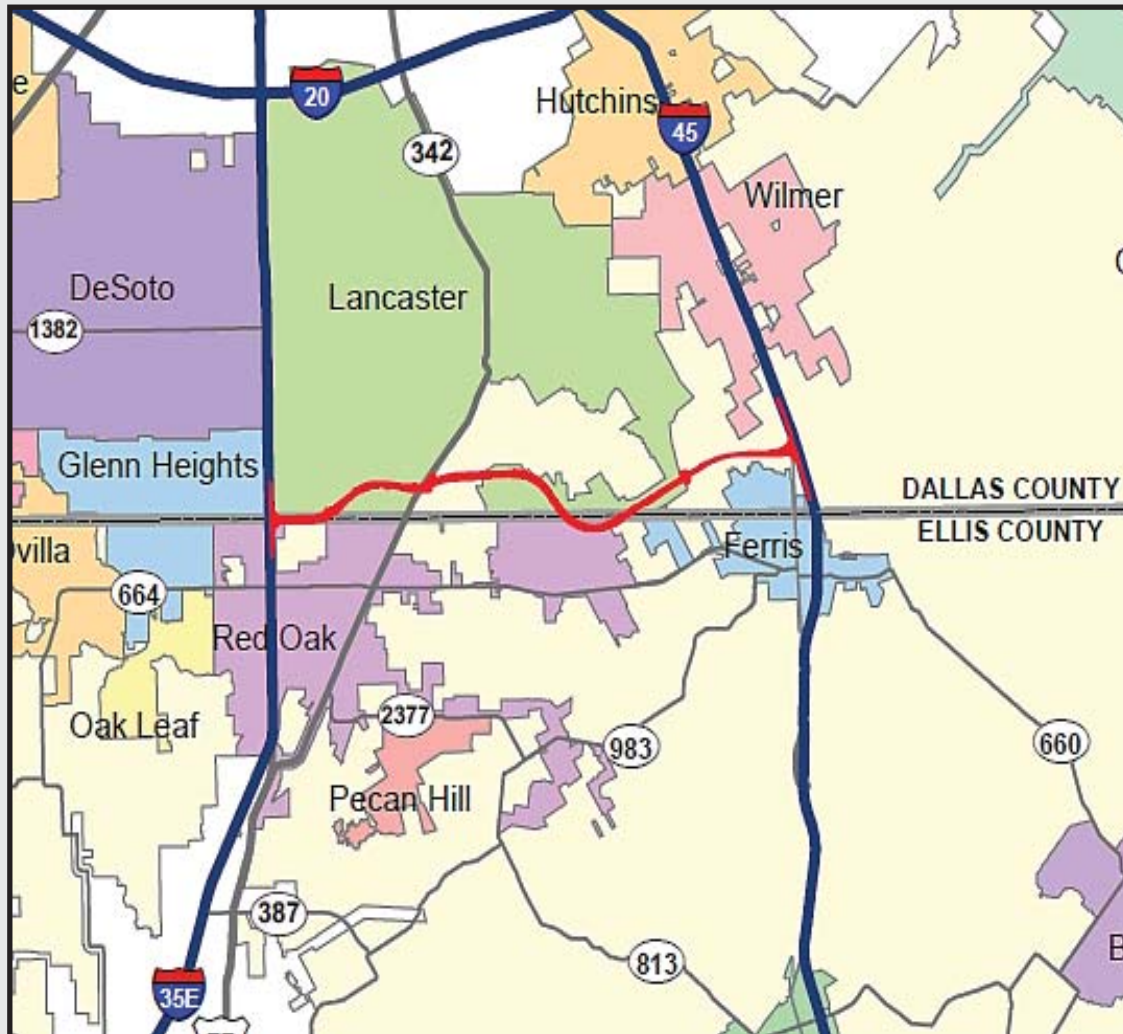
Public Comments

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Project Information may be viewed at:

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Mesquite, TX 75150
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 - Under “Hearings and Meetings Schedule”
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PROJECT PURPOSE

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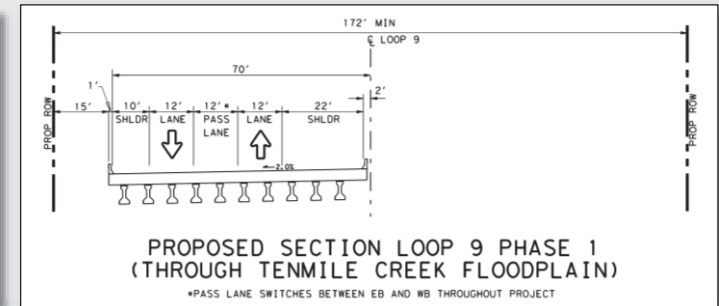
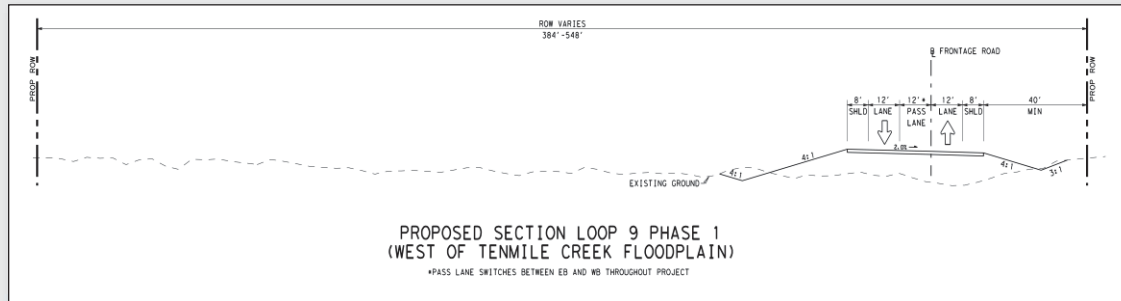
Project History

- First conceived in 1957, the concept of an "Outer Loop" freeway around the Dallas metropolitan area was introduced in 1964 by the Greater Dallas Planning Council's Regional Transportation Highway Plan.
- In 1964, the Texas Highway Commission authorized this outer loop around Dallas and identified and designated it as a freeway facility to be known as Loop 9 pursuant to a Regional Transportation Highway Plan.
- The Loop 9 Feasibility and Route Alignment Study was authorized by Dallas County in 1995 but was never finalized.
- In 1997, study efforts resulted in a "Technically Preferred Alignment" that was approved and/or adopted by many of the cities and agencies involved in the study. However, study efforts were temporarily suspended before a "Locally Preferred Alignment" was identified.
- From 2002 to 2006, alignment and environmental constraints, coupled with the growth and desires of surrounding communities resulted in further alignment revisions to avoid and minimize impacts.
- In May 2002, the Loop 9 Feasibility Study was reinitiated to identify viable corridor alignments and modal alternatives for the study corridor.
- From September 2012 to March 2014, TxDOT conducted a Loop 9 Corridor/Feasibility Study from US 67 to I-20 in Dallas, Kaufman, and Ellis Counties, Texas. The Loop 9 Southeast Corridor/Feasibility Study proposed developing the project in three major subcorridors for up to six separate and independent projects utilizing a phased construction approach. The proposed project would be developed in four phases.
- Utilizing the currently available funding at that time, which was estimated to be approximately \$100 million, TxDOT decided to begin engineering and environmental studies for the section of Loop 9 from I-35E to I-45 (identified as Corridor B) first. It was also decided that subsequent sections would be advanced based on local needs and available funding.

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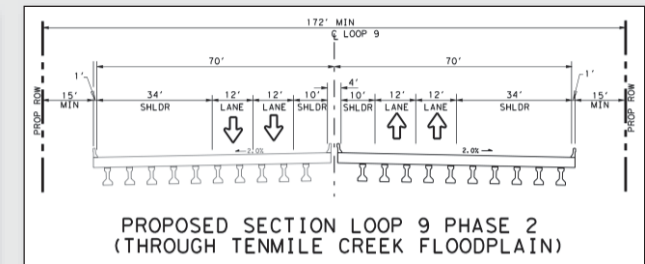
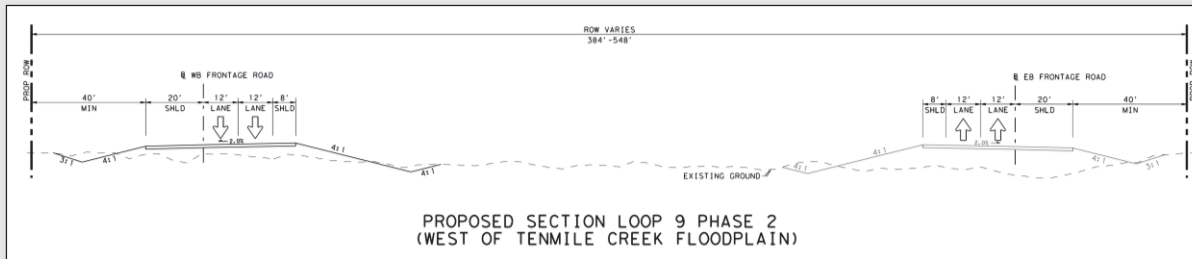
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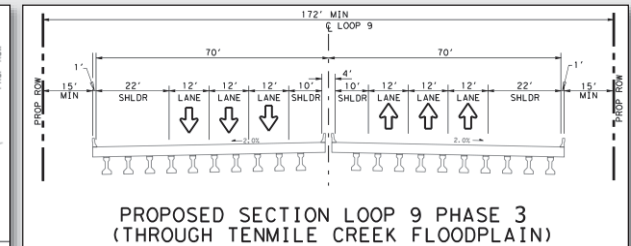
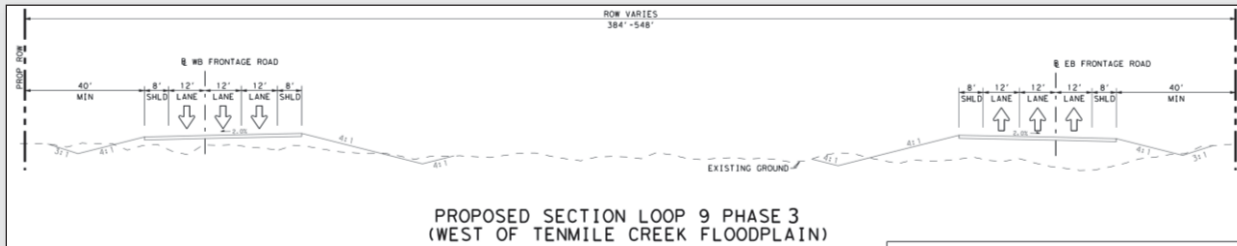
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- Two 12-foot travel lanes in each direction;
- 10-foot inside shoulders;
- Bridge Construction (south side) within the limits from Ferris Road to I-45 (through Tenmile Creek floodplain);
- 20-foot outside shoulder within the limits from I-35E to Ferris Road (west of Tenmile Creek); and,
- 34-foot outside shoulder within the limits from Ferris Road to I-45 (through Tenmile Creek floodplain).

Phase 3 - Proposed New Location Frontage Roads System Facility



Phase 3: Add Third Frontage Road Lane in Each Direction



As traffic warrants and funding becomes available, **PHASE 3** would involve the construction of a third frontage road lane in each direction.

Based on projected traffic needs and project funding, Phase 3 would convert the 20-foot outside shoulder to a 12-foot travel lane and 8-foot shoulder.

- **Underground and overhead utilities**
 - Adjustments and relocations may be required prior to and during construction of the proposed project
 - No substantial interruptions are anticipated



- **Current Let Date for Phase 1: March 2022**
- **Construction Duration for Phase 1: Approximately 3 years**
- **Estimated Total Project Cost: \$450 million**



Review and Approval of Environmental Document

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

IMPACTS ADDRESSED

Right-of-Way/Displacements

Floodplains

Land Use

Farmlands

Community Impacts

Utilities/Emergency Services

Bicycle/Pedestrian Facilities

Cultural Resources

Visual/Aesthetic Impacts

Water Resources

Biological Resources

Air Quality

Hazardous Materials

Traffic Noise

Induced Growth

Construction Phase Impacts

Environmental Review (continued)

Right-of-way/Displacements

- 541.23 acres of proposed ROW (including 3.35 acres of permanent drainage easements).
- 182.44 acres of existing ROW to be utilized.
- 25 residential displacements.
- 7 commercial displacements.
- 68 other facilities (carports, storage sheds, etc).
- No public facilities would be displaced.

Floodplains

- Bear Creek and Tenmile Creek floodplains.
- Minimized ROW within Tenmile Creek floodplain.
- Would not increase base flood elevation.

Community

- Changes of access to/from I-35E and I-45 and various local streets.
- Access to some existing businesses and residences could also be altered.

Cultural Resources

- NRHP-eligible Reindeer Road bridge adjacent to proposed ROW.
- No other properties eligible for National Register are affected.
- TxDOT historian determined project activities have no adverse effects. Individual project coordination with SHPO is not required.
- Archeology survey to be completed after ROW has been acquired.

Environmental Review (continued)

Waters of the U.S.

- A Clean Water Act Section 404 Permit will be required for the proposed project.
- Construction activities would require compliance with the State of Texas Water Quality Certification Program.

Biological

- Habitat for protected species within proposed ROW.
- Coordination with TPWD.

Hazardous Materials

- One closed and abandoned landfill possibly within proposed ROW.
- Additional investigations ongoing.

Traffic Noise

- Noise impacts identified.
- Noise abatement measures were considered.
- Abatement measures were determined to not be feasible and/or reasonable.

Environmental Review (continued)

Induced Growth

- Potential encroachment alteration impacts.
- Changes to vegetation/habitat; disruption of natural process and ecosystem functioning; water quality; and socioeconomic impacts.

Induced Growth

- Induced growth is anticipated in areas around the International Inland Port of Dallas facilities and the intersections for Loop 9 (I-35E, SH 342 [South Dallas Avenue], Houston School Road, Ferris Road and I-45).

Air Quality

- Included in the MTP (Mobility 2040) and will be included in the 2017–2020 TIP.

Construction Phase

- Temporary impacts to community, vegetation, wildlife, waters of the U.S., water quality, noise, air quality, hazardous materials and cultural resources.

Conclusion: Studies, analysis, and evaluation of the proposed project indicate no significant impacts.

Next Steps And Timeline

- Public Comment Period (ends July 5, 2017)
- Anticipated Environmental Clearance (September 2017)
- Plan Preparations
- Funding
- Approval of Construction Plans

PROJECT TIMELINE

*Dec. 2014 –
Public Meeting Held*

June 20, 2017 – Public Involvement

*March 2022 –
Construction Letting*



March 8, 2017 – Schematic Approved

Sept. 2017 – ENV Clearance

SOURCE: TxDOT

TxDOT graphic

- **20 minute recess**
- **Comment period following recess**



Recess
20 minutes

Comment Period

- Please note that we will not attempt to respond to your comments at this time. All substantive comments will be fully considered and responded to in the project record.



Public Comments

Questions and comments may be mailed/emailed to:

Mailing Address

TxDOT Dallas District Office
Attn: Mr. Travis Owens, P.E.
4777 E. Highway 80
Mesquite, TX 75150-6643

Email address: <mailto:Travis.Owens@txdot.gov>

- Written/email comments must be received/postmarked by [Wednesday, July 5, 2017](#).
- Project information is available for inspection at:
 - www.txdot.gov under “Hearings and Meetings Schedule”
 - www.keepitmovingdallas.com under “Upcoming Public Hearing/Meeting”
 - www.loop9.org under “Upcoming Public Hearing/Meeting”

- So that everyone may speak, please limit your comments to three (3) minutes



Thank you for your interest in the

Loop 9 Project



Public Hearing Photos

**Loop 9 – Public Hearing
CSJ: 2964-10-005
Ferris High School
June 20, 2017**



Loop 9 – Public Hearing
CSJ: 2964-10-005
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