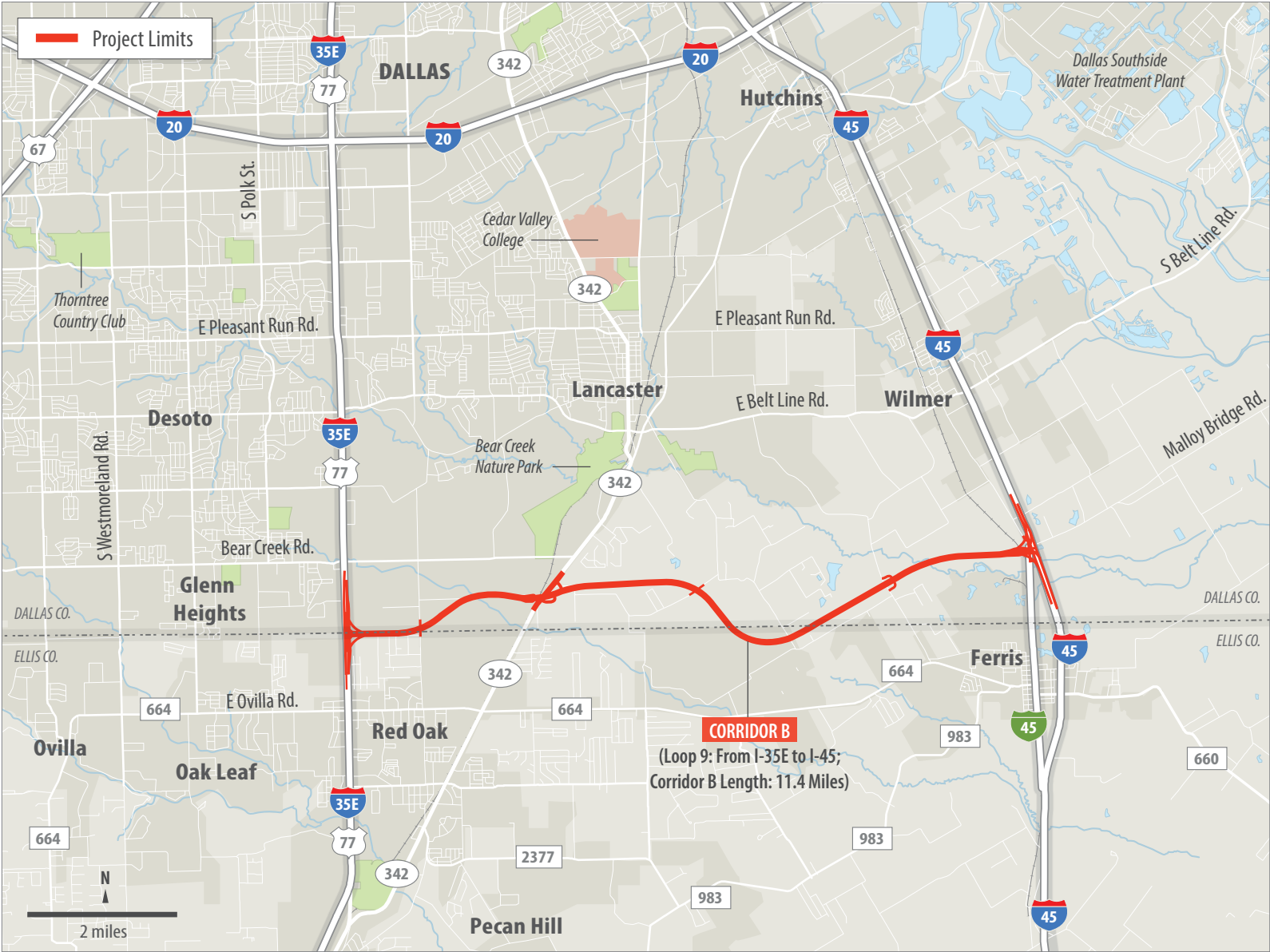


LOOP 9 SOUTHEAST PROJECT (CORRIDOR B: I-35E TO I-45)

“Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.”



NOTE: Highlighted areas are not drawn to exact scale.

TxDOT graphic

PURPOSE AND NEED

The need for the Loop 9 project is to address population growth, transportation demand, system linkages, and connectivity among the existing roadway facilities. It would provide a direct link from I-35E to I-45 and would serve the residents and businesses in the area. The need for these improvements is based on population growth, transportation demand, system linkages, and connectivity among existing roadway facilities.

Loop 9 is an element of the regional long-range transportation plan that would aid in addressing the transportation needs identified in the region.

The purpose of Loop 9 would be to:

- Provide a facility that would accommodate expanding transportation demands resulting from population growth and economic development in the region
- Increase mobility and accessibility in the region
- Provide an east-west transportation facility to serve the communities in the project area

PROJECT DETAILS

Limits: I-35E to I-45

CSJ: 2964-10-005

Description: Construct 0 to 2 (ultimate 6) lane frontage roads

Estimated Project Let: March 2021

Total Length: 11.4 miles

PROJECT STATUS

Two feasible build alternatives have been identified.

ESTIMATED COSTS

Estimated Construction Cost	\$165 M
Estimated Right of Way Cost	\$132 M
Estimated Total Cost*	\$297 M

CONSTRUCTION FUNDING STATUS

Funded: Phase 1	\$143 M
Unfunded: Phase 1	\$22 M

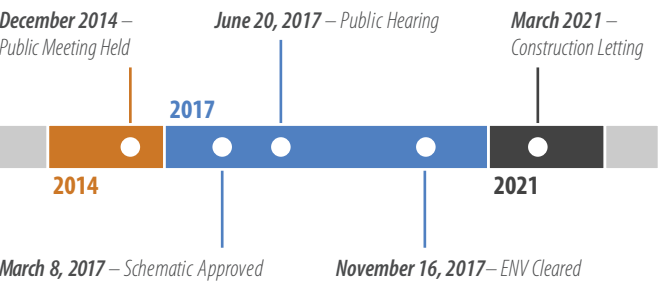
*Subject to change.

TxDOT graphic

PROGRAMMING STATUS

MTP (2040 Metropolitan Transportation Plan) MTP ID: 6.30.1	YES
UTP (2017 Unified Transportation Program)	YES
STIP (Statewide Transportation Implementation Program, 2017-2020); PHASE: C	YES

PROJECT TIMELINE



SOURCE: TxDOT

TxDOT graphic

PHASE 1: TYPICAL SECTION

Phase 1 will consist of one Two-Way frontage road. The right-of-way (ROW) for all phases will be purchased during Phase 1.



SOURCE: Texas Department of Transportation.

PHASE 2: TYPICAL SECTION

Phase 2 will construct the other side of the paired frontage road. Each side of the frontage road will be converted to one-way operation. The median will be left open for the future Phases.



PHASE 3: TYPICAL SECTION

Phase 3 will add a third frontage road lane in each direction. The median will be left open for the future phases



TxDOT graphic

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