Appendix E
Major Stakeholder Meeting Summaries

E1: Ash Grove Cement Company
E2: Holcim
E3: UPRR
E3: BNSF
E4: IIIPOD
E5: Skyline Landfill
E6: Oncor

E1: Ash Grove Cement Company

Major Stakeholder Meeting Summary

Date: April 5, 2013 **Time:** 1:00 PM – 2:00 PM

Project: Loop 9 Southeast

Location: Ash Grove Cement Company
900 Gifco Road
Midlothian, TX 76065

Purpose: Provide Project Status of Loop 9 Corridor/Feasibility Study

Attendees: See Attachment A for sign-in sheet of all attendees.

Attachment A: Sign-in Sheet
Attachment B: PowerPoint Presentation/Handout

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1. **Introductions** (see **Attachment A** for the Sign-in Sheet)
   - Representatives from the Ash Grove Cement Company were in attendance to receive an update on the status of the Loop 9 Corridor/Feasibility Study.

2. **Presentation** (see **Attachment B** for the PowerPoint Presentation/Handout).
   - Loop 9 project team presented the following:
     - Introduction
     - Evolution of Loop 9
     - Scope of Loop 9 DEIS
     - Review of 2035 Traffic Projections
     - New Approach – Corridor Feasibility Study
     - Study Area
     - Goals of the Study
     - Establish New Vision
     - New Potential Design
     - Outcome
     - Project Status
     - Efforts to Date
     - Loop 9 Near Ash Grove Quarry
     - Future Efforts

3. **Questions/Comments**
   - Kevin Blankenship, Plant Manager, asked if the project was still being considered as a tollway. Brian Clark stated that when the traffic counts were updated, the project type changed and a fully tolled facility is no longer considered a viable option. He also discussed the traffic projections being conducted by the North Central Texas Council of Governments.
   - Kevin Blankenship asked if the timeframe was still within the next few years. Brian Clark discussed the current project status and schedule.
   - Kevin Blankenship asked what the future Loop 9 would connect with. Brian Clark explained that the need for the fully circumferential Regional Outer Loop is no longer there, based on traffic projections. He explained the planned connections for the current Loop 9 Corridor/Feasibility Study and that the proposed project is now only approximately 35 miles long. Brian Clark also discussed the recent Task Force Meetings and local municipal

interviews and how that has changed the original alignments. He showed an exhibit of Loop 9 near US 67 and discussed the different alternatives shown on the exhibit, including Lake Ridge Parkway.

- Kevin Blankenship stated that the cement plant is currently under expansion and has moved further to the east than is currently shown on the project aerial photographs. Ash Grove is required to stay 200 ft from any state right-of-way. Also stated the quarry will be active for the next 50 years. They are also currently constructing a new kiln and a 340 ft tower to be completed May 2014.
- Kevin Blankenship stated that the plant has donated land for Midlothian Parkway.
- The team discussed changing the name on project exhibits to "Ash Grove Cement Company".

Attachment A:

Sign-in Sheet

Loop 9 Corridor Major Stakeholder Meeting

April 5, 2013, 1pm
Ashgrove Quarry
900 Gifco Rd, Midlothian, TX

Sign In

Name	Organization	Phone Number	Email Address
DAVID FISHER	ASH GROVE	972 723 7235	david.fisher@ashgrove.com
Bryan Dickey	Ash Grove	972 723 7212	bryan.dickey@ashgrove.com
Kevin Blankenship	Ash Grove	972-723-7266	kevin.blankenship@ashgrove.com
FRANCISCO PINTO	Ash Grove	972-723-7231	francisco.pinto@ashgrove.com
SUSAN PATTERSON	Atkins	936-930-5793	susan.patterson@atkinsglobal.com
BRUCE NOLLEY	TXDOT	214-320-6156	Bruce.Nolley@txdot.gov
BRIAN CLARK	ATKINS	972-588-3124	brian.clark@atkinsglobal.com

Attachment B:

PowerPoint Presentation/Handout

LOOP 9 CORRIDOR FEASIBILITY STUDY

ASHGROVE QUARRY STAKEHOLDER MEETING

4/5/2013

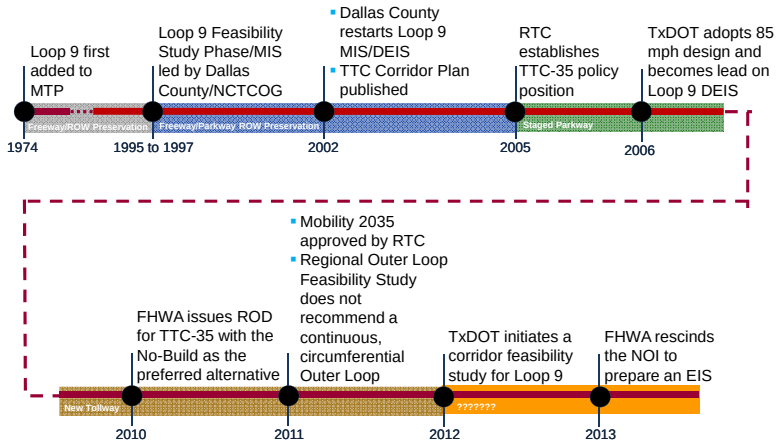
Topics

- Introduction
- Evolution of Loop 9
- New Approach – Corridor Feasibility Study
- Project Status
- Comments and Questions

EVOLUTION OF LOOP 9

Evolution of Loop 9

4



Scope of Loop 9 DEIS

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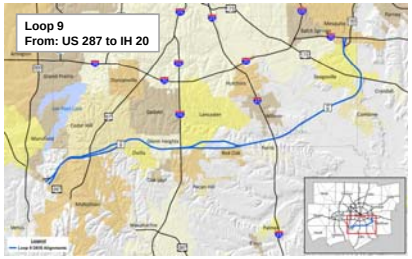
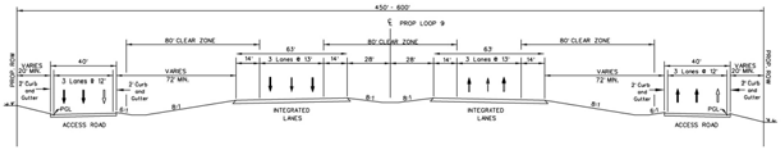
- 44 miles long
- Proposed 450 to 600-foot right-of-way
- 85 mph design speed
- Cost: $5.7 billion





Review of 2035 Traffic Projections

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- Based on *Mobility 2035*, estimated traffic volumes were <u>less than half</u> of the previously projected volumes based on *Mobility 2030*
- Reasons for low projected traffic on Loop 9
  - Toll
  - Lack of Regional Outer Loop to the west
  - Lack of connection to statewide TTC-35
  - Revised regional demographics
  - Changes to the travel model network
  - New travel model and MPA boundary

But…

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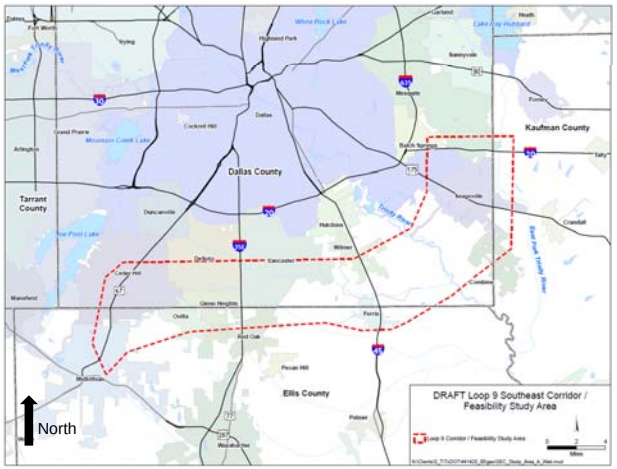
- There still is a need for a east-west facility in South Dallas/North Ellis Counties to provide:
  - Connectivity
  - Travel time savings
  - Potential economic development opportunities

CORRIDOR FEASIBILITY STUDY

Study Area

9



Goals of the Study

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- Solicit input from local and community leaders on specific transportation facility needs
- Determine the transportation problems within the study area
- Identify a corridor where transportation projects could be developed to address area problems
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Corridor Feasibility Study

11

- Establish new vision
- Use information developed for the DEIS
- Conduct engineering/right-of-way studies for priority sections
- Emphasis on the section with the highest traffic volumes (from US 67 to IH 45) and adjacent development potential
- Follow Planning and Environmental Linkages methodology

Establish New Vision

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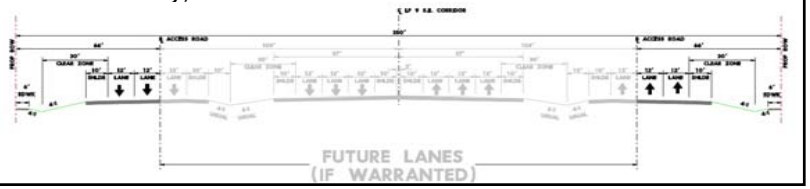
- Elements to include:
  - Narrower right-of-way (350 feet vs. 600 feet)
  - Lower design speed (70 mph vs. 85 mph)
  - Context sensitive solutions
  - Access management
  - Flexibility to convert to a full, controlled access facility, if needed



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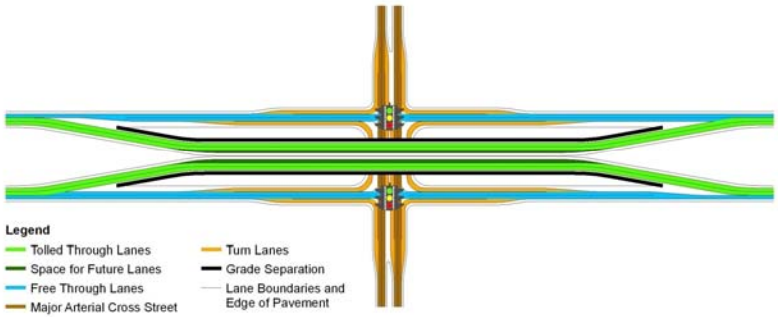

Outcome

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- What type of facility is needed
- Determine effect to other planned transportation facilities
- Corridor alignment
- Logical termini
- Prioritization based on traffic, local needs, and funding
- Staging (i.e., construction vs. right-of-way preservation)

PROJECT STATUS

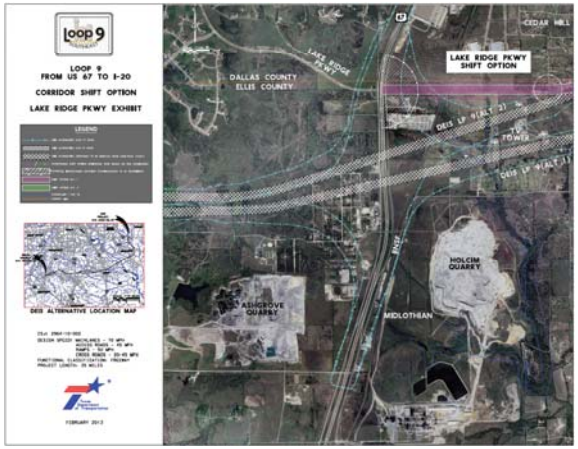
Efforts to Date

16

- NOI to prepare an EIS rescinded March 20, 2013
- Corridor alignments and data from preliminary DEIS are being used and updated
- Study team has interviewed staff and elected officials from all local governments in the corridor
- Refinement of corridor alignments is underway
- Travel demand modeling nearing completion

Loop 9 Near Ashgrove Quarry

17



Future Efforts

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- Continue efforts to refine the corridor alignment(s) based on community comments
- Analyze travel demand modeling data to help determine the type of roadway needed, location, and staging
- Meetings with other stakeholders (e.g., IIPOD, quarries, landfill)
- Public meeting

COMMENTS & QUESTIONS

E2: Holcim

Major Stakeholder Meeting Summary

Date: April 10, 2013 **Time:** 10:00 AM – 11:00 AM

Project: Loop 9 Southeast

Location: Holcim
1800 Dove Lane
Midlothian, TX 76065

Purpose: Provide Project Status of Loop 9 Corridor/Feasibility Study

Attendees: See Attachment A for sign-in sheet of all attendees.

Attachment A: Sign-in Sheet
Attachment B: PowerPoint Presentation/Handout

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1. **Introductions** (see **Attachment A** for the Sign-in Sheet)
   - The Plant Manager, Michel Moser, from Holcim was in attendance to receive an update on the status of the Loop 9 Corridor/Feasibility Study.

2. **Presentation** (see **Attachment B** for the PowerPoint Presentation/Handout).
   - Loop 9 project team presented the following:
     - Introduction
     - Evolution of Loop 9
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3. **Discussion**
   - Mr. Moser heard about project in 2005 and discussed plans with Barbara Leftwich (Dallas County, now with Ellis County) during that time.
   - Brian Clark discussed history of project since 2005 based on the timeline slide and other slides in the handout. Also discussed that the study area limits are shorter than before.
   - Discussed meetings with stakeholders and changes over time.
   - Mr. Moser stated that Holcim is in favor of improvements to help provide mobility within and around their plant.
   - Discussed previous alignments from DEIS north of Holcim and new alignment at Lake Ridge Parkway.
   - Brian Clark told Mr. Moser that the updated website is now available for more information.
   - Mr. Moser explained that the plant uses a blasting method to mine.

- Property line extends just north of the small road around the north of the plant. No plans to mine north of that road. They blast approximately once a week. Mr. Moser noted several seismic measuring locations on the map - they have 3 on their property.
- Bruce Nolley explained that new interchanges will be much smaller than previously considered during the DEIS. Shouldn't interfere with blasting and construction of pilings.
- Holcim owns additional property (agricultural) to the north of the plant. They do not currently have mining rights on that property, but could in the future.

- Discussed Lake Ridge Parkway as a potential interchange location which would allow truck access to Loop 9 for the plant.

Attachment A:

Sign-in Sheet

Loop 9 Corridor Major Stakeholder Meeting

April 9, 2013, 10am
Holcim Quarry
1800 Dove Ln, Midlothian, TX

Sign In

Name	Organization	Phone Number	Email Address
SUSAN PATTERSON	ATKINS	986-933-5793	susan.patterson@atkinsglobal.com
BRUCE NOLLEY	TxDOT	214-320-6156	Bruce.Nolley@txdot.gov
MICHEL MOSER	HOLCIM	972 923 5808	michel.moser@holcim.com
BRIAN CLARK	ATKINS	972-588-3124	brian.clark@atkinsglobal.com

Attachment B:

PowerPoint Presentation/Handout

LOOP 9 CORRIDOR FEASIBILITY STUDY

HOLCIM QUARRY STAKEHOLDER MEETING

4/5/2013

Topics

- Introduction
- Evolution of Loop 9
- New Approach – Corridor Feasibility Study
- Project Status
- Comments and Questions

EVOLUTION OF LOOP 9

Evolution of Loop 9

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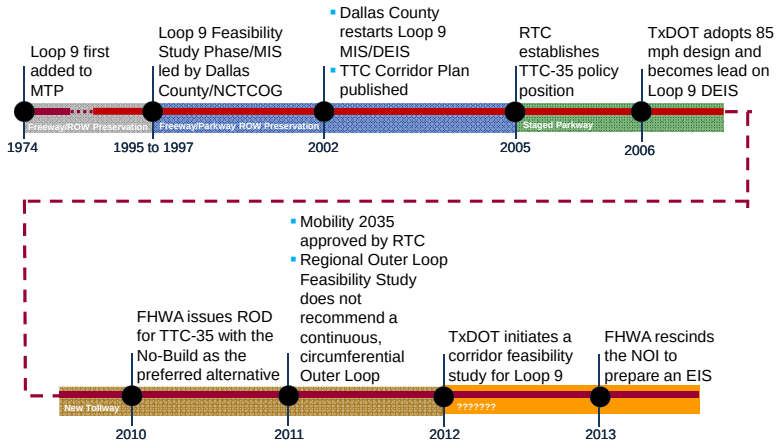

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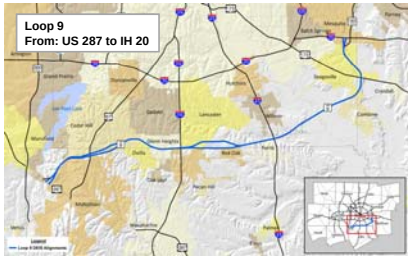

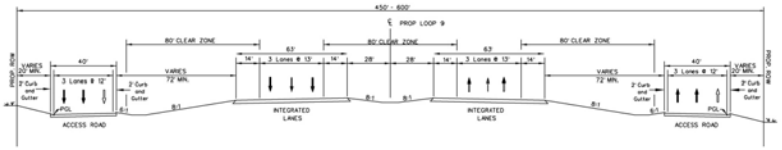

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CORRIDOR FEASIBILITY STUDY

Study Area

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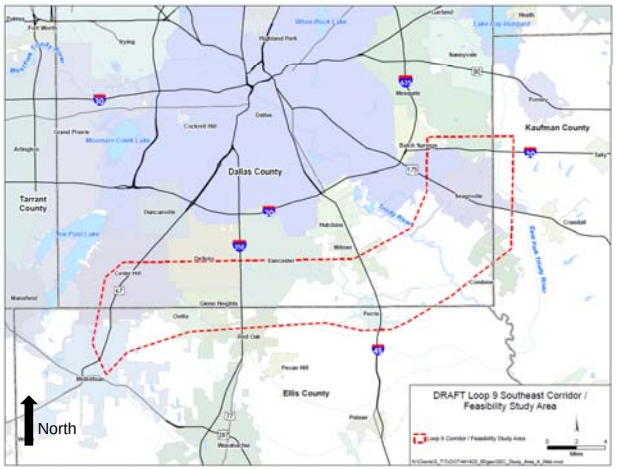

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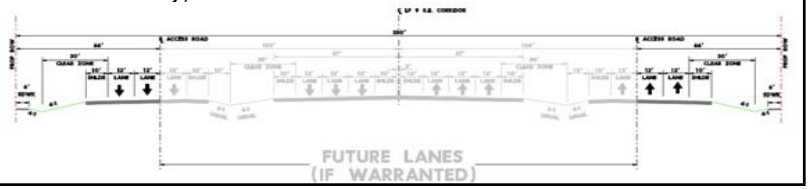

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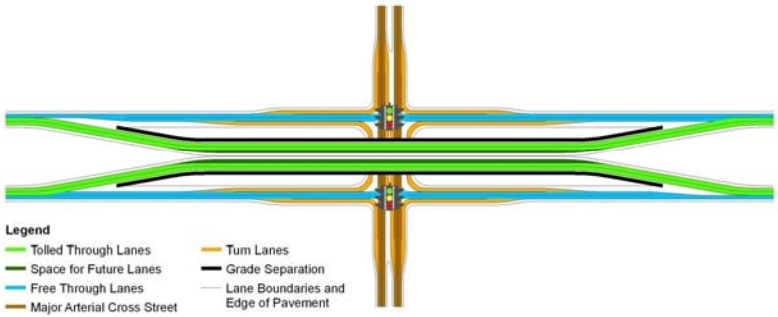

Outcome

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- What type of facility is needed
- Determine effect to other planned transportation facilities
- Corridor alignment
- Logical termini
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PROJECT STATUS

Efforts to Date

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- NOI to prepare an EIS rescinded March 20, 2013
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Loop 9 Near Ashgrove Quarry

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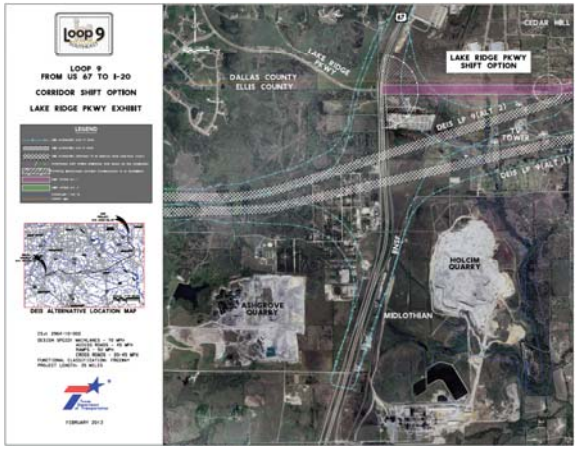

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- Continue efforts to refine the corridor alignment(s) based on community comments
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- Meetings with other stakeholders (e.g., IIPOD, quarries, landfill)
- Public meeting

COMMENTS & QUESTIONS

E3: UPRR

Major Stakeholder Meeting Summary

Date: April 16, 2013 **Time:** 10:00 AM – 11:00 AM

Project: Loop 9 Southeast

Location: UPRR
101 S. Watson Rd,
Arlington, TX 76010

Purpose: Provide Project Status of Loop 9 Corridor/Feasibility Study

Attendees: See Attachment A for sign-in sheet of all attendees.

Attachment A: Sign-in Sheet
Attachment B: PowerPoint Presentation/Handout

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1. **Introductions** (see **Attachment A** for the Sign-in Sheet)
   - A representative from the UPRR was in attendance to receive an update on the status of the Loop 9 Corridor/Feasibility Study.

2. **Presentation** (see **Attachment B** for the PowerPoint Presentation/Handout).
   - Loop 9 project team presented the following:
     - Introduction
     - Evolution of Loop 9
     - Scope of Loop 9 DEIS
     - Review of 2035 Traffic Projections
     - New Approach – Corridor Feasibility Study
     - Study Area
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     - Future Efforts

3. **Questions/Comments**
   - Steve Martchenke stated that UPRR shares trackage rights with BNSF on track adjacent to I-45.
   - Brian Clark stated the project anticipates two crossings for UPRR and one for BNSF
   - The team looked at the exhibit near Red Oak (SH 342 at UPRR). Steve Martchenke thinks the UPRR line on our exhibit is actually a BNSF line. UPRR took it over from the Katy Railroad in 1988 and BNSF took it over from UPRR from (est. 2004).
   - The team looked at the exhibit for the UPRR line near Skyline Landfill. They discussed two locations of possible crossings. Steve Martchenke requested the project to span the entire UPRR ROW. The team determined the proposed crossing is 1700-2100 feet north of the Waste Management driveway crossing. MP 247.07.

- Steve Martchenke requested the project team utilize a standard subject line in emails to UPRR (MP 247.25-Ennis Sub).
- The railroad needs 24 foot of vertical clearance and no at grade frontage road crossings.
- The team can email a request to Steve Martchenke for the exact ROW width at this location. Usually takes a week to get data back.
- Brian Clark informed Steve Martchenke of the upcoming public meetings.
- The team discussed the current project on US 67 frontage roads at Lake Ridge Parkway. Those are UPRR lines, not BNSF. MP 23.65 on Midlothian Subdivision. It was later determined that the UPRR tracks are located south of the Loop 9 study area. Loop 9 would not utilize an at-grade crossing for any proposed UPRR crossings.
- MP numbers increase from Fort Worth to Waxahachie.
- Lighting is required if crossing is over 88 feet.
- Steve Martchenke asked about funding. Brian stated $100M has been set aside for this project. UPRR would receive the Letter of Authority LOA and 30% schematics from TxDOT.
- TxDOT may have railroad data on their website to download with correct names.
- The team can request a system map from UPRR to make sure owners are accurate.

Attachment A:

Sign-in Sheet

Loop 9 Corridor Major Stakeholder Meeting

April 16, 2013, 10am
UPRR
101 S. Watson Rd, Arlington, TX 76010

Sign In

Name	Organization	Phone Number	Email Address
SUSAN PATTERSON	Atkins	9369335793	susan.patterson@atkinsglobal.com
CHERYL COOK	TxDOT	214-320-6291	Cheryl.cook@Txdot.gov
BRUCE NOLLEY	TxDOT	214-320-6156	Bruce.Nolley@txdot.gov
STEVEN MARTCHENKE	UP	817-353-7625	SWMARTCH@UP.com
BRIAN CLARK	ATKINS	972-588-3124	brian.clark@atkinsglobal.com

Attachment B:

PowerPoint Presentation/Handout

LOOP 9 CORRIDOR FEASIBILITY STUDY

UPRR STAKEHOLDER MEETING

4/16/2013

Topics

- Introduction
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EVOLUTION OF LOOP 9

Evolution of Loop 9

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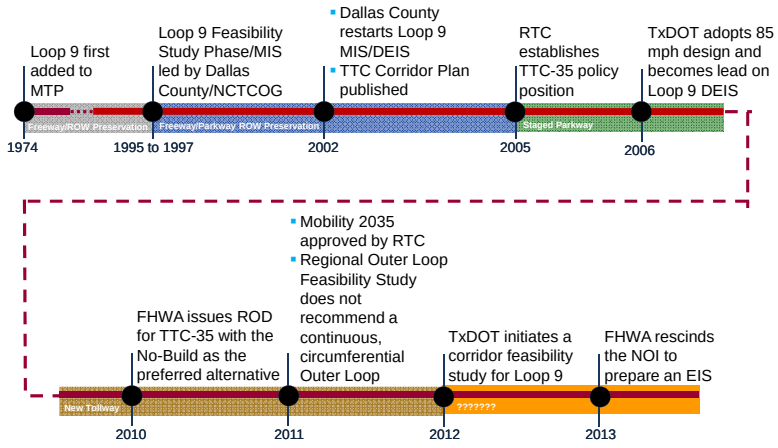

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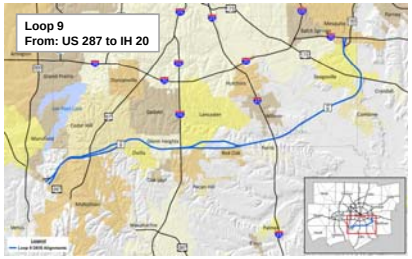

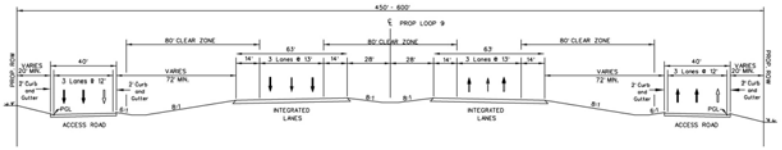

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CORRIDOR FEASIBILITY STUDY

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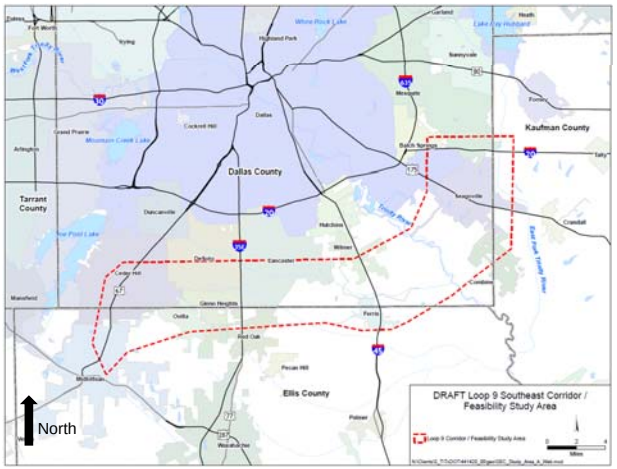

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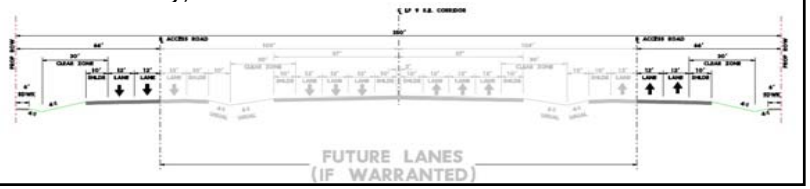

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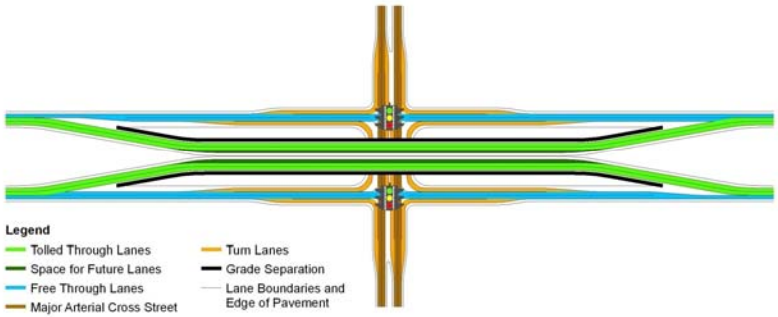

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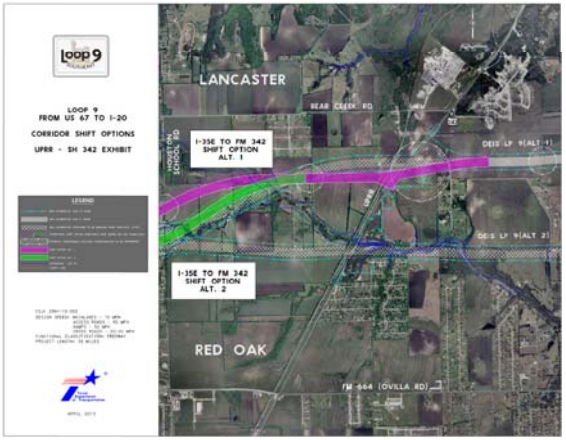
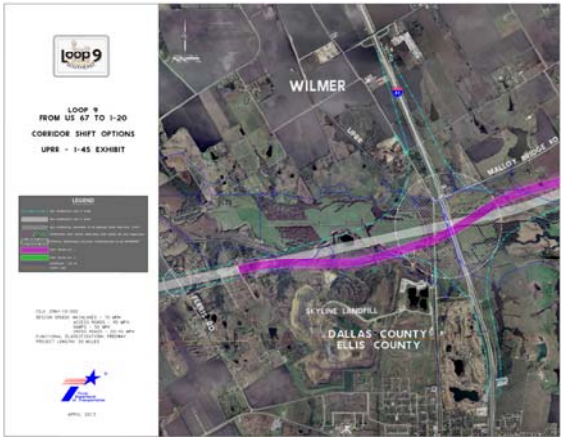
Loop 9 at SH 342

17



Loop 9 at I-45

18



Updated Loop 9 Website

19

http://www.loop9.org/

- As of April 9, 2013, the Loop 9 website has been updated to include all of the information included within this presentation.

Future Efforts

20

- Continue efforts to refine the corridor alignment(s) based on community comments
- Analyze travel demand modeling data to help determine the type of roadway needed, location, and staging
- Meetings with other stakeholders (e.g., IIPOD, quarries, landfill)
- Public meeting

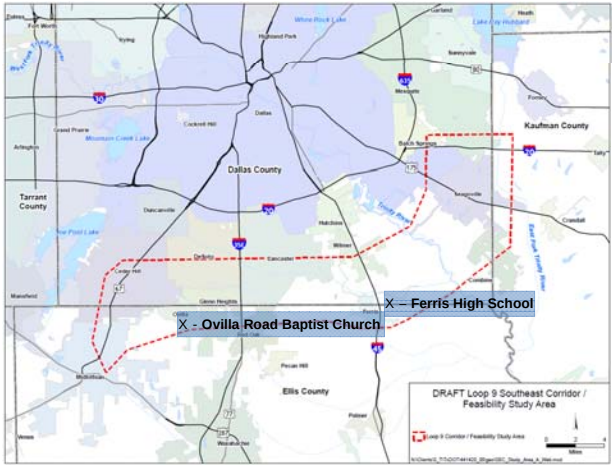
Public Meetings

21

- Thurs, May 16th, 2013 from 5:30pm to 7:30pm
  - Ferris High School
    1025 E. 8th Street
    Ferris, TX 75125
- Thurs, May 23rd, 2013 from 5:30pm to 7:30pm
  - Ovilla Road Baptist Church
    3251 Ovilla Road
    Ovilla, TX 75154

Public Meetings

22



COMMENTS & QUESTIONS

E4: BNSF

Major Stakeholder Meeting Summary

Date: April 17, 2013 **Time:** 11:00 AM – 12:00 AM

Project: Loop 9 Southeast

Location: BNSF
5800 N. Main
Ft. Worth, TX

Purpose: Provide Project Status of Loop 9 Corridor/Feasibility Study

Attendees: See Attachment A for sign-in sheet of all attendees.

Attachment A: Sign-in Sheet
Attachment B: PowerPoint Presentation/Handout

---

1. **Introductions** (see **Attachment A** for the Sign-in Sheet)
   - Two representatives from BNSF were in attendance to receive an update on the status of the Loop 9 Corridor/Feasibility Study.

2. **Presentation** (see **Attachment B** for the PowerPoint Presentation/Handout).
   - Loop 9 project team presented the following:
     - Introduction
     - Evolution of Loop 9
     - Scope of Loop 9 DEIS
     - Review of 2035 Traffic Projections
     - New Approach – Corridor Feasibility Study
     - Study Area
     - Goals of the Study
     - Establish New Vision
     - New Potential Design
     - Outcome
     - Project Status
     - Efforts to Date
     - Loop 9 Near US 67
     - Loop 9 Near SH 342
     - Loop 9 at I-45
     - Updated Loop 9 Website
     - Future Efforts

3. **Questions/Comments**
   - Brian Clark provided hard copy printouts of the presentation.
   - Brian Clark stated the project anticipates two crossings for BNSF and one for UPRR
   - Brian Large confirmed that BNSF shares trackage rights with UPRR, adjacent to I-45.
   - The team looked at the exhibit near Red Oak (SH 342 at UPRR). Brian Large confirmed that BNSF owns the line adjacent to SH 342.
   - The railroad needs 23.5 foot of vertical clearance and no at grade frontage road crossings.
   - The team can email a request to Brian Large for the exact ROW width at this location.
   - Brian Clark provided information for the upcoming public meetings.

- BNSF explained that they would like to receive a courtesy copy of the schematic design when the time comes, however, they would not officially need to be updated until final design plans are being developed.

Attachment A:

Sign-in Sheet

Loop 9 Corridor Major Stakeholder Meeting

April 17, 2013, 11am
BNSF
5800 N. Main, Ft. Worth, TX

Sign In

Name	Organization	Phone Number	Email Address
Brian Large	BNSF Railway	817 352 2905	brian.large@bnsf.com
TIM HUYA	BNSF	817 352 2902	TIM.HUYA@BNSF.COM
Brian Clark	Atkins	972-588-3124	brian.clark@atkinsglobal.com

Attachment B:

PowerPoint Presentation/Handout

LOOP 9 CORRIDOR FEASIBILITY STUDY

BNSF STAKEHOLDER MEETING

4/17/2013

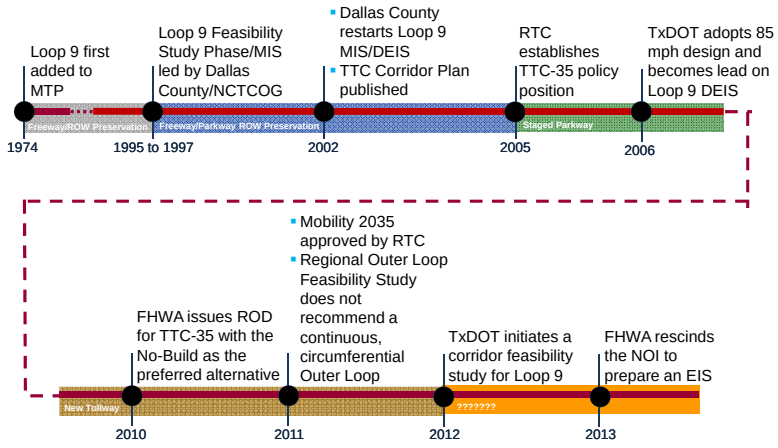
Topics

- Introduction
- Evolution of Loop 9
- New Approach – Corridor Feasibility Study
- Project Status
- Comments and Questions

EVOLUTION OF LOOP 9

Evolution of Loop 9

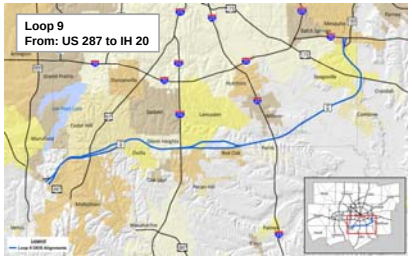
4

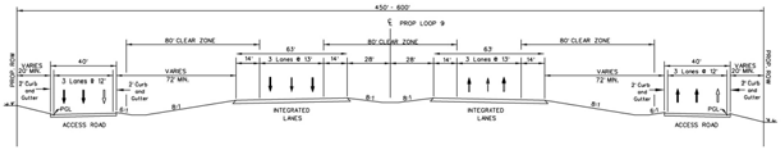


Scope of Loop 9 DEIS

5

- 44 miles long
- Proposed 450 to 600-foot right-of-way
- 85 mph design speed
- Cost: $5.7 billion





Review of 2035 Traffic Projections

6

- Based on *Mobility 2035*, estimated traffic volumes were <u>less than half</u> of the previously projected volumes based on *Mobility 2030*
- Reasons for low projected traffic on Loop 9
  - Toll
  - Lack of Regional Outer Loop to the west
  - Lack of connection to statewide TTC-35
  - Revised regional demographics
  - Changes to the travel model network
  - New travel model and MPA boundary

But…

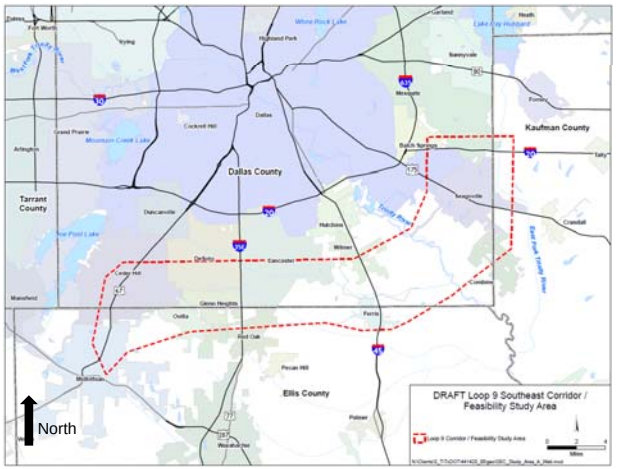
7

- There still is a need for a east-west facility in South Dallas/North Ellis Counties to provide:
  - Connectivity
  - Travel time savings
  - Potential economic development opportunities

CORRIDOR FEASIBILITY STUDY

Study Area

9



Goals of the Study

10

- Solicit input from local and community leaders on specific transportation facility needs
- Determine the transportation problems within the study area
- Identify a corridor where transportation projects could be developed to address area problems
- Identify specific transportation projects to advance in the corridor while considering the potential for impacts on the natural, socio-economic, and cultural environments
- Recommend a program of transportation projects to advance by priority within the corridor as funding becomes available

Corridor Feasibility Study

11

- Establish new vision
- Use information developed for the DEIS
- Conduct engineering/right-of-way studies for priority sections
- Emphasis on the section with the highest traffic volumes (from US 67 to IH 45) and adjacent development potential
- Follow Planning and Environmental Linkages methodology

Establish New Vision

12

- Elements to include:
  - Narrower right-of-way (350 feet vs. 600 feet)
  - Lower design speed (70 mph vs. 85 mph)
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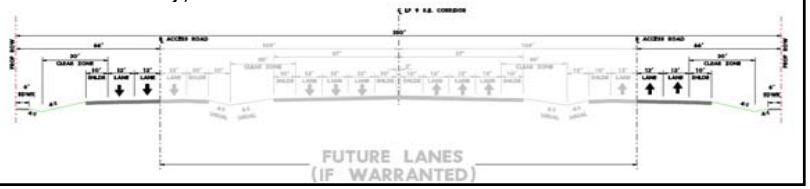
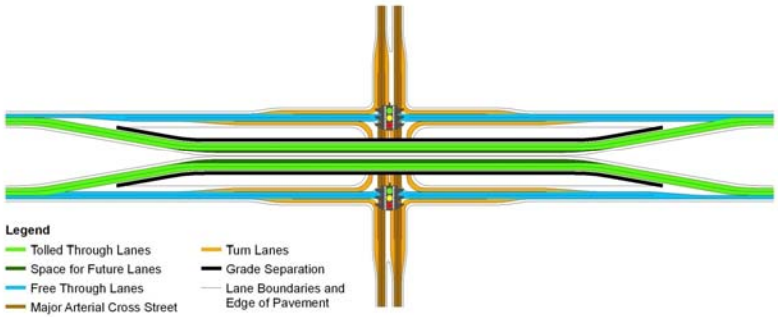


New Potential Design

13

- Could allow for innovative finance approach by including toll bridges at cross streets



Outcome

14

- What type of facility is needed
- Determine effect to other planned transportation facilities
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PROJECT STATUS

Efforts to Date

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- NOI to prepare an EIS rescinded March 20, 2013
- Corridor alignments and data from preliminary DEIS are being used and updated
- Study team has interviewed staff and elected officials from all local governments in the corridor
- Refinement of corridor alignments is underway
- Travel demand modeling nearing completion

Loop 9 at US 67

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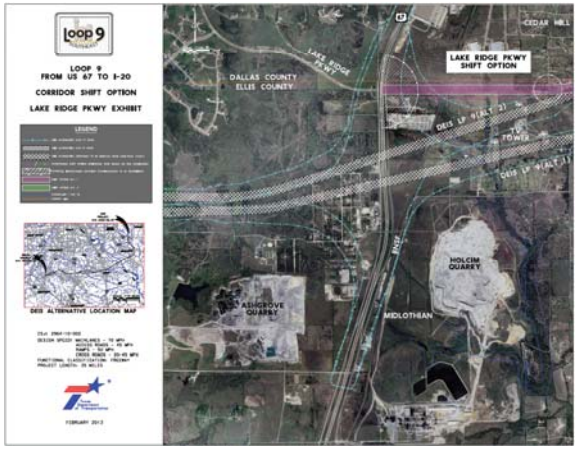
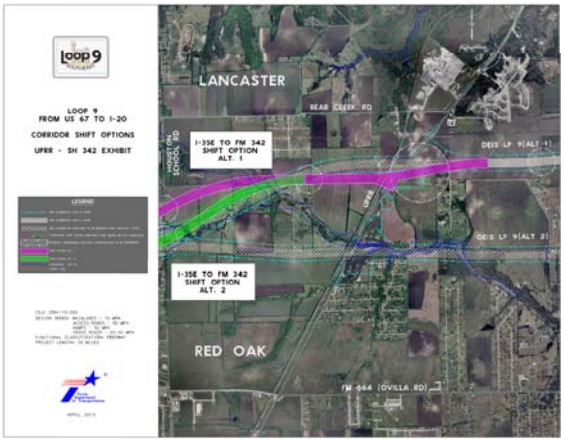


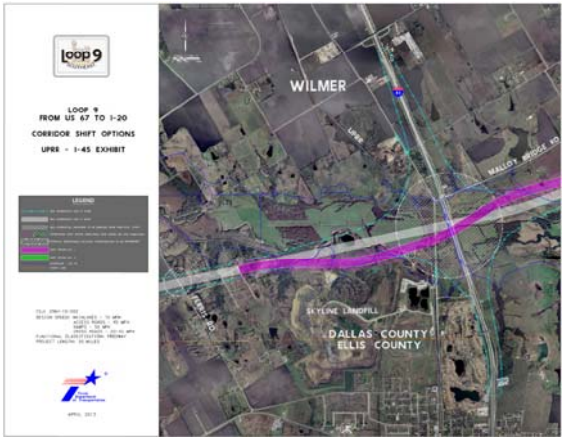
Loop 9 at SH 342

18



Loop 9 at I-45

19



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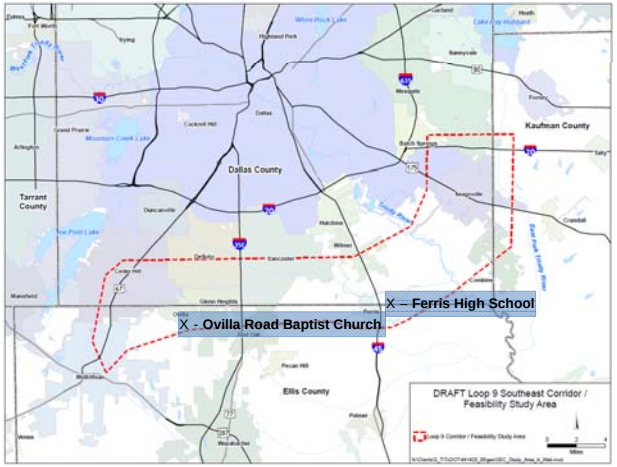


COMMENTS & QUESTIONS

E5: IIIPOD

Major Stakeholder Meeting Summary

Date: May 10, 2013 **Time:** 9:00 AM – 10:00 AM

Project: Loop 9 Southeast

Location: North Central Texas Council of Governments Office
Six Flags Conference Room
616 Six Flags Drive
Arlington, TX 76011

Purpose: Meeting with developers associated with the International Inland Port of Dallas (IIPOD) to provide a status updated on the Loop 9 Corridor/Feasibility Study

Attendees: See Attachment B for sign-in sheet of all attendees.

Attachment A: Invitee List
Attachment B: Sign-in Sheet
Attachment C: PowerPoint Presentation/Handout

---

1. **Introductions** (see **Attachment A** for the Invitee List and **Attachment B** for the Sign-in Sheet)
   - Representatives from various entities associated with the IIPOD were in attendance to receive an update on the status of the Loop 9 Corridor/Feasibility Study.

2. **Presentation** (see **Attachment C** for the PowerPoint Presentation/Handout).
   - Loop 9 project team presented the following:
     - Introduction
     - Evolution of Loop 9
     - Scope of Loop 9 DEIS
     - Review of 2035 Traffic Projections
     - New Approach – Corridor Feasibility Study
     - Study Area
     - Goals of the Study
     - Establish New Vision
     - New Potential Design
     - Outcome
     - Project Status
     - Efforts to Date
     - Future Efforts

3. **Discussion:**
   - The group asked about the proposed project schedule and when land acquisition would occur. Brian Clark stated that the first project could be developed within 5-6 years, with land acquisition within the next 2-3 years.
   - A representative from Trammell Crow asked how many stop signs would be located between IH 35 and IH 45. Brian Clark stated that type of design information has not been developed yet.
   - Sandy Wesch discussed the future connections to existing facilities would provide more mobility for the next 20-30 years and the group discussed how the project would impact the trucking industry.

- A group member asked where possible truck weigh stations would be located along the corridor. The team discussed future technology for the trucking industry and stated that TxDOT may no longer require weigh stations.
- The group members stated there was a lot of development potential between Ferris and Red Oak and that they were glad to see movement on the proposed project.

Attachment A:

Invitee List

Patterson, Susan K

Subject: Loop 9 Feasibility Study
Location: NCTCOG Offices - Six Flags Conference Room

Start: Fri 5/10/2013 9:00 AM
End: Fri 5/10/2013 10:00 AM

Recurrence: (none)

Meeting Status: Accepted

Organizer: Sandy Wesch

Invitee List:
Jeffrey Neal
Jacob Asplund
dan.tatsch@hillwood.com
djohnson@idi.com
brice@weeksrobinson.com
jeff.thornton@dukerealty.com
dan@allengroup.com
danschlachter@hotmail.com
cwill@sbcglobal.net
jgriffin@abtexas.com
chris.teesdale@colliers.com
tom.pearson@colliers.com
randyk@xebecllc.com
jnapper@courtlanddev.com
jack.todd@trin.net
ssanders@iwm-llc.com
jswope@championpartners.com
asorrels@majesticrealty.com
mikerader@sbcglobal.net
knewsom@rptrust.com
smeyer@prologis.com
Hilary Crowell
Bruce Nolley
Patterson, Susan K
Clark, Brian C
Karla Weaver
skrikorian@trammellcrow.com

The Texas Department of Transportation (TxDOT) and North Central Texas Council of Governments (NCTCOG), in cooperation with local government officials, are working together to conduct a corridor feasibility study for the Loop 9 Southeast study area from I-20 to US 67 in Dallas, Ellis, and Kaufman Counties. As part of this study, we would like to provide you and members of your organization with an update on the status of the project and solicit your input. The meeting will be held at the NCTCOG Office located at 616 Six Flags Drive, Arlington, TX 76011.

For more information on the project, please visit www.loop9.org.

Attachment B:

Sign-in Sheet

North Central Texas Council of Governments

Loop 9 Southeast Corridor/Feasibility Study
IIPOD Stakeholder Meeting
May 10, 2013 - 9:00 AM

Texas Department of Transportation

Name	Affiliation	Phone	E-mail
Terry Griffin	American Bank of Texas	(903) 813-5917	jerry-griffin@abtex.com
Mailing Address:			
Dan Anderson	Trinity Industries	214-589-8966	daniel.anderson@trin.net
Mailing Address:	2525 Stemmons Frwy, Dallas, TX 75207		
Jake Marks	Trammell Crow Company	214-562-5471	jmarks@trammellcrow.com
Mailing Address:	2100 McKinney Avenue Dallas, Texas 75201		
JACOB ASPLUND	NCTCOG	817 608 2367	jasplund@nctcog.org
Mailing Address:	616 SIX FLAGS DR, ARLINGTON, TX		
BRIAN CLARK	ATKINS	972-588-3124	brian.clark@atkinsglobal.com
Mailing Address:	18383 Preston Rd, Ste 500, Dallas, TX 75252		
SUSAN PATTERSON	ATKINS	936 935 5743	susan.patterson@atkinsglobal.com
Mailing Address:	1250 ~~Hard~~ Wood Branch Park Suite 300 Houston TX 77079		
Tom Pearson	Colliers Int'l	214-217-1237	tom.pearson@colliers.com
Mailing Address:			
MIKE RADER	PRIME RAIL INTRASST	817 310 5595	MIKERADER@SBCGLOBAL.NET
Mailing Address:			
JEFF NEAL	NCTCOG		
Mailing Address:			
SANDY WESCOTT	NCTCOG		
Mailing Address:			

Attachment C:

PowerPoint Presentation/Handout

LOOP 9 CORRIDOR FEASIBILITY STUDY

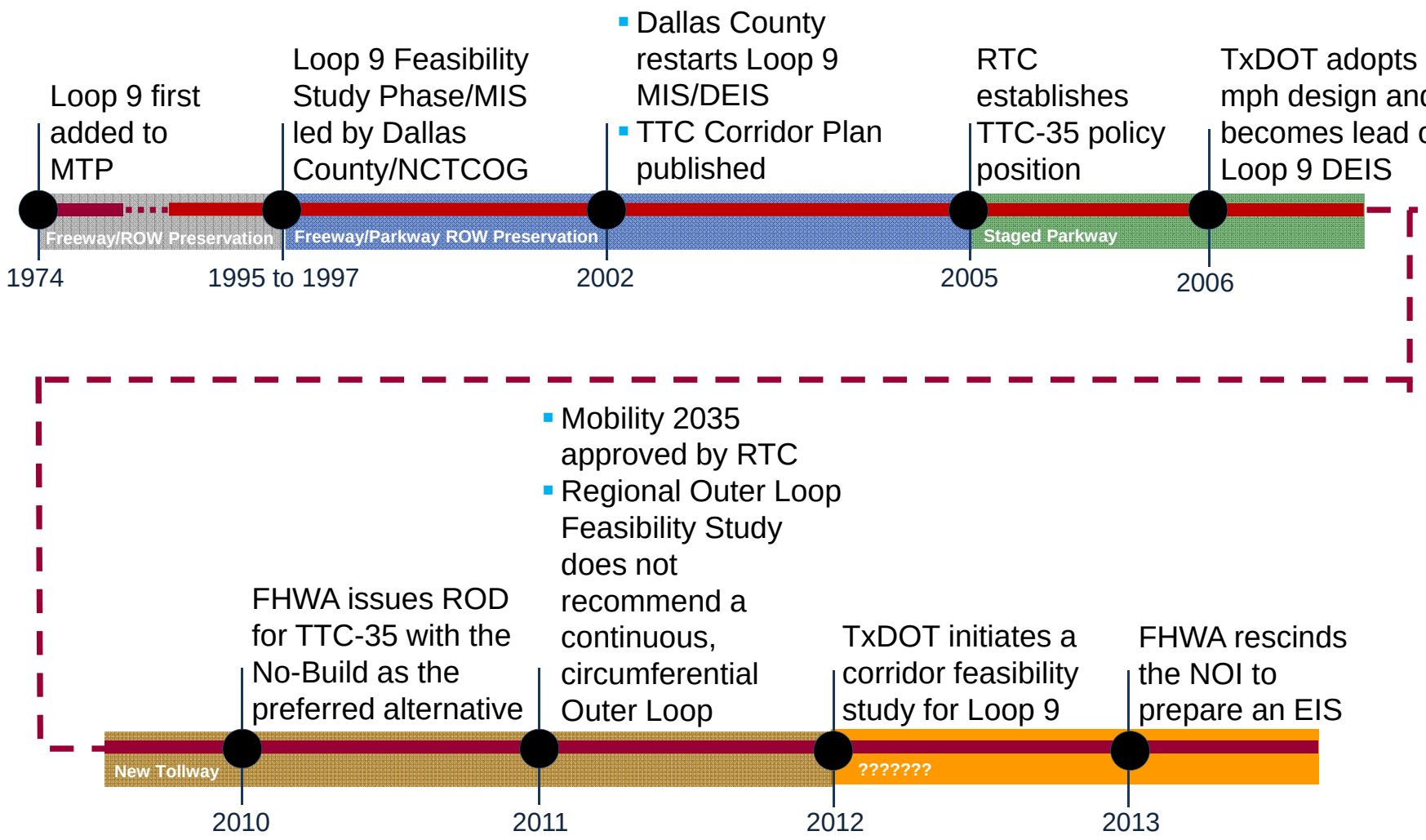
5/10/2013

Topics

- Introduction
- Evolution of Loop 9
- New Approach – Corridor Feasibility Study
- Project Status
- Comments and Questions

EVOLUTION OF LOOP 9

Evolution of Loop 9



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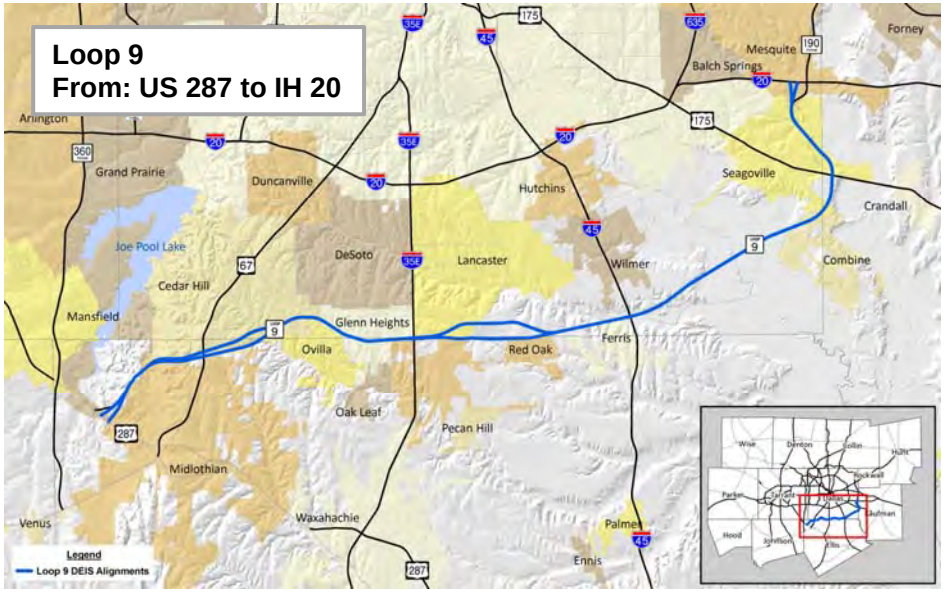
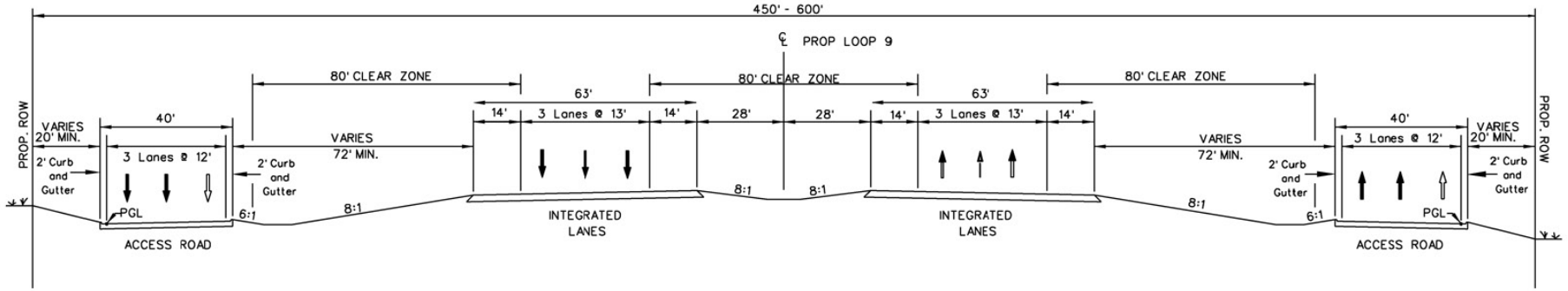
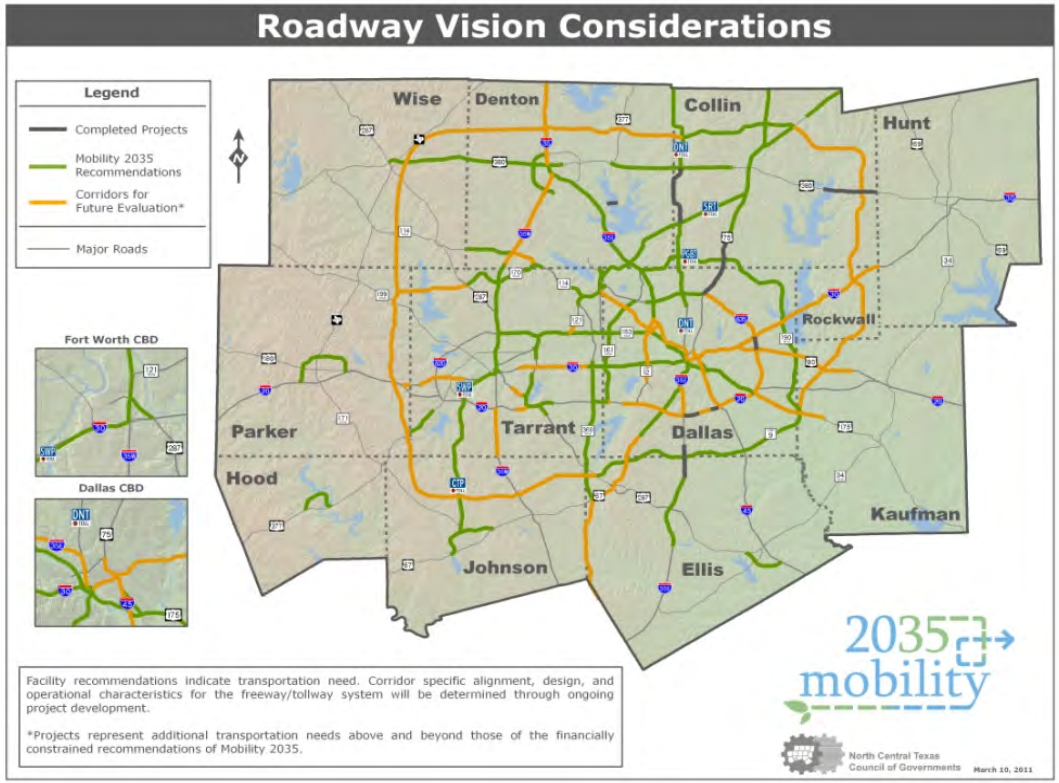
- 85 mph design speed
- Cost: $5.7 billion





Review of 2035 Traffic Projections

- Based on *Mobility 2035*, estimated traffic volumes were <u>less than half</u> of the previously projected volumes based on *Mobility 2030*
- Reasons for low projected traffic on Loop 9
  - Toll
  - Lack of Regional Outer Loop to the west
  - Lack of connection to statewide TTC-35
  - Revised regional demographics
  - Changes to the travel model network
  - New travel model and MPA boundary



But...

- There still is a need for a east-west facility in South Dallas/North Ellis Counties to provide:
  - Connectivity
  - Travel time savings
  - Potential economic development opportunities

CORRIDOR FEASIBILITY STUDY

Study Area


North Lake
Garland
Lake Ray Hubbard
Rockwall County
635
White Rock Lake
West Fork Trinity River
80
30
Dallas County
Dallas
Mesquite
Tarrant County
Balch Springs
Kaufman County
Mountain Creek Lake
175
Grand Prairie
Duncanville
20
Hutchins
Trinity River
Seagoville
67
SH 342
Joe Pool Lake
DeSoto
Wilmer
Combine
East Fork Trinity River
Cedar Hill
Lancaster
Mansfield
Glenn Heights
Ferris
Ovilla
Red Oak
FM 664
Oak Leaf
Midlothian
Pecan Hill
45
North

Goals of the Study

- Solicit input from local and community leaders on specific transportation facility needs
- Determine the transportation problems within the study area
- Identify a corridor where transportation projects could be developed to address area problems
- Identify specific transportation projects to advance in the corridor while considering the potential for impacts on the natural, socio-economic, and cultural environments
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Corridor Feasibility Study

- Establish new vision
- Use information developed for the DEIS
- Conduct engineering/right-of-way studies for priority sections
- Emphasis on the section with the highest traffic volumes (from US 67 to IH 45) and adjacent development potential
- Follow Planning and Environmental Linkages methodology

Establish New Vision

- Elements to include:
  - Narrower right-of-way (350 feet vs. 600 feet)
  - Lower design speed (70 mph vs. 85 mph)
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  - Access management
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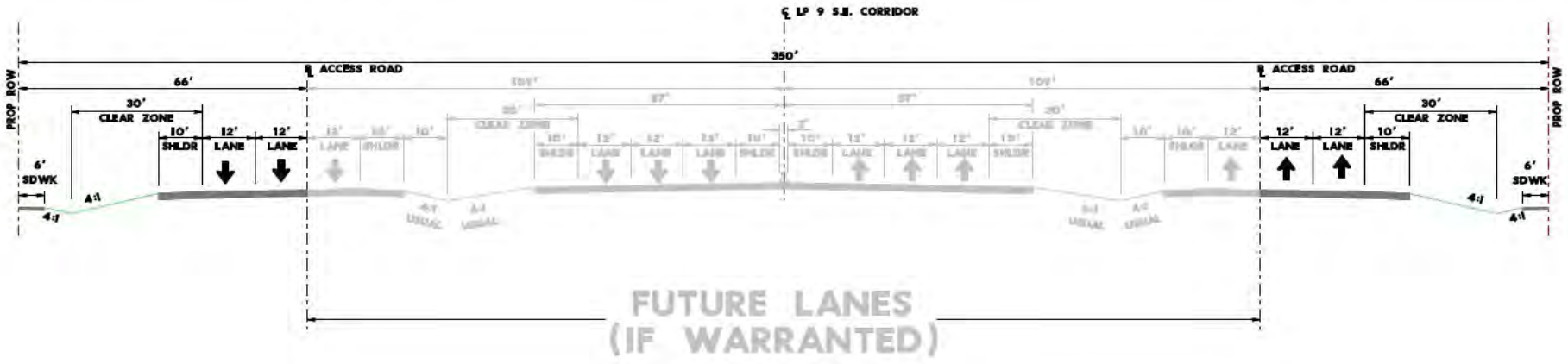
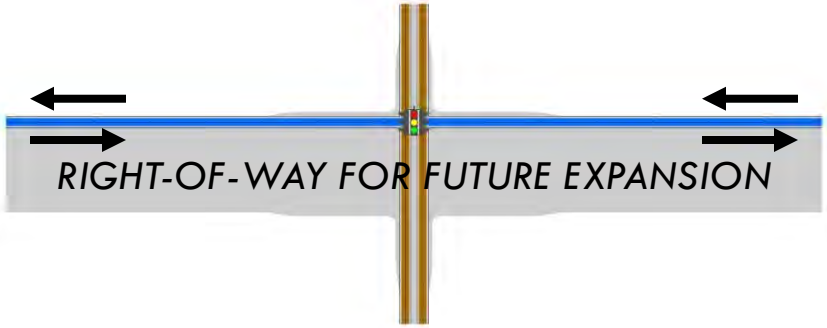
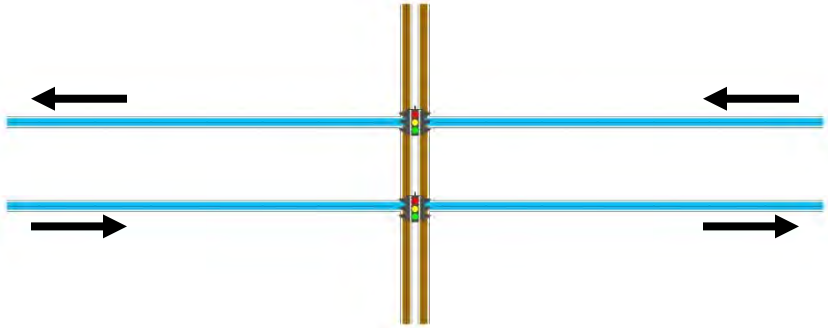


Potential Phased Approach to Allow for Innovative Financing

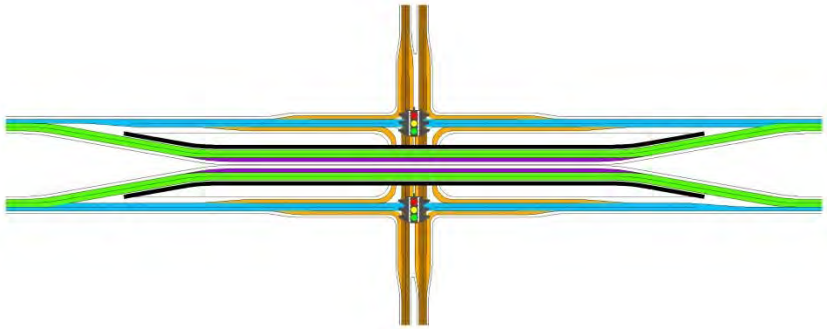
PHASE 1: Two-Way Frontage Road



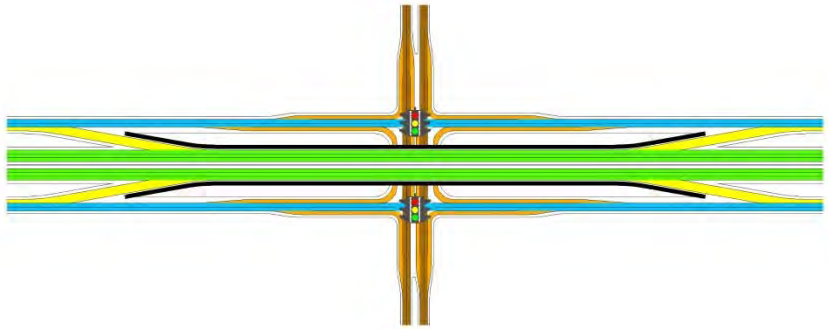
PHASE 2: One-Way Frontage Roads



PHASE 3: Tolled Grade Separation



PHASE 4: Continuous Toll Road



Legend

- Tolled Main Lanes
- Major Arterial Cross Street
- Two-Way Frontage Roads
- One-Way Frontage Roads
- Toll Road Access Ramps
- Space for Future Lanes
- Turn Lanes
- Grade Separation
- Lane Boundaries and Edge of Pavement

Outcome

- What type of facility is needed
- Determine effect to other planned transportation facilities
- Corridor alignment
- Logical termini
- Prioritization based on traffic, local needs, and funding
- Staging (i.e., construction vs. right-of-way preservation)

PROJECT STATUS

Efforts to Date

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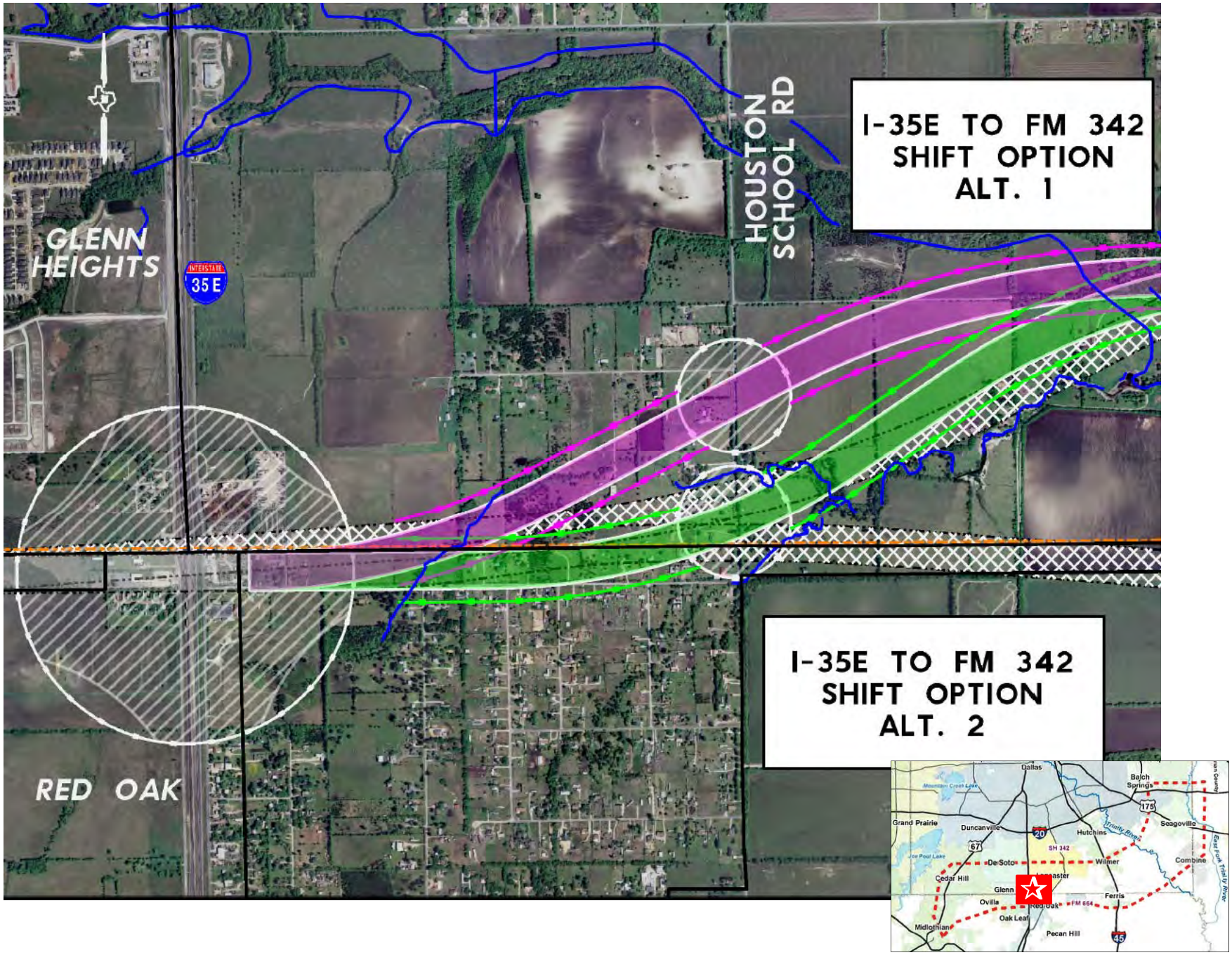
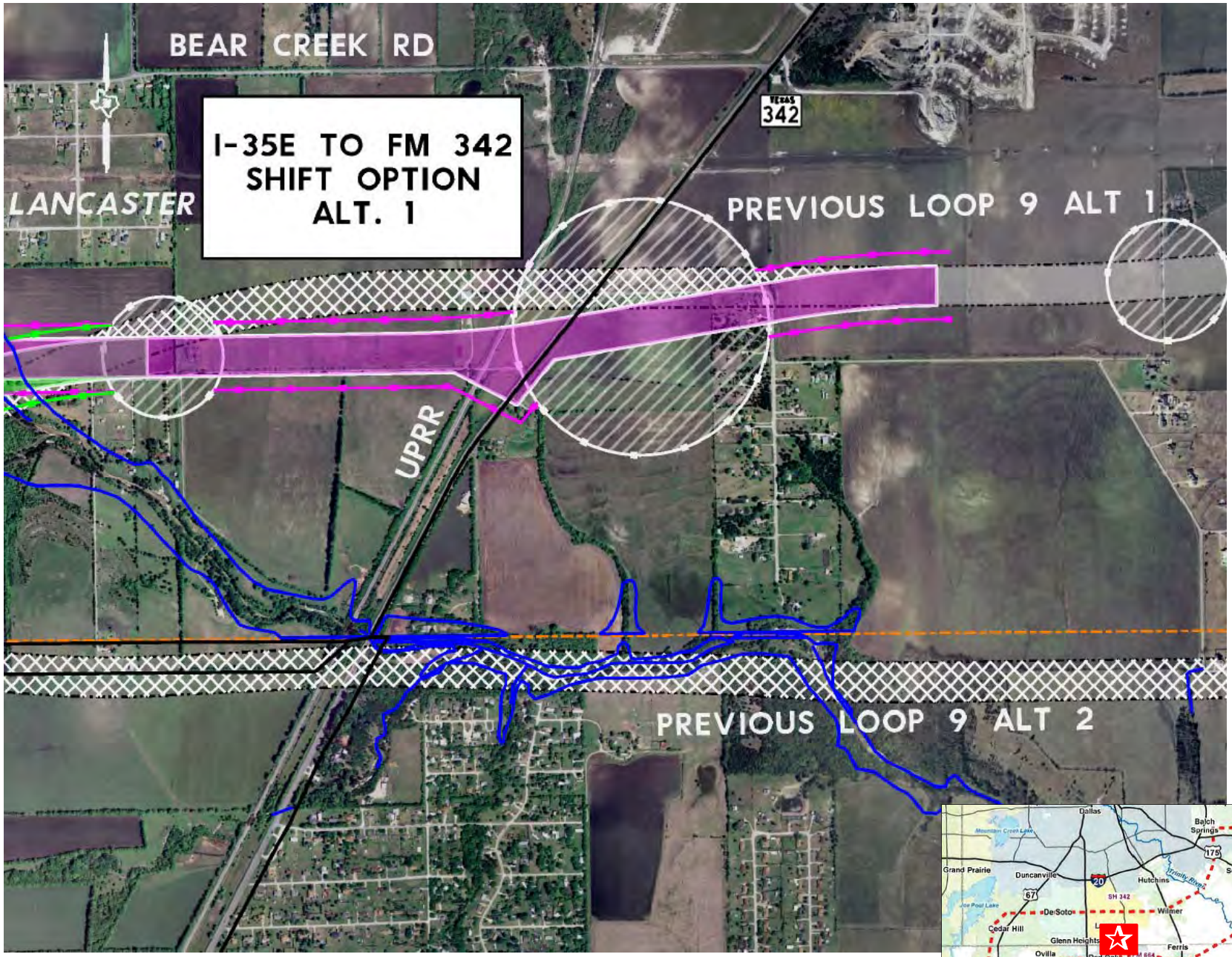
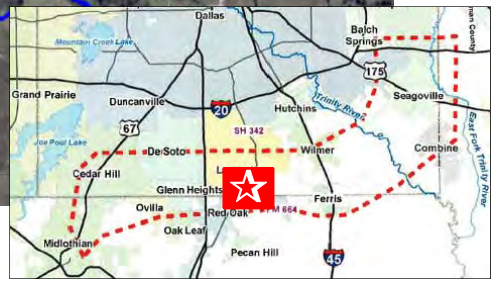
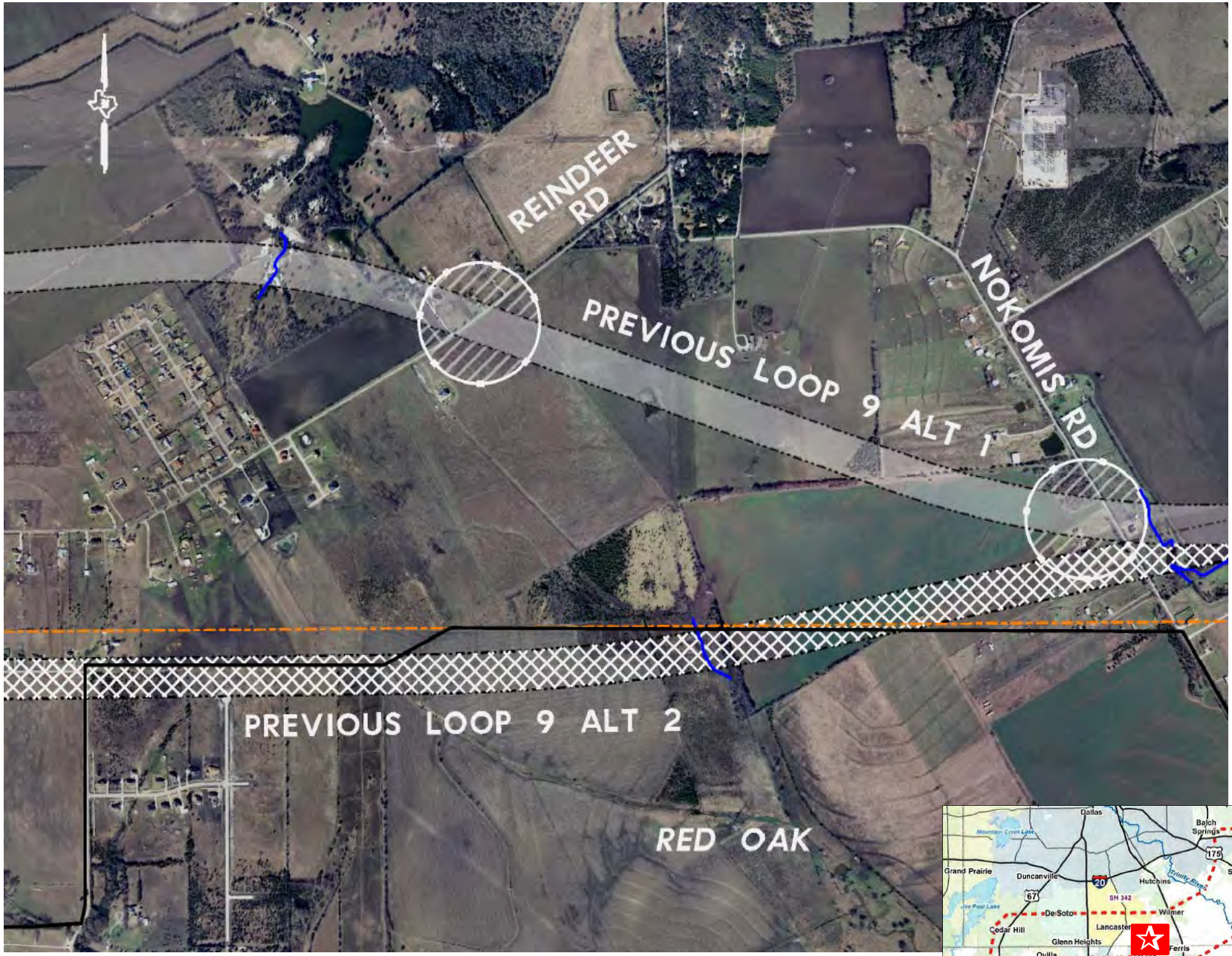

I-35E TO FM 342
SHIFT OPTION
ALT. 1
I-35E TO FM 342
SHIFT OPTION
ALT. 2
GLENN HEIGHTS
RED OAK
HOUSTON SCHOOL RD
INTERSTATE
35 E
Dallas
Balch Springs
Grand Prairie
Duncanville
Hutchins
Seagoville
Wilmer
DeSoto
Cedar Hill
Glenn Heights
Ovilla
Red Oak
Ferris
Combine
Oak Leaf
Midlothian
Pecan Hill
SH 342
FM 664
175
20
67
45


BEAR CREEK RD
I-35E TO FM 342
SHIFT OPTION
ALT. 1
LANCASTER
TEXAS
342
PREVIOUS LOOP 9 ALT 1
UPRR
PREVIOUS LOOP 9 ALT 2


Dallas
Balch Springs
175
Grand Prairie
Duncanville
67
20
Hutchins
Seagoville
Trinity River
SH 342
DeSoto
Wilmer
Combine
Cedar Hill
Glenn Heights
Ferris
Ovilla
Red Oak
FM 664
Oak Leaf
Midlothian
Pecan Hill
45


REINDEER RD
NOKOMIS RD
PREVIOUS LOOP 9 ALT 1
PREVIOUS LOOP 9 ALT 2
RED OAK


Dallas
Balch Springs
Grand Prairie
Duncanville
Hutchins
Seagoville
DeSoto
Wilmer
Combine
Cedar Hill
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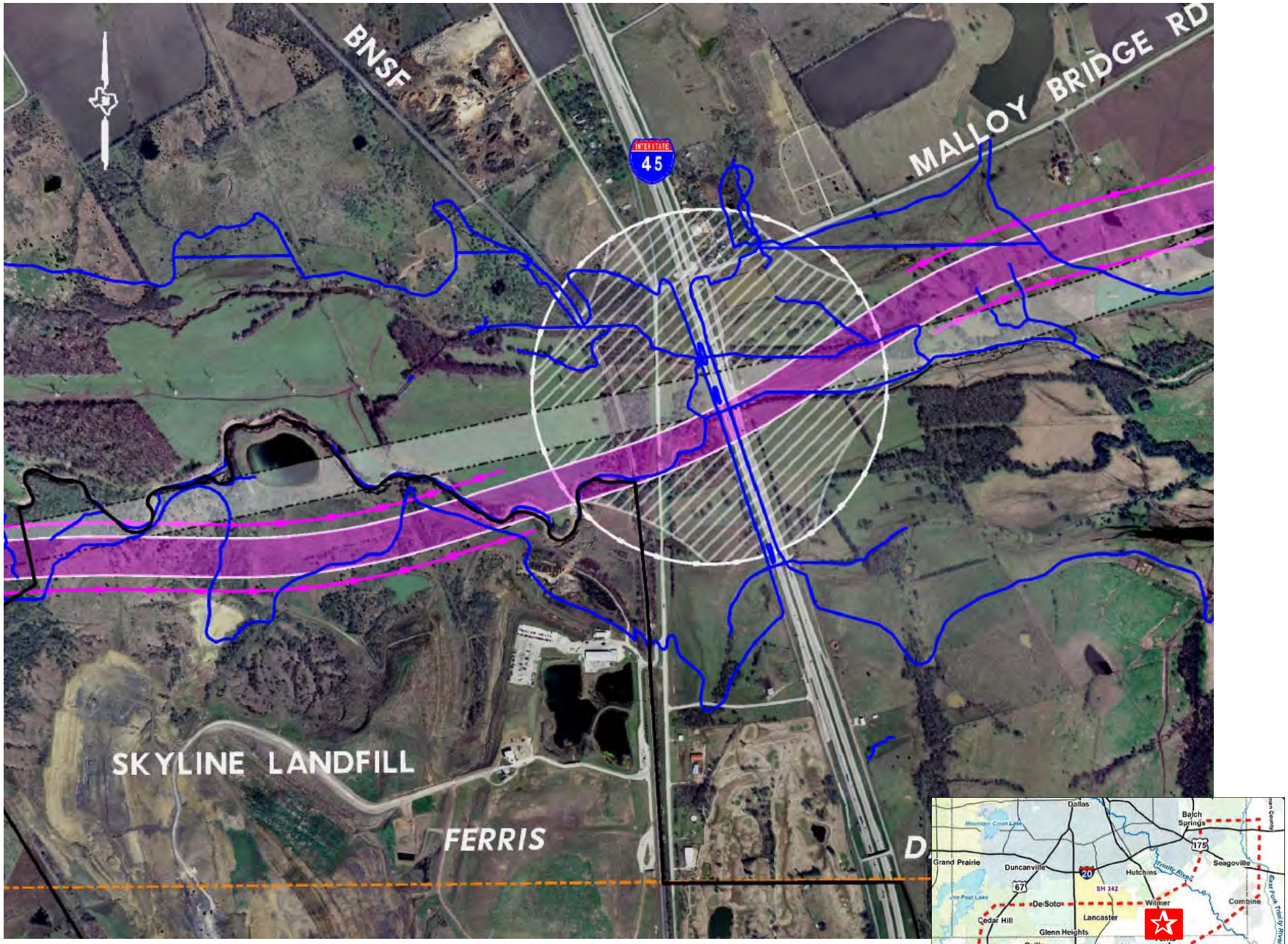
BNSF
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MALLOY BRIDGE RD
SKYLINE LANDFILL
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Grand Prairie
Duncanville
Hutchins
Seagoville
Wilmer
De Soto
Cedar Hill
Lancaster
Glenn Heights
Ovilla
Red Oak
Oak Leaf
Midlothian
Pecan Hill
Combine
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SH 342
FM 664

Future Efforts

- Continue efforts to refine the corridor alignment(s) based on community comments
- Analyze travel demand modeling data to help determine the type of roadway needed, location, and staging
- Upcoming public meetings:

Thursday, May 16, 2013
5:30 p.m. to 7:30 p.m.
Ferris High School
1025 E. 8th Street
Ferris, TX 75125

Thursday, May 23, 2013
5:30 p.m. to 7:30 p.m.
Ovilla Road Baptist Church
3251 Ovilla Road
Ovilla, TX 75154

COMMENTS & QUESTIONS

E6: Skyline Landfill

Major Stakeholder Meeting Summary

Date: May 16, 2013 **Time:** 2:00 PM – 3:00 PM

Project: Loop 9 Southeast

Location: Skyline Landfill
1201 N Central Street
Ferris, TX 75125

Purpose: Provide Project Status of Loop 9 Corridor/Feasibility Study

Attendees: See Attachment A for sign-in sheet of all attendees.

Attachment A: Sign-in Sheet
Attachment B: PowerPoint Presentation/Handout

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1. **Introductions** (see **Attachment A** for the Sign-in Sheet)
   - Representatives from Waste Management were in attendance to receive an update on the status of the Loop 9 Corridor/Feasibility Study.

2. **Presentation** (see **Attachment B** for the PowerPoint Presentation/Handout).
   - Loop 9 project team presented the following:
     - Introduction
     - Evolution of Loop 9
     - Scope of Loop 9 DEIS
     - Review of 2035 Traffic Projections
     - New Approach – Corridor Feasibility Study
     - Study Area
     - Goals of the Study
     - Establish New Vision
     - New Potential Design
     - Outcome
     - Project Status
     - Efforts to Date
     - Loop 9 Near Skyline Landfill
     - Future Efforts

3. **Discussion:** The group reviewed the proposed project location layout and discussed the following:
   - Ruth Muelker asked why the pink alternative was created to the south of the previous alternatives they had seen. Brian Clark explained it was another option created to avoid the high power transmission lines located north of the landfill.
   - Landfill representatives stated the property boundaries for the landfill have not changed since the last meeting.
   - Ruth Muelker stated that their concerns are the same as previously discussed and they are still considered significant impacts to their facility. She asked if the team had met with the City of Ferris since the impacts to the landfill would impact their revenue (they currently receive $1M/year). Brian Clark summarized the Task Force Meetings held in 2012. Representatives from the City of Ferris were in attendance.

- Charles Rivette stated that their preference is to move the alignment as far north as possible to avoid financial, regulatory, and planning impacts to their facility.
- Brian Clark asked the group if the structure was elevated would the impacts be the same. Ruth Muelker stated the impacts would still be problematic due to groundwater issues, environmental regulations, and buffer distances.
- Waste Management presented a map showing the property boundaries and current landfill areas and stated they would send a copy to Atkins for their files.
- Ruth Muelker stated that if the landfill was to be impacted by the roadway, they would have to apply for a revised landfill permit with different buffer and drainage requirements. The group also discussed the location of a USACE permitted wetland mitigation area on the site. The group was unsure of the location on the area but would notify TxDOT of its location.
- Waste Management has already submitted a revised permit for the landfill to accommodate the original alignment for Loop 9 and for their future planning purposes (relocation of power lines to the south, revised buffers, etc.). The permit is in review and has not been approved yet. The permit approval can take 18 months to 5 years.
- Waste Management stated they preferred Alternative G at a 350 foot ROW width. Alternative H would impact the landfill and trigger additional permit revisions.
- Three water monitoring wells are located along the north side of the landfill within Alternative H alignment. Alternative H would also impact the Waste Management hauling facility.
- Ruth Muelker expressed concern that TxDOT would have to assume responsibility for the landfill property to be impacted, including closure and post-closure care and monitoring plans. She stated the responsibility would be for at least 20 years.
- Waste Management stated they felt the project was important and their facility would benefit from better access in the future.

Attachment A:

Sign-in Sheet

Loop 9 Corridor Major Stakeholder Meeting

May 16, 2013, 2pm
Skyline Waste Management
1201 N Central St, Ferris, TX 75125

Sign In

Name	Organization	Phone Number	Email Address
Ruth Mueller	WM	512-272-4242	Rmueller@wm.com
Guy R Campbell	WM	405-417-8124	gcampbe1@wm.com
Hano Galindo	Wm	469-323-7018	hgalindo@wm.com
RYAN FRAZIER	WM	214-952-8046	rfrazie2@wm.com
SUSAN PATTERSON	AIKins	936 933-5793	susan.patterson@atkinsglobal.com
JACOB ASPLUND	NCTCOG.	817 608 2367	jasplund@nctcog.org
BRUCE NOLLEY	TxDOT	(214)320-6556	Bruce.Nolley@txdot.gov
Chuck Rivette	wm	(713)645-5542	crivette@wm.com

Attachment B:

PowerPoint Presentation/Handout

LOOP 9 CORRIDOR FEASIBILITY STUDY

SKYLINE LANDFILL STAKEHOLDER MEETING

5/16/2013

Topics

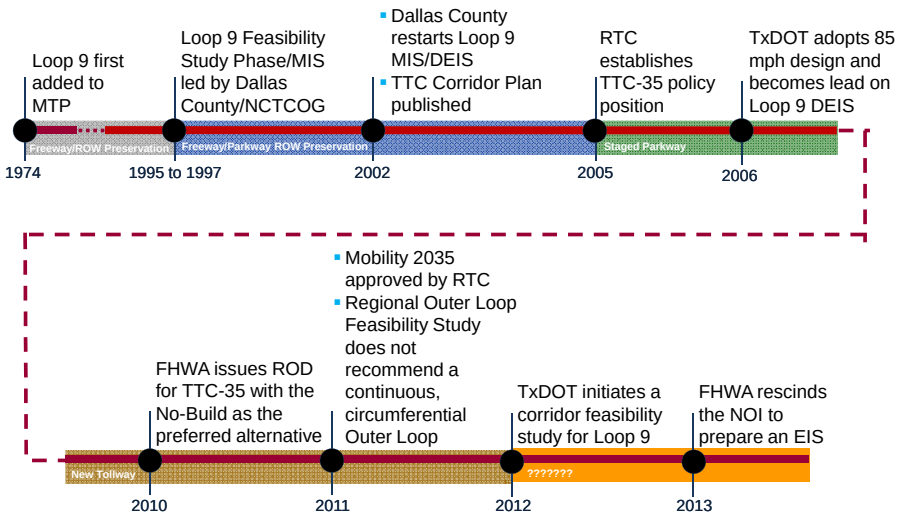
2

- Introduction
- Evolution of Loop 9
- New Approach – Corridor Feasibility Study
- Project Status
- Comments and Questions

EVOLUTION OF LOOP 9

Evolution of Loop 9

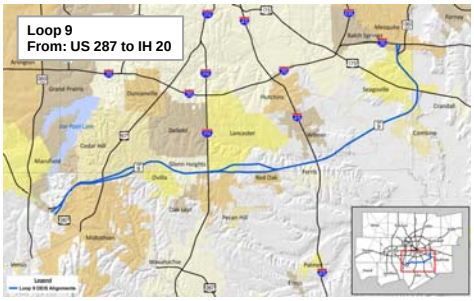
4

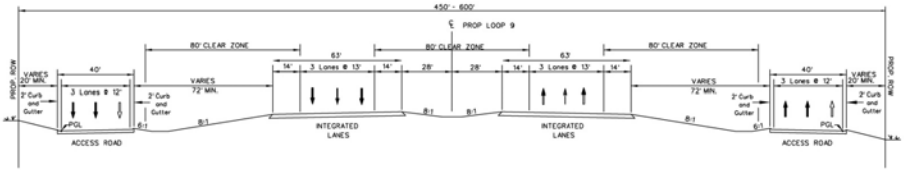


Scope of Loop 9 DEIS

5

- 44 miles long
- Proposed 450 to 600-foot right-of-way
- 85 mph design speed
- Cost: $5.7 billion





Review of 2035 Traffic Projections

6

- Based on *Mobility 2035*, estimated traffic volumes were <u>less than half</u> of the previously projected volumes based on *Mobility 2030*
- Reasons for low projected traffic on Loop 9
  - Toll
  - Lack of Regional Outer Loop to the west
  - Lack of connection to statewide TTC-35
  - Revised regional demographics
  - Changes to the travel model network
  - New travel model and MPA boundary

But…

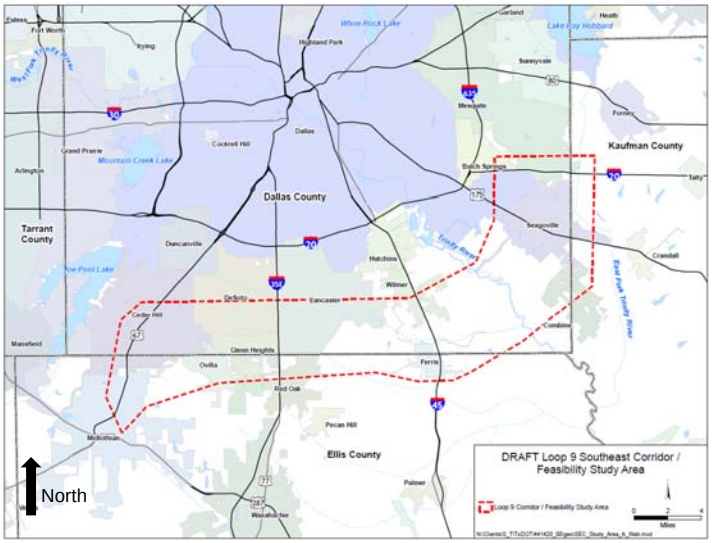
7

- There still is a need for a east-west facility in South Dallas/North Ellis Counties to provide:
  - Connectivity
  - Travel time savings
  - Potential economic development opportunities

CORRIDOR FEASIBILITY STUDY

Study Area

9



Goals of the Study

10

- Solicit input from local and community leaders on specific transportation facility needs
- Determine the transportation problems within the study area
- Identify a corridor where transportation projects could be developed to address area problems
- Identify specific transportation projects to advance in the corridor while considering the potential for impacts on the natural, socio-economic, and cultural environments
- Recommend a program of transportation projects to advance by priority within the corridor as funding becomes available

Corridor Feasibility Study

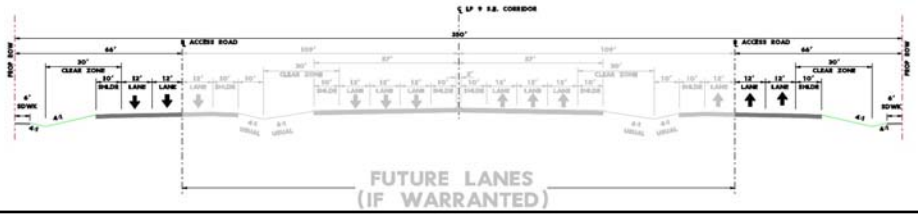
11

- Establish new vision
- Use information developed for the DEIS
- Conduct engineering/right-of-way studies for priority sections
- Emphasis on the section with the highest traffic volumes (from US 67 to IH 45) and adjacent development potential
- Follow Planning and Environmental Linkages methodology

Establish New Vision

12

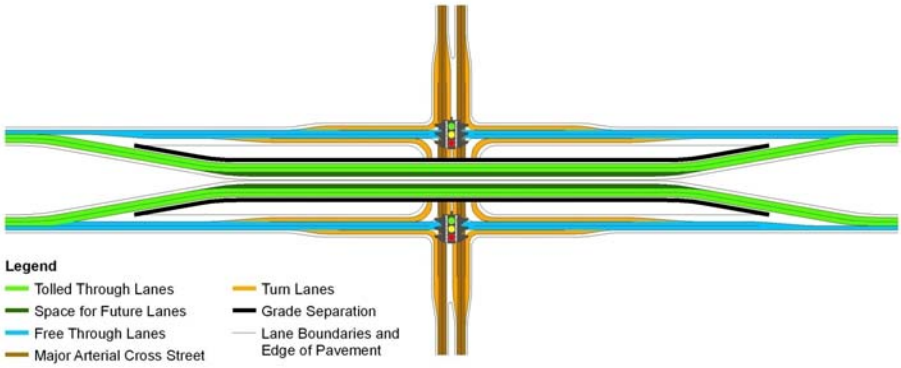
- Elements to include:
  - Narrower right-of-way (350 feet vs. 600 feet)
  - Lower design speed (70 mph vs. 85 mph)
  - Context sensitive solutions
  - Access management
  - Flexibility to convert to a full, controlled access facility, if needed



New Potential Design

13

- Could allow for innovative finance approach by including toll bridges at cross streets



Outcome

14

- What type of facility is needed
- Determine effect to other planned transportation facilities
- Corridor alignment
- Logical termini
- Prioritization based on traffic, local needs, and funding
- Staging (i.e., construction vs. right-of-way preservation)

PROJECT STATUS

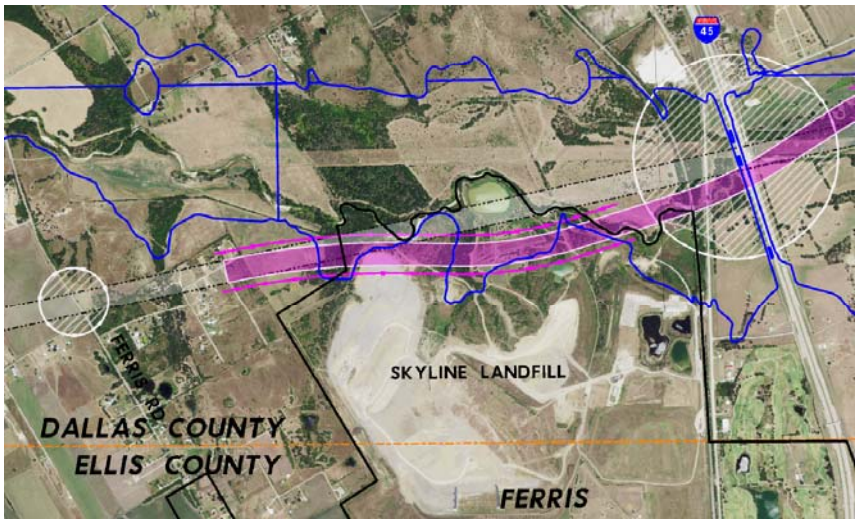
Efforts to Date

16

- NOI to prepare an EIS rescinded March 20, 2013
- Corridor alignments and data from preliminary DEIS are being used and updated
- Study team has interviewed staff and elected officials from all local governments in the corridor
- Refinement of corridor alignments is underway
- Travel demand modeling nearing completion

Loop 9 near I-45

17



Updated Loop 9 Website

18

http://www.loop9.org/

- As of April 9, 2013, the Loop 9 website has been updated to include all of the information included within this presentation.

Future Efforts

19

- Continue efforts to refine the corridor alignment(s) based on community comments
- Analyze travel demand modeling data to help determine the type of roadway needed, location, and staging
- Meetings with other stakeholders (e.g., IIPOD, quarries, landfill)
- Public meeting

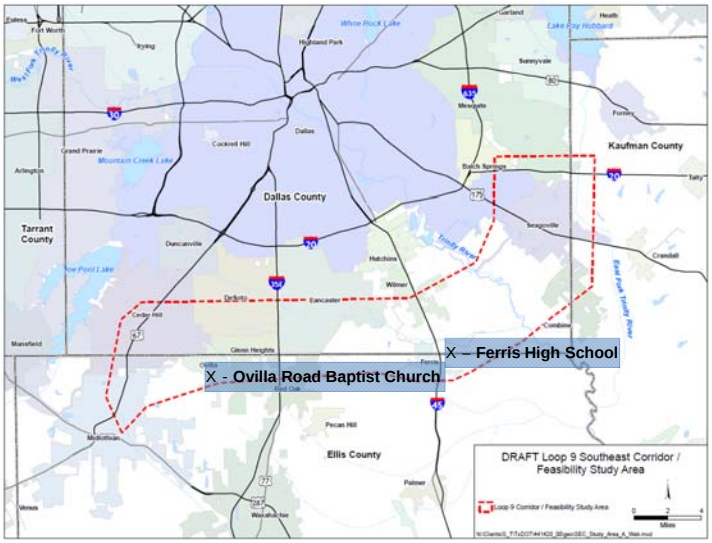
Public Meetings

20

- Thurs, May 16th, 2013 from 5:30pm to 7:30pm
  - Ferris High School
    1025 E. 8th Street
    Ferris, TX 75125
- Thurs, May 23rd, 2013 from 5:30pm to 7:30pm
  - Ovilla Road Baptist Church
    3251 Ovilla Road
    Ovilla, TX 75154

Public Meetings

21



COMMENTS & QUESTIONS

E7: Oncor

Major Stakeholder Meeting Summary

Date: August 5, 2013 **Time:** 2:00 PM – 3:00 PM

Project: Loop 9 Southeast

Location: Oncor
115 W. 7th Street, Suite 625
Fort Worth, TX 76102

Purpose: Provide Project Status of Loop 9 Corridor/Feasibility Study

Attendees: Bruce Nolley, TxDOT
Brian Clark, Atkins
Susan Patterson, Atkins
Jeff Neal, NCTCOG
Jim Chase, Oncor
Bryan Williams, Oncor

Attachment A: PowerPoint Presentation/Handout

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1. Introductions

- Representatives from Oncor were in attendance to receive an update on the status of the Loop 9 Corridor/Feasibility Study.

2. Presentation (see **Attachment B** for the PowerPoint Presentation/Handout).

- Loop 9 project team presented the following:
  - Introduction
  - Evolution of Loop 9
  - Scope of Loop 9 DEIS
  - Review of 2035 Traffic Projections
  - New Approach – Corridor Feasibility Study
  - Study Area
  - Goals of the Study
  - Establish New Vision
  - New Potential Design
  - Outcome
  - Project Status
  - Efforts to Date
  - Future Efforts

3. Questions/Comments

- Jim Chase stated that the original cost for Loop 9 was $5.7 billion and asked what is the cost now. Brian Clark stated that cost estimates are currently being evaluated.
- Jim Chase asked which segment would be first. Bruce Nolley stated that is still to be determined.
- Jim Chase stated that ROW acquisition would drive the schedule for Oncor's relocation efforts.

- Bryan Williams stated that TxDOT would not want a Oncor structures within their ROW and they might need an exception to TxDOT policy.
- The team discussed the process of realigning the utilities and timing. Oncor must request the alignment change from the Public Utility Commission (PUC).
- The team discussed how far the utility lines can be spanned. Oncor stated that the large towers can span 1400-1500 ft. The smaller H frame ones can span 900-1000 ft.
- Brian Clark asked if the utility lines can be raised. Bryan Williams stated that some can be raised, but there are limitations. There is a 200 ft ceiling height.
- The team agreed that coordination of impacts can occur at any time, but they can't do anything until the ROW acquisition process begins and TxDOT owns the ROW.
- Jim Chase noted approximately a dozen locations of impacts to distribution lines and 8-10 locations of impacts for transmission lines.

Attachment A:

PowerPoint Presentation/Handout

LOOP 9 CORRIDOR FEASIBILITY STUDY

ONCOR STAKEHOLDER MEETING

8/05/2013

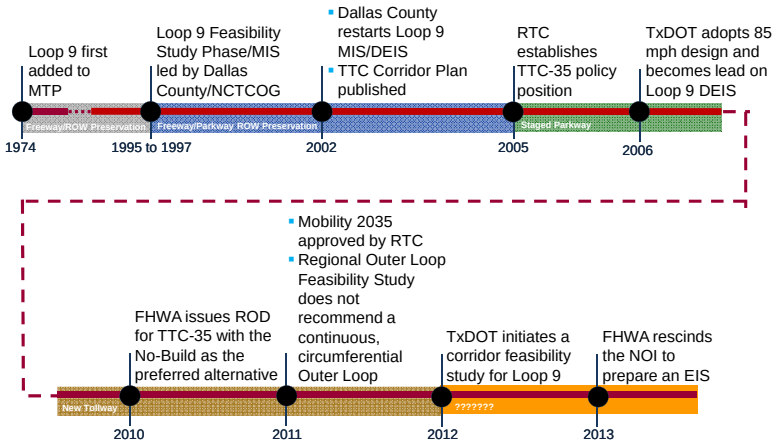
Topics

- Introduction
- Evolution of Loop 9
- New Approach – Corridor Feasibility Study
- Project Status
- Comments and Questions

EVOLUTION OF LOOP 9

Evolution of Loop 9

4



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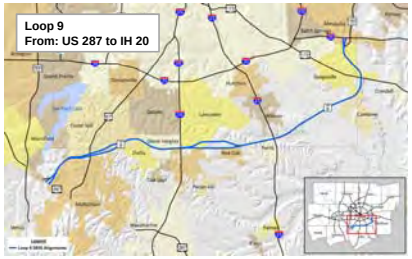

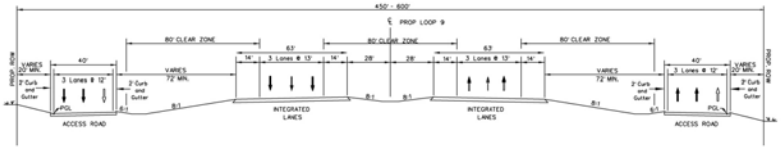

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But…

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- There still is a need for a east-west facility in South Dallas/North Ellis Counties to provide:
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CORRIDOR FEASIBILITY STUDY

Study Area

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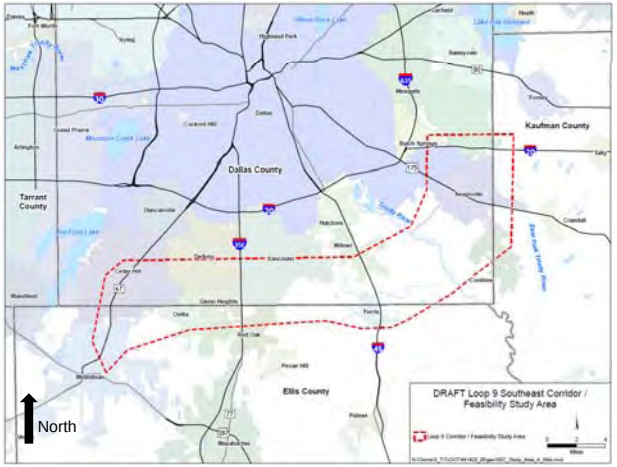

Goals of the Study

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Corridor Feasibility Study

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Establish New Vision

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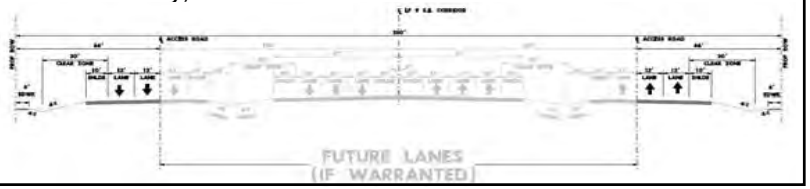

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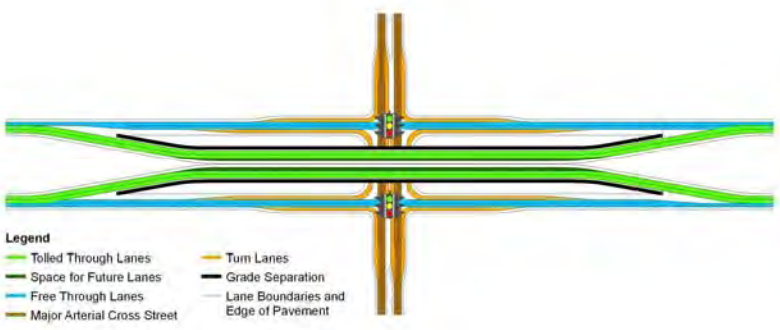

Outcome

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- What type of facility is needed
- Determine effect to other planned transportation facilities
- Corridor alignment
- Logical termini
- Prioritization based on traffic, local needs, and funding
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PROJECT STATUS

Efforts to Date

16

- NOI to prepare an EIS rescinded March 20, 2013
- Corridor alignments and data from preliminary DEIS are being used and updated
- Study team has interviewed staff and elected officials from all local governments in the corridor
- Refinement of corridor alignments is underway
- Travel demand modeling nearing completion

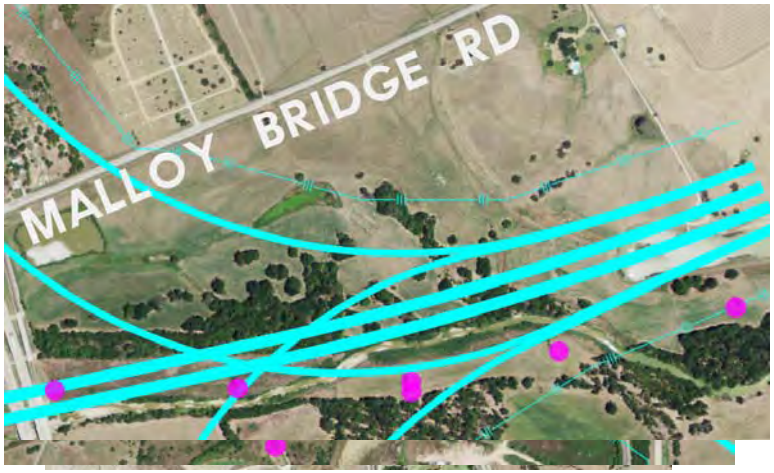
Efforts to Date

17

- Refined the corridor alignment(s) based on community comments
- Analyzed travel demand modeling data to help determine the type of roadway needed
- Met with other stakeholders (IIPOD, UPRR, BNSF, Skyline Landfill, Trinity River Authority)
- Held two public meetings (Ferris and Ovilla)

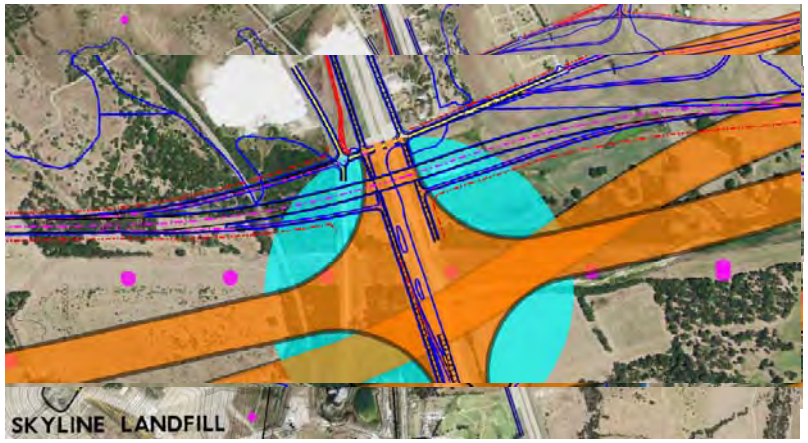
Loop 9 near I-45 – DEIS Concept

18



Loop 9 near I-45 – Feasibility Study

19



Updated Loop 9 Website

20

http://www.loop9.org/

- As of April 9, 2013, the Loop 9 website has been updated to include all of the information included within this presentation.

Future Efforts

21

- Continue efforts to refine the corridor alignment(s) based on community comments
- Continue to analyze travel demand modeling data to help determine the type of roadway needed, location, and staging
- 2nd set of public meetings (early Fall 2013)

COMMENTS & QUESTIONS