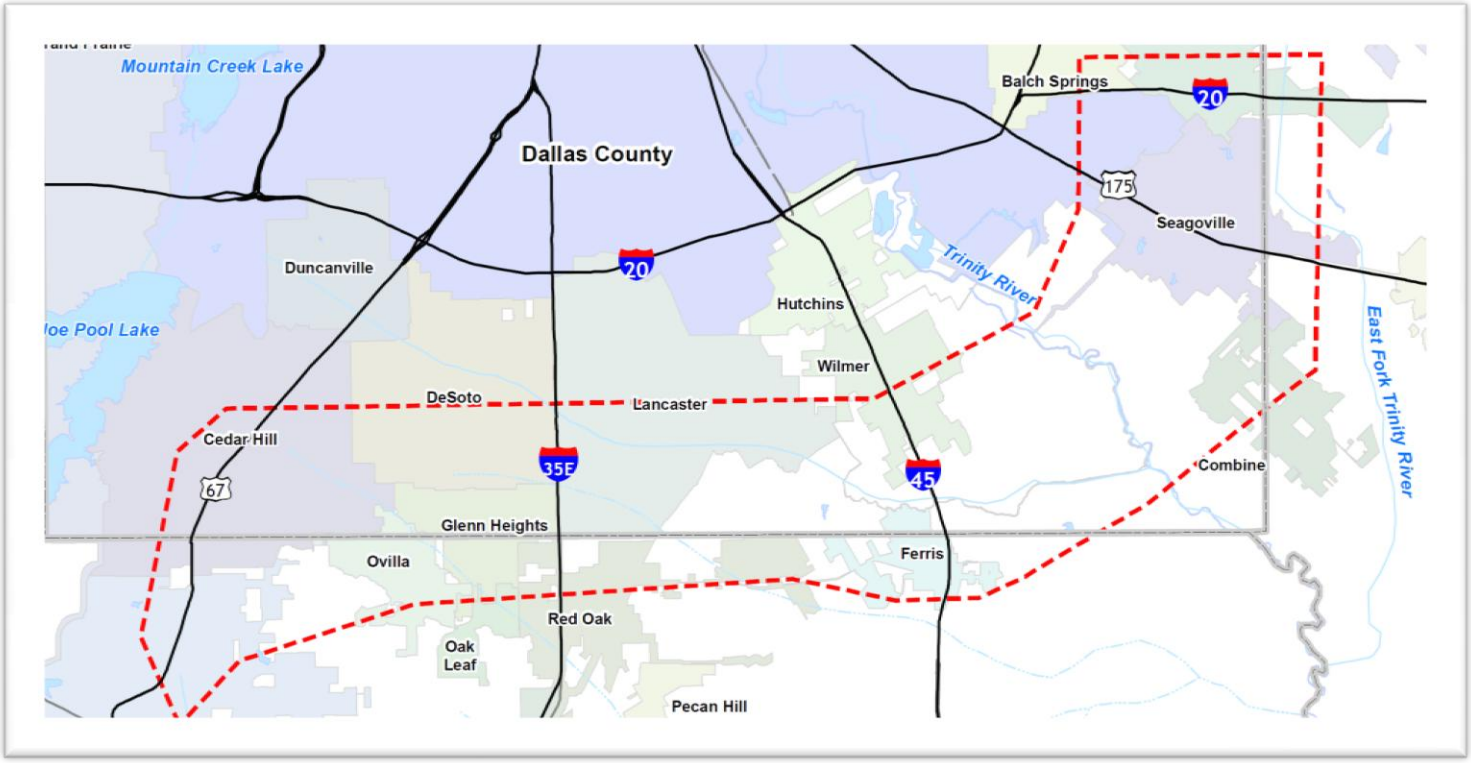
FINAL **MARCH 2014**

LOOP 9 SOUTHEAST CORRIDOR/FEASIBILITY STUDY

Volume II: Appendices

US 67 to I-20
Dallas, Ellis, and Kaufman Counties, Texas
CSJ: 2964-10-002



Texas Department of Transportation

NCTCOG North Central Texas Council of Governments

Loop 9 SOUTHEAST

Prepared by:
ATKINS

Appendix A
FHWA PEL Questionnaire

FHWA Planning and Environment Linkages (PEL) Questionnaire

Instructions: These questions should be used as a guide throughout the planning process, not just answered near completion of the process. When a PEL study (i.e. corridor study) is started, this questionnaire will be given to the project team. Some of the basic questions to consider are: "What did you do?", "What didn't you do?" and "Why?". When the team submits the study to FHWA for review, the completed questionnaire will be included with the submittal. FHWA will use this questionnaire to assist in determining if an effective PEL process has been applied before NEPA processes are authorized to begin. The questionnaire should be included in the planning document as an executive summary, chapter, or appendix.

1. Background:
    a. What is the name of the PEL document and other identifying project information (e.g. sub-account or STIP numbers)?
    Loop 9 Southeast Corridor/Feasibility Study
    US 67 to I-20
    Dallas, Ellis, and Kaufman Counties, Texas
    CSJ: 2964-10-002

    b. Provide a brief chronology of the planning activities (PEL study) including the year(s) the studies were conducted.
    In September 2012, a Loop 9 Southeast Corridor/Feasibility Study began for a revised Loop 9 project concept from US 67 to I-20 within Dallas, Ellis, and Kaufman Counties. This study followed the PEL process. This PEL effort was not the first evaluation of the corridor. The Loop 9 corridor was first conceived in 1957 and has been the subject of several studies, including a preliminary DEIS. However, none of these studies were completed and therefore the project has never moved forward. See Section 2.0 (Introduction) of the Corridor/Feasibility Study for the history of the corridor.

    c. Provide a description of the existing transportation corridor, including project limits, modes, number of lanes, shoulder, access control and surrounding environment (urban vs. rural, residential vs. commercial, etc.)
    Loop 9 Southeast is a proposed new location tollroad from US 67 to I-20. The proposed corridor is largely undeveloped land with some residential, commercial, and industrial developments concentrated around local communities. Large industrial developments are located between I-35E and I-45.

    d. Who was the sponsor of the PEL study? (CDOT, Local Agency, Other)
    TxDOT Dallas District

    e. Who was included on the study team (Name and title of agency representatives, consultants, etc.)?
    TxDOT Dallas District – Bruce Nolley, P.E.; Stan Hall, P.E.
    TxDOT Austin – Lindsey Kimmitt
    NCTCOG – Sandy Wesch, P.E., AICP; Jeff Neal; Jacob Asplund
    Atkins – Brian Clark, P.E.; Lori Cole; Susan Patterson
    Jacobs – Bryan Copeland, P.E.
    Civil Associates, Inc. – Naser Abusaad, P.E.

f. Are there recent, current or near future planning studies or projects in the vicinity? What is the relationship of this project to those studies/projects?

Proposed SH 190 (East Branch) from I-30 to I-20 is currently under study and would provide access to adjacent and connecting roadways. The Loop 9 Southeast project would connect to SH 190 at I-20 and contribute to the completion of an outer loop (circumferential) roadway system and help increase mobility and accessibility in Dallas, Ellis, and Kaufman counties.

The SH 342 is a major north-south arterial with 2 existing lanes and planned widening to 4 lanes from Bear Creek Road to 8th Street by 2035. The FM 664 road stretching along the southern boundary of the study area is a 2/4 lane section and TxDOT is planning to improve FM 664 to a 4-lane section throughout the study area segment by 2035. The regional east-west arterial Belt Line Road is currently a 2 to 6-lane section with higher capacity being to the west of I-35E. The 2-lane sections of this arterial are planned to improve to 4-lane sections by 2035.

The International Inland Port of Dallas (IIPOD) is a public-private partnership that serves as a third phase of regional intermodal development and is a coordinated effort partnering communities and developers. The IIPOD encompasses more than 7,000 acres and six municipalities, including Dallas County. More than 12 million square feet of warehouse space has been built or is currently under construction. As of December 2013, approximately 10.5 million square feet of this space has been leased. The project is located at the confluence of I-35E, I-45, and I-20 and two Class I railroads (UPRR and BNSF). The IIPOD is within the Loop 9 Southeast study area. It is anticipated that the IIPOD will increase industrial/commercial growth and heavy freight traffic. Projected growth and traffic generation from this area has been incorporated into the Loop 9 Southeast traffic forecast analysis.

Within the study area, Dallas and Glenn Heights are members of Dallas Area Rapid Transit (DART). There are no existing passenger rail lines stretching through the study area. There are several extensions of passenger rail service included in Mobility 2035 - 2013 Update.

These include:

- Extending the DART Green Line from Buckner Boulevard to South Belt Line Road
- A new Mansfield regional rail line from the Fort Worth ITC to Midlothian
- A new Midlothian regional rail line from the DART Westmoreland Station to Midlothian Central
- A new Waxahachie regional rail line from Downtown Dallas to Waxahachie

2. Methodology used:
   Did you use NEPA-like language? Why or why not?

   Yes, NEPA-like language was utilized while preparing the Loop 9 Southeast Corridor/Feasibility Study.

   a. What were the actual terms used and how did you define them? (Provide examples or list)

      Need and Purpose – transportation problems or challenges in an area (Section 3.0)
      Affected Environment – existing environment within the study area (Section 5.0)

Land Use – physical description of the types of land and their uses within the study area (Section 5.0, B, 2)
Community Resources – cities, counties, neighborhoods, public schools, churches, and community cohesion (Section 5.0, B, 3)
Cultural Resources – non-archeological historic resources and archeological resources (Section 5.0, B, 4)
Parks and Recreational Areas – parks, open spaces, greenbelt preserves, and recreational facilities (Section 5.0, B, 5)
Visual Quality and Aesthetics – physical features that make up the visual landscape, including land, water, vegetation, and man-made elements (Section 5.0, B, 6)
Utilities – water storage towers, microwave towers, communication towers, water lines, sewer lines, gas lines, telephone cables, and other subterranean and aerial utilities (Section 5.0, B, 7)
Economic Conditions – employment (Section 5.0, C, 1)
Air Quality – attainment status (Section 5.0, D)
Water Resources – wetlands and waters of the U.S. (Section 5.0, E)
Biological Resources – vegetation, habitat, and threatened/endangered species (Section 5.0, F)
Regulated Materials – listed regulated sites and potential hazardous materials sites (Section 5.0, G)
Floodplains and Drainage Patterns – 100-year floodplains (Section 5.0, H)
Public and Agency Involvement – lists of all coordination activities conducted (Section 6.0)

b. How do you see these terms being used in NEPA documents?
These terms are consistent with TA6640.8A and will be used in the NEPA documents.

c. What were the key steps and coordination points in the PEL decision-making process?
The following outlines the key steps completed during the Corridor/Feasibility Study.

- Step 1 – Transportation Need and Purpose
    1. Analyzed and documented the project needs.
    2. Coordinated with NCTCOG for traffic data and performance measures.
    3. Established Need and Purpose.
- Step 2 – Stakeholder Outreach
    1. Beginning in November and December 2012, the project team conducted 17 interviews with local officials in 14 communities and three counties within the study area. Information gathered during the interviews helped the project team to make adjustments to the proposed corridor to avoid and minimize impacts.
    2. Held seven Regional Task Force Meetings during the study. The Task Force consists of staff members from TxDOT Dallas District, TxDOT Environmental Affairs Division (ENV), NCTCOG, and local officials of cities and counties within the Loop 9 Southeast study area.
    3. Worked with TxDOT and NCTCOG to conduct four public meetings in May and September 2013. The first series of public meetings were held on May 16, 2013 and May 23, 2013. These meetings showed the public the corridor options, environmental constraints and design considerations, the program of projects concept, and the suggested typical section. The

second series of public meetings were held September 24, 2013 and September 26, 2013. These meetings showed the public the comments received during the May 2013 Public Meetings, the draft program of projects, potential phasing options, final alignments, and potential environmental impacts.

4. The program team also met with seven major stakeholders within the study area to solicit their input on potential impacts.
5. Provided a continual form of public communication through the project website (www.loop9.org).

- Step 3 – Alternative Development
    1. Defined transportation modes that would meet the need and purpose and dismissed those modes that did not meet the project need and purpose.
    2. Utilized environmental data collected during the previous DEIS effort, conducted windshield surveys, and community outreach interview information to guide the alternatives development to best avoid and minimize the potential for environmental impacts.
    3. Developed the project design criteria and typical section to address the near-term and long-term proposed transportation needs. This was accomplished by considering near-term transportation needs to develop a typical section that would serve the area while providing sufficient ROW to accommodate an "ultimate facility" to achieve the regional goal for the preservation of a dedicated transportation corridor in the area (Consistent with the RTC policy FT3-008 and FT3-009, see Attachment 2).
    4. Evaluated and revised the previously developed Loop 9 Southeast alignments to be consistent with the new design criteria and to minimize impacts to the environment and communities.
    5. Developed new alignment alternatives utilizing the typical section based on meeting project needs, community desires, stakeholder comments, and minimizing environmental impacts.
    6. Developed project cost estimates for viable alignment alternatives.
- Step 4 – Program of Projects
    1. Evaluated projected traffic, project needs and other elements of the proposed project and determined independent projects for possible phased development and the associated logical termini (e.g., Sections of Independent Utility).
    2. Established a cohesive program of individual projects that can be developed during the proposed planning horizon (2035) and beyond to meet the project needs and accomplish the regional goal of advancing the sequenced development of a new location transportation facility that serves the south Dallas, north Ellis and west Kaufman county area.
    3. Prioritized the sequence of individual projects based on urgency of the needs to be addressed, availability of funding, and the expectations of the local communities.
- Step 5 – Document Finding as a Technical Memorandum
    1. Prepared a Technical Memorandum documenting the findings and conclusions of the Corridor/Feasibility Study. These findings include: long-term transportation corridor needs; transportation solutions (alternative) to address the long-term transportation corridor while addressing near-

term needs; measures taken to minimize harm to known resources during alternative development in the feasibility assessment; program of projects that describes individual transportation projects that should be advanced for detailed environmental investigation and geometric schematic development in future evaluations.

2. Provided the findings to the FHWA.

d. Who were the decision-makers and who else participated in those key steps? For example, for the corridor vision, the decision was made by CDOT and the local agency, with buy-in from FHWA, the Corps, and USFWS.
Decision-makers included TxDOT Dallas District and NCTCOG, with input from the 14 local communities and three counties within the study area. Both agencies participated in each of the key steps previously mentioned. These entities participated in the Regional Task Force Meetings and other public involvement activities. The majority of feedback and comments were positive. Federal and State resource agencies have been briefed on the proposed project, but have not been key decision-makers to date. Coordination with Federal and State resource agencies would occur during the NEPA process as each individual project is moved forward.

e. How should the PEL information below be presented in NEPA?
The Loop 9 Southeast Corridor/Feasibility Study would be discussed and summarized in future NEPA studies. The Corridor/Feasibility provides the starting basis for the proposed corridor alignments and provides supporting documentation for the avoidance and minimization of impacts by the proposed project. It also provides a foundation for continued public and agency involvement activities.

3. Agency coordination:
Provide a synopsis of coordination with federal, tribal, state and local environmental, regulatory and resource agencies. Describe their level of participation and how you coordinated with them.
The NCTCOG hosted a webinar with Federal and State resource agencies on March 27, 2013. EPA, USFWS, THC, and TPWD attended the webinar. The webinar presented the status of the Loop 9 project and the corridor options, environmental constraints and/or design considerations. Comments were received from EPA and TPWD. Tribal coordination would be conducted during the NEPA phase of each individual project by TxDOT Environmental Affairs Division. Refer to Section 6 of the Corridor/Feasibility Study for more information.

a. What transportation agencies (e.g. for adjacent jurisdictions) did you coordinate with or were involved in the PEL study?
Dallas County, Ellis County, Kaufman County, and the cities of Balch Springs, Cedar Hill, Combine, DeSoto, Ferris, Glenn Heights, Lancaster, Mesquite, Midlothian, Oak Leaf, Ovilla, Red Oak, Seagoville, and Wilmer.

b. What steps will need to be taken with each agency during NEPA scoping?
Continued coordination with each of these entities would continue during the NEPA process for each individual project as they move forward. It is anticipated that the Regional Task Force will continue to meet on a regular basis.

4. Public coordination:
   Provide a synopsis of your coordination efforts with the public and stakeholders.
   The first series of public meetings were held on May 16, 2013 and May 23, 2013. These meetings showed the public the corridor options, environmental constraints and design considerations, the program of projects concept, and the suggested typical section. The second series of public meetings were held September 24, 2013 and September 26, 2013. These meetings showed the public the comments received during the May 2013 Public Meetings, the draft program of projects, potential phasing options, final alignments, and potential environmental impacts. The project team met with seven major stakeholders within the study area to solicit input on potential corridor options and impacts. The project team also conducted nine presentations to various city councils and group luncheons during the study. The project team also provided a continuous form for public feedback through the project website (www.loop9.org). Refer to Section 6.0 of the Corridor/Feasibility Study for more information.

5. Corridor Vision/Purpose and Need:
   What was the scope of the PEL study and the reason for doing it?
   The primary purpose of the study is to develop a corridor vision and a program of projects for development as transportation funding allows.

   a. Provide the corridor vision, objectives, or purpose and need statement.
      The need for the Loop 9 Southeast project is to address population growth, local transportation demand, system linkages, and connectivity among the existing roadway facilities. The need for the project is based on:
      - Within the communities in the study area, the population is forecasted to increase nearly 37% and employment nearly 45% from 2000 to 2030.
      - The existing transportation infrastructure serving these communities is insufficient to effectively meet the access and mobility needs associated with this growth.
      - The current transportation infrastructure does not adequately provide connectivity between the communities in the study area thereby, inhibiting emergency response, access to services, employers, major freight and trucking yards, transit services, and other local and regional community facilities.

      The purpose of the proposed Loop 9 Southeast facility would be to:
      - Provide an east-west transportation facility to serve the communities in the area.
      - Reduce local area congestion and travel time.
      - Provide support for economic development within the region.

   b. What steps will need to be taken during the NEPA process to make this a project-level purpose and need statement?
      The draft purpose and need developed for this study is intended to be directly transferable to any future project-level purpose and need statement. The project team will monitor development and local comprehensive and thoroughfare plans for changes and conduct further environmental data collection and analysis. It is not anticipated that the project need and purpose statement would require substantial modification.

6. Range of alternatives considered, screening criteria and screening process:
   What types of alternatives were looked at? (Provide a one or two sentence summary and reference document.)
   The Preliminary DEIS Alternatives were used as the starting point for the Corridor/Feasibility Study. These alternatives were adjusted based on a 70 mph design criteria for an ultimate toll facility, a 350 foot proposed ROW, and input from local governments, major stakeholders, and the public.

   a. How did you select the screening criteria and screening process?
      The screening of the alternatives was consistent with the processes used during the NEPA process. It balanced potential impacts to the natural and built environment with engineering concepts that would meet the need and purpose for the project.

   b. For alternative(s) that were screened out, briefly summarize the reasons for eliminating the alternative(s). (During the initial screenings, this generally will focus on fatal flaws)
      Several shifts in the corridor were evaluated to avoid and minimize impacts, rather than eliminating alternatives. Section 7.0, 3 of the Corridor/Feasibility Study discusses each shift in detail.

   c. Which alternatives should be brought forward into NEPA and why?
      The alternative evaluation focused on refining the final corridors shown at the September 2013 public meetings. These corridors are identified in the Corridor/Feasibility Study and should be carried forward into the NEPA process. The alignments have a general consensus from the public, local governments, and major stakeholders in the project area. These alignments have the least amount of impact to the existing environment within the study area.

   d. Did the public, stakeholders, and agencies have an opportunity to comment during this process?
      Yes, the project website (www.loop9.org) and project email (comments@loop9.org) allowed the public to provide comments on the proposed project at anytime. The public was also allowed to comment during the public meeting comment periods conducted in May 2013 and September 2013. State and Federal resource agencies, major stakeholders, the public, and Task Force members were allowed to contact the project team at any time to discuss their concerns.

   e. Were there unresolved issues with the public, stakeholders and/or agencies?
      No, there are no currently unresolved issues at this stage of the study.

7. Planning assumptions and analytical methods:
   What is the forecast year used in the PEL study?
   The official NCTCOG regional travel demand model horizon year was 2035. This model was used as the basis of traffic analysis to project traffic for future years when different configurations of Loop 9 would be warranted. This approach pushed forecast year to as far as 2075.

   a. What method was used for forecasting traffic volumes?
      The traffic forecasts were developed using a subarea model based on the NCTCOG regional travel demand model (referred to NCTCOG Model). The NCTCOG model and thus the subarea model uses a base year of 2012 and a horizon year of 2035. However, based on

preliminary traffic analyses, it was determined that the ultimate configuration and for some sections, the interim configurations were not warranted by this horizon year. Therefore, analyses had to be carried over into the future years until projected traffic volumes would warrant the need for ultimate configuration. In order to project traffic beyond the official horizon year of 2035, the traffic growth potential was analyzed under two scenarios: a Baseline Forecast and a Higher Growth Forecast. The Baseline Forecast utilized historic traffic growth as well as the estimated population and employment growth between the base year (2012) and horizon year (2035) in the NCTCOG *2040 Demographic Forecast*. This scenario resulted in forecast year as far as 2075. The Higher Growth Forecast considered potential timing of different developments that are envisioned to occur in the vicinity of the corridor and accelerated developments usually associated with the opening of a new road. This scenario resulted in forecast year as far as 2065.

b. Are the planning assumptions and the corridor vision/purpose and need statement consistent with the long-range transportation plan?
No, the recommendations of this PEL study are not consistent with the way the Loop 9 Southeast project is listed in the Mobility 2035 – 2013 Update. The MTP shows that the entire project would be built by 2035 while the Corridor/Feasibility Study calls for a phased approach that would extend beyond 2035 for the tolled mainlanes. These needs would be incorporated into the RTC MTP. This action is consistent with the RTC policy FT3-008 and FT3-009, to accommodate the ultimate new location, access controlled transportation facility that will meet the long term needs of the region.

c. What were the future year policy and/or data assumptions used in the transportation planning process related to land use, economic development, transportation costs and network expansion?
RTC policy FT3-008 and FT3-009 which provides that transportation project can be designed and advanced to accommodate future transportation needs within a corridor. Mobility 2035 - 2013 Update includes over 70 policies to support the 9 goals and development of the plan. The following policies apply to the development of the Loop 9 corridor: FT3-001, FT3-002, FT3-003, FT3-007, FT3-008, FT3-009, FT3-011, FT3-012, F3-004, F3-006, ER-001, TDM3-001, SD3-001, SD3-002, SD3-003, and SD3-004.

8. Resources (wetlands, cultural, etc.) reviewed. For each resource or group of resources reviewed, provide the following:
In the PEL study, at what level of detail was the resource reviewed and what was the method of review?

Resource	Method of Review	Level of Detail
ROW/Displacements	Utilized data from the Loop 9 Southeast Preliminary DEIS efforts and conducted windshield surveys of the study area.	Inventory includes potential residential and commercial displacements within the proposed ROW.
Community Resources	Utilized data from the Loop 9 Southeast Preliminary DEIS efforts and conducted windshield surveys of the study area.	Inventory includes cities, counties, neighborhoods/ communities, schools, and churches.
Non-archeological Historic Resources	Utilized data from the Loop 9 Southeast Preliminary DEIS efforts. Surveys of the corridor shifts were not done during the	Inventory included the identification of designated historic resources and the resources potentially eligible for

Resource	Method of Review	Level of Detail
	Corridor/Feasibility Study.	historic designation along the study corridor based on a windshield survey. Analysis included a review of aerial photography and overlay with the widest potential project footprint.
Archeological Resources	Utilized data from the Loop 9 Southeast Preliminary DEIS efforts. A full archeological reconnaissance survey was conducted for the Preliminary DEIS Alternatives in 2007. Surveys of the corridor shifts were not done during the Corridor/Feasibility Study.	The survey identified low probability areas where a walkover with judgmental shovel testing could be conducted and areas of higher probability that would require intensive shovel testing and/or backhoe trenching.
Parks and Recreational Areas	Utilized data from the Loop 9 Southeast Preliminary DEIS efforts and conducted windshield surveys of the study area.	Inventory included the identification through existing GIS information and individual property websites. Analysis included a review of aerial photography and overlay with the proposed corridor.
Water Resources	Utilized data from the Loop 9 Southeast Preliminary DEIS efforts and conducted windshield surveys of the study area.	Inventory included available GIS mapping data from U.S. Geological Survey stream data and U.S. Fish and Wildlife Service National Wetland Inventory data. Analysis included a review of aerial photography and overlay with the proposed corridor.
Biological Resources	Utilized data from the Loop 9 Southeast Preliminary DEIS efforts and updated county listings from Texas Parks and Wildlife Department and U.S. Fish and Wildlife Service. No field surveys were conducted as part of the Corridor/Feasibility Study.	Inventory included Texas Parks and Wildlife Department Natural Diversity Database information to identify any potential species within the corridor.
Regulated Materials	Utilized data from the Loop 9 Southeast Preliminary DEIS efforts and updated hazardous materials database search conducted in 2010.	Inventory included a review of readily available local, state, tribal, and federal environmental agency databases. Analysis included a review of aerial photography and overlay with the proposed corridor.
Floodplains and Drainage Patterns	Utilized data from the Loop 9 Southeast Preliminary DEIS efforts and updated FEMA mapping.	Analysis included a review of aerial photography and overlay with the proposed corridor.

a. Is this resource present in the area and what is the existing environmental condition for this resource?

Resource	Present in the area?	Existing Environmental Condition
ROW/Displacements	Yes	The proposed ROW includes a combination of suburban, rural development, and agricultural lands. Near each city, land uses consist of low-to-mid density residential; a mix of industrial, office, institutional (public/semi-public); and supporting commercial/retail land uses. In rural areas, land uses generally consist of a mix of low-density residential development, limited light industrial/retail land uses, agricultural lands, and large amounts of vacant land.
Community Resources	Yes	Fourteen cities and three counties are located within the proposed corridor. Numerous schools districts, churches, and other resources are also located within or adjacent to the proposed corridor.
Non-archeological Historic Resources	Yes	Previous studies of the indicated the presence of potential historic sites within the study area.
Archeological Resources	Yes	Previous studies of the indicated the presence of potential archeological sites within the study area.
Parks and Recreational Areas	Yes	A golf course and the Trinity River Greenbelt River Preserve are within the proposed corridor.
Water Resources	Yes	National Wetland Inventory data indicate the presence of waters of the U.S. and wetlands within the proposed corridor.
Biological Resources	Yes	The study area includes diverse vegetative communities and potential wildlife habitat. Based on TPWD Natural Diversity Database information, no known locations of federal and/or state threatened/endangered species are located within 10 miles of the proposed corridor.
Regulated Materials	Yes	Previous studies indicated the presence of regulated materials within and adjacent to the proposed corridor.
Floodplains and Drainage Patterns	Yes	The proposed corridor crosses eight major streams and numerous other smaller tributaries and creek.

b. What are the issues that need to be considered during NEPA, including potential resource impacts and potential mitigation requirements (if known)?

Resource	Potential Impacts	Potential Mitigation Requirements
Community Resources	Fourteen cities and three counties are located within the proposed corridor. Numerous schools districts, churches, and other resources are also located within or adjacent to the proposed corridor.	Unknown at this time.
Non-archeological Historic Resources	Previous studies of the indicated the presence of potential historic sites within the study area.	Trinity River levee impacts may require coordination with Texas Historic Commission and a Section 4(f) Evaluation to determine potential mitigation needs.
Archeological Resources	Previous studies of the indicated the presence of potential archeological sites within the study area.	Unknown at this time.

Resource	Potential Impacts	Potential Mitigation Requirements
Parks and Recreational Areas	A golf course and the Trinity River Greenbelt River Preserve are within the proposed corridor.	A Section 4(f) Evaluation may be required to determine potential mitigation needs.
Water Resources	National Wetland Inventory data indicate the presence of waters of the U.S. and wetlands within the proposed corridor.	Impacts may require a USACE Nationwide or Individual Permit with mitigation (possibly wetland creation or purchasing mitigation banking credits). Impacts at the Trinity River crossing may require a U.S. Coast Guard Bridge Permit.
Biological Resources	The study area includes diverse vegetative communities and potential wildlife habitat. Based on TPWD Natural Diversity Database information, no known locations of federal and/or state threatened/endangered species are located within 10 miles of the proposed corridor.	Field surveys may identify potential habitat and coordination with USFWS may be required to determine potential mitigation needs.
Regulated Materials	Previous studies indicated the presence of regulated materials within and adjacent to the proposed corridor.	Impacts may require Phase I and Phase II Environmental Site Assessments. Mitigation may include Phase III Assessments and site cleanup.
Floodplains and Drainage Patterns	The proposed corridor crosses eight major streams and numerous other smaller tributaries and creek.	Impacts at each stream crossing may require floodplain mitigation.

c. How will the data provided need to be supplemented during NEPA?
Detailed field surveys will be required during the NEPA phase.

9. List resources that were not reviewed in the PEL study and why? Indicate whether or not they will need to be reviewed in NEPA and explain why.
Detailed surveys for historic and archeological sites, wetland delineations, regulated materials, and biological surveys (threatened/endangered species and vegetative habitat) will need to be conducted during the NEPA phase of each individual project. Traffic noise analyses, air quality assessments, and indirect/cumulative impacts studies will also be required.

10. Were cumulative impacts considered in the PEL study? If yes, provide the information or reference where it can be found.
Environmental cumulative impacts were not evaluated at this level of the study. The traffic analysis did evaluate the cumulative impacts in the Higher Growth Forecast. This forecast considered potential timing of different developments that are envisioned to occur in the vicinity of the corridor and accelerated developments usually associated with the opening of a new road. This scenario resulted in forecast year as far as 2065.

11. Describe any mitigation strategies discussed at the planning level that should be analyzed during NEPA.
Efforts have been made in the development of the Loop 9 project corridor options to avoid or minimize adverse effects. As each individual project is moved forward through project

development, options could be shifted to further minimize or avoid impacts as more information is gathered. Where impacts to resources require coordination and permitting, required processes would be followed with the appropriate agency. A mitigation plan will be developed in cooperation with state and federal resource agencies and will be designed to mitigate for unavoidable project impacts in accordance with applicable requirements of state and federal law.

12. What needs to be done during NEPA to make information from the PEL study available to the agencies and the public?
    Information from the Loop 9 Southeast Corridor/Feasibility Study will be made available through TxDOT Dallas District.

13. Are there PEL study products which can be used or provided to agencies or the public during the NEPA scoping process?
    Information from the Loop 9 Southeast Corridor/Feasibility Study will be made available through TxDOT Dallas District.

14. Are there any other issues a future project team should be aware of?
    - Major overhead transmission line (Oncor) impacts near I-45 and Skyline Landfill
    - Maintain access for Trinity River Authority Ten Mile Regional Wastewater Treatment Plant
    - Configure interchange at US 67 to discourage non-local through traffic to Lake Ridge Parkway
    - Railroad coordination required with UPRR and BNSF
    - Anticipated impacts to the Trinity River Greenbelt Riverbend Preserve
    - Proposed impacts to the Trinity River and levees
    - FAA Coordination regarding the Lancaster Regional Airport
    - Refer to the Appendix G: Record of Comments Received and Responses for a list of all comments received during the Corridor/Feasibility Study

    Examples: Utility problems, access or ROW issues, encroachments into ROW, problematic land owners and/or groups, contact information for stakeholders, special or unique resources in the area, etc.

Appendix B
State and Federal Resource Agency Webinar Summary

Loop 9 Resource Agency Webinar Summary

Date: March 27, 2013 **Time:** 1:30 PM – 2:30 PM

Project: Loop 9 Southeast

Location: WebEx Online Meeting Hosted by NCTCOG

Purpose: Provide Resource Agencies with a Loop 9 Status Update and Opportunity for Input

Attendees: Debra Griffin, U.S. Environmental Protection Agency (EPA)
Rhonda Smith, EPA
John MacFarlane, EPA
Linda Henderson, Texas Historical Commission (THC)
Mark Denton, THC
Karen Hardin, Texas Parks and Wildlife Department (TPWD)
Sean Edwards, U.S. Fish and Wildlife Service (USFWS)
Darren LeBlanc, USFWS
Bruce Nolley, Texas Department of Transportation (TxDOT)
Doug Booher, TxDOT
Sandy Wesch, North Central Texas Council of Governments (NCTCOG)
Jeff Neal, NCTCOG
Jacob Asplund, NCTCOG
Tamara Cook, NCTCOG
Bob Best, NCTCOG
Nathan Drozd, NCTCOG
Lori Cole, Atkins
Brian Clark, Atkins
Eric Holsten, HNTB

Attachment A: Presentation/Handout **(**2013_03_27 Resource Agency Meeting.PDF)
Attachment B: E-mailed comments from Karen Hardin **(**TPWD Written Comments.PDF)
Attachment C: E-mailed comments from John MacFarlane (EPA Written Comments.PDF)

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1. **Presentation** (see **Attachment A** for the Powerpoint presentation/handout).
   - Sandy Wesch (NCTCOG) began the meeting by asking participants in the conference call to identify themselves. She then outlined the general purpose of the webinar and thanked everyone on the call for their involvement.
   - Doug Booher (TxDOT) also welcomed participants to the call and thanked them for participating.
   - Jeff Neal (NCTCOG) provided an overview of meeting topics: history of Loop 9, new approach to the corridor, and project status. Jeff reviewed the project history stating the project was first envisioned in 1957. The project was first added to the regional transportation plan in 1974 and has been included in every plan since. Jeff summarized the studies that have been conducted on the Loop 9 corridor. He noted the importance of the Trans-Texas Corridor-35 (TTC-35) study in changing the direction of the project in the mid-2000s. He also highlighted the impacts of the decision to adopt the TTC-35 no build alternative and the recommendations of the NCTCOG Regional Outer Loop Corridor Feasibility Study (ROL-CFS) on the development of a new vision for Loop 9.

- Jeff continued with a description of the project as it was previously envisioned for the Loop 9 Draft Environmental Impact Statement (DEIS). Jeff indicated that traffic volume projections for the corridor were much lower in Mobility 2035 than in Mobility 2030. He listed a number of reasons for the drop in projected traffic. He indicated that the Loop 9 project is still important to the region to improve connectivity, reduce travel times, and encourage economic development. Jeff noted that $45 billion worth of projects were removed from the metropolitan transportation plan (MTP) for Mobility 2035, including most of the Regional Outer Loop.
- Sandy proceeded with a description of the current corridor feasibility study area. She explained that the portion of Loop 9 between US 67 and US 287 was removed based on the ROL-CFS. She said that the traffic movement could be served through improvements to US 67 and US 287, instead of a new location greenfield corridor. Sandy outlined the goals of the study, noting that the decisions are all appropriate to make prior to initiating a National Environmental Policy Act (NEPA) study. She reiterated that the Loop 9 project will improve connectivity and foster economic development.
- Sandy explained that the current effort to update the vision for the corridor uses data collected during previous studies and new information to refine and improve on the planned facility. Sandy noted that Atkins is working diligently on the engineering and right-of-way analysis for the Loop 9 corridor. Sandy emphasized that the highest priority section based on traffic projections is between US 67 and IH 45. She said that one positive outcome of the economic crisis is that the slow-down of development in the area so the conditions in the corridor have not dramatically changed in recent years. She highlighted that the study is following the Planning and Environmental Linkages methodology which should expedite the preparation of one of more NEPA studies for the high-priority section(s) of the corridor.
- Sandy listed the elements of the new Loop 9 vision. She discussed the narrower typical right-of-way, especially the smaller footprint near interchanges. Sandy noted that the facility is being planned for a 50-year horizon, not just the typical 25-year horizon used in the MTP. She emphasized that the facility would be staged and frontage roads and/or main lanes would be constructed as they became warranted, rather than all at once. She stated that the goal was to establish a transportation corridor that will preserve space to meet future mobility needs. Sandy briefly discussed the potential to use tolled bridges and innovative financing to fund some improvements along the Loop 9 corridor. Sandy listed the types of decisions that would be made based on the current study: type of facility, impacts to nearby facilities, corridor alignment, logical termini, section prioritization, and staging.
- Sandy summarized the efforts to date on the project. She explained that the notice of intent (NOI) for the Loop 9 project was rescinded to provide a clean break with previous studies and to clear the way for future NEPA studies on high-priority sections of the corridor. She highlighted the involvement of county and city officials and staff in the dozens of interviews conducted by Atkins. She noted that travel demand modeling by NCTCOG to support phasing and prioritization decisions about the project was nearing completion. Sandy itemized the next steps for the project: continued refinement of corridor alignments, analysis of travel demand modeling results, consultation with stakeholders along the corridor, and holding a meeting to inform and receive input from the general public.

2. Questions/Comments

- Mark Denton (THC) asked if the TxDOT – Environmental Affairs Division (ENV) would be involved in the review process for Loop 9?
    - Doug Booher answered that yes TxDOT – ENV would be participating in the process.

- Mark stated he had scanned the THC database. In 2007, the THC issued an antiquities permit to GeoMarine for the project but had not received a report. And about a year ago, an extension was requested. Is the permit needed?
    - Lori Cole (Atkins) answered that yes a permit extension was requested when it was thought that the DEIS would be moving forward. The permit needs to be cancelled. Future NEPA studies would include archeological surveys and permits would need to be requested as needed.

- Mark stated that since the NOI was rescinded, no right-of-way was being purchased.
    - Bruce Nolley (TxDOT) stated that about 10 acres had been acquired. Sandy mentioned that a separate NEPA document had been prepared to allow for the acquisition of the 10 acres as a hardship acquisition.

- John MacFarlane (EPA) asked what did the NOI (that was rescinded) list as the project and what is the difference between that project and what is being proposed now.
    - Sandy replied the project for the original Loop 9 were from IH 20 to US 287 and the proposed project was a six-lane tollway. The new concept is for a staged facility with narrower right-of-way and slightly shorter limits (US 67 rather than US 287). Doug also added the previous Loop 9 project would have been built all at once; the current vision is to build the initial facility over a 10 to 15 year time frame.

- John asked in another NOI would be issued after the feasibility study and would the NOI be for a Tier 1 document.
    - Doug replied the feasibility study would function as a Tier 1 document because it was following the Planning and Environmental Linkage process. He stated that NEPA studies would be conducted for each section of the corridor as necessary based on the overall vision recommended by the corridor feasibility study.

- John asked about the ability to build the ultimate facility 40 or 50 years from now under a NEPA document.
    - Doug stated that as part of the regional planning process, NCTCOG continual looks and assess transportation needs. Sandy confirmed that NCTCOG updates the financially constrained regional transportation plan every four years. She also added that other corridors have been handled similarly. The thought is to get environmental clearance of the ultimate right-of-way footprint needed but only build what is justified within the horizon year of the transportation plan. This would require addition environmental document prior to building the mainlanes. For example, the environmental document for the SH 170 corridor near the Texas Motor Speedway covered the entire project but only the frontage roadway were built. Now 20 plus years later, a new environmental document was being developed to allow construction of the mainlanes.

- John asked if cooperating agencies were being requested at this time.
    - Sandy replied no; that would occur during the NEPA process for each of the projects as determined by the feasibility study. The feasibility study will help determine the logical termini for the segments of independent utility. The cooperating agencies would likely vary by segment. Also, the study would help determine what type of NEPA document was required (i.e., EIS or environmental assessment).

- Karen Hardin (TPWD) stated that the project should consider longer spans over perennial waters to help minimize hydrologic impacts and accommodate terrestrial wildlife. She also mentioned the need for mussel surveys and looking for updates to the state threatened and endangered species lists.
    - Bruce confirmed that TxDOT will continue to avoid impacts to mussels wherever possible and noted that Dallas District staff had recently attended a training session about mussels.

- John mentioned that on the Loop 9 project, the three major resources of concern for EPA were environmental justice, wetlands/water quality, and air quality.
    - Sandy thanked him for the feedback.

- Sean Edwards (USFWS) requested a copy of the presentation.
    - Sandy committed to sending him a copy following the conclusion of the webinar.

LOOP 9 CORRIDOR FEASIBILITY STUDY

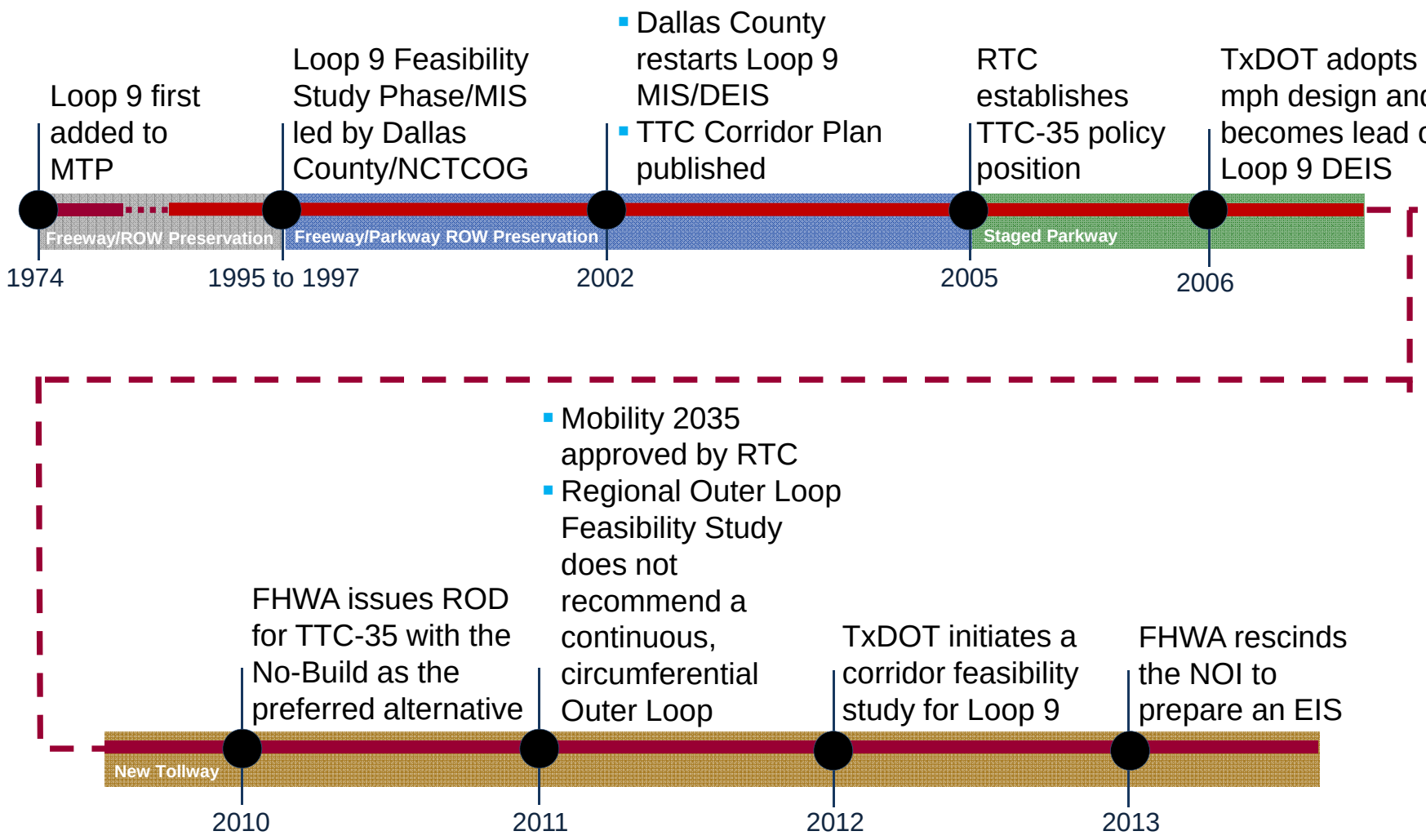
3/27/2013

Topics

- Introduction
- Evolution of Loop 9
- New Approach
- Options for Moving Forward
- Suggested Next Steps

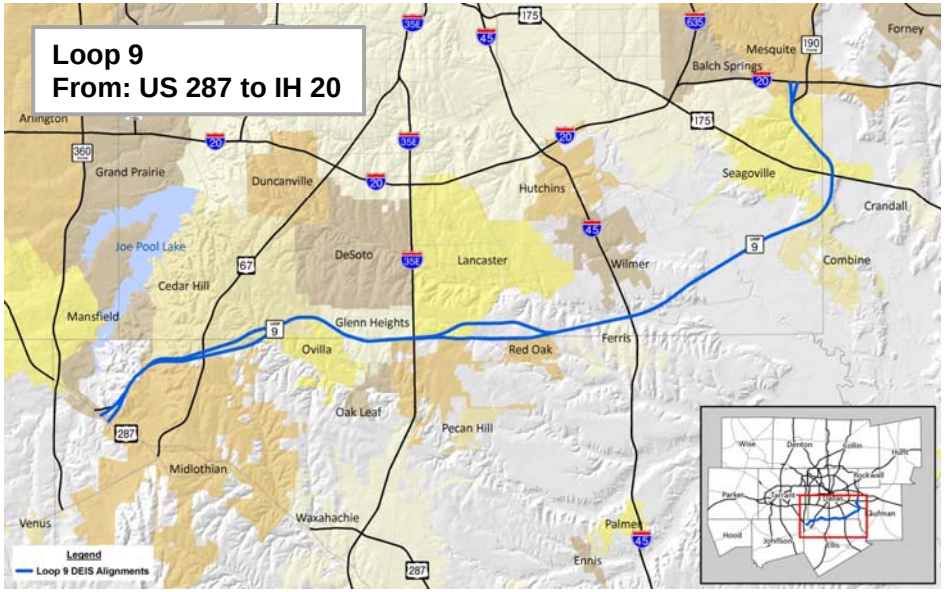
EVOLUTION OF LOOP 9

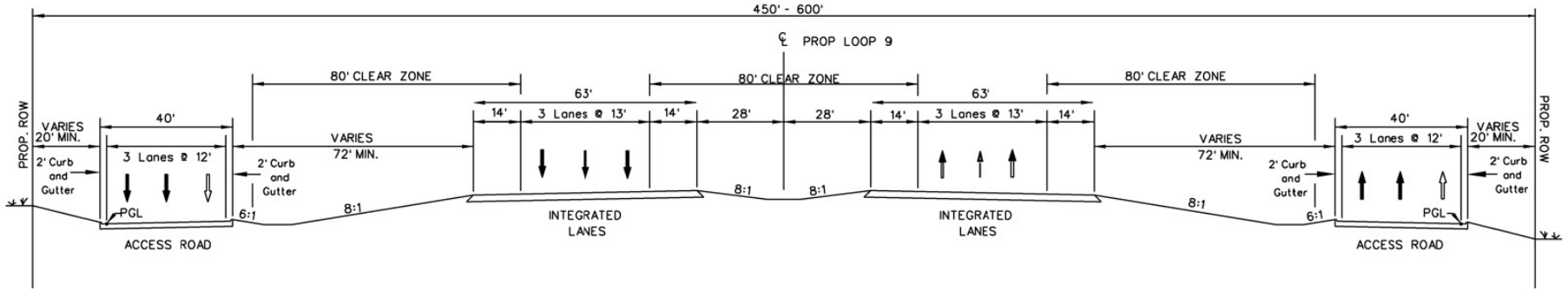
Evolution of Loop 9



Scope of Loop 9 DEIS

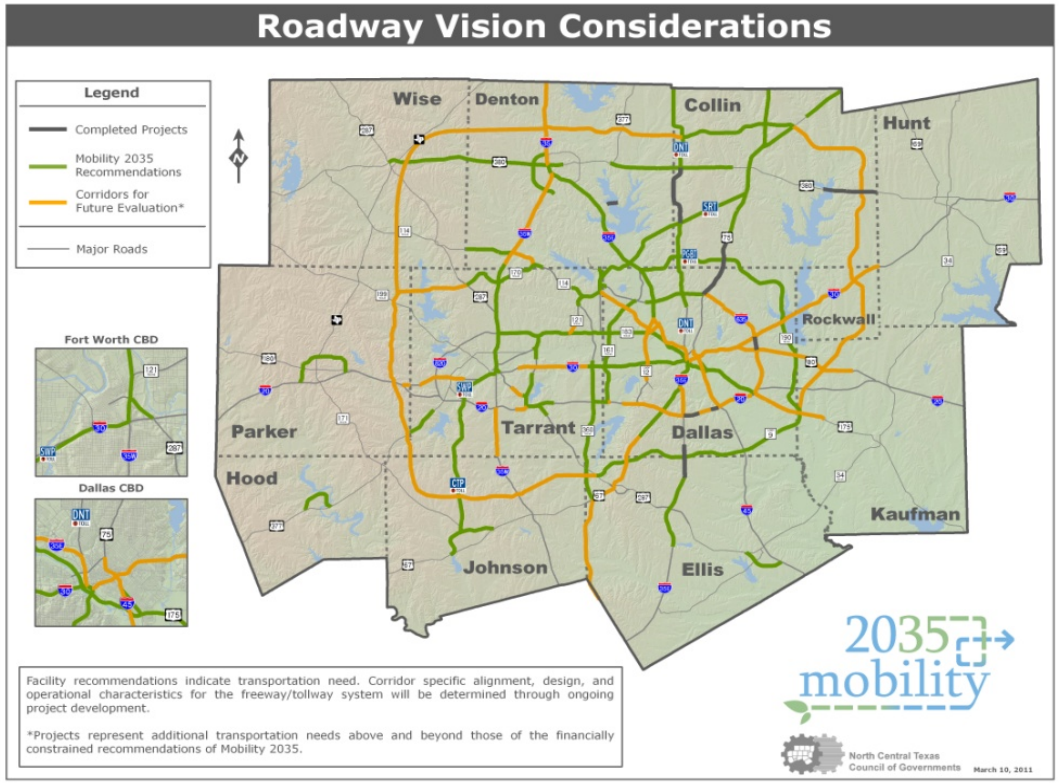
- 44 miles long
- Proposed 450 to 600-foot right-of-way
- 85 mph design speed
- Cost: $5.7 billion





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

Goals of the Study

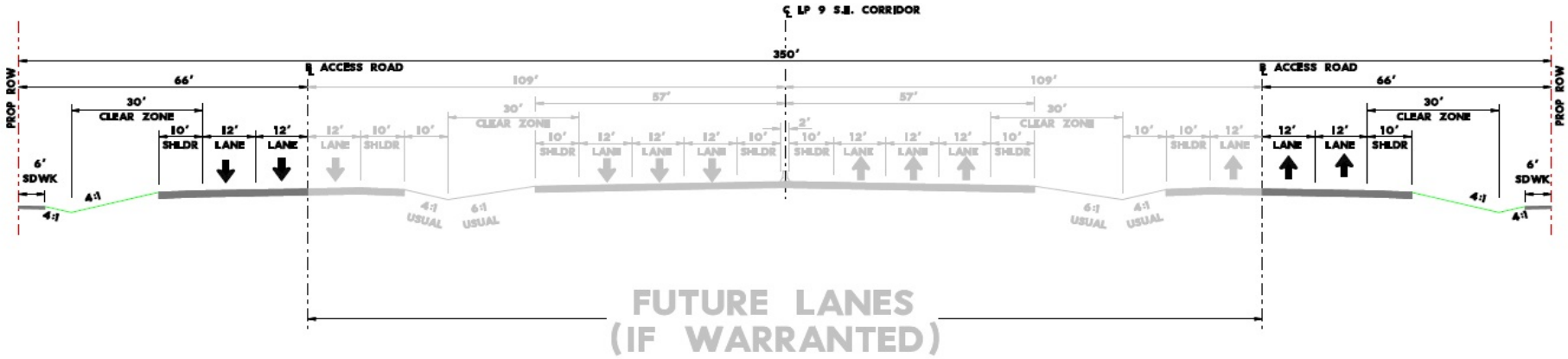
- Solicit input from local and community leaders on specific transportation facility needs
- Determine the transportation problems within the study area
- Identify a corridor where transportation projects could be developed to address area problems
- Identify specific transportation projects to advance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

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

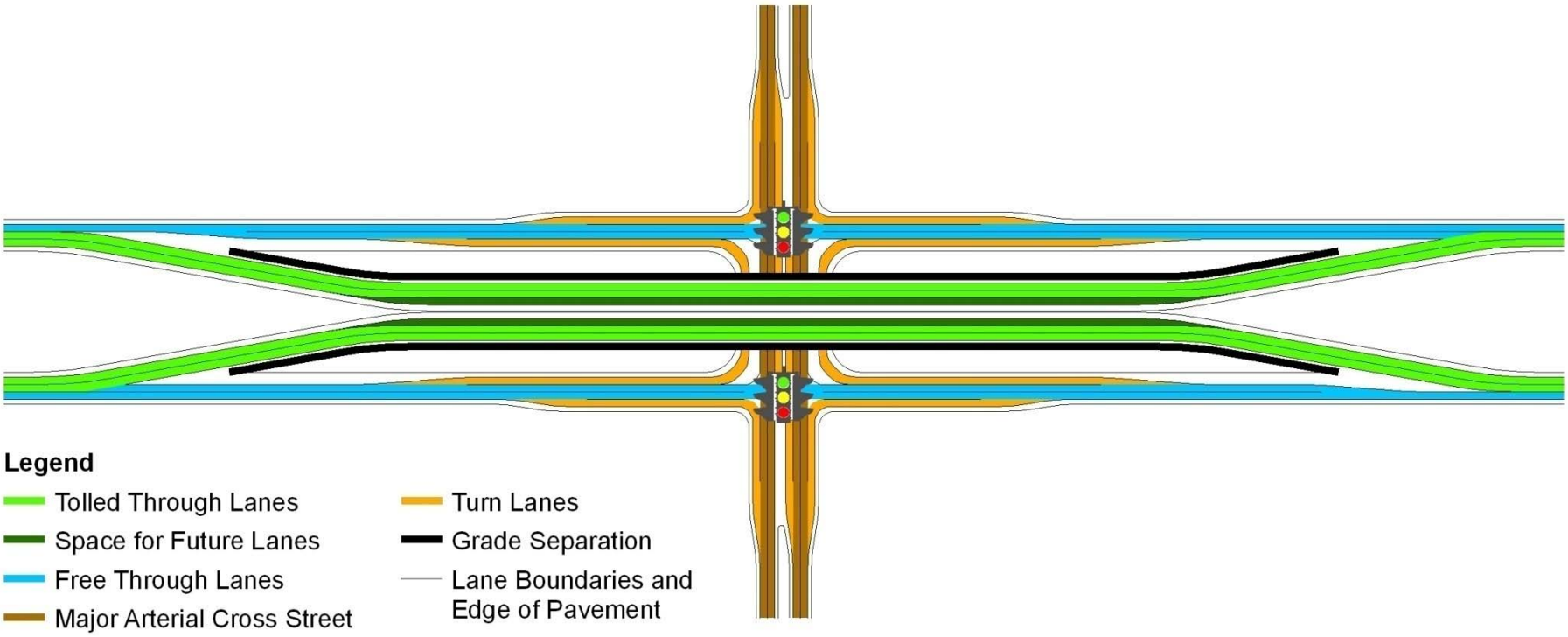
Establish New Vision

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



New Potential Design

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



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

- 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

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
- Meetings with other stakeholders (e.g., IIPOD, quarries, landfill)
- Public meeting

COMMENTS & QUESTIONS

From: Karen Hardin <Karen.Hardin@tpwd.state.tx.us>
Sent: Thursday, March 28, 2013 12:52 PM
To: Sandy Wesch
Subject: RE: Loop 9 Resource Agency Meeting - Presentation

Hi Sandy,

I thought I would write down my informal comments that I suggested at the webinar for consideration during project planning and I also added a few more. I would suggest having resource agencies solicited for scoping comments for the feasibility study if this hasn't already happened. The comments may be very similar, but that way there is documentation specific to the study and not just from the old DEIS.

1)At stream or drainage crossings consider wildlife use and movement of aquatic and terrestrial species within the stream/riparian corridor. Consider bridge spans rather than culverts where feasible. Consider larger bridge span lengths and heights to accommodate fluvial geomorphological changes of streams, to allow for terrestrial species crossing under bridges, and to allow for future recreation trails under bridges.

2) Consider the dry land substrate under bridges usable by wildlife and consider using artificial ledges in culverts for terrestrial species. In bridge and culvert areas, consider avoiding riprap and using wildlife friendly stabilization practices such as burying rip rap, back-filled with topsoil and planted with native vegetation or using biotechnical streambank stabilization methods that use live native vegetation or a combination of vegetative and structural materials.

3) Consider potential impacts to state-listed and common native mussels.

4) Contact the TPWD Texas Natural Diversity Database at txndd@tpwd.state.tx.us for known occurrences of rare resources and avoid impacts to rare resources. This database is continually updated, so TPWD recommends inquiries of TXNDD information be obtained periodically over a long-term project, such as annually.

5) TPWD also recommends annually checking the status of listed species for the project counties in case the information changes. The TPWD county lists of rare and state-threatened species can be found at http://www.tpwd.state.tx.us/landwater/land/maps/gis/ris/endangered_species/. TPWD recommends avoiding disturbance to habitats suitable for state-listed species.

6) Consider coordinating with local law enforcement for information regarding wildlife/vehicle collisions or coordinate with TxDOT/county/city road crews for information on areas of abundant road kills of small animals. Project design may be able to incorporate wildlife crossings in areas of concentrated wildlife use, if such areas are known ahead of time.

I enjoyed the webinar/conference call format for the meeting as it prevents long drive times for such a short, but informative meeting. I like that we also have the presentation to save to our computers so that we can reference it if we can't recall everything presented and it gives a good history/timeline of the project.

Thanks,

Karen Hardin
Wildlife Division - Habitat Assessment Program
Texas Parks and Wildlife Department
4200 Smith School Road
Austin, TX 78744

(903) 322-5001
f (903) 322-6018

From: Sandy Wesch [mailto:SWesch@nctcog.org]
Sent: Wednesday, March 27, 2013 7:16 AM
To: Bruce Nolley; Tracy Hill (Tracy.Hill@atkinsglobal.com); Barnes, Callie L; Doug Booher (DBOOHER@txdot.gov); Lindsey Kimmitt; 'Cole, Lori L'; 'Clark, Brian C'; 'Griffin.debra@Epa.gov'; 'Linda.Henderson@thc.state.tx.us'; 'Mark.Denton@thc.state.tx.us'; Karen Hardin; 'leblanc@fws.gov'; 'sean_edwards@fws.gov'; 'eric.j.dephouse@usace.army.mil'; 'gracey.gray@tceq.texas.gov'; 'darren_LeBlanc@fws.gov'; 'smith.rhonda@epa.gov'; 'macfarlane.john@epa.gov'; 'Eric Holsten'
Cc: Jeffrey Neal; Jacob Asplund; Tamara Cook; Chad Edwards; Bob Best
Subject: Loop 9 Resource Agency Meeting - Presentation

In case there are any technical issues with the Loop 9 webex meeting this afternoon (1:30 pm), attached is a copy of the presentation.

And just a reminder, you will need to log into the meeting both via the internet (https://nctcog.webex.com/nctcog/j.php?ED=225846357&UID=1396261947&RT=MiM3, WebEx Meeting Number: 575 292 974) and call in (1-800-250-3900, PIN 442318#) to participate in the discussion.

Thanks!

Sandy Wesch, P.E., AICP
Project Engineer
North Central Texas Council of Governments
616 Six Flags Drive, Arlington, Texas 76011
Phone 817.704.5632 | Fax 817.640.3028
swesch@nctcog.org

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From: MacFarlane, John <MacFarlane.John@epa.gov>
Sent: Thursday, April 04, 2013 3:04 PM
To: Sandy Wesch; Doug Booher; Jeffrey Neal
Subject: RE: Loop 9 Resource Agency Meeting - Summary

All,

Attached is information regarding the EPA's Regional Ecological Assessment Protocol. This data may assist you in avoiding area of high ecological value and integrity. The first link is the report explaining REAP and the 2nd link is the GIS data. Just search "REAP".

Report
http://nepis.epa.gov/Exe/ZyNET.exe/P100BU04.txt?ZyActionD=ZyDocument&Client=EPA&Index=2011%20Thru%202015%7C1995%20Thru%201999%7C1981%20Thru%201985%7C2006%20Thru%202010%7C1991%20Thru%201994%7C1976%20Thru%201980%7C2000%20Thru%202005%7C1986%20Thru%201990%7CPrior%20to%201976%7CHardcopy%20Publications&Docs=&Query=reap%20region%206&Time=&EndTime=&SearchMethod=2&TocRestrict=n&Toc=&TocEntry=&QField=&QFieldYear=&QFieldMonth=&QFieldDay=&UseQField=&IntQFieldOp=0&ExtQFieldOp=0&XmlQuery=&File=D%3A%5CZYFILES%5CINDEX%20DATA%5C11THRU15%5CTXT%5C00000000%5CP100BU04.txt&User=ANONYMOUS&Password=anonymous&SortMethod=h%7C-&MaximumDocuments=15&FuzzyDegree=0&ImageQuality=r85g16/r85g16/x150y150g16/i500&Display=hpfr&DefSeekPage=x&SearchBack=ZyActionL&Back=ZyActionS&BackDesc=Results%20page&MaximumPages=1&ZyEntry=1&SeekPage=x

GIS Data
https://edg.epa.gov/metadata/catalog/main/home.page

Thank you,
John MacFarlane
NEPA Specialist
Office of Planning and Coordination (6EN-XP)
U.S. EPA Region 6
1445 Ross Ave, Dallas, TX 75202
214-665-7491

From: Jacob Asplund [mailto:JAsplund@nctcog.org]
Sent: Thursday, April 04, 2013 1:51 PM
To: Parrish, Sharon; Gilmore, Cathy; Honker, William; Griffin, Debra; Osowski, Sharon; melanie.aldana@tceq.texas.gov; Linda.Henderson@thc.state.tx.us; Mark.Denton@thc.state.tx.us; brett.johnson@tpwd.state.tx.us; karen.hardin@tpwd.state.tx.us; kevin.mote@tpwd.state.tx.us; jared.laing@tpwd.state.tx.us; david.holdermann@tpwd.state.tx.us; JoAnn.M.Duman@swd02.usace.army.mil; Barry.G.Osborn@usace.army.mil; darren_LeBlanc@fws.gov; tom_cloud@fws.gov; sean_edwards@fws.gov; sidney_puder@fws.gov; 'eric.j.dephouse@usace.army.mil'; 'gracey.gray@tceq.texas.gov'; Smith, Rhonda; MacFarlane, John
Cc: Clark, Brian C; Jeffrey Neal; Sandy Wesch; Tamara Cook; Doug Booher; Lindsey Kimmitt; Eric Holsten; Barnes, Callie L; Cole, Lori L; Hill, Tracy L; Bruce Nolley
Subject: Loop 9 Resource Agency Meeting - Summary

Greetings,

Thank you to everyone who participated in the Loop 9 Resource Agency Webinar on March 27th!

For everyone who was unable to attend, here is our draft summary of the meeting and a copy of the presentation. If, based on reading these materials, you'd like to provide input about the Loop 9 Corridor Feasibility Study process or the Loop 9 project itself, we would welcome your comments.

For everyone who joined in, please let me know if you have any suggested revisions or corrections to the meeting summary. We would also welcome additional comments about the study process and/or the Loop 9 project.

We'd like to receive any comments, corrections, or suggestions by Friday, April 11.

Sincerely,

Jacob Asplund
Transportation Planner
North Central Texas Council of Governments
616 Six Flags Drive, Arlington, Texas 76011
jasplund@nctcog.org
(817) 608-2367


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From: Sandy Wesch
Sent: Wednesday, March 27, 2013 7:16 AM
To: Bruce Nolley; Tracy Hill (Tracy.Hill@atkinsglobal.com); Barnes, Callie L; Doug Booher (DBOOHER@txdot.gov); Lindsey Kimmitt; 'Cole, Lori L'; 'Clark, Brian C'; 'Griffin.debra@Epa.gov'; 'Linda.Henderson@thc.state.tx.us'; 'Mark.Denton@thc.state.tx.us'; 'karen.hardin@tpwd.state.tx.us'; 'leblanc@fws.gov'; 'sean_edwards@fws.gov'; 'eric.j.dephouse@usace.army.mil'; 'gracey.gray@tceq.texas.gov'; 'darren_LeBlanc@fws.gov'; 'smith.rhonda@epa.gov'; 'macfarlane.john@epa.gov'; 'Eric Holsten'
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Thanks!

<< File: 2013_03_27 Resource Agency Meeting.pdf >>
Sandy Wesch, P.E., AICP
Project Engineer
North Central Texas Council of Governments
616 Six Flags Drive, Arlington, Texas 76011
Phone 817.704.5632 | Fax 817.640.3028
swesch@nctcog.org

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********** ATTACHMENT NOT DELIVERED **********

This Email message contained an attachment named
  image001.jpg
which may be a computer program. This attached computer program could
contain a computer virus which could cause harm to EPA's computers,
network, and data. The attachment has been deleted.

This was done to limit the distribution of computer viruses introduced
into the EPA network. EPA is deleting all computer program attachments
sent from the Internet into the agency via Email.

If the message sender is known and the attachment was legitimate, you
should contact the sender and request that they rename the file name
extension and resend the Email with the renamed attachment. After
receiving the revised Email, containing the renamed attachment, you can
rename the file extension to its correct name.

For further information, please contact the EPA Call Center at
(866) 411-4EPA (4372). The TDD number is (866) 489-4900.

********** ATTACHMENT NOT DELIVERED **********

Appendix C
Local Government Interviews and Meeting Summaries

C1: City of Balch Springs
C2: City of Cedar Hill
C3: City of Combine
C4: City of DeSoto
C5: City of Ferris
C6: City of Glenn Heights
C7: City of Lancaster
C8: City of Mesquite
C9: City of Midlothian
C10: City of Oak Leaf
C11: City of Ovilla
C12: City of Red Oak
C13: City of Seagoville
C14: City of Wilmer
C15: Dallas County

C16: Ellis County
C17: Kaufman County

C1: City of Balch Springs

City of Balch Springs Interview Summary

Date: November 20, 2012 **Time:** 11:00 AM – 12:00 PM

Project: Loop 9 Southeast

Location: City of Balch Springs
3117 Hickory Tree Road
Balch Springs, Texas 75180

Purpose: Allow local officials within the corridor/feasibility study area to provide comments on and provide suggestions regarding the currently proposed Loop 9 Project via an interview

Attachments: Attachment A – Interview Sign-in Sheet
Attachment B – Interview Questionnaire (Reponses provided by The City of Balch Springs on November 21, 2012 and documented per the interview discussions)
Attachment C – DEIS Alignment Centerline with a 300- to 350-foot ROW

Attendees: See **Attachment A** for a PDF of the actual Sign-in Sheet

Name	Email/Telephone	Telephone	Title	Organization
Dr. Carrie Gordon (Attended by Teleconference)	Cgordon@cityofbalchsprings.com	972-557-6070	Mayor	City of Balch Springs
ED Morris	Morris399@balchsprings.com	972-557-6063	City Manager / Police Chief	City of Balch Springs
Chris Dyser	Cdyser@cityofbalchsprings.com	972-557-6082	City/EDC Planner /Asst to the City Manager	City of Balch Springs
John Hubbard	John@balchspringsedc.org	972-913-3009	Director, Balch Springs EDC	City of Balch Springs
Bruce Nolley	Bruce.nolley@txdot.gov	214-320-6156	Project Manager	TxDOT
Brian Clark	Brian.clark@atkinsglobal.com	972-818-7275	Project Manager	Atkins
Callie Barnes	Callie.barnes@atkinsglobal.com	281-529-4221	Senior Transportation Planner	Atkins
Abe Bekele	Abe@civilassociates.com	214-703-5151	Senior Engineer	Civil Associates

1. Introductions

2. Handouts and Presentation

- *Exhibits, Questionnaire and Presentation*
  - Brian Clark provided attendees hard copies of the Interview Questionnaire (**Attachment B**)
  - Brian Clark presented an Exhibit showing the DEIS Alignment Centerline with a 300- to 350-foot ROW (**Attachment C**)
  - Callie Barnes presented environmental constraints information obtained as a part of the DEIS efforts as well as the DEIS alignment centerline with a 300- to 350-foot ROW

3. Project Overview – New Direction

- Brian Clark presented the current Loop 9 concept
  - Due to the reduction in projected traffic data since the DEIS was prepared, the former 450- to 600- foot typical section has been reduced to a conceptual 300- to 350-foot typical section
  - The former 44-mile long corridor has been reduced to exclude the alignment from US 287 to US 67
  - New direction in response to lack of funding & to move forward with the project quicker – Phased Approach
    - Initial and Ultimate Design Concept
    - Develop a Program of Projects (prioritize certain sections of the project) per results of the Feasibility Study and priorities within the study area
  - Corridor/Feasibility Study (6-8 month schedule) will occur after local official interviews
  - Program of Projects as a result of Corridor/Feasibility Study
  - Environmental Assessment (EA) process (16-18 months) will occur (provided FHWA approves EA classification) after the Program of Projects
- Brian Clark discussed potential of renaming Loop 9. He stated that Bruce Nolley from TxDOT Dallas District is leading the renaming efforts.

4. Interview Questionnaire

- The City of Balch Springs provided responses to the interview questionnaire on November 21, 2012. For those responses provided by The City of Balch Springs on November 21, 2012 and those that were discussed and noted during the November 20, 2012 interview, please refer to **Attachment B**.

5. Additional Comments/Discussion

- Mayor Gordon asked about the time frame for completion of the feasibility studies and Brian Clark responded it would be approximately six to eight months.
- Ed Morris asked where the northern end of the current Loop 9 concept terminates. Bruce Nolley responded that it will be at or near the location shown on the exhibit provided in the meeting.
- Mayor Gordon asked how the highest priority segments of the project would be determined. Brian Clark responded that the results of interviews that are being conducted with each city and county within the corridor/feasibility study area would be among the factors to help determine priorities. In addition, environmental constraints would be a consideration in determining the priorities.
- Mayor Gordon asked if the feasibility study on the entire corridor would be completed within a two year time frame. Callie Barnes responded that the corridor/feasibility study has an anticipated 6-8 month timeframe and the EA (if the projects are granted EA classification by FHWA) process is anticipated to take approximately16 to 18 months.
- With regard to major utilities, Chris Dyser stated that Dallas Water Utility (DWU) 10-foot water supply line is planned along and south of I-20.
- Bruce Nolley stated that he would provide the contact name for an employee of DWU regarding the planned 10-foot water supply line

6. Action Items

List of Action Items and Responsible Parties
November 20, 2012

NO	ACTION ITEM	RESPONSIBLE PARTY	DUE DATE	COMPLETE
1	Provide DWU 10' waterline data	TxDOT	N/A	Yes
2	Provide proposed I-20 ramp improvements design	TxDOT	N/A	
3				
4				
5				
6				

Attachment A

Loop 9 Corridor Local Interview Meeting

November 20, 2012, 11-12am
City of Balch Springs
3117 Hickory Tree Rd, Balch Springs, TX 75180

Sign In

Name	Organization	Phone Number	Email Address
BRUCE NOLLEY	TxDOT	214.320.6151	Bruce.Nolley@TxDot.gov
Abe Bekele	CAI	214-703-5151	abe@civilassociates.com
Chris Hixson	City of Balch Springs	972-557-6082	chrishixson@cityofbalchsprings.com
DAN HUBBARD	Balch Springs EDC	972-[illegible]-3009	jhubbard@cityofbalchsprings.com
Ed Morris	City of Balch Springs	972-557-6063	emorris399@balchspringspd.com
(telecon) Carrie Gordon / Mayor	"	972-557-6070	cgordon@cityofbalchsprings.com
BRIAN CLARK	ATKINS	972-593-3124	brian.clark@atkinsglobal.com
Callie Bauer	TxDOT	281-529-4221	callie.bauer@txdot.gov

Attachment B

Loop 9 Corridor Interview Questionnaire
The City of Balch Springs
November 20, 2012

Note: Responses (in black text) below were provided by The City of Balch Springs on November 21, 2012 after the November 20, 2012 interview. Responses below (in blue text) were additional comments noted per discussions during the Balch Springs interview.

1) What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?

   The City of Balch Springs envisions connectivity derived from the Loop 9 project to the city's I-20 highway corridor from Beltline Road to the eastern city limit. The connectivity to the suggested corridor will help to spur economic development for vacant land along the corridor.

   Little or no impact to our City given the current alignment location. That said however, connectivity to I-20 would benefit Balch Springs.

2) In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?

   Connection to major interstate access along I-20 and I-635.

3) Are there any areas within your community that you are planning long-term infrastructure improvements that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?

   The need for wastewater infrastructure to extend along the I-20 corridor (city limit to city limit). The city envisions big box commercial development along the I-20 corridor.

   The City and TxDOT are looking at reversing and adding new ramps on I-20 in Balch Springs. Additionally, improvements to Beltline Road are planned.

4) What projects are included in your Capital Improvement Plan relative to local roadways and utilities?

   Water and wastewater infrastructure along the I-20 corridor and the existing trailer park area near Beltline Road and McKenzie.

5) Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?

   The existing comprehensive plan and zoning regulations are adequate for commercial development along the I-20 corridor.

Loop 9 Corridor Interview Questionnaire
The City of Balch Springs
November 20, 2012

6) Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?

   There are preliminary discussion to update the zoning in terms of land use along the southwest and southeast corridors (I-20 to I-635) of the city to accommodate mixed use and commercial development.

   Haymarket area; however, this is not in the Loop 9 project area. Other than the Haymaket area, there are no planned changes.

7) Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?

   Not at this time.

8) Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?

   Yes, the need for major interstate highway access along I-20 and I-635 to promote economic development of vacant land along the two main highway corridors.

   We are addressing connectivity issues at the I-635/I-20 area with the new ramps currently under construction as well as along I-20 for Haymarket Road just south of US 175.

9) Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?

   The primary land stakeholders along the I-20 corridor including William Hooper, ETC Sales, etc@airmail.net; Mike Anderson, FC Properties One LTD, mike@bjanderson.net.

   Mr. Hooper. The former Mayor of Mesquite, Mike Anderson is a majority stakeholder along the I-20 corridor.

10) Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?

    None.

Loop 9 Corridor Interview Questionnaire
The City of Balch Springs
November 20, 2012

11) Are there any areas with heavy utilities that you know of within or near the proposed ROW?

The plan and construction of a 10ft water line stretching 32 miles from Sunnyvale to Grand Prairie.

12) Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?

None within the City of Balch Springs jurisdiction. However there are park restricted land owned by the City of Mesquite near the intersection of Mercury Road and Beltline Road. There is also ball park operated by the City of Mesquite near McKenzie and Mercury Roads.

A 10-foot waterline is in progress by DWU from Sunnyville to stretch 32 miles long.

13) Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?

The priority is to spur economic development along the city's I-20 corridor and an alignment near Lassatter Road and Beltline at I-20 would help to achieve this goal.

Attachment C

SEC Study Area

- Study Area
- Alternative 1 and 2
- Alternative 1
- Alternative 2
- County Boundary

N

0 1 2 3 4 Miles

N:\Clients\S_T\TxDOT\SEC\044142005\geo\figs\StudyArea_ROW_Cities.mxd

C2: City of Cedar Hill

City of Cedar Hill Interview Summary

Date: November 7, 2012 **Time:** 3:30 PM – 4:30 PM

Project: Loop 9 Southeast

Location: Cedar Hill City Hall
285 Uptown Boulevard
Cedar Hill, TX 75104

Purpose: Allow local officials within the corridor/feasibility study area to provide comments on and provide suggestions regarding the currently proposed Loop 9 Project via an interview

Attachments: Attachment A – Interview Sign-in Sheet
Attachment B – The City of Cedar Hill Completed Interview Questionnaire (Responses Provided by Cedar Hill and documented per interview discussions)
Attachment C – Previous Proposed Alignments through Cedar Hill
Attachment D – Previous Proposed Design of Intersection at US 67
Attachment E – DEIS Alignment Centerline with a 300- to 350-foot ROW

Attendees: See **Attachment A** for a PDF of the actual Sign-in Sheet

Name	Email/Telephone	Telephone	Title	Organization
Rob Franke	Rob.franke@cedarhilltx.com	972-655-9606	Mayor	City of Cedar Hill
Alan E. Sims	Alan.sims@cedarhilltx.com	972-291-5100 x1012	City Manager	City of Cedar Hill
Greg Porter	Greg.porter@cedarhilltx.com	972-293-1467	Deputy City Manager	City of Cedar Hill
Elias Sassoon	Elias.sassoon@cedarhilltx.com	214-291-5126	Director of Public Works	City of Cedar Hill
Don Gore	Don.gore@cedarhilltx.com	972-291-5100 x1076	Planner	City of Cedar Hill
Brian Clark	Brian.clark@atkinsglobal.com		Project Manager	Atkins
Callie Barnes	Callie.barnes@atkinsglobal.com	281-529-4221	Senior Transportation Planner	Atkins
Abe Bekele	Abe@civilassociates.com	214-703-5151	Senior Engineer	Civil Associates
Teresa Barlow	Teresa@civilassociates.com	214-703-5151	Senior Environmental Planner	Civil Associates

1. Introductions

2. Handouts and Presentation

- *Exhibits, Questionnaire and Presentation*
  - Elias Sassoon provided copies of their completed questionnaire (**Attachment B**)
  - Brian Clark provided attendees four exhibits (**Attachments C through D**) of the previously proposed alignment (as analyzed in the preliminary DEIS)
  - Callie Barnes presented an Exhibit showing the DEIS Alignment Centerline with a 300- to 350-foot ROW (**Attachment E**)
  - Callie Barnes presented environmental constraints information obtained as a part of the DEIS efforts as well as the DEIS alignment centerline with a 300- to 350-foot ROW

3. Project Overview – New Direction

- Brian Clark presented the current Loop 9 concept
  - Due to the reduction in projected traffic data since the DEIS was prepared, the former 450- to 600-foot typical section has been reduced to a conceptual 300- to 350-foot typical section
  - The former 44-mile long corridor has been reduced to exclude the alignment from US 287 to US 67
  - New direction in response to lack of funding & to move forward with the project quicker – Phased Approach
    - Initial and Ultimate Design Concept
    - Develop a Program of Projects (prioritize certain sections of the project) per results of the Feasibility Study and priorities within the study area
  - Corridor/Feasibility Study (6-8 month schedule) will occur after local official interviews
  - Program of Projects as a result of Corridor/Feasibility Study
  - Environmental Assessment (EA) process (16-18 months) will occur (provided FHWA approves EA classification) after the Program of Projects

4. Interview Questionnaire

The City of Cedar Hill provided responses to the questionnaire at the time of the interview. For those responses provided by Cedar Hill as well as responses that were discussed and noted during the November 7, 2012 interview, please refer to **Attachment B**.

5. Additional Comments/Discussion

- Cedar Hill supports the Loop 9 Project

- US 67 Interchange
  - The city indicated concern that the proposed Loop9/US 67 interchange is close to the existing US 67/Lake Ridge Parkway intersection
  - Major planning initiatives occurring around Lake Ridge Parkway
  - Suggested Loop 9 connect to US 67 at Lake Ridge Parkway
  - Lake Ridge Parkway will be improved with hike and bike trail, lights and landscaping
  - If Loop 9 connected at Lake Ridge Parkway, study would need to be done to consider impacts to the residential areas off of Lake Ridge Parkway
  - Terminating the proposed Loop 9 at US 67 will create congestion problems for the City of Cedar Hill.
  - The TV tower located east of US 67 is not impacted.
  - The City would like to see a Complete Streets concept utilized during the Loop 9 design.

- Loss of US 287 Connection
  - Mayor requested that Loop 9 study limits extend south along US 67 to US 287 – it is unlikely the existing US 287/US 67 interchange could handle the additional traffic expected once Loop 9 is completed. In addition, US 67 does not have the capacity to handle the additional future traffic between Loop 9 and US 287.

6. Action Items

List of Action Items and Responsible Parties
November 7, 2012

NO	ACTION ITEM	RESPONSIBLE PARTY	DUE DATE	COMPLETE
1	Discuss extension of study limits with TxDOT	Atkins	N/A	

Attachment A

Loop 9 Corridor Local Interview Meeting

November 7, 2012, 3:30pm
City of Cedar Hill
285 Uptown Blvd., Bldg. 100 , Cedar Hill, TX 75104
4th Floor in the Administration Conference Room

Sign In

Name	Organization	Phone Number	Email Address
Don Coore	C.H. Planning	Ex 1076	don.gore@cedarhilltx.com
Abe Bekele	CAI	214-703-5151	abe@civilassociates.com
Elias Sassoon	City of Cedar Hill	214-291-5126	elias.sassoon@cedarhilltx.com
GREG PORTER	"	972 293-1467	greg.porter@cedarhilltx.com
Alan E. Sims	City of Cedar Hill	972-291-5100 ext 1014	alan.sims@cedarhilltx.com
Teresa Barlow	CAI	214-703-5151	teresa@civilassociates.com
Rob Franke	Cedar Hill	972.655-9606	rob.franke@cedarhilltx.com
Callie Barr	Atkins	281-529-4221	callie.barner@atkinsglobal.com

Attachment B

Loop 9 Corridor Interview Questionnaire
City of Cedar Hill
November 7, 2012

Note: Responses (in black text) below were provided by City of Cedar Hill prior to the interview conducted on November 7, 2012. Responses below (in blue text) were noted per discussions during the interview with City of Cedar Hill.

1) What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?
    - Provide needed east / west connectivity for existing residents and businesses
    - Provide access to areas with limited access, opening new land for development
    - Provide multimodal transportation connections across Hwy 67 including bike / ped options and context sensitive design solutions
    - Enhance economic development activity in the southern and southeastern portions of the city
    - Hike and bike trail to be constructed soon along Lake Ridge Parkway

2) In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?
    - Access and connectivity is of prime concern at this point in time.
    - Further, alternate transportation routes are needed to offset congestions and provide a major interstate connection needed for safe traffic flow and enhanced traffic patterns

3) Are there any areas within your community that you are planning long-term infrastructure improvements for that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?
    - Loop-9's crossing of the RR track is planned as a future TOD. Access to this area will be paramount. No specific plans have been prepared yet.
    - Loop 9 will provide an important alternate transportation opportunity for industrial traffic originating east of the BNSF tracks
    - Additionally, in general, it will enable industrial traffic to travel east bound without going north to I-20. This is important given that the City's industrial areas are on the southern side.
    - The City recently approved a comprehensive trails and bikeway plan which has major core trails along the BNSF Railroad, and Lake Ridge Parkway. Loop 9 should enhance these opportunities along desired routes. The BNSF Railroad will probably be both cargo and transit in the future.

Loop 9 Corridor Interview Questionnaire
City of Cedar Hill
November 7, 2012

4) What projects are included in your Capital Improvement Plan relative to local roadways and utilities?

   - Nothing is programmed in this area at this time.
   - Nothing is planned for the next 5 years, but improvements are planned beyond 5 years.

5) Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?

   - The current Comprehensive Plan recommends an alignment and land uses in the area. A change in the nature of Loop-9 will likely necessitate changes in the Comp Plan.

6) Are they any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?

   - Mulitmodal transportation options and streetscape alternatives recently approved by the City as part of the Park Master Plan need to be considered.

7) Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?

   - Major Update of the City's Parks and Trails Plan adopted in 2012
   - City Center plan currently in process – between Pleasant Run and Tidwell, approximately 3.5 miles north of the proposed alignment

8) Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?

   - The southern sector of Cedar Hill has very limited access which Loop-9 is expected to remedy
   - Cedar Hill has very limited east/west connections which Loop-9 is expected to remedy

9) Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?

   - Area residents, business leaders, property owners and the general population.

10) Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?

   - The alignment of the roadway should strongly consider the impact on existing, established neighborhoods in an attempt to minimize any adverse impacts on them.
   - Bear Creek neighborhood already has some dedicated ROW for Loop 9.

Loop 9 Corridor Interview Questionnaire
City of Cedar Hill
November 7, 2012

- In addition, the alignment should be conducive to future commercial/local retail developments being provided at the outermost city limits rather than in areas that bisect neighborhoods.

11) Are there any areas with heavy utilities that you know of within or near the proposed ROW?

- TV broadcast tower in Ellis County west of Tar Road – in between proposed north and south alignments
- There is an existing 36" gas line which potentially may play a role in the alignment study and analysis.
- A gas pumping station is present in the NW quadrant of the Lake Ridge Parkway and US 67 intersection

12) Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?

- The southeast quadrant of Cedar Hill is the location where a future community park (or two) will be developed.
- In addition, there are several future neighborhood parks, open space, and regional detention/retention opportunities that need to be identified and considered

13) Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?

- Must provide access to/from Lake Ridge Parkway and US 67

Attachment C

HORZ SCALE: 1"=3,000'
0 1,500 3,000

67

CEDAR HILL

GLENN HEIGHTS

COCKRELL HILL RD

JOE WILSON RD

WESTMORELAND RD

LAKE RIDGE PARKWAY

ROCKY ACRES RD

TAR RD

COUNTY LINE RD

DALLAS COUNTY

ELLIS COUNTY

OVILLA

MIDLOTHIAN

RABBIT RD

ROW

℄ PROP. LP 9 (ALT 2)

℄ PROP. LP 9 (ALT 1)

LEGEND

- CITY LIMITS
- COUNTY LIMITS
- PARCEL LIMITS
- PROP ROW ALTERNATIVE 1
- PROP ROW ALTERNATIVE 2

LOOP 9 - PREVIOUS ALIGNMENTS

Attachment D

DALLAS COUNTY

ELLIS COUNTY

CEDAR HILL

CEDAR HILL

LAKE RIDGE PARKWAY

67

HORZ SCALE: 1"=1,000'

0 500 1,000

℄ PROP. LP 9 (ALT 2)

℄ PROP. LP 9 (ALT 1)

ROW

MATCHLINE A-A

MATCHLINE A-A

MIDLOTHIAN

MIDLOTHIAN

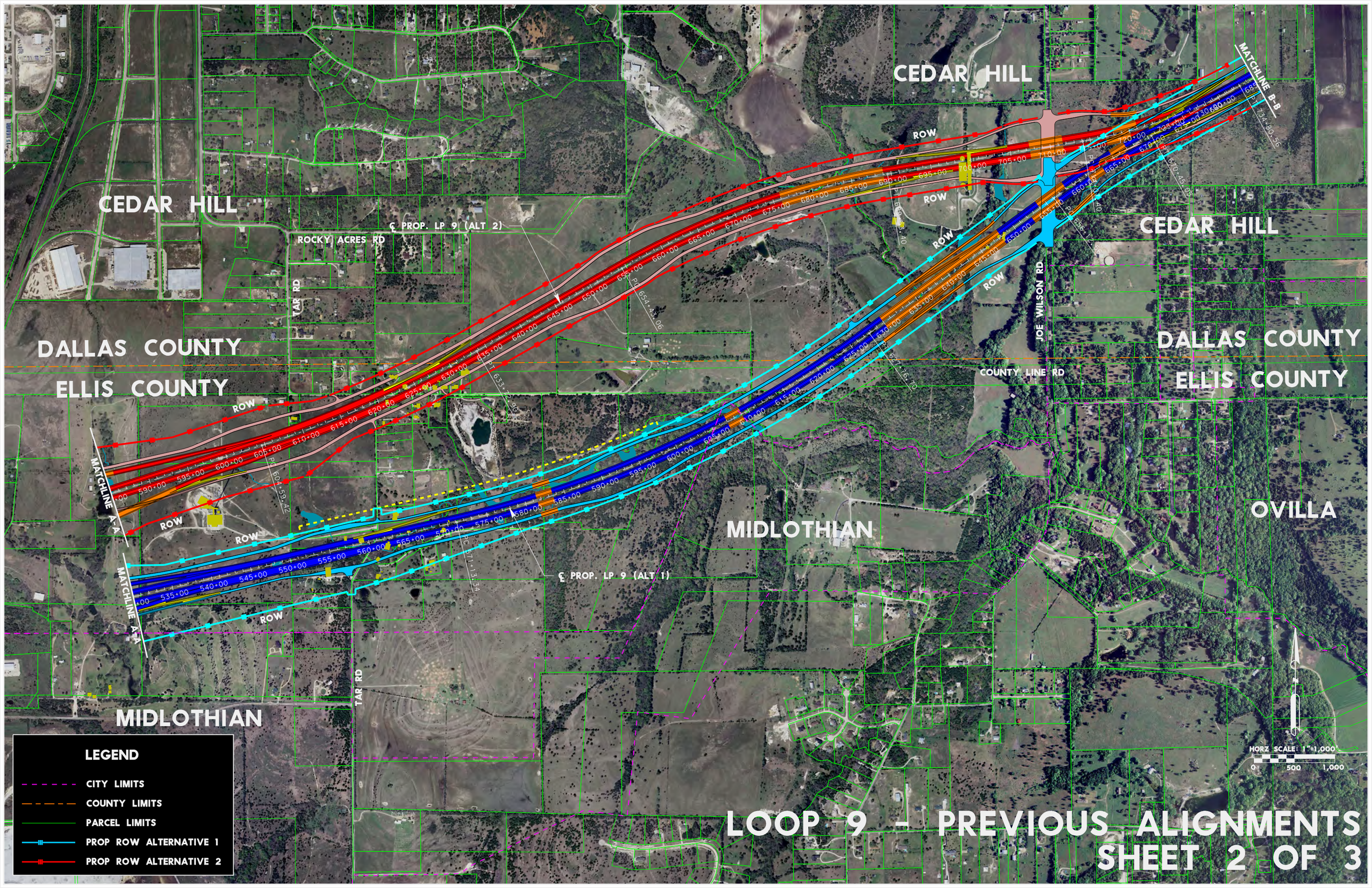
RABBIT RD

67

LEGEND

- CITY LIMITS
- COUNTY LIMITS
- PARCEL LIMITS
- PROP ROW ALTERNATIVE 1
- PROP ROW ALTERNATIVE 2

LOOP 9 - PREVIOUS ALIGNMENTS - SHEET 1 OF 3


CEDAR HILL
CEDAR HILL
CEDAR HILL
DALLAS COUNTY
ELLIS COUNTY
DALLAS COUNTY
ELLIS COUNTY
MIDLOTHIAN
MIDLOTHIAN
OVILLA
ROCKY ACRES RD
TAR RD
TAR RD
JOE WILSON RD
COUNTY LINE RD
MATCHLINE A-A
MATCHLINE A-A
MATCHLINE B-B
℄ PROP. LP 9 (ALT 2)
℄ PROP. LP 9 (ALT 1)
ROW
PC 604+59.42
PT 633+72.90
PT 634+43.06
PC 671+13.34
PT 677+16.10
PC 636+12.56
PT 643+53.40
PC 670+45.03
PT 684+90.56
LEGEND
CITY LIMITS
COUNTY LIMITS
PARCEL LIMITS
PROP ROW ALTERNATIVE 1
PROP ROW ALTERNATIVE 2
HORZ SCALE: 1"=1,000'
0
500
1,000
LOOP 9 - PREVIOUS ALIGNMENTS
SHEET 2 OF 3

CEDAR HILL

GLENN HEIGHTS

DUNCANVILLE RD

COCKRELL HILL RD

BEAR CREEK RD

HORZ SCALE: 1"=1,000'

0 500 1,000

MATCHLINE B-B

℄ PROP. LP 9

WESTMORELAND RD

OVILLA

DALLAS COUNTY

ELLIS COUNTY

LEGEND

- CITY LIMITS
- COUNTY LIMITS
- PARCEL LIMITS
- PROP ROW ALTERNATIVE 1
- PROP ROW ALTERNATIVE 2

LOOP 9 - PREVIOUS ALIGNMENTS

SHEET 3 OF 3

Attachment E

SEC Study Area

- Study Area
- Alternative 1 and 2
- Alternative 1
- Alternative 2
- County Boundary

N

0 1 2 3 4 Miles

N:\Clients\S_T\TxDOT\SEC\044142005\geo\figs\StudyArea_ROW_Cities.mxd

C3: City of Combine

City of Combine Interview Summary

Date: November 7, 2012 **Time:** 1:30 PM – 2:30 PM

Project: Loop 9 Southeast

Location: Combine Fire Department
123 Davis Road
Seagoville, TX 75104

Purpose: Allow local officials within the corridor/feasibility study area to provide comments on and provide suggestions regarding the currently proposed Loop 9 Project via an interview

Attachments: Attachment A – Interview Sign-in Sheet
Attachment B – Interview Questionnaire (Reponses documented per interview discussions)
Attachment C – Previous Proposed Alignment through Combine and US 175 Intersection
Attachment D – Previous Proposed Alignment through Combine

Attendees: See **Attachment A** for a PDF of the actual Sign-in Sheet

Name	Email	Telephone	Title	Organization
Tonya Ratcliff	Tonyajo@me.com	972-287-9550	Mayor	City of Combine
Sharon Carrier	Sharoncarrier@clsandassociates.com	214-677-7749	Councilwoman	Combine City Council
Barbara McBurney	Barbaramcburney@gmail.com	972-287-4345	Combine Judge	City of Combine
Ed McBurney	Edmcburney@gmail.com	972-672-5448	Fire Marshall	City of Combine
Teresa West	City@combinetx.com	972-476-1532	City Secretary	City of Combine
Tim Ratcliff	Printserv@mac.com	214-280-6455		
Brian Clark	Brian.clark@atkinsglobal.com		Project Manager	Atkins
Callie Barnes	Callie.barnes@atkinsglobal.com	281-529-4221	Senior Transportation Planner	Atkins
Abe Bekele	Abe@civilassociates.com	214-703-5151	Senior Engineer	Civil Associates
Teresa Barlow	Teresa@civilassociates.com	214-703-5151	Senior Environmental Planner	Civil Associates

1. Introductions

2. Handouts and Presentation

- *Exhibits, Questionnaire and Presentation*
  - Brian Clark provided attendees hard copies of the Interview Questionnaire (not completed by the City of Combine prior to the meeting) (**Attachment B**)
  - Brian Clark provided attendees two exhibits (**Attachments C and D**) of the previously proposed alignment (as analyzed in the preliminary DEIS)

3. Project Overview – New Direction

- Brian Clark presented the current Loop 9 concept
  - Due to the reduction in projected traffic data since the DEIS was prepared, the former 450- to 600-foot typical section has been reduced to a conceptual 300- to 350-foot typical section
  - The former 44-mile long corridor has been reduced to exclude the alignment from US 287 to US 67
  - New direction in response to lack of funding & to move forward with the project quicker – Phased Approach
    - Initial and Ultimate Design Concept
    - Develop a Program of Projects (prioritize certain sections of the project) per results of the Feasibility Study and priorities within the study area
  - Corridor/Feasibility Study (6-8 month schedule) will occur after local official interviews
  - Program of Projects as a result of Corridor/Feasibility Study
  - Environmental Assessment (EA) process (16-18 months) will occur (provided FHWA approves EA classification) after the Program of Projects

4. Open Table Discussions

- *City of Combine*
  - Combine is a bedroom community which commutes to Dallas – requires quick access to US 175 since most commuters between Combine and Dallas use US 175.
  - Most commercial activities conducted by Combine residents occur in Seagoville. Access ramps from Loop 9 to Seagoville important for this reason.
  - As shown, proposed Loop 9 alignment is outside the City of Combine and would not provide economic benefit to the city. The city originally requested the alignment be shifted southeast, closer to Parsons Slough and their northwest city limit. However, towards the end of the interview, after looking closer at the constraints in the area where they suggested the shift, it was determined this shift would occur within the floodplain so no economic benefit of development would be achieved.

- *FM 1389*
  - Proposed alignment passes directly over FM 1389 and Kaufman Road intersection which is a concern for Combine because FM 1389 is very important road for area residents.
  - The main access road from Loop 9 for the City of Combine should be FM 1389 with a secondary access at Bilindsay Road.
  - Previous TxDOT design showed FM 1389 as a T-intersection east of the Loop 9 alignment to remove the existing curve. This is a high priority for Combine.
  - Existing FM 1389 contains a long S-curve that has led to many traffic accidents because of the sharp, unexpected curves. Improvements to FM 1389 were part of the DEIS. The City wants to see those improvements included in the Revised Loop 9 concept as well.

5. Interview Questionnaire

- The City of Combine did not provide responses to the questionnaire prior to the November 7, 2012 interview. For responses to the questionnaire as discussed and noted during the interview, please refer to **Attachment B**.

6. Additional Comments/Discussion

- It was noted that most of the alignment near Combine is located in a floodplain. If the alignment passes through floodplain and no development can occur, then Combine is indifferent to the placement of the alignment.
- The most important access points for the City of Combine are FM 1389 and Bilindsay Road. First and foremost they request access at FM 1389.
- Seagoville Airport is located near intersection of FM 1389 and Combine Road. Small, private airport owned by George Tenell.

7. Action Items

List of Action Items and Responsible Parties
November 7, 2012

NO	ACTION ITEM	RESPONSIBLE PARTY	DUE DATE	COMPLETE
1				
2				
3				
4				
5				
6				

Attachment A

Loop 9 Corridor Local Interview Meeting

November 7, 2012, 1:30pm
City of Combine
123 Davis Road, Seagoville, TX
Combine Fire Dept

Sign In

Name	Organization	Phone Number	Email Address
Sharon Carrier	Combine City Council	214-677-7749	SHARONCARRIER@CLSANDASSOCIATES.COM
Tonya Ratcliff	Combine Mayor	972-287-9550	tonyajo@me.com
Tim Ratcliff	Combine	214-280-6455	printserv@mac.com
Abe Bekele	CAI	214-703-5151	abe@civilassociates.com
Barbara McBurney	Combine Judge	972-287-4345	BarbaraMcBurney@gmail.com
Ed McBurney	Fire Marshal-Combine	972 672-5448	EdMcBurney@gmail.com
Terex West	Combine City Secretary	972-476-1532	City@Combinetx.com
Teresa Barlow	Civil Associates	214-703-5151	teresa@civilassociates.com
Callie Barnes	ATKINS	281-529-4221	callie.barnes@atkinsglobal.com
Brian Clark	Atkins	972-595-3129	brian.clark@atkinsglobal.com

Attachment B

Loop 9 Corridor Interview Questionnaire
City of Combine
November 7, 2012

Note: Responses to this interview questionnaire were not provided by Combine prior to the interview conducted on November 7, 2012; therefore, responses below (in blue text) were noted per discussions during the Combine interview.

1) What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?

   Economic development and possibly connectivity, depending on where it goes. This is a bedroom community and 75% of residents head north to work, so access to US 175 is essential.

2) In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?

   Connection to US 175. Also need to straighten FM 1389 b/c where FM 1389 curves, it is very dangerous.

3) Are there any areas within your community that you are planning long-term infrastructure improvements for that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?

   No. No money for improvements. No development plans. There is only about $25K/year budget available to help with maintenance.

4) What projects are included in your Capital Improvement Plan relative to local roadways and utilities?

   None. See #3.

5) Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?

   No. Combine has a zoning plan from 1988 but this needs to be re-evaluated. City requires residences to be on one-acre lots which keeps the city from growing.

6) Are they any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?

   Not at this time.

7) Other than your community's comprehensive plan, area there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?

   Water lines are being added south of the town and south of the current concept alignment near Haines Road and Jimmy Lane.

Loop 9 Corridor Interview Questionnaire
City of Combine
November 7, 2012

8) Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?

   Current alignment isolates Combine because it primarily passes through Seagoville. Also the current concept alignment would isolate Combine if access road were not provided.

9) Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?

   Mickey Koller – owns a majority of Koller properties. Also Jerold (Jerry) Koller. You may want to talk with Seagoville airport.

10) Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?

    Private airport. John Bunker Sands Wetland Center off Martin Lane used for educational purposes. Also see #9.

11) Are there any areas with heavy utilities that you know of within or near the proposed ROW?

    Major power lines. A 30-inch high-pressure gas line. A substation is located near FM 1389 and the US 175 intersection.

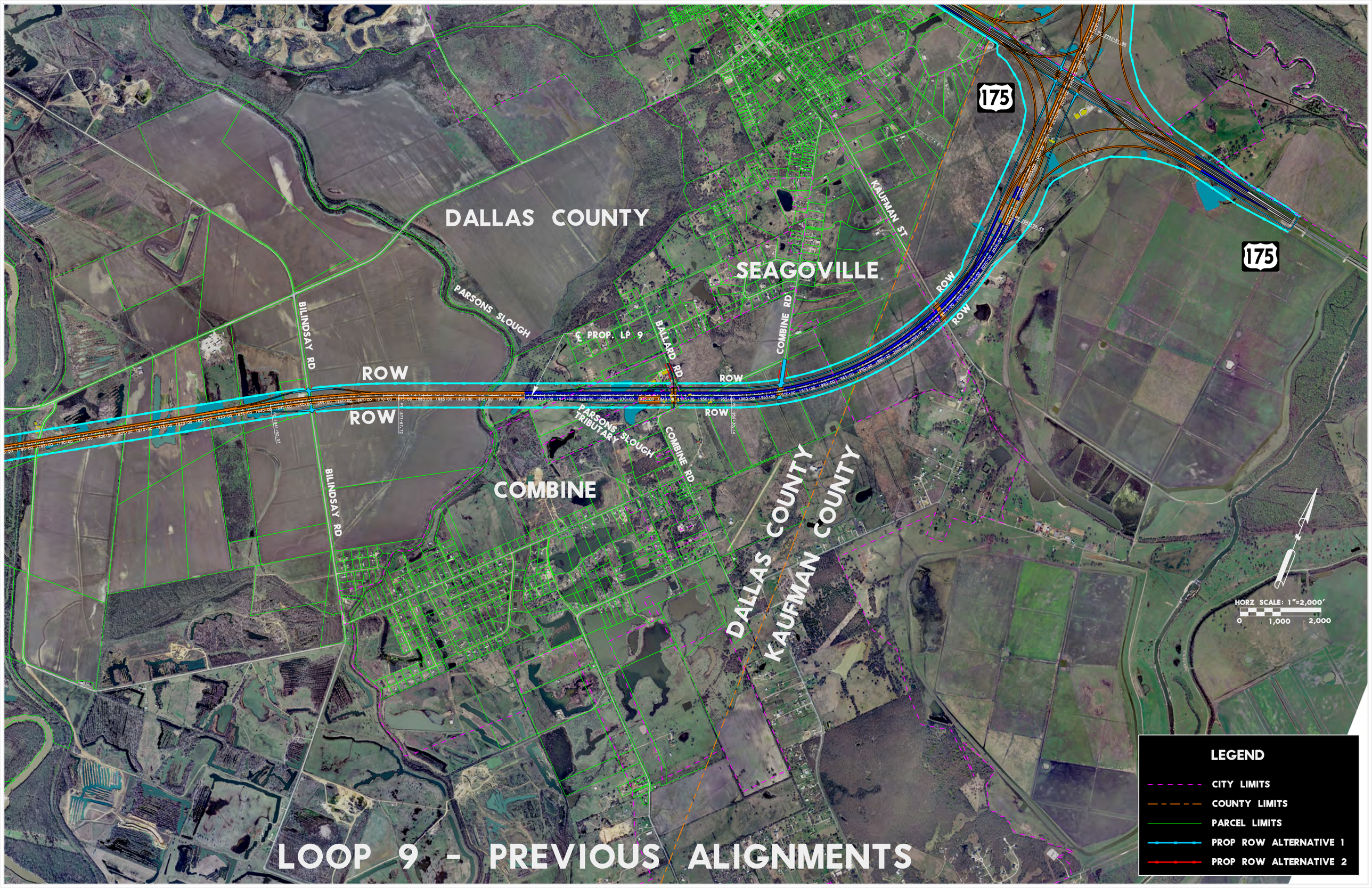
12) Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?

    Pleasant Grove Cemetery. Raines Hall Cemetery on Combine Road next to the airport. John Bunker Sands Wetland Center off Martin Lane used for educational purposes.

13) Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?

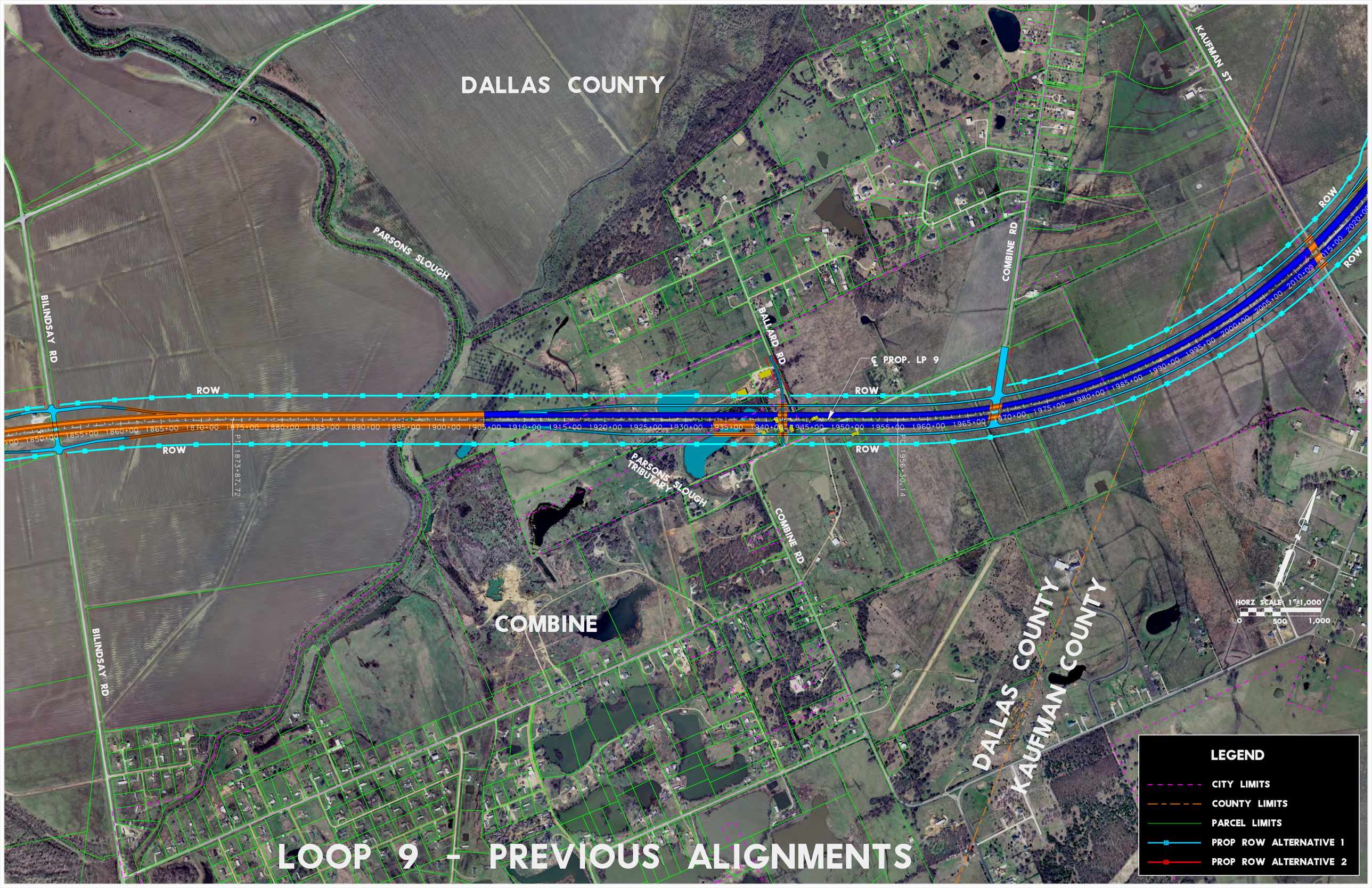
    Shift south to follow city limits; however, since the area that would be shifted south further into Combine is floodplain, there may not be any benefit to a shift south. Access needs to be on a state-maintained road (preferably FM 1389).

Attachment C



LOOP 9 - PREVIOUS ALIGNMENTS

Attachment D


DALLAS COUNTY
PARSONS SLOUGH
BILINDSAY RD
BALLARD RD
COMBINE RD
KAUFMAN ST
℄ PROP. LP 9
ROW
ROW
ROW
ROW
ROW
1850+00
1855+00
1860+00
1865+00
1870+00
1875+00
1880+00
1885+00
1890+00
1895+00
1900+00
1905+00
1910+00
1915+00
1920+00
1925+00
1930+00
1935+00
1940+00
1945+00
1950+00
1955+00
1960+00
1965+00
1970+00
1975+00
1980+00
1985+00
1990+00
1995+00
2000+00
2005+00
2010+00
2015+00
2020+00
PT 1873+87.72
PRC 1956+30.14
PARSONS SLOUGH TRIBUTARY
COMBINE
COMBINE RD
BILINDSAY RD
DALLAS COUNTY
KAUFMAN COUNTY
HORZ SCALE 1"=1,000'
0
500
1,000
LEGEND
CITY LIMITS
COUNTY LIMITS
PARCEL LIMITS
PROP ROW ALTERNATIVE 1
PROP ROW ALTERNATIVE 2
LOOP 9 - PREVIOUS ALIGNMENTS

C4: City of DeSoto

City of DeSoto Interview Summary

Date: December 10, 2012 **Time:** 2:30 PM – 3:30 PM

Project: Loop 9 Southeast

Location: City of Desoto
211 E. Pleasant Run Road
DeSoto, Texas 75149

Purpose: Allow local officials within the corridor/feasibility study area to provide comments on and provide suggestions regarding the currently proposed Loop 9 Project via an interview

Attachments: Attachment A – Interview Sign-in Sheet
Attachment B – Interview Questionnaire (Reponses documented per interview discussions)
Attachment C – DEIS Alignment Centerline with a 300- to 350-foot ROW

Attendees: See **Attachment A** for a PDF of the actual Sign-in Sheet

Name	Email/Telephone	Telephone	Title	Organization
Tom Johnson	Tjohnson@desototexas.gov	972-2309614	Managing Director Development Services	City of DeSoto
Edlyn Vatthauer	Evatthauer@desototexas.gov	972-230-9626	City Planner	City of DeSoto
Brian Clark	Brian.clark@atkinsglobal.com	972-818-7275	Project Manager	Atkins
Callie Barnes	Callie.barnes@atkinsglobal.com	281-529-4221	Senior Transportation Planner	Atkins
Abe Bekele	Abe@civilassociates.com	214-703-5151	Senior Engineer	Civil Associates
Teresa Barlow	Teresa@civilassociates.com	214-703-5151	Senior Environmental Planner	Civil Associates

1. Introductions

2. Handouts and Presentation

- *Exhibits, Questionnaire and Presentation*
  - Brian Clark provided attendees with the Interview Questionnaire (not completed by the City of DeSoto prior to the meeting) (**Attachment B**)
  - Brian Clark presented an Exhibit showing the DEIS Alignment Centerline with a 300- to 350-foot ROW (**Attachment C**)
  - Callie Barnes presented environmental constraints information obtained as a part of the DEIS efforts as well as the DEIS alignment centerline with a 300- to 350-foot ROW

3. Project Overview – New Direction

- Brian Clark presented the current Loop 9 concept
  - Due to the reduction in projected traffic data since the DEIS was prepared, the former 450- to 600- foot typical section has been reduced to a conceptual 300- to 350-foot typical section
  - The former 44-mile long corridor has been reduced to exclude the alignment from US 287 to US 67
  - New direction in response to lack of funding & to move forward with the project quicker – Phased Approach
    - Initial and Ultimate Design Concept
    - Develop a Program of Projects (prioritize certain sections of the project) per results of the Feasibility Study and priorities within the study area
  - Corridor/Feasibility Study (6-8 month schedule) will occur after local official interviews
  - Program of Projects as a result of Corridor/Feasibility Study
  - Environmental Assessment (EA) process (16-18 months) will occur (provided FHWA approves EA classification) after the Program of Projects
- Brian Clark discussed the renaming of Loop 9. He stated that Bruce Nolley from TxDOT Dallas District is leading the renaming efforts.

4. Interview Questionnaire

- The City of Desoto did not provide responses to the questionnaire prior to the December 10, 2012 interview. For those responses discussed and noted during the December 10, 2012 interview, please refer to **Attachment B**.

5. Additional Comments/Discussion

- Tom Johnson asked if the crossing of the proposed Loop 9 at the major arterials, specifically Hampton Road and Cockrell Hill Road, would remain the same as what was in the DEIS study. Brian Clark explained that the proposed Loop 9 project is not final and that the previously proposed major arterials crossing designs would be analyzed as part of the ongoing Corridor/Feasibility Study. Tom Johnson stated that he would like to know, once determined, the proposed design for Hampton Road and Cockrell Hill.
- Tom Johnson stated that the City prefers the DEIS interchange configuration at I-35E with direct connectors at I-35E. He also stated that he understands that the Loop 9 alignment location would have to be at about where it is shown in the exhibit.
- The City expressed support for the new Loop 9 concept with reduced ROW.
- The City believes that Loop 9 will help to reduce traffic traveling through the town.

6. Action Items

List of Action Items and Responsible Parties
December 10, 2012

NO	ACTION ITEM	RESPONSIBLE PARTY	DUE DATE	COMPLETE
1				

Attachment A

City of DeSoto	Name	Org / Title	email	phone
12-10-12	Teresa Barlow	CAI - Sr. Env. Planner	teresa@civilassociates.com	214-703-5151
2:30pm	BRIAN CLARK	ATKINS PROJ. MGR	brian.clark@atkinsglobal.com	(972) 588-3124
	Callie Barnes	Atkins	callie.barner@atkinsglobal.com	281 529-4201
	TOM JOHNSON	DeSoto	tjohnson@desototexas.gov	(972) 230-9614
	Abe Bekele	CAI	abe@civilassociates.com	214-703-51
	Edlyn Vatthauer	C.I. Planner	evatthauer@desototx.gov	

Attachment B

Loop 9 Corridor Interview Questionnaire
The City of DeSoto
December 10, 2012

Note: The City of DeSoto did not provided responses prior to the interview conducted on December 10, 2012. Responses below (in blue text) were comments noted per discussions during the interview with City of DeSoto.

1) What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?

   Connectivity. We believe peak traffic generated from south of the City and wanting to access US 67 or I-35E will not have to use DeSoto's arterials when LP 9 is completed. There is growth potential in the south of the City.

2) In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?

   Congestion relief on the City's arterials. Allow commuters to by-pass City's signalized intersections which improves travel time for commuters.

3) Are there any areas within your community that you are planning long-term infrastructure improvements for that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?

   The projects are unfunded; however, the City is in support of the Hampton Road widened project (from Parkerville Road to Glen Creek Road) from 2 lanes to a 4-lane divided. The City hopes this improvement of Hampton Road will be included in the Dallas County MCIP funding.

4) What projects are included in your Capital Improvement Plan relative to local roadways and utilities?

   See #3. Also Cockrell Hill Road is under construction – widening from two lane to four lane divided from Beltline Road to Parkerville Road.

5) Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?

   We are updating the Comprehensive Plan.

6) Are they any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?

   No.

Loop 9 Corridor Interview Questionnaire
The City of DeSoto
December 10, 2012

7) Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?

   The Hampton redevelopment between Pleasant Run and Beltline.

8) Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?

   No.

9) Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?

   No.

10) Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?

    No. However there is a school proposed on the corner of Cockrell Road and West Parkerville Road.

11) Are there any areas with heavy utilities that you know of within or near the proposed ROW?

    No.

12) Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?

    No.

13) Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?

    No.

Attachment C

SEC Study Area

- Study Area
- Alternative 1 and 2
- Alternative 1
- Alternative 2
- County Boundary

N

0 1 2 3 4 Miles

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C5: City of Ferris

City of Ferris Interview Summary

Date: November 7, 2012 **Time:** 10:00 AM – 11:30 PM

Project: Loop 9 Southeast

Location: City Council Chambers
215 West 6th Street
Ferris, Texas

Purpose: Allow local officials within the corridor/feasibility study area to provide comments on and provide suggestions regarding the currently proposed Loop 9 Project via an interview

Attachments: Attachment A – Interview Sign-in Sheet
Attachment B – The City of Ferris Completed Interview Questionnaire (Responses provided by Ferris and documented per interview discussions)
Attachment C – Previous Proposed Design of Intersection at I-45
Attachment D – Previous Proposed Design of Intersection at I-45
Attachment E – DEIS Alignment Centerline with a 300- to 350-foot ROW

Attendees: See **Attachment A** for a PDF of the actual Sign-in Sheet

Name	Email	Telephone	Title	Organization
Bill Pardue	Billpardue7@gmail.com	972-743-8820	Mayor	City of Ferris
Eric Strong	Eric.strong@ci.ferristx.us	972-842-5761	City Manager	City of Ferris
Dennis Burn	Dennis.burn@ciferrixtx.us	972-544-2965	Public Works Director	City of Ferris
Charles Dart	Chuck.dart@ci.ferristx.us	972-842-8323	Economic Development Director	City of Ferris
Bruce Nolley	Bruce.nolley@txdot.gov	214-320-6156	Project Manager	TxDOT
Brian Clark	Brian.clark@atkinsglobal.com	972-588-3124	Project Manager	Atkins
Callie Barnes	Callie.barnes@atkinsglobal.com	281-529-4221	Senior Transportation Planner	Atkins
Abe Bekele	Abe@civilassociates.com	214-703-5151	Senior Engineer	Civil Associates

1. Introductions

2. Handouts and Presentation

- *Exhibits, Questionnaire and Presentation*
  - Brian Clark provided attendees hard copies of the Interview Questionnaire (already completed by The City of Ferris prior to the meeting) (**Attachment B**)

- Brian Clark provided attendees two exhibits (**Attachments C and D**) of the previously proposed alignment (as analyzed in the preliminary DEIS) at I-45
- Callie Barnes presented an Exhibit showing the DEIS Alignment Centerline with a 300- to 350-foot ROW (**Attachment E**)
- Callie Barnes presented environmental constraints information obtained as a part of the DEIS efforts as well as the DEIS alignment centerline with a 300- to 350-foot ROW

3. Project Overview – New Direction

- Brian Clark presented the current Loop 9 concept
  - Due to the reduction in projected traffic data since the DEIS was prepared, the former 450- to 600-foot ROW has been reduced to a conceptual 300- to 350-foot ROW
  - The former 44-mile long corridor has been reduced to exclude the alignment from US 287 to US 67
  - New direction in response to lack of funding & to move forward with the project quicker – Phased Approach
    - Initial and Ultimate Design Concept
    - Develop a Program of Projects (prioritize certain sections of the project) per results of the Feasibility Study and priorities within the study area
  - Corridor/Feasibility Study (6-8 month schedule) will occur after local official interviews
  - Program of Projects as a result of Corridor/Feasibility Study
  - Environmental Assessment (EA) process (16-18 months) will occur (provided FHWA approves EA classification) after the Program of Projects
- Brian Clark discussed potential of renaming Loop 9. He stated that Bruce Nolley from TxDOT Dallas District is leading the renaming efforts.

4. Interview Questionnaire

- The City of Ferris provided responses to the questionnaire prior to the November 7, 2012 interview. For those responses provided by Ferris as well as responses that were discussed and noted during the November 7, 2012 interview, please refer to **Attachment B**.

5. Additional Comments/Discussion

- There is good potential for development east of I-45.
- I-45 is not good for development b/c floodplains at this intersection – west of I-45 to Ferris Rd.
- Prefer at-grade frontage roads, particularly at I-45 and Ferris Road intersections to provide major access points to and from Ferris.
- Concerns were voiced about the need for access points to Ferris Road.
- Currently there is high truck traffic volume using I-20 to access I-45. The proposed Loop 9 route to I-45 will provide a better E/W truck route than I-20.
- The proposed route will provide a better route for trucks coming to and from the landfill which currently use downtown as a main thoroughfare.
- There is a Feasibility Study conducted for FM 664 approximately 1 year old that was done in conjunction with Red Oak and Ovilla.
- The City prefers the revised interchange concept at I-45 due to a reduced right-of-way impact that will attract potential developments at the interchange.
- The City would like to know proposed access locations early in the process.
- The City prefers a three-level interchange concept with a frontage road box at I-45.

- There is an existing Sanitary Sewer Line (size could be a 30" but not sure) along Tenmile Creek Road that goes to the Trinity Wastewater Treatment facility.
- The City would like to be provided with the entire alignment on an Aerial.

6. Action Items

List of Action Items and Responsible Parties
November 7, 2012

NO	ACTION ITEM	RESPONSIBLE PARTY	DUE DATE	COMPLETE
1	Provide FM 664 Feasibility Study	City of Ferris	N/A	
2	Entire Alignment on an Aerial to Dennis Burn	Atkins	N/A	
3				
4				
5				
6				

Attachment A

Loop 9 Corridor Local Interview Meeting

November 7, 2012, 10am
City of Ferris
215 West 6th Street, Ferris, Tx
City Council Chambers

Sign In

Name	Organization	Phone Number	Email Address
Eric Strong	City of Ferris	972-842-5761	eric.strong@ci.ferristx.us
DENNIS BUREN	CITY OF FERRIS	972-544-2905	DENNIS.BUREN@CI.FERRISTX.US
BILL PARDUE	City of Ferris	972-743-8820	billpardue7@gmail.com
Callie Barner	Atkins	281-529-4221	callie.barner@atkinsglobal.com
BRUCE NOLLEY	TXDOT	214-320-6156	BRUCE.NOLLEY@TXDOT.GOV
BRIAN CLARK	ATKINS	972-589-3124	brian.clark@atkinsglobal.com
Abe Bekele	CAI	214-703-5151	abe@civilassociates.com
Charles DART	City of Ferris	9728422923	chuck.dart@ci.ferristx.us

Attachment B

Loop 9 Corridor Interview Questionnaire
City of Ferris
November 7, 2012

Note: Responses (in black text) below were provided by City of Ferris prior to the interview conducted on November 7, 2012. Responses below (in blue text) were noted per discussions during the interview with City of Ferris.

1) What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?

   Our primary goals for Loop 9 are two fold: primarily, we see it as a way to help develop the northern part of our city from an economic development standpoint. Loop 9 will bring increased traffic through the area and we see the opportunity for major commercial development to occur along the route if it is routed correctly. We would be curious to discuss frontage roads as well as on ramps and exits from Loop 9 and where they might be located.

   The second objective is connectivity. Loop 9 will make Ferris more accessible due to the proximity of the road to our city and the various connections to other roads.

2) In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?

   The immediate need that Loop 9 will solve for us will be to take major truck traffic out of our downtown area. Currently we have a lot of FM 664 truck traffic that winds through a very narrow road in our downtown, being forced to stop at stop signs and make tight turns on surface streets as they navigate to and from I-45 and to and from Waste Management on the north side of the city. Loop 9 will give them a way to directly connect to I-45 on a high speed connection and to access Waste Management easily. Also, we expect Loop 9 to reduce the number of accidents that occur each year on FM 664. FM 664 is used extensively by northern Ellis County residents who prefer driving on I-45.

3) Are there any areas within your community that you are planning long-term infrastructure improvements for that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?

   We are currently working with other local cities on a redesign/reroute of FM 664. In Ferris, this would create southern bypass of FM 664.

   Ferris is working with Red Oak and Ovilla on the proposed FM 664 project. HDR is contracted for this work. There is a Public Meeting for FM 664 scheduled on December 11, 2012 from 5:00 – 7:00 at Red Oak City Hall.

4) What projects are included in your Capital Improvement Plan relative to local roadways and utilities?

   NA

Loop 9 Corridor Interview Questionnaire
City of Ferris
November 7, 2012

5) Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?

   This year we have funded a new Comprehensive Plan study. We have never formally adopted a Comprehensive Plan, although we have several of the pieces of a Comprehensive Plan. Part of that process will involve updating land use controls and zoning. Our subdivision regulations were modified within the last five years and we feel that they are currently adequate.

   There is a RFQ out to conduct a Comprehensive Plan. This work is anticipated to start in January and last 8-12 months. The last Comprehensive Plan was adopted 5-6 years ago. There are a lot of changes coming with this new Comprehensive Plan.

6) Are they any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?

   See above. Our zoning and land development regulations are all being re-evaluated as part of our Comprehensive Plan study, which will be initiated in January.

   See #5.

7) Other than your community's comprehensive plan, area there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?

   We are currently working with a developer who owns land that is just outside our city limits. They are proposing developing their land utilizing a Fresh Water Supply District. This will not be in the City Limits, but it will be a significant development which projects adding approximately 3,000 single family residences over a 22 year period.

8) Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?

   No.

   There is high truck traffic thru downtown Ferris (FM 664) which is dangerous.

9) Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?

   Depending on the alignment, Waste Management might need to be consulted. They are currently undergoing an expansion permit that pushes parts of the landfill slightly north.

   Ray Wallace owns most of the property east of I-45. Kenneth Johnson owns the area east of Ferris Rd. and property at the I-45 interchange. John Hall owns property along Malloy Bridge Road.

   Waste Management property is adjacent to the ROW.

Loop 9 Corridor Interview Questionnaire
City of Ferris
November 7, 2012

There is a permit application to expand the landfill.

10) Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?

Not to our knowledge.

Trinity River Authority is considering expansion to the south. They are proposing surge ponds south of current alignment.

11) Are there any areas with heavy utilities that you know of within or near the proposed ROW?

Potentially the Trinity River Authority Wastewater Treatment Plant.

There is an existing 30" wastewater line following Tenmile Creek.

12) Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?

No.

Would prefer if the alignment crossed Tenmile Creek as few times as possible. Right now the proposed alignment crosses Tenmile Creek two or three times.

13) Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?

No.

We are happy with the current alignment as proposed.

Attachment C

WILMER

ROW

ROW

HORZ SCALE: 1"=1,000'

0 500 1,000

MALLOY BRIDGE RD

ROBERTS RD

TENMILE CREEK TRIBUTARY

WILMER

TENMILE CREEK TRIBUTARY

ROW

TENMILE CREEK

℄ PROP. LP 9

ROW

1420+00 1425+00 1430+00 1435+00 1440+00 1445+00 1450+00 1455+00 1460+00 1465+00 1470+00 1475+00 1480+00 1485+00 1490+00 1495+00 1500+00 1505+00 1510+00 1515+00 1520+00 1525+00 1530+00 1535+00 1540+00 1545+00 1550+00 1555+00 1560+00 1565+00 1570+00 1575+00 1580+00 1585+00 1590+00

℄ 1508+48.36

TENMILE CREEK

ROW

ROW

WILMER

HIGH RIDGE DR

TENMILE CREEK TRIBUTARY

FERRIS

DALLAS COUNTY

ELLIS COUNTY

45

LEGEND

CITY LIMITS

COUNTY LIMITS

PARCEL LIMITS

PROP ROW ALTERNATIVE 1

PROP ROW ALTERNATIVE 2

LOOP 9 - PREVIOUS ALIGNMENTS

Attachment D



LOOP 9 - PREVIOUS ALIGNMENTS

Attachment E

SEC Study Area

- Study Area
- Alternative 1 and 2
- Alternative 1
- Alternative 2
- County Boundary

N

0 1 2 3 4 Miles

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C6: City of Glenn Heights

City of Glenn Heights Interview Summary

Date: November 13, 2012 **Time:** 9:00 AM – 10:00 PM

Project: Loop 9 Southeast

Location: City Hall – Council Chambers
1938 S Hampton Road
Glenn Heights, Texas 75154

Purpose: Allow local officials within the corridor/feasibility study area to provide comments on and provide suggestions regarding the currently proposed Loop 9 Project via an interview

Attachments: Attachment A – Interview Sign-in Sheet
Attachment B – The City of Glenn Heights Completed Interview Questionnaire (Responses provided by Glenn Heights and documented per interview discussions)
Attachment C – Previous Proposed Design of Intersection at I-35E
Attachment D – Previous Proposed Design of Intersection at I-35E and Westmoreland, S Hampton, and S Uhl Road
Attachment E – DEIS Alignment Centerline with a 300- to 350-foot ROW

Attendees: See **Attachment A** for a PDF of the actual Sign-in Sheet

Name	Email/Telephone	Telephone	Title	Organization
Steve Chutchian	publicworksdirector@gleannheights.com	214-213-7824	Public Works Director	City of Glenn Heights
Othel Murphree	citysecretary@glennheights.com	972-2231690	City Secretary	City of Glenn Heights
Surupa Sen	cityplanner@glennheights.com	972-223-1690	City Planner	City of Glenn Heights
Connie Hearne	chearne@glennheights.com	972-223-1690	Administration - Management Analyst	City of Glenn Heights
Bruce Nolley	Bruce.nolley@txdot.gov	214-320-6156	Project Manager	TxDOT
Abe Bekele	Abe@civilassociates.com	214-703-5151	Senior Engineer	Civil Associates
Teresa Barlow	Teresa@civilassociates.com	214-703-5151	Senior Environmental Planner	Civil Associates
Callie Barnes	Callie.barnes@atkinsglobal.com	281-529-4221	Senior Transportation Planner	Atkins
Brian Clark	Brian.clark@atkinsglobal.com	972-818-7275	Project Manager	Atkins

1. Introductions

2. Handouts and Presentation

- *Exhibits, Questionnaire and Presentation*

- Brian Clark provided attendees hard copies of the Interview Questionnaire (completed by The City of Glenn Heights prior to the meeting) (**Attachment B**)
- Brian Clark provided attendees two exhibits (**Attachments C and D**) of the previously proposed alignment (as analyzed in the preliminary DEIS)
- Brian Clark presented an Exhibit showing the DEIS Alignment Centerline with a 300- to 350-foot ROW (**Attachment E**)
- Callie Barnes presented environmental constraints information obtained as a part of the DEIS efforts as well as the DEIS alignment centerline with a 300- to 350-foot ROW

3. Project Overview – New Direction

- Brian Clark presented the current Loop 9 concept
  - Due to the reduction in projected traffic data since the DEIS was prepared, the former 450- to 600-foot typical section has been reduced to a conceptual 300- to 350-foot typical section
  - The former 44-mile long corridor has been reduced to exclude the alignment from US 287 to US 67
  - New direction in response to lack of funding & to move forward with the project quicker – Phased Approach
    - Initial and Ultimate Design Concept
    - Develop a Program of Projects (prioritize certain sections of the project) per results of the Feasibility Study and priorities within the study area
  - Corridor/Feasibility Study (6-8 month schedule) will occur after local official interviews
  - Program of Projects as a result of Corridor/Feasibility Study
  - Environmental Assessment (EA) process (16-18 months) will occur (provided FHWA approves EA classification) after the Program of Projects
- Brian Clark discussed potential of renaming Loop 9. He stated that Bruce Nolley from TxDOT Dallas District is leading the renaming efforts.

4. Interview Questionnaire

- The City of Glenn Heights provided responses to the questionnaire prior to the November 13, 2012 interview. For those responses provided by Glenn Heights as well as responses that were discussed and noted during the November 13, 2012 interview, please refer to **Attachment B**.

5. Additional Comments/Discussion

- The City has expressed concerns about impacts to the City's water tower located at the corner of South Uhl Road and proposed Loop 9. The City wants to ensure that the proposed Loop 9 does not impact the water tower.
- The City indicated a large property near the intersection of Cocker Hill Road and Bear Creek Road within the proposed ROW was future planned commercial property.
- The City supports the new design concept at the I-35E interchange. The revised design concept will attract more developments in the area.
- The City prefers to have full access to and from the proposed Loop 9 at S. Hampton Road. Exit ramp from the proposed westbound Loop 9 to South Hampton Road was not proposed in the DEIS – The city would like to see this access being provided as part of the revised design preferably as a full Diamond interchange.

- The parcel located at the southeast quadrant of the proposed Loop 9 alignment intersection with S. Hampton Road has been planned to be developed for a Town Center. The City prefers impacts to this parcel be minimized if it could not be avoided completely.
- The City has completed a modified Master Plan which included widening of South Hampton Road, South Uhl Road and Westmoreland Road. The City would like to see the proposed Loop 9 design finalized before the next City Bond election in about 2 years.
- The City's CIP includes the proposed Loop 9 corridor and as such the City would like to see the project expedited to the implementation phase.
- The City prefers all communications with the City be through the City Manager's office until the January election when the next Mayor will be voted in.

6. Action Items

List of Action Items and Responsible Parties
November 13, 2012

NO	ACTION ITEM	RESPONSIBLE PARTY	DUE DATE	COMPLETE
1	Provide City GIS Map of Glenn Heights City Boundaries	City of Glenn Heights	N/A	
2	Revised City Master Plan	City of Glenn Heights	N/A	
3				
4				
5				
6				

Attachment A

Loop 9 Corridor Local Interview Meeting

November 13, 2012, 9-10am
Glenn Heights
1938 S. Hampton Rd, Glenn Heights, Texas

Sign In

Name	Organization	Phone Number	Email Address
STEVE CHUTCHIAN	CITY OF GLENN HEIGHTS	214 213 7824	PUBLICWORKS DIRECTOR @ GLENNHEIGHTS, COM
Othel Murphree	City of Glenn Heights	972-223-1690	citysecretary@glennheights.com
Swarupa Sen	City of Glenn Heights	972-223-1690	cityplanner@glennheights.com
Connie Hearne	City of Glenn Heights	972-223-1690	chearne@glennheights.com
BRUCE NOLLEY	TXDOT	214.320.6156	Bruce.Nolley@txdot.gov
Abe Bekele	CAI	214-703-5151	abe@civilassociates.com
Teresa Barlow	CAI	214-703-5151	teresa@civilassociates.com
Callie Barner	ARCADIS	281-529-4921	callie.barner@arcadisglobal.com
Brian Clark	Arcadis		brian.clark@arcadisglobal.com

Attachment B

Loop 9 Corridor Interview Questionnaire
The City of Glenn Heights
November 13, 2012

Note: Responses (in black text) below were provided by City of Glenn Heights prior to the interview conducted on November 13, 2012. Responses below (in blue text) were noted per discussions during the interview with City of Glenn Heights.

1) What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?

   The current Loop 9 alignment will affect 120+ acres of prime real estate along I-35E and south of Bear Creek Road. This site has been identified by staff as a great opportunity for big box retail coupled with multiple co-site stores and our restaurant(s).

   Additionally, the current iteration of Loop 9 will affect future residential development to the far west of our city- specifically, near Cockrell Hill Road. As of late there has been several inquiries from developers interested in building. However, they have been hesitant until further notice regarding final plans to Loop 9.

2) In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?

   Construction of S. Hampton Road ingress and egress at Loop 9 will relieve congestion at Bear Creek and DART Park-n-Ride.

   Currently there is heavy traffic on Bear Creek Road due to the DART Park & Ride Station location on Bear Creek Road.

3) Are there any areas within your community that you are planning long-term infrastructure improvements that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?

   Following City's Capital Improvement Program (CIP) for roadways and utilities (S. Hampton Road, S. Uhl Road, and Westmoreland Road) there are plans for constructing four-lane divided concrete roadways with utilities along the major arterials that are within the path of Loop 9 alignment.

4) What projects are included in your Capital Improvement Plan relative to local roadways and utilities?

   Roadways in CIP include S. Hampton Road from E Bear Creek to Ovilla Road, S. Uhl Road from E Bear Creek to Ovilla Road, and Westmoreland Road from W Bear Creek to the City Limits; subdivisions that will be affected by Loop 9 and tahe are included in the CIP are Mesa Addition and Morgan Heights.

Loop 9 Corridor Interview Questionnaire
The City of Glenn Heights
November 13, 2012

5) Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?

   If the alignment for proposed Loop 9 is above grade then the zoning designations of the properties along the corridor will not be affected. City of Glenn Heights Comprehensive Plan and Future Land Use maps includes the proposed Loop 9 alignment and resulting commercial land use along the corridor.

6) Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?

   There aren't major changes planned in zoning or land development regulation in near future that would affect the Loop 9 corridor planning. However, once the new alignment and design for Loop 9 corridor is near final stage, the City would like the initiate a zoning/land use update reflecting the changed potential for the vacant land along the freeway.

7) Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?

   City of Glenn Heights Comprehensive Plan was updated in January 2011 that includes demographic and existing conditions analysis for the City. Plan for proposed Town Center property within the alignment of Loop 9 at the Hampton Road interchange projects future mixed use/commercial development in that area.

8) Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?

   Transportation relief is a factor due to no internal highway access within the community.

9) Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?

   N/A

10) Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?

    The City of Glenn Heights would like to recommend avoiding the proposed 70-acre Town Center property along Hampton Road if at all possible. Also the Hillwood property along I-35E frontage next to Gateway Estates subdivision is a critical piece of real estate from planning and economic development standpoint. We would like to recommend that the final alignment try to minimize impact on the Hillwood property along I-35E frontage.

Loop 9 Corridor Interview Questionnaire
The City of Glenn Heights
November 13, 2012

Mesa residential development is located north of the proposed Town Center. The Lindale residential area east of the proposed Town Center is an area that could be impacted. There is a commercial project east of Cockrell Hill Road, south of Bear Creek Road that is important.

11) Are there any areas with heavy utilities that you know of within or near the proposed ROW?

The City's 1 million gallon elevated water storage reservoir is located within the proposed Loop 9 alignment on S. Uhl Road. Future large water mains are scheduled along the parkway of S. Uhl Road, S. Hampton Road and Westmoreland Road. These mains must be installed during or prior construction of Loop 9.

Bruce Nolley stated that he has been contacted already by Hillwood Development Company regarding the revised Loop 9 concept.

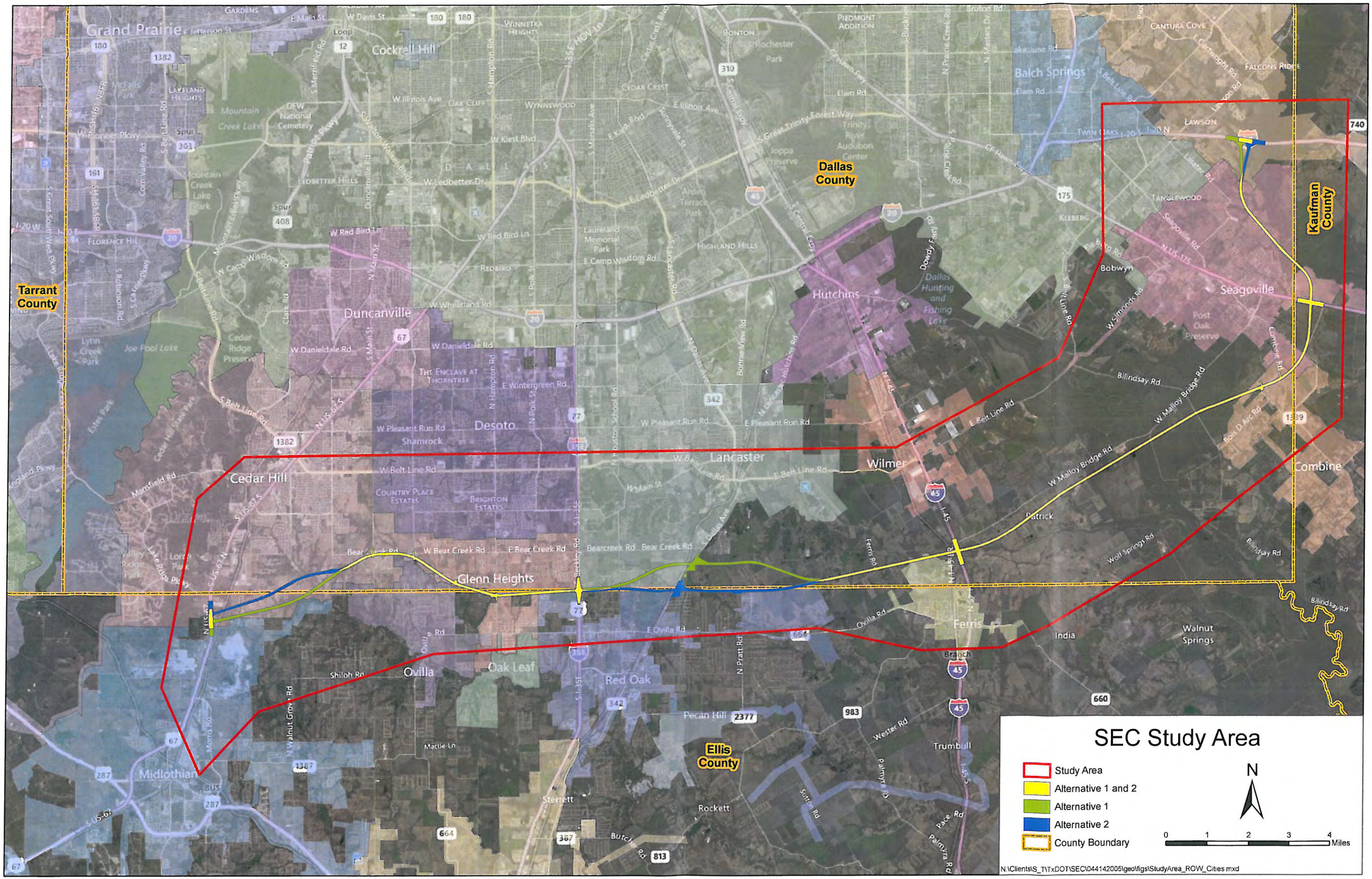
12) Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?

N/A

13) Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?

Widening and upgrade of S. Uhl Road and S. Hampton Road through the proposed alignment of Loop 9 should be improved during construction.

Attachment C



SEC Study Area

N:\Clients\S_T\TxDOT\SEC\044142005\geo\figs\StudyArea_ROW_Cities.mxd

Attachment D

DESOTO

CEDAR HILL

COCKRELL HILL RD

ROW

ROW

DUNCANVILLE RD

CEDAR HILL

COCKRELL HILL RD

BEAR CREEK RD

WESTMORELAND RD

GLENN HEIGHTS

BEAR CREEK RD

LANCASTER

INTERSTATE 35 E

ROW

ROW

℄ PROP. LP 9

UHL RD

ROW

ROW

OVILLA

DALLAS COUNTY

ELLIS COUNTY

RED OAK

ROW

ROW

GLENN HEIGHTS

OVILLA

RED OAK

INTERSTATE 35 E

RED OAK

LEGEND

CITY LIMITS

COUNTY LIMITS

PARCEL LIMITS

PROP ROW ALTERNATIVE 1

PROP ROW ALTERNATIVE 2

HORZ SCALE: 1" = 2,000'

0 1,000 2,000

LOOP 9 - PREVIOUS ALIGNMENTS

Attachment E

CEDAR HILL

DESOTO

GLENN HEIGHTS

CEDAR HILL

OVILLA

DALLAS COUNTY

ELLIS COUNTY

COCKRELL HILL RD

DUNCANVILLE RD

WESTMORELAND RD

BEAR CREEK RD

HORZ SCALE: 1"=1,000'
0 500 1,000

ROW

ROW

ROW

ROW

℄ PROP. LP 9

MATCHLINE A-A

LEGEND

- CITY LIMITS
- COUNTY LIMITS
- PARCEL LIMITS
- PROP ROW ALTERNATIVE 1
- PROP ROW ALTERNATIVE 2

LOOP 9 - PREVIOUS ALIGNMENTS
SHEET 1 OF 2

BEAR CREEK RD

INTERSTATE 35 E

BEAR CREEK RD

HORZ SCALE: 1"=1,000'

0 500 1,000

LANCASTER

GLENN HEIGHTS

UHL RD

DALLAS COUNTY

ROW

ROW

ROW

℄ PROP. LP 9

MATCHLINE A-A

ROW

ELLIS COUNTY

RED OAK

GLENN HEIGHTS

ROW

ROW

LEGEND

CITY LIMITS

COUNTY LIMITS

PARCEL LIMITS

PROP ROW ALTERNATIVE 1

PROP ROW ALTERNATIVE 2

LOOP 9 - PREVIOUS ALIGNMENTS

SHEET 2 OF 2

RED OAK

INTERSTATE 35 E

RED OAK

C7: City of Lancaster

City of Lancaster Interview Summary

Date: November 9, 2012 **Time:** 3:30 PM – 4:30 PM

Project: Loop 9 Southeast

Location: Lancaster City Hall
211 N. Henry Street
Lancaster, Texas 75146

Purpose: Allow local officials within the corridor/feasibility study area to provide comments on and provide suggestions regarding the currently proposed Loop 9 Project via an interview.

Attachments: Attachment A – Interview Sign-in Sheet
Attachment B – The City of Lancaster Completed Interview Questionnaire (Responses provided by Lancaster and documented per interview discussions)
Attachment C – Previous Proposed Design Alternatives through Lancaster
Attachment D – Previous Proposed Design at the Interchange of South Dallas Avenue (TX 342)
Attachment E - DEIS Alignment Centerline with a 300- to 350-foot ROW

Attendees: See **Attachment A** for a PDF of the actual Sign-in Sheet

Name	Email/Telephone	Telephone	Title	Organization
Rona Stringfellow	rgovan@lancaster-tx.com	972-275-1722	Managing Director Public Works/Development Services	City of Lancaster
Shwetha Pandurangi	spandurangi@lancaster-tx.com	972-218-1206	City Engineer	City of Lancaster
Jim Brewer	jbrewer@lancaster-tx.com	972-218-1208	Assistant Director Public Works/Development Services	City of Lancaster
Opal Robertson	orobertson@lancaster-tx.com	972-218-1304	City Manager	City of Lancaster
Callie Barnes	Callie.barnes@atkinsglobal.com	281-529-4221	Senior Transportation Planner	Atkins
Abe Bekele	Abe@civilassociates.com	214-703-5151	Senior Engineer	Civil Associates
Teresa Barlow	Teresa@civilassociates.com	214-703-5151	Senior Environmental Planner	Civil Associates

1. Introductions

2. Handouts and Presentation

- *Exhibits, Questionnaire and Presentation*
  - Rona Stringfellow provided attendees hard copies of the Interview Questionnaire (already completed by The City of Lancaster prior to the meeting) (**Attachment B**).

- Teresa Barlow provided attendees two exhibits (**Attachments C, D**) of the previously proposed alignment (as analyzed in the preliminary DEIS).
- Callie Barnes presented an Exhibit showing the DEIS Alignment Centerline with a 300- to 350-foot ROW (**Attachment E**)
- Callie Barnes presented environmental constraints information obtained as a part of the DEIS efforts as well as the DEIS alignment centerline with a 300- to 350-foot ROW

3. Project Overview – New Direction

- Callie Barnes provided a Power Point presentation of the current Loop 9 concept
  - Due to the reduction in projected traffic data since the DEIS was prepared, the former 450- to 600-mile typical section has been reduced to a conceptual 300- to 350-foot typical section
  - The former 44-mile long corridor has been reduced to exclude the alignment from US 287 to US 67
  - Feasibility Study (6-8 month schedule) will occur after local official interviews
  - New direction in response to lack of funding & to move forward with the project quicker – Phased Approach
    - Initial and Ultimate Design Concept
    - Develop a Program of Projects (prioritize certain sections of the project) per results of the Feasibility Study and priorities within the study area
- Callie Barnes discussed about renaming Loop 9. She stated that Bruce Nolley from TxDOT Dallas District is leading the renaming efforts. However, the City does not see changing the name would be necessary. Lancaster prefers to keep the name the same.

4. Interview Questionnaire

- The City of Lancaster provided responses to the questionnaire prior to the November 9, 2012 interview. For those responses provided by Lancaster as well as responses that were discussed and noted during the November 9, 2012 interview, please refer to **Attachment B**.

5. Additional Comments/Discussions

- Lancaster supports the Loop 9 Project
- A number of the City streets are also planned for improvements but none will adversely impact the proposed Loop 9 project.
- Lancaster has completed the airport expansion Master Plan – it was concluded in the master plan study that the air traffic does not support the expansion of the facility to a commercial airport.
- Lancaster Regional Airport runway is currently 5,000 feet, but is planned to be expanded to a 6,500-foot runway and eventually to an 8,000-foot runway. However this expansion would not adversely impact implementation of the proposed Loop 9 project.
- Lancaster would like to see all inputs provided by the City during the DEIS process maintained going forward.
- Lancaster would like to know if both of the alignments presented in **Attachment D** and **Attachment E** are still being considered.
- Lancaster is not aware of the presence of any historical resources in the proposed study corridor inside Lancaster. However, would like to be notified in advance if such resources are identified inside Lancaster.
- Lancaster would like to be provided with a copy of the Power Point presentation.
- Lancaster will provide with a revised map showing the latest annexations in GIS format.

- Lancaster prefers the north alignment (depicted in blue in Attachment D).
- Rona Stringfellow stated that the current City Master Plan was developed with the Loop 9 alignment factored in.
- Rona Stringfellow stated that when constructed, the Loop 9 project will help service truck traffic in the City.

6. Action Items

List of Action Items and Responsible Parties
November 9, 2012

NO	ACTION ITEM	RESPONSIBLE PARTY	DUE DATE	COMPLETE
1	Provide Historical Resources inside Lancaster (if any)	Atkins	N/A	
2	Provide Power Point Presentation	Atkins	N/A	
3	Provide Latest City Map in GIS format	City of Lancaster	N/A	
4				
5				
6				

Attachment A

Loop 9 Corridor Local Interview Meeting

November 9, 2012, 3:30-4:30pm
City of Lancaster
211 N. Henry St, Lancaster, Tx 75146

Sign In

Name	Organization	Phone Number	Email Address
Rona Stringfellow-Govan	City of Lancaster	9/275-1722	rstringfellow@lancaster-tx.com
Shwetha Pandurangi	City of Lanc.	9/218-1206	spandurangi@lancaster-tx.com
Jim Brewer	City of Lanc.	9/218-1208	jbrewer@lancaster-tx.com
Opal Robertson	City of Lancaster	9/218-1304	orobertson@lancaster-tx.com
Teresa Barlow	CAI	214-703-5151	teresa@civilassociates.com
Abe Bekele	CAI	214-703-5151	abe@civilassociates.com
Callie Barner	ATKINS	281-529-4221	calliebarner@aecom.com

Attachment B

Loop 9 Corridor Interview Questionnaire
The City of Lancaster
November 9, 2012

Note: Responses (in black text) below were provided by City of Lancaster prior to the interview conducted on November 9, 2012. Responses below (in blue text) were noted per discussions during the interview with Lancaster.

1) What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?

   It is an economic development engine as it will provide future connectivity from the Lancaster portion of the Inland port to both I-45 and I-35E with minimal impact for citizens and residents.

2) In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?

   Once the industrial area to the east develops, it will be for future congestion relief and connection to major interstates.

3) Are there any areas within your community that you are planning long-term infrastructure improvements that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?

   Yes, on the east side of the City to provide potential water and sewer connections to Wilmer and Ferris.

   There are existing water line along Beltline Road.

4) What projects are included in your Capital Improvement Plan relative to local roadways and utilities?

   Ferris Road.

   Ferris Road is planned to be reconstructed from the current undivided two lanes to a divided four lane facility.

5) Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?

   Somewhat, we are in the process of updating Comprehensive Plan to address.

   18-24 Month process will start in January 2013.

Loop 9 Corridor Interview Questionnaire
The City of Lancaster
November 9, 2012

6) Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?

   Zoning to the annexed area and the update to the Comprehensive Plan.

   Zoning of the annexed area will show as zone AO (agricultural) until rezoned in the future.

7) Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?

   South Dallas County Infrastructure Analysis (SDCIA).

8) Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?

   No.

9) Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?

   Property owners at the intersection of Bear Creek and I-35E and the Bear Creek Ranch Subdivsion in ETJ.

   The property at Bear Creek and I-35E is zoned residential/mixed use.

   Bear Creek Ranch Subdivision at FM 342, the property may develop further south in the future.

10) Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?

    Bear Creek Ranch Subdivision (Lancaster MUD #1)

    Potential development to the south.

11) Are there any areas with heavy utilities that you know of within or near the proposed ROW?

    No.

    City will provide Utility files in GIS format – Contact Shwetha Pandurangi.

12) Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?

    No.

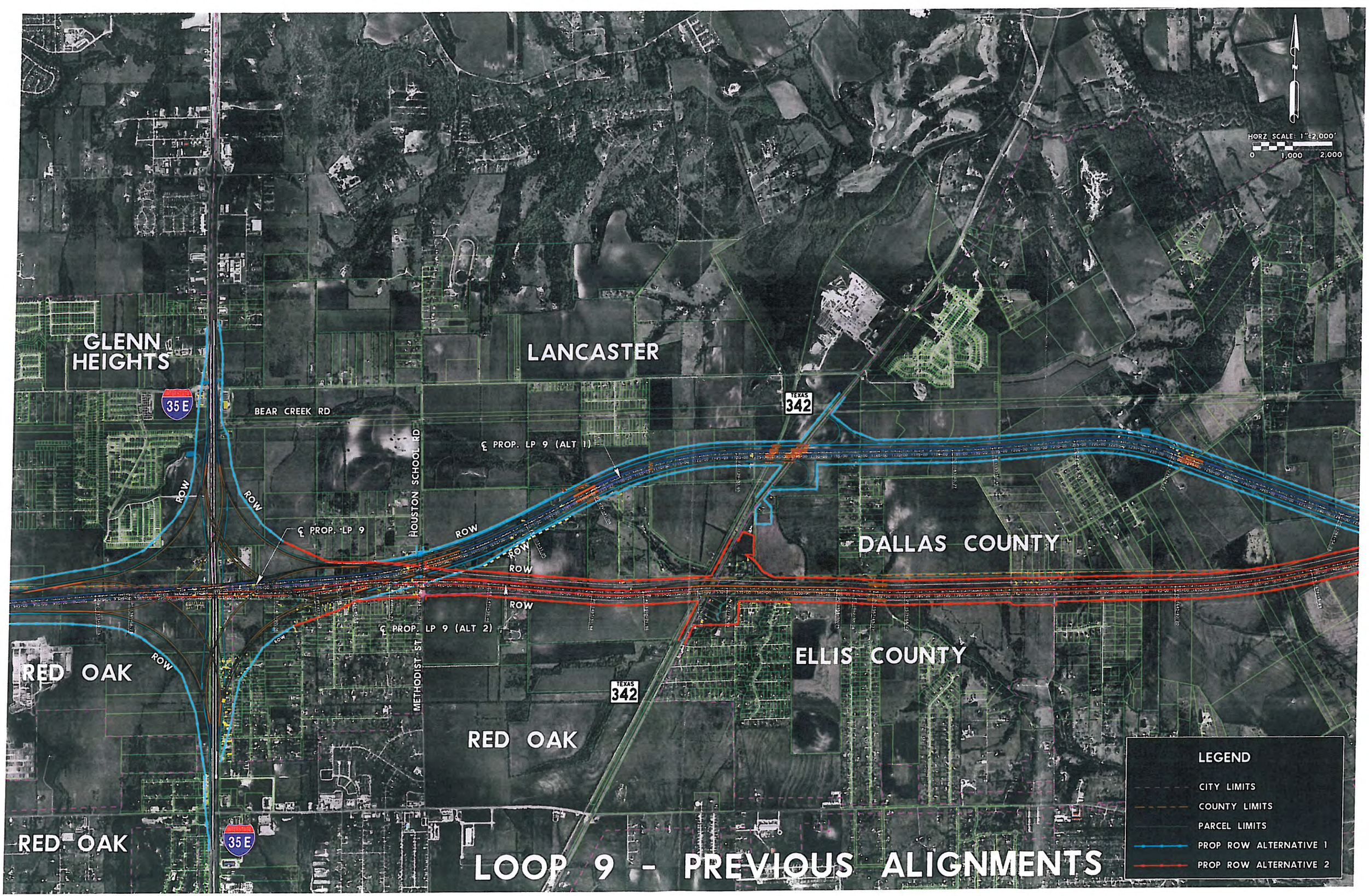
Loop 9 Corridor Interview Questionnaire
The City of Lancaster
November 9, 2012

13) Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?

North of Ellis County line because the City of Lancaster would be better alignment to assist in feeding into Airport and East Industrial area.

The North alignment (shown on the exhibit) is the preferred alignment by the City of Lancaster.

Attachment C


GLENN HEIGHTS
LANCASTER
DALLAS COUNTY
ELLIS COUNTY
RED OAK
RED OAK
RED OAK
35 E
35 E
BEAR CREEK RD
HOUSTON SCHOOL RD
METHODIST ST
TEXAS 342
TEXAS 342
℄ PROP. LP 9 (ALT 1)
℄ PROP. LP 9
℄ PROP. LP 9 (ALT 2)
ROW
HORZ SCALE: 1"=2,000'
0
1,000
2,000
LEGEND
CITY LIMITS
COUNTY LIMITS
PARCEL LIMITS
PROP ROW ALTERNATIVE 1
PROP ROW ALTERNATIVE 2
LOOP 9 - PREVIOUS ALIGNMENTS

Attachment D

LOOP 9 - PREVIOUS ALIGNMENTS

GLENN HEIGHTS

LANCASTER

DALLAS COUNTY

ELLIS COUNTY

RED OAK

BEAR CREEK RD

HOUSTON SCHOOL RD

METHODIST ST

MATCHLINE A-A

℄ PROP. LP 9

℄ PROP. LP 9 (ALT 1)

℄ PROP. LP 9 (ALT 2)

ROW

35 E

TEXAS 342

HORZ. SCALE: 1"=1,000'

0 500 1,000

LEGEND

CITY LIMITS

COUNTY LIMITS

PARCEL LIMITS

PROP ROW ALTERNATIVE 1

PROP ROW ALTERNATIVE 2

Attachment E

SEC Study Area

- Study Area
- Alternative 1 and 2
- Alternative 1
- Alternative 2
- County Boundary

N

0 1 2 3 4 Miles

N:\Clients\S_T\TxDOT\SEC\044142005\geo\figs\StudyArea_ROW_Cities.mxd

C8: City of Mesquite

City of Mesquite Interview Summary

Date: December 10, 2012 **Time:** 9:00 AM – 9:30 AM

Project: Loop 9 Southeast

Location: City of Mesquite
1515 North Galloway Avenue
Mesquite, Texas 75149

Purpose: Allow local officials within the corridor/feasibility study area to provide comments on and provide suggestions regarding the currently proposed Loop 9 Project via an interview

Attachments: Attachment A – Interview Sign-in Sheet
Attachment B – Interview Questionnaire (Reponses provided by The City of Mesquite prior to the interview)
Attachment C – DEIS Alignment Centerline with a 300- to 350-foot ROW

Attendees: See **Attachment A** for a PDF of the actual Sign-in Sheet

Name	Email/Telephone	Telephone	Title	Organization
John Monaco	Not provided	972-216-6400	Mayor	City of Mesquite
Ted Barron	Not provided	972-216-6404	City Manager	City of Mesquite
Jerry Dittman	Jdittman@cityofmesquite.com	972-216-6403	Assistant City Manager	City of Mesquite
Tom Palmer	Tpalmer@cityofmesquite.com	972-216-6340	Manager of Economic Development	City of Mesquite
Richard Gertson	Rgertson@cityofmesquite.com	972-216-6346	Director of Community Development	City of Mesquite
Bruce Nolley	Bruce.nolley@txdot.gov	214-320-6156	Project Manager	TxDOT
Brian Clark	Brian.clark@atkinsglobal.com	972-818-7275	Project Manager	Atkins
Callie Barnes	Callie.barnes@atkinsglobal.com	281-529-4221	Senior Transportation Planner	Atkins
Abe Bekele	Abe@civilassociates.com	214-703-5151	Senior Engineer	Civil Associates
Teresa Barlow	Teresa@civilassociates.com	214-703-5151	Senior Environmental Planner	Civil Associates

1. Introductions

2. Handouts and Presentation

- *Exhibits, Questionnaire and Presentation*

- Jerry Dittman provided attendees completed copies of the Interview Questionnaire (**Attachment B**)
- Brian Clark presented an Exhibit showing the DEIS Alignment Centerline with a 300- to 350-foot ROW (**Attachment C**)
- Callie Barnes presented environmental constraints information obtained as a part of the DEIS efforts as well as the DEIS alignment centerline with a 300- to 350-foot ROW

3. Project Overview – New Direction

- Brian Clark presented the current Loop 9 concept
  - Due to the reduction in projected traffic data since the DEIS was prepared, the former 450- to 600- foot typical section has been reduced to a conceptual 300- to 350-foot typical section
  - The former 44-mile long corridor has been reduced to exclude the alignment from US 287 to US 67
  - New direction in response to lack of funding & to move forward with the project quicker – Phased Approach
    - Initial and Ultimate Design Concept
    - Develop a Program of Projects (prioritize certain sections of the project) per results of the Feasibility Study and priorities within the study area
  - Corridor/Feasibility Study (6-8 month schedule) will occur after local official interviews
  - Program of Projects as a result of Corridor/Feasibility Study
  - Environmental Assessment (EA) process (16-18 months) will occur (provided FHWA approves EA classification) after the Program of Projects
- Brian Clark discussed the renaming of Loop 9. He stated that Bruce Nolley from TxDOT Dallas District is leading the renaming efforts. Jerry Dittman stated that the City is aware that it will be renamed.

4. Interview Questionnaire

- The City of Mesquite provided responses to the questionnaire prior to the December 10, 2012 interview. For those responses provided by Mesquite during the December 10, 2012 interview, please refer to **Attachment B**.

5. Additional Comments/Discussion

- The City expressed support for the new Loop 9 concept with reduced ROW.
- Jerry Dittman stated that the City wants SH 190 and Loop 9 be connected to I-20 at the same location with a grade separated interchange.
- Jerry Dittman stated that he recalls that previously there was an idea to connect Loop 9 and SH 190 to I-20 at two different locations on I-20. He stated that the City would not support this concept.
- Mayor Monaco asked what is the status of SH 190? Bruce Nolley explained that SH 190 is still being developed and TxDOT is working to resolve outstanding decisions regarding the alignment location.
- Richard Gertson stated that data such as the City's CIP could be downloaded from the City of Mesquite website.
- Mayor Monaco stated that he would like to see both SH 190 and Loop 9 projects be expedited.

- Mayor Monaco and Jerry Dittman stated that the City would like to know as soon as the final alignment location is established. The City is flexible with the alignment locations so long as SH 190 and Loop 9 connect to I-20 at a same location.
- Jerry Dittman indicated that a 404 permit application (permit application # 198600927) for a previously planned development called Falcon's Lair (in the corridor study area) which is no longer being considered was submitted in 2010. Dave Madden was the USACE representative that dealt with the permit. There was a Categorical Exclusion (CSJ: 0095-13024) prepared for the site as well. The information gathered as part of the Categorical Exclusion and the USACE permit application may be useful for the Loop 9 project.

6. Action Items

List of Action Items and Responsible Parties
December 10, 2012

NO	ACTION ITEM	RESPONSIBLE PARTY	DUE DATE	COMPLETE
1	If determined helpful, TxDOT will provided USACE permit prepared for Falcon's Lair formerly planned development	TxDOT	N/A	
2				

Attachment A

MESQUITE

12-10-12 9am.	Name	Org / Title	email	phone
	Teresa Barlow	CAI - Sr. Env. Planner	teresa@civilassociates.com	214-703-515
	Callie Barner	Atkins Sr. Transp. Planner	calliebarner@atkinsglobal.com	281-529-7221
	Ted BARROW	CITY MANAGER		972-216-640Y
	~~John~~ Monstello	Mayor		972-216-640
	Jerry Dittman	A/C Mgr -	jdittman@cityofmesquite.com	972-216-6405
	Tom Palmer	Econ. Devel.	tpalmer@cityofmesquite.com	972-216-6340
	Richard Gertson	Community Developpt	rgertson "	972-216-6346
	Timothy M Tumulty	City of Mesquite / Public Works	ttumulty@cityofmesquite.com	972-216-632 (214)
	BRUCE NOLLEY	TXDOT	BRUCE.NOLLEY@txdot.gov	320-6156
	Abe Bekele	CAI	abe@civilassociates.com	214-703-5151

Attachment B

Loop 9 Corridor Interview Questionnaire
The City of Mesquite
December 10, 2012

Note: Responses (in black text) below were provided by the City of Mesquite prior to the interview conducted on December 10, 2012.

1) What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?

   The Loop 9 project could potentially serve multiple City goals. First and foremost, it would provide connectivity to Southeast Mesquite, which is largely isolated by the lack of direct, convenient access from the north and south. This would spawn opportunities for industrial development in the direct path of Loop 9 and residential development supporting employment centers within easy commute distance. With improved access the region, the project could possibly induce growth further east along I-20. The city of Mesquite has four square miles of territory just east of the East Fork of the Trinity River and an exterritorial jurisdiction of approximately twenty square miles that is unreachable except via I-20. These areas would be more attractive to development with improved access.

2) In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?

   Our most immediate transportation need is the reconstruction of our existing roadway infrastructure that has far exceeded its life expectancy, followed by a north-south connection along our eastern corporate limit.

3) Are there any areas within your community that you are planning long-term infrastructure improvements that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?

   The major project is the extension of the SH 190/PBGT south from I-30 to I-20, connecting hopefully to Loop 9.

4) What projects are included in your Capital Improvement Plan relative to local roadways and utilities?

   There is a planned water main and sanitary sewer main line extensions to serve our annexed area east of the East Fork of the Trinity River along I-20 and possible future annexations in our ETJ in Kaufman County.

Loop 9 Corridor Interview Questionnaire
The City of Mesquite
December 10, 2012

5) Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?

   No. The Comprehensive Plan designates the entire area impacted by Loop 9 as appropriate for a special industrial park district. This is not market realistic, even assuming that Loop 9 materializes. Loop 9 would impact the surrounding area positively by opening up more diverse development opportunities, and the Comprehensive Plan and implementing land use controls would require amendment at that time.

6) Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?

   Yes. The current land use regulations on properties affected by the proposed path of Loop 9 are antiquated. The regulations are over ten years old and no longer reflect the substance or preferred design of development taking place elsewhere in the City of Mesquite. The City is currently working on a Unified Development Ordinance that will update the Zoning Ordinance and amend standards for the uses proposed in the Loop 9 corridor.

7) Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?

   Except for the special industrial park district noted in Question 5, there are no special plans relevant projections or land use studies for the area immediately impacted by the Loop 9 project. There are plans for key residential development further north of I-20. Further east, the City has adopted a special zoning district to promote the development of largely sustainable mixed use communities. The Mesquite Independent School District has developed a detailed demographic report that may be of some use to the Loop 9 project.

8) Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?

   Yes. The portion of Southeast Mesquite centered on the I-20 corridor has no convenient access from north or south. This gap in the local transportation network has impeded development of Southeast Mesquite where the vast majority of availably land still exists in the community. Now that the SH 190 extension between interstate Highways 30 and 20 has been indefinitely delayed, there are no improvements to the network on the horizon that would end the relative isolation of the area. In addition, Mesquite Metro Airport has poor access to the freeway system even though it is the second busiest General Aviation Airport in the region.

Loop 9 Corridor Interview Questionnaire
The City of Mesquite
December 10, 2012

9) Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?

   No. Mesquite lies at the far eastern terminus of Loop 9 where the bulk of the land is undeveloped lowlands and river bottom.

10) Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?

    There is no existing development within the proposed pathway of the Loop 9 project. However, the projected path takes Loop 9 through a zoned but underdeveloped industrial park district adjacent to I-20. The Loop 9 project would potentially benefit the special district or other development envisioned for the area. Therefore, the project should NOT avoid the proposed pathway.

11) Are there any areas with heavy utilities that you know of within or near the proposed ROW?

    There are three heavy utilities owned or controlled by the North Texas Municipal Water District running east of the East Fork of the Trinity River: 1) the District Reuse Water Line; 2) the Lower East Fork Wastewater Interceptor System; 3) a 24-in diameter water line running along the north side of I-20 to the Heartland Development.

12) Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?

    No.

13) Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?

    Loop 9 should connect to SH 190 along I-20 for regional connectivity.

Attachment C

SEC Study Area

- Study Area
- Alternative 1 and 2
- Alternative 1
- Alternative 2
- County Boundary

N

0 1 2 3 4 Miles

N:\Clients\S_T\TxDOT\SEC\044142005\geo\figs\StudyArea_ROW_Cities.mxd

C9: City of Midlothian

City of Midlothian Interview Summary

Date: November 26, 2012 **Time:** 3:00 PM – 4:00 PM

Project: Loop 9 Southeast

Location: Administrative Conference Room
104 W. Avenue E
Midlothian, Texas 76065

Purpose: Allow local officials within the corridor/feasibility study area to provide comments on and provide suggestions regarding the currently proposed Loop 9 Project via an interview.

Attachments: Attachment A – Interview Sign-in Sheet
Attachment B – The City of Midlothian Completed Interview Questionnaire (Responses provided by Midlothian and documented per interview discussions)
Attachment C – Previous Proposed Design of Intersection at US 67
Attachment D – DEIS Alignment Centerline with a 300- to 350-foot ROW

Attendees: See **Attachment A** for a PDF of the actual Sign-in Sheet

Name	Email/Telephone	Telephone	Title	Organization
Don Hastings	Don.hastings@midlothian.tx.us	972-775-7195	City Manager	City of Midlothian
Mike Adams	Mike.adams@midlothian.tx.us	972-775-7105	Executive Director of Engineering & Utilities	City of Midlothian
John Taylor	John.taylor@midlothian.tx.us	972-775-7172	Planning Director	City of Midlothian
Alberto Mares	Alberto.mares@midlothian.tx.us	972-775-7169	Planning Manager	City of Midlothian
Brian Clark	Brian.clark@atkinsglobal.com	972-818-7275	Project Manager	Atkins
Callie Barnes	Callie.barnes@atkinsglobal.com	281-529-4221	Senior Transportation Planner	Atkins
Abe Bekele	Abe@civilassociates.com	214-703-5151	Senior Engineer	Civil Associates

1. Introductions

2. Handouts and Presentation

- *Exhibits, Questionnaire and Presentation*
  - The City of Midlothian provided attendees hard copies of the Interview Questionnaire (completed by the Midlothian prior to the meeting) (**Attachment B**).

- Brian Clark provided an exhibit (**Attachments C**) of the previously proposed alignment (as analyzed in the preliminary DEIS) between US 287 and US 67.
- Brian Clark presented an Exhibit showing the DEIS Alignment Centerline with a 300- to 350-foot ROW.
- Callie Barnes presented environmental constraints information obtained as a part of the DEIS efforts as well as the DEIS alignment centerline with a 300- to 350-foot ROW

3. Project Overview – New Direction

- Brian Clark provided a Power Point presentation of the current Loop 9 concept
  - Due to the reduction in projected traffic data since the DEIS was prepared, the former 450- to 600-mile typical section has been reduced to a conceptual 300- to 350-foot typical section
  - The former 44-mile long corridor has been reduced to exclude the alignment from US 287 to US 67
  - New direction in response to lack of funding & to move forward with the project quicker – Phased Approach
    - Initial and Ultimate Design Concept
    - Develop a Program of Projects (prioritize certain sections of the project) per results of the Feasibility Study and priorities within the study area.
  - Corridor/Feasibility Study (6-8 month schedule) will occur after local official interviews
  - Program of Projects as a result of Corridor/Feasibility Study
  - Environmental Assessment (EA) process (16-18 months) will occur (provided FHWA approves EA classification) after the Program of Projects
- Brian Clak discussed about renaming Loop 9. She stated that Bruce Nolley from TxDOT Dallas District is leading the renaming efforts.

4. Interview Questionnaire

- The City of Midlothian provided responses to the questionnaire prior to the November 26, 2012 interview. For those responses provided by Midlothian as well as responses that were discussed and noted during the November 26, 2012 interview, please refer to **Attachment B**.

5. Additional Comments/Discussion

- The City expressed support for the Loop 9 project.
- Don Hasting stated the City does not agree with eliminating the Loop 9 segment between US 67 and US 287 especially considering the residential growth occurring in the area (refer to response to #10 of **Attachment B**).
- Don Hasting stated his understanding was that the US 67 to US 287 segment was previously a priority during the DEIS study and he does not understand why this segment is no longer part of the proposed Loop 9 project.
- Mike Adams suggested using existing Malloy Bridge Road as part of the Loop 9 alignment.
- Don Hasting stated he will meet with NCTCOG in order to find out why the US 67 to US 287 segment was eliminated from the Loop 9 proposed project.

6. Action Items

List of Action Items and Responsible Parties
November 26, 2012

NO	ACTION ITEM	RESPONSIBLE PARTY	DUE DATE	COMPLETE
1	Provide City Residential Development Map	Midlothian	N/A	Yes
2				
3				
4				
5				
6				

Attachment A

Loop 9 Corridor Local Interview Meeting

November 26, 2012, 3-4pm
City of Midlothian
Administrative Conference Room - 104 W. Avenue E, Midlothian, TX 76065

Sign In

Name	Organization	Phone Number	Email Address
Don Hastings	City of Midlothian	972-775-7195	don.hastings@midlothian.tx.us
MIKE ADAMS	" "	972-775-7105	mike.adams@midlothian.tx.us
John Taylor	" "	972 775-7172	john.taylor@midlothian.tx.us
ALBERTO MAIRES	" "	972-775-7169	ALBERTO.MAIRES@MIDLOTHIAN.TX.US
Callie Barner	Atkins	281-529-4221	callie.barner@atkinsglobal.com
Abe Bekele	CAI	214-703-5151	abe@cainlassociates.com
Brian Clark	Atkins	972-818-7275	brian.clark@atkinsglobal.com

Attachment B

Loop 9 Corridor Interview Questionnaire
The City of Midlothian
November 26, 2012

Note: Responses (in black text) below were provided by City of Midlothian prior to the interview conducted on November 26, 2012. Responses below (in blue text) were noted per discussions during the interview with City of Midlothian.

This Survey is completed with the assumption that Loop 9 will stop at 67 near Shiloh and continue down 67.

1) What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?

   Economic development, serving the existing community, and connectivity.

2) In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?

   In general, capacity improvements and safety.

   Specifically, grade separation at Walnut Grove/287.

3) Are there any areas within your community that you are planning long-term infrastructure improvements that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?

   Loop 9 stopping at 67 – none.

   Loop 9 going west 67 – Windsor Hills.

4) What projects are included in your Capital Improvement Plan relative to local roadways and utilities?

   In relation to Loop 9 – Railport parkway grade separation and access roads on 67.

   Access improvement.

   Industrial Park near US 67.

5) Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?

   Yes.

   City will provide electronic copy of the City map.

6) Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?

   No.

Loop 9 Corridor Interview Questionnaire
The City of Midlothian
November 26, 2012

7) Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?

   No.

8) Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?

   Yes.

   US 67 need improvements.

   US 287 need to be converted to a controlled access facility due to safety concerns.

9) Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?

   Holcim Industrial development.

   If loop 9 goes west of 67 – Ashgrove.

   Ashgrove is a quarry.

   Limestone reserve northeast of active quarry.

10) Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?

    Holcim Industrial development

    Shiloh Road – Bill Monte

    US 67 and Shiloh Rd intersection, northeast corner – Potential development.

    There are 12,000 homes in the area planned. Neighborhoods include Windsor Manor, Prairie Ridge and Grand Prairie.

11) Are there any areas with heavy utilities that you know of within or near the proposed ROW?

    No.

12) Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?

    No.

Loop 9 Corridor Interview Questionnaire
The City of Midlothian
November 26, 2012

13) Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?

Interchange improvements 67/287.

General questions or concerns:
The section of Loop 9 between 287 and 67 why was it cancelled when originally it was of the highest priority?

If Loop 9 goes down 67 other capacity improvements may be needed such as a direct ramp or flyover from 67 to 287 northbound.

Attachment C

LOOP 9 - PREVIOUS ALIGNMENTS

HORZ. SCALE: 1" = 2,000'
0 1,000 2,000

MIDLOTHIAN

CEDAR HILL

DALLAS COUNTY
ELLIS COUNTY

℄ PROP. LP 9 (ALT 2)

℄ PROP. LP 9 (ALT 1)

℄ PROP. LP 9

ROW

RR

RABBIT RD

LAKE RIDGE PARKWAY

67

LEGEND

- CITY LIMITS
- COUNTY LIMITS
- PARCEL LIMITS
- PROP ROW ALTERNATIVE 1
- PROP ROW ALTERNATIVE 2

Attachment D

SEC Study Area

- Study Area
- Alternative 1 and 2
- Alternative 1
- Alternative 2
- County Boundary

N

0 1 2 3 4 Miles

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C10: City of Oak Leaf

City of Oak Leaf Interview Summary

Date: December 12, 2012 **Time:** 8:00 AM – 9:00 AM

Project: Loop 9 Southeast

Location: City of Oak Leaf
301 Locust Drive
Oak Leaf, Texas 75154

Purpose: Allow local officials within the corridor/feasibility study area to provide comments on and provide suggestions regarding the currently proposed Loop 9 Project via an interview

Attachments: Attachment A – Interview Sign-in Sheet
Attachment B – Interview Questionnaire (Reponses documented per interview discussions)
Attachment C – DEIS Alignment Centerline with a 300- to 350-foot ROW
Attachment D – Presentation (Hard Copy)

Attendees: See **Attachment A** for a PDF of the actual Sign-in Sheet

Name	Email	Telephone	Title	Organization
Craig Wilson	Cwilson@oakleaftexas.org	214-769-2542	Mayor	City of Oak Leaf
James Pierce	Jpierce@oakleaftexas.org	214-728-8559	Mayor Pro Tem	City of Oak Leaf
Bruce Nolley	Bruce.nolley@txdot.gov	214-320-6156	Project Manager	TxDOT
Brian Clark	Brian.clark@atkinsglobal.com	972-818-7275	Project Manager	Atkins
Abe Bekele	Abe@civilassociates.com	214-703-5151	Senior Engineer	Civil Associates
Teresa Barlow	Teresa@civilassociates.com	214-703-5151	Senior Environmental Planner	Civil Associates

1. Introductions

2. Handouts and Presentation

- *Exhibits, Questionnaire and Presentation*
  - Brian Clark provided attendees with the Interview Questionnaire (**Attachment B**)
  - Brian Clark presented an Exhibit showing the DEIS Alignment Centerline with a 300- to 350-foot ROW (**Attachment C**)
  - Brian Clark provided attendees with a copy of presentation **(Attachment D)**

3. Project Overview – New Direction

- Brian Clark presented the current Loop 9 concept
  - Due to the reduction in projected traffic data since the DEIS was prepared, the former 450- to 600- foot typical section has been reduced to a conceptual 300- to 350-foot typical section
  - The former 44-mile long corridor has been reduced to exclude the alignment from US 287 to US 67

- New direction in response to lack of funding & to move forward with the project quicker – Phased Approach
  - Initial and Ultimate Design Concept
  - Develop a Program of Projects (prioritize certain sections of the project) per results of the Feasibility Study and priorities within the study area
- Corridor/Feasibility Study (6-8 month schedule) will occur after local official interviews
- Program of Projects as a result of Corridor/Feasibility Study
- Environmental Assessment (EA) process (16-18 months) will occur (provided FHWA approves EA classification) after the Program of Projects

- Brian Clark discussed the renaming of Loop 9. He stated that Bruce Nolley from TxDOT Dallas District is leading the renaming efforts.

4. Interview Questionnaire

- The City of Oak Leaf did not provide responses to the questionnaire prior to the December 12, 2012 interview. For those responses discussed and noted during the December 12, 2012 interview, please refer to **Attachment B**.

5. Additional Comments/Discussion

- The City expressed support of the new Loop 9 concept with reduced ROW.
- Brian Clark stated the possibility that tolled bridges at major grade separations could be constructed together with the frontage roads.
- Brian Clark explained the revised concept at the interchange with I-35E. He explained the reduction of the proposed ROW width with the current design concept in comparison to the DEIS design concept.
- Mayor Craig Wilson mentioned the ongoing FM 664 design process and reminded the Loop 9 team to coordinate with the FM 664 team. Bruce Nolley stated that his office is managing both projects and coordination is occurring.
- Mayor Craig Wilson stated that Loop 9is a great project and that Oak Leaf is on the fringe of the study area which would reduce impacts to the city. The FM 664 widening would act as a buffer between Loop 9 and the city.
- Mayor Pro-Tem James Pierce stated concern regarding the timing of when the Loop 9 project will be constructed.
- Mayor Craig Wilson stated the City of Oak Leaf supports the Loop 9 Project.
- The Mayor suggested the study team could meet with the North Ellis County Coalition of Cities (NECCC) in January to provide an update and gather information from numerous cities in the study area at one time.

6. Action Items

List of Action Items and Responsible Parties
December 12, 2012

NO	ACTION ITEM	RESPONSIBLE PARTY	DUE DATE	COMPLETE
1	Provide Interview Summary to Mayor Craig Wilson	Atkins		

Attachment A

Loop 9 Corridor Local Interview Meeting

December 12, 2012, 8-9am
City of Oak Leaf
City Hall - 301 Locust Dr., Oak Leaf, Tx 75154

Sign In

Name	Organization	Phone Number	Email Address
James Pierce	City of Oak Leaf Mayor Pro Tem	214-728-8559	JPierce@oakleaftexas.org
Craig Wilson	Mayor - City of Oakleaf	214-769-2542	cwilson@oakleaftexas.org.
Bruce Nolley	TxDOT - DFD	214-320-6156	Bruce.Nolley@txdot.gov
Brian Clark	Atkins	972-535-3124	Brian.Clark@atkinsglobal.com
Abe Bekele	CAI	214-703-5151	abe@civilassociates.com
Teresa Barlow	CAI	214-703 5151	teresa@civilassociates.com

Attachment B

Loop 9 Corridor Interview Questionnaire
The City of Oak Leaf
December 12, 2012

Note: The City of Oak Leaf did not provided responses prior to the interview conducted on December 12, 2012. Responses below (in blue text) were per discussions during the interview with City of Oak Leaf.

1) What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?

   Connectivity to US 67; FM 664 does not provide good east-west connectivity because of school zones and stop lights.

2) In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?

   Connection to Loop 9.

3) Are there any areas within your community that you are planning long-term infrastructure improvements that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?

   No.

4) What projects are included in your Capital Improvement Plan relative to local roadways and utilities?

   None. Hampton Road would be a priority but it is controlled by Glenn Heights. Areas in southern Oak Leaf are available for development, but no plans exist currently.

5) Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?

   N/A.

6) Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?

   N/A.

7) Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?

   N/A.

Loop 9 Corridor Interview Questionnaire
The City of Oak Leaf
December 12, 2012

8) Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?

   We need an east to west corridor and Loop 9 will serve that need.

9) Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?

   N/A.

10) Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?

    N/A.

11) Are there any areas with heavy utilities that you know of within or near the proposed ROW?

    The City's water supply comes from the City of Glenn Heights so there are waterlines from Glenn Heights to Oak Leaf along Hampton Road and Uhl Road. There are electrical lines along FM 664.

12) Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?

    N/A.

13) Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?

    N/A.

Attachment C

SEC Study Area

- Study Area
- Alternative 1 and 2
- Alternative 1
- Alternative 2
- County Boundary

N

0 1 2 3 4 Miles

N:\Clients\S_T\TxDOT\SEC\044142005\geo\figs\StudyArea_ROW_Cities.mxd

Attachment D

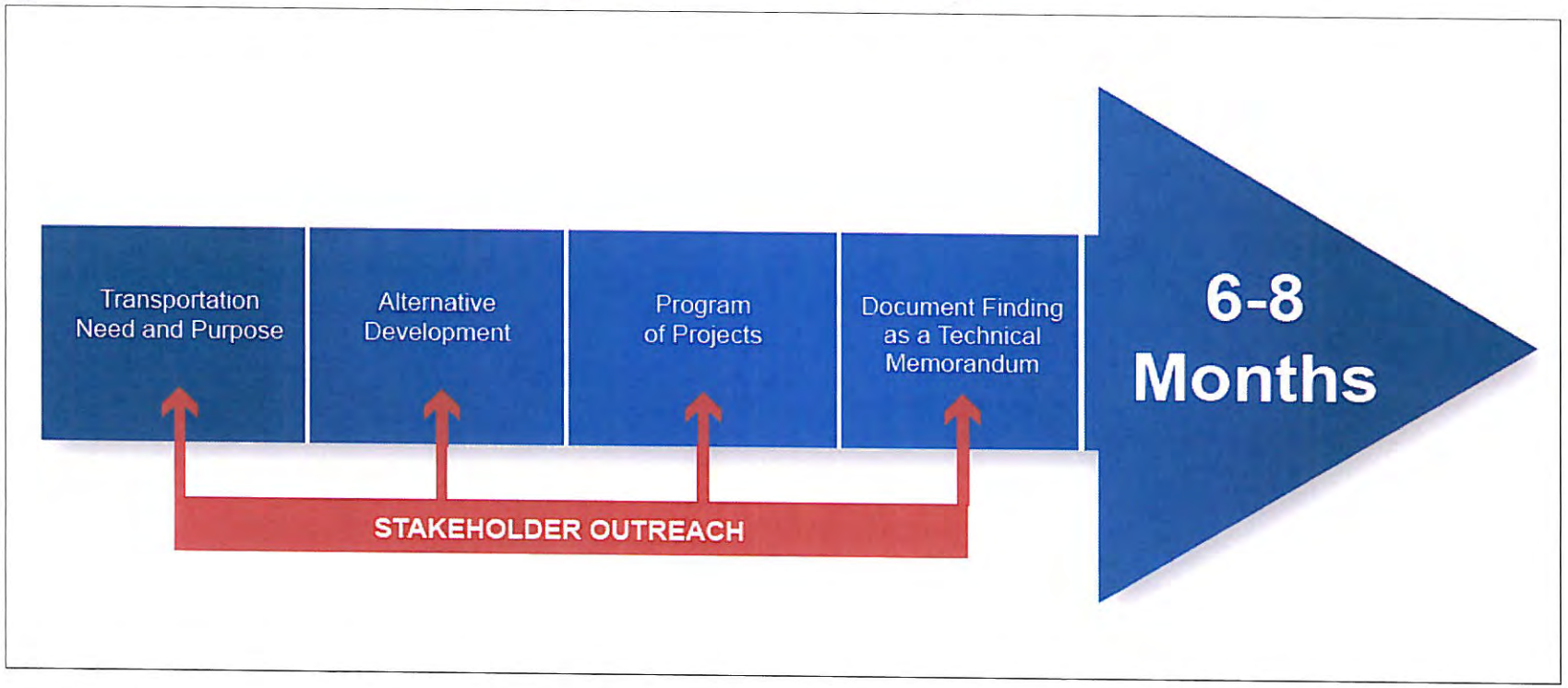


"Loop 9"

December 12, 2012

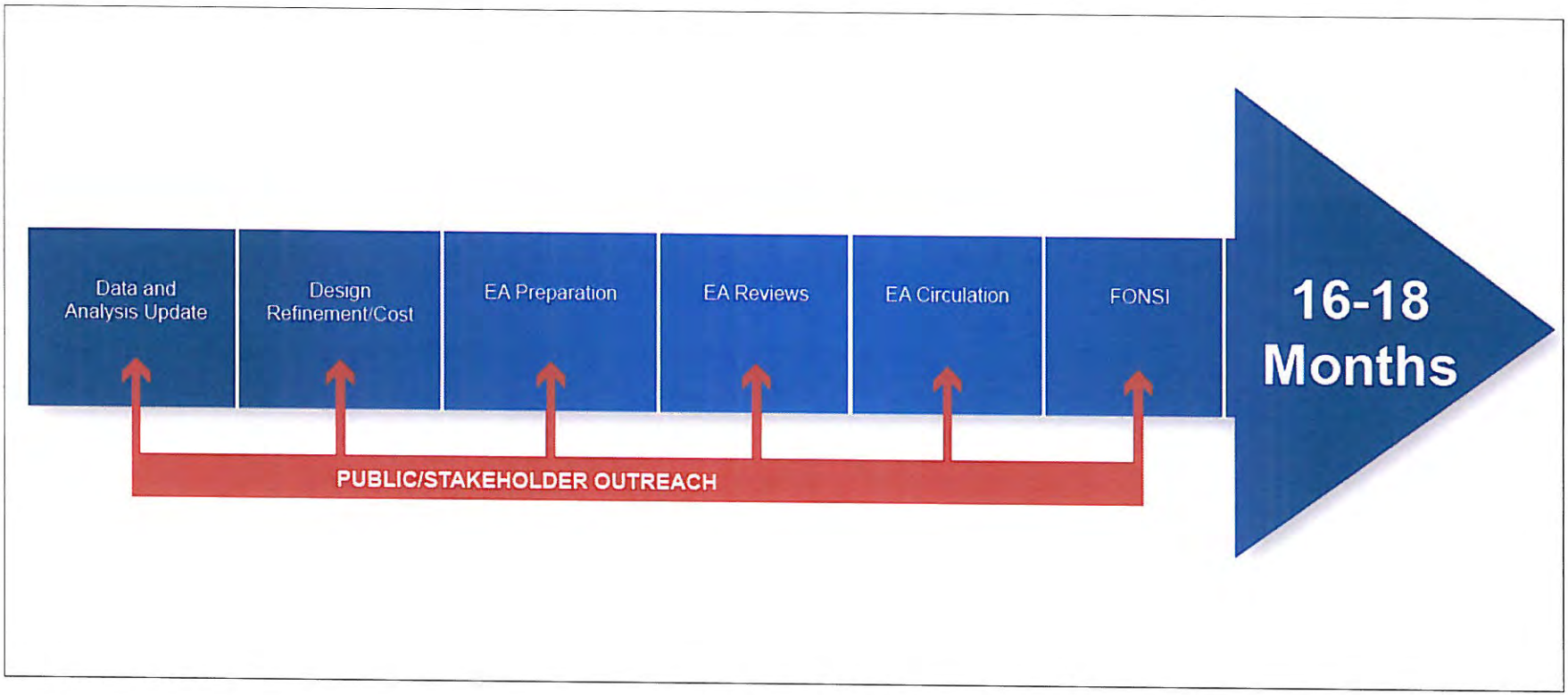
Schedule

Corridor/Feasibility Study Process Timeline



Schedule

EA Process Timeline

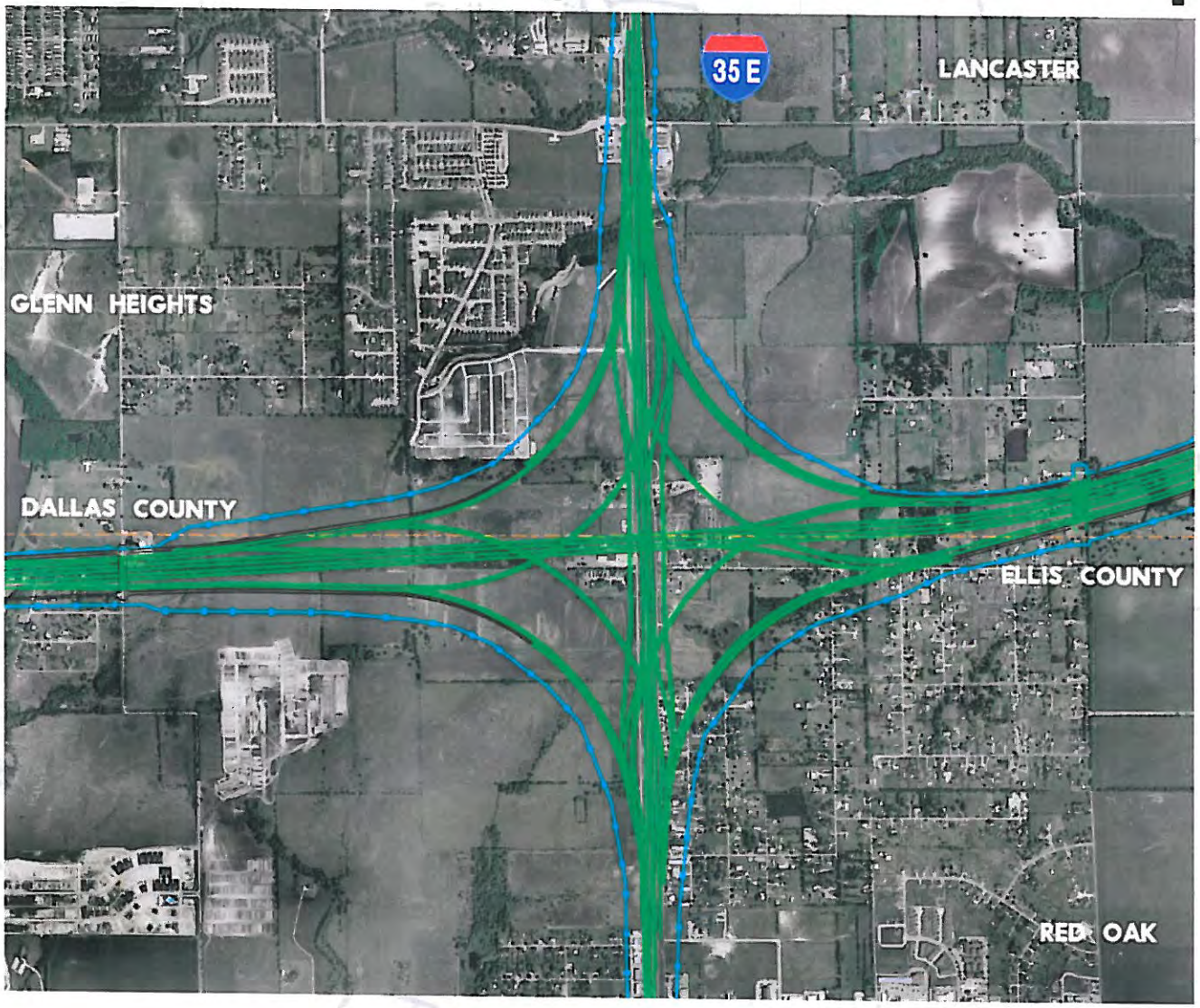


Potential Typical Section

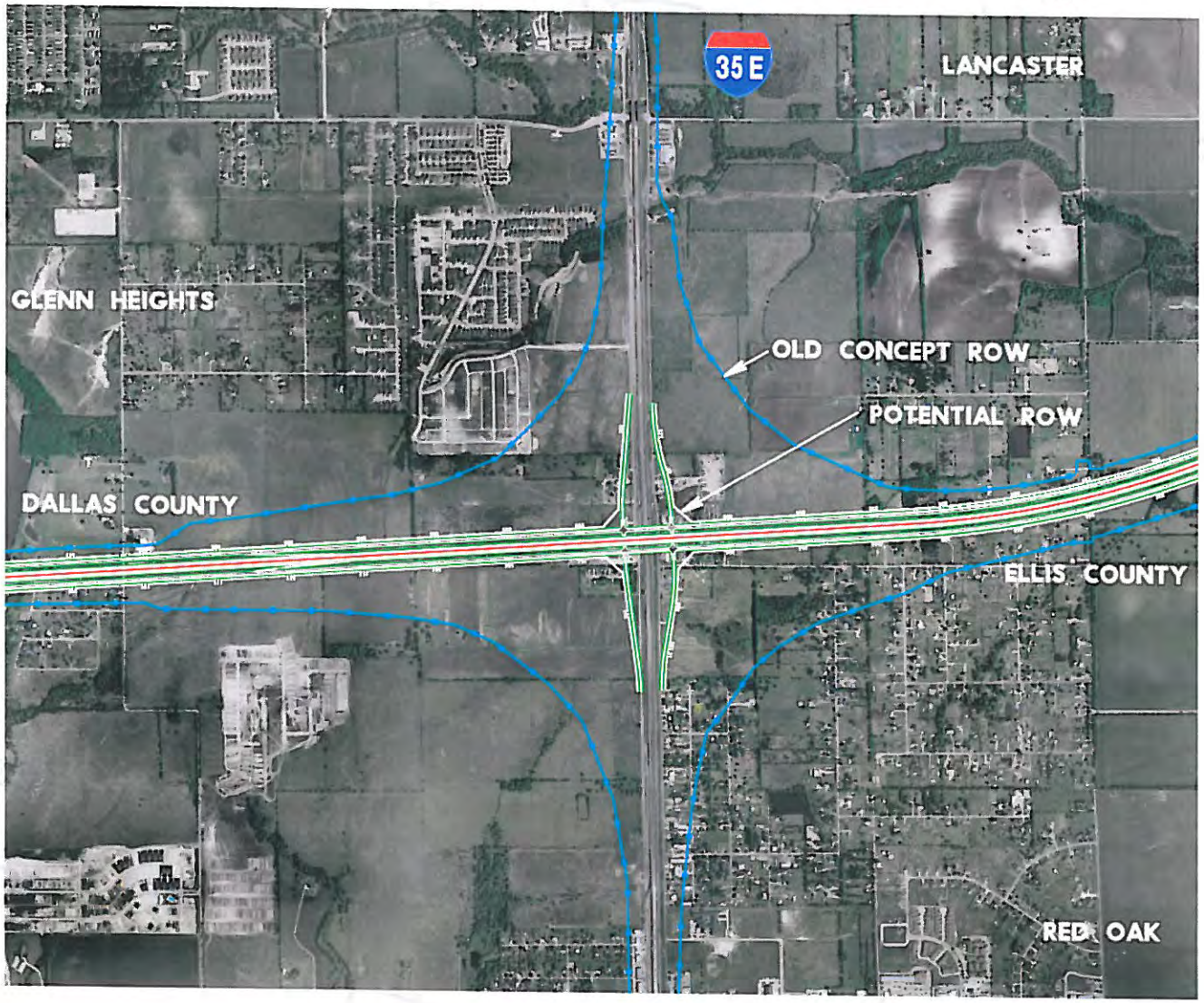
Total Right-of-Way Approximately 300' to 350'



I-35 Interchange – Old Concept



Potential I-35 Interchange



Potential I-35 Close-Up



Re-branding Ideas for Loop 9



C11: City of Ovilla

City of Ovilla Interview Summary

Date: November 9, 2012 **Time:** 10:00 AM – 11:00 PM

Project: Loop 9 Southeast

Location: Ovilla City Hall
105 Cockrell Hill Road
Ovilla, Texas 75154

Purpose: Allow local officials within the corridor/feasibility study area to provide comments on and provide suggestions regarding the currently proposed Loop 9 Project via an interview.

Attachments: Attachment A – Interview Sign-in Sheet
Attachment B – The City of Ovilla Completed Interview Questionnaire (Responses provided by Ovilla and documented per interview discussions)
Attachment C – Previous Proposed Alignments near Ovilla
Attachment D – Previous Proposed Alignment at Intersection of Cockrell Hill Road and Duncanville Road
Attachment E – DEIS Alignment Centerline with a 300- to 350-foot ROW

Attendees: See **Attachment A** for a PDF of the actual Sign-in Sheet

Name	Email/Telephone	Telephone	Title	Organization
Tom Leverentz	Leverentz@asplundh.com	817-271-9276	Mayor	City of Ovilla
Brad Piland	Bpiland@cityofovilla.org	972-617-7262	Public Works Director	City of Ovilla
Randy Whiteman	Rwhiteman@cityofovilla.org	972-617-7262	City Administrator	City of Ovilla
Richard Dormier	Richard@fmi-dallas.com	972-489-6523	Not Provided.	City of Ovilla
Bruce Nolley	Bruce.nolley@txdot.gov	214-320-6156	Project Manager	TxDOT
Callie Barnes	Callie.barnes@atkinsglobal.com	281-529-4221	Senior Transportation Planner	Atkins
Abe Bekele	Abe@civilassociates.com	214-703-5151	Senior Engineer	Civil Associates
Teresa Barlow	Teresa@civilassociates.com	214-703-5151	Senior Environmental Planner	Civil Associates

1. Introductions

2. Handouts

- *Exhibits and Questionnaire*

- Tom Leverentz provided attendees hard copies of the Interview Questionnaire (already completed by The City of Ovilla prior to the meeting) (**Attachment B**)
- Teresa Barlow provided attendees two exhibits (**Attachments C and D**) of the previously proposed alignment (as analyzed in the preliminary DEIS) at the intersection with Cockrell Hill Road.

3. Project Overview – New Direction

- Callie Barnes provided a Power Point presentation of the current Loop 9 concept
  - Due to the reduction in projected traffic data since the DEIS was prepared, the former 450- to 600-foot typical section has been reduced to a conceptual 300- to 350-foot typical section
  - The former 44-mile long corridor has been reduced to exclude the alignment from US 287 to US 67
  - Feasibility Study (6-8 month schedule) will occur after local official interviews
  - New direction in response to lack of funding & to move forward with the project quicker – Phased Approach
    - Initial and Ultimate Design Concept
    - Develop a Program of Projects (prioritize certain sections of the project) per results of the Feasibility Study and priorities within the study area
- Callie Barnes discussed renaming Loop 9. She stated that Bruce Nolley from TxDOT Dallas District is leading the renaming efforts.

4. Interview Questionnaire

- The City of Ovilla provided responses to the questionnaire prior to the November 9, 2012 interview. For those responses provided by Ovilla as well as responses that were discussed and noted during the November 9, 2012 interview, please refer to **Attachment B**.

5. Additional Comments/Discussions

- Ovilla supports the Loop 9 Project
- FM/664 Ovilla Road currently has a large volume of truck traffic and the proposed Loop 9 would help to reduce truck traffic on FM 664/Ovilla Road.
- Expressed concern that a segment of the alignment that goes through the flood plain might potentially take longer to secure environmental clearance for the project.
- Suggested as much of the work done for the DEIS be used again to expedite the project, going forward.
- Prefers the new concept for proposed Loop 9 interchange with I-35E as shown in the presentation.
- Prefers Westmoreland to be the major access point from and to the proposed Loop 9 to the City of Ovilla.
- Prefers to have an at grade intersections at Cockrell Hill Road and the proposed Loop 9 frontage Roads with a grade separation at the proposed Loop 9.
- Does not want the alignment be pushed south in order to provide interchange at Ovilla Road.
- Prefers the alignment to be at the same location as it was in the DEIS through Ovilla - The City worked closely with TxDOT during the DEIS process and concurred with the alignment through Ovilla.

- If revisions to the alignment will be warranted at Cockrell Hill Road, the City's preference will be to shift the alignment further north of the location shown in the exhibit presented at the meeting.

6. Action Items

List of Action Items and Responsible Parties
November 9, 2012

NO	ACTION ITEM	RESPONSIBLE PARTY	DUE DATE	COMPLETE
1	Provide City of Ovilla Revised ETJ	City of Ovilla	N/A	No
2	Will Request Copy of Interview Summary	City of Ovilla	N/A	
3				
4				
5				
6				

Attachment A

Loop 9 Corridor Local Interview Meeting

November 9, 2012, 10-11am
City Hall - 105 Cockrell, Ovilla, Tx

Sign In

Name	Organization	Phone Number	Email Address
Teresa Barlow	CAI	214-703-5151	teresa@civilassociates.com
Callie Barner	Atkins	281-529-4291	callie.barner@atkinsglob.com
Abe Bekele	CAI	214-703-5151	abe@civilassociates.com
TOM LEVERENTZ	CITY OF OVILLA	817 221 9276	LEVERENTZ@ASPLUNDH.COM
Brad Piland	City of Ovilla	972-617-7262	bpiland@cityofovilla.org
Andy Whitman	" "	" "	RWhitman@cityofovillatx.gov
Richard Dormier	" "	972 489 6523	richard@fmi-dallas.com
Bruce Nollet	TxDot	214-320-6156	BRUCE.NOLLET@TXDOT.GOV

Attachment B

Loop 9 Corridor Interview Questionnaire

Note: Responses (in black text) below were provided by City of Ovilla prior to the interview conducted on November 9, 2012. Responses below (in blue text) were noted per discussions during the interview with the City of Ovilla.

1) What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?

   Connectivity with an emphasis on relieving the stress on existing roads are only concern is ease of access so that commuters are neither isolated from or dumped on our roads.

   The City of Ovilla prefers existing Westmoreland Road bride be widened. Also the existing intersection of Westmoreland Road with FM 664/Ovilla Road should be improved for safety and efficiency.

2) In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?

   Congestion relief on Hwy 664

   Fm 664/Ovilla Rd has several sharp curves and as such it is slow and congested most of the time.

3) Are there any areas within your community that you are planning long-term infrastructure improvements that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?

   Expansion of Hwy 664 and realignment of Hwy 664 Westmoreland Rd. intersection.

   Expansion of FM 664/Ovilla Road is being improved to a 6-lane facility.

4) What projects are included in your Capital Improvement Plan relative to local roadways and utilities?

   Relocation of utilities in FM 664/Ovilla Road ROW.

5) Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?

   Yes.

6) Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?

   The 3 parcels that front Bear Creek are to be rezoned industrial.

   At Bear Creek Road and the proposed alignment intersection, no developers on board.

Loop 9 Corridor Interview Questionnaire

7) Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?

   None in house.

8) Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?

   No.

9) Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?

   No.

   Utilities.

10) Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?

    No.

11) Are there any areas with heavy utilities that you know of within or near the proposed ROW?

    Our 30" Water Line from Dallas Water Utilities crosses the proposed ROW at Duncanville Rd.

    Our 18" sewer line at Cockrell Hill North/South, and 12" water line at Cockrell Hill and Bear Creek North/South.

12) Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?

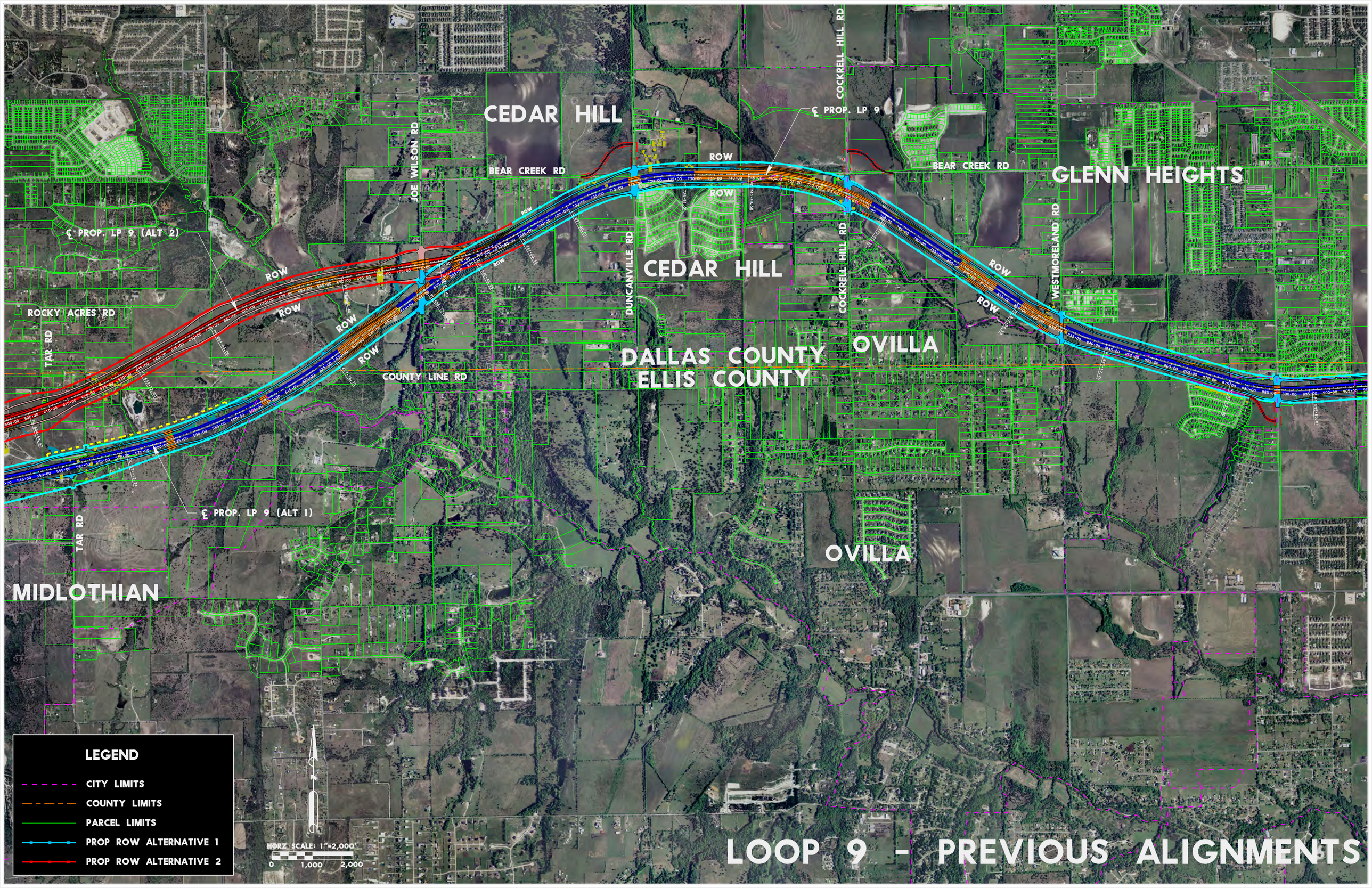
    No.

    The City has a vision to construct a public park adjacent to FM 664/Ovilla Road.

13) Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?

    The proposed location along Bear Creek has been approved any alternatives would have to be discussed.

Attachment C


CEDAR HILL
BEAR CREEK RD
JOE WILSON RD
℄ PROP. LP 9
COCKRELL HILL RD
BEAR CREEK RD
GLENN HEIGHTS
ROW
℄ PROP. LP 9 (ALT 2)
DUNCANVILLE RD
CEDAR HILL
COCKRELL HILL RD
WESTMORELAND RD
ROCKY ACRES RD
TAR RD
COUNTY LINE RD
DALLAS COUNTY
ELLIS COUNTY
OVILLA
℄ PROP. LP 9 (ALT 1)
TAR RD
OVILLA
MIDLOTHIAN
LEGEND
CITY LIMITS
COUNTY LIMITS
PARCEL LIMITS
PROP ROW ALTERNATIVE 1
PROP ROW ALTERNATIVE 2
HORZ. SCALE: 1"=2,000'
0
1,000
2,000
LOOP 9 - PREVIOUS ALIGNMENTS

Attachment D

CEDAR HILL

BEAR CREEK RD

JOE WILSON RD

℄ PROP. LP 9 (ALT 2)

℄ PROP. LP 9 (ALT 1)

ROW

DUNCANVILLE RD

CEDAR HILL

℄ PROP. LP 9

COCKRELL HILL RD

GLENN HEIGHTS

WESTMORELAND RD

OVILLA

DALLAS COUNTY

ELLIS COUNTY

COUNTY LINE RD

HORZ SCALE: 1"=1,000'

0 500 1,000

LEGEND

- CITY LIMITS
- COUNTY LIMITS
- PARCEL LIMITS
- PROP ROW ALTERNATIVE 1
- PROP ROW ALTERNATIVE 2

LOOP 9 - PREVIOUS ALIGNMENTS

Attachment E

SEC Study Area

- Study Area
- Alternative 1 and 2
- Alternative 1
- Alternative 2
- County Boundary

N

0 1 2 3 4 Miles

N:\Clients\S_T\TxDOT\SEC\044142005\geo\figs\StudyArea_ROW_Cities.mxd

C12: City of Red Oak

City of Red Oak Interview Summary

Date: November 20, 2012 **Time:** 3:00 PM – 4:00 PM

Project: Loop 9 Southeast

Location: City of Red Oak
200 Lakeview Pkwy
Red Oak, Texas 75154

Purpose: Allow local officials within the corridor/feasibility study area to provide comments on and provide suggestions regarding the currently proposed Loop 9 Project via an interview

Attachments: Attachment A – Interview Sign-in Sheet
Attachment B – Interview Questionnaire (Reponses documented per interview discussions)
Attachment C – Previous Proposed Design of Intersection at I-35E and near Red Oak
Attachment D – DEIS Alignment Centerline with a 300- to 350-foot ROW

Attendees: See **Attachment A** for a PDF of the actual Sign-in Sheet

Name	Email/Telephone	Telephone	Title	Organization
Alan Hugley	Ahugley@redoaktx.org	214-968-9956	Mayor	City of Red Oak
Todd Fuller	Tfuller@redoaktx.org	972-617-6831	City Manager	City of Red Oak
Brian Clark	Brian.clark@atkinsglobal.com	972-818-7275	Project Manager	Atkins
Callie Barnes	Callie.barnes@atkinsglobal.com	281-529-4221	Senior Transportation Planner	Atkins
Abe Bekele	Abe@civilassociates.com	214-703-5151	Senior Engineer	Civil Associates

1. Introductions

2. Handouts and Presentation

- *Exhibits, Questionnaire and Presentation*
  - Brian Clark provided attendees hard copies of the Interview Questionnaire (**Attachment B**)
    Brian Clark provided attendees hard copies of the Previous Proposed Design of Intersection at I-35E and the Previous Proposed Alternatives near Red Oak (**Attachment C**)
  - Brian Clark presented an Exhibit showing the DEIS Alignment Centerline with a 300- to 350-foot ROW (**Attachment D**)
  - Callie Barnes presented environmental constraints information obtained as a part of the DEIS efforts as well as the DEIS alignment centerline with a 300- to 350-foot ROW

3. Project Overview – New Direction

- Brian Clark presented the current Loop 9 concept
  - Due to the reduction in projected traffic data since the DEIS was prepared, the former 450- to 600- foot typical section has been reduced to a conceptual 300- to 350-foot typical section
  - The former 44-mile long corridor has been reduced to exclude the alignment from US 287 to US 67
  - New direction in response to lack of funding & to move forward with the project quicker – Phased Approach
    - Initial and Ultimate Design Concept
    - Develop a Program of Projects (prioritize certain sections of the project) per results of the Feasibility Study and priorities within the study area
  - Corridor/Feasibility Study (6-8 month schedule) will occur after local official interviews
  - Program of Projects as a result of Corridor/Feasibility Study
  - Environmental Assessment (EA) process (16-18 months) will occur (provided FHWA approves EA classification) after the Program of Projects
- Brian Clark discussed potential of renaming Loop 9. He stated that Bruce Nolley from TxDOT Dallas District is leading the renaming efforts.

4. Interview Questionnaire

- The City of Red Oak did not provide responses to the questionnaire prior to the November 20, 2012 interview. For those responses that were discussed and noted during the November 20, 2012 interview, please refer to **Attachment B**.

5. Additional Comments/Discussion

- The City expressed support for the revised I-35E and Loop 9 interchange concept.
- The City prefers Loop 9 cross I-35E at the County Line (consistent with the current alignment).
- The City prefers minimal impacts along I-35E in order to attract more development.
- East of I-35E, the City prefers the northern alignment (as shown in blue in **Attachment C**) since there is not much for the City of Red Oak to gain from the southern alignment (as shown in red in **Attachment C**) east of I-35E. However, just east of I-35E (from I-35E east to Houston School Road, see **Attachment C**), the City or Red Oak prefers the northern alignment shift further south to follow the county line.
- The City prefers a four-way frontage road box at the proposed I-35E interchange.
- The City does not want tolled Loop 9 frontage roads.
- The City prefers the revised concept as it will have less ROW impacts at the proposed interchange with I-35E. This will allow development at the I-35E interchange, particularly at the southwest corner where a major retail center is planned.
- Mayor Hugley stated that the north/south arterials need improvement.
- Mayor Hugley suggested the Loop 9 project team coordinate with the ongoing FM 664 project consultant team to ensure that the Loop 9 project works collaboratively with the proposed FM 664 project.

6. Action Items

List of Action Items and Responsible Parties
November 20, 2012

NO	ACTION ITEM	RESPONSIBLE PARTY	DUE DATE	COMPLETE
1	Provide latest CIP	City of Red Oak	N/A	Yes
2	Request 2010 City of Red Oak Comprehensive Plan including Freese and Nichols Study	City of Red Oak	N/A	Yes
3	Request FM 664 Schematic from TxDOT	TxDOT	N/A	No

Attachment A

Loop 9 Corridor Local Interview Meeting

November 20, 2012, 3-4 pm
City of Red Oak
200 Lakeview Parkway, Red Oak, TX 75154

Sign In

Name	Organization	Phone Number	Email Address
Todd Faller	City of Red Oak	972-617-6831	tfaller@redoaktx.org
Allan Hugley	City of Red Oak	214-968-8856	ahugley@redoaktx.org
Callie Barner	Atkins	281-529-4004	callie.barner@atkinsglobal.com
Abe Bekele	CA1	214-703-5151	abe@civilassociates.com
Brian Clark	Atkins	972-818-7275	brian.clark@atkinsglobal.com

Attachment B

Loop 9 Corridor Interview Questionnaire
The City of Red Oak
November 20, 2012

Note: Responses to this interview questionnaire were not provided by Red Oak prior to the interview conducted on November 20, 2012; therefore, responses below (in blue text) were noted per discussions during the Red Oak interview.

1) What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?

   Economic development and better regional transportation grid.

2) In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?

   Loop 9 development will provide better east-west connectivity for truck traffic. FM 664 project, planned from two lanes to six-lane, curb and gutter from US 287 to I-45, will allow for the development (commercial, residential, etc.) along FM 664. Loop 9 would greatly benefit the areas where FM 664 widening would occur by keeping the truck traffic off of FM 664 where the development would occur.

3) Are there any areas within your community that you are planning long-term infrastructure improvements that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?

   Commercial development proposed on the northwest corner of the I-35E and Loop 9 intersection.

4) What projects are included in your Capital Improvement Plan relative to local roadways and utilities?

   FM 342 proposed improvements are very important to the surrounding area for better north/south connectivity. Improvements to Houston School Road are also important.

5) Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?

   Yes.

6) Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?

   The area near the intersection of Bear Creek Road and FM 342 is planned to be re-zoned from Agricultural to Commercial; however, the regulations will not change.

Loop 9 Corridor Interview Questionnaire
The City of Red Oak
November 20, 2012

7) Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?

   The I-35E Plan and the City of Red Oak Comprehensive Plan.

8) Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?

   Yes, most of Red Oak. There is a lack of regional connectivity. The city population had doubled in the last ten years. Most of the people from Red Oak commute to Dallas for work and the connectivity for those commuters is a major problem.

9) Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?

   Various developers have inquired with the City regarding future available land for development taking into consideration the Loop 9 alignment and ROW. However, since the City collaborates directly with the interested developers, there is no one the project team should contact.

10) Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?

    An industrial development is proposed on the SW corner of FM 342 and Loop 9 (South alignment) intersection. Retail/commercial development is proposed on the NW corner of the I-35E and proposed Loop 9 intersection. Harmony Estates is a growing residential development located just SW of the intersection of Loop 9 and I-35E. There is also potential future development on the NW corner of the FM 342 and Reindeer Road intersection.

11) Are there any areas with heavy utilities that you know of within or near the proposed ROW?

    Power station near Houston School Road.

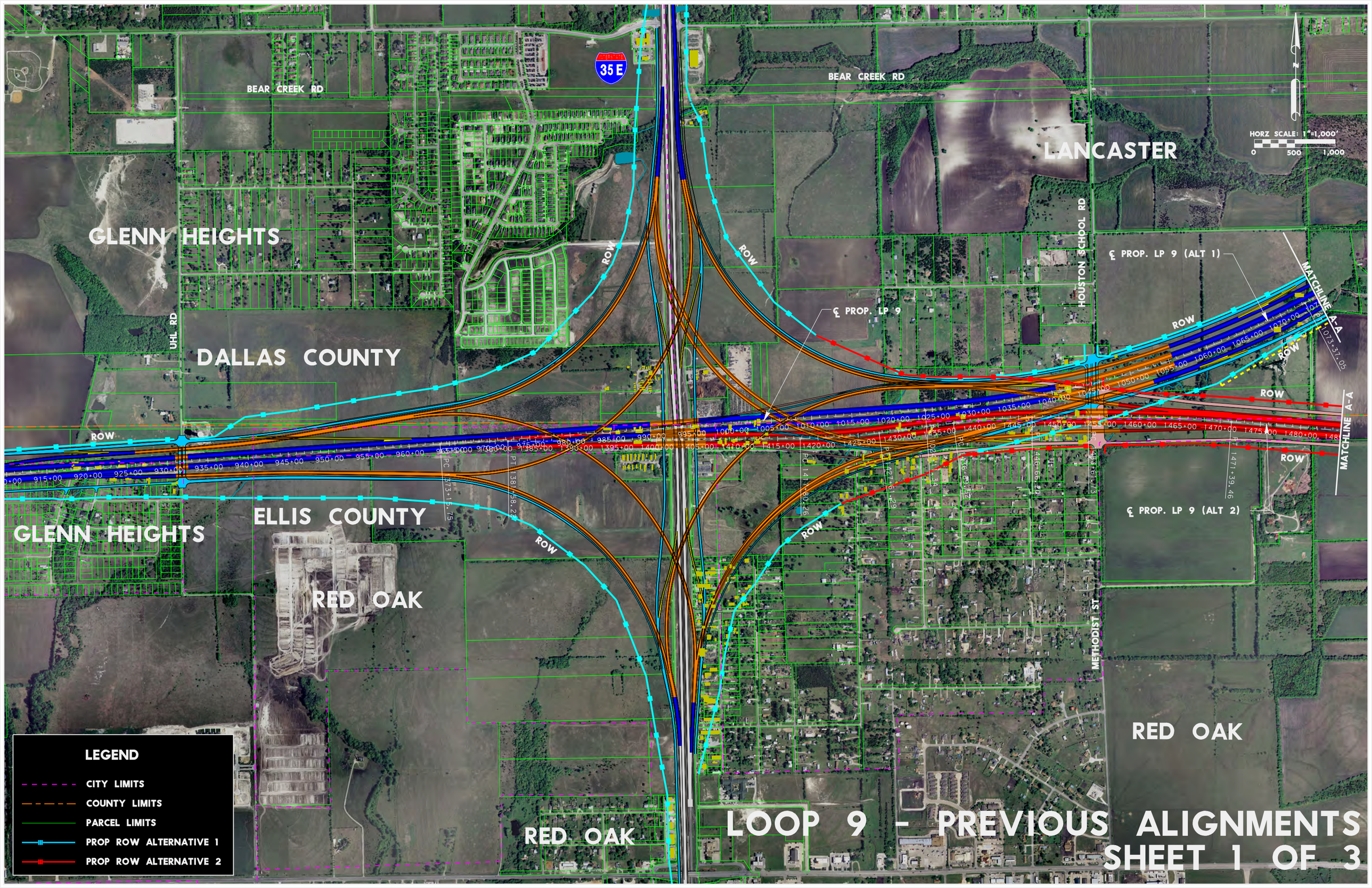
12) Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?

    No.

13) Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?

    The Loop 9 project should follow the county line from I-35E until the point which Loop 9 crosses Houston School Road to provide the best connectivity and protection of developable land.

Attachment C


BEAR CREEK RD
35 E
GLENN HEIGHTS
UHL RD
DALLAS COUNTY
ROW
BEAR CREEK RD
LANCASTER
HORZ SCALE: 1"=1,000'
0
500
1,000
HOUSTON SCHOOL RD
℄ PROP. LP 9
℄ PROP. LP 9 (ALT 1)
MATCHLINE A-A
MATCHLINE A-A
℄ PROP. LP 9 (ALT 2)
METHODIST ST
ELLIS COUNTY
RED OAK
GLENN HEIGHTS
RED OAK
RED OAK
LEGEND
CITY LIMITS
COUNTY LIMITS
PARCEL LIMITS
PROP ROW ALTERNATIVE 1
PROP ROW ALTERNATIVE 2
LOOP 9 - PREVIOUS ALIGNMENTS
SHEET 1 OF 3

LANCASTER

BEAR CREEK RD

TEXAS 342

HORZ SCALE: 1"=1,000'

0 500 1,000

℄ PROP. LP 9 (ALT 1)

ROW

REINDEER RD

MATCHLINE A-A

MATCHLINE B-B

POE RD

DALLAS COUNTY

ELLIS COUNTY

℄ PROP. LP 9 (ALT 2)

RED OAK

LEGEND

CITY LIMITS

COUNTY LIMITS

PARCEL LIMITS

PROP ROW ALTERNATIVE 1

PROP ROW ALTERNATIVE 2

LOOP 9 - PREVIOUS ALIGNMENTS

SHEET 2 OF 3

HORZ. SCALE: 1"=1,000'

0 500 1,000

MATCHLINE B-B

MATCHLINE B-B

HASH RD

NOKOMIS RD

FERRIS RD

STAINBACK RD

℄ PROP. LP 9 (ALT 1)

℄ PROP. LP 9

℄ PROP. LP 9 (ALT 2)

ROW

DALLAS COUNTY

ELLIS COUNTY

RED OAK

PC 1239+38.32

PC 1284+54.29

PC 1678+15.39

PC 1643+82.20

POT 1329+21.43

LEGEND

CITY LIMITS

COUNTY LIMITS

PARCEL LIMITS

PROP ROW ALTERNATIVE 1

PROP ROW ALTERNATIVE 2

LOOP 9 - PREVIOUS ALIGNMENTS

SHEET 3 OF 3

Attachment D

SEC Study Area

- Study Area
- Alternative 1 and 2
- Alternative 1
- Alternative 2
- County Boundary

N

0 1 2 3 4 Miles

N:\Clients\S_T\TxDOT\SEC\044142005\geo\figs\StudyArea_ROW_Cities.mxd

C13: City of Seagoville

City of Seagoville Interview Summary

Date: November 6, 2012 **Time:** 10:00 AM – 11:30 PM

Project: Loop 9 Southeast

Location: Seagoville City Hall
702 North Highway 175
Seagoville, TX 75159

Purpose: Allow local officials within the corridor/feasibility study area to provide comments on and provide suggestions regarding the currently proposed Loop 9 Project via an interview

Attachments: Attachment A – Interview Sign-in Sheet
Attachment B – Interview Questionnaire (Reponses documented per interview discussions)
Attachment C – Previous Proposed Design of Intersection at US175 and I-20
Attachment D – DEIS Alignment Centerline with a 300- to 350-foot ROW

Attendees: See **Attachment A** for a PDF of the actual Sign-in Sheet

Name	Email/Telephone	Telephone	Title	Organization
Sidney M. Sexton, Jr.	Smsexton@sbcglobal.net	972-287-6819	Mayor	City of Seagoville
Larry Graves	Lgraves@seagoville.us	972-287-2050	City Manager	City of Seagoville
Jim Berman	Jberman@seagoville.us	214-505-7199	Director of Public Works	City of Seagoville
Brian Clark	Brian.clark@atkinsglobal.com	972-588-3124	Project Manager	Atkins
Callie Barnes	Callie.barnes@atkinsglobal.com	281-529-4221	Senior Transportation Planner	Atkins
Abe Bekele	Abe@civilassociates.com	214-703-5151	Senior Engineer	Civil Associates

1. Introductions

2. Handouts and Presentation

- *Exhibits, Questionnaire and Presentation*
  - Brian Clark provided attendees hard copies of the Interview Questionnaire (not completed by The City of Seagoville prior to the meeting) (**Attachment B**)
  - Brian Clark provided attendees three exhibits (**Attachments C**) of the previously proposed alignment (as analyzed in the preliminary DEIS) at US 175 and I-20
  - Callie Barnes presented an Exhibit showing the DEIS Alignment Centerline with a 300- to 350-foot ROW (**Attachment D**)
  - Callie Barnes presented environmental constraints information obtained as a part of the DEIS efforts as well as the DEIS alignment centerline with a 300- to 350-foot ROW

3. Project Overview – New Direction

- Brian Clark presented the current Loop 9 concept
  - Due to the reduction in projected traffic data since the DEIS was prepared, the former 450- to 600-foot ROWhas been reduced to a conceptual 300- to 350-foot ROW
  - The former 44-mile long corridor has been reduced to exclude the alignment from US 287 to US 67
  - New direction in response to lack of funding & to move forward with the project quicker – Phased Approach
    - Initial and Ultimate Design Concept
    - Develop a Program of Projects (prioritize certain sections of the project) per results of the Feasibility Study and priorities within the study area
  - Corridor/Feasibility Study (6-8 month schedule) will occur after local official interviews
  - Program of Projects as a result of Corridor/Feasibility Study
  - Environmental Assessment (EA) process (16-18 months) will occur (provided FHWA approves EA classification) after the Program of Projects

4. Interview Questionnaire

- The City of Seagoville did not provide responses to the questionnaire prior to the November 6, 2012 interview. For responses to the questionnaire as discussed and noted during the interview, please refer to **Attachment B**.

5. Additional Comments/Discussion

- Discussions regarding improving Malloy Bridge Road as part of the Loop 9 improvements and have Malloy Bridge Road widened to a six-lane section through town until the proposed Loop 9 will be constructed in the future.
- Since most of the proposed Loop 9 alignment and adjacent properties is within floodplain and wetland areas, the clearance process and possible construction of Loop 9 could be 20 years away. In the interim, the immediate community need is to add a lane on both sides of existing US 175 from Seagoville to I-635.
- The City is in favor of the current concept configuration – a previous version of the alignment was impacting Wal-Mart located at the corner of US 175 and Malloy Bridge Road) and the city would not support any alternative that would impact Wal-Mart.
- The City prefers the revised proposed typical section with narrow, barrier separated mainlanes – this will help reduce impacts through town. Would like to be provided a copy of the revised barrier separated typical section.
- There is a major need for transportation improvement in the City – quality of life is limited with the city's capability of getting goods and services in and out of the City hampered by traffic congestions. Widening US 175 would improve quality of life and reduce commuters travel time.
- With regard to current traffic issues in and around Seagoville, heavy trucks use Malloy Bridge Road as a short cut route to travel between I-45 and I-20.
- Since Seagoville is in a non-attainment area, the widening of US 175 should be a priority.
- The city of Seagoville is mainly a blue-collar community with significant percentage commutes to Dallas for work.
- The growth of the City is wide spread and in all directions.

- The City identified Wal-Mart, ACE Hardware (planned to be constructed in front of Wal-Mart), a proposed new school to be constructed (east of Seagoville Road and north of E. Simonde Road), a proposed development (retail / residential) along existing Malloy Bridge Road between US 175 and I 20 to be the additional major stakeholders along the proposed Loop 9 corridor.
- The City of Seagoville supports the Loop 9 project.

6. Action Items

List of Action Items and Responsible Parties
November 6, 2012

NO	ACTION ITEM	RESPONSIBLE PARTY	DUE DATE	COMPLETE
1	Provide ETJ Map	City of Seagoville	N/A	
2	Provide Revised Typical Section	Atkins	N/A	
3				
4				
5				
6				

Attachment A

Loop 9 Corridor Local Interview Meeting

November 6, 2012, 10am

Seagoville City Hall - 702 North Highway 175, Seagoville, TX 75159

Sign In

Name	Organization	Phone Number	Email Address
LARRY GRAVES	City of Seagoville	972-287-2050	LGRAVES@SEAGOVILLE.US
SIDNEY M SEXTON JR	MAYOR of SEAGOVILLE	972 287 6819	SMSEXTON@SBCGLOBAL.NET
Abe Bekele	Civil Associates	214-703-5151	abe@civilassociates.com
Callie Barnes	Atkins	281-529-4221	callie.barnes@atkinsglobal.com
JIM BERMAN	City of Seagoville	214-505-7199	JBERMAN@SEAGOVILLE.US
BRIAN CLARK	ATKINS	972-588-3124	brian.clark@atkinsglobal.com

Attachment B

Loop 9 Corridor Interview Questionnaire
City of Seagoville
November 6, 2012

Note: Responses to this interview questionnaire were not provided by Seagoville prior to the interview conducted on November 6, 2012; therefore, responses below (in blue text) were noted per discussions during the Seagoville interview.

1) What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?

   All the above. The main goal of this community is to provide residents a quick/safe route to and from jobs. Particularly, the community needs capacity improvements on Highway 175.

2) In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?

   See comment #1.

3) Are there any areas within your community that you are planning long-term infrastructure improvements that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?

   No. The City is in the process of renovating the old downtown.

4) What projects are included in your Capital Improvement Plan relative to local roadways and utilities?

   There are no proposed roadway improvements in the Loop 9 study area.

5) Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?

   Yes.

6) Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?

   No.

7) Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?

   No.

8) Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?

   Yes, see #2.

Loop 9 Corridor Interview Questionnaire
City of Seagoville
November 6, 2012

9) Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?

Wal-mart, ACE (planned construction in front of Wal-Mart), a proposed new school to be constructed (approximately 2 ½ miles west-northwest near East Simonds Road), a proposed development (retail / residential) along existing Malloy Bridge Road between Highway 175 and I-20 near crossing of East Fork Trinity tributary.

10) Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?

Church on Malloy Bridge Road (Rock Church) and another church on Kaufman and Malloy Bridge Road.

Do not impact Wal-mart.

There are Historic Churches in the area that need to be avoided.

11) Are there any areas with heavy utilities that you know of within or near the proposed ROW?

No.

12) Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?

Yes, there is a cemetery at Highway 175 that should be protected as well as John Bunker Sands Wetland Area.

13) Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?

No problems were voiced regarding the DEIS alignment location with the 300- to 350-foot shown in the exhibit (provided in the meeting today).

Attachment C

SEAGOVILLE

175

COMBINE RD

KAUFMAN ST

DALLAS COUNTY

KAUFMAN COUNTY

ROW

MALLOY BRIDGE RD

EAST FORK TRINITY RIVER TRIBUTARY

MATCHLINE A-A

PT 2172+28.95

PT 2153+21.06

PT 2171+93.37

EAST FORK TRINITY RIVER

2005+00 2010+00 2015+00 2020+00 2025+00 2030+00 2035+00 2040+00 2045+00 2050+00 2055+00 2060+00 2065+00 2070+00 2075+00 2080+00 2085+00 2090+00 2095+00 2100+00 2105+00 2110+00 2115+00 2120+00

℄ PROP. LP 9

PT 2042+58.49

PT 2092+81.86

FM 1389

LEGEND

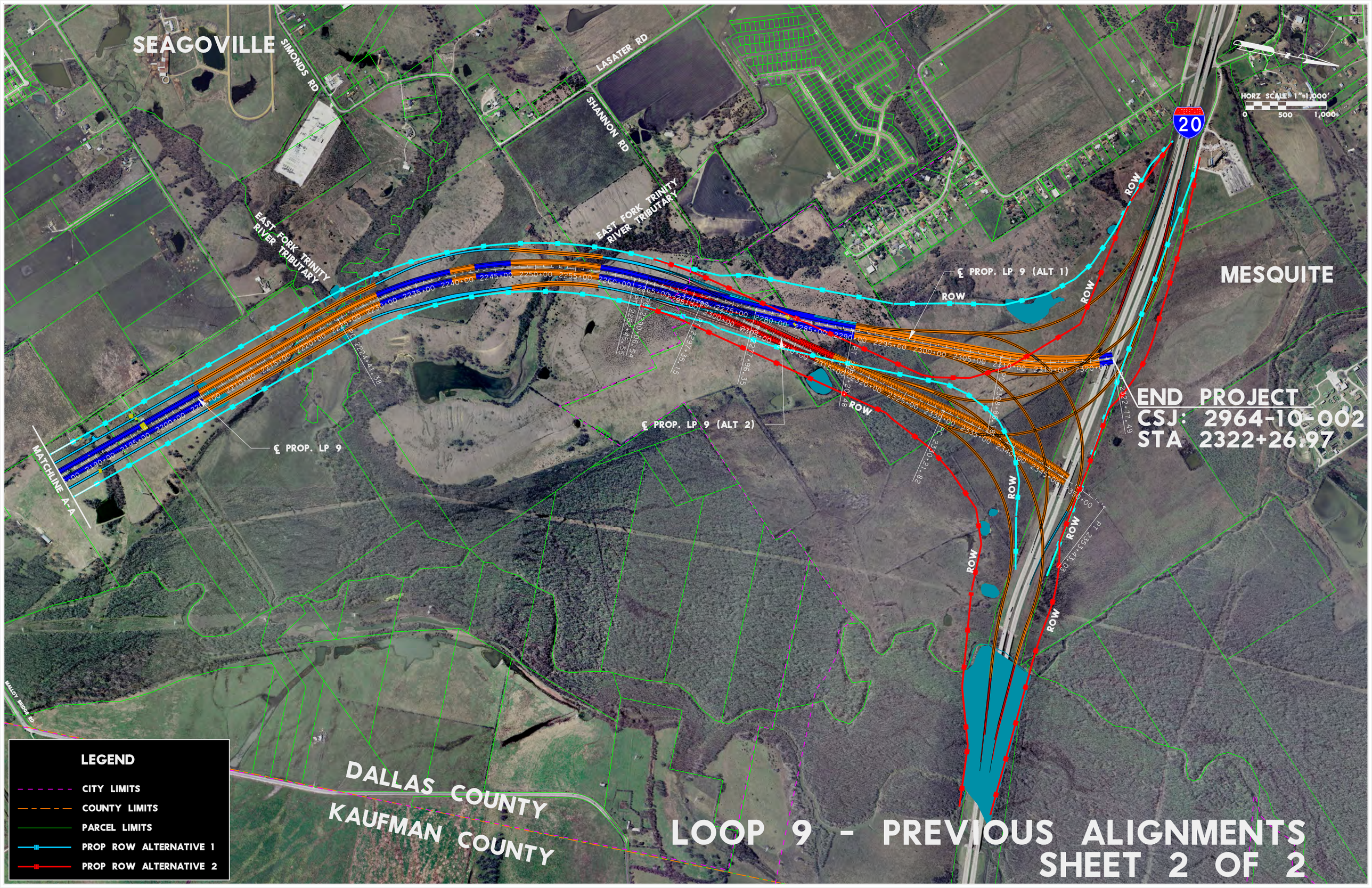
- CITY LIMITS
- COUNTY LIMITS
- PARCEL LIMITS
- PROP ROW ALTERNATIVE 1
- PROP ROW ALTERNATIVE 2

HORZ SCALE: 1"=1,000'

0 500 1,000

LOOP 9 - PREVIOUS ALIGNMENTS

SHEET 1 OF 2


SEAGOVILLE
SIMONDS RD
LASATER RD
SHANNON RD
EAST FORK TRINITY RIVER TRIBUTARY
EAST FORK TRINITY RIVER TRIBUTARY
MESQUITE
HORZ SCALE 1"=1,000'
0
500
1,000
20
ROW
ROW
ROW
ROW
ROW
ROW
ROW
℄ PROP. LP 9 (ALT 1)
℄ PROP. LP 9 (ALT 2)
℄ PROP. LP 9
MATCHLINE A-A
MALLOY BRIDGE RD
DALLAS COUNTY
KAUFMAN COUNTY
END PROJECT
CSJ: 2964-10-002
STA 2322+26.97
LEGEND
CITY LIMITS
COUNTY LIMITS
PARCEL LIMITS
PROP ROW ALTERNATIVE 1
PROP ROW ALTERNATIVE 2
LOOP 9 - PREVIOUS ALIGNMENTS
SHEET 2 OF 2

LOOP 9 - PREVIOUS ALIGNMENTS

HORZ SCALE: 1"=2,000'
0 1,000 2,000

SEAGOVILLE
SEAGOVILLE
MESQUITE
DALLAS COUNTY
KAUFMAN COUNTY

SIMONDS RD
LASATER RD
SHANNON RD
EAST FORK TRINITY RIVER TRIBUTARY
EAST FORK TRINITY RIVER
EAST FORK TRINITY RIVER TRIBUTARY
EAST FORK TRINITY RIVER
COMBINE RD
KAUFMAN ST
MALLOY BRIDGE RD
MALLOY BRIDGE RD
FM 1389
INTERSTATE 20
INTERSTATE 20
175
175

℄ PROP. LP 9 (ALT 1)
℄ PROP. LP 9 (ALT 2)
℄ PROP. LP 9
℄ PROP. LP 9

ROW

LEGEND

- CITY LIMITS
- COUNTY LIMITS
- PARCEL LIMITS
- PROP ROW ALTERNATIVE 1
- PROP ROW ALTERNATIVE 2

Attachment D

SEC Study Area

- Study Area
- Alternative 1 and 2
- Alternative 1
- Alternative 2
- County Boundary

N

0 1 2 3 4 Miles

N:\Clients\S_T\TxDOT\SEC\044142005\geo\figs\StudyArea_ROW_Cities.mxd

C14: City of Wilmer

City of Wilmer Interview Summary

Date: November 5, 2012 **Time:** 9:00 AM – 10:30 AM

Project: Loop 9 Southeast

Location: Wilmer City Hall
128 North Dallas Ave
Wilmer, Texas 75172

Purpose: Allow local officials within the corridor/feasibility study area to provide comments on and provide suggestions regarding the currently proposed Loop 9 Project via an interview

Attachments: Attachment A – Interview Sign-in Sheet
Attachment B – The City of Wilmer Completed Interview Questionnaire (Responses provided by Wilmer and documented per interview discussions)
Attachment C –Previous Proposed Design of Intersection at I-45
Attachment D –Previous Proposed Design of Intersection at I-45

Attendees: See **Attachment A** for a PDF of the actual Sign-in Sheet

Name	Email	Telephone	Title	Organization
A. Hector Casarez	AHCasarez@cityofwilmer.com	972-441-6373	Mayor	City of Wilmer
Rene Revilla	RRevilla@cityofwilmer.com/	972-979-4747	Water Superintendent	City of Wilmer
Douglas Jistel	DJistel@cityofwilmer.com	214-728-6952	Public Works	City of Wilmer
Brian Clark	Brian.clark@atkinsglobal.com	972-588-3124	Project Manager	Atkins
Callie Barnes	Callie.barnes@atkinsglobal.com	281-529-4221	Senior Transportation Planner	Atkins
Abe Bekele	Abe@civilassociates.com	214-703-5151	Senior Engineer	Civil Associates
Teresa Barlow	Teresa@civilassociates.com	214-703-5151	Senior Environmental Planner	Civil Associates

1. Introductions

2. Handouts

- *Exhibits and Questionnaire*
  - Brian Clark provided attendees hard copies of the Interview Questionnaire (already completed by The City of Wilmer prior to the meeting) (**Attachment B**)
  - Brian Clark provided attendees two exhibits (**Attachments C and D**) of the previously proposed alignment (as analyzed in the preliminary DEIS) at the intersection of I-45

3. Open Table Discussions

- *Wilmer supports the Loop 9 Project*
    - The project could encourage economic development in southwest Wilmer

- *Cemetery – Carver Memorial Park*
    - Located along Malloy Bridge Road (just north of current conceptual design)

- *Access Roads*
    - Plans exist to improve (widen) Belt Line Road and Pleasant Run Road
    - Pleasant Run Road improvement (at-grade railroad crossing reconstructed to overpass) is scheduled to be let before the end of 2012
    - The largest truck traffic generator is Whirlpool Distribution Center (1.2 million SF)
    - The largest traffic issue/concern is the large trucks driving through town
    - Relief arteries are needed to address truck traffic
    - Wilmer requested access roads connecting the proposed Loop 9 frontage roads to existing Beltline Road and Pleasant Run Road
    - The City does not have the capacity to fund the construction of needed access roads
    - Currently the City's budget for streets maintenance mainly comes from Dallas County grants
    - With Beltline Road and Pleasant Run access roads in place, the Mayor thinks that will allow Wilmer to attract new business since Wilmer has the lowest tax rate in the area

- *Water Supply*
    - Discussion are ongoing with the Wilmer, Dallas County and the City of Lancaster regarding a new water supply line to Wilmer
    - The city would like to have water supply from the City of Lancaster (short term) and ultimately a 30" line from Dallas County to meet City's future water demands
    - The exact locations of the planned water lines TBD
    - Above-ground water storage facility at Pleasant Run and Pinto

- *Airport*
    - Wilmer does not anticipate the City of Lancaster municipal airport growing to a distribution center - the airport will most likely service corporate jets only

- *Preference of Alignment Shift*
    - Prefer shift north of Tenmile Creek to keep with Wilmer ETJ
    - A 5-ft strip of the existing Tenmile Creek is inside the City of Wilmer – existing lawsuit between Wilmer and Ferris b/c Ferris fighting to annex this property; hearing will occur in mid-January
    - Sanitary Sewer line exists south of Tenmile Creek
    - Trinity River Authority water treatment plant exists north of Tenmile Creek on Malloy Bridge Circle

4. Project Overview – New Direction

- Brian Clark presented the current Loop 9 concept
    - Due to the reduction in projected traffic data since the DEIS was prepared, the former 450- to 600-foot ROW has been reduced to a conceptual 300- to 350-foot ROW
    - The former 44-mile long corridor has been reduced to exclude the alignment from US 287 to US 67

- New direction in response to lack of funding & to move forward with the project quicker – Phased Approach
  - Initial and Ultimate Design Concept
  - Develop a Program of Projects (prioritize certain sections of the project) per results of the Feasibility Study and priorities within the study area
- Corridor/Feasibility Study (6-8 month schedule) will occur after local official interviews
- Program of Projects as a result of Corridor/Feasibility Study
- Environmental Assessment (EA) process (16-18 months) will occur (provided FHWA approves EA classification) after the Program of Projects

5. Interview Questionnaire

- The City of Wilmer provided responses to the questionnaire prior to the November 5, 2012 interview. For those responses provided by Wilmer as well as responses that were discussed and noted during the November 5, 2012 interview, please refer to **Attachment B**.

6. Action Items

List of Action Items and Responsible Parties
November 5, 2012

NO	ACTION ITEM	RESPONSIBLE PARTY	DUE DATE	COMPLETE
1	Provide City of Wilmer Zoning Maps	City of Wilmer	N/A	
2	Provide City of Wilmer Conceptual Planner Locations of Access Roads	City of Wilmer	N/A	
3	Provide Most Current City Limit Maps (including annexed land not including in Atkins maps)	City of Wilmer	N/A	
4				
5				
6				

Attachment A

Name	Title/Co.	email	phone
Teresa Barlow	Sr. Env. Planner - CAL	teresa@cainlassociates.com	214-703-5151
Rene Revilla	Water Superintendent	rrevilla@cityofwylie.com	972 442 7742
Douglas Sirkel	Public Works	—	214 728-6555
J. Hector Casanez	Major	AHCasanez@[illegible].com	972-442-6337
Brian Clark	Proj. Mgr	brian.clark@atkinsglobal.com	972-588-3124
Callie Barner	Sr. Transp. Planner	callie.barnes@atkinsglobal.com	281-529-4221
Abe Bekele	Sr. Engineer	abe@cainlassociates.com	214-703-5151

Attachment B

Loop 9 Corridor Interview Questionnaire
City of Wilmer
November 5, 2012

Note: Responses (in black text) below were provided by City of Wilmer prior to the interview conducted on November 5, 2012. Responses below (in blue text) were noted per discussions during the interview with City of Wilmer.

1) What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?

   Wilmer has the largest amount of developable land in the Dallas Inland Port area. Connecting I-35E and 1-45 increases development opportunity for industrial, retail, and residential.

2) In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?

   Improving major thoroughfares like Pleasant Run Road and Beltline Road.

   The population is projected to increase drastically.

3) Are there any areas within your community that you are planning long-term infrastructure improvements that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?

   Western part of Wilmer needs north/south artery connecting Loop 9 to Pleasant Run Road west of 1-45. Also there needs to be a north/south on the east side of 1-45 connecting Loop 9 to Beltline Road.

   Residential properties exist and are planned south of Belt Line Road on the east side of I-45.

4) What projects are included in your Capital Improvement Plan relative to local roadways and utilities?

   Refer to NCTCOG Infrastructure study and Wilmer Comprehensive Plan

5) Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?

   Currently adequate but need continuous review.

   The 2030 Land Use Plan will provide useful information – City of Wilmer will provide this Plan.

6) Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?

   No

Loop 9 Corridor Interview Questionnaire
City of Wilmer
November 5, 2012

7) Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?

   Refer to NCTCOG study.

8) Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?

   City growth creates new roads and need for improving existing network. Most of existing is old and in need of major repair.

9) Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?

   Yes, refer to Mike Rader and major landowners on west side of I-45.

   City wants to make sure that Loop 9 provides frontage road with access on both sides of Loop 9 that allow for highest level of development and that connection at 1-45 provides development on all four corners.

   Mike Radar is one of the largest (if not the largest) landowner since the 1980s – he owns Sun Bridge Business Park, Arch Chemicals on Pleasant Road (east side).

10) Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?

    There is a cemetery on the east side of 1-45 and Loop 9 alignment appears to border the south boundary of the cemetery. This is not desired as it limits economic development.

11) Are there any areas with heavy utilities that you know of within or near the proposed ROW?

    There are high voltage transmission lines but not sure if they impact the ROW.

12) Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?

    No

13) Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?

    Refer to comment #10

Attachment C

WILMER

45

MARS RD

WILMER

HORZ SCALE: 1"=1,000'

0 500 1,000

DALLAS AVE

ROW

ROW

PATRICK PIKE RD

WILMER

LOOP 9

TENMILE CREEK TRIBUTARY

ROW

TENMILE CREEK

MALLOY BRIDGE RD

ROBERTS RD

℄ PROP. LP 9

ROW

ROW

1435+00 1440+00 1445+00 1450+00 1455+00 1460+00 1465+00 1470+00 1475+00 1480+00 1485+00 1490+00 1495+00 1500+00 1505+00 1510+00 1515+00 1520+00 1525+00 1530+00 1535+00 1540+00 1545+00 1550+00 1555+00 1560+00 1565+00 1570+00

TENMILE CREEK

ROW

FERRIS

PROJ 1508+48.36

LEGEND

- CITY LIMITS
- COUNTY LIMITS
- PARCEL LIMITS
- PROP ROW ALTERNATIVE 1
- PROP ROW ALTERNATIVE 2

LOOP 9 - PREVIOUS ALIGNMENTS

Attachment D

WILMER

WILMER

WILMER

WILMER

FERRIS

DALLAS COUNTY

ELLIS COUNTY

MARS RD

PATRICK PIKE RD

MALLOY BRIDGE RD

ROBERTS RD

DALLAS AVE

TENMILE CREEK TRIBUTARY

TENMILE CREEK

TENMILE CREEK

ROW

ROW

ROW

ROW

ROW

ROW

ROW

ROW

ROW

ROW

℄ PROP. LP 9

45

45

HORZ SCALE: 1"=2,000'

0 1,000 2,000

LEGEND

CITY LIMITS

COUNTY LIMITS

PARCEL LIMITS

PROP ROW ALTERNATIVE 1

PROP ROW ALTERNATIVE 2

LOOP 9 - PREVIOUS ALIGNMENTS

C15: Dallas County

Dallas County Interview Summary

Date: November 9, 2012 **Time:** 1:00 PM – 2:00 PM

Project: Loop 9 Southeast

Location: Dallas County
411 Elm Street
Dallas, Texas 75202

Purpose: Allow local officials within the corridor/feasibility study area to provide comments on and provide suggestions regarding the currently proposed Loop 9 Project via an interview

Attachments: Attachment A – Interview Sign-in Sheet
Attachment B – Interview Questionnaire (Responses documented per interview discussions for I-45 to I-35E segment only as well as responses provided in a follow-up correspondence for the entire Loop project within Dallas County)
Attachment C – Overall Previous Proposed Loop 9 Corridor Map

Attendees: See **Attachment A** for a PDF of the actual Sign-in Sheet

Name	Email/Telephone	Telephone	Title	Organization
Judge Clay Jenkins	Not provided	214-653-7949	County Judge	Dallas County
John Wiley Price	John.Price@Dallascounty.org	214-653-6671	Commissioner, District 3	Dallas County
Lauren Mish	Lauren.Mish@Dallascounty.org	214-653-7949	Chief of Staff	Dallas County
Rick Loessberg	Rloessberg@Dallascounty.org	214-653-7601	Director, Planning & Development	Dallas County
Alberta Blair	Alberta.Blair@Dallascounty.org	214-653-7151	Director of Public Works	Dallas County
Darryl Martin	Darryl.Martin@Dallascounty.org	214-6537327	Administrator	Dallas County
Jonathan Toffer	Jtoffer@dallascounty.org	214-653-6417	E.I.T., Senior Transportation Planner	Dallas County
Micah Baker	Micah.Baker@Dallascounty.org	Not Provided	Transportation Planner	Dallas County
Callie Barnes	Callie.barnes@atkinsglobal.com	281-529-4221	Senior Transportation Planner	Atkins
Abe Bekele	Abe@civilassociates.com	214-703-5151	Senior Engineer	Civil Associates
Teresa Barlow	Teresa@civilassociates.com	214-703-5151	Senior Environmental Planner	Civil Associates

1. Introductions

2. Handouts

- *Exhibits and Questionnaire*
  - Teresa Barlow provided attendees hard copies of the Interview Questionnaire (not completed by the Dallas County prior to the meeting) (**Attachment B**)
  - Teresa Barlow provided attendees one exhibit (**Attachments C**) of the previously proposed alignment (as analyzed in the preliminary DEIS).

3. Project Overview – New Direction

- Callie Barnes provided a Power Point presentation of the current Loop 9 concept
  - Due to the reduction in projected traffic data since the DEIS was prepared, the former 450- to 600-foot typical section has been reduced to a conceptual 300- to 350-foot typical section
  - The former 44-mile long corridor has been reduced to exclude the alignment from US 287 to US 67
  - Feasibility Study (6-8 month schedule) will occur after local official interviews
  - New direction in response to lack of funding & to move forward with the project quicker – Phased Approach
    - Initial and Ultimate Design Concept
    - Develop a Program of Projects (prioritize certain sections of the project) per results of the Feasibility Study and priorities within the study area
- Callie Barnes discussed renaming Loop 9. She stated that Bruce Nolley from TxDOT Dallas District is leading the renaming efforts.

4. Open Table Discussions

- *Dallas County supports the Loop 9 Project*

- *Timing Concerns*
  - Concerns were voiced regarding the time frame by Commissioner Price for the new direction of Loop 9. The anticipated time frame was provided in the presentation by Callie Barnes and explained during the open table discussions.
  - Concerns were voiced regarding if the alignment shifts significantly in such a way that it would initiate additional studies that would potentially delay the approval time frame further out. Callie explained that the environmental impacts would need to be reanalyzed regardless (and existing data is and can be used). Also making sure to stay consistent with Local Thoroughfare Plans, etc. is extremely important.
  - Alberta Blair suggested if segments of the Loop 9 corridor could be cleared as a Categorical Exclusion (CE) instead of an Environmental Assessment (EA), these projects should be identified to help expedite the environmental clearance process.

- *Funding*
  - Judge Jenkins suggested separating the corridor into different phases – this would allow the County to plan for funding. Callie explained this is the part of the current approach.
  - Judge Jenkins indicated there will likely be funds available in about 18 months and as such, he would like to see the project environmentally cleared by then so they can take advantage of available funds. An alternative would be to have an interim phase set

where the County could use the funds as they become available to start working on projects that would support/enhance the interim phase.
    - Judge Jenkins would like to know what the County Government could do to help expedite the project so that it will be ready to be funded when the money is available in about 16 to 18 months .
    - Judge Jenkins indicated that it is important to tie down exactly where Loop 9 is proposed very soon so he can secure the available funding (to become available in about 16-18 months) for projects that would support/enhance Loop 9.
    - Judge Jenkins suggested to TxDOT consultant team to coordinate/work with Alberta Blair to expedite the project.

- *Local Plans*
    - Commissioner John Wiley Price stated local government in the county has been developing their local thoroughfare plans in advance and have integrated with the proposed Loop 9 DEIS alignment. As such, any major revisions to the alignment should be coordinated with cities.
    - Suggested a meeting with the City of Mesquite would be beneficial to the City as they are working toward finalizing design on at least one of their arterials to ensure their planning is consistent with the revised Loop 9 alignment and design concepts.
    - A local developer is anxious for the portion of Loop 9 near I-35E to be built.

- *Alignment*
    - The County will support an option of the alignments that goes through the Dallas County at all locations.
    - Constructing a two-lane frontage road will not help move the truck traffic off of the local roads.
    - Judge Jenkins indicated that the possible design shift to use Malloy Bridge Road should be analyzed in the Corridor/Feasibility Study. This could allow the opportunity to utilize upcoming funds to improve/enhance Malloy Bridge Road while the rest of the project is obtaining environmental clearance. Dallas County cautioned that the existing Malloy Bridge Road floods frequently and thus, has to be raised to get it out of design year water surface elevation.

5. Interview Questionnaire

- Dallas County provided responses to the questionnaire as related to the portion of Loop 9 from I-35E to I-45 in the November 9, 2012 during the interview. Additional responses were provided by Dallas County on November 19, 2012 as related to the entire Loop 9 project within Dallas County. All responses are noted in **Attachment B**.

6. Action Items

List of Action Items and Responsible Parties
November 9, 2012

NO	ACTION ITEM	RESPONSIBLE PARTY	DUE DATE	COMPLETE
1	Response for Loop 9 Corridor Interview Questionnaire – For the rest of the corridor	Dallas County	N/A	Yes
2				

Attachment A

Loop 9 Corridor Local Interview Meeting

November 9, 2012, 1-2pm
Dallas County
411 Elm St, Dallas, Tx 75202
Fox Conference Room

Sign In

Name	Organization	Phone Number	Email Address
JOHN WILEY PRICE	Dallas County	2)653-667	John.Price@dallascounty.org
Darryl Martin	Dallas Cty	214-653-7327	Darryl.Martin@dallascounty.org
Rick Loessberg	Dallas County	214.653.7601	rloessberg@dallascounty.org
Alberta Blair	Dallas County	2)653-7151	Alberta.Blair@dallascounty.org
Lauren Mish	Dallas County	2146537949	Lauren.Mish@dallascounty.org
JONATHAN JOFFER	DALLAS COUNTY	(214)653-6617	jtoffer@dallascounty.org
Micah Baker	Dallas County		micah.baker@dallascounty.org
Teresa Burlow	CA1	214-703-5151	teresa@civilassociates.com
Abe Bekele	CA1	214-703-5151	abe@civilassociates.com
LAY JENKINS	Dallasco		
Callie Barnes	Mem	281-529-4224	Callie.Barnes@HDR.com

Attachment B

Loop 9 Corridor Interview Questionnaire
Dallas County
November 9, 2012

Note: Responses below in blue were noted per discussions during the interview with the Dallas County on November 9, 2012 as related to the portion of Loop 9 from I-35E to I-45. Responses in black text below were provided by Dallas County on November 20 and 21, 2012 after the interview.

1) What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?

   Serving the existing communities for economic development.

   Economic Development and Connectivity.

2) In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?

   East – west connections/access to the major interstates.

   Connection to major interstate and Economic Development.

3) Are there any areas within your community that you are planning long-term infrastructure improvements that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?

   Yes, proposed waterline in the planning stages – to Wilmer and Hutchins.

   From US 67 to I-35E Segment - N/A.

   From I-35E to I-45 Segment - The area of the Inland Port. Also some water line infrastructure improvements will be needed; especially in the area of Hutchins and Wilmer. Dallas County is in the process of evaluating infrastructure for water, waste water, and drainage in the Inland Port area including Lancaster.

   From I-45 to I-20 Segment - Some water line infrastructure improvements will be needed; especially in the area of Hutchins and Wilmer.

4) What projects are included in your Capital Improvement Plan relative to local roadways and utilities?

   A number of 6th Call projects, Dallas County recommended the team coordinate with the local cities regarding additional major utilities in the proposed corridor.

   From US 67 to I-35E Segment - Dallas County is participating with the City of Cedar Hill on the Red Oak Trail project located in the southeast part of Cedar Hill west of Joe Wilson Road and north of the County line. Additionally, a number of proposed projects submitted in the Dallas County MCIP 6th Call for Projects on Hampton Road and Bear Creek Road pending selection in 2013.

Loop 9 Corridor Interview Questionnaire
Dallas County
November 9, 2012

From I-35E to I-45 Segment - There are ongoing roadway projects near the Inland Port area and a planned waterline project. Additionally, a number proposed projects submitted in the Dallas County MCIP 6th Call for Projects pending selection in 2013.

From I-45 to I-20 Segment - Malloy Bridge Road from US 175 to Crestview in the City of Seagoville.

5) Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?

N/A.

N/A.

6) Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?

N/A.

N/A.

7) Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?

N/A.

N/A.

8) Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?

Yes, most of the proposed Loop 9 corridor and southeast Dallas in particular.

Yes, Southern Dallas County. Loop 9 could help provide a better alternative for current truck traffic through cities.

9) Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?

Trinity, Duke Realty, Hillwood Development, Mr. Slackmon who owns about 800 acres near the airport.

From US 67 to I-35E Segment - The Cities of Cedar Hill, Glenn Heights and Ovilla within or near this segment of Loop 9.

From I-35E to I-45 Segment and From I-45 to I-20 Segment - Nearby cities and also landowners, especially those with acreage in the thousands.

Loop 9 Corridor Interview Questionnaire
Dallas County
November 9, 2012

10) Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?

The Landfill. Also these should be verified with individual cities ETJs.

From US 67 to I-35E Segment - Several existing neighborhoods lie in this area.

From I-35E to I-45 Segment - Bear Creek Subdivision near SH 342. Proposed expansion of the Skyline Landfill in Ferris. Potential future development southeast of the Bear Creek and Houston School intersection that was identified during the previous Loop 9 DEIS.

From I-45 to I-20 Segment - The Highland Meadows development as well as the future developments of Falcon's Lair, Camaro 375, and Hunter's Ridge.

11) Are there any areas with heavy utilities that you know of within or near the proposed ROW?

Yes, Oncor has a main station along Bear Creek Road near Lancaster. See Response to #4.

From US 67 to I-35E Segment - Please inquire with the Cities of Cedar Hill, Glenn Heights and Ovilla.

From I-35E to I-45 Segment - Oncor transmission lines, and Skyline Landfill north of Ferris.

From I-45 to I-20 Segment - The Trinity River Authority (TRA) of Texas Treatment Plant @ 1430 Malloy Bridge Circle.

12) Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?

This needs to be coordinated with municipalities.

From US 67 to I-35E Segment - As mentioned previously there is an ongoing Red Oak Trail project with the City of Cedar Hill.

From I-35E to I-45 Segment - Existing Skyline Landfill.

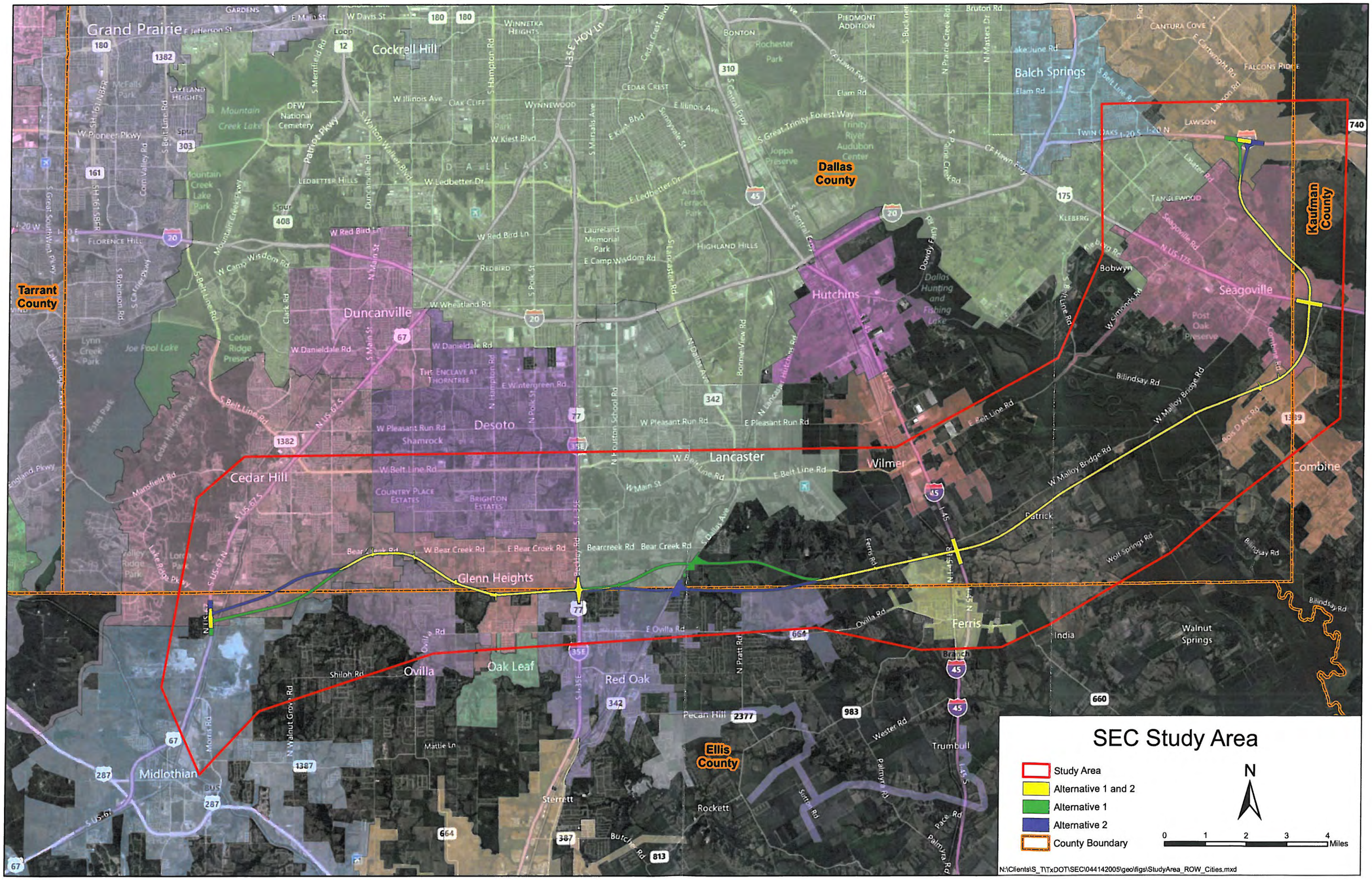
From I-45 to I-20 Segment - The Trinity River Authority (TRA) of Texas Treatment Plant @ 1430 Malloy Bridge Circle. Additionally, the County's 518-acre River Bend open space preserve that is located at Malloy Bridge Road and the Trinity River need to be avoided.

13) Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?

No, but the County prefers as much of the alignment to be located in Dallas County as possible.

When possible keep alignment in Dallas County.

Attachment C



SEC Study Area

C16: Ellis County

Ellis County Interview Summary

Date: November 13, 2012 **Time:** 11:00 AM – 12:00 PM

Project: Loop 9 Southeast

Location: Ellis County Court
101 West Main Street
Waxahachie, Texas 75165

Purpose: Allow local officials within the corridor/feasibility study area to provide comments on and provide suggestions regarding the currently proposed Loop 9 Project via an interview

Attachments: Attachment A – Interview Sign-in Sheet
Attachment B – Ellis County Completed Interview Questionnaire (Responses provided by Ellis County and documented per interview discussions)
Attachment C – Exhibit Overall Loop 9 Study Area

Attendees: See **Attachment A** for a PDF of the actual Sign-in Sheet

Name	Email/Telephone	Telephone	Title	Organization
Carol Bush	Countyjudge@co.ellis.tx.us	972-825-5011	County Judge	Ellis County
Dennis Robinson	Dennis.robinson@co.ellis.tx.us	972-845-2119	Commissioner	Ellis County
Bill Dodson	Bill.dodson@co.ellis.tx.us	972-825-3241	Commissioner	Ellis County
Heath Sims	Heath.sims@co.ellis.tx.us	972-483-7477	Commissioner	Ellis County
Ron Brown	Ron.brown@co.ellis.tx.us	972-723-8017	Commissioner	Ellis County
Judy Armstrong	Judy.armstrong@co.ellis.tx.us	972-825-5200	Director	Ellis County
Barbra Leftwich	B.leftwich@co.ellis.tx.us	972-825-5112	Ellis County Planner	Ellis County
Lee Auvenshine	Lee.auvenshine@co.ellis.tx.us	972-825-5035	Assistant Ellis County and District Attorney	Ellis County
Joseph A White	Joe.white@co.ellis.tx.us	972-825-5112	Civil Engineer	Ellis County
Cindy Polley	Cindy.polley@co.ellis.tx.us	972-825-5070	County Clerk	Ellis County
Brian Clark	Brian.clark@atkinsglobal.com	972-818-7275	Project Manager	Atkin
Callie Barnes	Callie.barnes@atkinsglobal.com	281-529-4221	Senior Transportation Planner	Atkins
Teresa Barlow	Teresa@civilassociates.com	214-703-5151	Senior Environmental Planner	Civil Associates
Abe Bekele	Abe@civilassociates.com	214-703-5151	Senior Engineer	Civil Associates

1. Introductions

2. Handouts and Presentation

- *Exhibits, Questionnaire and Presentation*
  - Brian Clark provided attendees hard copies of the Interview Questionnaire (completed by the Ellis County prior to the meeting) (**Attachment B**)
  - Brian Clark provided exhibit (**Attachments C**) of the previously proposed alignment (as analyzed in the preliminary DEIS)
  - Brian Clark presented an Exhibit showing the DEIS Alignment Centerline with a 300- to 350-foot ROW
  - Callie Barnes presented environmental constraints information obtained as a part of the DEIS efforts as well as the DEIS alignment centerline with a 300- to 350-foot ROW

3. Project Overview – New Direction

- Brian Clark presented the current Loop 9 concept
  - Due to the reduction in projected traffic data since the DEIS was prepared, the former 450- to 600-foot ROW has been reduced to a conceptual 300- to 350-foot ROW
  - The former 44-mile long corridor has been reduced to exclude the alignment from US 287 to US 67
  - New direction in response to lack of funding & to move forward with the project quicker – Phased Approach
    - Initial and Ultimate Design Concept
    - Develop a Program of Projects (prioritize certain sections of the project) per results of the Feasibility Study and priorities within the study area
  - Corridor/Feasibility Study (6-8 month schedule) will occur after local official interviews
  - Program of Projects as a result of Corridor/Feasibility Study
  - Environmental Assessment (EA) process (16-18 months) will occur (provided FHWA approves EA classification) after the Program of Projects
- Brian Clark discussed about renaming Loop 9. He stated that Bruce Nolley from TxDOT Dallas District is leading the renaming efforts.

4. Interview Questionnaire

- Ellis County provided responses to the questionnaire prior to the November 13, 2012 interview. For those responses provided by Ellis County as well as responses that were discussed and noted during the November 13, 2012 interview, please refer to **Attachment B**.

5. Additional Comments/Discussion

- The County would like to know the locations of planned access to Loop 9 at Westmoreland and S. Hampton.
- Commissioner Bill Dodson wants to know the traffic projection numbers that were used as a basis to justify the Loop 9 project.
- Commissioner Bill Dodson stated the Loop 9 project is intended to move traffic around Dallas and not necessary help traffic move to and from Dallas; therefore, it is going to cost the tax payers more than it would benefit us.

- Commissioner Bill Dodson stated that there are other projects that are higher priority than the Loop 9 project. He also stated current traffic congestions are in the north-south direction more so than in the east-west directions.
- Commissioner Bill Dodson Stated the Loop 9 project is politically driven. In his view, there is too much political influence involved with the Loop 9 project; however, the project does not solve the traffic congestion issues of the communities that it is supposed to help.
- Commissioner Bill Dodson commented that the political agendas should be set aside to do what is good for the tax payers and what is good for the country.
- Barbara Leftwich commented that the county is concerned that the location of the Loop 9 and US 67 interchange may impact existing industries located in the US 67 area. Ashgrove and Holcim both have quarry permits to mine future adjacent land. Both firms also blast on a daily basis which could impact construction of an elevated interchange. She recommended the study consider these factors when deciding on the location of the US 67 and Loop 9 interchange.
- Commissioner Bill Dodson stated if the intent of the proposed Loop 9 is to serve truck traffic, then he suggested the Loop 9 project be pushed further south and connect I-35W, I-35E, and I-45 at a minimum.
- Both Commissioner Bill Dodson and Commissioner Heath Sims agreed that Dallas does need a loop around the city; however, they both agreed there are several other projects that are greater priorities.

6. Action Items

List of Action Items and Responsible Parties
November 13, 2012

NO	ACTION ITEM	RESPONSIBLE PARTY	DUE DATE	COMPLETE
1	Provide with a copy of the Power Point presentation and a copy of the Sign In sheet to Cindy Polly	Atkins	N/A	Yes
2	Provide Traffic Data	Atkins	N/A	
3				
4				
5				
6				

Attachment A

Loop 9 Corridor Local Interview Meeting

November 13, 2012, 11am-12pm
Ellis County
101 West Main St, Waxahachie, Texas

Sign In

Name	Organization	Phone Number	Email Address
Cindy Polley	Ellis County	972-825-5070	cindy.polley@co.ellis.tx.us
Dennis Robinson	Ellis County	972-845-2119	Dennis.Robinson@Co.ellis.Tx.US
Bill Dodson	" "	972-875-2241	bill.dodson@Co.ellis.Tx.US
Carol Bush	Ellis County	972-825-5011	Countyjudge@co.ellis.tx.us
Heath Sims	E.C.	972-483-7477	heath.sims@co.ellis.tx.us
Ron Brown	Ellis Co	972-723-8017	ron.brown@co.ellis.tx.us
Lee Auvenshine	Ellis County	972-825-5055	lee.auvenshine@co.ellis.tx.us
Barbra Leftwich	Ellis Co	972-825-5112	B.Leftwich@co.ellis.TX.US
Joseph A White	Ellis County	972-825-5112	Joe.White@Co.Ellis.TX.US
Judy Armstrong	Ellis County	972-825-5200	Judy.Armstrong@co.Ellis.tx.us
Teresa Barlow	CAI	214-703-5151	teresa@civilassociates.com
Abe Bekele	CAI	214-703-5151	abe@civilassociates.com
Bruce Nolley	TXDOT	214-320-6156	Bruce.Nolley@txdot.gov
Callie Barner	Atkins	281 529-4221	callie.barner@atkinsglobal.com
Brian Clark	Atkins		brian.clark@atkinsglobal.com

Attachment B

Loop 9 Corridor Interview Questionnaire
Ellis County
November 13, 2012

Note: Responses (in black text) below were provided by City of Ferris prior to the interview conducted on November 13, 2012. Responses below (in blue text) were noted per discussions during the interview with Ellis County.

1) What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?

   Ellis County has no official goal for this project. Unofficially, we strive to be at team player in the region, a good neighbor to Dallas County and to promote the plans of our member cities.

2) In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?

   Funding for transportation needs in the county is paramount. Safety throughout the county is as important. Congestion relief, especially along major arterials in our northern sector and additional ramps along I-35E in the southern half of the county is also important.

3) Are there any areas within your community that you are planning long-term infrastructure improvements that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?

   None at this time.

   Note: TxDOT Dallas District has contracted with HDR to conduct a Corridor Study along FM 664. Project limits are from US 287 (Waxahachie) to I45 (Ferris).

4) What projects are included in your Capital Improvement Plan relative to local roadways and utilities?

   See above note. No other projects are planned from a County standpoint. Each city should provide CIP plans and timing directly to you concerning projects within their boundaries.

5) Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?

   The County does not have the authority to zone or prescribe density. The County may allow one d.u./ac. if sewer system available.

6) Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?

   Yes, Ellis County is in the process of revising our existing Subdivision Regulation. Revisions should not impact your study.

   Thoroughfare Plan Update:

Loop 9 Corridor Interview Questionnaire
Ellis County
November 13, 2012

- SE Corridor (Loop9) from US 67 south to US 287- reclassify from Proposal Freeway to Principle Arterial (controlled access) constructed in a 120-130 ft. row.
- SE Corridor (Loop9) from US 67 north to Ellis/ Dallas County line—revise proposed freeway ROW to 300-350 ft.

- Remove proposed freeway SH 360 Extension from US 67 south to I-35E near Milford.

- Other modification will be evaluated based on the My35 Corridor CSC 2 project modifications; Mobility 2035 Regional Outer Loop (ROL); Regional Thoroughfare Plan and various cities Thoroughfare Plan changes.

7) Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?

   Not within the County at this time.

8) Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?

   Not to our knowledge.

9) Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?

   It is our understanding a location for the US 67 & SE Corridor interchange has not been determined at this time.

   Areas within the potential connection are City of Cedar Hill (Lakeridge Parkway); Holcim Ltd and Ashgrove Texas LP.

   Need to verify with the EPA with regard to quarry permits.

   The county does not want to see the Quarry operation being negatively impacted by the Loop 9 project.

10) Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?

    Holcim- permitted to quarry future lands north of existing quarry.

    Ashgrove- uncertain of EPA/TCEQ permits issued.

    Locating multi-level interchange near the quarries should consider daily blasting schedules and radius vibration(s) which may affect curing of concrete structures.

Loop 9 Corridor Interview Questionnaire
Ellis County
November 13, 2012

11) Are there any areas with heavy utilities that you know of within or near the proposed ROW?

None the county is aware of at this time. Gas transmission lines as well as water transmission lines, etc. were identified in the DEIS.

Note: the County has not seen the latest plans for the SE Corridor. Our responses are based on the information provided on the project website.

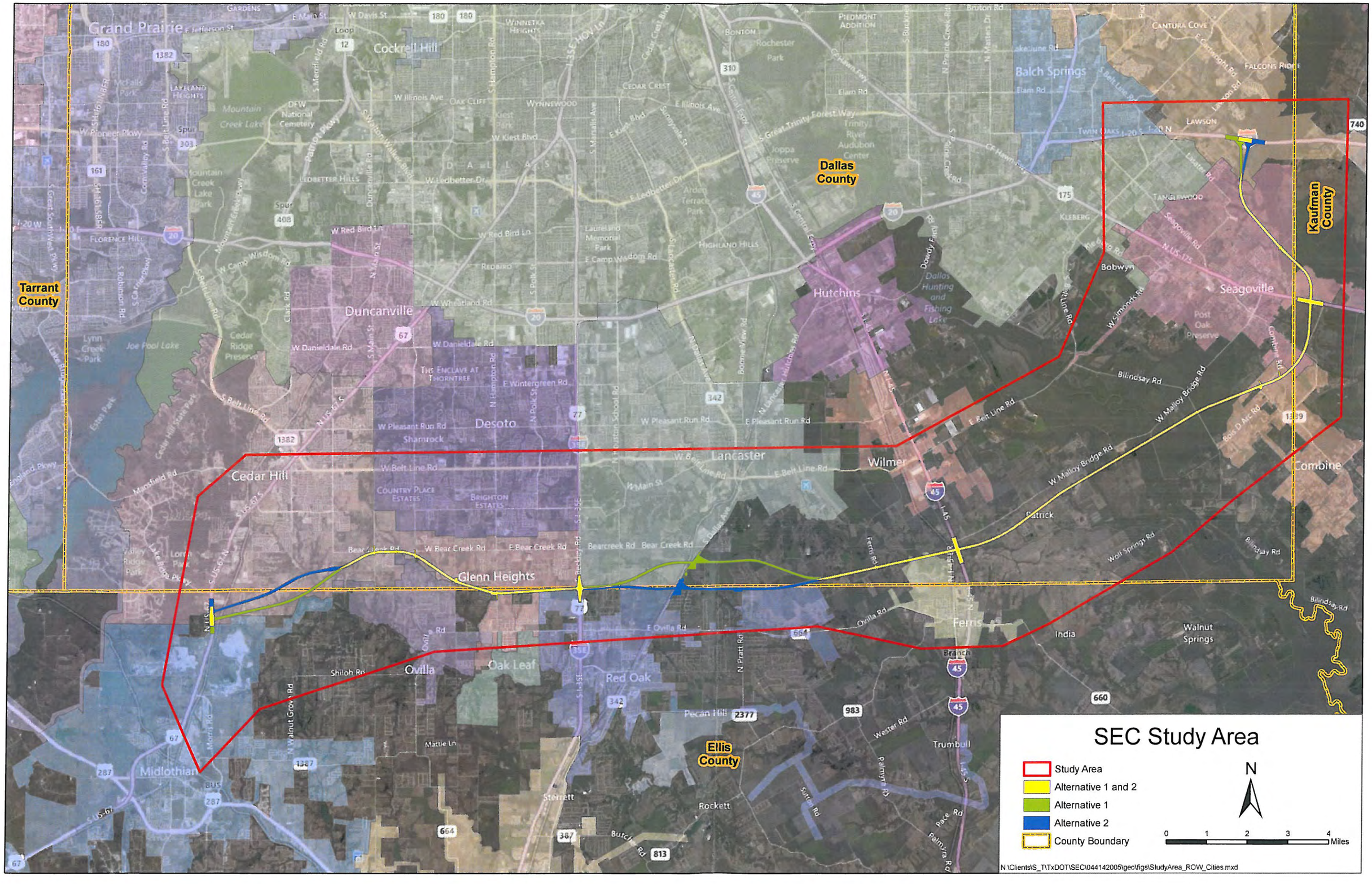
12) Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?

Not to our knowledge. Refer to the above note.

13) Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?

Not to our knowledge. Refer to the above note.

Attachment C


Grand Prairie
Cockrell Hill
Dallas County
Balch Springs
Tarrant County
Kaufman County
Duncanville
Hutchins
Seagoville
Desoto
Lancaster
Wilmer
Cedar Hill
Glenn Heights
Ovilla
Oak Leaf
Red Oak
Ferris
Midlothian
Ellis County
Combine
Walnut Springs
India
Trumbull
SEC Study Area
Study Area
Alternative 1 and 2
Alternative 1
Alternative 2
County Boundary
N
0 1 2 3 4 Miles
N:\Clients\S_T\TxDOT\SEC\044142005\geo\figs\StudyArea_ROW_Cities.mxd

C17: Kaufman County

Kaufman County Interview Summary

Date: November 8, 2012 **Time:** 8:30 AM – 10:00 AM

Project: Loop 9 Southeast

Location: 2125 South Houston Street
Kaufman, Texas

Purpose: Allow local officials within the corridor/feasibility study area to provide comments on and provide suggestions regarding the currently proposed Loop 9 Project via an interview

Attachments: Attachment A – Interview Sign-in Sheet
Attachment B – Kaufman County Completed Interview Questionnaire (Responses provided by Kaufman County Commissioner, Precinct 1 as well as Kaufman County Commissioner, Precinct 2 and documented per interview discussions)
Attachment C – Exhibit 3 DEIS Alignment Centerline with a 300- to 350-foot ROW

Attendees: See **Attachment A** for a PDF of the actual Sign-in Sheet

Name	Email	Telephone	Title	Organization
Bruce Wood	Countyjudge@kaufmancounty.net	972-932-0218	Judge	Kaufman County
Jerry Rowden	Jrowden@kaufmancounty.net	972-932-0285	Commissioner Precinct 1	Kaufman County
Ray Clark	Rayclark@kaufmancounty.net	972-564-4054	Commissioner Precinct 2	Kaufman County
J.C. Jackson	Jcjackson@kaufmancounty.net	972-563-5362	Commissioner Precinct 3	Kaufman County
Tom Manning	Tommanning@kaufmancounty.net	972-268-5563	Commissioner Precinct 4	Kaufman County
Jamie Swagerty	Jamie@kaufmancounty.net	972-932-0200	Deputy Clerk	Kaufman County
Angie Tijerina	Countyjudge@kaufmancounty.net	972-932-0218	Court Coordinator	Kaufman County
Jimmy Vrzalik	Jimmyjvrzalik@hotmail.com	214-498-0053		Not provided.
Karen Cooper	Kcooper@kaufmancounty.net	832-623-0094	Auditor	Kaufman County
David Byrnes	Not provided.	972-932-4337	Sheriff	Kaufman County
Gary E. Lindsley	Reporter@terrelltribune.com	972-563-6476	Reporter	Terrell Tribune
Brian Clark	Brian.clark@atkinsglobal.com	972-588-3124	Project Manager	Atkins
Callie Barnes	Callie.barnes@atkinsglobal.com	281-529-4221	Senior Transportation Planner	Atkins
Teresa Barlow	Teresa@civilassociates.com	214-703-5151	Senior Environmental Planner	Civil Associates, Inc.

1. Introductions

2. Handouts and Presentation

- *Exhibits, Questionnaire and Presentation*
  - Brian Clark provided attendees hard copies of the Interview Questionnaire (Commissioner Rowden, Precinct 1 and Commissioner Clark, Precinct 2 provided responses for his Precinct prior to the interview; however, no other responses were provided prior to the interview) (**Attachment B**)
  - Callie Barnes presented an Exhibit showing the DEIS Alignment Centerline with a 300- to 350-foot ROW (**Attachment C**)
  - Callie Barnes presented environmental constraints information obtained as a part of the DEIS efforts as well as the DEIS alignment centerline with a 300- to 350-foot ROW

3. Project Overview – New Direction

- Brian Clark presented the current Loop 9 concept
  - Due to the reduction in projected traffic data since the DEIS was prepared, the former 450- to 600-foot ROW has been reduced to a conceptual 300- to 350-foot ROW
  - The former 44-mile long corridor has been reduced to exclude the alignment from US 287 to US 67
  - New direction in response to lack of funding & to move forward with the project quicker – Phased Approach
    - Initial and Ultimate Design Concept
    - Develop a Program of Projects (prioritize certain sections of the project) per results of the Feasibility Study and priorities within the study area
  - Corridor/Feasibility Study (6-8 month schedule) will occur after local official interviews
  - Program of Projects as a result of Corridor/Feasibility Study
  - Environmental Assessment (EA) process (16-18 months) will occur (provided FHWA approves EA classification) after the Program of Projects

4. Interview Questionnaire

- Commissioner Rowden, Precinct 1 and Commissioner Clark, Precinct 2 provided responses for his Precinct prior to and after the interview; however, no other responses were provided prior to the interview provided responses for his Precinct prior to the November 8, 2012 interview; however, no other responses were provided prior to the interview. For those responses provided by Commissioner Rowden as well as responses that were discussed and noted during the November 8, 2012 interview, please refer to **Attachment B**.

5. Additional Comments/Discussion

- A question was asked regarding how Loop 9 would cross several streams.
- A concern was presented regarding if adequate drainage facilities would be provided for the proposed Loop 9 project, especially in the area of Combine where there would be high potential for flooding.
- Commissioner Tom Manning noted that he had seen a couple velvet tail rattlesnakes (state-threatened timber canebrake) in the area.
- It was mentioned that the Economic Development Directors of Crandall and Forney could provide information about surrounding growth

- The entrance to John Bunker Sands Wetlands Center should be maintained
- The Judge stated that this project is a plus for Kaufman County – the project can't do anything but help the county.

6. Action Items

List of Action Items and Responsible Parties
November 8, 2012

NO	ACTION ITEM	RESPONSIBLE PARTY	DUE DATE	COMPLETE
1				
2				
3				
4				
5				
6				

Attachment A

Loop 9 Corridor Local Interview Meeting

November 8, 2012, 8:30am
Kaufman County
2125 South Houston St, Kaufman, Tx

Sign In

Name	Organization	Phone Number	Email Address
Bruce Wood	Kaufman County	972-932-0218	countyjudge@kaufmancounty.net
Ray Clark	"	9725644054	RAYCLARK@KAUFMANCOUNTY.NET
Jerry Rowden	"	9729320285	JROWDEN@KAUFMANCOUNTY.NET
Tom Manning	"	972-268-5563	TomManning@KaufmanCounty.NET
J.C Jackson	"	972 563 5362	JCJackson@kaufmancounty.net
Jamie Swagerty	"	972932 0200	jamie@kaufmancounty.net
Angie Tijerina	"	972/932-0218	countyjudge@kaufmancounty.net
Jimmy Vrzalik	"	214-498-0053	jimmyjvrzalik@hotmail.com
Karen Cooper	KC - Auditor	832-623-0094	KCooper@Kaufmancounty.net
Gary E. Lindsley	Terrell Tribune	972-563-6476	reporter@terrelltribune.com
Teresa Barkow	CAI	214-703-5151	teresa@civilassociate.com
David A. Flynn	Kaufman Co. S.O.	972-932-4337	
Callie Barner	Atkins	281 529-4221	callie.barner@atkinsglobal.com
Brian Clark	Atkins		brian.clark@atkinsglobal.com

Attachment B

Loop 9 Corridor Interview Questionnaire
Kaufman County
November 8, 2012

Note: Responses (in black text) below were provided by Kaufman County Commissioner Jerry Rowden, Precinct 1 prior to the interview conducted on November 8, 2012. Responses provided (in green text) below were provided by Kaufman County Commissioner Ray Clark, Precinct 2 after the interview conducted on November 8, 2012. Responses below (in blue text) were noted per discussions during the interview (with local officials of Kaufman County including Commissioners Rowden and Clark).

1) What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?

   Safety – traffic to move more efficiently.

   Connectivity.

   Kaufman County is in favor of the proposed Loop 9 project.

2) In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?

   No.

   Congestion relief.

   Bridge over Highway 175 at FM 1895.

3) Are there any areas within your community that you are planning long-term infrastructure improvements that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?

   No.

   N/A.

4) What projects are included in your Capital Improvement Plan relative to local roadways and utilities?

   None.

   N/A.

5) Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?

   Yes.

   No.

   No. An engineering firm will be hired to conduct a Comprehensive Plan.

Loop 9 Corridor Interview Questionnaire
Kaufman County
November 8, 2012

6) Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?

   No.

   No.

7) Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?

   No.

   N/A.

8) Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?

   No.

   Yes, in the process of utilizing a consultant to determine needs.

9) Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?

   EDC.

   City of Combine Council.

10) Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?

    No.

    No.

11) Are there any areas with heavy utilities that you know of within or near the proposed ROW?

    No.

    No.

12) Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?

    No.

    Wetlands.

Loop 9 Corridor Interview Questionnaire
Kaufman County
November 8, 2012

13) Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?

No.

N/A.

Attachment C

SEC Study Area

- Study Area
- Alternative 1 and 2
- Alternative 1
- Alternative 2
- County Boundary

N

0 1 2 3 4 Miles

N:\Clients\S_T\TxDOT\SEC\044142005\geo\figs\StudyArea_ROW_Cities.mxd

Appendix D
Regional Task Force Meeting Summaries

D1: October 2012 Task Force Meeting Summary
D2: February 2013 Task Force Meeting Summaries
D3: August 2013 Task Force Meeting Summaries

D1: October 2012 Task Force Meeting Summary

Meeting Summary

Date: October 22, 2012 **Time:** 2:00 PM – 4:00 PM

Project: Loop 9 Southeast

Location: Cedar Hill Recreation Center
310 East Pleasantville Road
Cedar Hill, TX 75104

Purpose: Presentation of Current Loop 9 Project Approach to Local Officials

Attendees: See **Attachment A** for sign-in sheet of local official attendees.
See table below for meeting coordination attendees.

Name	Email	Organization
Michael Morris	mmorris@nctcog.org	NCTCOG
Sandy Wesch	Swesch@nctcog.org	NCTCOG
Jeffrey Neal	Jneal@nctcog.org	NCTCOG
Jacob Asplund	Jasplund@nctcog.org	NCTCOG
Bruce Nolley	Bruce.nolley@txdot.gov	TxDOT
Doug Booher	Doug.booher@txdot.gov	TxDOT
Stan Hall	Stan.hall@txdot.gov	TxDOT
Tracy Hill	Tracy.hill@atkinsglobal.com	Atkins
Brian Clark	Brian.clark@atkinsglobal.com	Atkins
Callie Barnes	Callie.barnes@atkinsglobal.com	Atkins

1. Introductions

2. Project Presentation (see **Attachment B** for PowerPoint Presentation).

- **Michael Morris**
  - (Slides 1-2).
  - Presented the presentation/meeting Agenda including overview of the new approach for Loop 9, scope and schedule for the corridor feasibility study, alignment considerations, possible re-branding of the project, and next steps.
  - Mentioned approximately $100 Million has already been secured for the Loop 9 Project.

- **Jeff Neal**
  - (Slides 3-5).
  - Presented the evolution of Loop 9, former regional outer loop, and the regional outer loop feasibility study recommendations from November 2011.
  - Mentioned the 600-foot right-of-way (ROW) was proposed in the previously prepared preliminary Draft Environmental Impact Statement (DEIS) to accommodate major connections [including the proposed TransTexas Corridor (TTC)-35 project at that time] to the Loop 9 project. With the No Action Alternative selected as the preferred alternative for the TTC-35 project and other regional projects not moving forward as previously planned, this removes the need for a 600-foot ROW at connectors.
  - Mentioned when the former Feasibility Study for Loop 9 began, it analyzed a limited access facility; however, a limited access facility is no longer warranted in the near term.

- **Bruce Nolley**
  - (Slides 6-7).
  - Presented the overview of what was analyzed in the Loop 9 Preliminary DEIS including limits from US 287 to IH 20; 44-mile project length; proposed 450 to 600-foot ROW; 85 mph design speed; and the $5.7 billion cost.
  - Presented the review of traffic projections and the reasons why the projections were lower, including lack of a facility to the west, lack of connection to TTC-35, revised demographics, changes to the network, and a new travel model and metropolitan planning area (MPA) boundary.
  - Mentioned reasons why Dallas County still needs the Loop 9 project including lack of east/west facility in Dallas County.

- **Tracy Hill**
  - (Slides 8-14).
  - Presented the next steps moving forward including the new direction to focus on limits from US 67 to IH 20; develop a program of projects (for smaller project); and prioritize improvements based on traffic, needs and funding.
  - Presented the new direction of the 35-mile length, 300 to 350-foot ROW, 70 mph design speed, and reduction of cost.
  - Presented that innovative financing is being considered such as potential for toll bridges at cross streets.
  - Presented the 5 step approach of the Scope for the Corridor/Feasibility Study including: 1) Develop Transportation Need and Purpose, 2) Stakeholder Outreach, 3) Alternative Development, 4) Program of Projects, 5) Document Findings as a Technical Memorandum.
  - Presented that after the Corridor/Feasibility Study the focus would be to proceed with environmental clearance for projects (based on the program of projects); purchase ROW for the ultimate facility; and construct non-controlled access facility while allowing flexibility for future grade separations and/or mainlanes.
  - Presented a 6-8 month schedule for the Corridor/Feasibility Study and a 16-18 month schedule for an EA process.
  - Mentioned that TxDOT's design criteria for a 70 mph facility would be used instead of the 85 mph design criteria used in the DEIS, allowing for steeper grades and sharper curves (reducing required ROW) and flexibility to alter ROW in some locations.
  - Mentioned the need to interview local officials soon to meet the 6-8 month Feasibility/Corridor Study schedule.

- **Brian Clark**
  - (Slides 15-19).
  - Presented the focus of the design moving forward including construction of frontage road sections; consideration of tying to the east side of Lake Ridge Parkway at US 67 and tying to the west side of project to Malloy Bridge at IH 45; and construction of overpasses where feasible.
  - Presented newly proposed 300 to 350-foot ROW.
  - Presented the old 4/5-level interchange design concept compared to the potential 3-level concept at the Loop 9/I-35 junction.
  - Mentioned the 6-8 month schedule for the Feasibility Study is reliant on interviews being conducted very soon with local officials to discuss their preferences with regard to altering/shifting the alignment.

- **Sandy Wesch**
  - (Slide 20).
  - Presented that there are considerations to re-brand Loop 9.
  - The Loop 9 concept was created in 1974. Are there any comments regarding whether the name should change and if so, what the new name should be?

3.0 Questions/Discussions and Responses

Mayor Alan Hugley
City of Red Oak, Texas
Mayor Hugley indicated the Loop 9 name brings a negative response from the public; therefore, favors changing the name. He also indicated we need to make sure the public is aware that there is new hope for the Loop 9 project. There is a smaller ROW and major reduction in impacts. Mayor Hugley suggested revising the alignment before reaching out to the public to remove many of the objections they had previously. He also pointed out the need to reduce the number of alignments and just show one. Responses to Mayor Hugley's comments are as follows: The plan is to use the revised typical section and map it with the constraints, then present this to local officials to see what additional adjustments need to be made, then go to the public to ask for comments. The interview process will help determine what alignment shifts are favored. Additionally, the federal processes require public involvement to be a factor in what changes occur to the proposed alignment. A suggestion was made to prepare a White Paper to discuss the best way to get consensus on alignment while complying with the NEPA Process.

Mayor Hugley suggested combining the meetings/interviews to allow not only one city to attend, but also adjacent local officials so concerns can be brought up during these meetings and potential resolutions to concerns could possibly be made during the interviews. The following response was provided by Michael Morris "I would like a commitment from local officials to let the interviewers know what other cities and city officials they would like to attend combined meetings with." Another commenter added "Officials of one city should be interviewed together." A suggestion was provided to not invite city members. Only city officials, municipality and staff should be interviewed. Agreed.

Mayor Rob Franke
City of Cedar Hill, Texas
Mayor Franke indicated since there is no longer a loop concept, it makes sense to change the name. A question was asked "Will the project still be on-system?" A response was provided that yes, it will be on-system. We can change the name similar to the way SH 161 was changed. We need to look into the process to re-designate per state and federal regulations since the use of federal and state funds are needed for this project. Mayor Franke also commented that it is very difficult politically to change a name of a proposed road with all the opinions publically as well as politically. We should consider renaming to something where politics will be less involved such as "Extension of Lake Ridge" or something similar. Additionally, we are very eager to move forward. Mayor Franke also stated "we need to make the changes to the alignment first, then rename.

Michael Morris
Director of Transportation
NCTCOG

Michael Morris indicated that if the project is renamed, it would have to be done within the 6-8 month timeframe of the Feasibility Study. Also NTTA would need to waive primacy before we can rename and depending on the condition of NTTA primacy, investigation of the proper protocol for renaming the corridor would need to ocurr. We need public involvement, suggest coming up with 5-8 potential names, then present to the public and get final opinions. Mr. Morris commented that cities need to communicate with citizens regarding the name change. He suggested submitting names to surrounding cities, then cities communicate with public to get opinions via city websites.

Mr. Morris stated that Regional Transportation Council (RTC) has invested in the project to send a message to legislature that this project is important. Also NCTCOG and RTC agreed to a 50/50 partnership worth approximately $100 million. There are two approaches to utilizing the existing funding 1) build Loop 9 in sections/phases and save money to build the future sections/phases/overpasses as needed in the future or 2) build Loop 9 in sections and use leftover money in the community.

Jim Sparks
Director of Transportation
City of Grand Prairie, Texas
Jim Sparks voiced concerns about impacts to the thoroughfare traffic at interchanges west of US 67. The project will be phased to avoid major negative impacts to local road intersections. "What and When" discussions should be added to the White Paper as suggested previously. "What" – what sections are proposed first, etc? and "When" - when will the next phase of those sections (such as interchanges) occur as a result of projected traffic increases?

Don Hastings
City Manager
City of Midlothian, Texas
Don Hastings indicated that land use developers are moving forward with plans and we need to take into account those developments that have occurred since the DEIS as well as those that are proposed to occur in the future relative to alignment shifts. This will be part of information that is gathered during the interviews with local officials. Local officials need to let us know where the proposed developments are located. Mr. Hastings asked "When will the interviews occur?" A response was provided that the interview would occur before Thanksgiving.

Additional Commenter 1
An additional commuter asked "Will the traffic volumes for US 67 and US 287 be forecasted? The response was "yes". The commenter also voiced concerns about the effect on traffic if the project ends at US 67.

Additional Commenter 2
A question was asked during the presentation: Can you highlight the economic development benefits of the potential ROW changes at IH 35 in comparison to what was proposed in the DEIS? Answer: The project would require less acquisition of ROW at the interchanges with the reduction of ROW from 600-650 feet to 300-350 feet; by reducing the land needed for ROW, this increases the value of the land resulting in local governments benefiting from the increased value as well as owners of the land benefiting from future developments. Sandy Wesch added that the amount of spending proposed on the interchanges has been greatly reduced since the connections will be to local roads and not major highways. As the design was proposed in the DEIS, each interchange (total 6) was estimated to cost $250 million each.

4.0 Action Items

List of Action Items and Responsible Parties
October 22, 2012

NO	ACTION ITEM	RESPONSIBLE PARTY	DUE DATE	COMPLETE
1	Research process to re-designate/re-name per state and federal regulations	TxDOT	N/A	Yes
2	Develop a White Paper on the best way to get consensus on alignment while complying with the NEPA process.	NCTCOG	N/A	Yes
3	Schedule interviews	Atkins	Before 11/22/2012	Yes
4	Conduct interviews	Atkins	Before 11/22/2012	Yes
5	Local Officials to let interviewers know what other cities and officials should attend their meetings	Local Officials	Before 11/22/2012	Yes
5				
6				

Attachment A

Loop 9 Corridor Task Force Meeting

October 22, 2012, 2 pm
Cedar Hill Recreation Center

Sign In

Name	Organization	Phone Number	Email Address
Don Hastings	City of Midlothian	972-775-7195	donohastings@midlothian-tx.us
Bill Houston	City of Midlothian	817/319-5006	bill.houston@realliving.com
Stan Hall	TxDOT	214 320 6155	stan.hall@txdot.gov
JIM SPARKS	Grand Prairie	972-237-8132	JSPARKS@gptx.org
LARRY GRAVES	Seagoville	972-287-2050	lgraves@seagoville.us
JIM BERMAN	Seagoville	214-505-7199	JBERMAN@seagoville.us
Rob Franke	Cedar Hill	972-655-9606	RobFranke@cedarhilltx.com
DOUG YOUNG	CITY OF PALMER	972 449 3160x3	dyoung@ci.palmer.tx.us
Taylor Blackburn	State of Texas	817-573-9022	taylor.blackburn@senate.state.tx.us
MATTHEW HOLZAPFEL	CITY OF MESQUITE	972-216-6353	mholzapf@cityofmesquite.com
SRINI MANDAYAM	"	" 329 8244	SMANDAYA@ "
Alan Hugley	City of Red Oak	214-968-8856	ahugley@redoaktx.org
Todd Fuller	"	972-617-6831	tfuller@redoaktx.org
Jerry Dittman	City of Mesquite	972-216-6403	jdittman@cityofmesquite.com
Gus Chavarria	City of Mansfield	817-276-4235	gus.chavarria@mansfield-tx.gov
Rod Tyler	Cedar Hill	972-291-5100	rod.tyler@cedarhilltx.com
Elias Sassoon	Cedar Hill	972-291-5100	elias.sassoon@cedarhilltx.com

Loop 9 Corridor Task Force Meeting

October 22, 2012, 2 pm
Cedar Hill Recreation Center

Sign In

Name	Organization	Phone Number	Email Address
Randy Whiteman	Ovilla	817523-4357	RWhiteman@cityofovilla.org
Brad Pikard	Ovilla	972-617-7262	bpikard2c.cityofovilla.org
Opal Mauldin Roberton	Lancaster	972 218 1304	oroberton@lancaster-tx.com
John Wood	U.S. Senator Cornyn		John_Wood@Cornyn.Senate.gov
Lauren Mish	Judge Jenkins		Lauren.Mish@dallascounty.us
Sherri Hulbert	Rep. Giddings Office	972-224-6745	Sherri.Hulbert@house.state.tx.us
GREG PORTER	Cedar Hill	972 293-1467	greg.porter@cedarhilltx.com

Attachment B

"Loop 9"

October 22, 2012

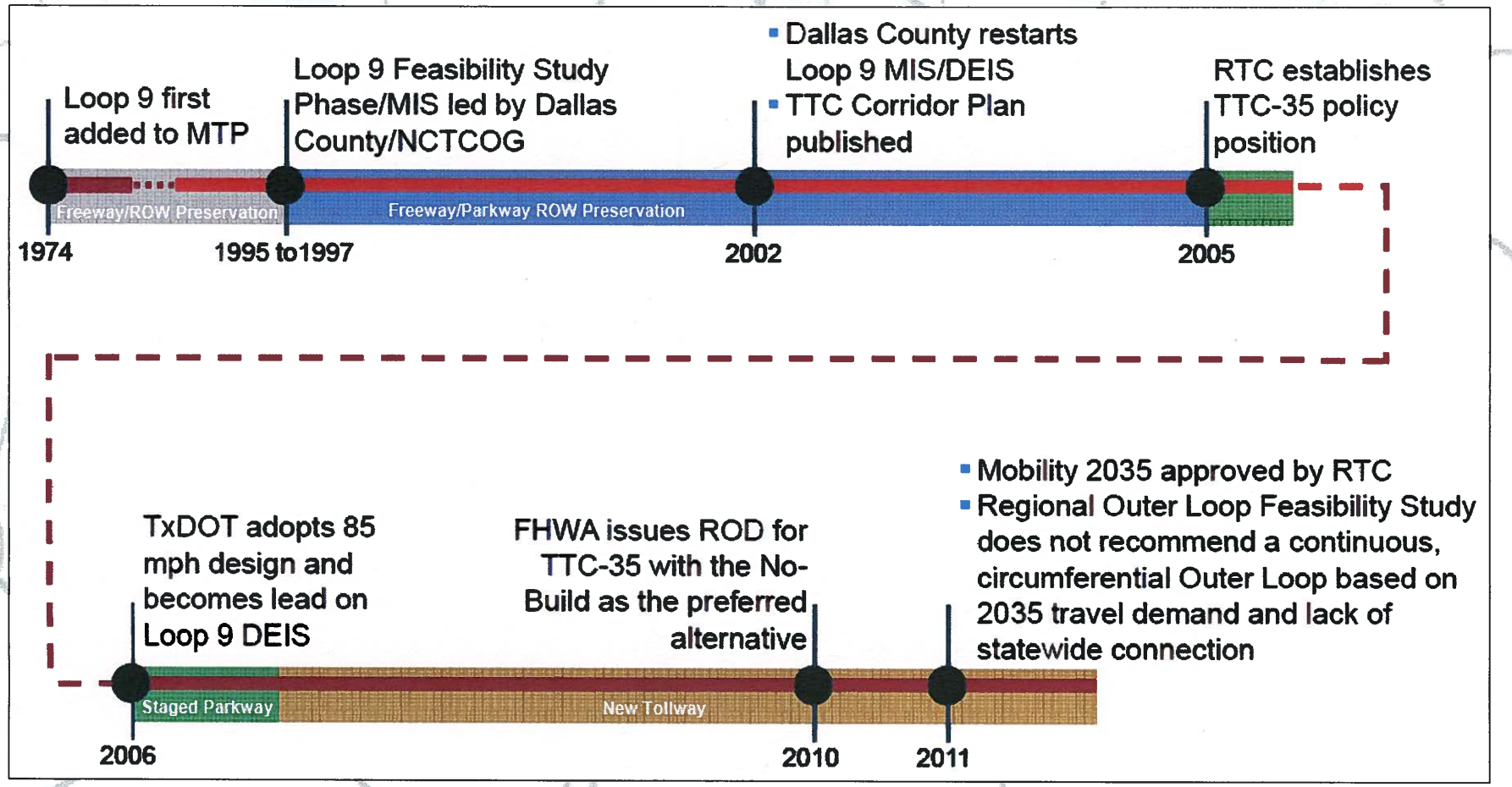
Texas Department of Transportation

NCTCOG North Central Texas Council of Governments

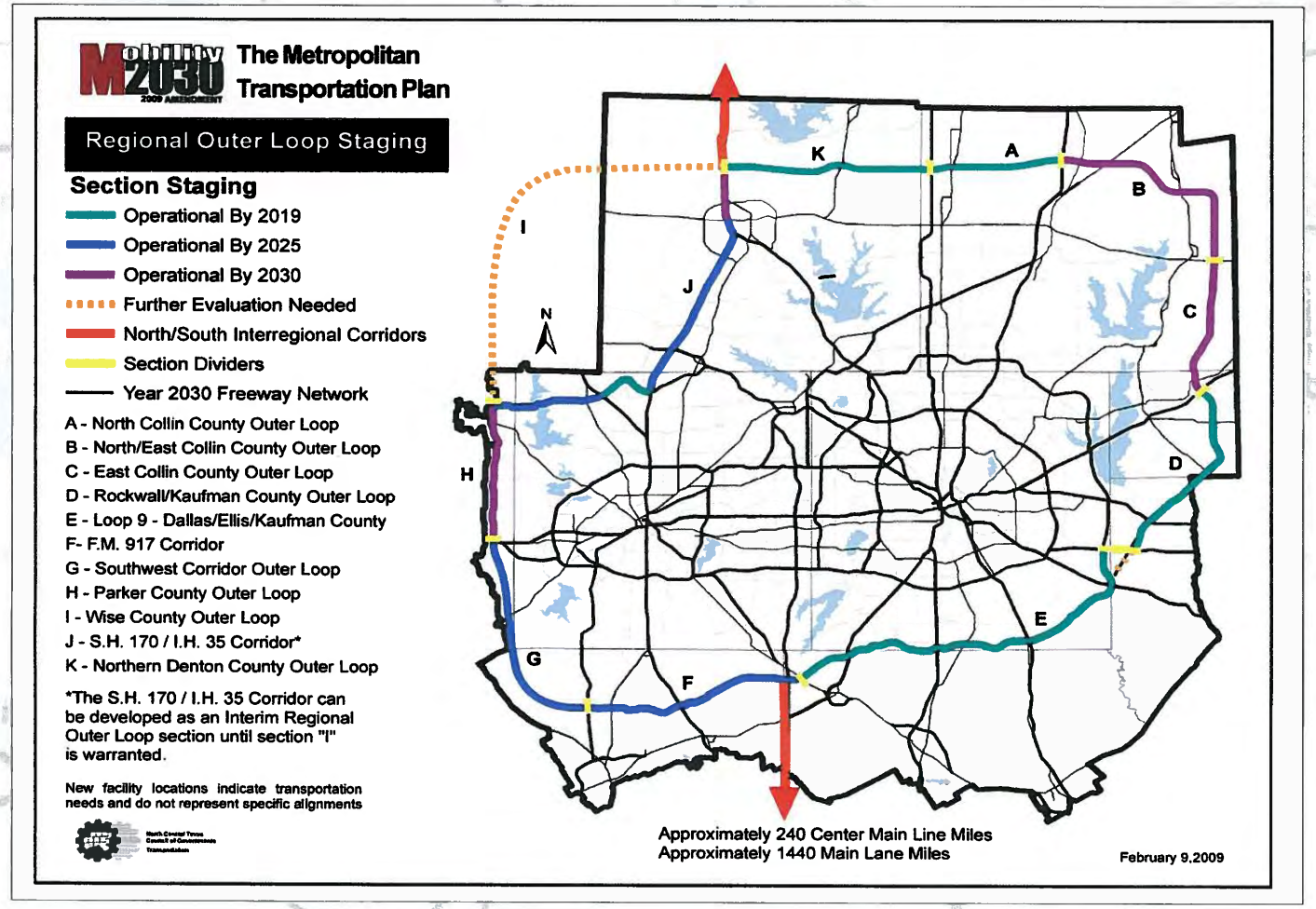
Agenda

- Overview of New Approach for Loop 9
- Scope and Schedule for the Corridor/Feasibility Study
- Review of Alignment Considerations
- Re-Branding of the Corridor
- Next Steps

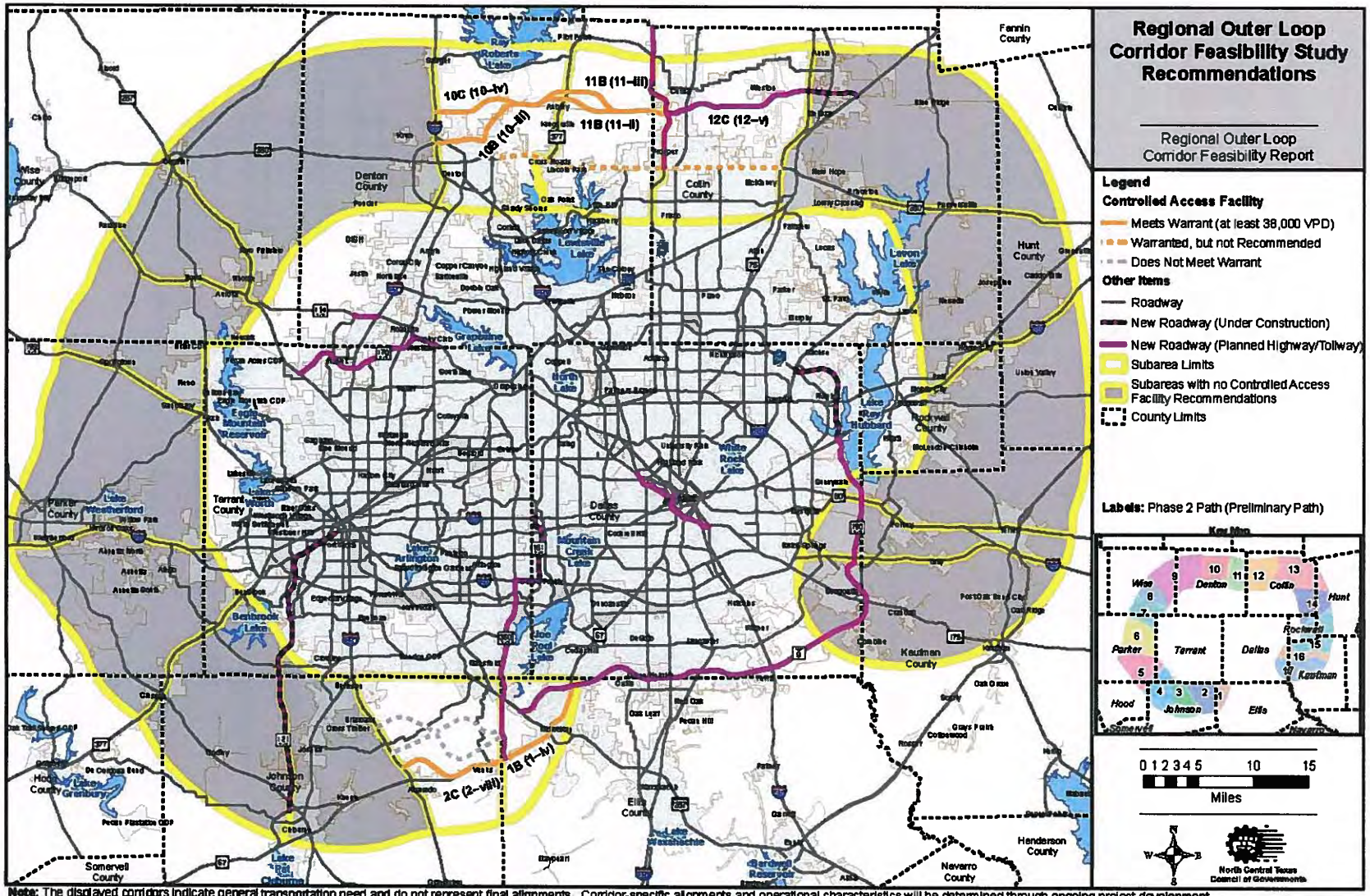
Evolution of Loop 9



Former Regional Outer Loop



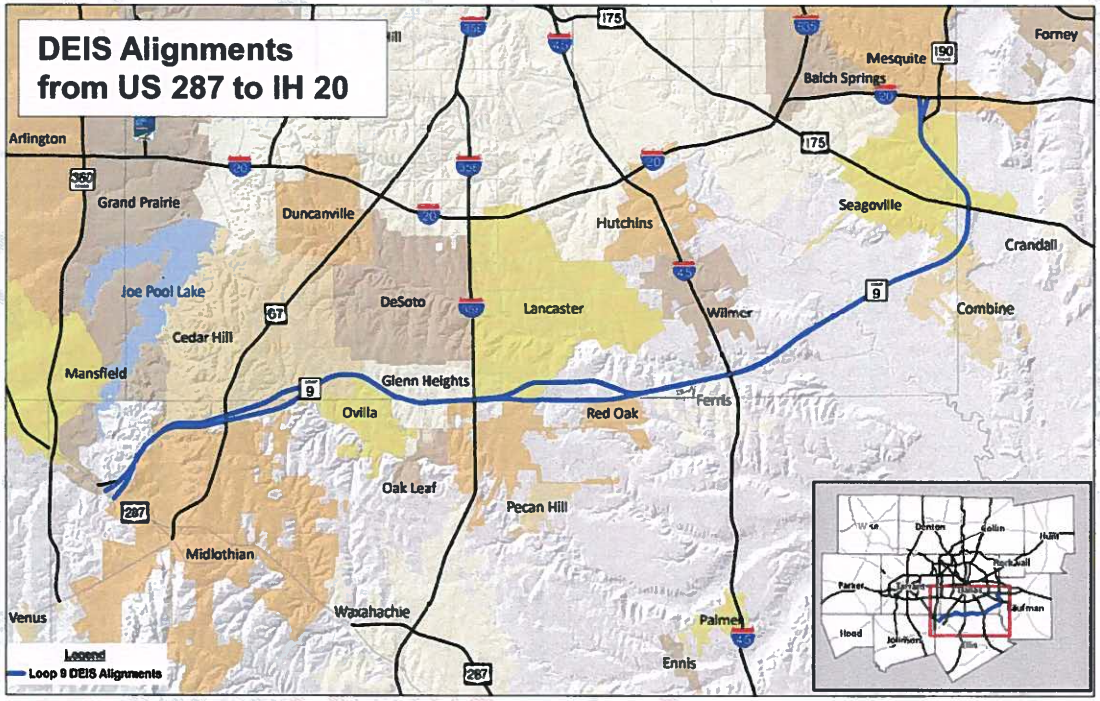
Regional Outer Loop Feasibility Study Recommendations, November 2011

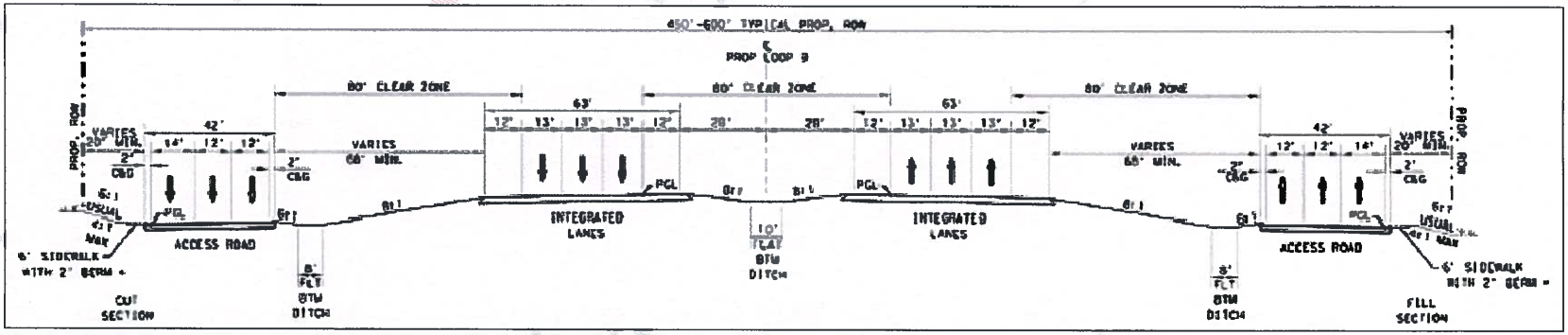


Note: The displayed corridors indicate general transportation need and do not represent final alignments. Corridor-specific alignments and operational characteristics will be determined through ongoing project development. No third party is authorized to rely on this map for development, construction, bidding, or permit purposes.

Loop 9 DEIS

- Limits from US 287 to IH 20
- 44 Miles in Length
- Proposed 450- to 600-Foot Right-of-Way
- 85 mph Design Speed
- Cost $5.7 Billion

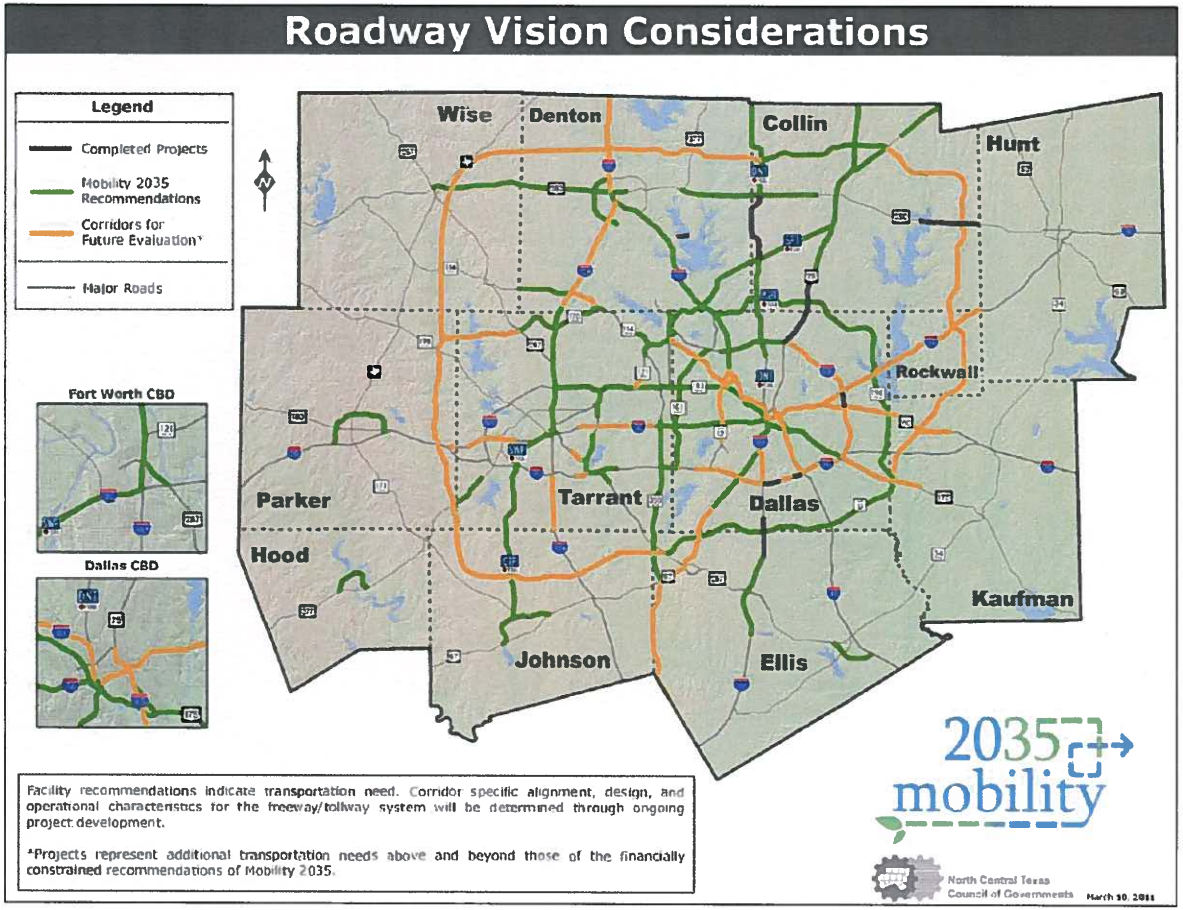




Review of Traffic Projections

Reason for Lower Projected Traffic on Loop 9

- Toll
- Lack of a Facility to the West (Regional Outer Loop)
- Lack of Connection to Statewide TTC-35
- Revised Regional Demographics
- Changes to the Network
- New Travel Model and MPA Boundary



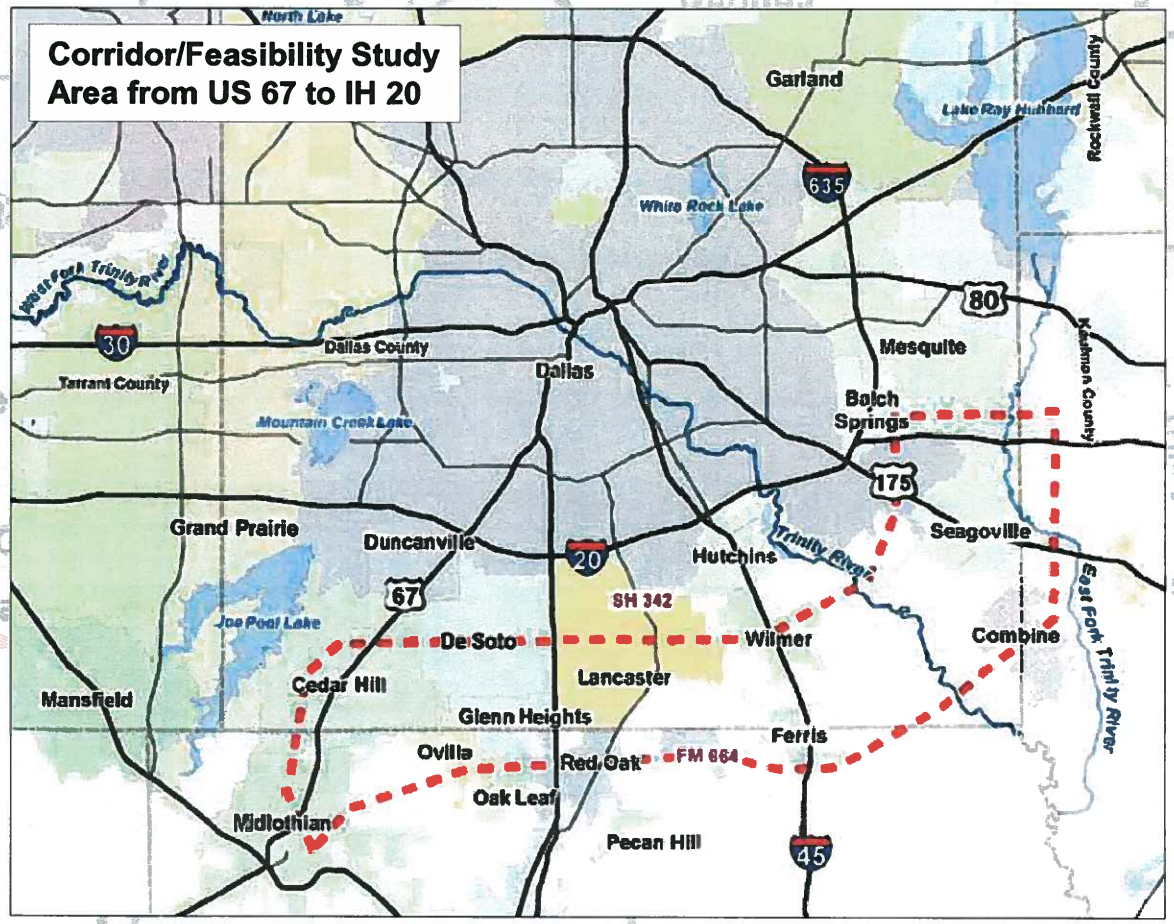
Moving Forward

Conduct Corridor/Feasibility Study for Limits from US 67 to IH 20

- What Type of Facility is Needed
- Determine Potential Alignment Adjustments
- Logical Termini and Sections of Independent Utility – Program of Projects
- Prioritize Improvements Based on Traffic, Local Needs and Funding

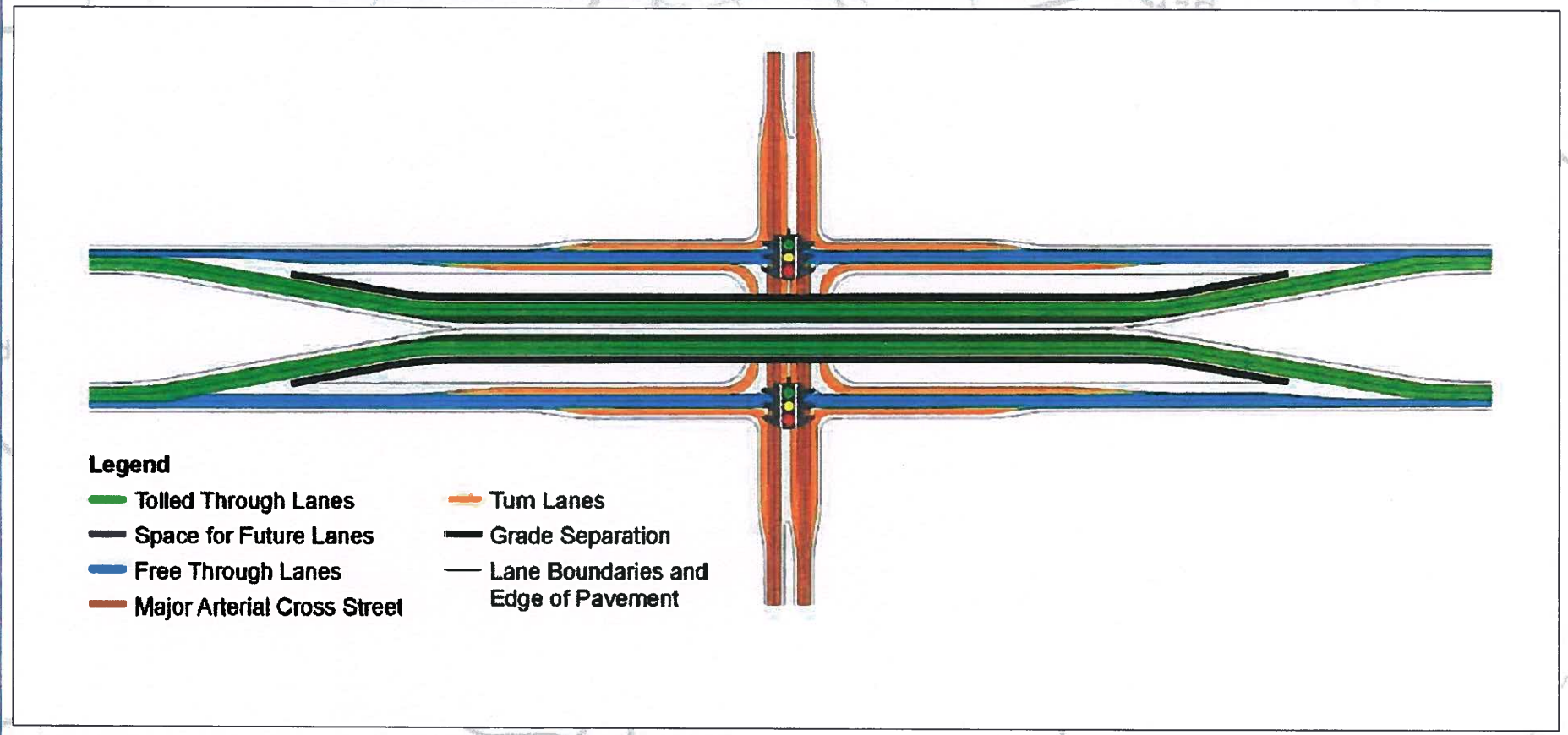
New Direction

- Identify Smaller Projects to Advance in the Corridor
- Emphasis on Limits from US 67 to IH 45
- Reduction of Project Length to 35 miles
- Reduction of Right-of-Way to 300- to 350-Foot
- Reduction to 70 mph Design Speed
- Reduction of Cost



Allow for Innovative Financing

- Such as Potential Toll Bridges at Cross Streets



Scope for Corridor/Feasibility Study

***Step 1:* Develop Transportation Need and Purpose**

- Analyze and document project needs
- Develop performance measures and evaluate area traffic conditions

***Step 2:* Stakeholder Outreach**

- Interview local municipalities
- Develop and implement a public outreach plan
- Hold public meetings, as appropriate

***Step 3:* Alternative Development**

- Develop/update project criteria and typical section
- Refine alternatives from previously developed Loop 9 Southeast alignments
- Determine project cost estimates

***Step 4:* Program of Projects**

- Evaluate projected traffic, project needs and identify independent projects
- Determine class of NEPA action required
- Advance highest priority projects

***Step 5:* Document Findings as a Technician Memorandum**

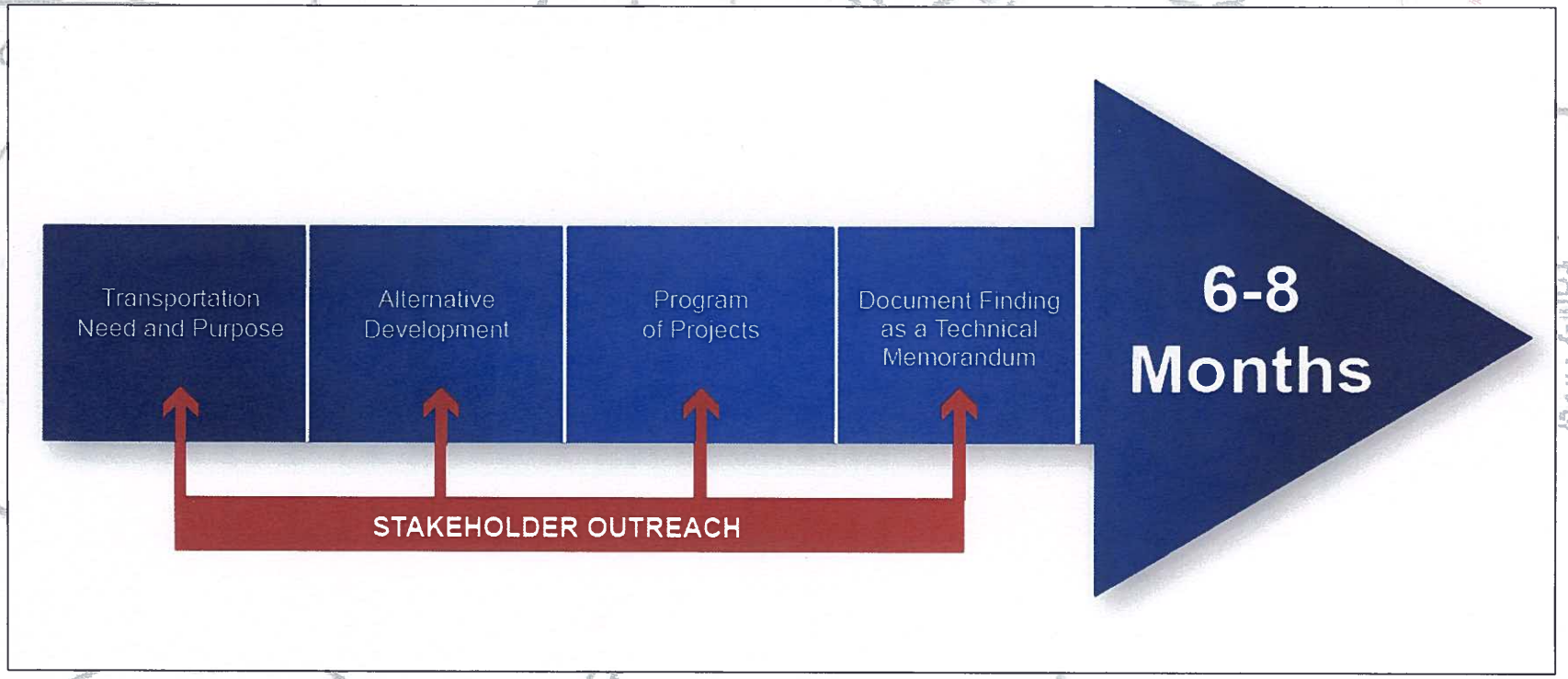
- Prepare Technical Memo documenting conclusions of the Corridor/Feasibility Study
- Provide the findings to FHWA

Following the Corridor/ Feasibility Study

- Based on the Program of Projects, Proceed with Environmental Documents for Priority Projects – Logical Termini and Independent Utility
- Purchase Right-of-Way for Ultimate Facility
- Construction of Non-Controlled Access Facility While Allowing the Flexibility for Future Grade Separations and/or Mainlanes

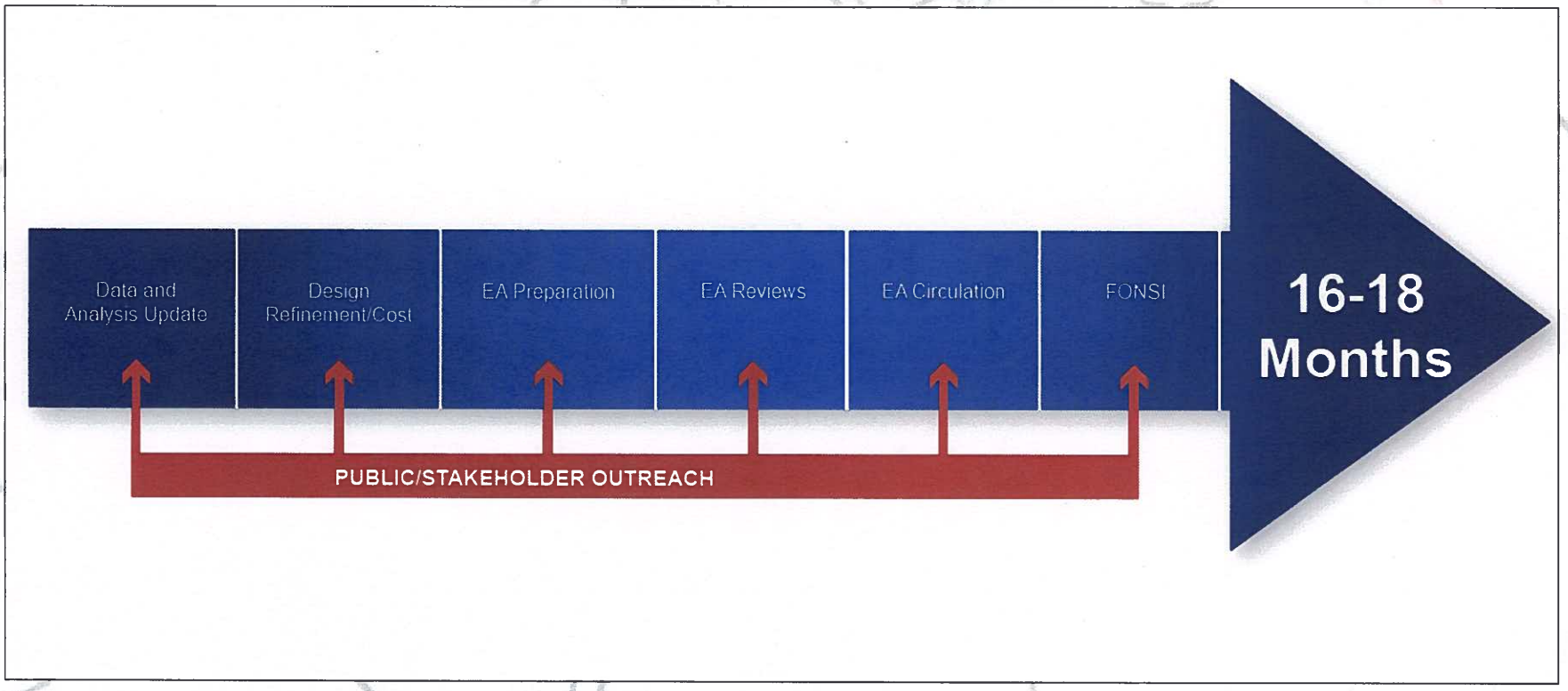
Schedule

Corridor/Feasibility Study Process Timeline



Schedule

EA Process Timeline



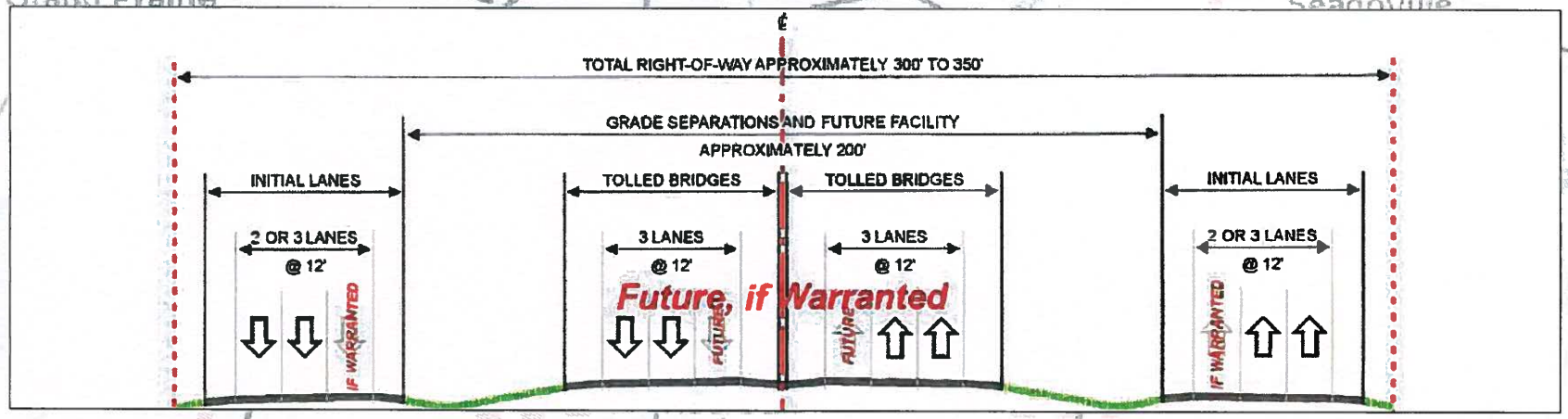
Design - Moving Forward

Identify Smaller Sections and Prioritize

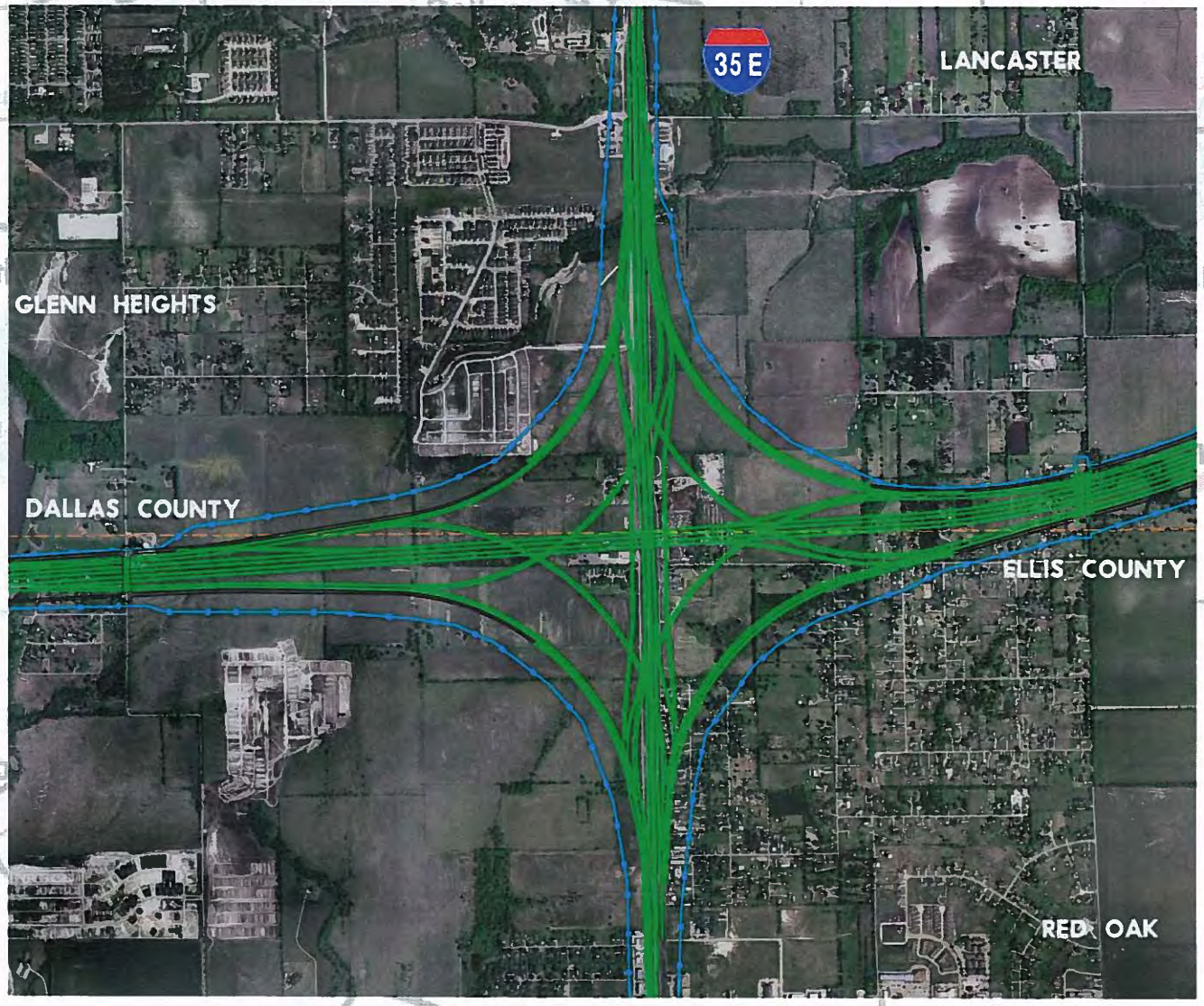
- Construct Sections of Frontage Road
- Consider Tying West Side of Project to Lake Ridge Pkwy at US 67
- Consider Tying East side of Project to Malloy Bridge Rd at IH 45
- Construct Overpasses Where Feasible

Potential Typical Section

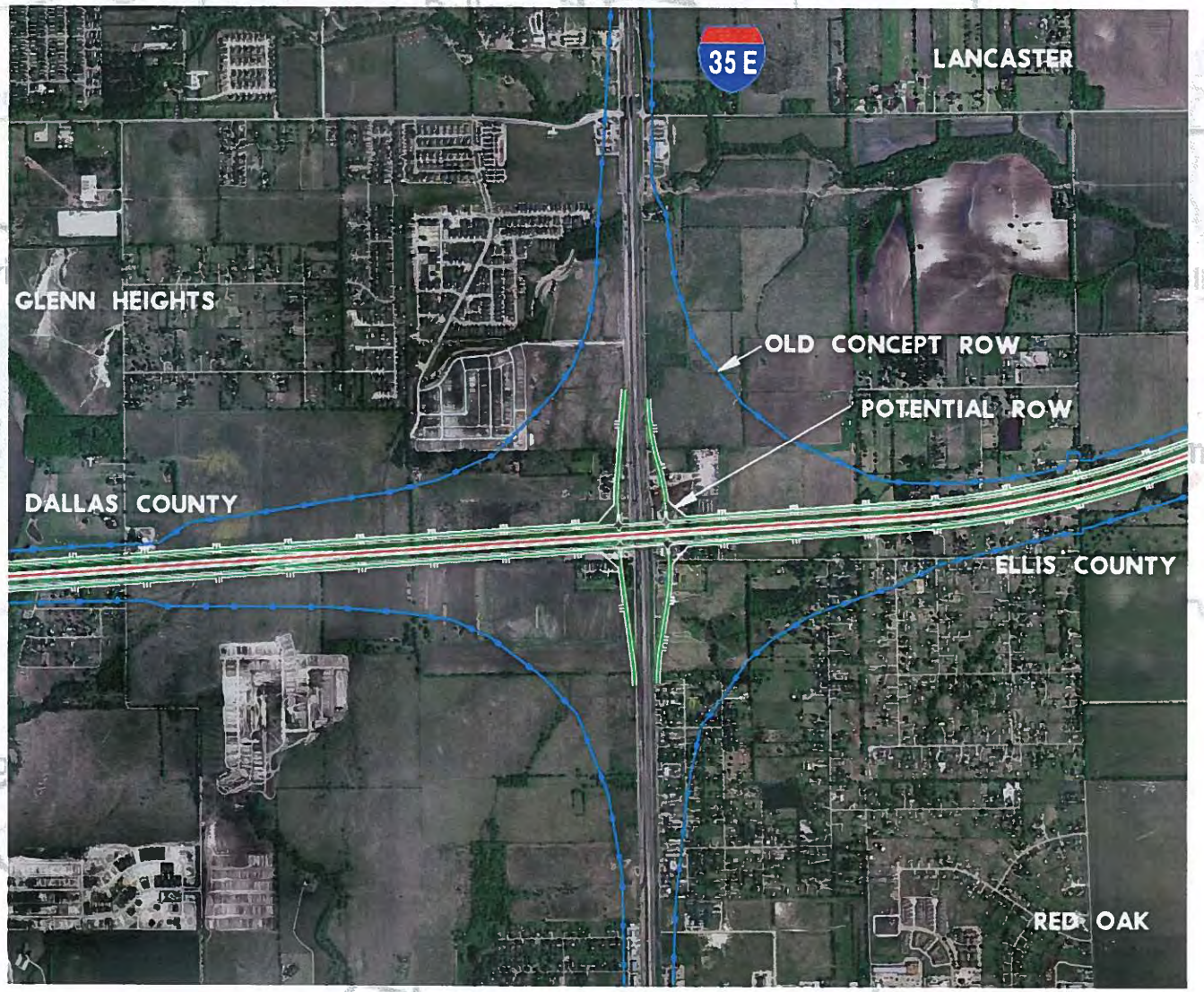
Total Right-of-Way Approximately 300' to 350'



I-35 Interchange – Old Concept



Potential I-35 Interchange



Potential I-35 Close-Up



Re-branding Ideas for Loop 9



QUESTIONS

D2: February 2013 Task Force Meeting Summaries

East Region Task Force Meeting Summary

Date: February 25, 2013 **Time:** 3:00 PM – 5:00 PM

Project: Loop 9 Southeast

Location: City of Mesquite, City Hall
757 N. Galloway Ave
Mesquite, TX 75149

Purpose: Provide Project Status of Loop 9 per 2012 Local Official Interviews

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. **Open House**
   - The preliminary shift options were presented at the Open House on six large aerial exhibits. The options were the developed as a result of information gathered during local interviews and/or environmental constraints and design considerations.
   - The project team was available to answer questions from the Task Force (see **Attachment A** to view attendees) as needed.

2. **Presentation** (see **Attachment B** for the PowerPoint presentation/handout).
   - Loop 9 project team presented the following:
     - Meeting Purpose
     - Agenda
     - Three Regional Task Force (TF) Meeting Locations
     - Corridor / Access comments made during November and December 2012 local official interviews
     - Proposed corridor shift options in response to the local official interviews and/or environmental constraints and design considerations
     - Proposed ultimate typical section
     - Schedule
     - Next steps
     - Meeting comment timeframe of March 15th to email comments to Brian Clark, P.E.
     - Loop 9 name would remain the same per responses from local interviews

3. **Questions/Comments**
   - Jerry Dittman commented that one critical path item is to ensure the Loop 9 connection at I-20 ties directly with the proposed SH 190 project.
     - The project team indicated that the Loop 9 project team is working closely with the SH 190 project team through TxDOT to ensure the projects will tie in at the same location along I-20. The TxDOT PM (Bruce Nolley) and the SH 190 Consultant PM (Bryan Copeland) are also part of the Loop 9 team, which helps facilitate this coordination. Bruce responded that Loop 9 has recently become a higher priority than SH 190; however, the Loop 9 tie-in location at I-20 is dependent on the SH 190 local input. Currently TxDOT and SH 190 project team are coordinating with stakeholder cities and proceeding with the development of the DEIS.

- Jerry Dittman asked about the timing of the SH 190 project. Bruce Nolley responded that Jacobs is currently working on the DEIS for the project and a public hearing is anticipated to be held in 2014.

4. Extended Open House

- The project team indicated there were red markers around the room for participants to place comments on the aerial exhibits, such as information related to the proposed options or the Loop 9 corridor.
- The project team responded to questions as needed.
- Major Discussion Topics
  - Concerns were voiced by several attendees regarding the potential expansion of Seagoville airport. There were other comments that suggested the airport is currently for sale and the potential expansion should not be given much consideration as it may be highly unlikely.

Attachment A:

Sign-in Sheet

Loop 9 Regional Task Force Meeting (East)

February 25, 2013, 3:00 – 5:00 pm
City of Mesquite, City Hall

Sign In

Name	Title	Organization	Phone Number	Email Address
Srini Mandayam	Manager, TE	City of Mesquite	972-329 8314	SMANDAYA@cityofmesquite.com
Timothy M Tumulty	Public Works Director	City of Mesquite	(972) 216-6335	ttumulty@cityofmesquite.com
Richard Gertson	Community Development Director	"	972-216-6346	rgertson@cityofmesquite.com
Harold McGill	Mayor Pro Tem	City Seagoville	972-287-2050 City Hall	GWMCG@SBCGLOBAL.NET
Teresa Barlow	Sr. Env. Planner	CAI	214-703-5151	teresa@civilassociates.com
Bryan Copeland	Jacobs Project Manager	Jacobs	214.920.8123	bryan.copeland@jacobs.com
Jacob Asplund	Transportation Planner	NCTCOG	817-608-2367	jasplund@nctcog.org
Ray Clack	Commissioner	Kaufman Co	9725644054 FAX-3	RayClack@KaufmanCounty.net
Bruce Nolley	Transportation Engineer	TxDOT	(214) 320-6156	Bruce.Nolley@txdot.gov
Micah Baker	Transportation Planner	Dallas County	214-653-7965	micah.baker@dallascounty.org
Jonathan Toffer	Sr Transp Planner	" "	214-653-6417	jtoffer@dallascounty.org

Loop 9 Regional Task Force Meeting (East)

February 25, 2013, 3:00 – 5:00 pm
City of Mesquite, City Hall

Sign In

Name	Title	Organization	Phone Number	Email Address
Jerry Dittman	A/City Mgr	Mesquite	972-216-6403	jdittman@cityofmesquite.com
Chris Dyser	City/EDC Planner	Balch Springs	972-557-6082 972-975-8625	cdyser@cityofbalchsprings.com
Grace Lo	APD - TxDOT	TxDOT	214-320-6627	grace.lo@txdot.gov
Roger Kittrell	Sr. Group Manager	Atkins	972-818-7275	roger.kittrell2@atkinsglobal.com
Tim Ratcliff	city of Combine		214-980-6455	printserv@mac.com
Callie Barnes	Senior Transp Planner	Atkins	281-529-4221	callie.barner@atkinsglobal.com
Brian Clark	Proj. Manager	Atkins	972-588-3124	brian.clark@atkinsglobal.com

Attachment B:

PowerPoint Presentation/Handout

Loop 9
Task Force Meeting

East Region:
February 25th
3:00 pm – 5:00 pm
City of Mesquite

Middle Region:
February 27th
3:00 pm – 5:00 pm
City of Red Oak

West Region:
February 28th
2:30 pm - 4:30 pm
City of Cedar Hill

Texas Department of Transportation

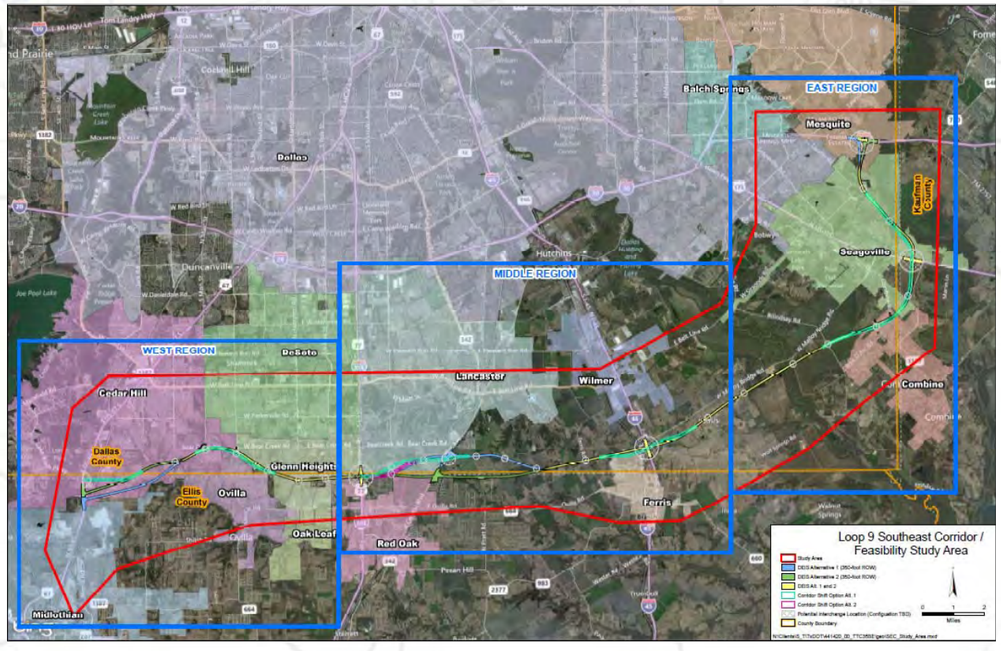
NCTCOG North Central Texas Council of Governments

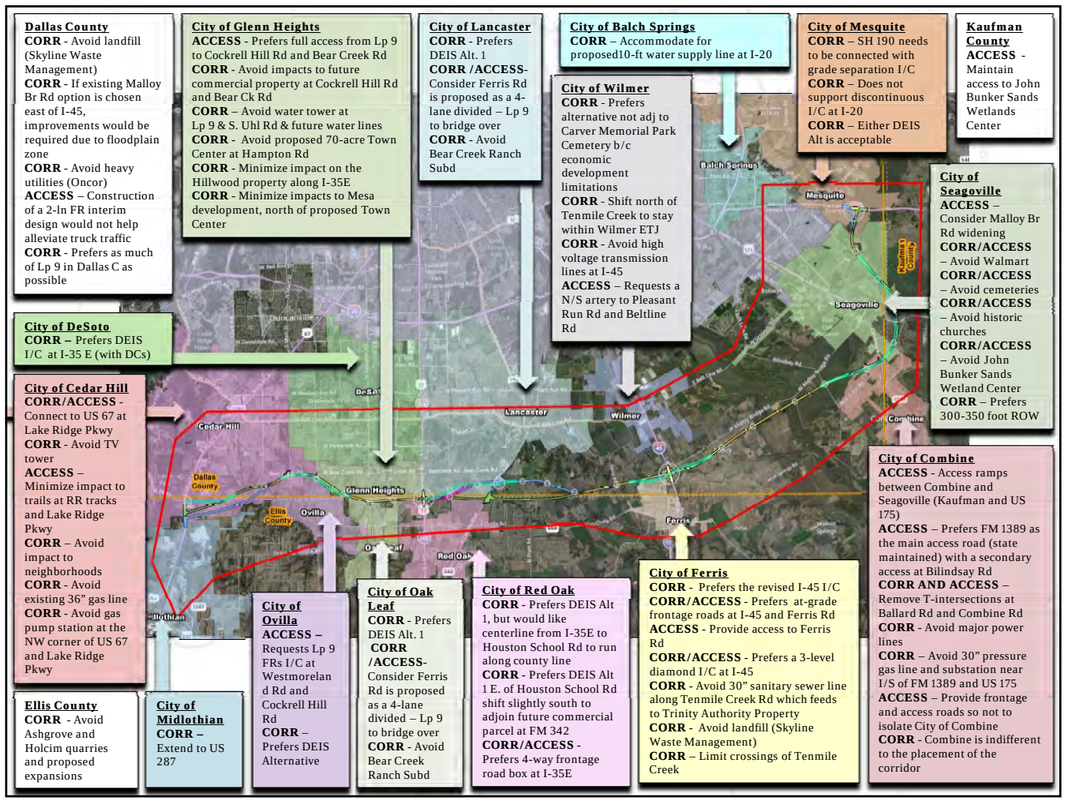
Meeting Purpose

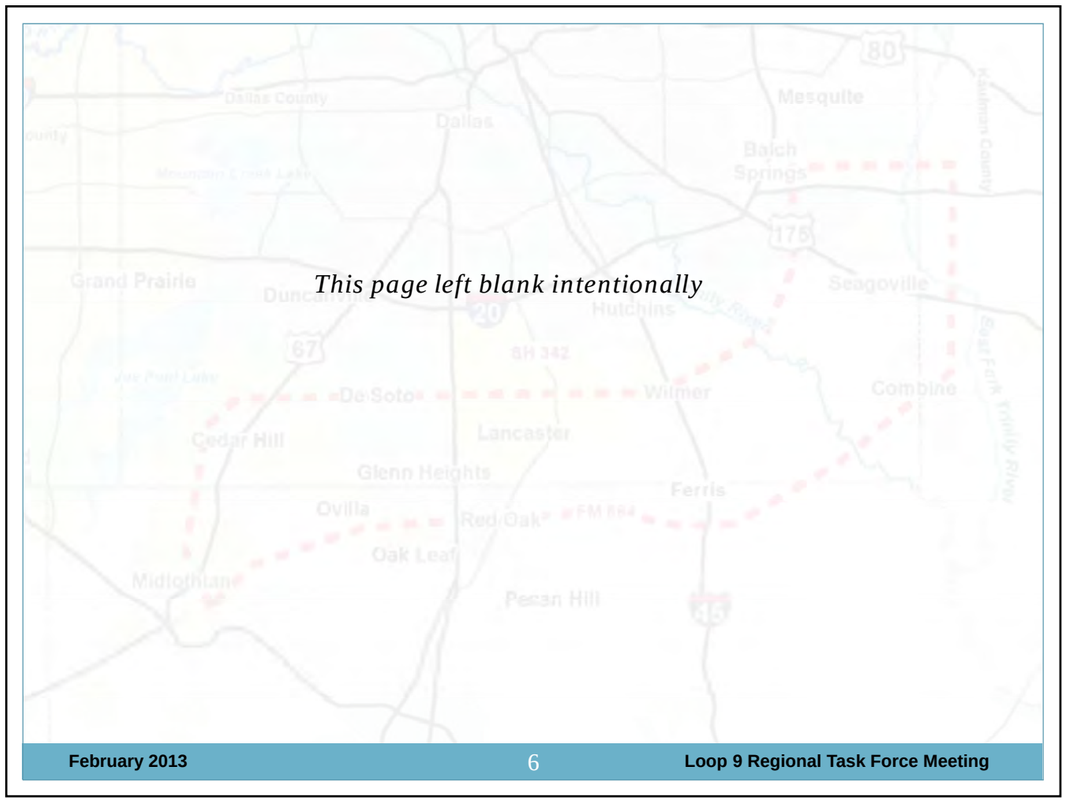
- Provide Project Status
- Confer With Task Force on Current Corridor Shift Options
- Provide Task Force the Opportunity to Comment on Current Corridor Shift Options

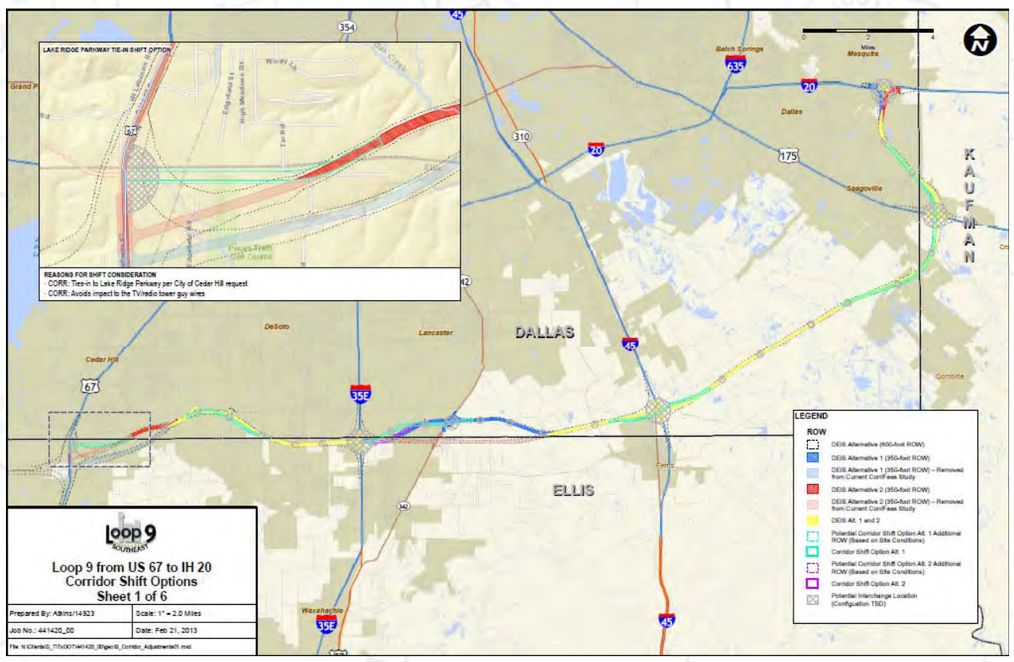
Agenda

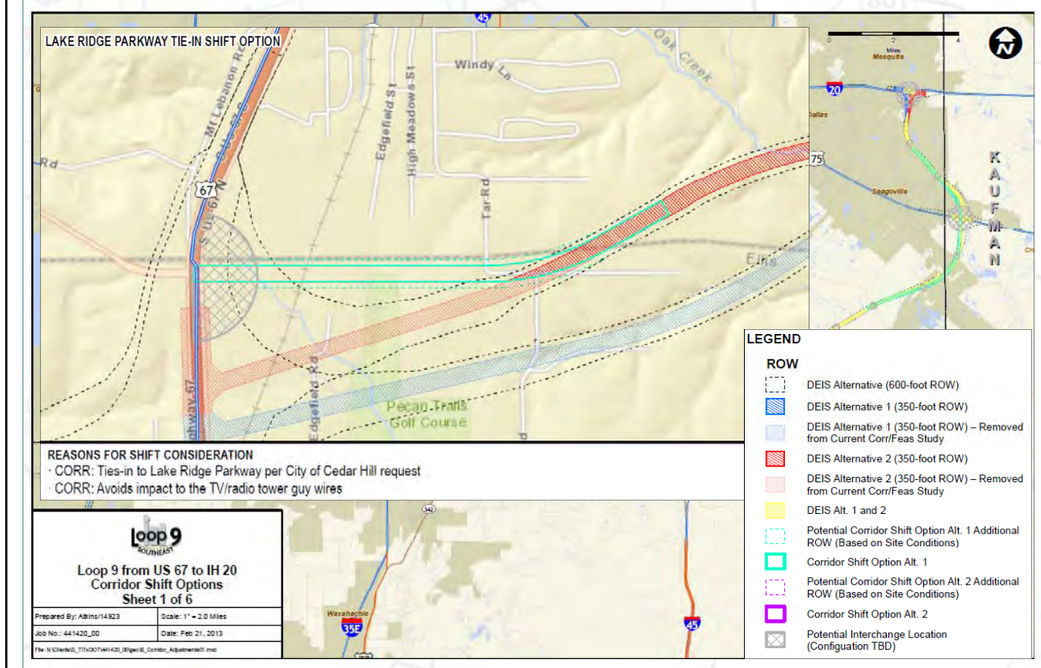
- Summary of Local Interviews
- Review of Potential Corridor Shift Considerations
- Proposed Typical Section
- Schedule
- Moving Forward
- Re-Branding of the Corridor

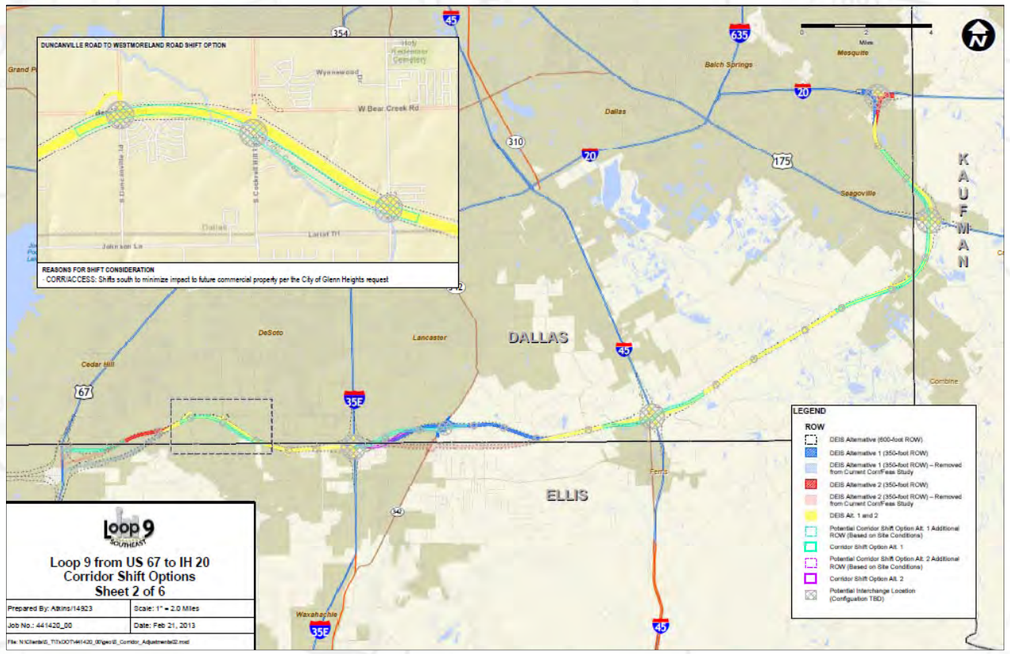



Dallas County
CORR - Avoid landfill (Skyline Waste Management)
CORR - If existing Malloy Br Rd option is chosen east of I-45, improvements would be required due to floodplain zone
CORR - Avoid heavy utilities (Oncor)
ACCESS – Construction of a 2-ln FR interim design would not help alleviate truck traffic
CORR - Prefers as much of Lp 9 in Dallas C as possible
City of Glenn Heights
ACCESS - Prefers full access from Lp 9 to Cockrell Hill Rd and Bear Creek Rd
CORR - Avoid impacts to future commercial property at Cockrell Hill Rd and Bear Ck Rd
CORR – Avoid water tower at Lp 9 & S. Uhl Rd & future water lines
CORR - Avoid proposed 70-acre Town Center at Hampton Rd
CORR - Minimize impact on the Hillwood property along I-35E
CORR - Minimize impacts to Mesa development, north of proposed Town Center
City of Lancaster
CORR - Prefers DEIS Alt. 1
CORR /ACCESS- Consider Ferris Rd is proposed as a 4-lane divided – Lp 9 to bridge over
CORR - Avoid Bear Creek Ranch Subd
City of Balch Springs
CORR – Accommodate for proposed10-ft water supply line at I-20
City of Mesquite
CORR – SH 190 needs to be connected with grade separation I/C
CORR – Does not support discontinuous I/C at I-20
CORR – Either DEIS Alt is acceptable
Kaufman County
ACCESS - Maintain access to John Bunker Sands Wetlands Center
City of Wilmer
CORR - Prefers alternative not adj to Carver Memorial Park Cemetery b/c economic development limitations
CORR - Shift north of Tenmile Creek to stay within Wilmer ETJ
CORR - Avoid high voltage transmission lines at I-45
ACCESS – Requests a N/S artery to Pleasant Run Rd and Beltline Rd
City of Seagoville
ACCESS – Consider Malloy Br Rd widening
CORR/ACCESS – Avoid Walmart
CORR/ACCESS – Avoid cemeteries
CORR/ACCESS – Avoid historic churches
CORR/ACCESS – Avoid John Bunker Sands Wetland Center
CORR – Prefers 300-350 foot ROW
City of DeSoto
CORR – Prefers DEIS I/C at I-35 E (with DCs)
City of Cedar Hill
CORR/ACCESS - Connect to US 67 at Lake Ridge Pkwy
CORR - Avoid TV tower
ACCESS – Minimize impact to trails at RR tracks and Lake Ridge Pkwy
CORR – Avoid impact to neighborhoods
CORR - Avoid existing 36" gas line
CORR - Avoid gas pump station at the NW corner of US 67 and Lake Ridge Pkwy
City of Combine
ACCESS - Access ramps between Combine and Seagoville (Kaufman and US 175)
ACCESS – Prefers FM 1389 as the main access road (state maintained) with a secondary access at Bilindsay Rd
CORR AND ACCESS – Remove T-intersections at Ballard Rd and Combine Rd
CORR - Avoid major power lines
CORR – Avoid 30" pressure gas line and substation near I/S of FM 1389 and US 175
ACCESS – Provide frontage and access roads so not to isolate City of Combine
CORR - Combine is indifferent to the placement of the corridor
Ellis County
CORR - Avoid Ashgrove and Holcim quarries and proposed expansions
City of Midlothian
CORR – Extend to US 287
City of Ovilla
ACCESS – Requests Lp 9 FRs I/C at Westmoreland Rd and Cockrell Hill Rd
CORR – Prefers DEIS Alternative
City of Oak Leaf
CORR - Prefers DEIS Alt. 1
CORR /ACCESS- Consider Ferris Rd is proposed as a 4-lane divided – Lp 9 to bridge over
CORR - Avoid Bear Creek Ranch Subd
City of Red Oak
CORR - Prefers DEIS Alt 1, but would like centerline from I-35E to Houston School Rd to run along county line
CORR - Prefers DEIS Alt 1 E. of Houston School Rd shift slightly south to adjoin future commercial parcel at FM 342
CORR/ACCESS - Prefers 4-way frontage road box at I-35E
City of Ferris
CORR - Prefers the revised I-45 I/C
CORR/ACCESS - Prefers at-grade frontage roads at I-45 and Ferris Rd
ACCESS - Provide access to Ferris Rd
CORR/ACCESS - Prefers a 3-level diamond I/C at I-45
CORR - Avoid 30" sanitary sewer line along Tenmile Creek Rd which feeds to Trinity Authority Property
CORR - Avoid landfill (Skyline Waste Management)
CORR – Limit crossings of Tenmile Creek
Balch Springs
Mesquite
Seagoville
Lancaster
Wilmer
Combine
Cedar Hill
Dallas County
Glenn Heights
Ellis County
Ovilla
Ferris
Red Oak
Oak Leaf
Hutchins
Kaufman County

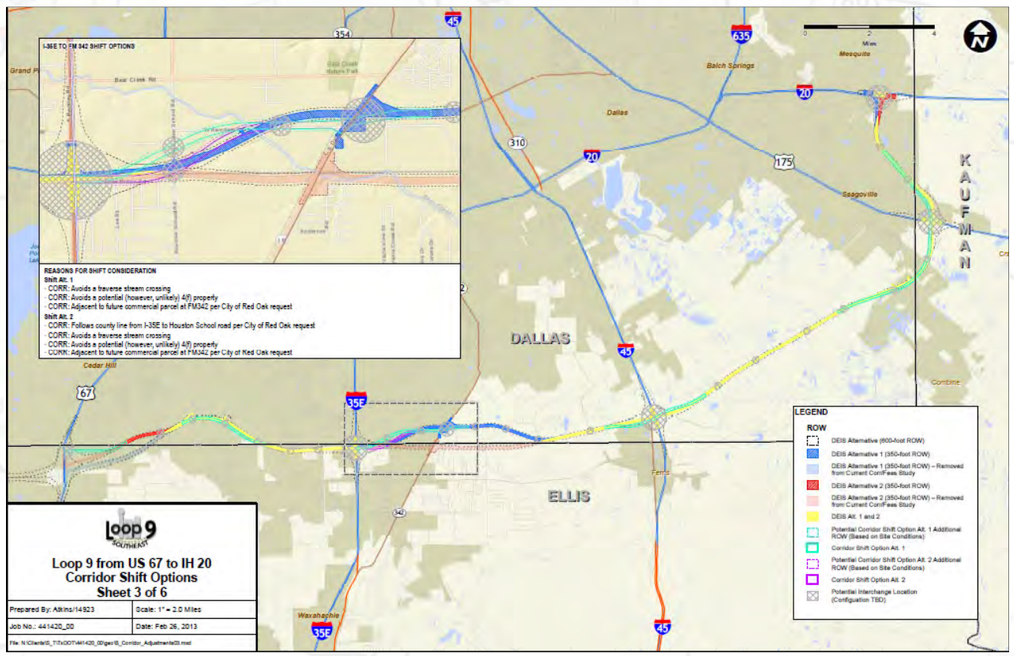

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Dallas
Mesquite
Balch Springs
Grand Prairie
Duncanville
Hutchins
Seagoville
Joe Pool Lake
DeSoto
Wilmer
Combine
Cedar Hill
Lancaster
Glenn Heights
Ferris
Ovilla
Red Oak
FM 664
Oak Leaf
Midlothian
Pecan Hill
BH 342
67
20
175
35E
February 2013
6
Loop 9 Regional Task Force Meeting


LAKE RIDGE PARKWAY TIE-IN SHIFT OPTION
REASONS FOR SHIFT CONSIDERATION
CORR: Ties-in to Lake Ridge Parkway per City of Cedar Hill request
CORR: Avoids impact to the TV/radio tower guy wires
DALLAS
ELLIS
KAUFMAN
LEGEND
ROW
Loop 9 from US 67 to IH 20
Corridor Shift Options
Sheet 1 of 6
Prepared By: Atkins/14923
Scale: 1" = 2.0 Miles
Job No.: 441420_00
Date: Feb 21, 2013

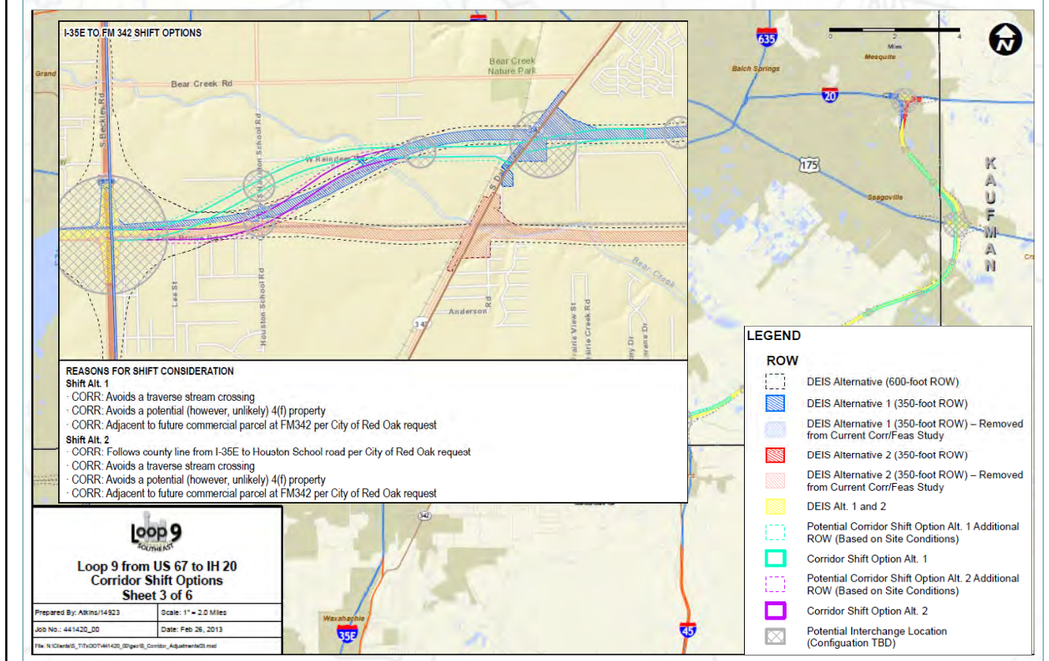

LAKE RIDGE PARKWAY TIE-IN SHIFT OPTION
REASONS FOR SHIFT CONSIDERATION
· CORR: Ties-in to Lake Ridge Parkway per City of Cedar Hill request
· CORR: Avoids impact to the TV/radio tower guy wires
LEGEND
ROW
DEIS Alternative (600-foot ROW)
DEIS Alternative 1 (350-foot ROW)
DEIS Alternative 1 (350-foot ROW) – Removed from Current Corr/Feas Study
DEIS Alternative 2 (350-foot ROW)
DEIS Alternative 2 (350-foot ROW) – Removed from Current Corr/Feas Study
DEIS Alt. 1 and 2
Potential Corridor Shift Option Alt. 1 Additional ROW (Based on Site Conditions)
Corridor Shift Option Alt. 1
Potential Corridor Shift Option Alt. 2 Additional ROW (Based on Site Conditions)
Corridor Shift Option Alt. 2
Potential Interchange Location (Configuation TBD)
Loop 9 from US 67 to IH 20
Corridor Shift Options
Sheet 1 of 6
Prepared By: Atkins/14923
Scale: 1" = 2.0 Miles
Job No.: 441420_00
Date: Feb 21, 2013


DUNCANVILLE ROAD TO WESTMORELAND ROAD SHIFT OPTION
REASONS FOR SHIFT CONSIDERATION
CORR/ACCESS: Shifts south to minimize impact to future commercial property per the City of Glenn Heights request
Wynnewood
W Bear Creek Rd
Dallas
Lariat Tr
Johnson Ln
Seagoville
Balch Springs
Mesquite
DeSoto
Lancaster
Cedar Hill
DALLAS
ELLIS
KAUFMAN
Combine
Ferris
Waxahachie
LEGEND
ROW
DEIS Alternative (600-foot ROW)
DEIS Alternative 1 (350-foot ROW)
DEIS Alternative 1 (350-foot ROW) – Removed from Current Corr/Feas Study
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DEIS Alternative 2 (350-foot ROW) – Removed from Current Corr/Feas Study
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Potential Corridor Shift Option Alt. 1 Additional ROW (Based on Site Conditions)
Corridor Shift Option Alt. 1
Potential Corridor Shift Option Alt. 2 Additional ROW (Based on Site Conditions)
Corridor Shift Option Alt. 2
Potential Interchange Location (Configuation TBD)
Loop 9 from US 67 to IH 20
Corridor Shift Options
Sheet 2 of 6
Prepared By: Atkins/14923
Scale: 1" = 2.0 Miles
Job No.: 441420_00
Date: Feb 21, 2013

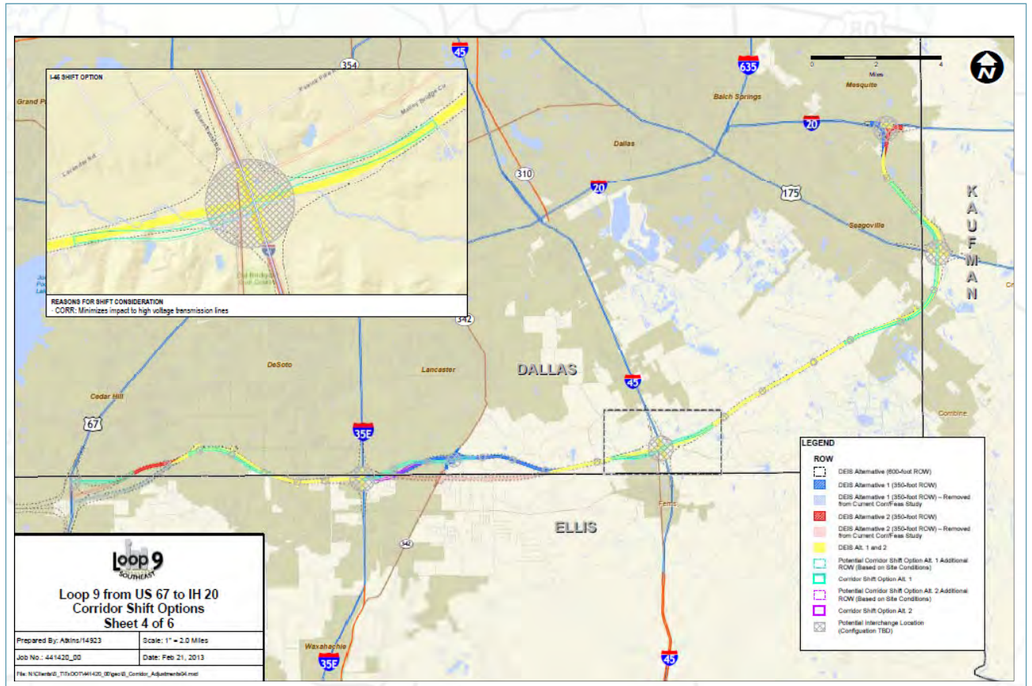

DUNCANVILLE ROAD TO WESTMORELAND ROAD SHIFT OPTION
REASONS FOR SHIFT CONSIDERATION
· CORR/ACCESS: Shifts south to minimize impact to future commercial property per the City of Glenn Heights request
Wynnewood
Holy Redeemer Cemetery
W Bear Creek Rd
Bear Creek Rd
S Duncanville Rd
S Cockrell Hill Rd
Dallas
Lariat Tr
Johnson Ln
Seagoville
Mesquite
ELLIS
KAUFMAN
Waxahachie
LEGEND
ROW
DEIS Alternative (600-foot ROW)
DEIS Alternative 1 (350-foot ROW)
DEIS Alternative 1 (350-foot ROW) – Removed from Current Corr/Feas Study
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Potential Interchange Location (Configuation TBD)
Loop 9 from US 67 to IH 20
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Sheet 2 of 6
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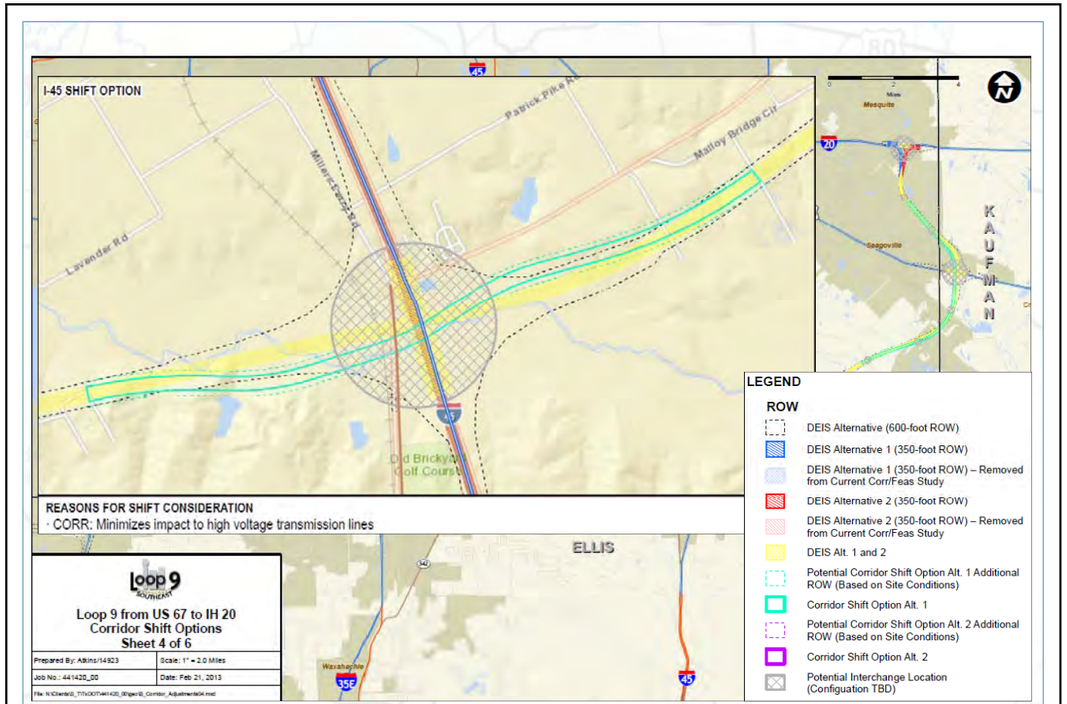


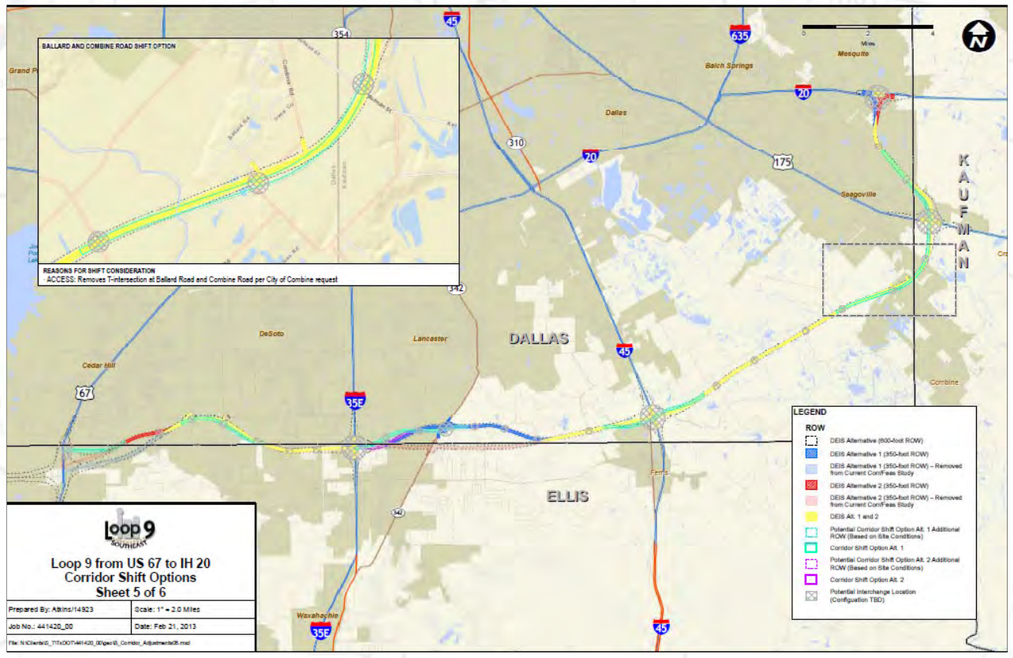
February 2013 11 Loop 9 Regional Task Force Meeting

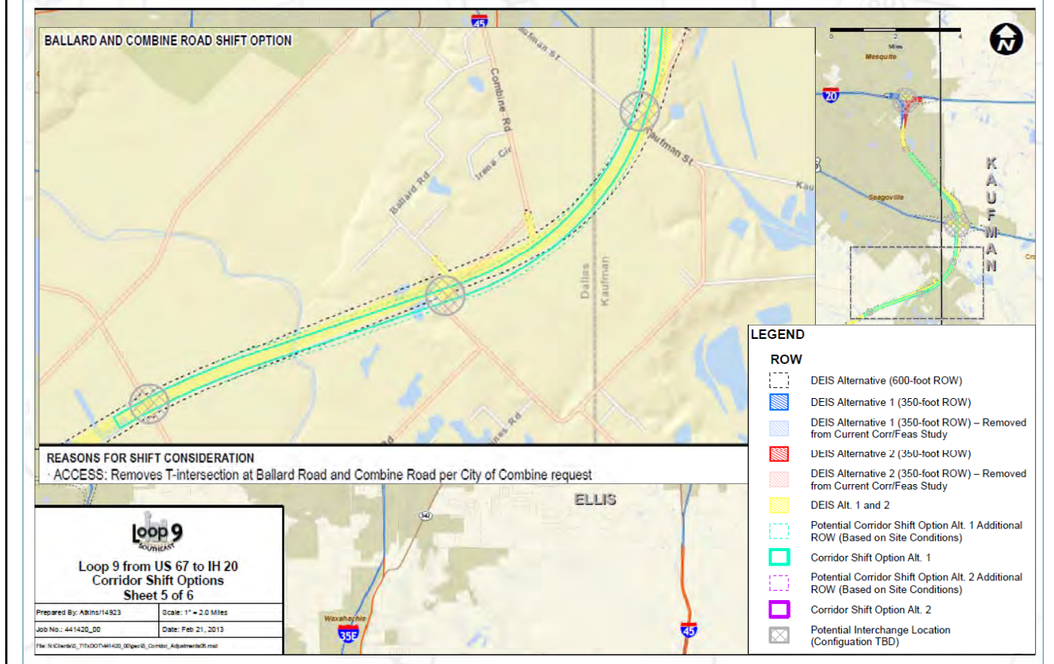


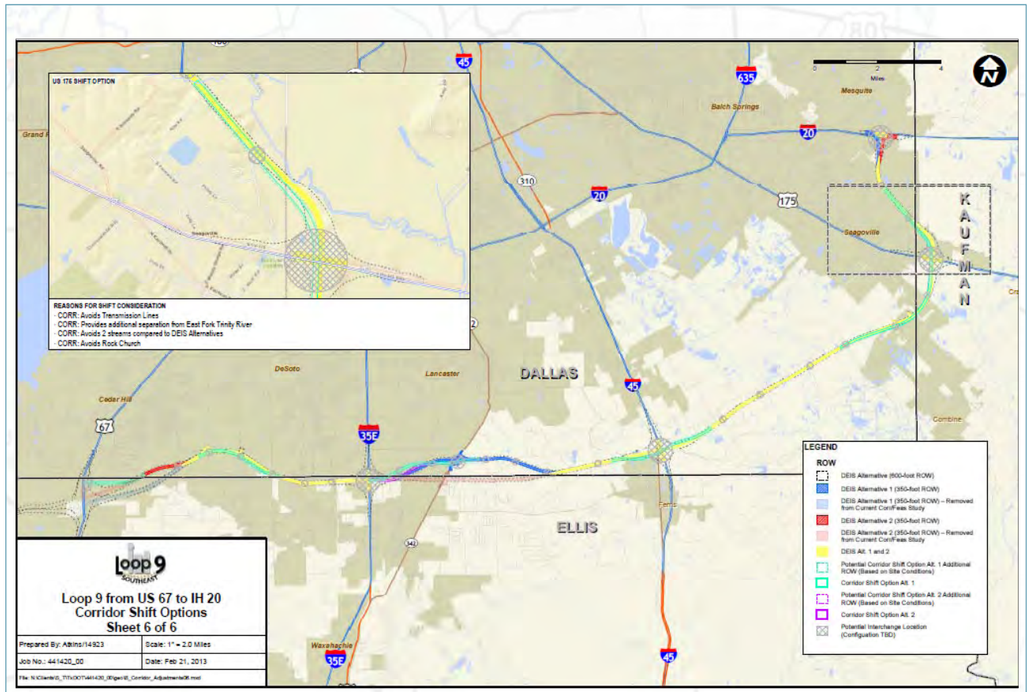
February 2013 12 Loop 9 Regional Task Force Meeting

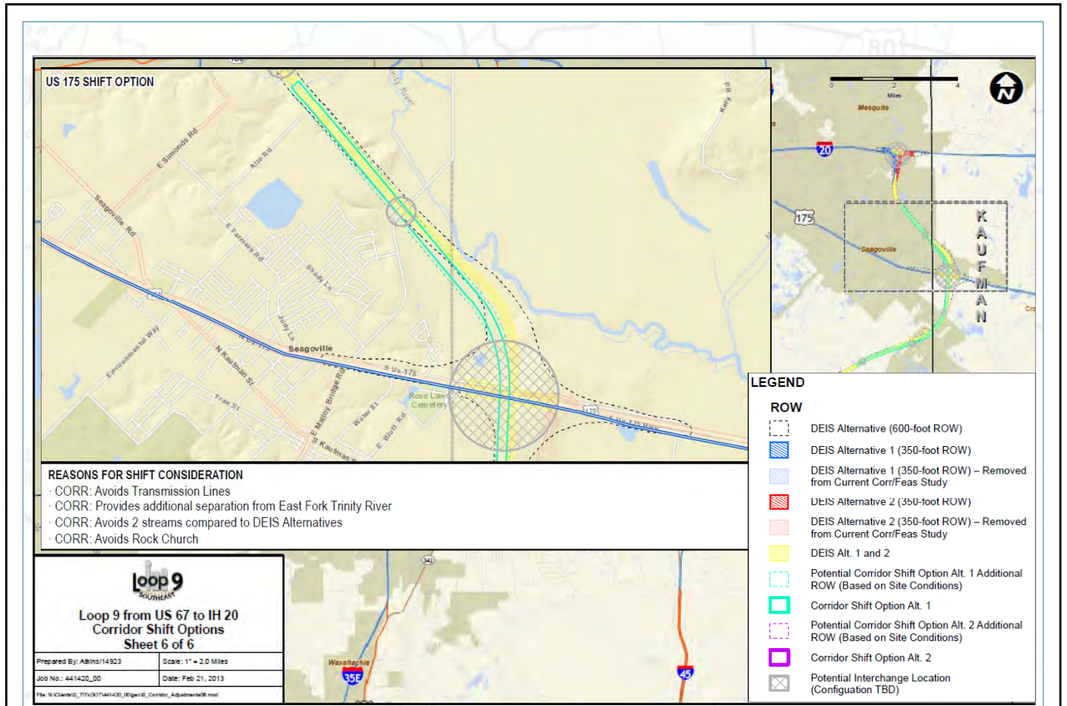

I-45 SHIFT OPTION
REASONS FOR SHIFT CONSIDERATION
· CORR: Minimizes impact to high voltage transmission lines
Loop 9 from US 67 to IH 20
Corridor Shift Options
Sheet 4 of 6
Prepared By: Atkins/14923
Scale: 1" = 2.0 Miles
Job No.: 441420_00
Date: Feb 21, 2013
LEGEND
ROW
DEIS Alternative (600-foot ROW)
DEIS Alternative 1 (350-foot ROW)
DEIS Alternative 1 (350-foot ROW) – Removed from Current Corr/Feas Study
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DEIS Alternative 2 (350-foot ROW) – Removed from Current Corr/Feas Study
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Corridor Shift Option Alt. 1
Potential Corridor Shift Option Alt. 2 Additional ROW (Based on Site Conditions)
Corridor Shift Option Alt. 2
Potential Interchange Location (Configuation TBD)
DALLAS
ELLIS
KAUFMAN


I-45 SHIFT OPTION
REASONS FOR SHIFT CONSIDERATION
· CORR: Minimizes impact to high voltage transmission lines
Loop 9 from US 67 to IH 20
Corridor Shift Options
Sheet 4 of 6
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Corridor Shift Option Alt. 1
Potential Corridor Shift Option Alt. 2 Additional ROW (Based on Site Conditions)
Corridor Shift Option Alt. 2
Potential Interchange Location (Configuation TBD)
ELLIS
KAUFMAN


BALLARD AND COMBINE ROAD SHIFT OPTION
REASONS FOR SHIFT CONSIDERATION
ACCESS: Removes T-intersection at Ballard Road and Combine Road per City of Combine request
DALLAS
ELLIS
KAUFMAN
LEGEND
ROW
Loop 9 from US 67 to IH 20
Corridor Shift Options
Sheet 5 of 6

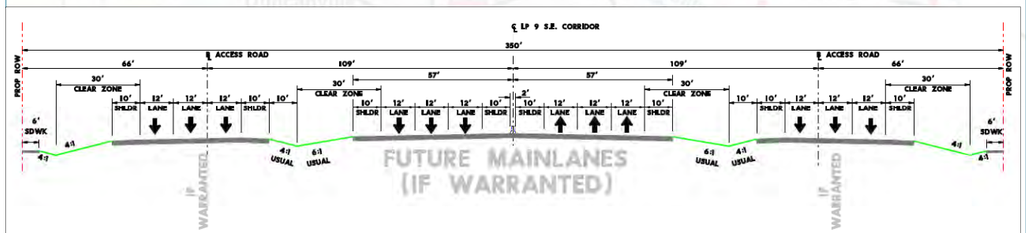

BALLARD AND COMBINE ROAD SHIFT OPTION
REASONS FOR SHIFT CONSIDERATION
ACCESS: Removes T-intersection at Ballard Road and Combine Road per City of Combine request
ELLIS
KAUFMAN
LEGEND
ROW
DEIS Alternative (600-foot ROW)
DEIS Alternative 1 (350-foot ROW)
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Potential Corridor Shift Option Alt. 2 Additional ROW (Based on Site Conditions)
Corridor Shift Option Alt. 2
Potential Interchange Location (Configuation TBD)
Loop 9 from US 67 to IH 20
Corridor Shift Options
Sheet 5 of 6


US 175 SHIFT OPTION
REASONS FOR SHIFT CONSIDERATION
· CORR: Avoids Transmission Lines
· CORR: Provides additional separation from East Fork Trinity River
· CORR: Avoids 2 streams compared to DEIS Alternatives
· CORR: Avoids Rock Church
Loop 9 from US 67 to IH 20
Corridor Shift Options
Sheet 6 of 6
Prepared By: Atkins/14923
Scale: 1" = 2.0 Miles
Job No.: 441420_00
Date: Feb 21, 2013
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Corridor Shift Option Alt. 1
Potential Corridor Shift Option Alt. 2 Additional ROW (Based on Site Conditions)
Corridor Shift Option Alt. 2
Potential Interchange Location (Configuation TBD)
DALLAS
ELLIS
KAUFMAN
Mesquite
Seagoville
Lancaster
DeSoto
Cedar Hill
Combine
Ferris
Waxahachie
Batch Springs


US 175 SHIFT OPTION
REASONS FOR SHIFT CONSIDERATION
· CORR: Avoids Transmission Lines
· CORR: Provides additional separation from East Fork Trinity River
· CORR: Avoids 2 streams compared to DEIS Alternatives
· CORR: Avoids Rock Church
Loop 9 from US 67 to IH 20
Corridor Shift Options
Sheet 6 of 6
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Potential Corridor Shift Option Alt. 2 Additional ROW (Based on Site Conditions)
Corridor Shift Option Alt. 2
Potential Interchange Location (Configuation TBD)
Seagoville
KAUFMAN
Mesquite
Waxahachie

Proposed Typical Section

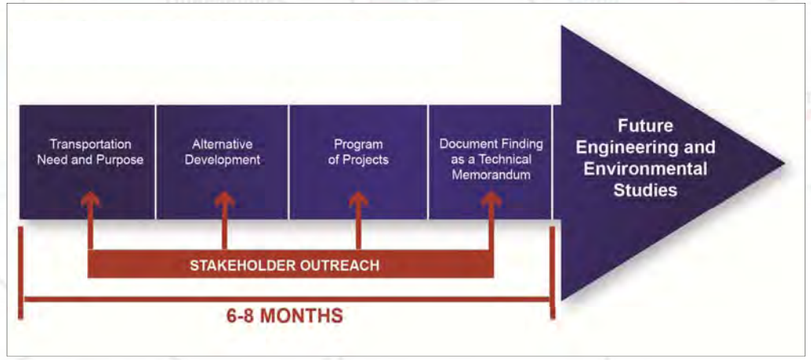
Right-of-Way Approximately 350’



Mainlanes & Frontage Roads with Shoulder and Sidewalks

Schedule

Corridor/Feasibility Study Process Timeline



Moving Forward

- Loop 9 Website and Public Meetings
- Resource Agency and Major Stakeholder Coordination Meetings
- Travel Demand Modeling
- Cost Estimates
- Potential Social, Economic and Environmental Effects
- Prioritization and Implementation Plan
- Final Report



- Re-branding Option Discussed During Local Official Interviews
- Loop 9 Name Will Stay the Same
- Loop 9 Logo May be Revised

Comments

Please submit comments by Friday March 15, 2013 via email to:

Brian Clark, P.E.
Project Manager, Transportation Design
Atkins
Brian.Clark@atkinsglobal.com

QUESTIONS

Middle Region Task Force Meeting Summary

Date: February 27, 2013 **Time:** 3:00 PM – 5:00 PM

Project: Loop 9 Southeast

Location: City of Red Oak, Banquet Hall
200 Lakeview Pkwy
Red Oak, TX 75154

Purpose: Provide Project Status of Loop 9 per Local Official Interviews

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

Attachment A: Sign-in Sheet
Attachment B: PowerPoint Presentation/Handout
Attachment C: Photos of Open House Set Up

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1. **Open House**
   - The preliminary shift options were presented at the Open House on six large aerial exhibits. The options were the developed as a result of information gathered during local interviews and/or environmental constraints and design considerations.
   - The project team was available to answer questions from the Task Force (see **Attachment A** to view attendees) as needed.

2. **Presentation** (see **Attachment B** for the PowerPoint presentation/handout).
   - Loop 9 project team presented the following:
     - Meeting Purpose
     - Agenda
     - Three Regional Task Force (TF) Meeting Locations
     - Corridor / Access comments made during November and December 2012 local official interviews
     - Proposed corridor shift options in response to the local official interviews and/or environmental constraints and design considerations
     - Proposed ultimate typical section
     - Schedule
     - Next steps
     - Meeting comment timeframe of March 15th to email comments to Brian Clark, P.E.
     - Loop 9 name would remain the same per responses from local interviews

3. **Questions/Comments**
   - **Unknown Commenter**
     - A question was asked regarding where the project team was with respect to the 6-8 month schedule as presented in the PowerPoint presentation. The project team responded that we are currently about half way through the schedule; however, there are a lot of moving parts with this project.
   - **Brad Piland, Public Works Director, City of Ovilla**
     - Mr. Piland asked a question regarding the March 15th deadline for comments to be submitted via email. The project team responded that if the cities/counties anticipated that comments may take longer, to please send an email indicating when they thought

the comments would be submitted. This way the project team would know to expect more comments past the March 15th date.

4. Extended Open House (see **Attachment C** for photos of the open house set up**)**

- The project team indicated there were red markers around the room for participants to place comments directly on the aerial exhibits, such as information related to the proposed options or the Loop 9 corridor.
- The project team responded to questions as needed.
- Major Discussion Topics
    - Brad Piland, Director of Public Works for the City of Ovilla was concerned the proposed corridor shift at Duncanville Rd. reduces potential for residential development on the two parcels located just east of Bear Creek subdivision which have recently been zoned residential.
    - Brad Piland, Director of Public Works for the City of Ovilla indicated both the DEIS Alternative as well as the corridor shift option south at Duncanville to Westmoreland Rd. would result in the relocation of an Ovilla City Council Member.
    - Mayor of Glenn Heights was concerned that the corridor shift south at Cockrell Hill Rd. would not take full advantage of a typical intersection at Cockrell Hill Rd. as the DEIS Alternative previously proposed.
    - Mayor Hugley of the City of Red Oak indicated that it is very important to the City of Red Oak that there be no DCs at intersection of Loop 9 and I-35E so to allow for future development at this intersection.
    - Suggestion to study the effects of the not including the section from US 287 to US 67, specifically whether the US 287/US 67 interchange would be sufficient to handle the increased traffic resulting from Loop 9 without improvements/construction of the section from US 287 to US 67.
    - Suggestion to study the effects of the neighborhood west of US 67 resulting from increase traffic if the Loop 9 tie-in location at US 67 was Lake Ridge Parkway.

Attachment A:

Sign-in Sheet

Loop 9 Regional Task Force Meeting (Mid)

February 27, 2013, 3:00 – 5:00 pm
City of Red Oak, Banquet Hall

Sign In

Name	Title	Organization	Phone Number	Email Address
Jurupa San	City Planner	City of Glenn Heights	972-274-5107	city planner@glennheights.com
Antoinette Bacchus		Dallas Co.	2146537151	
Todd Fuller	City Mgr	City of Red Oak	972-617-6831	tfuller@redoaktx.org
Alan Huglay	Mayor	Red Oak	214-668-4454	ahuglay@redoaktx.org
Lauren Mish	COS	Dallas Co.	2146537949	Lauren.Mish@dallascounty.org
Alberta Blair	Dallas Co	IW - Director	2)653-7151	Alberta.Blair@dallascounty.org
Jonathan Fleming	Civil Engr. Designer	Dallas Co Pw	(214) 653-7426	Jonathan.Fleming@dallascounty.org
Mark Enoch	TXDOT			
Tracy Hill	VP	Atkins	512-342-3247	Tracy.Hill@atkinsglobal.com

Loop 9 Regional Task Force Meeting (Mid)

February 27, 2013, 3:00 – 5:00 pm
City of Red Oak, Banquet Hall

Sign In

Name	Title	Organization	Phone Number	Email Address
Teresa Barlow	Sr. Env. Planner	CAI	214-703-5151	teresa@civilassociates.com
Eric Holsten	Sr Env Planner	TxDOT Corridor Program Off.	512-334-3876	eholsten@corridorprogram.com
SANDY WESCH	Pres ENGR	NCTCOG	817-704-5632	swesch@NCTCOG.ORG
BRYAN COPELAND	JACOBS PROJ MANAGER	JACOBS	214.920.8123	bryan.copeland@jacobs.com
BRUCE HOLLEY	TRANSPORT ENGINEER	TXDOT	(214) 320-6156	Bruce.Holley@txdot.gov
Brad Piland	Public Works Director	City of Ovilla	972-617-7262	bpiland@cityofovilla.org
Steve CHUTCHIAN	PUBLIC WORKS DIRECTOR	CITY OF GLENN HEIGHTS	214 213 7824	PUBLICWORKSDIRECTOR@GLENNHEIGHTS.COM
Larry Pennington	Utility Superintendent	City of Glenn Heights	972.274.5100	Watersuper@Glennheights.com
Scott Morrow	Asst Area Engineer	TXDOT	972-938-1570	Scott.Morrow@txdot.gov

Loop 9 Regional Task Force Meeting (Mid)

February 27, 2013, 3:00 – 5:00 pm
City of Red Oak, Banquet Hall

Sign In

Name	Title	Organization	Phone Number	Email Address
DENNIS BURN	CITY MANAGER	CITY OF FERRIS	972-544-2116	DENNIS.BURN@CI.FERRIS.TX.US
BILL PARDUE	MAYOR	City of Ferris	972-743-8820	billpardue7@gmail.com
Stacy Hall	Dist. Planning Engr.	TxDOT - Dallas	2-320-6155	Stacy.Hall@txdot.gov
Leon Tate	Mayor Glenn Heights	Glenn Heights	4693378690	leontate@glennheights.com
Brian Clark	Proj. Man.	Atkins	972-588-3124	brian.clark@atkinsglobal.com
Callie Barner	Sen. Transp. Planner	Atkins	281-529-4221	callie.barner@atkinsglobal.com

Attachment B:

PowerPoint Presentation/Handout

Loop 9
Task Force Meeting

East Region:
February 25th
3:00 pm – 5:00 pm
City of Mesquite

Middle Region:
February 27th
3:00 pm – 5:00 pm
City of Red Oak

West Region:
February 28th
2:30 pm - 4:30 pm
City of Cedar Hill

Texas Department of Transportation

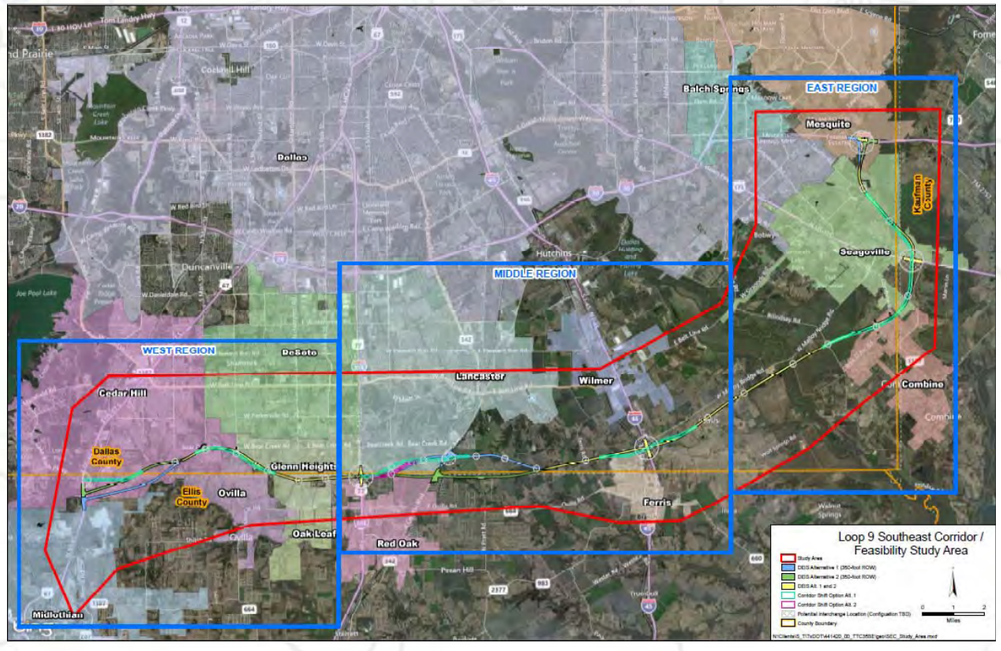
NCTCOG North Central Texas Council of Governments

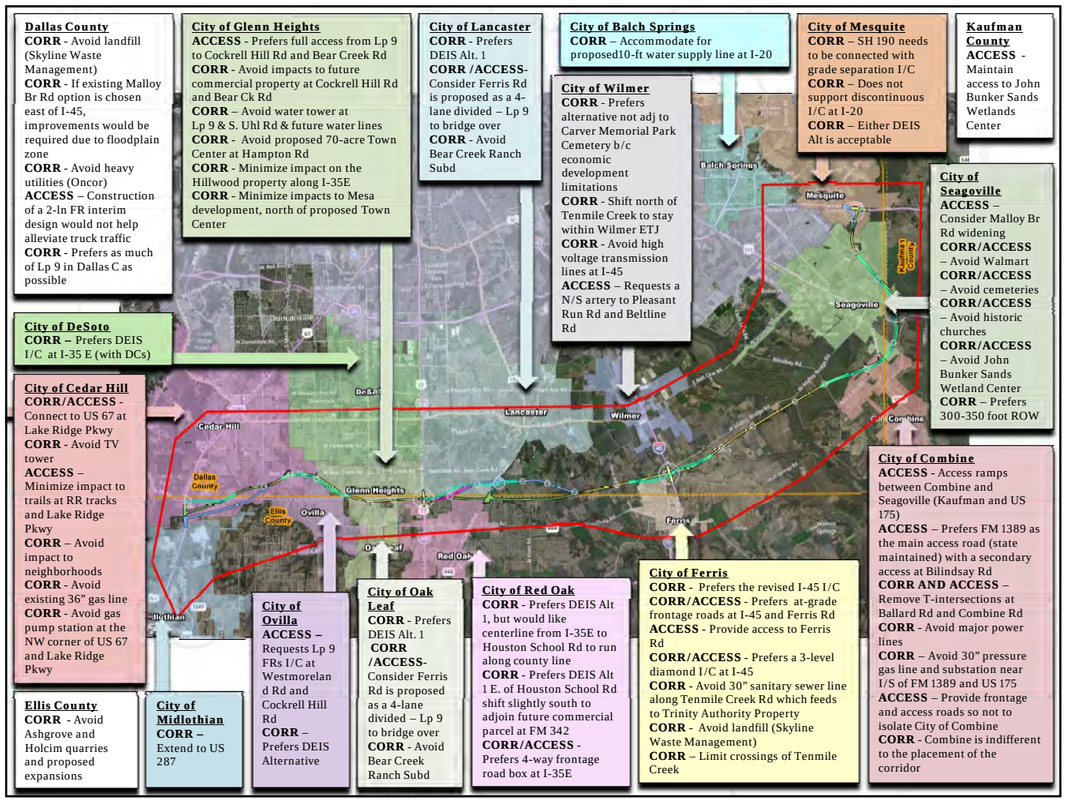
Meeting Purpose

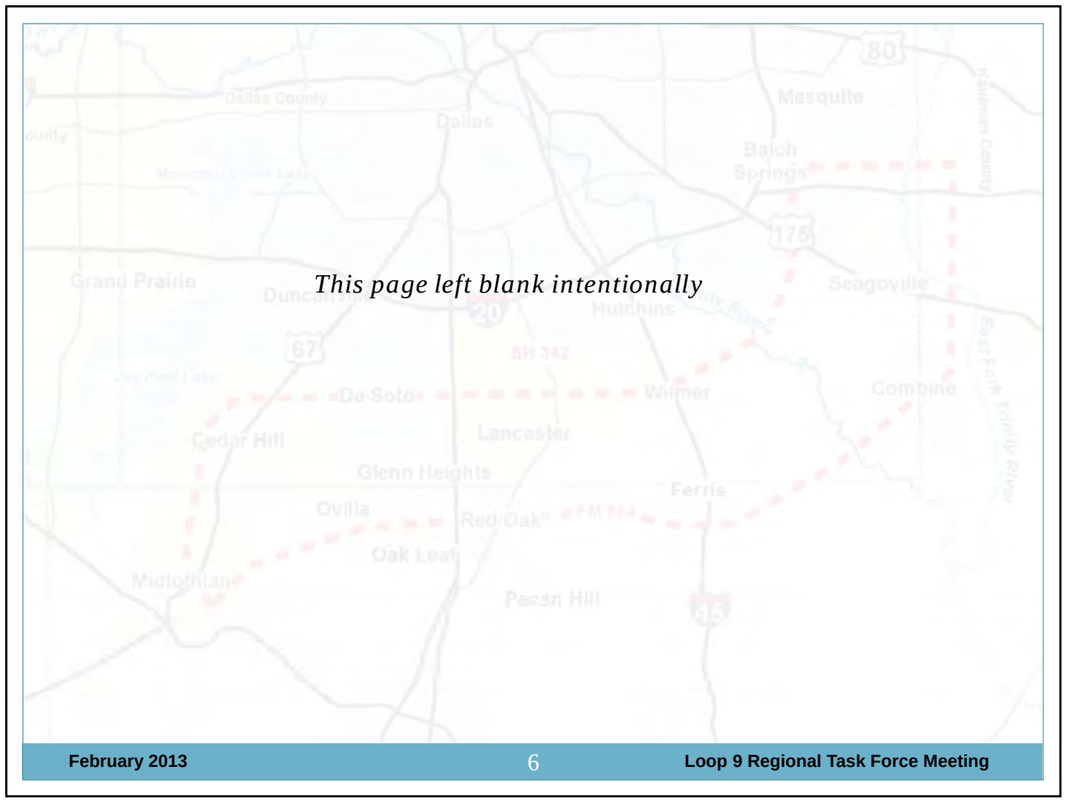
- Provide Project Status
- Confer With Task Force on Current Corridor Shift Options
- Provide Task Force the Opportunity to Comment on Current Corridor Shift Options

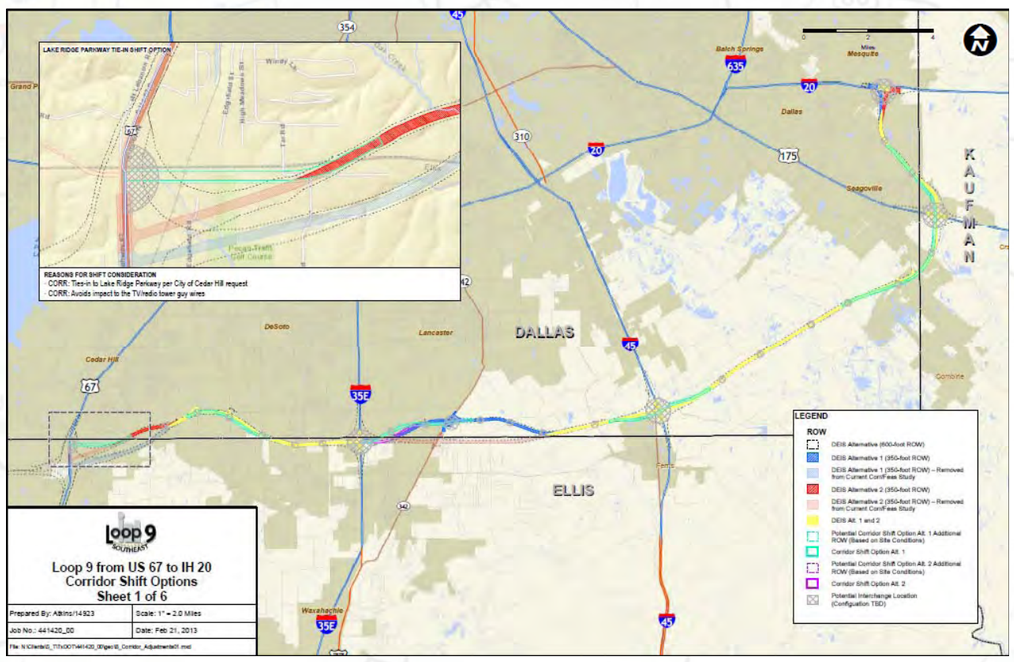
Agenda

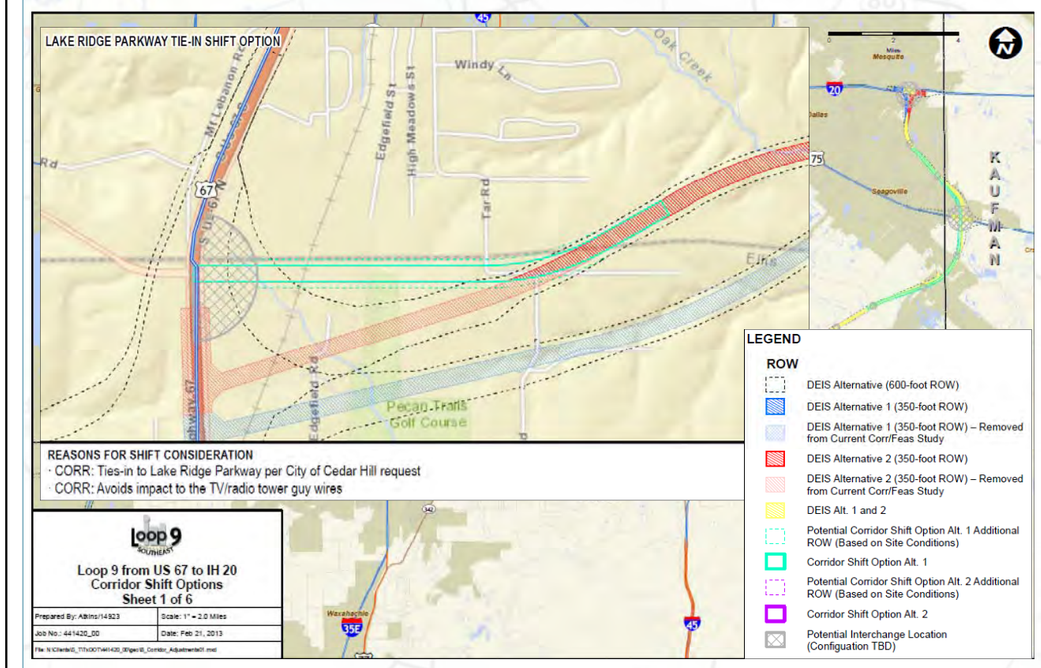
- Summary of Local Interviews
- Review of Potential Corridor Shift Considerations
- Proposed Typical Section
- Schedule
- Moving Forward
- Re-Branding of the Corridor

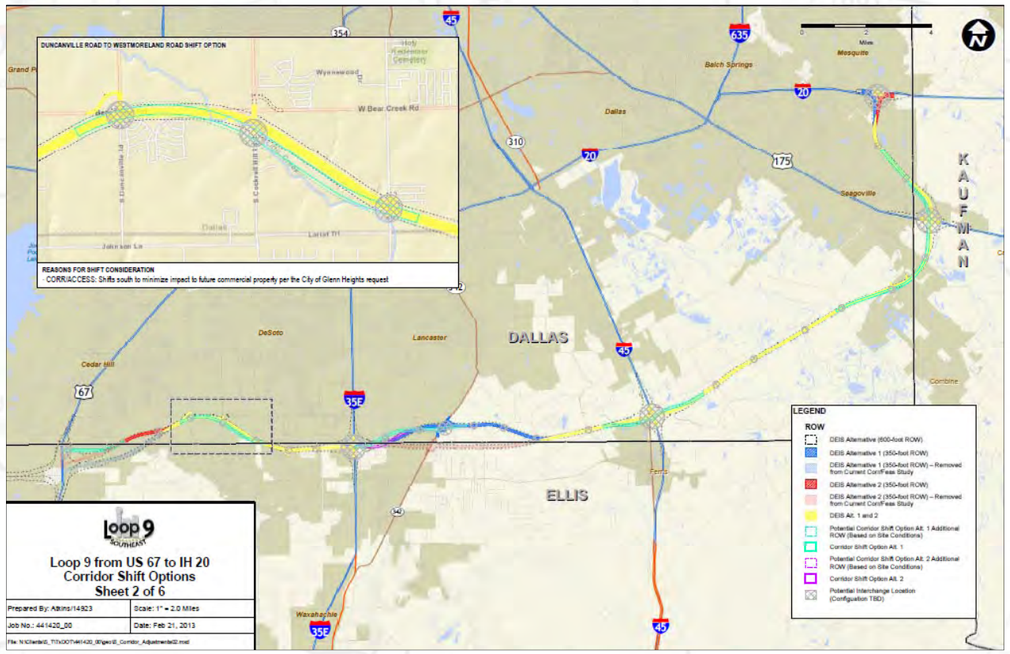



Dallas County
CORR - Avoid landfill (Skyline Waste Management)
CORR - If existing Malloy Br Rd option is chosen east of I-45, improvements would be required due to floodplain zone
CORR - Avoid heavy utilities (Oncor)
ACCESS – Construction of a 2-ln FR interim design would not help alleviate truck traffic
CORR - Prefers as much of Lp 9 in Dallas C as possible
City of Glenn Heights
ACCESS - Prefers full access from Lp 9 to Cockrell Hill Rd and Bear Creek Rd
CORR - Avoid impacts to future commercial property at Cockrell Hill Rd and Bear Ck Rd
CORR – Avoid water tower at Lp 9 & S. Uhl Rd & future water lines
CORR - Avoid proposed 70-acre Town Center at Hampton Rd
CORR - Minimize impact on the Hillwood property along I-35E
CORR - Minimize impacts to Mesa development, north of proposed Town Center
City of Lancaster
CORR - Prefers DEIS Alt. 1
CORR /ACCESS- Consider Ferris Rd is proposed as a 4-lane divided – Lp 9 to bridge over
CORR - Avoid Bear Creek Ranch Subd
City of Balch Springs
CORR – Accommodate for proposed10-ft water supply line at I-20
City of Mesquite
CORR – SH 190 needs to be connected with grade separation I/C
CORR – Does not support discontinuous I/C at I-20
CORR – Either DEIS Alt is acceptable
Kaufman County
ACCESS - Maintain access to John Bunker Sands Wetlands Center
City of Wilmer
CORR - Prefers alternative not adj to Carver Memorial Park Cemetery b/c economic development limitations
CORR - Shift north of Tenmile Creek to stay within Wilmer ETJ
CORR - Avoid high voltage transmission lines at I-45
ACCESS – Requests a N/S artery to Pleasant Run Rd and Beltline Rd
City of Seagoville
ACCESS – Consider Malloy Br Rd widening
CORR/ACCESS – Avoid Walmart
CORR/ACCESS – Avoid cemeteries
CORR/ACCESS – Avoid historic churches
CORR/ACCESS – Avoid John Bunker Sands Wetland Center
CORR – Prefers 300-350 foot ROW
City of DeSoto
CORR – Prefers DEIS I/C at I-35 E (with DCs)
City of Cedar Hill
CORR/ACCESS - Connect to US 67 at Lake Ridge Pkwy
CORR - Avoid TV tower
ACCESS – Minimize impact to trails at RR tracks and Lake Ridge Pkwy
CORR – Avoid impact to neighborhoods
CORR - Avoid existing 36" gas line
CORR - Avoid gas pump station at the NW corner of US 67 and Lake Ridge Pkwy
City of Combine
ACCESS - Access ramps between Combine and Seagoville (Kaufman and US 175)
ACCESS – Prefers FM 1389 as the main access road (state maintained) with a secondary access at Bilindsay Rd
CORR AND ACCESS – Remove T-intersections at Ballard Rd and Combine Rd
CORR - Avoid major power lines
CORR – Avoid 30" pressure gas line and substation near I/S of FM 1389 and US 175
ACCESS – Provide frontage and access roads so not to isolate City of Combine
CORR - Combine is indifferent to the placement of the corridor
Ellis County
CORR - Avoid Ashgrove and Holcim quarries and proposed expansions
City of Midlothian
CORR – Extend to US 287
City of Ovilla
ACCESS – Requests Lp 9 FRs I/C at Westmoreland Rd and Cockrell Hill Rd
CORR – Prefers DEIS Alternative
City of Oak Leaf
CORR - Prefers DEIS Alt. 1
CORR /ACCESS- Consider Ferris Rd is proposed as a 4-lane divided – Lp 9 to bridge over
CORR - Avoid Bear Creek Ranch Subd
City of Red Oak
CORR - Prefers DEIS Alt 1, but would like centerline from I-35E to Houston School Rd to run along county line
CORR - Prefers DEIS Alt 1 E. of Houston School Rd shift slightly south to adjoin future commercial parcel at FM 342
CORR/ACCESS - Prefers 4-way frontage road box at I-35E
City of Ferris
CORR - Prefers the revised I-45 I/C
CORR/ACCESS - Prefers at-grade frontage roads at I-45 and Ferris Rd
ACCESS - Provide access to Ferris Rd
CORR/ACCESS - Prefers a 3-level diamond I/C at I-45
CORR - Avoid 30" sanitary sewer line along Tenmile Creek Rd which feeds to Trinity Authority Property
CORR - Avoid landfill (Skyline Waste Management)
CORR – Limit crossings of Tenmile Creek
Balch Springs
Mesquite
Seagoville
Lancaster
Wilmer
Combine
Cedar Hill
Dallas County
Glenn Heights
Ellis County
Ovilla
Ferris
Red Oak
Oak Leaf
Hutchins
Kaufman County

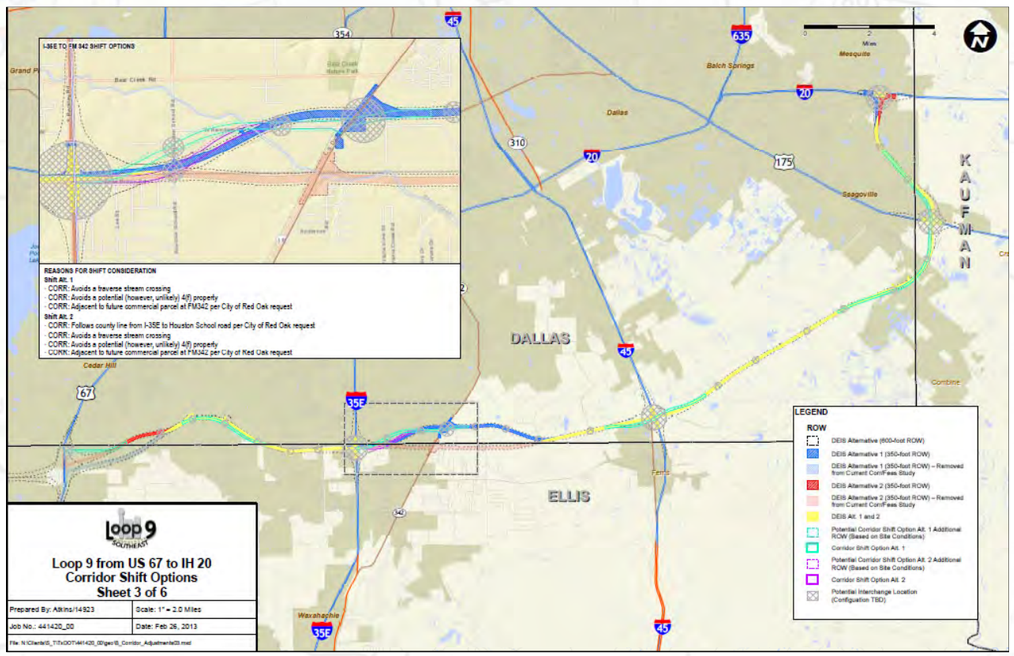

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Dallas
Mesquite
Balch Springs
Grand Prairie
Duncanville
Hutchins
Seagoville
Joe Pool Lake
DeSoto
Wilmer
Combine
Cedar Hill
Lancaster
Glenn Heights
Ferris
Ovilla
Red Oak
FM 664
Oak Leaf
Midlothian
Pecan Hill
BH 342
67
20
175
35E
February 2013
6
Loop 9 Regional Task Force Meeting


LAKE RIDGE PARKWAY TIE-IN SHIFT OPTION
REASONS FOR SHIFT CONSIDERATION
CORR: Ties-in to Lake Ridge Parkway per City of Cedar Hill request
CORR: Avoids impact to the TV/radio tower guy wires
DALLAS
ELLIS
KAUFMAN
LEGEND
ROW
Loop 9 from US 67 to IH 20
Corridor Shift Options
Sheet 1 of 6
Prepared By: Atkins/14923
Scale: 1" = 2.0 Miles
Job No.: 441420_00
Date: Feb 21, 2013

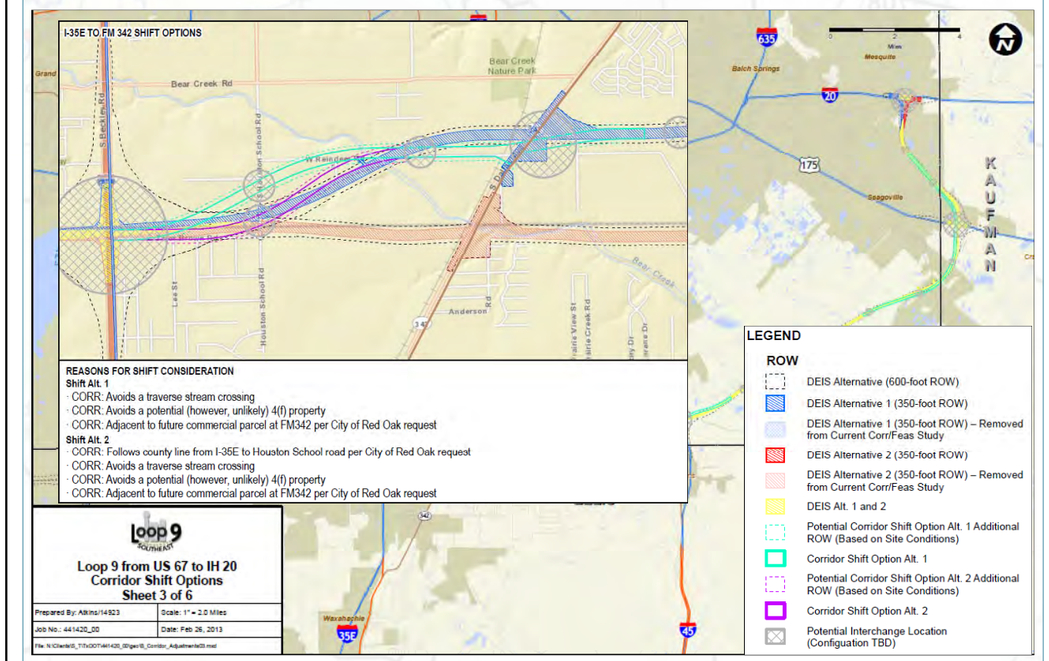

LAKE RIDGE PARKWAY TIE-IN SHIFT OPTION
REASONS FOR SHIFT CONSIDERATION
· CORR: Ties-in to Lake Ridge Parkway per City of Cedar Hill request
· CORR: Avoids impact to the TV/radio tower guy wires
LEGEND
ROW
DEIS Alternative (600-foot ROW)
DEIS Alternative 1 (350-foot ROW)
DEIS Alternative 1 (350-foot ROW) – Removed from Current Corr/Feas Study
DEIS Alternative 2 (350-foot ROW)
DEIS Alternative 2 (350-foot ROW) – Removed from Current Corr/Feas Study
DEIS Alt. 1 and 2
Potential Corridor Shift Option Alt. 1 Additional ROW (Based on Site Conditions)
Corridor Shift Option Alt. 1
Potential Corridor Shift Option Alt. 2 Additional ROW (Based on Site Conditions)
Corridor Shift Option Alt. 2
Potential Interchange Location (Configuation TBD)
Loop 9 from US 67 to IH 20
Corridor Shift Options
Sheet 1 of 6
Prepared By: Atkins/14923
Scale: 1" = 2.0 Miles
Job No.: 441420_00
Date: Feb 21, 2013


DUNCANVILLE ROAD TO WESTMORELAND ROAD SHIFT OPTION
REASONS FOR SHIFT CONSIDERATION
CORR/ACCESS: Shifts south to minimize impact to future commercial property per the City of Glenn Heights request
Wynnewood
W Bear Creek Rd
Dallas
Lariat Tr
Johnson Ln
Seagoville
Balch Springs
Mesquite
DeSoto
Lancaster
Cedar Hill
DALLAS
ELLIS
KAUFMAN
Combine
Ferris
Waxahachie
LEGEND
ROW
DEIS Alternative (600-foot ROW)
DEIS Alternative 1 (350-foot ROW)
DEIS Alternative 1 (350-foot ROW) – Removed from Current Corr/Feas Study
DEIS Alternative 2 (350-foot ROW)
DEIS Alternative 2 (350-foot ROW) – Removed from Current Corr/Feas Study
DEIS Alt. 1 and 2
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Corridor Shift Option Alt. 1
Potential Corridor Shift Option Alt. 2 Additional ROW (Based on Site Conditions)
Corridor Shift Option Alt. 2
Potential Interchange Location (Configuation TBD)
Loop 9 from US 67 to IH 20
Corridor Shift Options
Sheet 2 of 6
Prepared By: Atkins/14923
Scale: 1" = 2.0 Miles
Job No.: 441420_00
Date: Feb 21, 2013

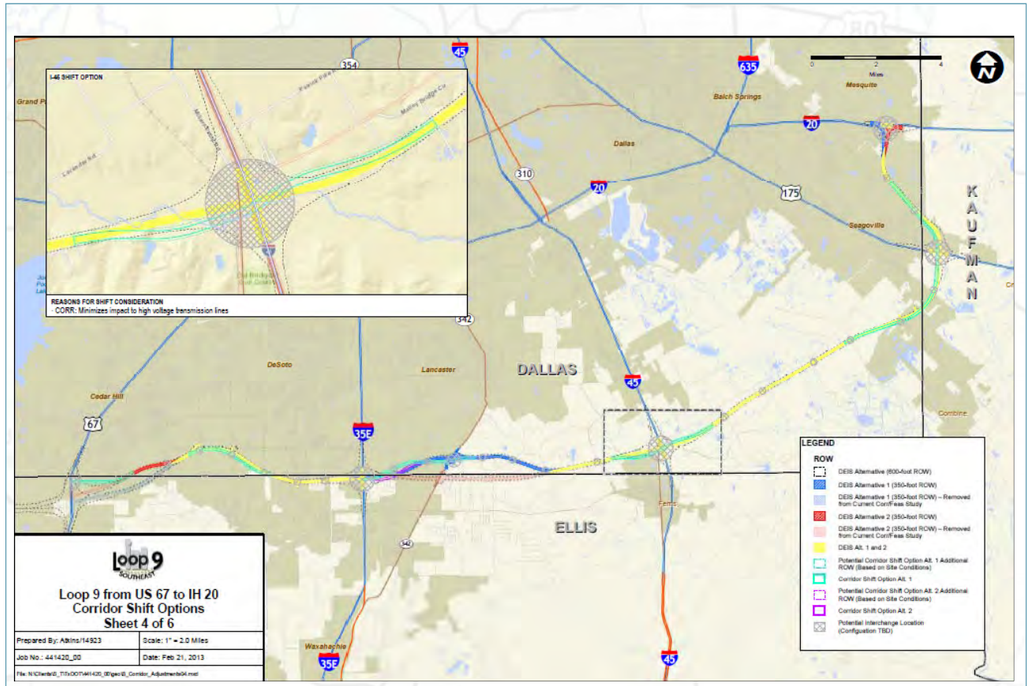

DUNCANVILLE ROAD TO WESTMORELAND ROAD SHIFT OPTION
REASONS FOR SHIFT CONSIDERATION
· CORR/ACCESS: Shifts south to minimize impact to future commercial property per the City of Glenn Heights request
Wynnewood
Holy Redeemer Cemetery
W Bear Creek Rd
Bear Creek Rd
S Duncanville Rd
S Cockrell Hill Rd
Dallas
Lariat Tr
Johnson Ln
Seagoville
Mesquite
ELLIS
KAUFMAN
Waxahachie
LEGEND
ROW
DEIS Alternative (600-foot ROW)
DEIS Alternative 1 (350-foot ROW)
DEIS Alternative 1 (350-foot ROW) – Removed from Current Corr/Feas Study
DEIS Alternative 2 (350-foot ROW)
DEIS Alternative 2 (350-foot ROW) – Removed from Current Corr/Feas Study
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Corridor Shift Option Alt. 1
Potential Corridor Shift Option Alt. 2 Additional ROW (Based on Site Conditions)
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Potential Interchange Location (Configuation TBD)
Loop 9 from US 67 to IH 20
Corridor Shift Options
Sheet 2 of 6
Prepared By: Atkins/14923
Scale: 1" = 2.0 Miles
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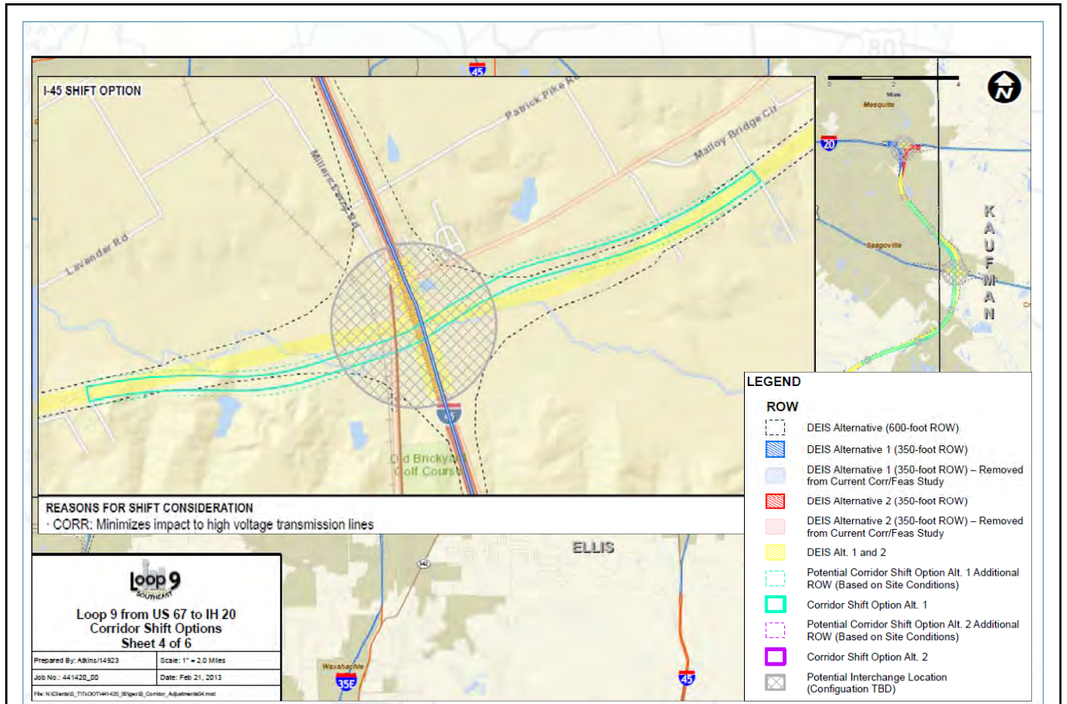


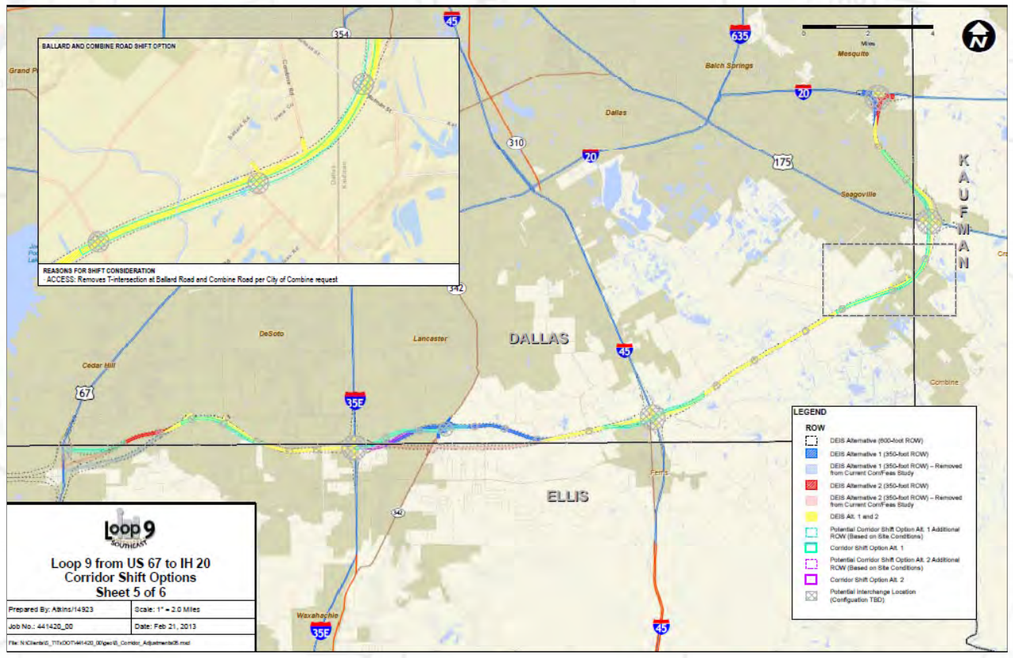
February 2013 11 Loop 9 Regional Task Force Meeting

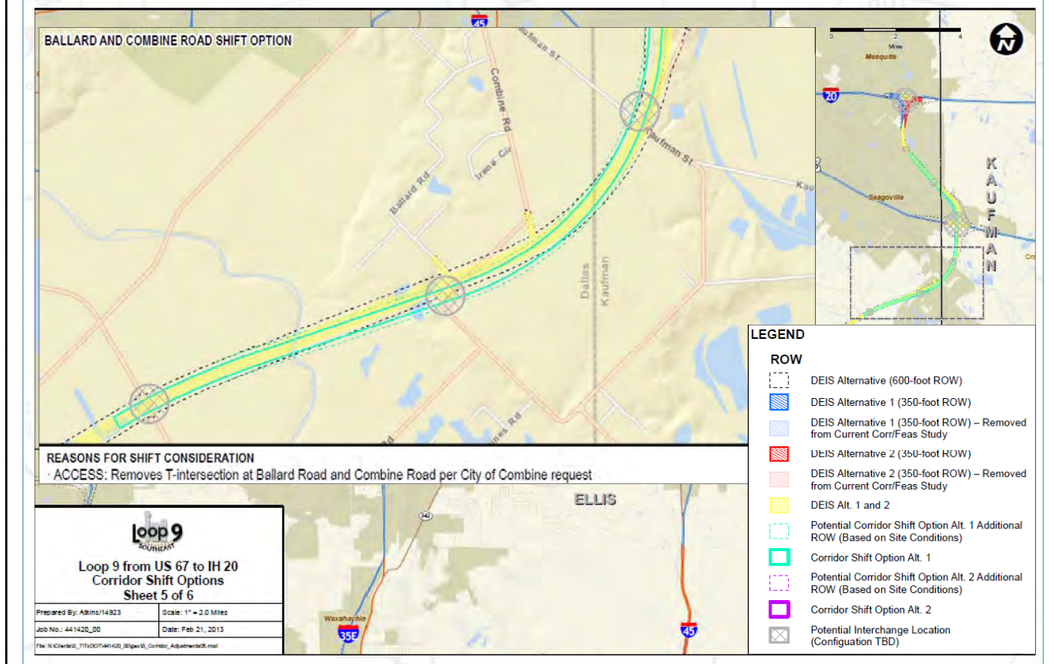


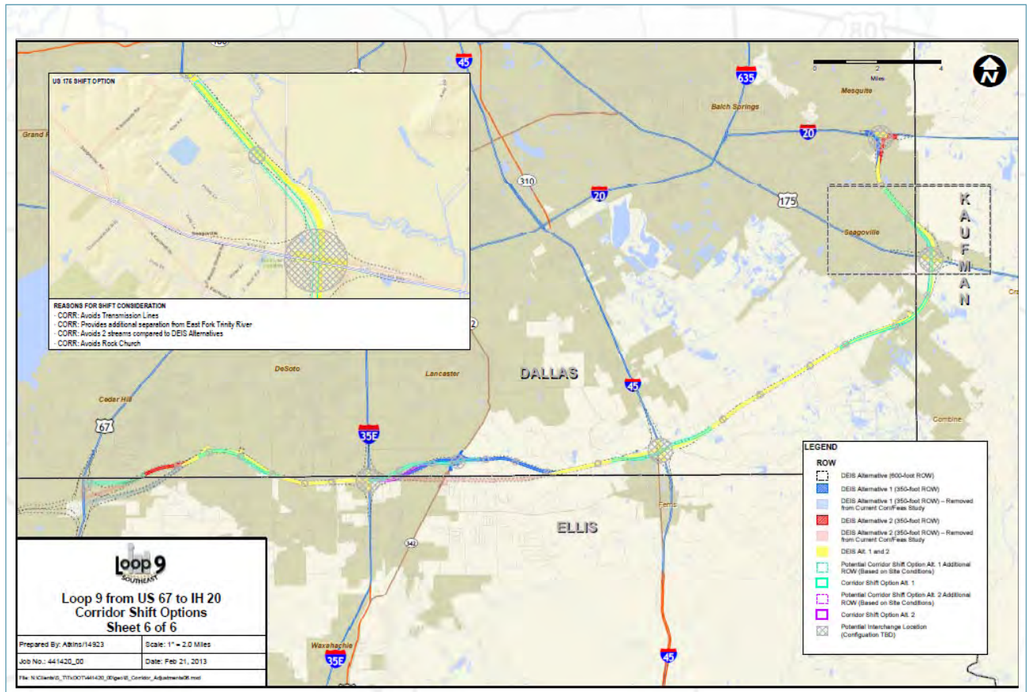
February 2013 12 Loop 9 Regional Task Force Meeting

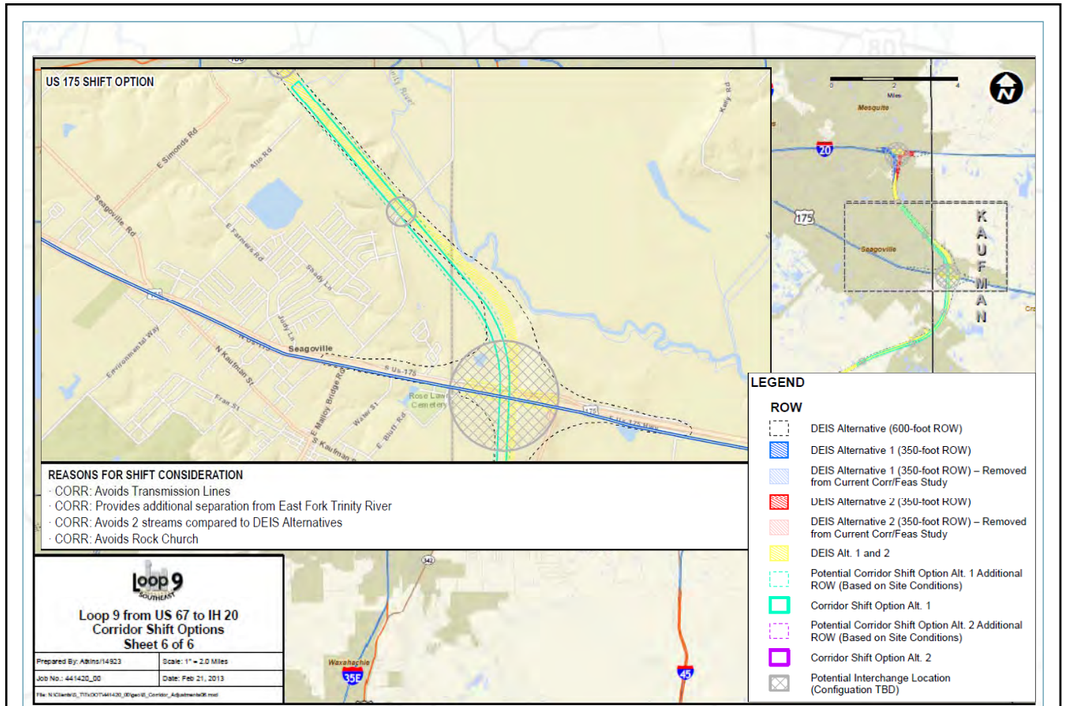

I-45 SHIFT OPTION
REASONS FOR SHIFT CONSIDERATION
· CORR: Minimizes impact to high voltage transmission lines
Loop 9 from US 67 to IH 20
Corridor Shift Options
Sheet 4 of 6
Prepared By: Atkins/14923
Scale: 1" = 2.0 Miles
Job No.: 441420_00
Date: Feb 21, 2013
LEGEND
ROW
DEIS Alternative (600-foot ROW)
DEIS Alternative 1 (350-foot ROW)
DEIS Alternative 1 (350-foot ROW) – Removed from Current Corr/Feas Study
DEIS Alternative 2 (350-foot ROW)
DEIS Alternative 2 (350-foot ROW) – Removed from Current Corr/Feas Study
DEIS Alt. 1 and 2
Potential Corridor Shift Option Alt. 1 Additional ROW (Based on Site Conditions)
Corridor Shift Option Alt. 1
Potential Corridor Shift Option Alt. 2 Additional ROW (Based on Site Conditions)
Corridor Shift Option Alt. 2
Potential Interchange Location (Configuation TBD)
DALLAS
ELLIS
KAUFMAN
Dallas
Balch Springs
Mesquite
Seagoville
DeSoto
Lancaster
Cedar Hill
Combine
Waxahachie


I-45 SHIFT OPTION
REASONS FOR SHIFT CONSIDERATION
· CORR: Minimizes impact to high voltage transmission lines
Loop 9 from US 67 to IH 20
Corridor Shift Options
Sheet 4 of 6
Prepared By: Atkins/14923
Scale: 1" = 2.0 Miles
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LEGEND
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Corridor Shift Option Alt. 1
Potential Corridor Shift Option Alt. 2 Additional ROW (Based on Site Conditions)
Corridor Shift Option Alt. 2
Potential Interchange Location (Configuation TBD)
ELLIS
KAUFMAN
Mesquite
Seagoville
Lavender Rd
Patrick Pike Rd
Malloy Bridge Cir
Waxahachie


BALLARD AND COMBINE ROAD SHIFT OPTION
REASONS FOR SHIFT CONSIDERATION
ACCESS: Removes T-intersection at Ballard Road and Combine Road per City of Combine request
DALLAS
ELLIS
KAUFMAN
LEGEND
ROW
Loop 9 from US 67 to IH 20
Corridor Shift Options
Sheet 5 of 6

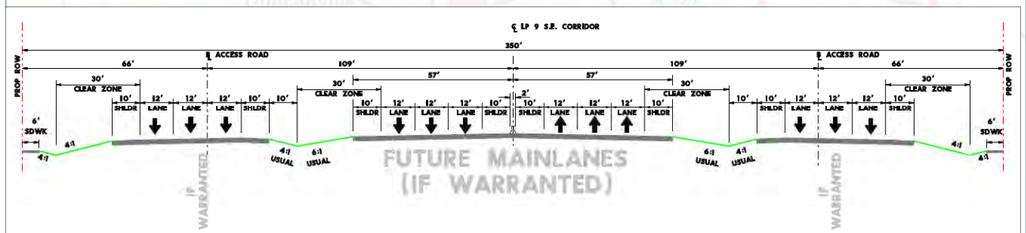

BALLARD AND COMBINE ROAD SHIFT OPTION
REASONS FOR SHIFT CONSIDERATION
ACCESS: Removes T-intersection at Ballard Road and Combine Road per City of Combine request
ELLIS
KAUFMAN
LEGEND
ROW
DEIS Alternative (600-foot ROW)
DEIS Alternative 1 (350-foot ROW)
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DEIS Alternative 2 (350-foot ROW)
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Corridor Shift Option Alt. 1
Potential Corridor Shift Option Alt. 2 Additional ROW (Based on Site Conditions)
Corridor Shift Option Alt. 2
Potential Interchange Location (Configuation TBD)
Loop 9 from US 67 to IH 20
Corridor Shift Options
Sheet 5 of 6


US 175 SHIFT OPTION
REASONS FOR SHIFT CONSIDERATION
· CORR: Avoids Transmission Lines
· CORR: Provides additional separation from East Fork Trinity River
· CORR: Avoids 2 streams compared to DEIS Alternatives
· CORR: Avoids Rock Church
Loop 9 from US 67 to IH 20
Corridor Shift Options
Sheet 6 of 6
Prepared By: Atkins/14923
Scale: 1" = 2.0 Miles
Job No.: 441420_00
Date: Feb 21, 2013
LEGEND
ROW
DEIS Alternative (600-foot ROW)
DEIS Alternative 1 (350-foot ROW)
DEIS Alternative 1 (350-foot ROW) – Removed from Current Corr/Feas Study
DEIS Alternative 2 (350-foot ROW)
DEIS Alternative 2 (350-foot ROW) – Removed from Current Corr/Feas Study
DEIS Alt. 1 and 2
Potential Corridor Shift Option Alt. 1 Additional ROW (Based on Site Conditions)
Corridor Shift Option Alt. 1
Potential Corridor Shift Option Alt. 2 Additional ROW (Based on Site Conditions)
Corridor Shift Option Alt. 2
Potential Interchange Location (Configuation TBD)
DALLAS
ELLIS
KAUFMAN
Mesquite
Seagoville
Lancaster
DeSoto
Cedar Hill
Combine
Ferris
Waxahachie
Batch Springs


US 175 SHIFT OPTION
REASONS FOR SHIFT CONSIDERATION
· CORR: Avoids Transmission Lines
· CORR: Provides additional separation from East Fork Trinity River
· CORR: Avoids 2 streams compared to DEIS Alternatives
· CORR: Avoids Rock Church
Loop 9 from US 67 to IH 20
Corridor Shift Options
Sheet 6 of 6
Prepared By: Atkins/14923
Scale: 1" = 2.0 Miles
Job No.: 441420_00
Date: Feb 21, 2013
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DEIS Alternative 1 (350-foot ROW) – Removed from Current Corr/Feas Study
DEIS Alternative 2 (350-foot ROW)
DEIS Alternative 2 (350-foot ROW) – Removed from Current Corr/Feas Study
DEIS Alt. 1 and 2
Potential Corridor Shift Option Alt. 1 Additional ROW (Based on Site Conditions)
Corridor Shift Option Alt. 1
Potential Corridor Shift Option Alt. 2 Additional ROW (Based on Site Conditions)
Corridor Shift Option Alt. 2
Potential Interchange Location (Configuation TBD)
Seagoville
KAUFMAN
Mesquite
Waxahachie

Proposed Typical Section

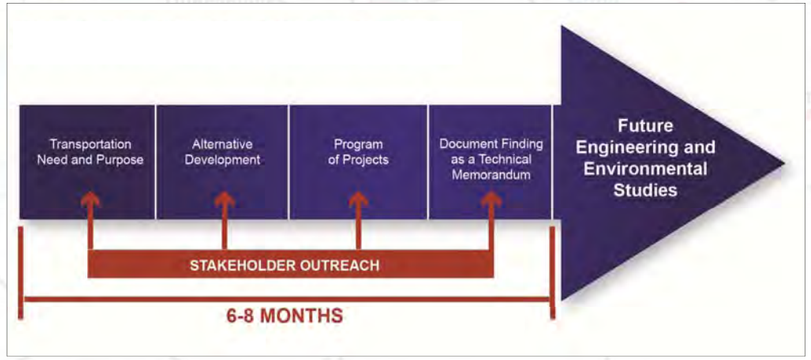
Right-of-Way Approximately 350’



Mainlanes & Frontage Roads with Shoulder and Sidewalks

Schedule

Corridor/Feasibility Study Process Timeline



Moving Forward

- Loop 9 Website and Public Meetings
- Resource Agency and Major Stakeholder Coordination Meetings
- Travel Demand Modeling
- Cost Estimates
- Potential Social, Economic and Environmental Effects
- Prioritization and Implementation Plan
- Final Report



- Re-branding Option Discussed During Local Official Interviews
- Loop 9 Name Will Stay the Same
- Loop 9 Logo May be Revised

Comments

Please submit comments by Friday March 15, 2013 via email to:

Brian Clark, P.E.
Project Manager, Transportation Design
Atkins
Brian.Clark@atkinsglobal.com

QUESTIONS

Attachment C:

Photos of Open House Set Up







West Region Task Force Meeting Summary

Date: February 28, 2013 **Time:** 2:30 PM – 4:30 PM

Project: Loop 9 Southeast

Location: Cedar Hill Recreation Center
310 East Parkerville Rd.
Cedar Hill, TX 75104

Purpose: Provide Project Status of Loop 9 per Local Official Interviews

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

Attachment A: Sign-in Sheet
Attachment B: PowerPoint Presentation/Handout
Attachment C: Photos of Open House Set Up
Attachment D: Comments Formally Received Post Regional Meetings

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1. **Open House**
   - The preliminary shift options were presented at the Open House on six large aerial exhibits. The options were the developed as a result of information gathered during local interviews and/or environmental constraints and design considerations.
   - The project team was available to answer questions from the Task Force (see **Attachment A** to view attendees) as needed.

2. **Presentation** (see **Attachment B** for the PowerPoint presentation/handout).
   - Loop 9 project team presented the following:
     - Meeting Purpose
     - Agenda
     - Three Regional Task Force (TF) Meeting Locations
     - Corridor / Access comments made during November and December 2012 local official interviews
     - Proposed corridor shift options in response to the local official interviews and/or environmental constraints and design considerations
     - Proposed ultimate typical section
     - Schedule
     - Next steps
     - Meeting comment timeframe of March 15th to email comments to Brian Clark, P.E.
     - Loop 9 name would remain the same per responses from local interviews

3. **Questions/Comments**
   - **Grady Smithey**
     - Mr. Smithey asked about the phasing of the projects. He indicated that he was under the impression that the section from I-35E to I-45 would be the first section to be environmental cleared and constructed. Additionally, he was under the impression that the second section to be environmental cleared and constructed would be the section from US 67 to I-35E. The project team responded that the priority sections of the Loop 9 project would be determined after ongoing traffic modeling is complete. The traffic

modeling would indicate what sections are needed most. The result of the Corridor/Feasibility Study would be a program of projects outlining priority sections.

- **Unknown Commenter**
  - A question was asked regarding what kind of lighting would be included in the design. The project team responded that the lighting would be analyzed as part of the NEPA/Design process.
- **Unknown Commenter**
  - A question was asked regarding the thickness of pavement. The project team responded that the pavement thickness would be analyzed as part of the NEPA/Design/Final Design process.
- **Unknown Commenter**
  - A question was asked regarding what changed to the typical section since the October 2012 Task Force Meeting. The project team responded that changes were made to be compliant with the Complete Streets concept. A 6-foot outside sidewalk was added. Additionally, the outside lane for access roads was revised from 14 feet to 12 feet. By maintaining a 10-foot shoulder, a 14-foot lane would not be required to remain Complete Streets compliant.
  - A question was asked if the current drainage concept anticipated open ditch flow. The project team responded that an enclosed curb and gutter system is not being considered at this time based on an effort to keep project costs down.
- **Grady Smithey**
  - Mr. Smithey asked about the current available funding for the Loop 9 project. The project team responded that TxDOT has $50 million earmarked for the project. NCTCOG responded that the Regional Transportation Council also had $50 million available for the project.
- **Grady Smithey**
  - Mr. Smithey asked if the available $100 million of funding would be used to buy right-of-way. The project team responded it is possible.
- **Unknown Commenter**
  - A question was asked if the Corridor/Feasibility Study corridor shifted outside the previous preliminary DEIS study area limits, would this impact the schedule. The project team responded that a suggested shift outside the previous DEIS preliminary DEIS limits could result in an impact to schedule because additional environmental resource information would need to be obtained to analyze the environmental impacts of shifts outside the DEIS study area. However, per the local interviews conducted in November and December 2012 there were no major shifts suggested that would involve extensive additional studies.

4. Extended Open House (see **Attachment C** for photos of the open house set up**)**

- The project team indicated there were red markers around the room for participants to place comments on the aerial exhibits, such as information related to the proposed options or the Loop 9 corridor.
- The project team responded to questions as needed.
- Major Discussion Topics
  - Rod Tyler, Planning Division for City of Cedar Hill suggested shifting the corridor south closer to the Dallas/Ellis County line from Joe Wilson Rd. east to Westmoreland Rd.
  - Chris Parvin, City Council Member for the City of Cedar Hill suggested not to tie-in to Lake Ridge Parkway because of the future impacts of increased traffic to the communities west of US 67.

Attachment A:

Sign-in Sheet

Loop 9 Regional Task Force Meeting (West)

February 28, 2013, 2:30 – 4:30 pm
City of Cedar Hill
Recreation Center, Bluebonnet/Mockingbird Rm

Sign In

Name	Title	Organization	Phone Number	Email Address
BRUCE HOLLEY	TRANSP. ENGINEER	TXDOT	214 320-6156	Bruce.Holley@txdot.gov
Grady Smithey	OLD CURMUDGEON	NIMROD ASSOCIATES	972-298-0775	GRADYSMITHEY@SBCGLOBAL.NET
Elias Sassoun	Public Works Director	City of Cedar Hill	972-291-5100	elias.sassoun@cedarhilltx.com
Rod W. Tyler	Planning	Cedar Hill	↓ same	rod.tyler@cedarhilltx.com
Tom Johnson	DIRECTOR PUBLIC WORKS	DESOTO	972-230-9614	tjohnson@desototexas.gov
Abe Bekele	Transportation Engineer	CAI	214-703-5151	abe@civilassociates.com
Roger Kithcell	Sr. Group Manager	Atkins		roger.kithcell@atkinsglobal.com
JEFF NEAL	PROGRAM MANAGER	NCTCOG	(817) 608-2345	jneal@nctcog.org
BRYAN COPELAND	JACOBS PROJ MANAGER	JACOBS	214.920.8123	bryan.copeland@jacobs.com

Loop 9 Regional Task Force Meeting (West)

February 28, 2013, 2:30 – 4:30 pm
City of Cedar Hill
Recreation Center, Bluebonnet/Mockingbird Rm

Sign In

Name	Title	Organization	Phone Number	Email Address
DAON STEPHENS	TRANSPORTATION PLANNER	City of GRAND PRAIRIE	972 237-8319	dstephen@gPTX.ORG
MIKE ADAMS	CITY ENGINEER	CITY OF MIDLOTHIAN	972-775-7105	mike.adams@midlothian.tx.us
Bill Houston	mayor	city of midlothian	817/319-5006	bill.houston@midlothian.tx.us
Don Hastings	city Manager	City of Midlothian	972-775-7795	don.hastings@midlothian.tx.us
DANIEL HAYDEN	mayor Pro Tem CEDAR HILL	City of CEDAR HILL	972-365-8049	haydenfy citizen@cedarhill.tx.us
DANIEL CLAYTON	LEGISLATIVE AIDE	SENATOR ROYCE WEST	214 741 0123	DANIEL.CLAYTON@SENATE.STATE.TX.US
CHRIS PARVIN	Council MEMBER	Cedar Hill	214-475-1200	chris.parvin@cedarhilltx.com
Jami McCain	Council-Cedar Hill		817-829-2381	jami.mccain@cedarhilltx.com
Callie Barner				
Brain Clark				

Attachment B:

PowerPoint Presentation/Handout

Loop 9
Task Force Meeting

East Region:
February 25th
3:00 pm – 5:00 pm
City of Mesquite

Middle Region:
February 27th
3:00 pm – 5:00 pm
City of Red Oak

West Region:
February 28th
2:30 pm - 4:30 pm
City of Cedar Hill

Texas Department of Transportation

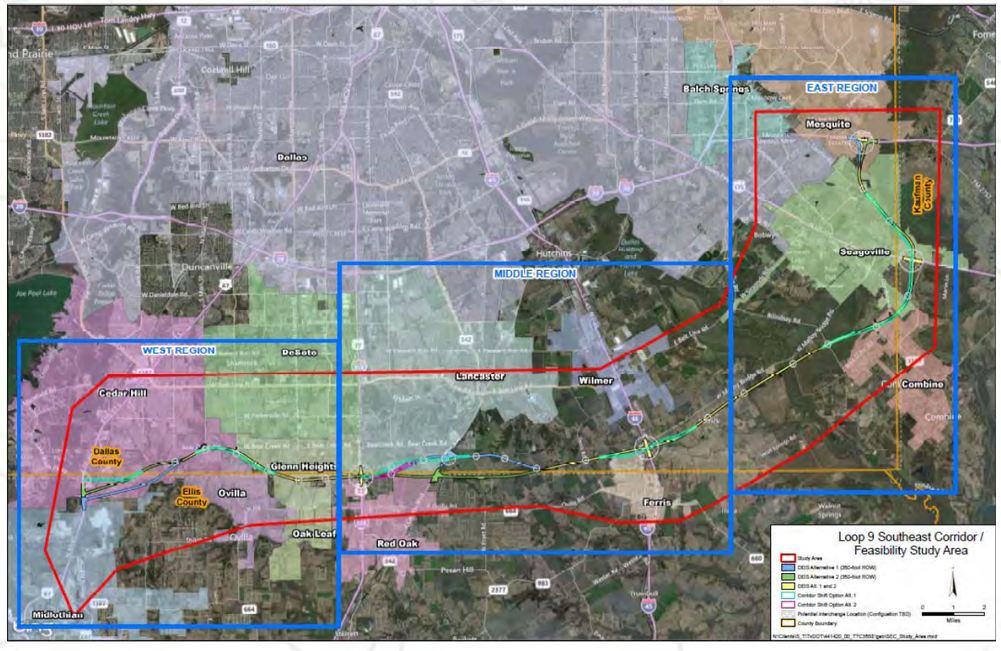
NCTCOG North Central Texas Council of Governments

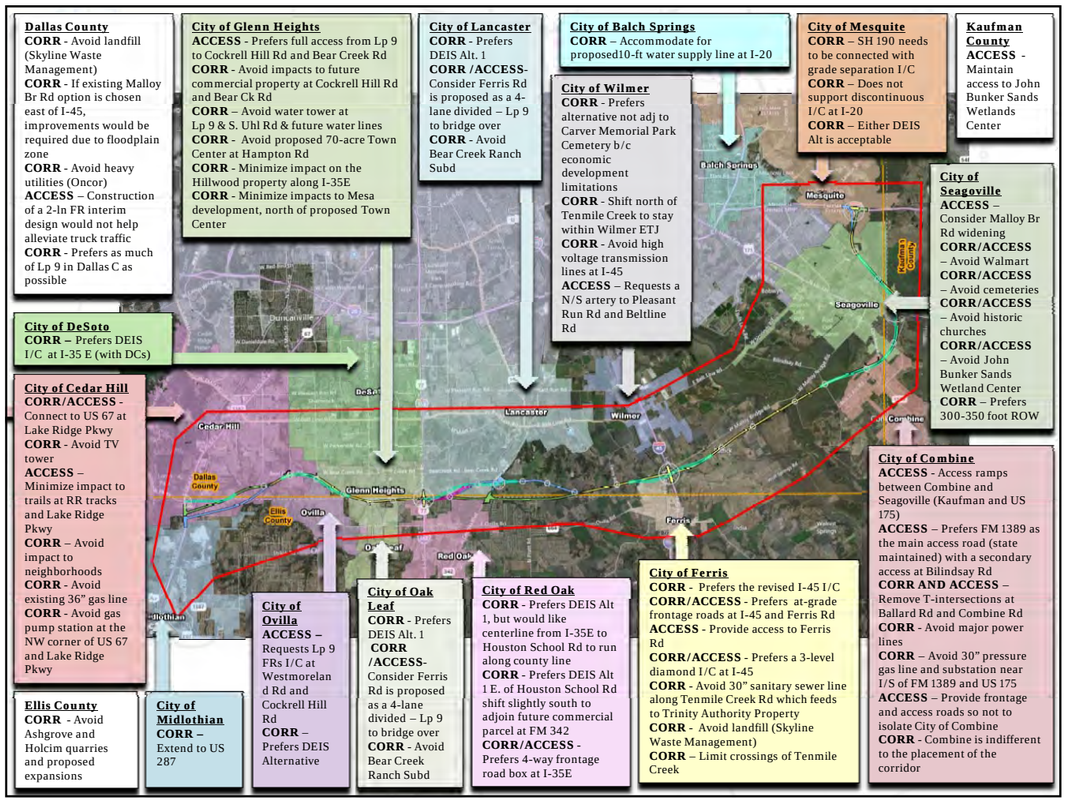
Meeting Purpose

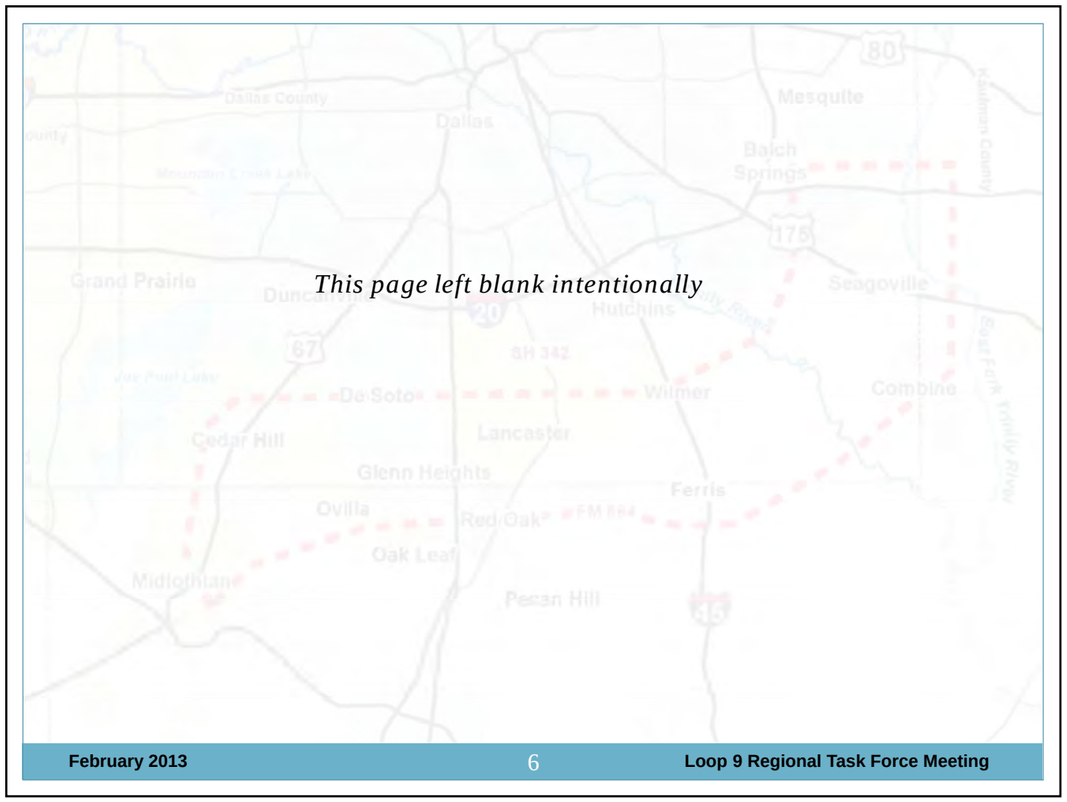
- Provide Project Status
- Confer With Task Force on Current Corridor Shift Options
- Provide Task Force the Opportunity to Comment on Current Corridor Shift Options

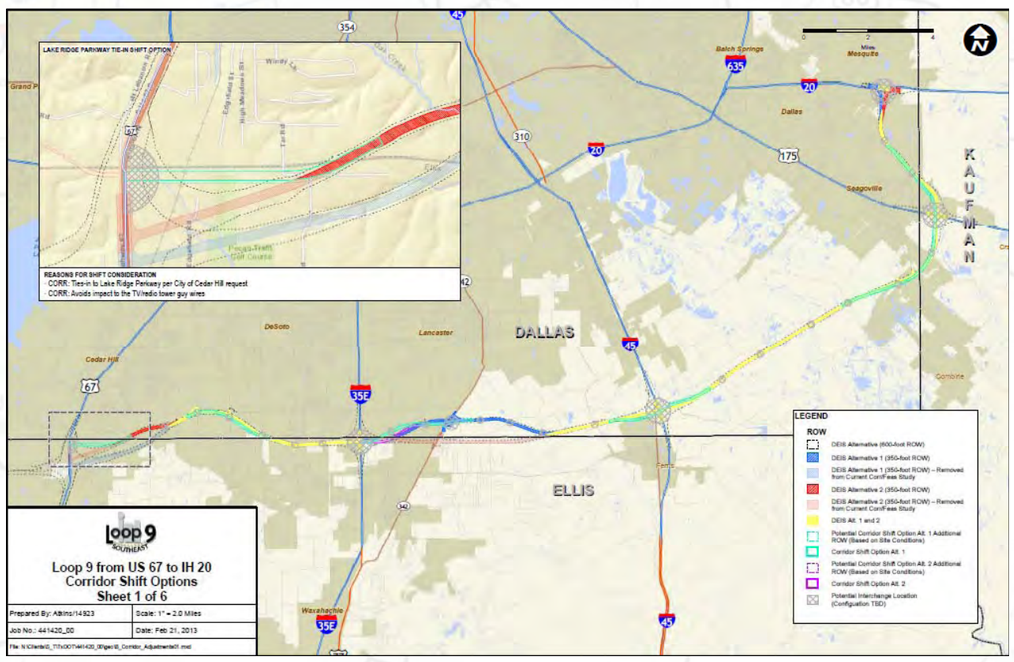
Agenda

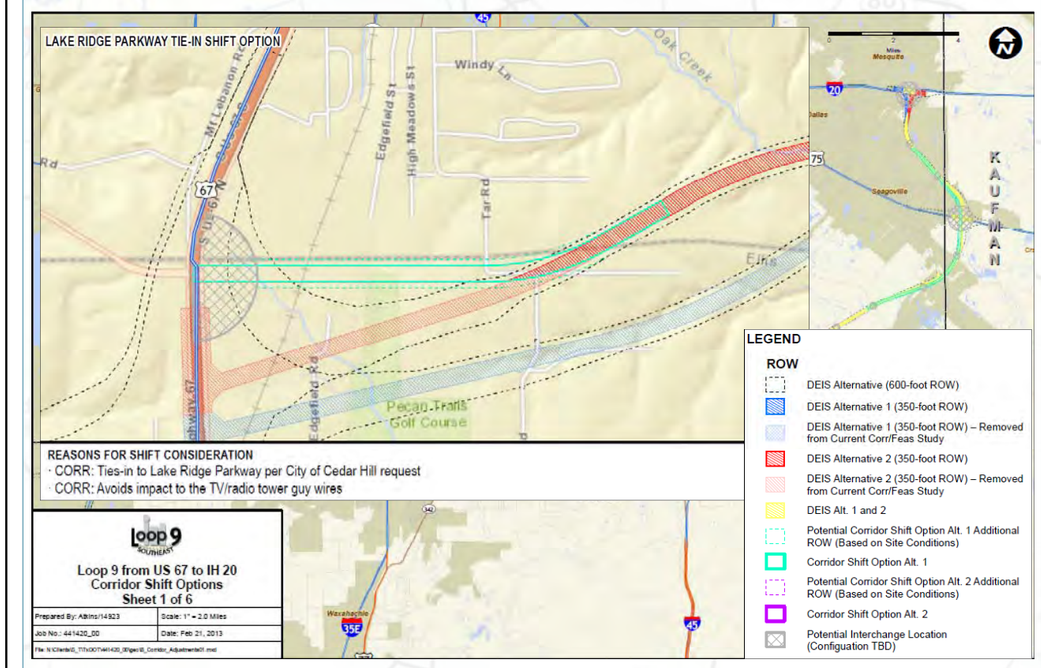
- Summary of Local Interviews
- Review of Potential Corridor Shift Considerations
- Proposed Typical Section
- Schedule
- Moving Forward
- Re-Branding of the Corridor

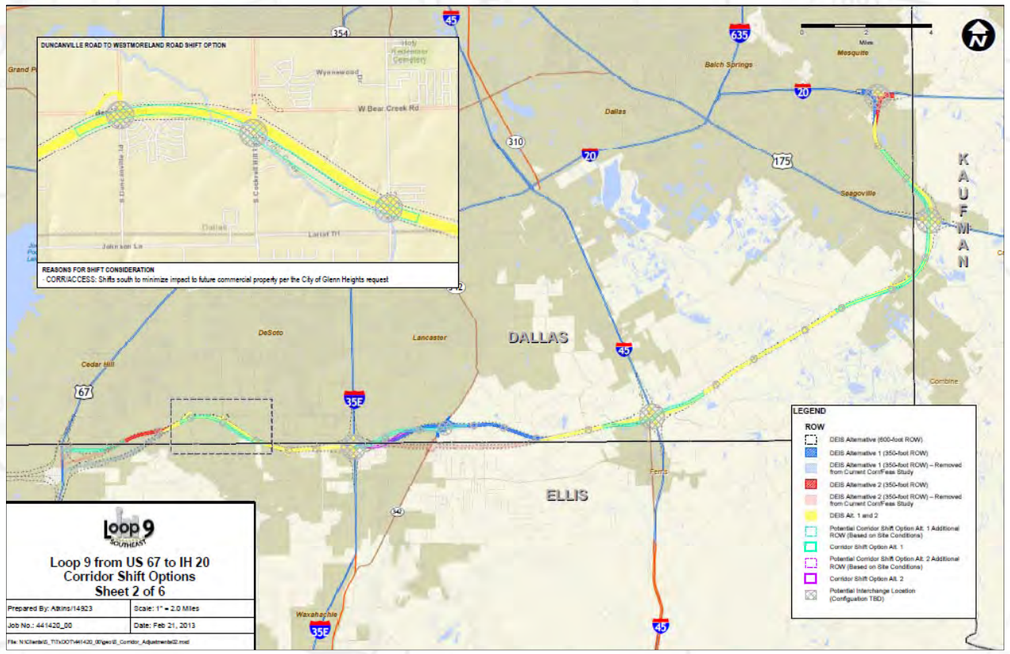



Dallas County
CORR - Avoid landfill (Skyline Waste Management)
CORR - If existing Malloy Br Rd option is chosen east of I-45, improvements would be required due to floodplain zone
CORR - Avoid heavy utilities (Oncor)
ACCESS – Construction of a 2-ln FR interim design would not help alleviate truck traffic
CORR - Prefers as much of Lp 9 in Dallas C as possible
City of Glenn Heights
ACCESS - Prefers full access from Lp 9 to Cockrell Hill Rd and Bear Creek Rd
CORR - Avoid impacts to future commercial property at Cockrell Hill Rd and Bear Ck Rd
CORR – Avoid water tower at Lp 9 & S. Uhl Rd & future water lines
CORR - Avoid proposed 70-acre Town Center at Hampton Rd
CORR - Minimize impact on the Hillwood property along I-35E
CORR - Minimize impacts to Mesa development, north of proposed Town Center
City of Lancaster
CORR - Prefers DEIS Alt. 1
CORR /ACCESS- Consider Ferris Rd is proposed as a 4-lane divided – Lp 9 to bridge over
CORR - Avoid Bear Creek Ranch Subd
City of Balch Springs
CORR – Accommodate for proposed10-ft water supply line at I-20
City of Mesquite
CORR – SH 190 needs to be connected with grade separation I/C
CORR – Does not support discontinuous I/C at I-20
CORR – Either DEIS Alt is acceptable
Kaufman County
ACCESS - Maintain access to John Bunker Sands Wetlands Center
City of Wilmer
CORR - Prefers alternative not adj to Carver Memorial Park Cemetery b/c economic development limitations
CORR - Shift north of Tenmile Creek to stay within Wilmer ETJ
CORR - Avoid high voltage transmission lines at I-45
ACCESS – Requests a N/S artery to Pleasant Run Rd and Beltline Rd
City of Seagoville
ACCESS – Consider Malloy Br Rd widening
CORR/ACCESS – Avoid Walmart
CORR/ACCESS – Avoid cemeteries
CORR/ACCESS – Avoid historic churches
CORR/ACCESS – Avoid John Bunker Sands Wetland Center
CORR – Prefers 300-350 foot ROW
City of DeSoto
CORR – Prefers DEIS I/C at I-35 E (with DCs)
City of Cedar Hill
CORR/ACCESS - Connect to US 67 at Lake Ridge Pkwy
CORR - Avoid TV tower
ACCESS – Minimize impact to trails at RR tracks and Lake Ridge Pkwy
CORR – Avoid impact to neighborhoods
CORR - Avoid existing 36" gas line
CORR - Avoid gas pump station at the NW corner of US 67 and Lake Ridge Pkwy
City of Combine
ACCESS - Access ramps between Combine and Seagoville (Kaufman and US 175)
ACCESS – Prefers FM 1389 as the main access road (state maintained) with a secondary access at Bilindsay Rd
CORR AND ACCESS – Remove T-intersections at Ballard Rd and Combine Rd
CORR - Avoid major power lines
CORR – Avoid 30" pressure gas line and substation near I/S of FM 1389 and US 175
ACCESS – Provide frontage and access roads so not to isolate City of Combine
CORR - Combine is indifferent to the placement of the corridor
Ellis County
CORR - Avoid Ashgrove and Holcim quarries and proposed expansions
City of Midlothian
CORR – Extend to US 287
City of Ovilla
ACCESS – Requests Lp 9 FRs I/C at Westmoreland Rd and Cockrell Hill Rd
CORR – Prefers DEIS Alternative
City of Oak Leaf
CORR - Prefers DEIS Alt. 1
CORR /ACCESS- Consider Ferris Rd is proposed as a 4-lane divided – Lp 9 to bridge over
CORR - Avoid Bear Creek Ranch Subd
City of Red Oak
CORR - Prefers DEIS Alt 1, but would like centerline from I-35E to Houston School Rd to run along county line
CORR - Prefers DEIS Alt 1 E. of Houston School Rd shift slightly south to adjoin future commercial parcel at FM 342
CORR/ACCESS - Prefers 4-way frontage road box at I-35E
City of Ferris
CORR - Prefers the revised I-45 I/C
CORR/ACCESS - Prefers at-grade frontage roads at I-45 and Ferris Rd
ACCESS - Provide access to Ferris Rd
CORR/ACCESS - Prefers a 3-level diamond I/C at I-45
CORR - Avoid 30" sanitary sewer line along Tenmile Creek Rd which feeds to Trinity Authority Property
CORR - Avoid landfill (Skyline Waste Management)
CORR – Limit crossings of Tenmile Creek
Balch Springs
Mesquite
Seagoville
Lancaster
Wilmer
Combine
Cedar Hill
Dallas County
Glenn Heights
Ellis County
Ovilla
Ferris
Red Oak
Oak Leaf
Hutchins
Kaufman County

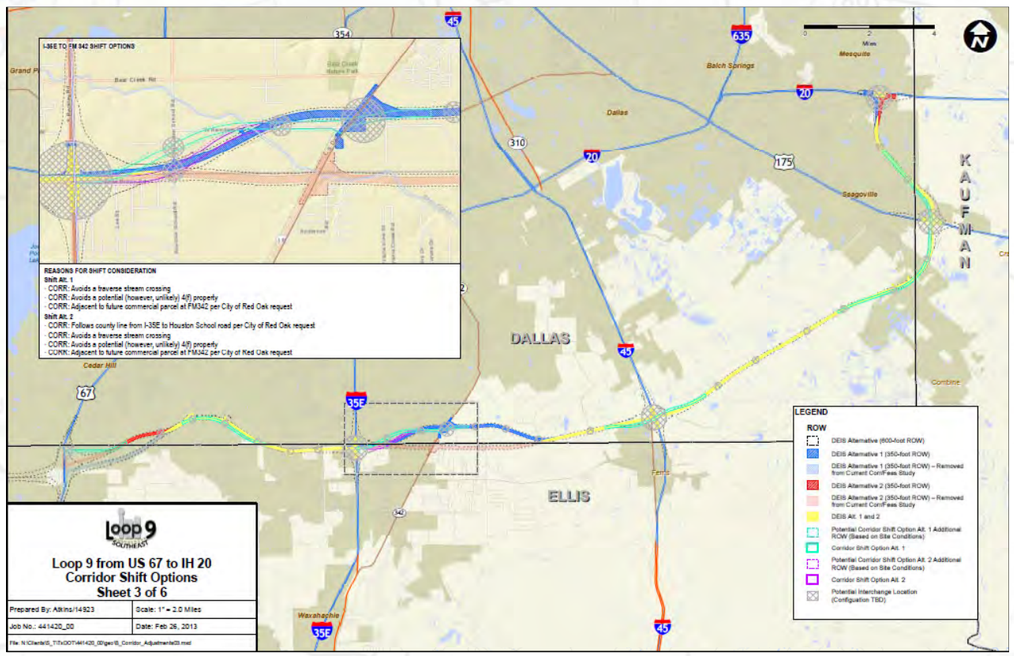

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Dallas
Mesquite
Balch Springs
Grand Prairie
Duncanville
Hutchins
Seagoville
Joe Pool Lake
DeSoto
Wilmer
Combine
Cedar Hill
Lancaster
Glenn Heights
Ferris
Ovilla
Red Oak
FM 664
Oak Leaf
Midlothian
Pecan Hill
BH 342
67
20
175
35E
February 2013
6
Loop 9 Regional Task Force Meeting


LAKE RIDGE PARKWAY TIE-IN SHIFT OPTION
REASONS FOR SHIFT CONSIDERATION
CORR: Ties-in to Lake Ridge Parkway per City of Cedar Hill request
CORR: Avoids impact to the TV/radio tower guy wires
DALLAS
ELLIS
KAUFMAN
LEGEND
ROW
Loop 9 from US 67 to IH 20
Corridor Shift Options
Sheet 1 of 6
Prepared By: Atkins/14923
Scale: 1" = 2.0 Miles
Job No.: 441420_00
Date: Feb 21, 2013

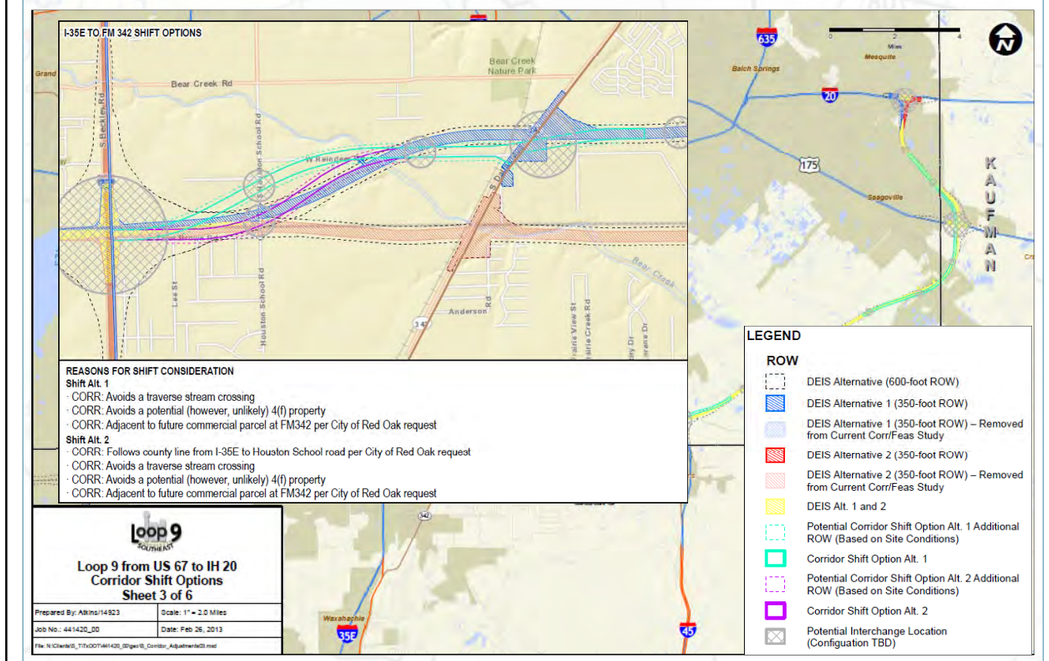

LAKE RIDGE PARKWAY TIE-IN SHIFT OPTION
REASONS FOR SHIFT CONSIDERATION
· CORR: Ties-in to Lake Ridge Parkway per City of Cedar Hill request
· CORR: Avoids impact to the TV/radio tower guy wires
LEGEND
ROW
DEIS Alternative (600-foot ROW)
DEIS Alternative 1 (350-foot ROW)
DEIS Alternative 1 (350-foot ROW) – Removed from Current Corr/Feas Study
DEIS Alternative 2 (350-foot ROW)
DEIS Alternative 2 (350-foot ROW) – Removed from Current Corr/Feas Study
DEIS Alt. 1 and 2
Potential Corridor Shift Option Alt. 1 Additional ROW (Based on Site Conditions)
Corridor Shift Option Alt. 1
Potential Corridor Shift Option Alt. 2 Additional ROW (Based on Site Conditions)
Corridor Shift Option Alt. 2
Potential Interchange Location (Configuation TBD)
Loop 9 from US 67 to IH 20
Corridor Shift Options
Sheet 1 of 6
Prepared By: Atkins/14923
Scale: 1" = 2.0 Miles
Job No.: 441420_00
Date: Feb 21, 2013


DUNCANVILLE ROAD TO WESTMORELAND ROAD SHIFT OPTION
REASONS FOR SHIFT CONSIDERATION
CORR/ACCESS: Shifts south to minimize impact to future commercial property per the City of Glenn Heights request
Wynnewood
W Bear Creek Rd
Dallas
Lariat Tr
Johnson Ln
Seagoville
Balch Springs
Mesquite
DeSoto
Lancaster
Cedar Hill
DALLAS
ELLIS
KAUFMAN
Combine
Ferris
Waxahachie
LEGEND
ROW
DEIS Alternative (600-foot ROW)
DEIS Alternative 1 (350-foot ROW)
DEIS Alternative 1 (350-foot ROW) – Removed from Current Corr/Feas Study
DEIS Alternative 2 (350-foot ROW)
DEIS Alternative 2 (350-foot ROW) – Removed from Current Corr/Feas Study
DEIS Alt. 1 and 2
Potential Corridor Shift Option Alt. 1 Additional ROW (Based on Site Conditions)
Corridor Shift Option Alt. 1
Potential Corridor Shift Option Alt. 2 Additional ROW (Based on Site Conditions)
Corridor Shift Option Alt. 2
Potential Interchange Location (Configuation TBD)
Loop 9 from US 67 to IH 20
Corridor Shift Options
Sheet 2 of 6
Prepared By: Atkins/14923
Scale: 1" = 2.0 Miles
Job No.: 441420_00
Date: Feb 21, 2013

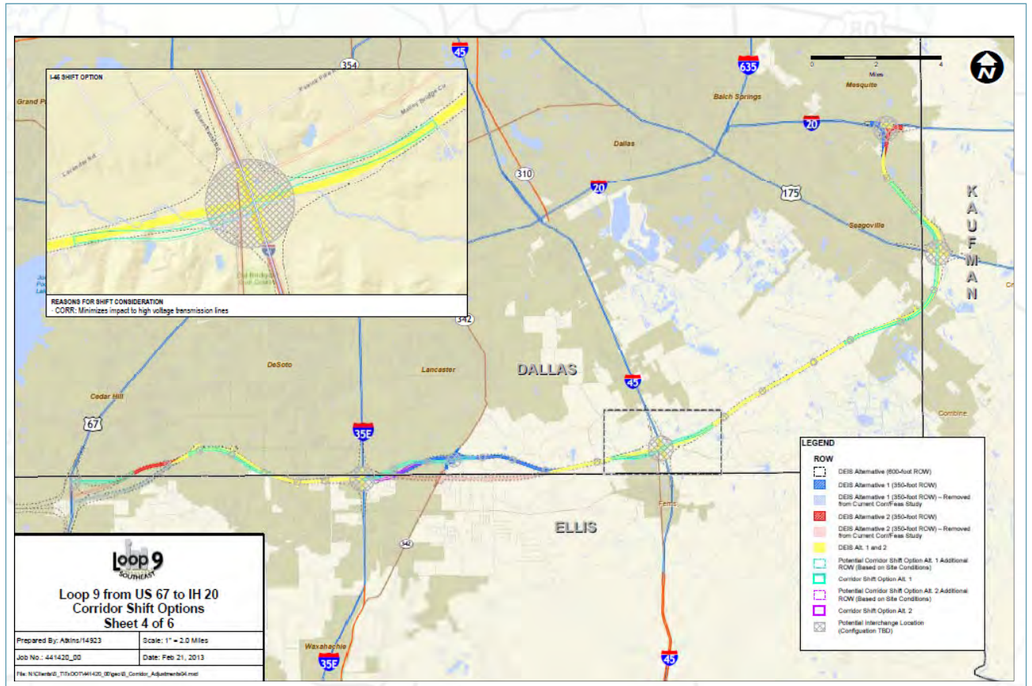

DUNCANVILLE ROAD TO WESTMORELAND ROAD SHIFT OPTION
REASONS FOR SHIFT CONSIDERATION
· CORR/ACCESS: Shifts south to minimize impact to future commercial property per the City of Glenn Heights request
Wynnewood
Holy Redeemer Cemetery
W Bear Creek Rd
Bear Creek Rd
S Duncanville Rd
S Cockrell Hill Rd
Dallas
Lariat Tr
Johnson Ln
Seagoville
Mesquite
ELLIS
KAUFMAN
Waxahachie
LEGEND
ROW
DEIS Alternative (600-foot ROW)
DEIS Alternative 1 (350-foot ROW)
DEIS Alternative 1 (350-foot ROW) – Removed from Current Corr/Feas Study
DEIS Alternative 2 (350-foot ROW)
DEIS Alternative 2 (350-foot ROW) – Removed from Current Corr/Feas Study
DEIS Alt. 1 and 2
Potential Corridor Shift Option Alt. 1 Additional ROW (Based on Site Conditions)
Corridor Shift Option Alt. 1
Potential Corridor Shift Option Alt. 2 Additional ROW (Based on Site Conditions)
Corridor Shift Option Alt. 2
Potential Interchange Location (Configuation TBD)
Loop 9 from US 67 to IH 20
Corridor Shift Options
Sheet 2 of 6
Prepared By: Atkins/14923
Scale: 1" = 2.0 Miles
Job No.: 441420_00
Date: Feb 21, 2013

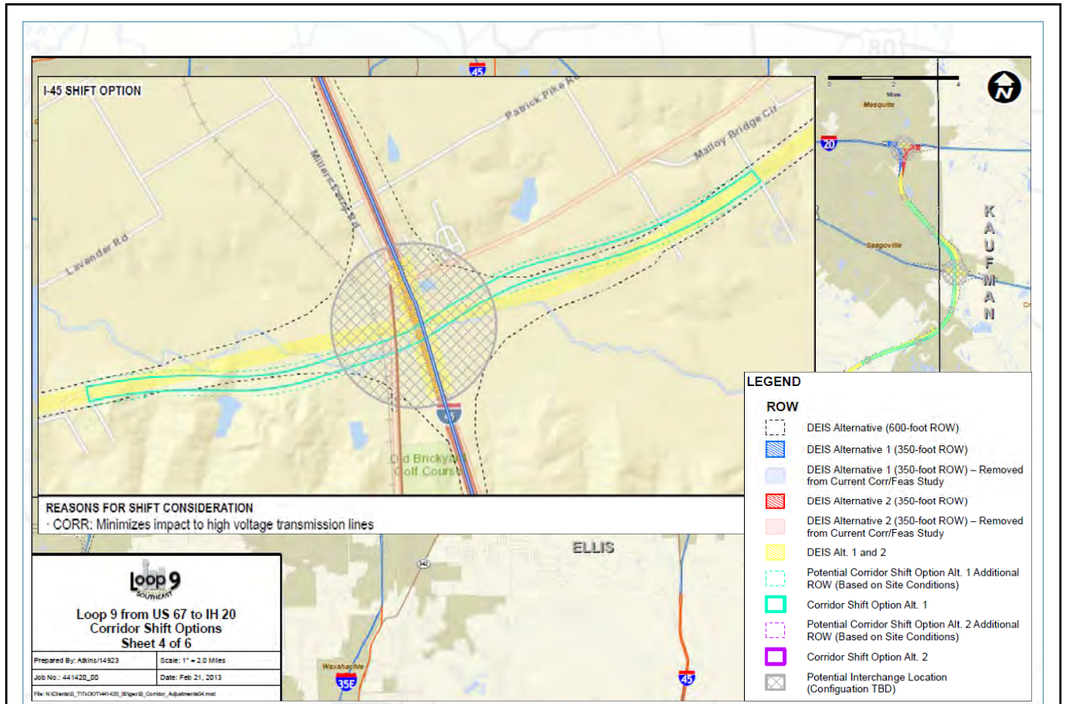


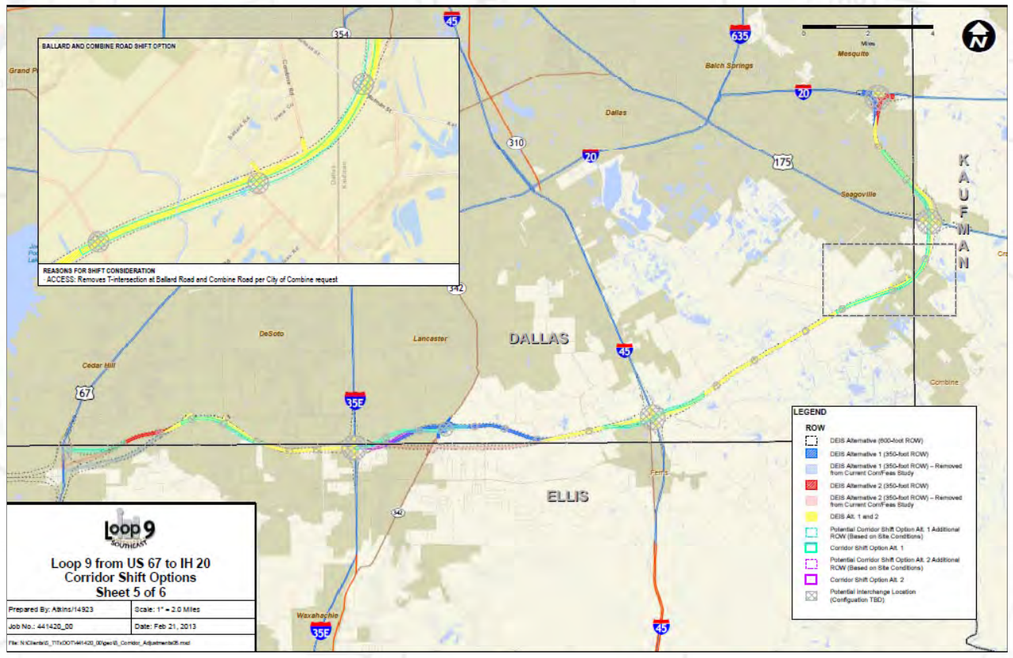
February 2013 11 Loop 9 Regional Task Force Meeting

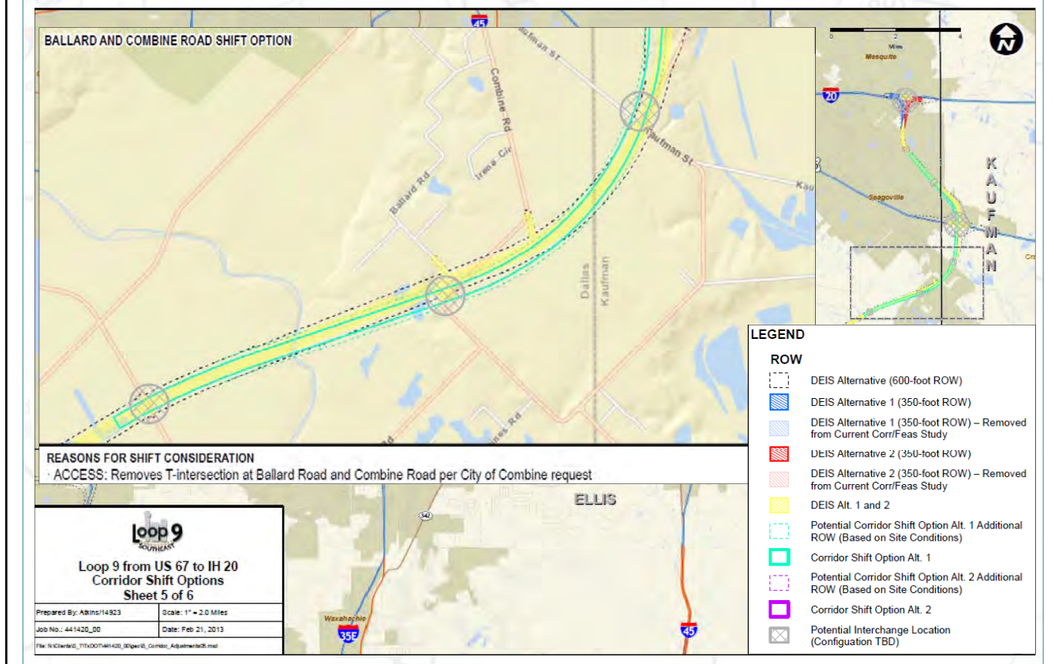


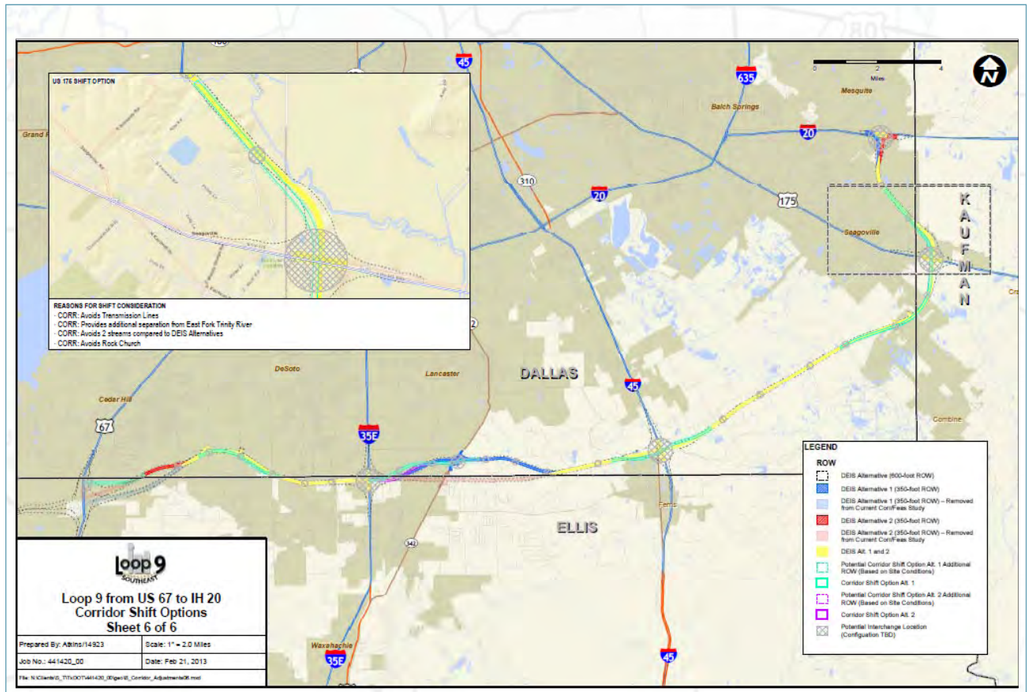
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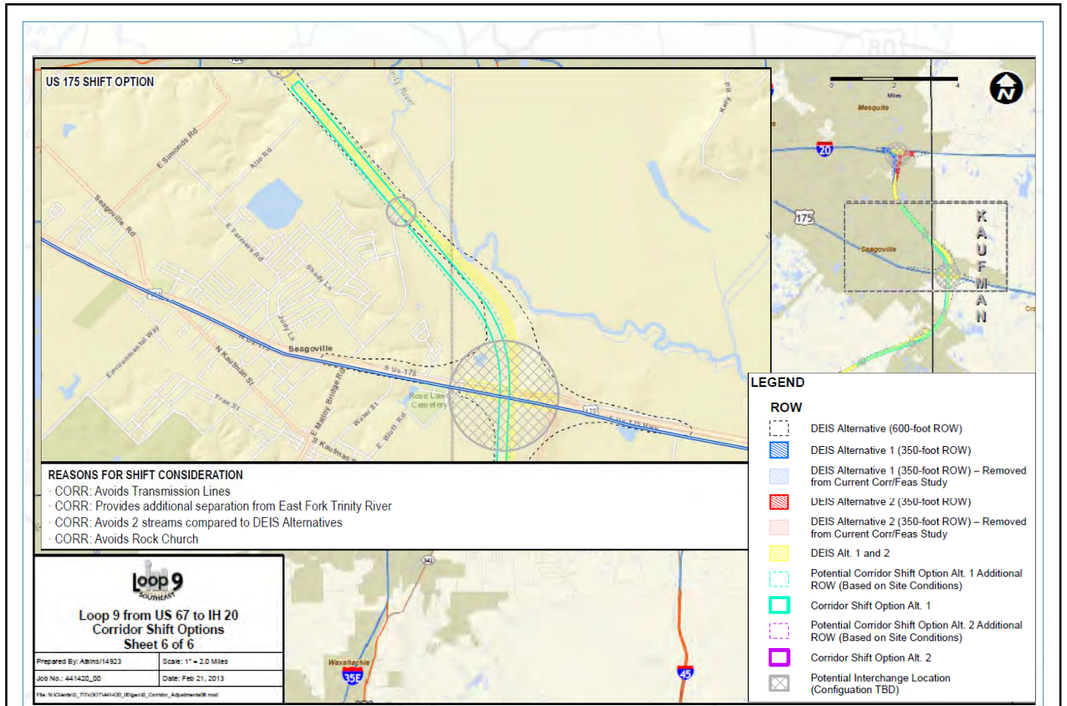

I-45 SHIFT OPTION
REASONS FOR SHIFT CONSIDERATION
· CORR: Minimizes impact to high voltage transmission lines
Loop 9 from US 67 to IH 20
Corridor Shift Options
Sheet 4 of 6
Prepared By: Atkins/14923
Scale: 1" = 2.0 Miles
Job No.: 441420_00
Date: Feb 21, 2013
LEGEND
ROW
DEIS Alternative (600-foot ROW)
DEIS Alternative 1 (350-foot ROW)
DEIS Alternative 1 (350-foot ROW) – Removed from Current Corr/Feas Study
DEIS Alternative 2 (350-foot ROW)
DEIS Alternative 2 (350-foot ROW) – Removed from Current Corr/Feas Study
DEIS Alt. 1 and 2
Potential Corridor Shift Option Alt. 1 Additional ROW (Based on Site Conditions)
Corridor Shift Option Alt. 1
Potential Corridor Shift Option Alt. 2 Additional ROW (Based on Site Conditions)
Corridor Shift Option Alt. 2
Potential Interchange Location (Configuation TBD)
DALLAS
ELLIS
KAUFMAN
Dallas
Balch Springs
Mesquite
Seagoville
DeSoto
Lancaster
Cedar Hill
Combine
Waxahachie


I-45 SHIFT OPTION
REASONS FOR SHIFT CONSIDERATION
· CORR: Minimizes impact to high voltage transmission lines
Loop 9 from US 67 to IH 20
Corridor Shift Options
Sheet 4 of 6
Prepared By: Atkins/14923
Scale: 1" = 2.0 Miles
Job No.: 441420_00
Date: Feb 21, 2013
LEGEND
ROW
DEIS Alternative (600-foot ROW)
DEIS Alternative 1 (350-foot ROW)
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Potential Corridor Shift Option Alt. 1 Additional ROW (Based on Site Conditions)
Corridor Shift Option Alt. 1
Potential Corridor Shift Option Alt. 2 Additional ROW (Based on Site Conditions)
Corridor Shift Option Alt. 2
Potential Interchange Location (Configuation TBD)
ELLIS
KAUFMAN
Mesquite
Seagoville
Lavender Rd
Patrick Pike Rd
Malloy Bridge Cir
Waxahachie


BALLARD AND COMBINE ROAD SHIFT OPTION
REASONS FOR SHIFT CONSIDERATION
ACCESS: Removes T-intersection at Ballard Road and Combine Road per City of Combine request
DALLAS
ELLIS
KAUFMAN
LEGEND
ROW
Loop 9 from US 67 to IH 20
Corridor Shift Options
Sheet 5 of 6

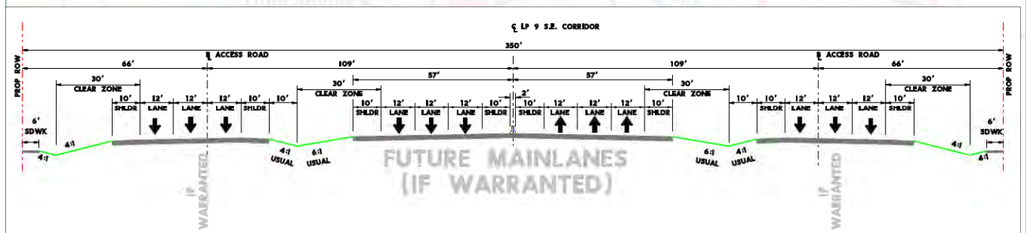

BALLARD AND COMBINE ROAD SHIFT OPTION
REASONS FOR SHIFT CONSIDERATION
ACCESS: Removes T-intersection at Ballard Road and Combine Road per City of Combine request
ELLIS
KAUFMAN
LEGEND
ROW
DEIS Alternative (600-foot ROW)
DEIS Alternative 1 (350-foot ROW)
DEIS Alternative 1 (350-foot ROW) – Removed from Current Corr/Feas Study
DEIS Alternative 2 (350-foot ROW)
DEIS Alternative 2 (350-foot ROW) – Removed from Current Corr/Feas Study
DEIS Alt. 1 and 2
Potential Corridor Shift Option Alt. 1 Additional ROW (Based on Site Conditions)
Corridor Shift Option Alt. 1
Potential Corridor Shift Option Alt. 2 Additional ROW (Based on Site Conditions)
Corridor Shift Option Alt. 2
Potential Interchange Location (Configuation TBD)
Loop 9 from US 67 to IH 20
Corridor Shift Options
Sheet 5 of 6


US 175 SHIFT OPTION
REASONS FOR SHIFT CONSIDERATION
· CORR: Avoids Transmission Lines
· CORR: Provides additional separation from East Fork Trinity River
· CORR: Avoids 2 streams compared to DEIS Alternatives
· CORR: Avoids Rock Church
Loop 9 from US 67 to IH 20
Corridor Shift Options
Sheet 6 of 6
Prepared By: Atkins/14923
Scale: 1" = 2.0 Miles
Job No.: 441420_00
Date: Feb 21, 2013
LEGEND
ROW
DEIS Alternative (600-foot ROW)
DEIS Alternative 1 (350-foot ROW)
DEIS Alternative 1 (350-foot ROW) – Removed from Current Corr/Feas Study
DEIS Alternative 2 (350-foot ROW)
DEIS Alternative 2 (350-foot ROW) – Removed from Current Corr/Feas Study
DEIS Alt. 1 and 2
Potential Corridor Shift Option Alt. 1 Additional ROW (Based on Site Conditions)
Corridor Shift Option Alt. 1
Potential Corridor Shift Option Alt. 2 Additional ROW (Based on Site Conditions)
Corridor Shift Option Alt. 2
Potential Interchange Location (Configuation TBD)
DALLAS
ELLIS
KAUFMAN
Mesquite
Seagoville
Lancaster
DeSoto
Cedar Hill
Combine
Ferris
Waxahachie
Batch Springs


US 175 SHIFT OPTION
REASONS FOR SHIFT CONSIDERATION
· CORR: Avoids Transmission Lines
· CORR: Provides additional separation from East Fork Trinity River
· CORR: Avoids 2 streams compared to DEIS Alternatives
· CORR: Avoids Rock Church
Loop 9 from US 67 to IH 20
Corridor Shift Options
Sheet 6 of 6
Prepared By: Atkins/14923
Scale: 1" = 2.0 Miles
Job No.: 441420_00
Date: Feb 21, 2013
LEGEND
ROW
DEIS Alternative (600-foot ROW)
DEIS Alternative 1 (350-foot ROW)
DEIS Alternative 1 (350-foot ROW) – Removed from Current Corr/Feas Study
DEIS Alternative 2 (350-foot ROW)
DEIS Alternative 2 (350-foot ROW) – Removed from Current Corr/Feas Study
DEIS Alt. 1 and 2
Potential Corridor Shift Option Alt. 1 Additional ROW (Based on Site Conditions)
Corridor Shift Option Alt. 1
Potential Corridor Shift Option Alt. 2 Additional ROW (Based on Site Conditions)
Corridor Shift Option Alt. 2
Potential Interchange Location (Configuation TBD)
Seagoville
KAUFMAN
Mesquite
Waxahachie

Proposed Typical Section

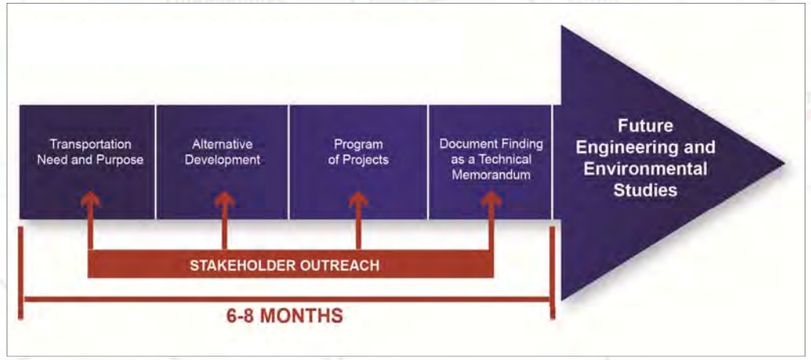
Right-of-Way Approximately 350’



Mainlanes & Frontage Roads with Shoulder and Sidewalks

Schedule

Corridor/Feasibility Study Process Timeline



Moving Forward

- Loop 9 Website and Public Meetings
- Resource Agency and Major Stakeholder Coordination Meetings
- Travel Demand Modeling
- Cost Estimates
- Potential Social, Economic and Environmental Effects
- Prioritization and Implementation Plan
- Final Report



- Re-branding Option Discussed During Local Official Interviews
- Loop 9 Name Will Stay the Same
- Loop 9 Logo May be Revised

Comments

Please submit comments by Friday March 15, 2013 via email to:

Brian Clark, P.E.
Project Manager, Transportation Design
Atkins
Brian.Clark@atkinsglobal.com

QUESTIONS

Attachment C:

Photos of Open House Set Up


Loop 9
Task Force Meeting
Loop 9
Task Force Meeting
East Region:
Middle Region:
West Region:



Attachment D:

Comments Formally Received Post Regional Meetings

4/3/13

NEW Loop-9

Nothing herein should be construed as Cedar Hill's endorsement or approval of the concepts describe below.

Cedar Hill's Adopted Comprehensive Plan:

1. **Preferred Alignment Option**
    - The alignment shown at the February 28, 2013 public meeting showed modifications to Alt. 2. Cedar Hill has publicly supported the Alt. 1 alignment (see: Cedar Hill Comprehensive Plan). Why was Alternative 2 selected? To be consistent with Cedar Hill's Comprehensive Plan and previous directions the proposed alignment should extend to Alt 1.
2. **Future Arterial Street Intersections**
    - Full interchanges should be provided for arterial street extensions as shown on the Cedar Hill Comprehensive Plan. These include Tar/South Cedar Hill Road, South Clark Road, Joe Wilson Road, Duncanville Road and South Cockrell Hill Road (see: Cedar Hill Comprehensive Plan).

Cedar Hill's Adopted Parks and Trail Master Plan:

3. Details should be provided that shows how the Hike and Bike paths connections as per the Cedar Hill Parks and Trails Master Plan (see: Parks, Recreation, and Open Space Master Plan). The current plan shows a hike and bike trail crossing US 67 and continuing easterly along the extension of Lake Ridge Parkway. How with the hike and bike trail be accommodated with the newly proposed alignment of Loop-9?

Lake Ridge Parkway Endpoint

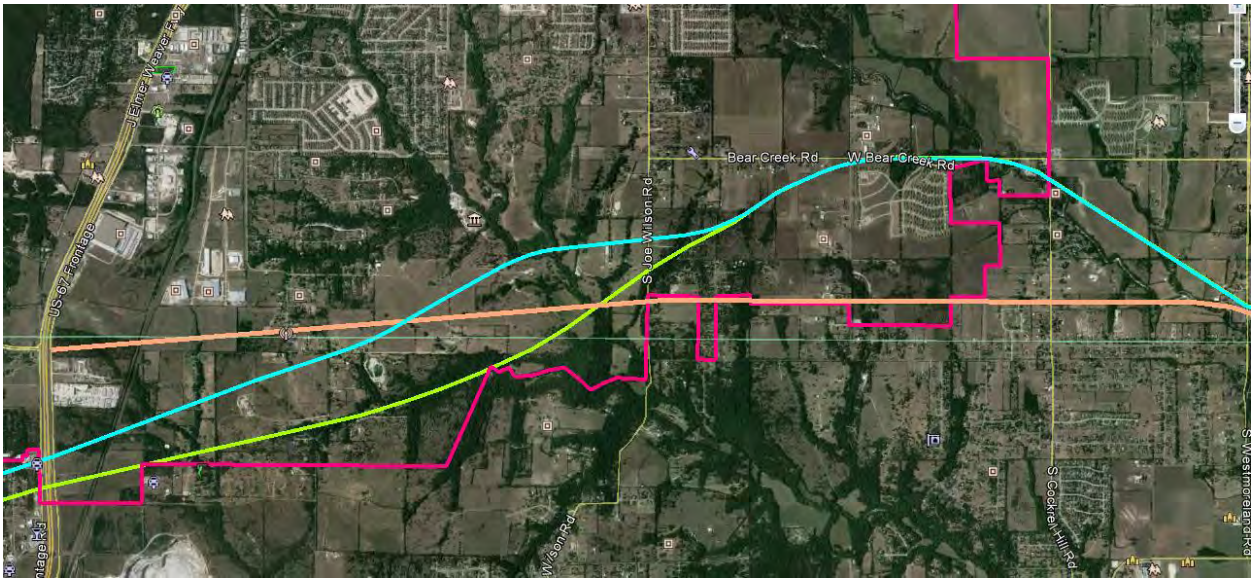
- The potential connection of Loop-9 into Lake Ridge Parkway is worthy of study, however, before Cedar Hill can provide meaningful comment, traffic forecasts for Lake Ridge Parkway are needed to be compared between the various options.
    - Option 1 – (currently planned option) - Loop-9 tying into US 67 south of Lake Ridge Parkway. This option would provide for:
        1. Lake Ridge Parkway to continue easterly over US 67 as an Arterial Street;
        2. Provide Lake Ridge Parkway full on/off interchange access to US 67, and
        3. Provide Lake Ridge Parkway full on/off interchange access to Loop-9.
    - Option 2 - Loop-9 terminating into Lake Ridge Parkway. This option should provide for:
        1. Interchange design similar to SH 161 at I-20 & Lake Ridge Parkway;

2. Show how hike and bike paths, per the Cedar Hill Parks and Trails Master Plan, could be accommodated;
3. Show how access to the Loop-9 Commuter Rail Station/TOD (see: Cedar Hill Comprehensive Plan) could be accessed.

- Major areas of concern are:
  1. The LOS on Lake Ridge Parkway;
  2. The number of trucks opting to take Lake Ridge Parkway;
  3. Local accessibility to US 67 / Loop-9;
  4. Accommodation of hike & bike trail.

Potential Alignment Adjustments

1. The alignment of Loop-9 along Bear Creek Parkway is a throwback to when the 1990's objective of keeping Loop-9 in Dallas County (Dallas County was funding the study). Since this is no longer a paramount consideration and since much of the alignment has shifted to the south, it may be cost beneficial to consideration eliminating the Bear Creek Road alignment in favor of an alignment that more closely follows the County line.
2. If the alignment is to remain along Bear Creek Road, it should be rechecked to insure that adequate commercial development opportunities remain for all four corners.
3. ROW vacant land for Loop-9 has been provided with the development of the Bear Creek Ranch Addition. What would be the impact if the alignment were to be adjusted to minimize property take within this subdivision?



Dallas County TF Meeting Summary

Date: April 1, 2013 **Time:** 8:00 AM – 9:00 AM

Project: Loop 9 Southeast

Location: 411 Elm Street, 4th Floor Conference Room
Dallas, Texas 75202

Purpose: Provide Project Status of Loop 9 per Local Official Interviews

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

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

---

1. **Presentation** (see **Attachment B** for the PowerPoint Handout).
   - **Loop 9 project team presented the following:**
     - Meeting Purpose
     - Agenda
     - Six large aerial exhibits to show minor preliminary shift options as a result of local interviews, environmental constraints, and design considerations
     - Location information of Three Regional Task Force (TF) Meetings
     - Previous corridor routes and preliminary shift options per local interviews, environmental constraints and design considerations
     - Proposed ultimate typical section
     - Schedule
     - Next steps
     - Meeting comment timeframe of March 15 email comments to Brian Clark, P.E. with Atkins
     - Loop 9 name would remain the same per responses from local interviews, rebranding is under consideration

2. **Questions/Comments**
   - **Lake Ridge Tie-in Discussion**

     The Loop 9 project team stated that the City of Cedar Hill vocalized support for the Lake Ridge tie-in location during the November/December 2012 local official interviews. However, Chris Parvin, Cedar Hill council member, and Rod Tyler, Cedar Hill Planner, voiced opposition for the Lake Ridge tie-in location at the East Region TF Meeting. Council member Parvin and Mr. Tyler indicated that the neighborhood just west of US 67 would be very upset if Loop 9 tied into the Lake Ridge Parkway due to the increased traffic that would result. Dallas County indicated the need to address Cedar Hill's issues with the Lake Ridge tie-in location as soon as possible.

     The Loop 9 project team indicated that Elias Sassoon, City of Cedar Hill, Director of Public Work, suggested at the East Region TF meeting that if the Lake Ridge tie-in location remained as part of Loop 9, that the trucks could possibly be diverted north/south utilizing US 67 a Business Loop 9 concept. Dallas County questioned whether the trucks would actually abide by the Business Loop 9 signs.

Mr. Sassoon indicated that he would present the PowerPoint handout information to the Mayor and other Cedar Hill representatives and discuss the Mayor's concerns voiced at the East Region TF meeting to gain additional insight into the city's official opinion about the Lake Ridge tie-in location.

The proposed solution of a Loop 9 "business route" through Cedar Hill and Grand Prairie could also be a problem for residential neighborhoods especially if Lake Ridge Parkway is the route. For this concept, alternative alignments should be reviewed that would pass through existing business and industrial areas rather than residential areas.

Need to address concerns of Cedar Hill Council Member and residents regarding potential impacts to neighborhoods that would receive additional traffic if Loop 9 were connected to Lake Ridge Parkway as shown in one of the schematics presented at February stakeholder meeting. Nearby residents in Grand Prairie along the Lake Ridge Parkway corridor may have similar concerns.

The topic was tabled until official comments are received from City of Cedar Hill on or before March 15th.

- **Move project South closer to Dallas/Ellis County line between Joe Wilson Rd. east to Westmoreland Rd.**
  At the West Region TF meeting, Rod Tyler, Planning Division for City of Cedar Hill, suggested shifting the corridor south closer to the Dallas/Ellis County line from Joe Wilson Rd. east to Westmoreland Rd. Dallas County was not completely against the idea; however, asked if this shift would result in an increase to the project schedule. The Loop 9 project team indicated analyzing this shift could increase schedule because environmental data has not been gathered for the area where the shift was proposed.

  In agreement with NCTCOG origin-destination studies that show IH 20 will remain the primary east-west facility for Southern Dallas County to access the greater DFW region, while Loop 9 would serve as more of a local facility within southern Dallas County.

  To the extent possible preference is to have Loop 9 alignment within Dallas County. Favor developable interchanges in instances where alignment may pass into Ellis County such as IH 35E interchange near City of Red Oak.

  The topic was tabled until official comments are received from City of Cedar Hill on or before March 15th.

- **Red Oak Request at I-35E**
  Judge Jenkins indicated that Mayor Hugley of Red Oak vocalized to him that he was against direct connectors (DCs) at the I-35E intersection. The Loop 9 project team is aware of this opposition and the traffic volumes may not warrant DCs at this location.

  The topic was tabled until traffic modeling and analysis was complete.

- **Schedule**
  Judge Jenkins stressed the importance of staying on schedule for the Corridor/Feasibility Study as well as moving forward as quickly as possible with the next phase of the project, the environmental clearance/schematic phase.

Very important to keep Loop 9 implementation on schedule to not miss funding opportunities. It is encouraging to hear that no significant delays to schedule are anticipated for studying and resolving Cedar Hill situation.

Willing to follow-up with FHWA officials if any barriers causing delays in process are encountered, until then will continue to let process move forward.

- **Public Involvement Concern**
  Alberta Blair, Director of Public Works for Dallas County, expressed some hesitation regarding the proposal to show the public the entire corridor from US 67 to I-20. She suggested sectioning the project area into potential priority projects so the public realizes the entire limits are not anticipated to be constructed at one time. She was concerned if the public saw the entire limits, the whole project would receive negative feedback like received during the previous public involvement efforts.

- **Additional Comments**
  First priority should be the IH 35E to IH 45 segment, then US 67 to IH 35E. It is reassuring to know that these priorities match with projected traffic volumes from NCTCOG studies.

  Near IH 45, Loop 9 should accommodate planned roadway improvements serving Inland Port detailed in the Southern Dallas County Infrastructure Analysis completed in 2012.

  Also near IH 45, careful coordination needed by landfill and Oncor transmission towers.

  Agree with recommendation to keep Loop 9 name since so many in this area are familiar with the name.

Attachment A:

Sign-in Sheet

Loop 9 Regional Task Force Meeting [redacted]

March 1 ~~February 27~~, 2013, 3:00 – 5:00 pm

~~City of Red Oak, Banquet Hall~~

Sign In

Name	Title	Organization	Phone Number	Email Address
BRUCE NOLLEY	TRANSP ENGINEER	TXDOT	(214) 320-6156	Bruce.Nolley@txdot.gov
SANDY WESCH	PROJECT ENGINEER	NCTCOG	817 704-5632	SWESCH@NCTCOG.ORG
Callie Barner	Sen. Transp Planner	Atkins	281-529-4221	callie.barner@atkinsglobal.com
Brian Clark	Proj. Manager	Atkins		brian.clark@atkinsglobal.com
John Wiley Price	County Commissioner	Dallas County	214) 653-6671	John.Price@dallascounty.org
CLAY Jenkins	CJ			
Alberta Blair				
Lauren Mish				

Loop 9 Regional Task Force Meeting (Mid)

February 27, 2013, 3:00 – 5:00 pm
City of Red Oak, Banquet Hall

Sign In

Name	Title	Organization	Phone Number	Email Address
Antoinette Bacchus		Dallas Co.	2146537151	
Tony Irvin		" "	(214)653-6457	airvin@dallascounty.org

Attachment B:

PowerPoint Presentation/Handout

Loop 9
Task Force Meeting

East Region:
February 25th
3:00 pm – 5:00 pm
City of Mesquite

Middle Region:
February 27th
3:00 pm – 5:00 pm
City of Red Oak

West Region:
February 28th
2:30 pm - 4:30 pm
City of Cedar Hill

Texas Department of Transportation

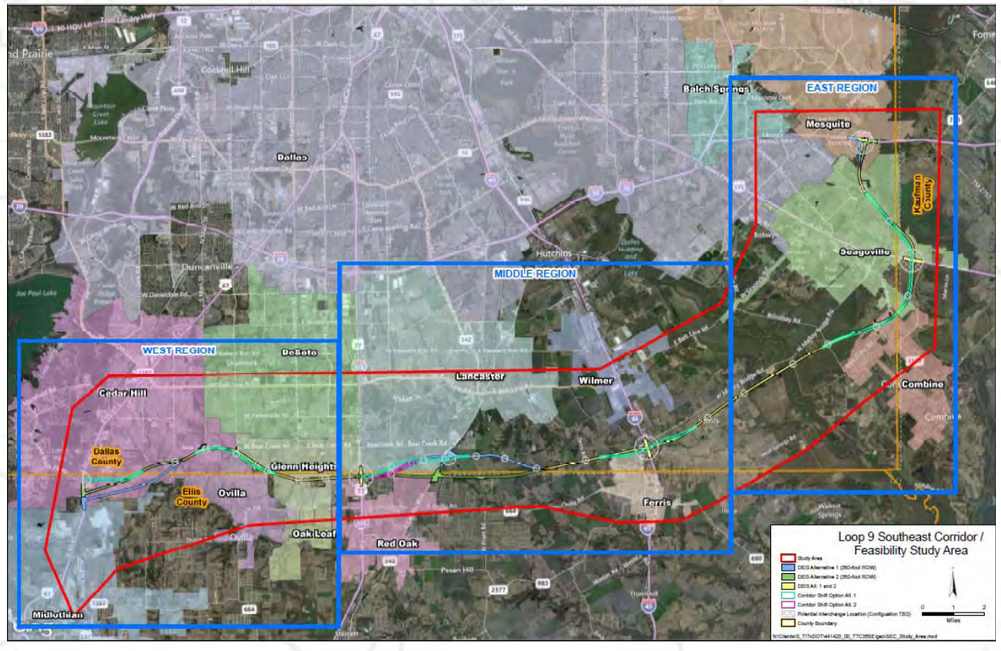
NCTCOG North Central Texas Council of Governments

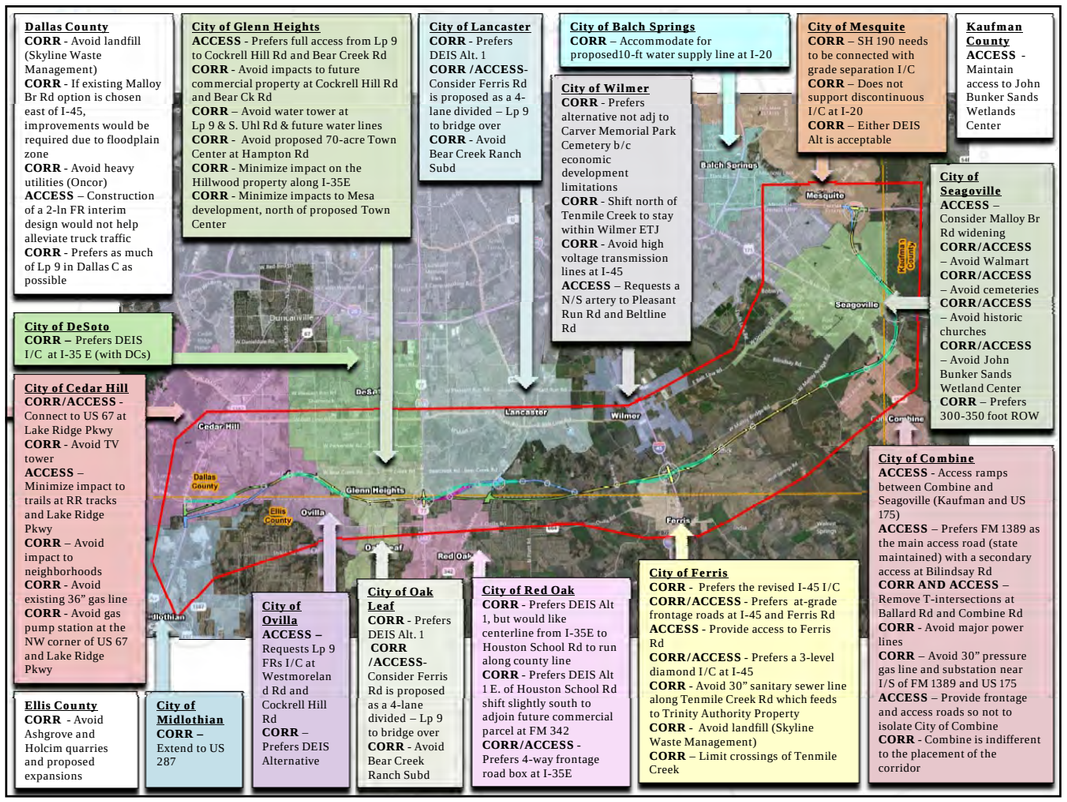
Meeting Purpose

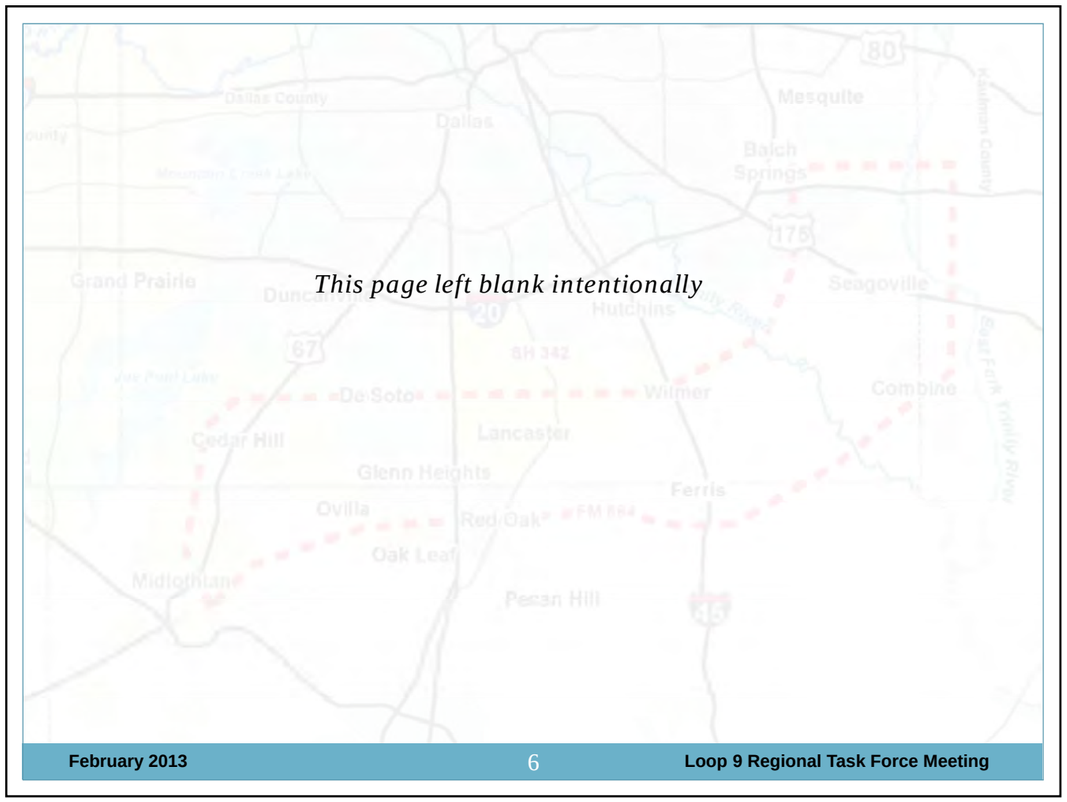
- Provide Project Status
- Confer With Task Force on Current Corridor Shift Options
- Provide Task Force the Opportunity to Comment on Current Corridor Shift Options

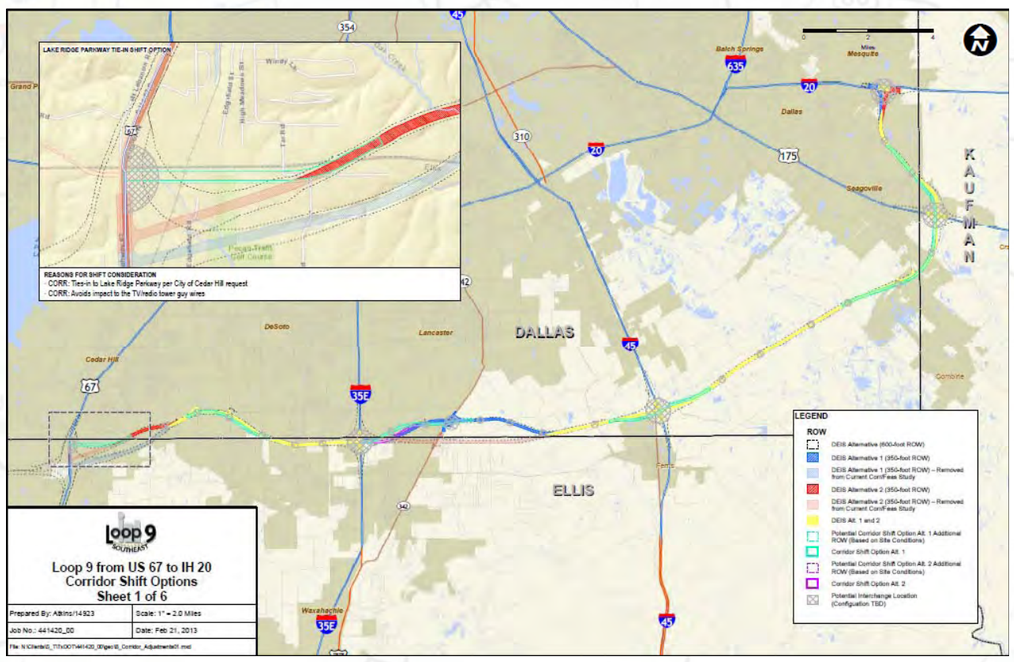
Agenda

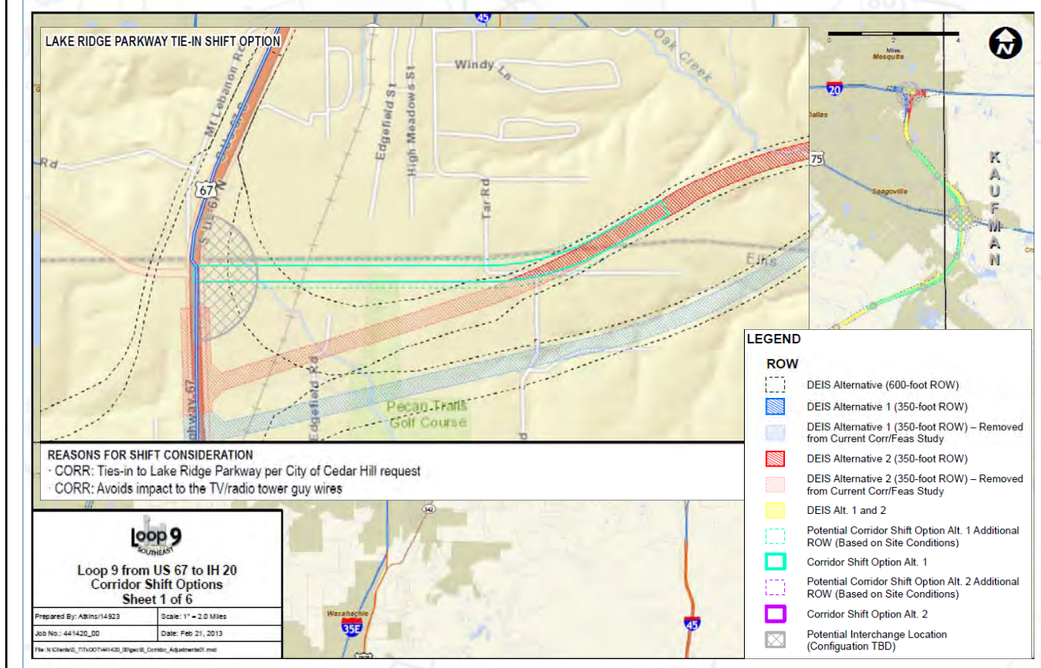
- Summary of Local Interviews
- Review of Potential Corridor Shift Considerations
- Proposed Typical Section
- Schedule
- Moving Forward
- Re-Branding of the Corridor

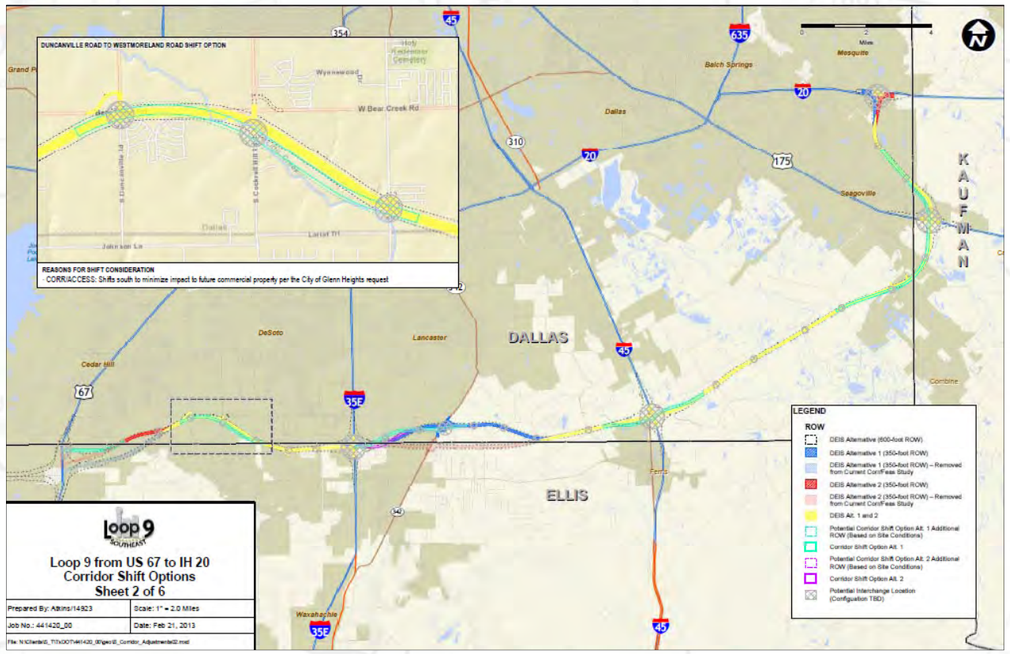



Dallas County
CORR - Avoid landfill (Skyline Waste Management)
CORR - If existing Malloy Br Rd option is chosen east of I-45, improvements would be required due to floodplain zone
CORR - Avoid heavy utilities (Oncor)
ACCESS – Construction of a 2-ln FR interim design would not help alleviate truck traffic
CORR - Prefers as much of Lp 9 in Dallas C as possible
City of Glenn Heights
ACCESS - Prefers full access from Lp 9 to Cockrell Hill Rd and Bear Creek Rd
CORR - Avoid impacts to future commercial property at Cockrell Hill Rd and Bear Ck Rd
CORR – Avoid water tower at Lp 9 & S. Uhl Rd & future water lines
CORR - Avoid proposed 70-acre Town Center at Hampton Rd
CORR - Minimize impact on the Hillwood property along I-35E
CORR - Minimize impacts to Mesa development, north of proposed Town Center
City of Lancaster
CORR - Prefers DEIS Alt. 1
CORR /ACCESS- Consider Ferris Rd is proposed as a 4-lane divided – Lp 9 to bridge over
CORR - Avoid Bear Creek Ranch Subd
City of Balch Springs
CORR – Accommodate for proposed10-ft water supply line at I-20
City of Mesquite
CORR – SH 190 needs to be connected with grade separation I/C
CORR – Does not support discontinuous I/C at I-20
CORR – Either DEIS Alt is acceptable
Kaufman County
ACCESS - Maintain access to John Bunker Sands Wetlands Center
City of Wilmer
CORR - Prefers alternative not adj to Carver Memorial Park Cemetery b/c economic development limitations
CORR - Shift north of Tenmile Creek to stay within Wilmer ETJ
CORR - Avoid high voltage transmission lines at I-45
ACCESS – Requests a N/S artery to Pleasant Run Rd and Beltline Rd
City of Seagoville
ACCESS – Consider Malloy Br Rd widening
CORR/ACCESS – Avoid Walmart
CORR/ACCESS – Avoid cemeteries
CORR/ACCESS – Avoid historic churches
CORR/ACCESS – Avoid John Bunker Sands Wetland Center
CORR – Prefers 300-350 foot ROW
City of DeSoto
CORR – Prefers DEIS I/C at I-35 E (with DCs)
City of Cedar Hill
CORR/ACCESS - Connect to US 67 at Lake Ridge Pkwy
CORR - Avoid TV tower
ACCESS – Minimize impact to trails at RR tracks and Lake Ridge Pkwy
CORR – Avoid impact to neighborhoods
CORR - Avoid existing 36" gas line
CORR - Avoid gas pump station at the NW corner of US 67 and Lake Ridge Pkwy
City of Combine
ACCESS - Access ramps between Combine and Seagoville (Kaufman and US 175)
ACCESS – Prefers FM 1389 as the main access road (state maintained) with a secondary access at Bilindsay Rd
CORR AND ACCESS – Remove T-intersections at Ballard Rd and Combine Rd
CORR - Avoid major power lines
CORR – Avoid 30" pressure gas line and substation near I/S of FM 1389 and US 175
ACCESS – Provide frontage and access roads so not to isolate City of Combine
CORR - Combine is indifferent to the placement of the corridor
Ellis County
CORR - Avoid Ashgrove and Holcim quarries and proposed expansions
City of Midlothian
CORR – Extend to US 287
City of Ovilla
ACCESS – Requests Lp 9 FRs I/C at Westmoreland Rd and Cockrell Hill Rd
CORR – Prefers DEIS Alternative
City of Oak Leaf
CORR - Prefers DEIS Alt. 1
CORR /ACCESS- Consider Ferris Rd is proposed as a 4-lane divided – Lp 9 to bridge over
CORR - Avoid Bear Creek Ranch Subd
City of Red Oak
CORR - Prefers DEIS Alt 1, but would like centerline from I-35E to Houston School Rd to run along county line
CORR - Prefers DEIS Alt 1 E. of Houston School Rd shift slightly south to adjoin future commercial parcel at FM 342
CORR/ACCESS - Prefers 4-way frontage road box at I-35E
City of Ferris
CORR - Prefers the revised I-45 I/C
CORR/ACCESS - Prefers at-grade frontage roads at I-45 and Ferris Rd
ACCESS - Provide access to Ferris Rd
CORR/ACCESS - Prefers a 3-level diamond I/C at I-45
CORR - Avoid 30" sanitary sewer line along Tenmile Creek Rd which feeds to Trinity Authority Property
CORR - Avoid landfill (Skyline Waste Management)
CORR – Limit crossings of Tenmile Creek
Balch Springs
Mesquite
Seagoville
Lancaster
Wilmer
Combine
Cedar Hill
Dallas County
Glenn Heights
Ellis County
Ovilla
Ferris
Red Oak
Oak Leaf
Hutchins
Kaufman County

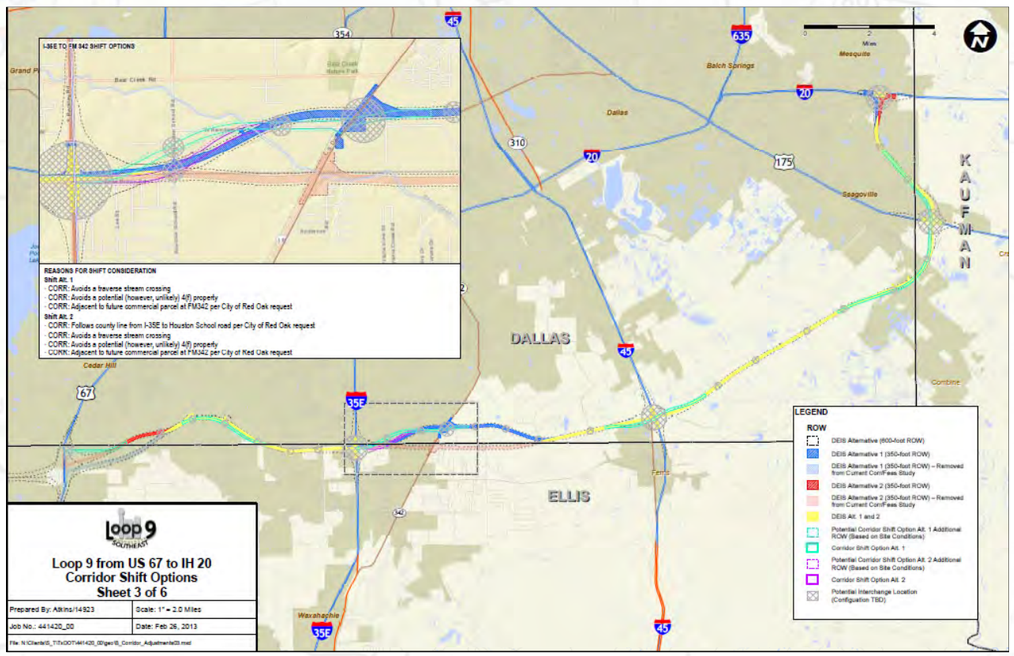

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Dallas
Mesquite
Balch Springs
Grand Prairie
Duncanville
Hutchins
Seagoville
Joe Pool Lake
DeSoto
Wilmer
Combine
Cedar Hill
Lancaster
Glenn Heights
Ferris
Ovilla
Red Oak
FM 664
Oak Leaf
Midlothian
Pecan Hill
BH 342
67
20
175
35E
February 2013
6
Loop 9 Regional Task Force Meeting


LAKE RIDGE PARKWAY TIE-IN SHIFT OPTION
REASONS FOR SHIFT CONSIDERATION
CORR: Ties-in to Lake Ridge Parkway per City of Cedar Hill request
CORR: Avoids impact to the TV/radio tower guy wires
DALLAS
ELLIS
KAUFMAN
LEGEND
ROW
Loop 9 from US 67 to IH 20
Corridor Shift Options
Sheet 1 of 6
Prepared By: Atkins/14923
Scale: 1" = 2.0 Miles
Job No.: 441420_00
Date: Feb 21, 2013

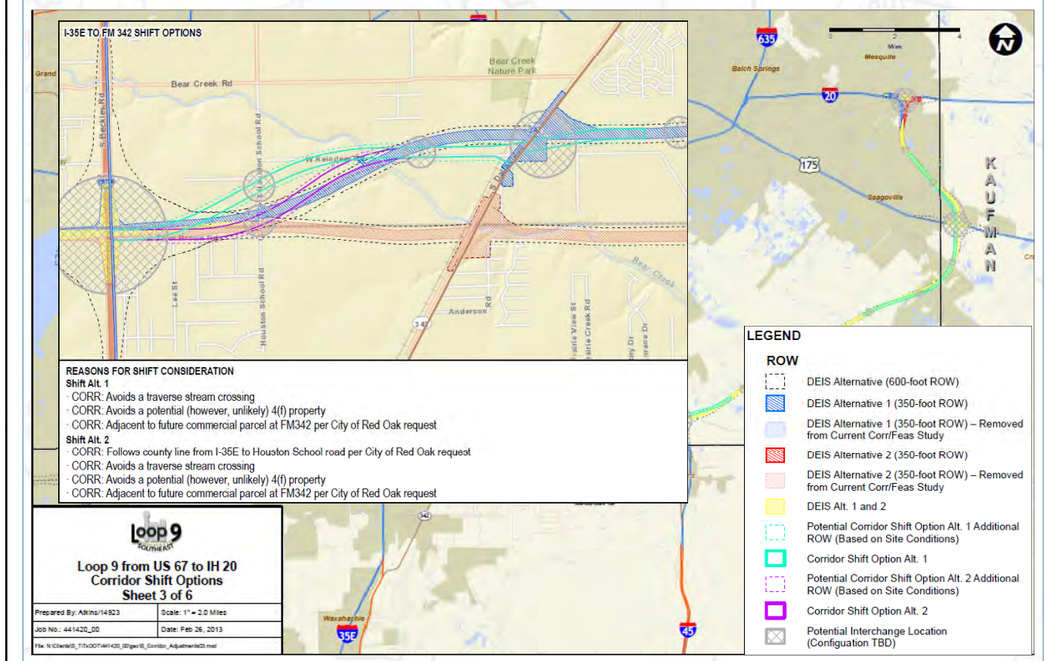

LAKE RIDGE PARKWAY TIE-IN SHIFT OPTION
REASONS FOR SHIFT CONSIDERATION
· CORR: Ties-in to Lake Ridge Parkway per City of Cedar Hill request
· CORR: Avoids impact to the TV/radio tower guy wires
LEGEND
ROW
DEIS Alternative (600-foot ROW)
DEIS Alternative 1 (350-foot ROW)
DEIS Alternative 1 (350-foot ROW) – Removed from Current Corr/Feas Study
DEIS Alternative 2 (350-foot ROW)
DEIS Alternative 2 (350-foot ROW) – Removed from Current Corr/Feas Study
DEIS Alt. 1 and 2
Potential Corridor Shift Option Alt. 1 Additional ROW (Based on Site Conditions)
Corridor Shift Option Alt. 1
Potential Corridor Shift Option Alt. 2 Additional ROW (Based on Site Conditions)
Corridor Shift Option Alt. 2
Potential Interchange Location (Configuation TBD)
Loop 9 from US 67 to IH 20
Corridor Shift Options
Sheet 1 of 6
Prepared By: Atkins/14923
Scale: 1" = 2.0 Miles
Job No.: 441420_00
Date: Feb 21, 2013


DUNCANVILLE ROAD TO WESTMORELAND ROAD SHIFT OPTION
REASONS FOR SHIFT CONSIDERATION
CORR/ACCESS: Shifts south to minimize impact to future commercial property per the City of Glenn Heights request
Wynnewood
W Bear Creek Rd
Dallas
Lariat Tr
Johnson Ln
Seagoville
Balch Springs
Mesquite
DeSoto
Lancaster
Cedar Hill
DALLAS
ELLIS
KAUFMAN
Combine
Ferris
Waxahachie
LEGEND
ROW
DEIS Alternative (600-foot ROW)
DEIS Alternative 1 (350-foot ROW)
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DEIS Alternative 2 (350-foot ROW) – Removed from Current Corr/Feas Study
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Corridor Shift Option Alt. 1
Potential Corridor Shift Option Alt. 2 Additional ROW (Based on Site Conditions)
Corridor Shift Option Alt. 2
Potential Interchange Location (Configuation TBD)
Loop 9 from US 67 to IH 20
Corridor Shift Options
Sheet 2 of 6
Prepared By: Atkins/14923
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Job No.: 441420_00
Date: Feb 21, 2013

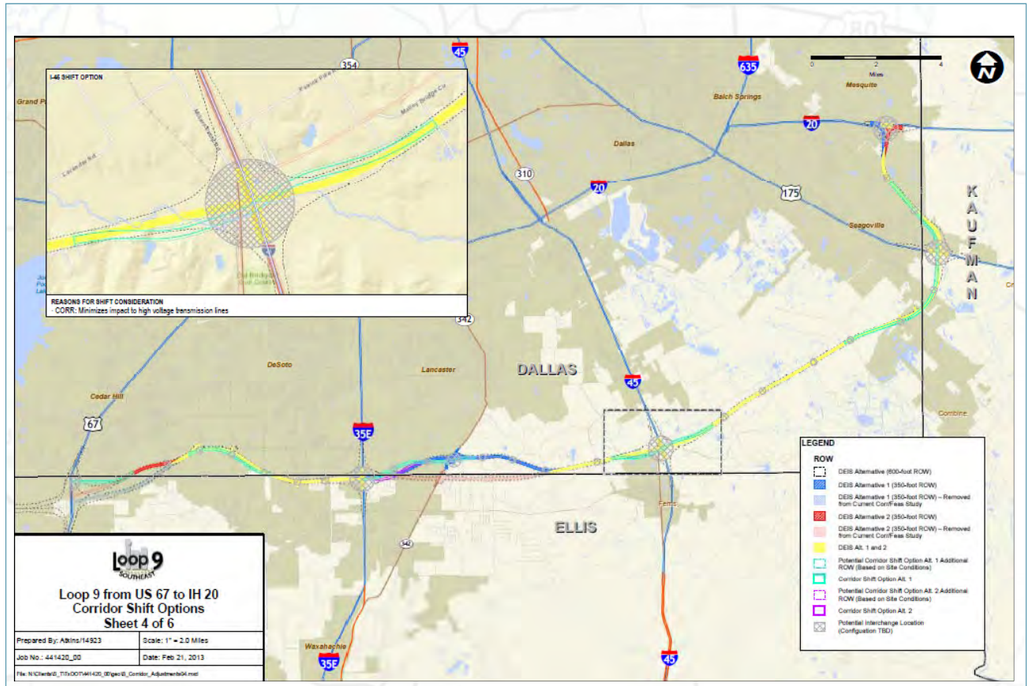

DUNCANVILLE ROAD TO WESTMORELAND ROAD SHIFT OPTION
REASONS FOR SHIFT CONSIDERATION
· CORR/ACCESS: Shifts south to minimize impact to future commercial property per the City of Glenn Heights request
Wynnewood
Holy Redeemer Cemetery
W Bear Creek Rd
Bear Creek Rd
S Duncanville Rd
S Cockrell Hill Rd
Dallas
Lariat Tr
Johnson Ln
Seagoville
Mesquite
ELLIS
KAUFMAN
Waxahachie
LEGEND
ROW
DEIS Alternative (600-foot ROW)
DEIS Alternative 1 (350-foot ROW)
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Loop 9 from US 67 to IH 20
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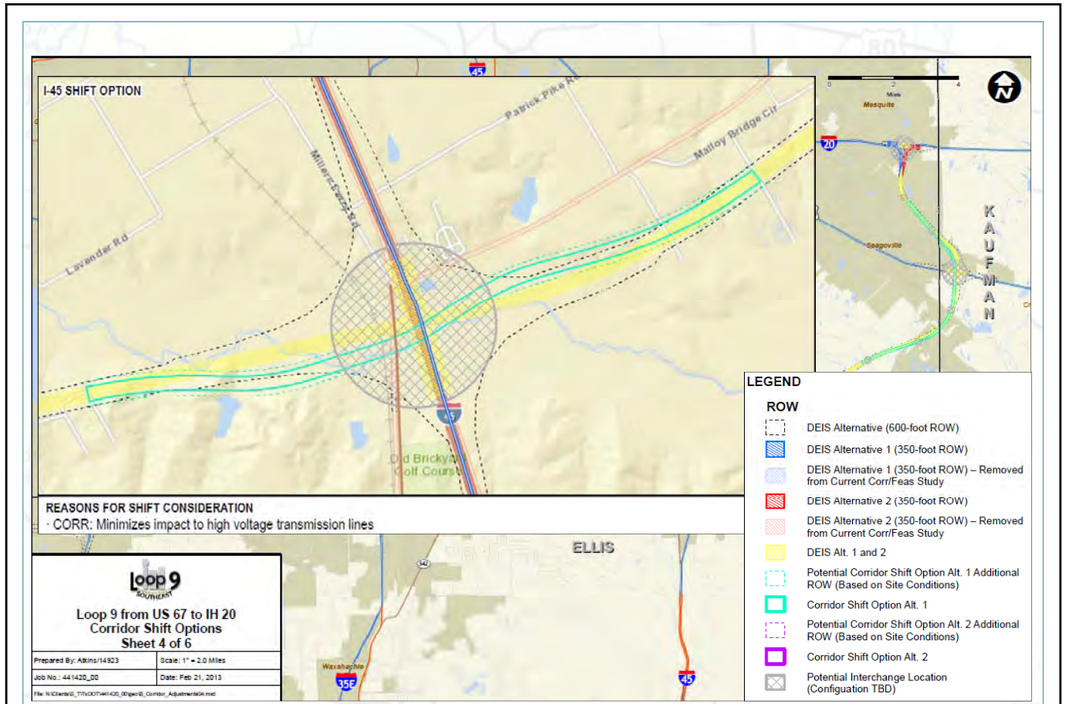


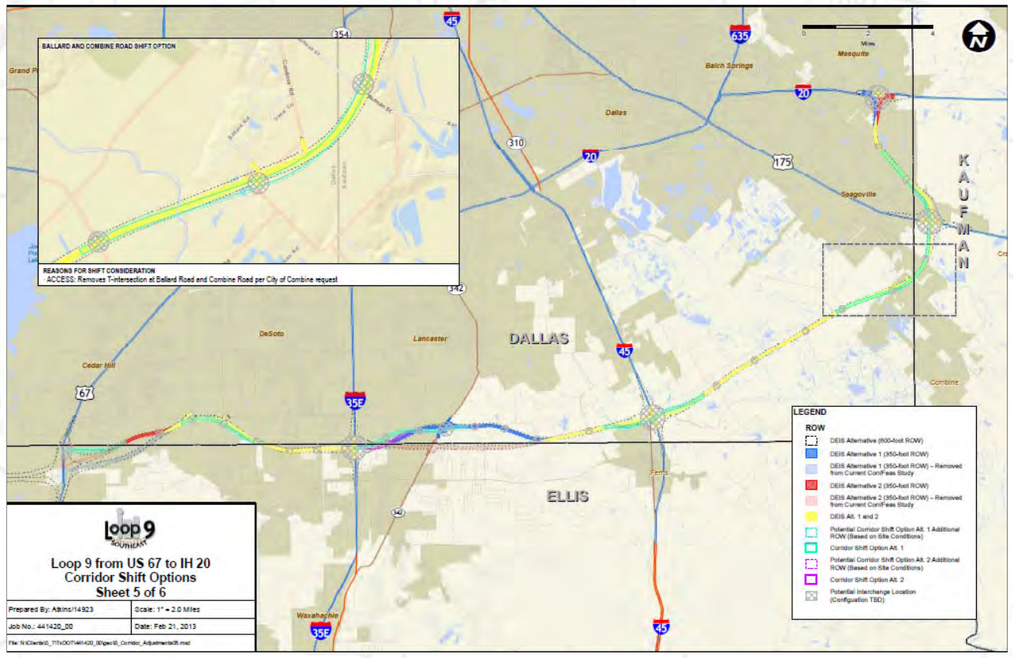
February 2013 11 Loop 9 Regional Task Force Meeting

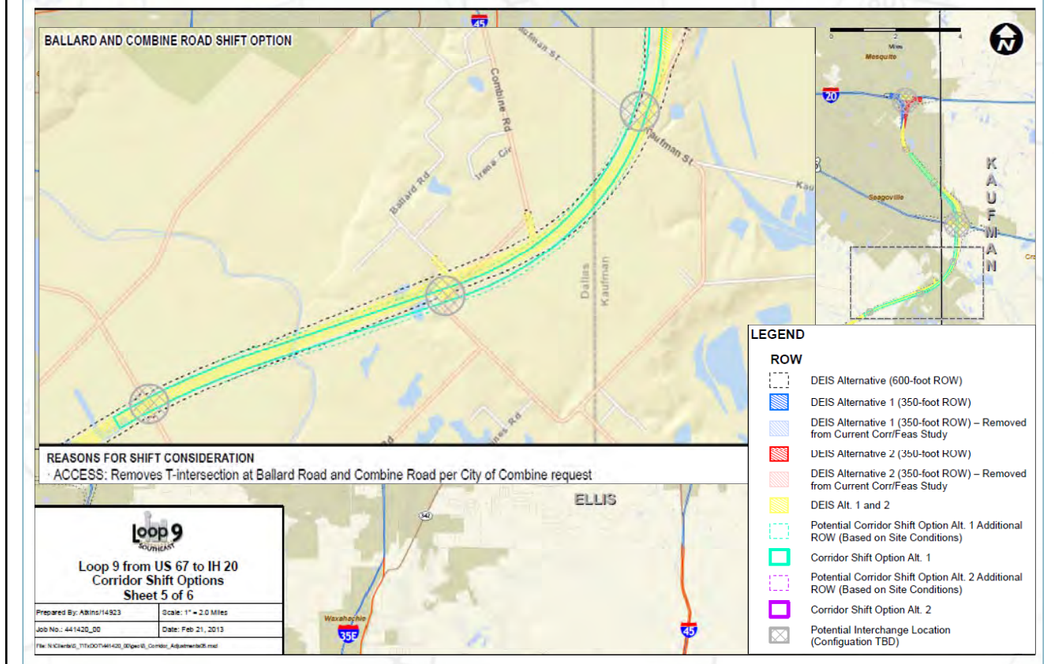


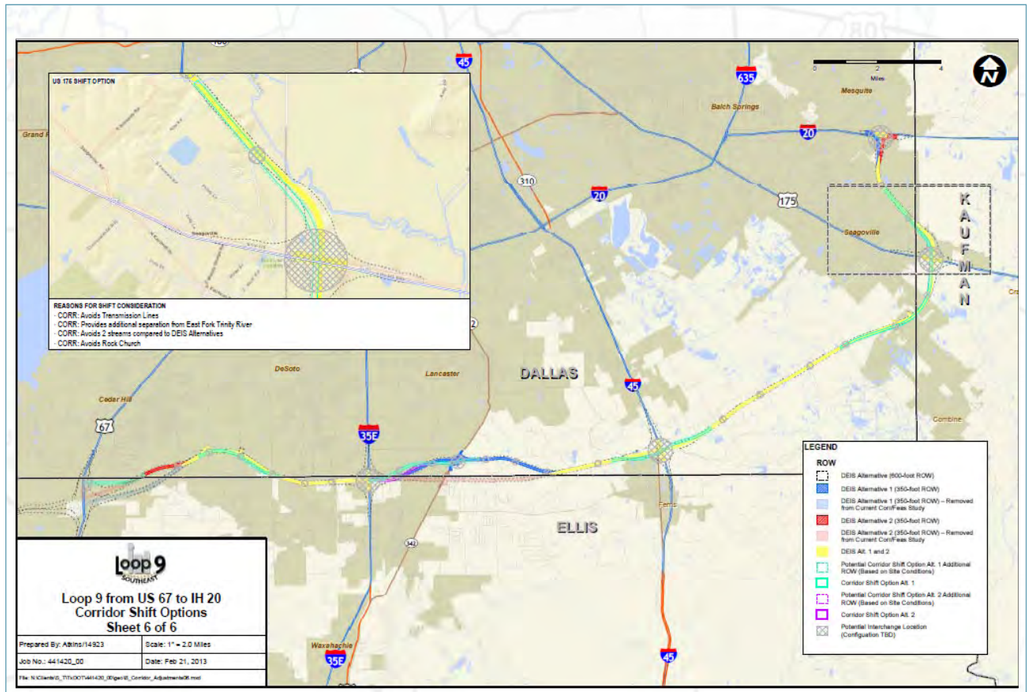
February 2013 12 Loop 9 Regional Task Force Meeting

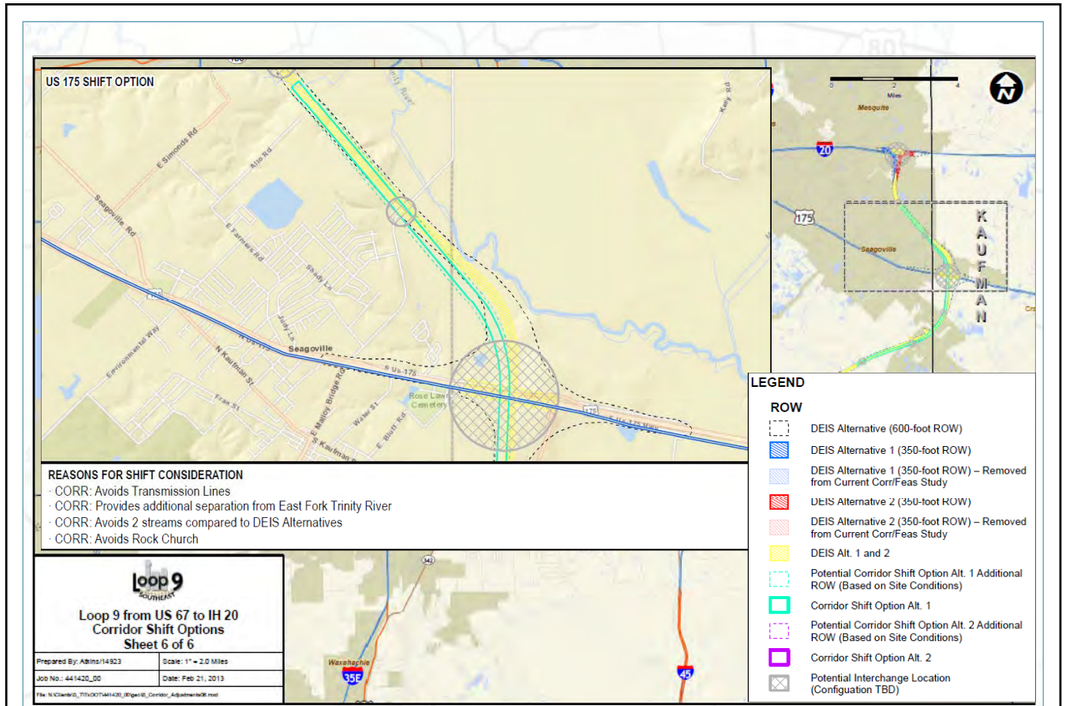

I-45 SHIFT OPTION
REASONS FOR SHIFT CONSIDERATION
· CORR: Minimizes impact to high voltage transmission lines
Loop 9 from US 67 to IH 20
Corridor Shift Options
Sheet 4 of 6
Prepared By: Atkins/14923
Scale: 1" = 2.0 Miles
Job No.: 441420_00
Date: Feb 21, 2013
LEGEND
ROW
DEIS Alternative (600-foot ROW)
DEIS Alternative 1 (350-foot ROW)
DEIS Alternative 1 (350-foot ROW) – Removed from Current Corr/Feas Study
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DEIS Alternative 2 (350-foot ROW) – Removed from Current Corr/Feas Study
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Potential Corridor Shift Option Alt. 1 Additional ROW (Based on Site Conditions)
Corridor Shift Option Alt. 1
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Corridor Shift Option Alt. 2
Potential Interchange Location (Configuation TBD)
DALLAS
ELLIS
KAUFMAN


I-45 SHIFT OPTION
REASONS FOR SHIFT CONSIDERATION
· CORR: Minimizes impact to high voltage transmission lines
Loop 9 from US 67 to IH 20
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Corridor Shift Option Alt. 1
Potential Corridor Shift Option Alt. 2 Additional ROW (Based on Site Conditions)
Corridor Shift Option Alt. 2
Potential Interchange Location (Configuation TBD)
ELLIS
KAUFMAN


BALLARD AND COMBINE ROAD SHIFT OPTION
REASONS FOR SHIFT CONSIDERATION
ACCESS: Removes T-intersection at Ballard Road and Combine Road per City of Combine request
DALLAS
ELLIS
KAUFMAN
LEGEND
ROW
Loop 9 from US 67 to IH 20
Corridor Shift Options
Sheet 5 of 6

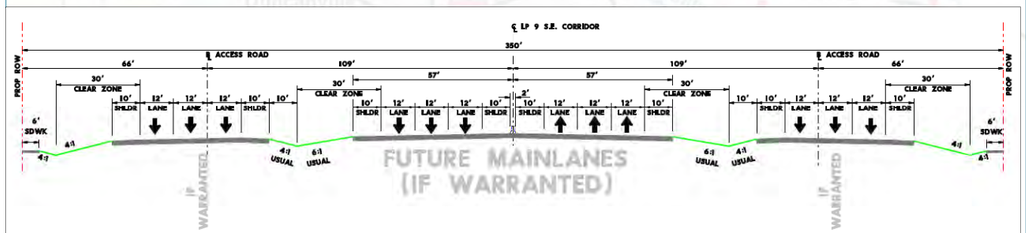

BALLARD AND COMBINE ROAD SHIFT OPTION
REASONS FOR SHIFT CONSIDERATION
ACCESS: Removes T-intersection at Ballard Road and Combine Road per City of Combine request
ELLIS
KAUFMAN
LEGEND
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Corridor Shift Option Alt. 2
Potential Interchange Location (Configuation TBD)
Loop 9 from US 67 to IH 20
Corridor Shift Options
Sheet 5 of 6


US 175 SHIFT OPTION
REASONS FOR SHIFT CONSIDERATION
· CORR: Avoids Transmission Lines
· CORR: Provides additional separation from East Fork Trinity River
· CORR: Avoids 2 streams compared to DEIS Alternatives
· CORR: Avoids Rock Church
Loop 9 from US 67 to IH 20
Corridor Shift Options
Sheet 6 of 6
Prepared By: Atkins/14923
Scale: 1" = 2.0 Miles
Job No.: 441420_00
Date: Feb 21, 2013
LEGEND
ROW
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Corridor Shift Option Alt. 1
Potential Corridor Shift Option Alt. 2 Additional ROW (Based on Site Conditions)
Corridor Shift Option Alt. 2
Potential Interchange Location (Configuation TBD)
DALLAS
ELLIS
KAUFMAN
Mesquite
Seagoville
Lancaster
DeSoto
Cedar Hill
Combine
Ferris
Waxahachie
Batch Springs


US 175 SHIFT OPTION
REASONS FOR SHIFT CONSIDERATION
· CORR: Avoids Transmission Lines
· CORR: Provides additional separation from East Fork Trinity River
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Loop 9 from US 67 to IH 20
Corridor Shift Options
Sheet 6 of 6
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Potential Corridor Shift Option Alt. 2 Additional ROW (Based on Site Conditions)
Corridor Shift Option Alt. 2
Potential Interchange Location (Configuation TBD)
Seagoville
KAUFMAN
Mesquite
Waxahachie

Proposed Typical Section

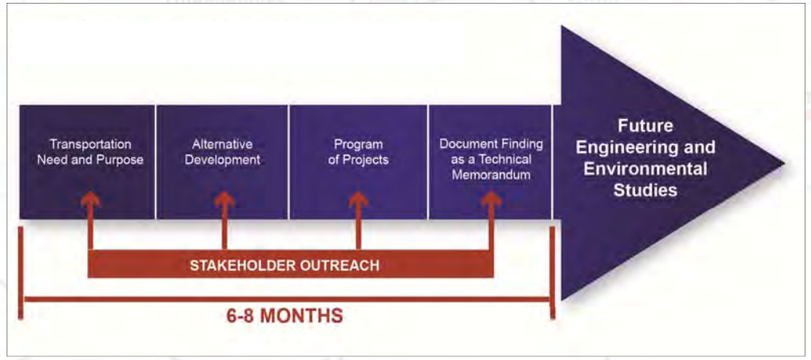
Right-of-Way Approximately 350’



Mainlanes & Frontage Roads with Shoulder and Sidewalks

Schedule

Corridor/Feasibility Study Process Timeline



Moving Forward

- Loop 9 Website and Public Meetings
- Resource Agency and Major Stakeholder Coordination Meetings
- Travel Demand Modeling
- Cost Estimates
- Potential Social, Economic and Environmental Effects
- Prioritization and Implementation Plan
- Final Report



- Re-branding Option Discussed During Local Official Interviews
- Loop 9 Name Will Stay the Same
- Loop 9 Logo May be Revised

Comments

Please submit comments by Friday March 15, 2013 via email to:

Brian Clark, P.E.
Project Manager, Transportation Design
Atkins
Brian.Clark@atkinsglobal.com

QUESTIONS

D3: August 2013 Task Force Meeting Summaries

3rd Regional Task Force Meeting Summary – Seagoville

Date: August 28, 2013 **Time:** 2:00 PM – 5:00 PM

Project: Loop 9 Southeast

Location: Seagoville Council Chambers
702 N. Highway 175
Seagoville, TX 75159

Purpose: Provide Project Status of Loop 9 following the May 2013 Public Meetings

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

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

1. **Open House**
   - The revised alignments were presented during the Open House on four large aerial exhibits. The options have been refined following the May 2013 Public Meetings and continuing coordination with major stakeholders and local governments.
   - The project team was available to answer questions from the Task Force (see **Attachment A** to view attendees) as needed.

2. **Presentation** (see **Attachment B** for the PowerPoint presentation/handout).
   - Loop 9 project team presented the following:
     - Study Status and Schedule
     - Summary of the May 2013 Public Meetings
     - Ongoing Coordination – Major Stakeholders and Local Governments
     - Study Goals
     - Potential Phasing Options
     - Recent Changes
     - Program of Projects – Six Steps of Evaluation
     - Preliminary project phasing based on current analysis
     - Meeting comment timeframe of September 13, 2013 to email comments to Brian Clark, P.E.

3. **Questions/Comments**
   - An attendee asked if there would be access to Ferris Road from I-45. Brian Clark stated that there would be access to Ferris Road.
   - An attendee asked when Seagoville would see any development on Loop 9. Brian Clark stated that it would be beyond 2035 for the mainlanes. A two-lane frontage road would be warranted by 2025.
   - An attendee stated that improvements to FM 664 would pull more traffic into this area. Brian Clark and Jeff Neal discussed the traffic models and stated that the models include both projects as proposed by 2025. Jeff stated the area would be able to accommodate both projects.

- An attendee asked how would the project be funded. Brian Clark stated that the cost for the ultimate configuration is approximately $2.7 billion and there is currently some money set aside for the initial project. Not all funding has been determined.
- An attendee asked if the project is design-build. Brian Clark stated that it has not been determined yet.
- An attendee asked where is the two-lane frontage road. Brian Clark showed the typical section and stated it would be on one side of the right-of-way, but which side has not been determined yet.
- An attendee asked where would the interchanges be located. Brian Clark explained that during Phase I, interchanges would be typical at-grade crossings. Ultimate bridge locations have not been determined yet.
- An attendee asked why the Seagoville area would be considered last for development. Brian Clark stated there is more projected growth on the west side of the project area.

Attachment A:

Sign-in Sheet

Loop 9 3rd Regional Task Force Meeting

August 28, 2013, 2:00 – 5:00 pm
Seagoville Council Chambers
702 N. Highway 175, Seagoville, TX 75159

Sign In

Name	Title	Organization	Phone Number	Email Address
ERIC HOLSTEN		HNTB/CPO	512-691-1202	eholsten@hntb.com
Bryan Copeland		Jacobs	214.920.8123	bryan.copeland@jacobs.com
Stan Hall		TxDOT	2-32-6155	Stan.Hall@txdot.gov
Meghan D. Bradley		CAI	214-703-5151	meghan ~~abe~~@civilassociates.com
Abe Bekele		CAI	" " "	ABE@CIVILASSOCIATES.COM
Sid Sexton		C/TC	972-287-2389	SMSEXTON@SBCGLOBAL.NET
Bill Chambliss		C.C.	972-287-1147	N/A
JEFF NEAL		NCTCOG	817-608-2345	jneal@netcog.org
Jim Berman		COS	214 505 7749	JBERMAN@Seagoville.us
Lindsey Kimmitt		TxDOT	512 416-2547	lindsey.kimmitt@txdot.gov
Dadon Stephens		Grand Prairie	972 237-8319	dstephen@gpTX.org

Loop 9 3rd Regional Task Force Meeting

August 28, 2013, 2:00 – 5:00 pm
Seagoville Council Chambers
702 N. Highway 175, Seagoville, TX 75159

Sign In

Name	Title	Organization	Phone Number	Email Address
M. GHAFAR	PE.	EJES INC.	2/343 1210	mghafar@ejesinc.com
LARRY GRAVES	City Manager	Seagoville	972-287-2050	
Brenda Callaway	Assist. Area Eng	TxDOT	972-962-3617	brenda.callaway@txdot.gov
Jeffrey Toffer	SR TRANS PLANNER	DALLAS COUNTY	214-653-6417	jtoffer@dallascounty.org
Micah Baker	Transportation Planner	Dallas County	214-653-7465	micah.baker@dallascounty.org
Jason Landess				
[illegible]	Econ Dev	City Ferris		
Charles Hatfield	P&Z	City Ferris		
BRUCE NOLLEY	TRANSP. ENGINEER	TXDOT	(214) 320-6156	Bruce.Nolley@txdot.gov
SUSAN PATTERSON	Env Planner	Atkins		
Tim Ratcliff	Mayor	Combine		

Loop 9 3rd Regional Task Force Meeting

August 28, 2013, 2:00 – 5:00 pm
Seagoville Council Chambers
702 N. Highway 175, Seagoville, TX 75159

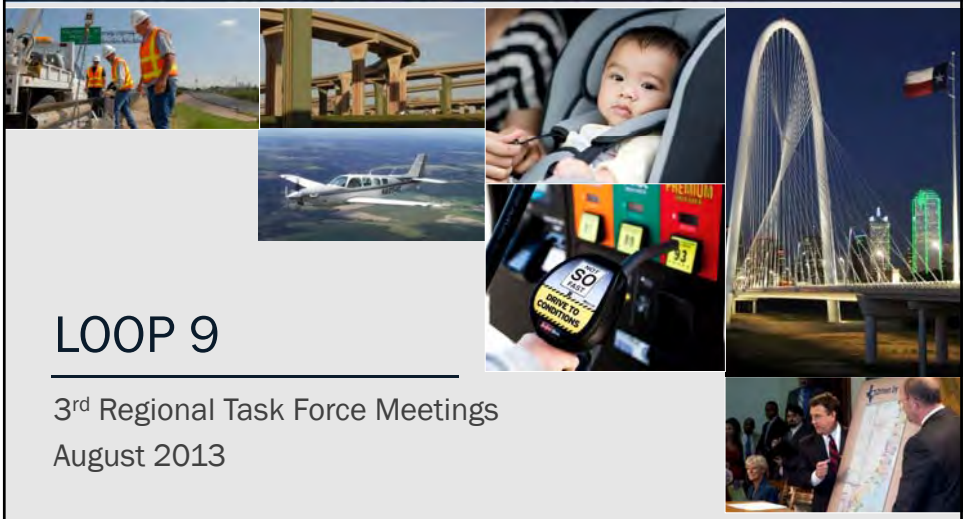
Sign In

Name	Title	Organization	Phone Number	Email Address
Alexandria Perez	Commissioner for P+Z	Seagoville	972-974-2405	alexandriacristinaperez@yahoo.com
Denny Wheat	City Admin	Wilmer		dwheat@cityofwilmer.com
Richard Dormier	Mayor	Ovilla	972 489 6523	richard@fmi-dallas.com
Stanley Aglowski	City Council Dist 2	Lancaster	214-641-4682	SJAglowski@lancaster-TX.com
Ray Clark	Commissioner P2	Kaufman Co	972 564 [illegible]	[illegible]
BRIAN CLARK	PROJ MGR	ATKINS	(972)588-3124	brian.clark@atkinsglobal.com

Attachment B:

PowerPoint Presentation/Handout

TEXAS DEPARTMENT OF TRANSPORTATION



LOOP 9

3rd Regional Task Force Meetings
August 2013

TEXAS DEPARTMENT OF TRANSPORTATION

LOOP 9

3rd Regional Task Force Meetings
August 2013

August 28, 2013
2:00 pm – 5:00 pm
Seagoville Council Chambers
702 N. Highway 175
Seagoville, TX 75159

August 29, 2013
2:00 pm – 5:00 pm
City of Red Oak, Banquet Hall
200 Lakeview Parkway
Red Oak, TX 75154

Agenda

1. Study Status
2. Study Schedule
3. Summary of May 2013 Public Meetings
4. Ongoing Coordination – Major Stakeholders and Local Governments
5. Study Goals
6. Potential Phasing Options
7. Recent Changes

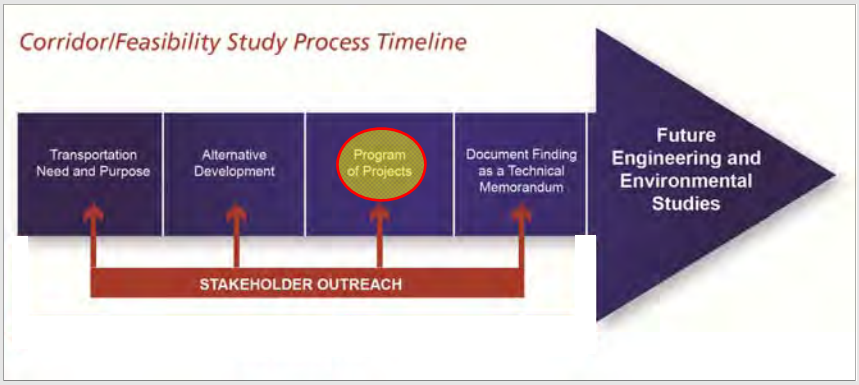
Agenda

8. Program of Projects – Six Steps of Evaluation
9. Moving Forward
10. Task Force Comment Period
11. Questions and Discussion

1. Study Status

- Addressing May 2013 Public Meeting Comments
- Ongoing Coordination
- Completing Traffic Modeling
- Determining Priority of Projects and Phasing
- Preparing for September 2013 Public Meetings
- Preparing Technical Memorandum of Study Results

2. Study Schedule



3. Summary of May 2013 Public Meetings

- May 16, 2013 – Ferris High School
  - 220 attendees
  - 31 comments submitted
- May 23, 2013 – Ovilla Road Baptist Church
  - 240 attendees
  - 40 comments submitted
- Received a total of 124 comments
  - 43% opposed the project
  - 10% wholly supported the project
  - 47% provided specific concerns or questions
- Summary report will be available on the Loop 9 website prior to next Public Meetings

4. Ongoing Coordination - Major Stakeholders

- Skyline Landfill, Waste Management
- Oncor
- Burlington Northern Santa Fe Railway
- Union Pacific Railroad
- Holcim (quarry)
- Ash Grove Cement Company
- Trinity River Authority
- International Inland Port of Dallas (IIPOD)

4. Ongoing Coordination - Local Governments

Meetings Held Since February 2013 Task Force Meetings:

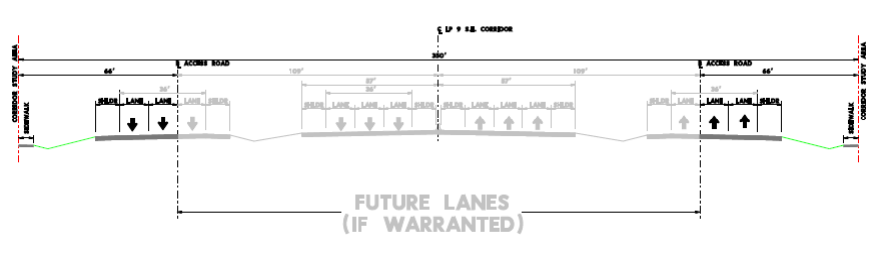
- City of Ferris (Mayor & City Manager)
- City of Cedar Hill (City Council & Public Works Dept.)
- City of Glenn Heights (City Council)
- City of Ovilla (City Council)
- Dallas County (Public Works Dept.)

5. Study Goals

- Solicit input from local and community leaders on specific transportation facility needs
- Promote public involvement to garner input and understand public needs and values
- 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 within the corridor over the next several years as funding becomes available

5. Study Goals

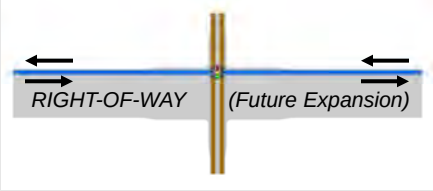
- Corridor Preservation
- 350 foot ROW with more needed at interchange locations
- Future lanes will only be constructed when warranted and funding is available
- A Program of Projects will document the anticipated needs for the future



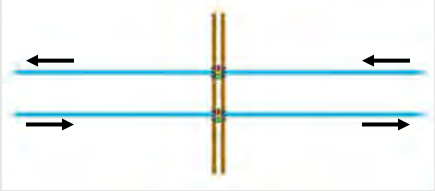
Loop 9 – 3rd Regional Task Force Meetings – August 2013 11

6. Potential Phasing Options

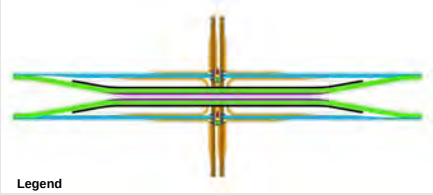
PHASE 1:
Two-Way Frontage Road
Volume Range: < 12,000 ADT



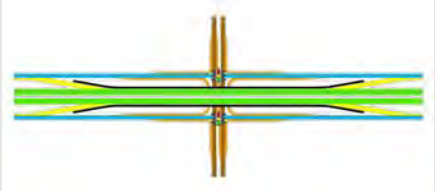
PHASE 2:
One-Way Frontage Roads
Volume Range: 12,000 – 38,000 ADT



PHASE 3:
Tolled Grade Separation
Volume Range: > 60,000 ADT (intersection total)



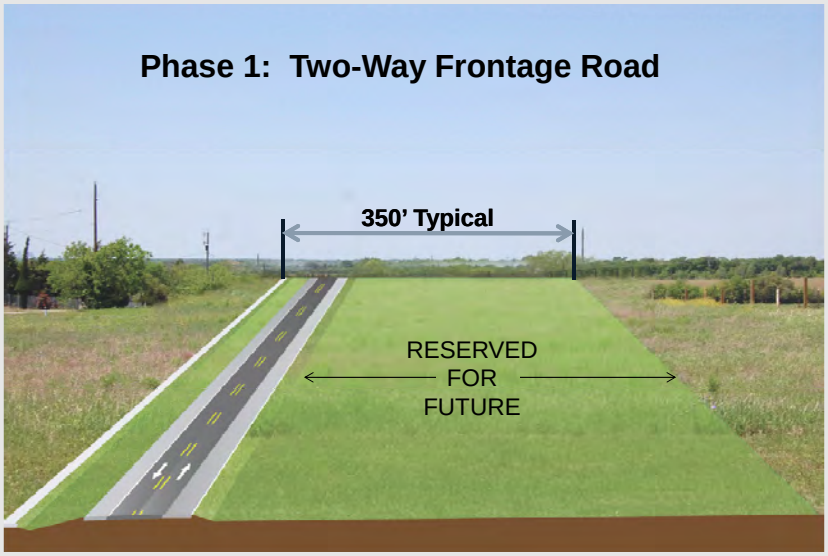
PHASE 4:
Continuous Toll Road
Volume Range: > 38,000 ADT (full segment)



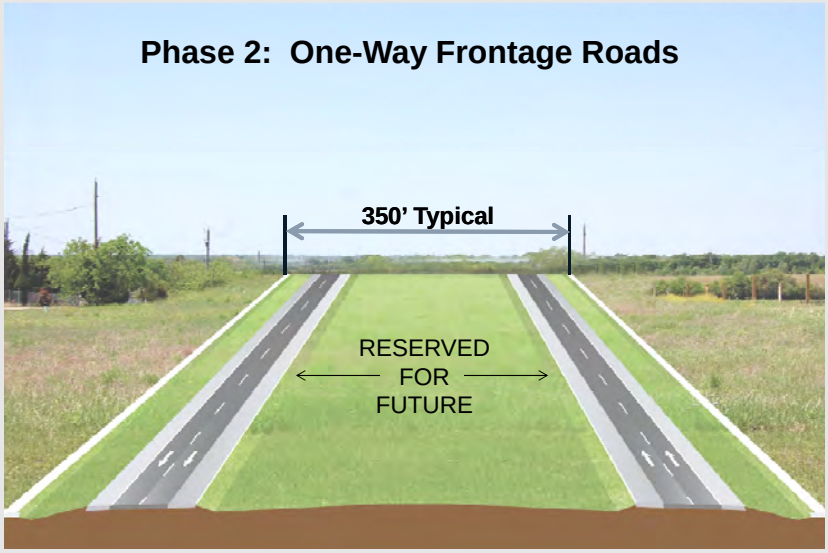
Legend
Tolled Main Lanes
Major Arterial Cross Street
Two-Way Frontage Roads
One-Way Frontage Roads
Toll Road Access Ramps
Space for Future Lanes
Turn Lanes
Grade Separation
Lane Boundaries and Edge of Pavement

Loop 9 – 3rd Regional Task Force Meetings – August 2013 12

6. Potential Phasing Options



6. Potential Phasing Options



6. Potential Phasing Options



Loop 9 – 3rd Regional Task Force Meetings – August 2013 15

7. Recent Changes – Cedar Hill Comment

- City of Cedar Hill submitted an alignment suggestion (from Tar Road to Westmoreland Road) comment prior to May 2013 Public Meetings
- Team evaluated the new alignment impacts and presented to Glenn Heights and Ovilla City Councils
- On June 24, 2013, Ovilla voted to deny the proposed alignment (3-0)
- On August 6, 2013, Glenn Heights thought both alignments should be considered
- On August 22, 2013, Dallas County supported D1
- Recommend eliminating C2 from further study

Loop 9 – 3rd Regional Task Force Meetings – August 2013 16

7. Recent Changes – Cedar Hill Comment



X Alignment Removed From Further Study

7. Recent Changes – City of Ferris Comment

- City of Ferris submitted formal comment following May 2013 Public Meetings to avoid impacts to Skyline Landfill
- Team developed new alignment that avoids landfill property and eliminates residential impacts from Ferris Road to I-45
- Team met with City of Ferris and shift was approved

7. Recent Changes – City of Ferris Comment



X Alignment Removed From Further Study

Loop 9 – 3rd Regional Task Force Meetings – August 2013 19

8. Program of Projects – Steps of Evaluation

- Step 1: Evaluate Traffic Modeling and Project Needs
- Step 2: Identify Logical Termini
- Step 3: Evaluate Potential Social, Economic, and Environmental Effects
- Step 4: Evaluate Possible Phased Development
- Step 5: Develop Program of Projects
- Step 6: Prioritize Individual Projects

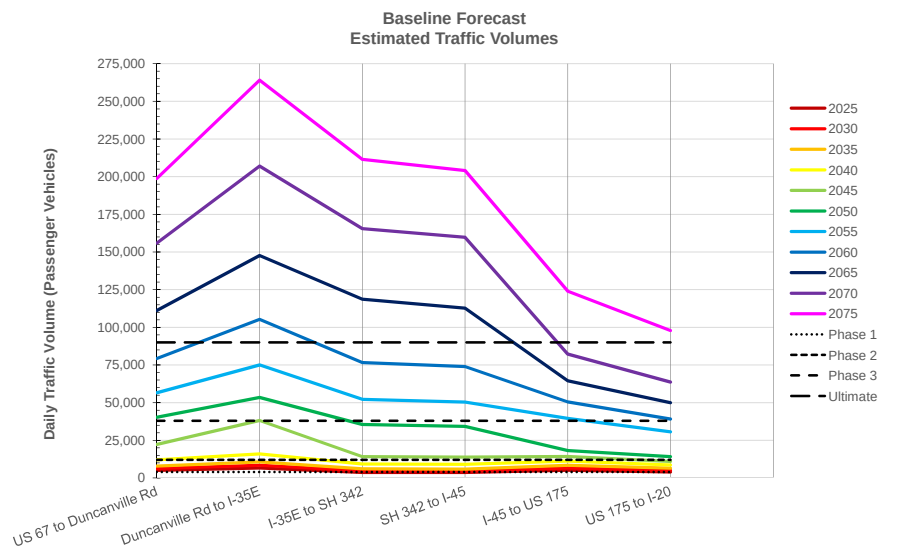
Loop 9 – 3rd Regional Task Force Meetings – August 2013 20

8. Program of Projects – Step 1

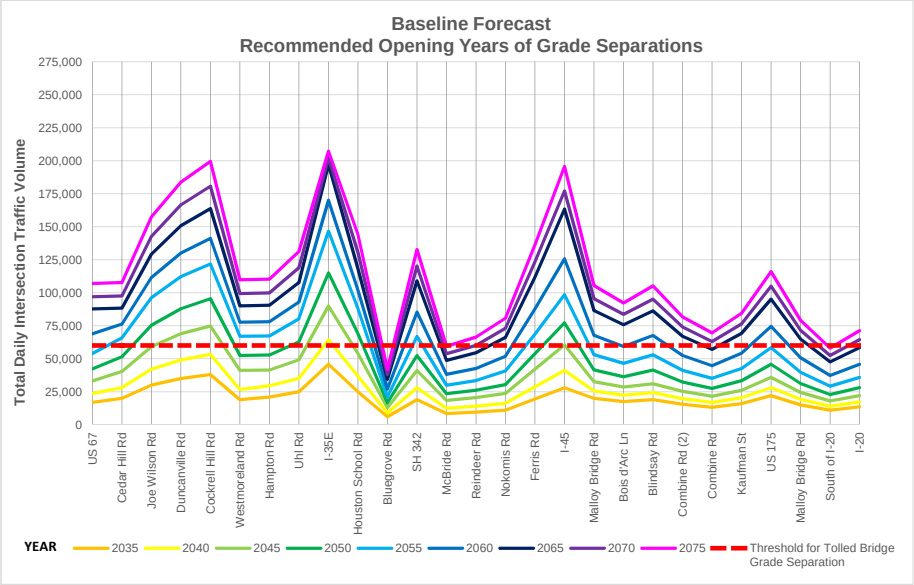
Evaluate Traffic Modeling and Project Needs

- Near term projects warranted by 2035
- Projected traffic beyond 2035 to help determine future needs (long term projects)
- Two Demographic Models Evaluated
  - Baseline Forecast
  - Higher Growth Forecast

8. Program of Projects – Step 1



8. Program of Projects – Step 1

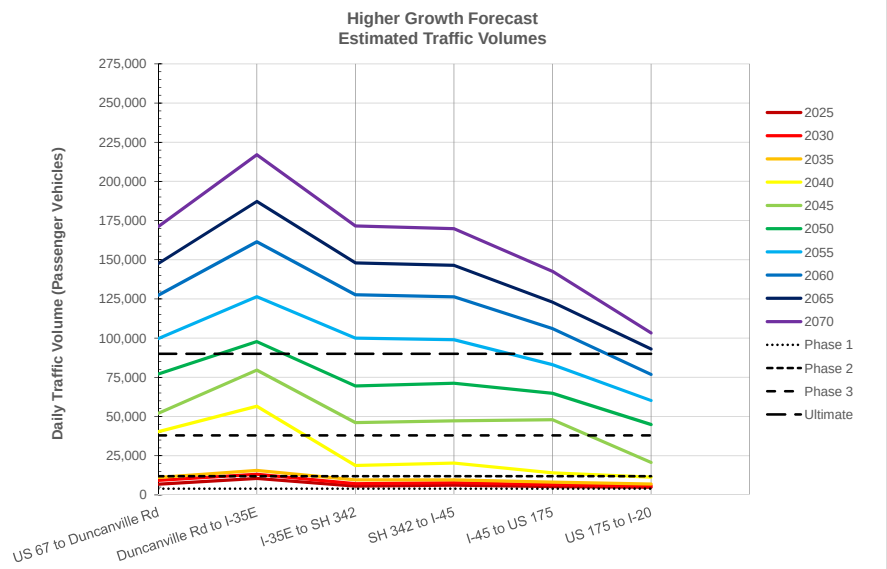


8. Program of Projects – Step 1

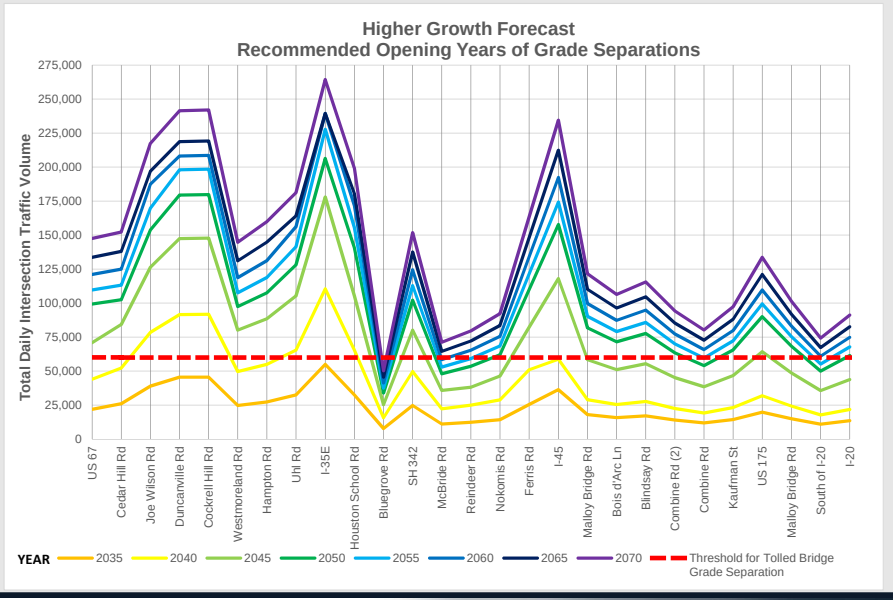
Baseline Forecast results warrant:

- Opening of Phase 1 (Two-Way Frontage Road) from:
  - US 67 to I-35E by 2025
  - I-35E to I-20 by 2030
- Opening of Phase 2 (One-Way Frontage Roads) from:
  - US 67 to I-35E by 2040
  - I-35E to I-20 by 2045
- Opening of Phases 3/4 (Ultimate) from:
  - US 67 to I-45 by 2065
  - I-45 to I-20 by 2075

8. Program of Projects – Step 1



8. Program of Projects – Step 1



8. Program of Projects – Step 1

Higher Growth Forecast results warrant:

- Opening of Phase 1 (Two-Way Frontage Road) from:
  - US 67 to I-45 by 2025
  - I-45 to I-20 by 2030
- Opening of Phase 2 (One-Way Frontage Roads) from:
  - US 67 to I-35E by 2030
  - I-35E to I-20 by 2040
- Opening of Phases 3/4 (Ultimate) from:
  - US 67 to I-45 by 2060
  - I-45 to I-20 by 2065

8. Program of Projects – Step 1

Evaluate Traffic Modeling and Project Needs

- Provide East-West Connectivity
- Travel Time Savings
- Provide Support for Economic Development Opportunities

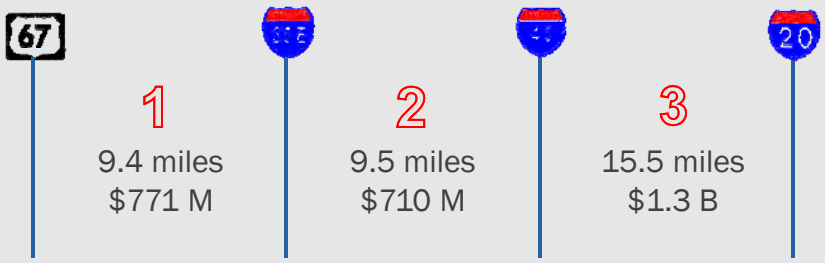
8. Program of Projects – Step 2

Identify Logical Termini

THREE MAJOR CORRIDORS

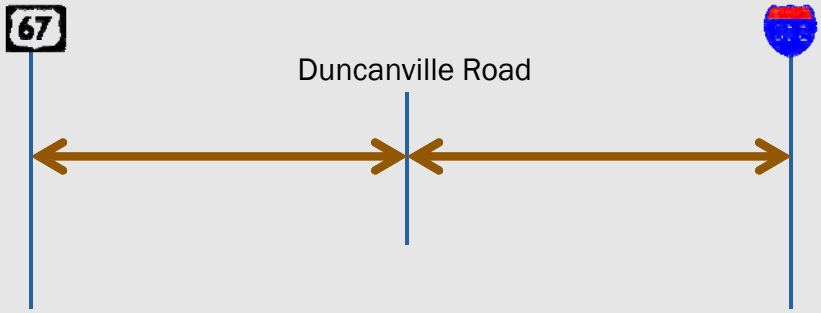
Ultimate Facility (ROW, Utilities, Construction)

2013 $



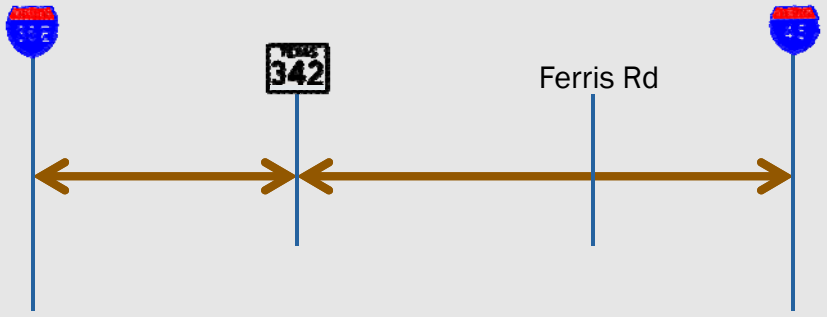
8. Program of Projects – Step 2

Corridor 1 (US 67 to I-35E)



8. Program of Projects – Step 2

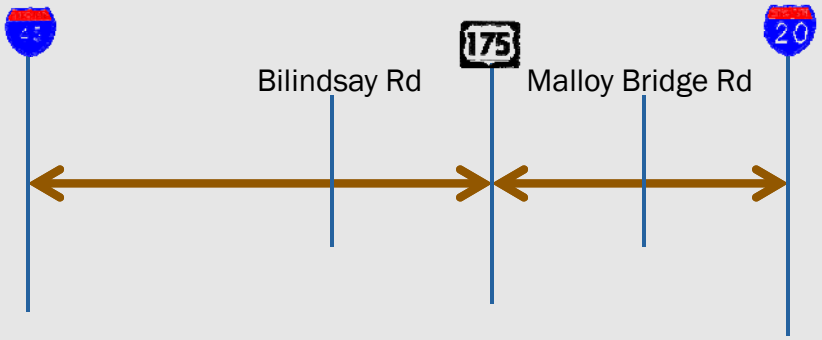
Corridor 2 (I-35E to I-45)



Loop 9 – 3rd Regional Task Force Meetings – August 2013 31

8. Program of Projects – Step 2

Corridor 3 (I-45 to I-20)



Loop 9 – 3rd Regional Task Force Meetings – August 2013 32

8. Program of Projects – Step 3

Evaluate Potential Social, Economic, and Environmental Effects

- Utilize readily available environmental data
- Utilize existing environmental data from previous documents
- Conduct windshield survey
- Utilize local government interviews and public comments for additional data

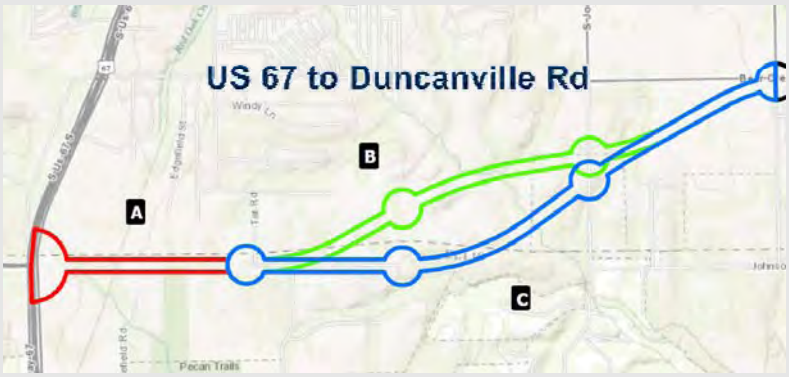
8. Program of Projects – Step 3

Evaluate Potential Social, Economic, and Environmental Effects



8. Program of Projects – Step 3

Evaluate Potential Social, Economic, and Environmental Effects



8. Program of Projects – Step 3

Evaluate Potential Social, Economic, and Environmental Effects

CRITERIA	MEASURE	UNIT	US 67 to Duncanville Road	
			A + B (North Option)	A + C (South Option)
ENGINEERING				
Length	Length of Alternative	mile	4.17	4.23
Utilities	Railroad Crossings	# of crossings	1	1
Drainage	Floodplains	# of crossings	1	2
	Floodplains	ft	956	1,055
ENVIRONMENTAL*				
Relocations	Residential	#	10	12
	Commercial	#		
Historic	Historic-age Resource Site	#		
Stream Crossings	Stream Crossings	#	3	4
Ponds	Ponds	#	3	6
Wetlands	Wetlands	ac	0.55	1.42

*More environmental data will be available at the public meetings

8. Program of Projects – Step 3

Evaluate Potential Social, Economic, and Environmental Effects



8. Program of Projects – Step 3

Evaluate Potential Social, Economic, and Environmental Effects

CRITERIA	MEASURE	UNIT	US 67 to Duncanville Road		Duncanville Road to I-35E
			A + B (North Option)	A + C (South Option)	D1 + D2
ENGINEERING					
Length	Length of Alternative	mile	4.17	4.23	5.27
Utilities	Railroad Crossings	# of crossings	1	1	
Drainage	Floodplains	# of crossings	1	2	3
	Floodplains	ft	956	1,055	3,638
ENVIRONMENTAL*					
Relocations	Residential	#	10	12	49
	Commercial	#			4
Historic	Historic-age Resource Site	#			4
Stream Crossings	Stream Crossings	#	3	4	
Ponds	Ponds	#	3	6	
Wetlands	Wetlands	ac	0.55	1.42	

*More environmental data will be available at the public meetings

8. Program of Projects – Step 3

Evaluate Potential Social, Economic, and Environmental Effects



8. Program of Projects – Step 3

Evaluate Potential Social, Economic, and Environmental Effects

CRITERIA	MEASURE	UNIT	US 67 to Duncanville Road		Duncanville Road to I-35E	I-35E to SH 342	
			A + B (North Option)	A + C (South Option)	D1 + D2	E + D3 (North Option)	F + D3 (South Option)
ENGINEERING							
Length	Length of Alternative	mile	4.17	4.23	5.27	2.89	2.80
Utilities	Railroad Crossings	# of crossings	1	1		1	1
Drainage	Floodplains	# of crossings	1	2	3	1	1
	Floodplains	ft	956	1,055	3,638	904	683
ENVIRONMENTAL*							
Relocations	Residential	#	10	12	49	9	13
	Commercial	#			4	4	5
Historic	Historic-age Resource Site	#			4	3	3
Stream Crossings	Stream Crossings	#	3	4		1	
Ponds	Ponds	#	3	6		1	
Wetlands	Wetlands	ac	0.55	1.42		0.03	

*More environmental data will be available at the public meetings

8. Program of Projects – Step 3

Evaluate Potential Social, Economic, and Environmental Effects



8. Program of Projects – Step 3

Evaluate Potential Social, Economic, and Environmental Effects

CRITERIA	MEASURE	UNIT	US 67 to Duncanville Road		Duncanville Road to I-35E	I-35E to SH 342		SH 342 to I-45
			A + B (North Option)	A + C (South Option)	D1 + D2	E + D3 (North Option)	F + D3 (South Option)	D3 + D4
ENGINEERING								
Length	Length of Alternative	mile	4.17	4.23	5.27	2.89	2.80	6.79
Utilities	Railroad Crossings	# of crossings	1	1		1	1	1
Drainage	Floodplains	# of crossings	1	2	3	1	1	1
	Floodplains	ft	956	1,055	3,638	904	683	9,588
ENVIRONMENTAL*								
Relocations	Residential	#	10	12	49	9	13	10
	Commercial	#			4	4	5	
Historic	Historic-age Resource Site	#			4	3	3	5
Stream Crossings	Stream Crossings	#	3	4		1		1
Ponds	Ponds	#	3	6		1		2
Wetlands	Wetlands	ac	0.55	1.42		0.03		0.33

*More environmental data will be available at the public meetings

8. Program of Projects – Step 3

Evaluate Potential Social, Economic, and Environmental Effects



8. Program of Projects – Step 3

Evaluate Potential Social, Economic, and Environmental Effects

CRITERIA	MEASURE	UNIT	US 67 to Duncanville Road		Duncanville Road to I-35E	I-35E to SH 342		SH 342 to I-45	I-45 to US 175
			A + B (North Option)	A + C (South Option)	D1 + D2	E + D3 (North Option)	F + D3 (South Option)	D3 + D4	D4 + D5 + D6
ENGINEERING									
Length	Length of Alternative	mile	4.17	4.23	5.27	2.89	2.80	6.79	11.02
Utilities	Railroad Crossings	# of crossings	1	1		1	1	1	
Drainage	Floodplains	# of crossings	1	2	3	1	1	1	3
	Floodplains	ft	956	1,055	3,638	904	683	9,588	25,087
ENVIRONMENTAL*									
Relocations	Residential	#	10	12	49	9	13	10	5
	Commercial	#			4	4	5		
Historic	Historic-age Resource Site	#			4	3	3	5	14
Stream Crossings	Stream Crossings	#	3	4		1		1	6
Ponds	Ponds	#	3	6		1		2	30
Wetlands	Wetlands	ac	0.55	1.42		0.03		0.33	43.23

*More environmental data will be available at the public meetings

8. Program of Projects – Step 3

Evaluate Potential Social, Economic, and Environmental Effects



8. Program of Projects – Step 3

Evaluate Potential Social, Economic, and Environmental Effects

CRITERIA	MEASURE	UNIT	US 67 to Duncanville Road		Duncanville Road to I-35E	I-35E to SH 342		SH 342 to I-45	I-45 to US 175	US 175 to I-20	
			A + B (North Option)	A + C (South Option)	D1 + D2	E + D3 (North Option)	F + D3 (South Option)	D3 + D4	D4 + D5 + D6	D6 + L (West Option)	D6 + M (East Option)
ENGINEERING											
Length	Length of Alternative	mile	4.17	4.23	5.27	2.89	2.80	6.79	11.02	4.52	4.50
Utilities	Railroad Crossings	# of crossings	1	1		1	1	1			
Drainage	Floodplains	# of crossings	1	2	3	1	1	1	3	6	7
	Floodplains	ft	956	1,055	3,638	904	683	9,588	25,087	12,806	13,126
ENVIRONMENTAL*											
Relocations	Residential	#	10	12	49	9	13	10	5	1	1
	Commercial	#			4	4	5				
Historic	Historic-age Resource Site	#			4	3	3	5	14	4	3
Stream Crossings	Stream Crossings	#	3	4		1		1	6	3	2
Ponds	Ponds	#	3	6		1		2	30	9	10
Wetlands	Wetlands	ac	0.55	1.42		0.03		0.33	43.23	3.93	3.60

*More environmental data will be available at the public meetings

8. Program of Projects – Step 4

Evaluate Possible Phased Development

CONSTRUCTION COSTS (2013)						
	US 67 to I-35E		I-35E to I-45		I-45 to I-20	
ULTIMATE	$523 M		$480 M		$1.18 B	
	US 67 to Duncanville Rd	Duncanville Rd to I-35E	I-35E to SH 342	SH 342 to I-45	I-45 to US 175	US 175 to I-20
Phase 1	$23 M	$42 M	$20 M	$108 M	$42 M	$26 M
Phase 2	$30 M	$54 M	$22 M	$113 M	$36 M	$26 M
Phase 3/4	$104 M	$270 M	$139 M	$78 M	$880 M	$170 M

Phase 1 = Two Way Frontage Road
Phase 2 = One Way Frontage Roads
Phases 3/4 = Continuous Toll Road With Possible Tolled Grade Separations

Loop 9 – 3rd Regional Task Force Meetings – August 2013 47

8. Program of Projects – Steps 5 and 6

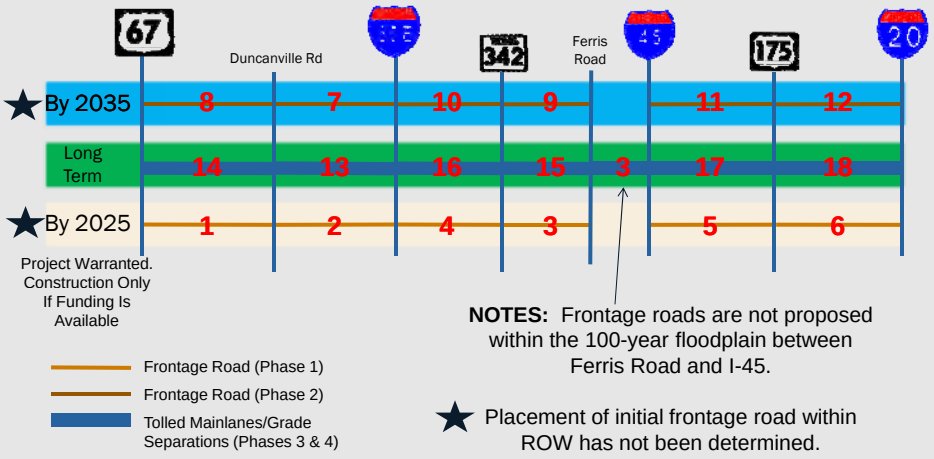
Develop Program of Projects and Prioritize Individual Projects

CRITERIA	MEASURE	US 67 to I-35E	I-35E to I-45	I-45 to I-20
Section Length	mile	9.4	9.5	15.5
Total Estimated Cost (2013 $)	$	$771 M	$710 M	$1.3 B
- ROW/Utility Cost (2013 $)	$	$248 M	$230 M	$120 M
- Construction Cost (2013 $)	$	$523 M	$480 M	$1.18 B
Anticipated Growth	High, Med, Low	Med	High	Low
Supports economic development opportunities (IIPOD, etc.)	High, Med, Low	Med	High	Low
Supported by Local Governments	Yes, No	Yes	Yes	Yes
Supported by Major Stakeholders	Yes, No	Yes	Yes	Yes
Impact on Human (Built) Environment (displacements, cultural resources, etc.)	High, Med, Low	High	Med	Low
Impact on Natural Environment (wetlands, habitat, etc.)	High, Med, Low	Med	High	Med
Impacts to Major Utilities (transmission lines, railroads, TV towers, pipelines, etc.)	Yes, No	Yes	Yes	No

Loop 9 – 3rd Regional Task Force Meetings – August 2013 48

8. Program of Projects – Steps 5 and 6

Prioritize Individual Projects



NOTES: Frontage roads are not proposed within the 100-year floodplain between Ferris Road and I-45.

★ Placement of initial frontage road within ROW has not been determined.

8. Program of Projects

Summary

- Priority corridor is from US 67 to I-35E
- First section that would initiate east-west connectivity is US 67 to Duncanville Road
  - Establishes east-west connectivity (from US 67 to SH 342) by utilizing Bear Creek Road beginning at Duncanville Road
- Phase 1 is warranted by 2025
- Phase 2 is warranted by 2035
- Phases 3 and 4 are warranted beyond 2035 and considered long term projects
- Subsequent sections will be further evaluated based on needs and available funding

9. Moving Forward

- Public Meetings – September 2013
- Finalize Traffic Modeling Memorandum
- Finalize Preliminary Cost Estimates
- Prioritization and Implementation Plan
- Technical Memorandum

10. Task Force Comment Period

Please submit comments by Friday, Sept. 13, 2013 via email to:

Brian Clark, P.E.
Project Manager, Transportation Design, Atkins
Brian.Clark@atkinsglobal.com
or
Bruce Nolley, P.E.
TxDOT
Bruce.Nolley@txdot.gov

11. Questions and Discussion

Questions?

3rd Regional Task Force Meeting Summary – Red Oak

Date: August 29, 2013 **Time:** 2:00 PM – 5:00 PM

Project: Loop 9 Southeast

Location: City of Red Oak
Banquet Hall
200 Lakeview Parkway
Red Oak, TX 75154

Purpose: Provide Project Status of Loop 9 following the May 2013 Public Meetings

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

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

---

1. **Open House**
   - The revised alignments were presented during the Open House on four large aerial exhibits. The options have been refined following the May 2013 Public Meetings and continuing coordination with major stakeholders and local governments.
   - The project team was available to answer questions from the Task Force (see **Attachment A** to view attendees) as needed.

2. **Presentation** (see **Attachment B** for the PowerPoint presentation/handout).
   - Loop 9 project team presented the following:
     - Study Status and Schedule
     - Summary of the May 2013 Public Meetings
     - Ongoing Coordination – Major Stakeholders and Local Governments
     - Study Goals
     - Potential Phasing Options
     - Recent Changes
     - Program of Projects – Six Steps of Evaluation
     - Preliminary project phasing based on current analysis
     - Meeting comment timeframe of September 13, 2013 to email comments to Brian Clark, P.E.

3. **Questions/Comments**
   - An attendee from Cedar Hill asked if the cost estimates included engineering. Brian Clark stated yes.
   - An attendee from Oak Leaf asked if the project would be built with tax dollars and then be taken over by someone else as a toll. Brian Clark stated that it has not been determined yet.
   - An attendee asked if TxDOT was coordinating with the widening of FM 664. Brian Clark stated the project team and Bruce Nolley is aware of the project on FM 664.
   - An attendee stated that during the FM 664 public meeting, they stated that it would be able to handle the same amount of traffic as I-35. He was concerned about Loop 9 being so close to FM 664. Bruce Nolley stated that FM 664 would function as a thoroughfare for local traffic

and Loop 9 would function is a regional facility. He stated they are different types of facilities with different purposes.

- An attendee from the City of Ferris asked about the sequencing on Slide 49. He asked which section would be first. He asked about the blank areas between Ferris Road and I-45. Brian Clark discussed that frontage roads would not be built in that section due to the majority of the corridor between Ferris and I-45 being located within the 100-year floodplain. He also stated that it has not been determined which section would go first.
- An attendee asked during Phase I, would a property owner have curb cuts and access. Brian Clark stated yes.
- An attendee asked if the footprints of the interchanges were available. Brian Clark stated that it has not been determined yet.
- An attendee asked if the first phase would include right-of-way acquisition for the entire project, including interchanges. Brian Clark stated yes.
- An attendee asked what the duration of construction would be. Brian Clark stated that it has not been determined yet.
- An attendee from Cedar Hill asked what the funding was today. Brian Clark stated that $100 million has been set aside for Loop 9.
- An attendee asked if sidewalks would be constructed. Brian Clark stated yes and that federal funding would require shared use lanes.
- An attendee asked if there was an estimate available for US 67 to I-35E. Brian Clark stated yes, but those numbers are being further developed and are not available yet.
- An attendee asked if the Task Force information will be available on the website. Brian Clark stated that the materials presented today would not be on the Loop 9 project website. More information would be available following the September 2013 public meetings.

Attachment A:

Sign-in Sheet

Loop 9 3rd Regional Task Force Meeting

August 29, 2013, 2:00 – 5:00 pm
City of Red Oak, Banquet Hall
200 Lakeview Parkway, Red Oak, TX 75154

Sign In

Name	Title	Organization	Phone Number	Email Address
Meghan O'Bradley		CAI	214 703 5151	meghan@civilarchitects.com
Abe Bekele		CAI	214 703 5101	abe@civilarchitects.com
Susan Patterson		Atkins		
Brian Clavic		Atkins		
Elias Sassoon	Dir. Public Works Dept	Cedar Hill	972-291-5100	elias.sassoon@cedarhilltx.com
Jacob Asplund	Transportation Planner	NCTCOG		
Richard Dormier	Mayor Pro Tem		972 4896523	richard@fmi-dallas.com
Lee McCleary	Eco Dev Dir	City of Red Oak	972 617 6831	lmccleary@redoaktx.org
Christine McGowan	City Councilmember	DeSoto	972-230-4243	csmcgowan@msn.com
Bryan Copeland		Jacobs	214.920.8123	bryan.copeland@jacobs.com
Bill Malloy			9725443734	

Loop 9 3rd Regional Task Force Meeting

August 29, 2013, 2:00 – 5:00 pm
City of Red Oak, Banquet Hall
200 Lakeview Parkway, Red Oak, TX 75154

Sign In

Name	Title	Organization	Phone Number	Email Address
Tim Kelly	ACM	Red Oak	972-217-6205	tkelly@redoaktx.org
Bill Pardue	MAYOR	FERRIS	972 743 8820	billpardue7@gmail.com
BOB RADER		OAKLEAF	214-537-4170	rerjr@sbcglobal.net
HAMID BAHA		Dallas County	214-653-6392	hamid.baha@dallascounty.org
Cyndy Powell	CR	City of Oriella		cpowell@cityoforiella.org
Todd Fuller	CM	Red Oak	972 617 6831 972 822 4578	tfuller@redoaktx.org
Tony Bradley	CM	Glenn Heights	4692854440	Tonybradley@glennheights.com
Trudy Lewis	city manager	GH	972-223-1690	trudy.lewis@glennheights.com

Loop 9 3rd Regional Task Force Meeting

August 29, 2013, 2:00 – 5:00 pm
City of Red Oak, Banquet Hall
200 Lakeview Parkway, Red Oak, TX 75154

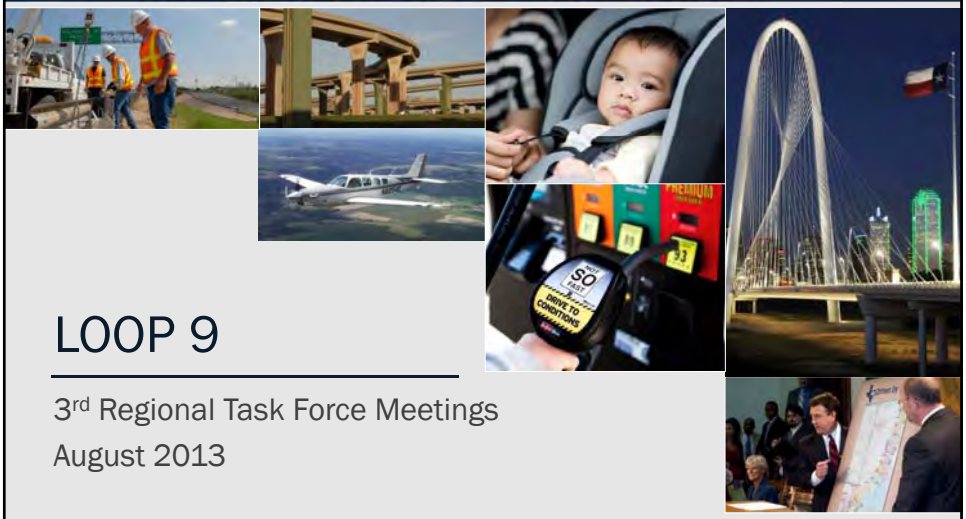
Sign In

Name	Title	Organization	Phone Number	Email Address
DENNIS BURN	CITY MANAGER	FERRIS	972.544.2110	DENNIS.BURN@CF.FERRISTX.US
Scott Morrow	Asst. Area Engineer	TxDOT	972-938-1570	scott.morrow@txdot.gov
Taylor Blackburn	Sen Birdwell Dist Manager	State Senate	817 573-9622	taylor.blackburn@senate.state.tx.us
Bruce Nolley	Transportation Engineer	TxDOT	(214) 320-6156	Bruce.Nolley@txdot.gov

Attachment B:

PowerPoint Presentation/Handout

TEXAS DEPARTMENT OF TRANSPORTATION



LOOP 9

3rd Regional Task Force Meetings
August 2013

TEXAS DEPARTMENT OF TRANSPORTATION

LOOP 9

3rd Regional Task Force Meetings
August 2013

August 28, 2013
2:00 pm – 5:00 pm
Seagoville Council Chambers
702 N. Highway 175
Seagoville, TX 75159

August 29, 2013
2:00 pm – 5:00 pm
City of Red Oak, Banquet Hall
200 Lakeview Parkway
Red Oak, TX 75154

Agenda

1. Study Status
2. Study Schedule
3. Summary of May 2013 Public Meetings
4. Ongoing Coordination – Major Stakeholders and Local Governments
5. Study Goals
6. Potential Phasing Options
7. Recent Changes

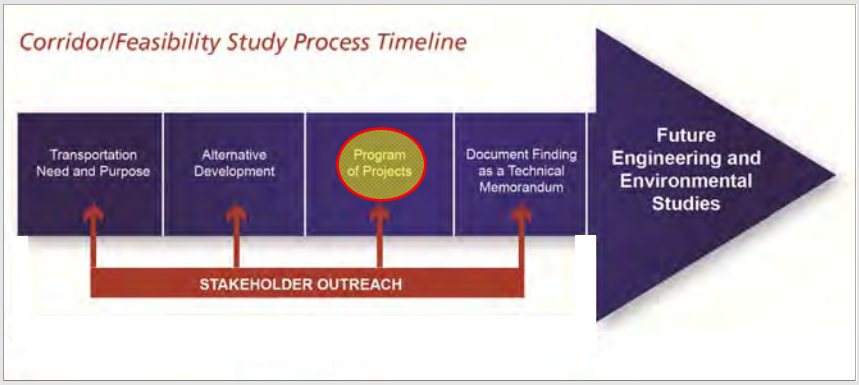
Agenda

8. Program of Projects – Six Steps of Evaluation
9. Moving Forward
10. Task Force Comment Period
11. Questions and Discussion

1. Study Status

- Addressing May 2013 Public Meeting Comments
- Ongoing Coordination
- Completing Traffic Modeling
- Determining Priority of Projects and Phasing
- Preparing for September 2013 Public Meetings
- Preparing Technical Memorandum of Study Results

2. Study Schedule



3. Summary of May 2013 Public Meetings

- May 16, 2013 – Ferris High School
  - 220 attendees
  - 31 comments submitted
- May 23, 2013 – Ovilla Road Baptist Church
  - 240 attendees
  - 40 comments submitted
- Received a total of 124 comments
  - 43% opposed the project
  - 10% wholly supported the project
  - 47% provided specific concerns or questions
- Summary report will be available on the Loop 9 website prior to next Public Meetings

4. Ongoing Coordination - Major Stakeholders

- Skyline Landfill, Waste Management
- Oncor
- Burlington Northern Santa Fe Railway
- Union Pacific Railroad
- Holcim (quarry)
- Ash Grove Cement Company
- Trinity River Authority
- International Inland Port of Dallas (IIPOD)

4. Ongoing Coordination - Local Governments

Meetings Held Since February 2013 Task Force Meetings:

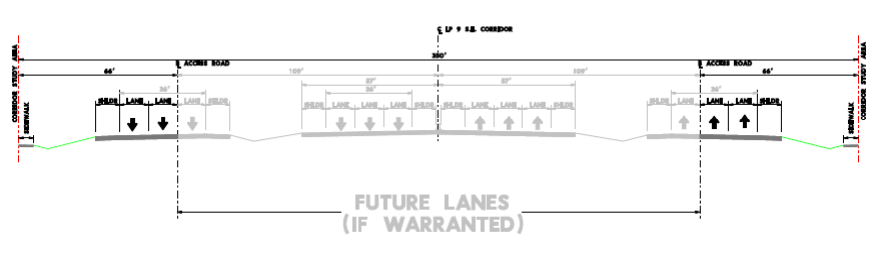
- City of Ferris (Mayor & City Manager)
- City of Cedar Hill (City Council & Public Works Dept.)
- City of Glenn Heights (City Council)
- City of Ovilla (City Council)
- Dallas County (Public Works Dept.)

5. Study Goals

- Solicit input from local and community leaders on specific transportation facility needs
- Promote public involvement to garner input and understand public needs and values
- 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 within the corridor over the next several years as funding becomes available

5. Study Goals

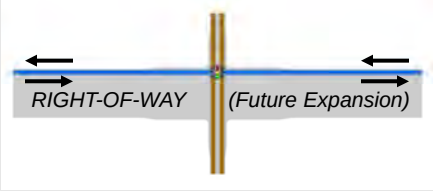
- Corridor Preservation
- 350 foot ROW with more needed at interchange locations
- Future lanes will only be constructed when warranted and funding is available
- A Program of Projects will document the anticipated needs for the future



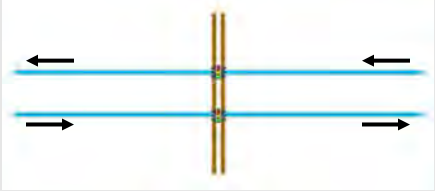
Loop 9 – 3rd Regional Task Force Meetings – August 2013 11

6. Potential Phasing Options

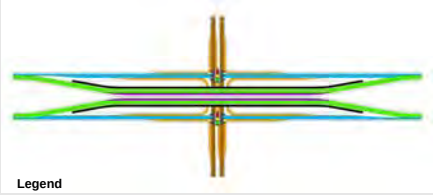
PHASE 1:
Two-Way Frontage Road
Volume Range: < 12,000 ADT



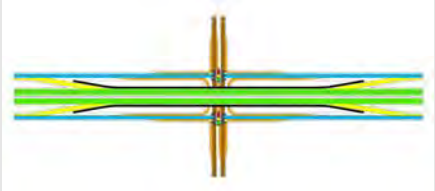
PHASE 2:
One-Way Frontage Roads
Volume Range: 12,000 – 38,000 ADT



PHASE 3:
Tolled Grade Separation
Volume Range: > 60,000 ADT (intersection total)



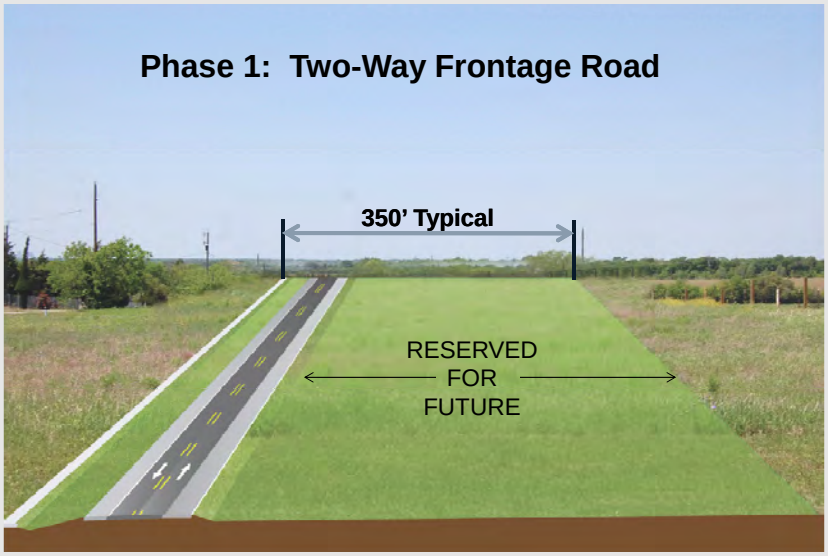
PHASE 4:
Continuous Toll Road
Volume Range: > 38,000 ADT (full segment)



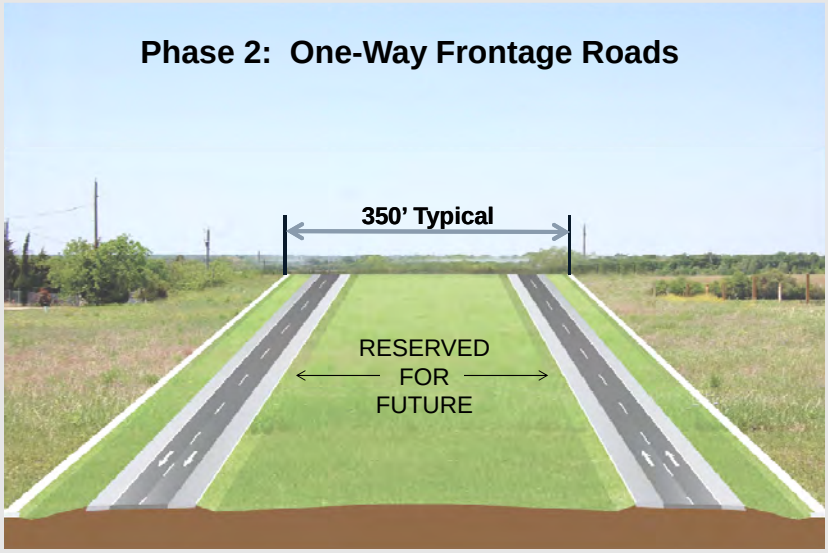
Legend
Tolled Main Lanes
Major Arterial Cross Street
Two-Way Frontage Roads
One-Way Frontage Roads
Toll Road Access Ramps
Space for Future Lanes
Turn Lanes
Grade Separation
Lane Boundaries and Edge of Pavement

Loop 9 – 3rd Regional Task Force Meetings – August 2013 12

6. Potential Phasing Options



6. Potential Phasing Options



6. Potential Phasing Options



Loop 9 – 3rd Regional Task Force Meetings – August 2013 15

7. Recent Changes – Cedar Hill Comment

- City of Cedar Hill submitted an alignment suggestion (from Tar Road to Westmoreland Road) comment prior to May 2013 Public Meetings
- Team evaluated the new alignment impacts and presented to Glenn Heights and Ovilla City Councils
- On June 24, 2013, Ovilla voted to deny the proposed alignment (3-0)
- On August 6, 2013, Glenn Heights thought both alignments should be considered
- On August 22, 2013, Dallas County supported D1
- Recommend eliminating C2 from further study

Loop 9 – 3rd Regional Task Force Meetings – August 2013 16

7. Recent Changes – Cedar Hill Comment



X Alignment Removed From Further Study

7. Recent Changes – City of Ferris Comment

- City of Ferris submitted formal comment following May 2013 Public Meetings to avoid impacts to Skyline Landfill
- Team developed new alignment that avoids landfill property and eliminates residential impacts from Ferris Road to I-45
- Team met with City of Ferris and shift was approved

7. Recent Changes – City of Ferris Comment



X Alignment Removed From Further Study

Loop 9 – 3rd Regional Task Force Meetings – August 2013 19

8. Program of Projects – Steps of Evaluation

- Step 1: Evaluate Traffic Modeling and Project Needs
- Step 2: Identify Logical Termini
- Step 3: Evaluate Potential Social, Economic, and Environmental Effects
- Step 4: Evaluate Possible Phased Development
- Step 5: Develop Program of Projects
- Step 6: Prioritize Individual Projects

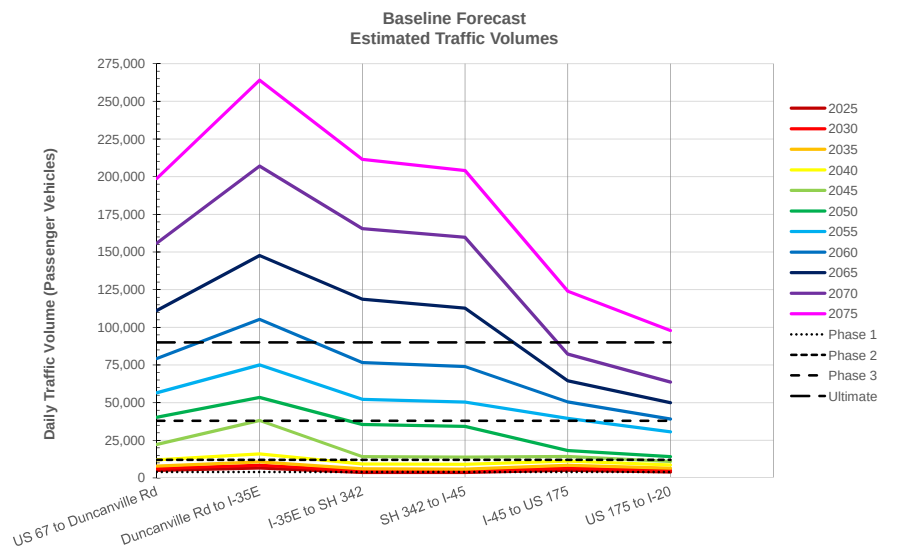
Loop 9 – 3rd Regional Task Force Meetings – August 2013 20

8. Program of Projects – Step 1

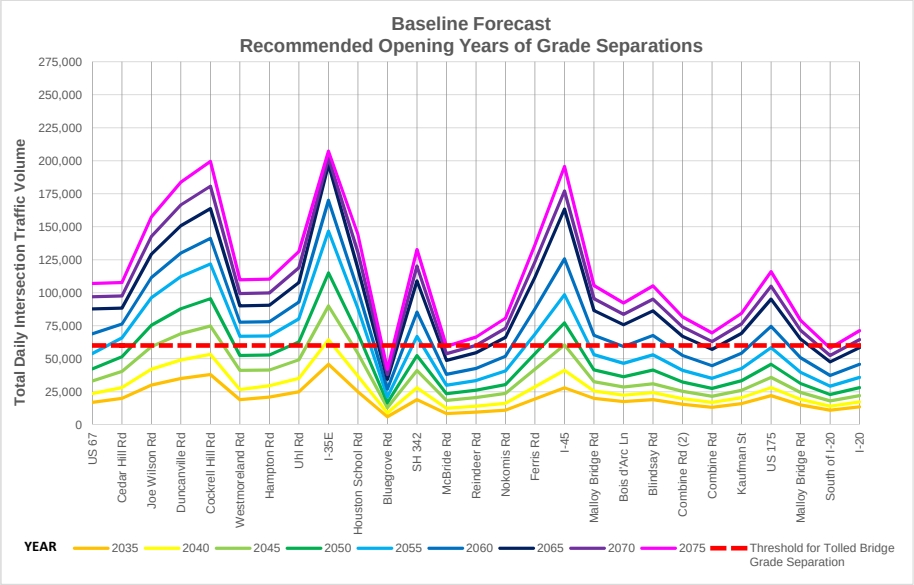
Evaluate Traffic Modeling and Project Needs

- Near term projects warranted by 2035
- Projected traffic beyond 2035 to help determine future needs (long term projects)
- Two Demographic Models Evaluated
  - Baseline Forecast
  - Higher Growth Forecast

8. Program of Projects – Step 1



8. Program of Projects – Step 1

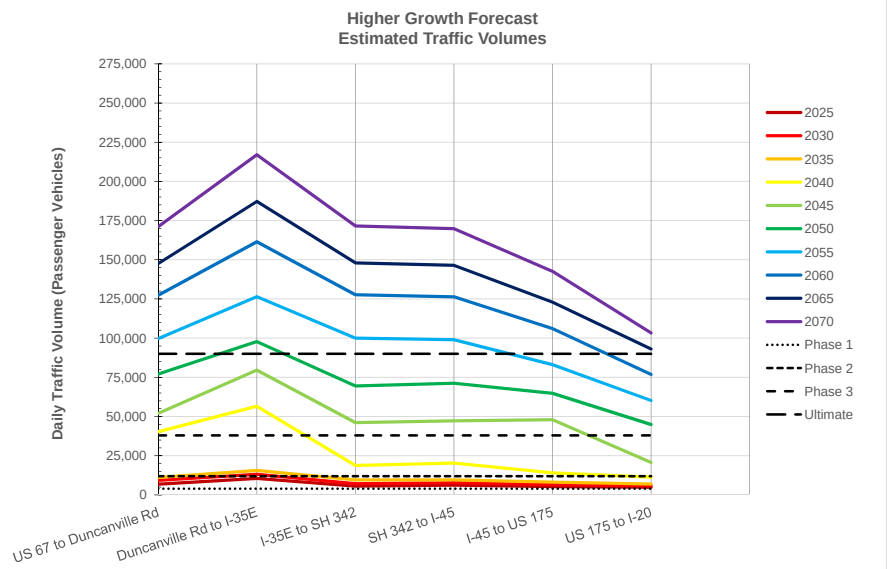


8. Program of Projects – Step 1

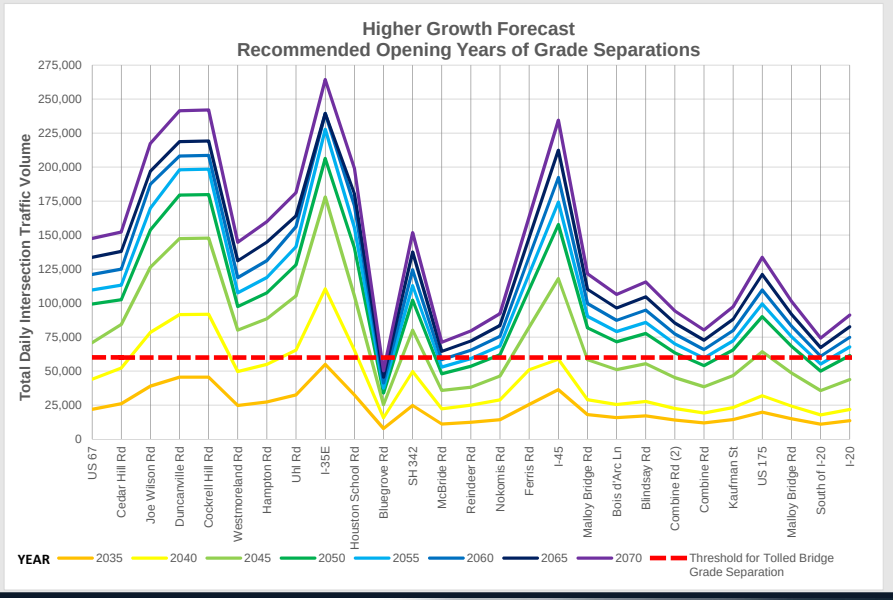
Baseline Forecast results warrant:

- Opening of Phase 1 (Two-Way Frontage Road) from:
  - US 67 to I-35E by 2025
  - I-35E to I-20 by 2030
- Opening of Phase 2 (One-Way Frontage Roads) from:
  - US 67 to I-35E by 2040
  - I-35E to I-20 by 2045
- Opening of Phases 3/4 (Ultimate) from:
  - US 67 to I-45 by 2065
  - I-45 to I-20 by 2075

8. Program of Projects – Step 1



8. Program of Projects – Step 1



8. Program of Projects – Step 1

Higher Growth Forecast results warrant:

- Opening of Phase 1 (Two-Way Frontage Road) from:
  - US 67 to I-45 by 2025
  - I-45 to I-20 by 2030
- Opening of Phase 2 (One-Way Frontage Roads) from:
  - US 67 to I-35E by 2030
  - I-35E to I-20 by 2040
- Opening of Phases 3/4 (Ultimate) from:
  - US 67 to I-45 by 2060
  - I-45 to I-20 by 2065

8. Program of Projects – Step 1

Evaluate Traffic Modeling and Project Needs

- Provide East-West Connectivity
- Travel Time Savings
- Provide Support for Economic Development Opportunities

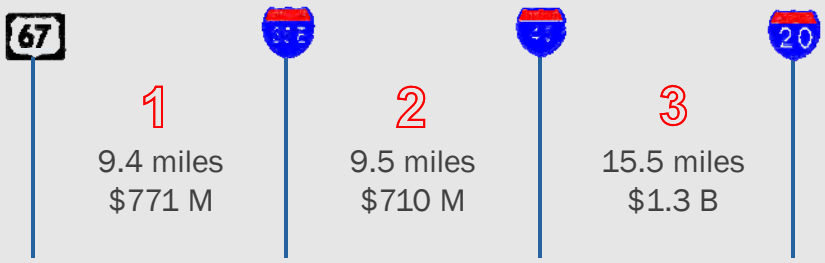
8. Program of Projects – Step 2

Identify Logical Termini

THREE MAJOR CORRIDORS

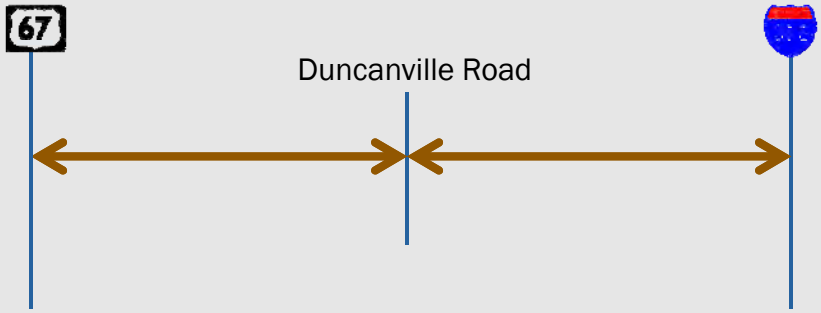
Ultimate Facility (ROW, Utilities, Construction)

2013 $



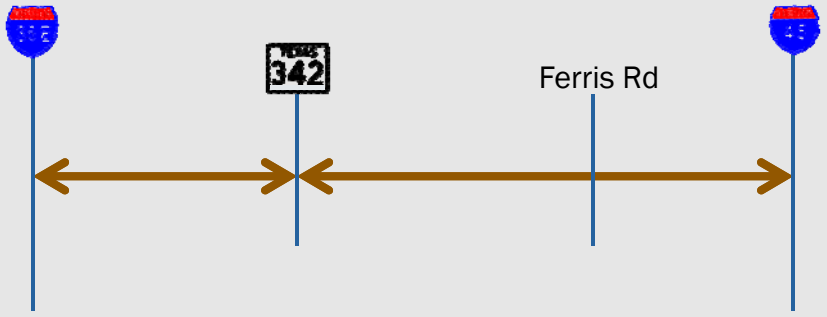
8. Program of Projects – Step 2

Corridor 1 (US 67 to I-35E)



8. Program of Projects – Step 2

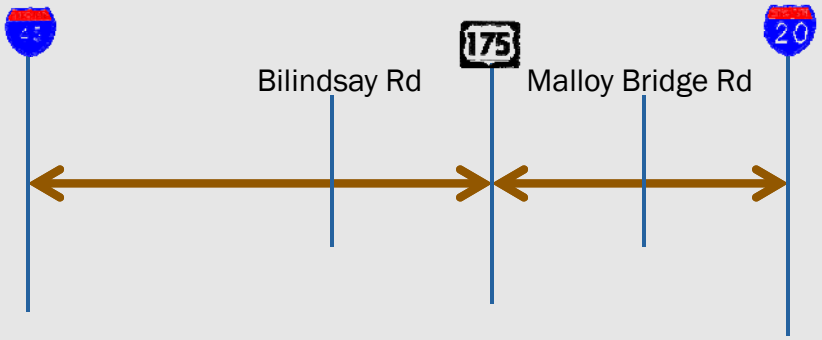
Corridor 2 (I-35E to I-45)



Loop 9 – 3rd Regional Task Force Meetings – August 2013 31

8. Program of Projects – Step 2

Corridor 3 (I-45 to I-20)



Loop 9 – 3rd Regional Task Force Meetings – August 2013 32

8. Program of Projects – Step 3

Evaluate Potential Social, Economic, and Environmental Effects

- Utilize readily available environmental data
- Utilize existing environmental data from previous documents
- Conduct windshield survey
- Utilize local government interviews and public comments for additional data

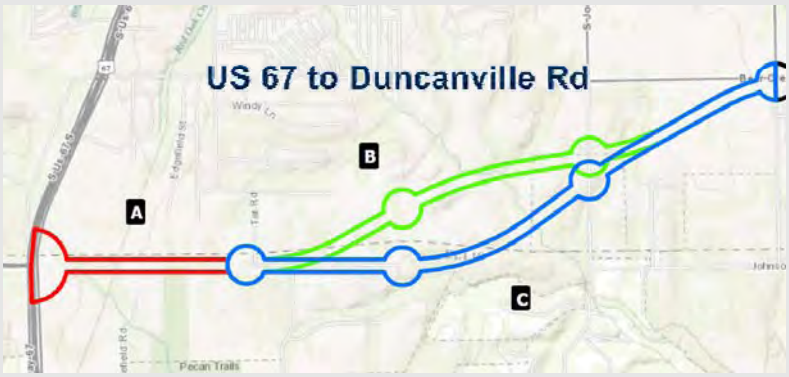
8. Program of Projects – Step 3

Evaluate Potential Social, Economic, and Environmental Effects



8. Program of Projects – Step 3

Evaluate Potential Social, Economic, and Environmental Effects



8. Program of Projects – Step 3

Evaluate Potential Social, Economic, and Environmental Effects

CRITERIA	MEASURE	UNIT	US 67 to Duncanville Road	
			A + B (North Option)	A + C (South Option)
ENGINEERING				
Length	Length of Alternative	mile	4.17	4.23
Utilities	Railroad Crossings	# of crossings	1	1
Drainage	Floodplains	# of crossings	1	2
	Floodplains	ft	956	1,055
ENVIRONMENTAL*				
Relocations	Residential	#	10	12
	Commercial	#		
Historic	Historic-age Resource Site	#		
Stream Crossings	Stream Crossings	#	3	4
Ponds	Ponds	#	3	6
Wetlands	Wetlands	ac	0.55	1.42

*More environmental data will be available at the public meetings

8. Program of Projects – Step 3

Evaluate Potential Social, Economic, and Environmental Effects



8. Program of Projects – Step 3

Evaluate Potential Social, Economic, and Environmental Effects

CRITERIA	MEASURE	UNIT	US 67 to Duncanville Road		Duncanville Road to I-35E
			A + B (North Option)	A + C (South Option)	D1 + D2
ENGINEERING					
Length	Length of Alternative	mile	4.17	4.23	5.27
Utilities	Railroad Crossings	# of crossings	1	1	
Drainage	Floodplains	# of crossings	1	2	3
	Floodplains	ft	956	1,055	3,638
ENVIRONMENTAL*					
Relocations	Residential	#	10	12	49
	Commercial	#			4
Historic	Historic-age Resource Site	#			4
Stream Crossings	Stream Crossings	#	3	4	
Ponds	Ponds	#	3	6	
Wetlands	Wetlands	ac	0.55	1.42	

*More environmental data will be available at the public meetings

8. Program of Projects – Step 3

Evaluate Potential Social, Economic, and Environmental Effects



8. Program of Projects – Step 3

Evaluate Potential Social, Economic, and Environmental Effects

CRITERIA	MEASURE	UNIT	US 67 to Duncanville Road		Duncanville Road to I-35E	I-35E to SH 342	
			A + B (North Option)	A + C (South Option)	D1 + D2	E + D3 (North Option)	F + D3 (South Option)
ENGINEERING							
Length	Length of Alternative	mile	4.17	4.23	5.27	2.89	2.80
Utilities	Railroad Crossings	# of crossings	1	1		1	1
Drainage	Floodplains	# of crossings	1	2	3	1	1
	Floodplains	ft	956	1,055	3,638	904	683
ENVIRONMENTAL*							
Relocations	Residential	#	10	12	49	9	13
	Commercial	#			4	4	5
Historic	Historic-age Resource Site	#			4	3	3
Stream Crossings	Stream Crossings	#	3	4		1	
Ponds	Ponds	#	3	6		1	
Wetlands	Wetlands	ac	0.55	1.42		0.03	

*More environmental data will be available at the public meetings

8. Program of Projects – Step 3

Evaluate Potential Social, Economic, and Environmental Effects



8. Program of Projects – Step 3

Evaluate Potential Social, Economic, and Environmental Effects

CRITERIA	MEASURE	UNIT	US 67 to Duncanville Road		Duncanville Road to I-35E	I-35E to SH 342		SH 342 to I-45
			A + B (North Option)	A + C (South Option)	D1 + D2	E + D3 (North Option)	F + D3 (South Option)	D3 + D4
ENGINEERING								
Length	Length of Alternative	mile	4.17	4.23	5.27	2.89	2.80	6.79
Utilities	Railroad Crossings	# of crossings	1	1		1	1	1
Drainage	Floodplains	# of crossings	1	2	3	1	1	1
	Floodplains	ft	956	1,055	3,638	904	683	9,588
ENVIRONMENTAL*								
Relocations	Residential	#	10	12	49	9	13	10
	Commercial	#			4	4	5	
Historic	Historic-age Resource Site	#			4	3	3	5
Stream Crossings	Stream Crossings	#	3	4		1		1
Ponds	Ponds	#	3	6		1		2
Wetlands	Wetlands	ac	0.55	1.42		0.03		0.33

*More environmental data will be available at the public meetings

8. Program of Projects – Step 3

Evaluate Potential Social, Economic, and Environmental Effects



8. Program of Projects – Step 3

Evaluate Potential Social, Economic, and Environmental Effects

CRITERIA	MEASURE	UNIT	US 67 to Duncanville Road		Duncanville Road to I-35E	I-35E to SH 342		SH 342 to I-45	I-45 to US 175
			A + B (North Option)	A + C (South Option)	D1 + D2	E + D3 (North Option)	F + D3 (South Option)	D3 + D4	D4 + D5 + D6
ENGINEERING									
Length	Length of Alternative	mile	4.17	4.23	5.27	2.89	2.80	6.79	11.02
Utilities	Railroad Crossings	# of crossings	1	1		1	1	1	
Drainage	Floodplains	# of crossings	1	2	3	1	1	1	3
	Floodplains	ft	956	1,055	3,638	904	683	9,588	25,087
ENVIRONMENTAL*									
Relocations	Residential	#	10	12	49	9	13	10	5
	Commercial	#			4	4	5		
Historic	Historic-age Resource Site	#			4	3	3	5	14
Stream Crossings	Stream Crossings	#	3	4		1		1	6
Ponds	Ponds	#	3	6		1		2	30
Wetlands	Wetlands	ac	0.55	1.42		0.03		0.33	43.23

*More environmental data will be available at the public meetings

8. Program of Projects – Step 3

Evaluate Potential Social, Economic, and Environmental Effects



8. Program of Projects – Step 3

Evaluate Potential Social, Economic, and Environmental Effects

CRITERIA	MEASURE	UNIT	US 67 to Duncanville Road		Duncanville Road to I-35E	I-35E to SH 342		SH 342 to I-45	I-45 to US 175	US 175 to I-20	
			A + B (North Option)	A + C (South Option)	D1 + D2	E + D3 (North Option)	F + D3 (South Option)	D3 + D4	D4 + D5 + D6	D6 + L (West Option)	D6 + M (East Option)
ENGINEERING											
Length	Length of Alternative	mile	4.17	4.23	5.27	2.89	2.80	6.79	11.02	4.52	4.50
Utilities	Railroad Crossings	# of crossings	1	1		1	1	1			
Drainage	Floodplains	# of crossings	1	2	3	1	1	1	3	6	7
	Floodplains	ft	956	1,055	3,638	904	683	9,588	25,087	12,806	13,126
ENVIRONMENTAL*											
Relocations	Residential	#	10	12	49	9	13	10	5	1	1
	Commercial	#			4	4	5				
Historic	Historic-age Resource Site	#			4	3	3	5	14	4	3
Stream Crossings	Stream Crossings	#	3	4		1		1	6	3	2
Ponds	Ponds	#	3	6		1		2	30	9	10
Wetlands	Wetlands	ac	0.55	1.42		0.03		0.33	43.23	3.93	3.60

*More environmental data will be available at the public meetings

8. Program of Projects – Step 4

Evaluate Possible Phased Development

CONSTRUCTION COSTS (2013)						
	US 67 to I-35E		I-35E to I-45		I-45 to I-20	
ULTIMATE	$523 M		$480 M		$1.18 B	
	US 67 to Duncanville Rd	Duncanville Rd to I-35E	I-35E to SH 342	SH 342 to I-45	I-45 to US 175	US 175 to I-20
Phase 1	$23 M	$42 M	$20 M	$108 M	$42 M	$26 M
Phase 2	$30 M	$54 M	$22 M	$113 M	$36 M	$26 M
Phase 3/4	$104 M	$270 M	$139 M	$78 M	$880 M	$170 M

Phase 1 = Two Way Frontage Road
Phase 2 = One Way Frontage Roads
Phases 3/4 = Continuous Toll Road With Possible Tolled Grade Separations

Loop 9 – 3rd Regional Task Force Meetings – August 2013 47

8. Program of Projects – Steps 5 and 6

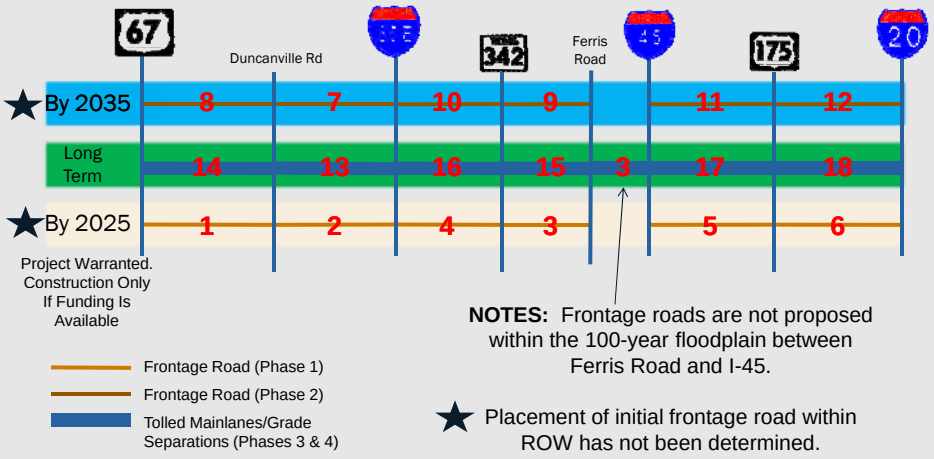
Develop Program of Projects and Prioritize Individual Projects

CRITERIA	MEASURE	US 67 to I-35E	I-35E to I-45	I-45 to I-20
Section Length	mile	9.4	9.5	15.5
Total Estimated Cost (2013 $)	$	$771 M	$710 M	$1.3 B
- ROW/Utility Cost (2013 $)	$	$248 M	$230 M	$120 M
- Construction Cost (2013 $)	$	$523 M	$480 M	$1.18 B
Anticipated Growth	High, Med, Low	Med	High	Low
Supports economic development opportunities (IIPOD, etc.)	High, Med, Low	Med	High	Low
Supported by Local Governments	Yes, No	Yes	Yes	Yes
Supported by Major Stakeholders	Yes, No	Yes	Yes	Yes
Impact on Human (Built) Environment (displacements, cultural resources, etc.)	High, Med, Low	High	Med	Low
Impact on Natural Environment (wetlands, habitat, etc.)	High, Med, Low	Med	High	Med
Impacts to Major Utilities (transmission lines, railroads, TV towers, pipelines, etc.)	Yes, No	Yes	Yes	No

Loop 9 – 3rd Regional Task Force Meetings – August 2013 48

8. Program of Projects – Steps 5 and 6

Prioritize Individual Projects



NOTES: Frontage roads are not proposed within the 100-year floodplain between Ferris Road and I-45.

★ Placement of initial frontage road within ROW has not been determined.

8. Program of Projects

Summary

- Priority corridor is from US 67 to I-35E
- First section that would initiate east-west connectivity is US 67 to Duncanville Road
  - Establishes east-west connectivity (from US 67 to SH 342) by utilizing Bear Creek Road beginning at Duncanville Road
- Phase 1 is warranted by 2025
- Phase 2 is warranted by 2035
- Phases 3 and 4 are warranted beyond 2035 and considered long term projects
- Subsequent sections will be further evaluated based on needs and available funding

9. Moving Forward

- Public Meetings – September 2013
- Finalize Traffic Modeling Memorandum
- Finalize Preliminary Cost Estimates
- Prioritization and Implementation Plan
- Technical Memorandum

10. Task Force Comment Period

Please submit comments by Friday, Sept. 13, 2013 via email to:

Brian Clark, P.E.
Project Manager, Transportation Design, Atkins
Brian.Clark@atkinsglobal.com
or
Bruce Nolley, P.E.
TxDOT
Bruce.Nolley@txdot.gov

11. Questions and Discussion

Questions?

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

---

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

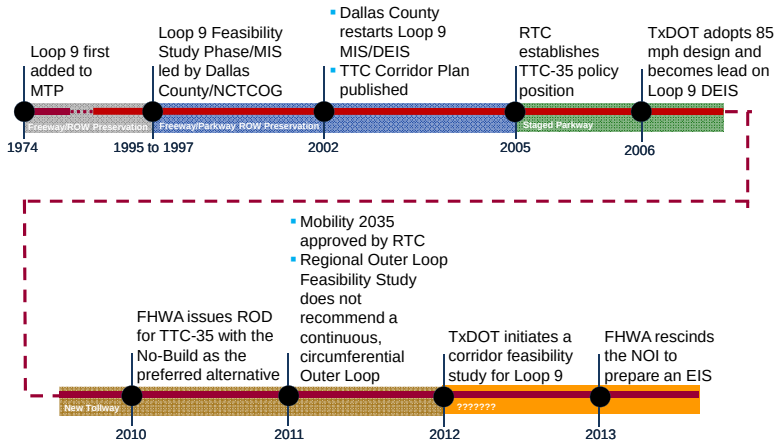
Topics

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

EVOLUTION OF LOOP 9

Evolution of Loop 9

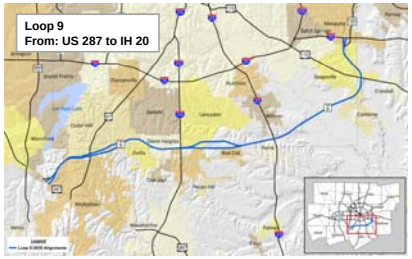
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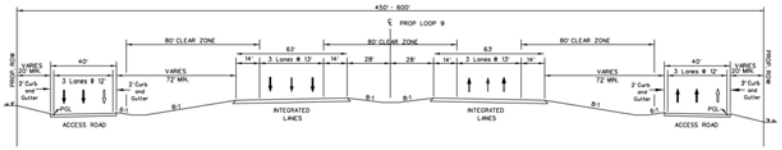


Scope of Loop 9 DEIS

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…

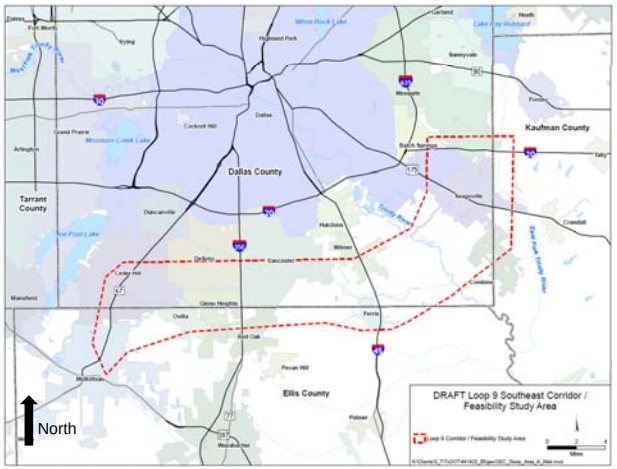
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- There still is a need for a east-west facility in South Dallas/North Ellis Counties to provide:
  - Connectivity
  - Travel time savings
  - Potential economic development opportunities

CORRIDOR FEASIBILITY STUDY

Study Area

9



Goals of the Study

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

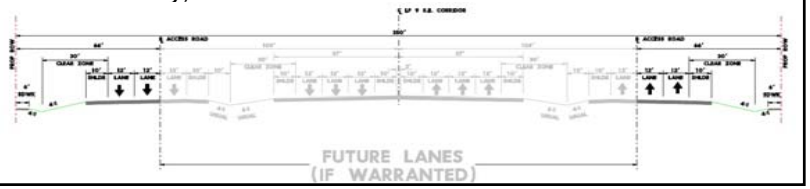
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- Establish new vision
- Use information developed for the DEIS
- Conduct engineering/right-of-way studies for priority sections
- Emphasis on the section with the highest traffic volumes (from US 67 to IH 45) and adjacent development potential
- Follow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

Establish New Vision

12

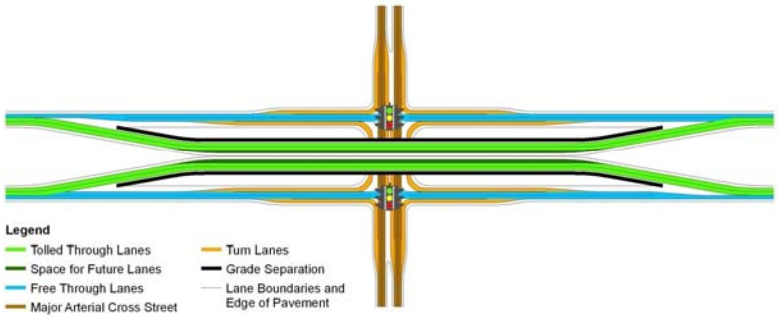
- Elements to include:
  - Narrower right-of-way (350 feet vs. 600 feet)
  - Lower design speed (70 mph vs. 85 mph)
  - Context sensitive solutions
  - Access management
  - Flexibility to convert to a full, controlled access facility, if needed



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

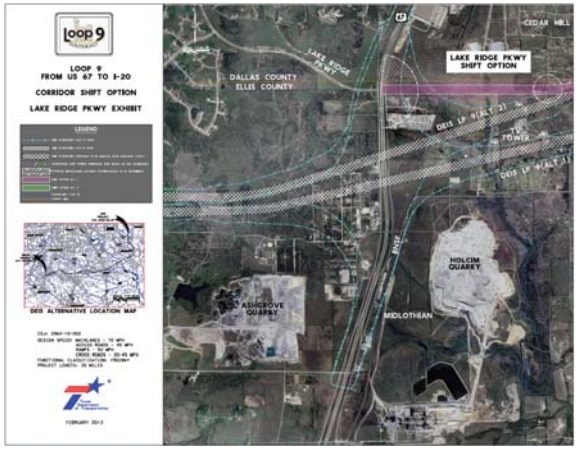
Efforts to Date

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 Ashgrove Quarry

17



Future Efforts

18

- 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

---

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
     - 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. **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

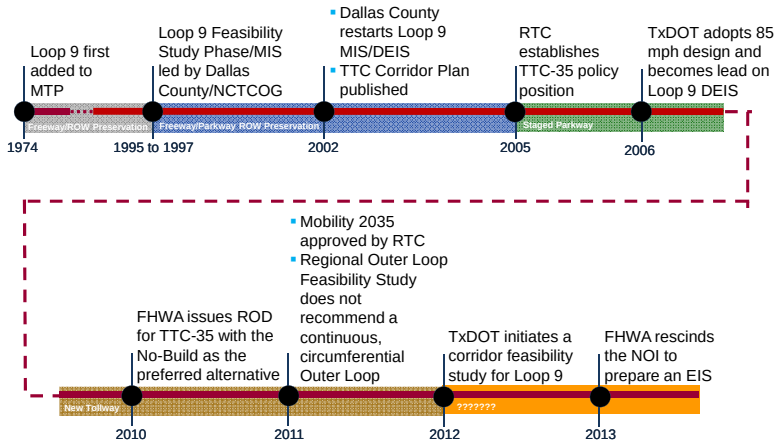
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EVOLUTION OF LOOP 9

Evolution of Loop 9

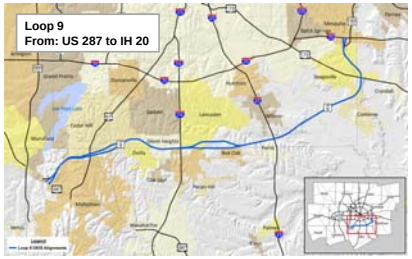
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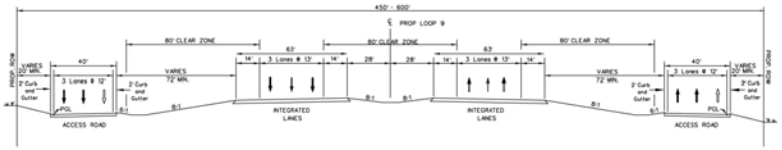


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Review of 2035 Traffic Projections

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- 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…

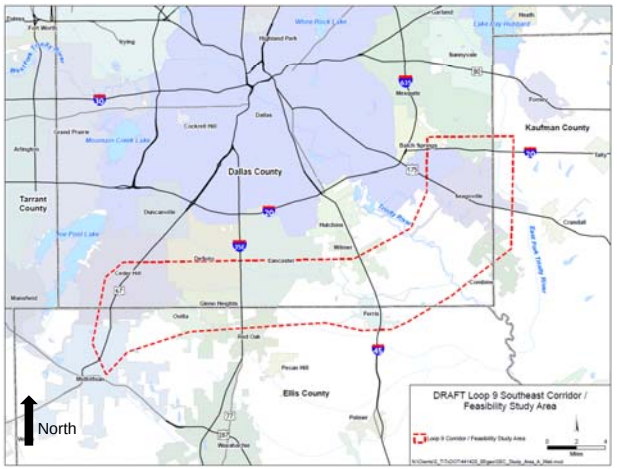
7

- 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

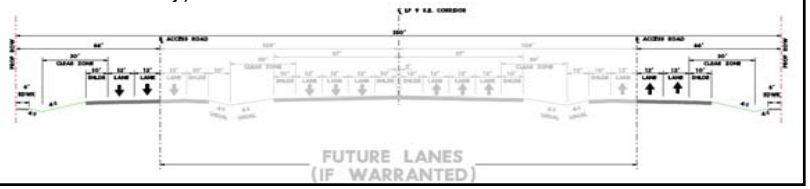
11

- 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

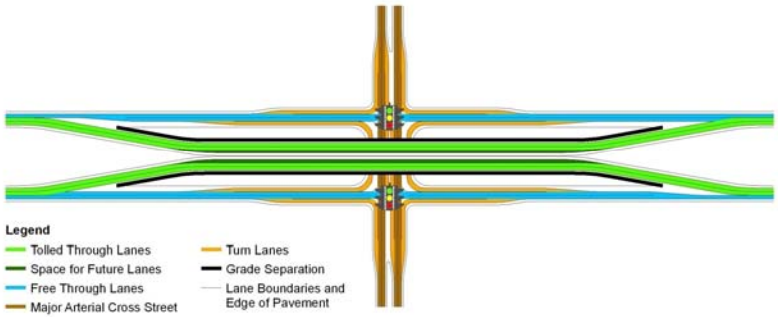
- Elements to include:
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  - Lower design speed (70 mph vs. 85 mph)
  - Context sensitive solutions
  - Access management
  - Flexibility to convert to a full, controlled access facility, if needed



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

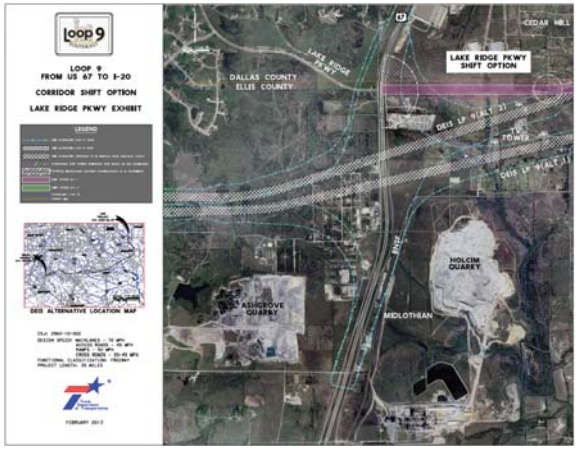
Efforts to Date

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 Ashgrove Quarry

17



Future Efforts

18

- 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

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

---

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
     - 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**
   - 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

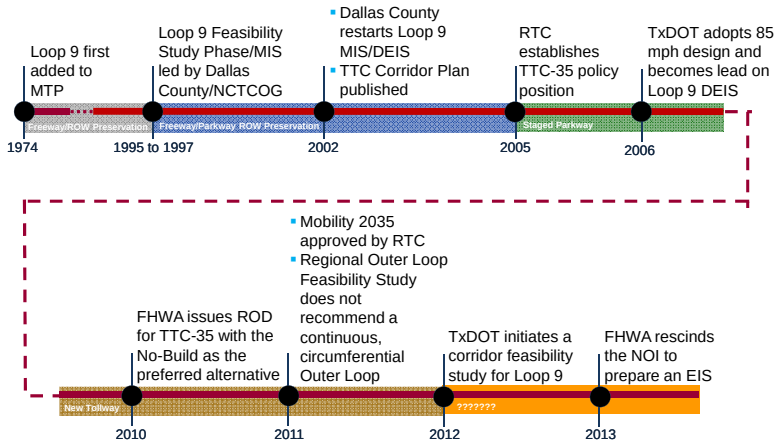
Topics

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

EVOLUTION OF LOOP 9

Evolution of Loop 9

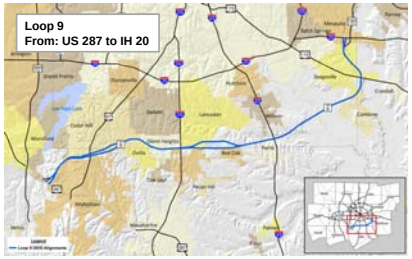
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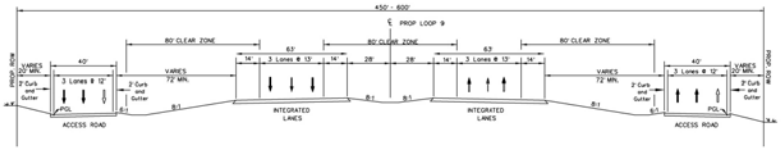


Scope of Loop 9 DEIS

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



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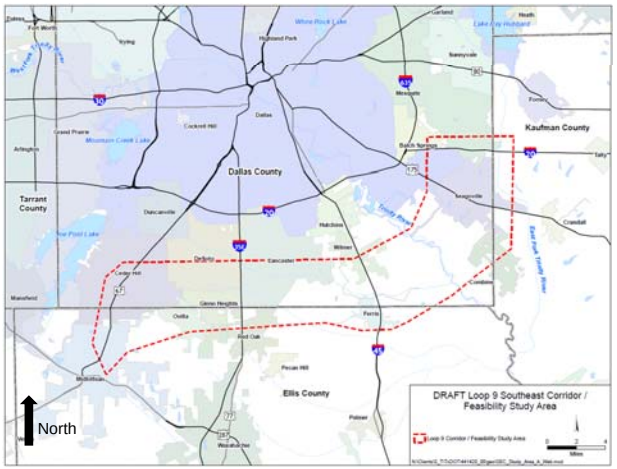
7

- 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
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Corridor Feasibility Study

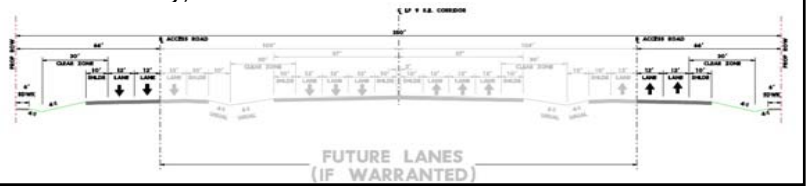
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- Establish new vision
- Use information developed for the DEIS
- Conduct engineering/right-of-way studies for priority sections
- Emphasis on the section with the highest traffic volumes (from US 67 to IH 45) and adjacent development potential
- Follow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

Establish New Vision

12

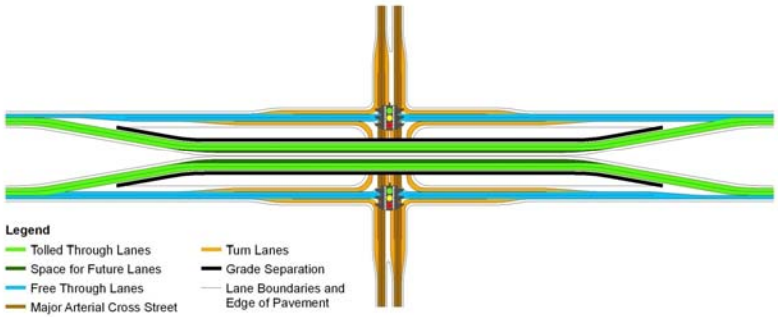
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  - Flexibility to convert to a full, controlled access facility, if needed



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

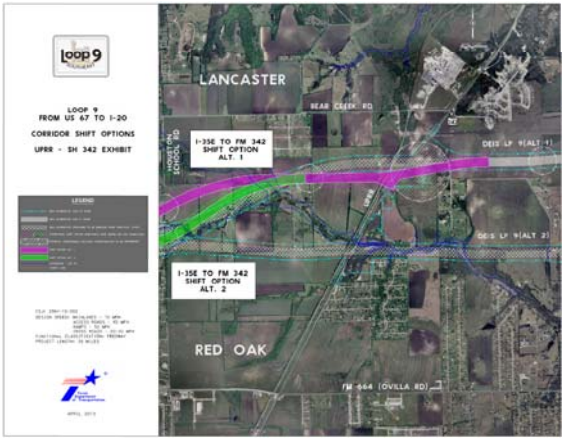
Efforts to Date

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

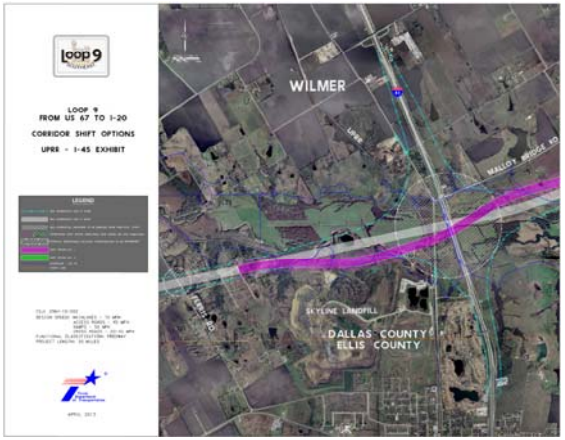
Loop 9 at SH 342

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

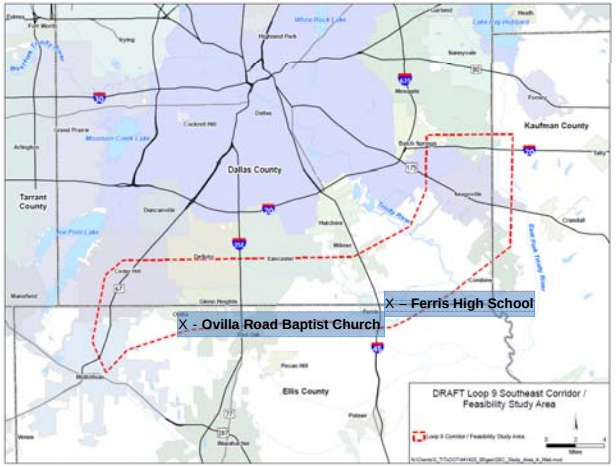
Public Meetings

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

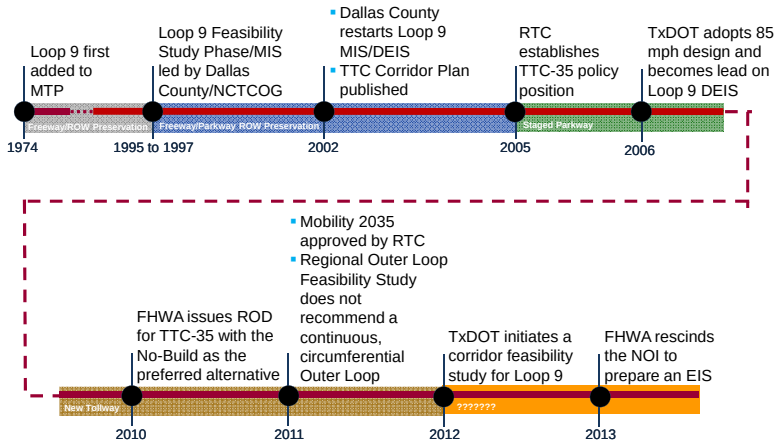
Topics

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- New Approach – Corridor Feasibility Study
- Project Status
- Comments and Questions

EVOLUTION OF LOOP 9

Evolution of Loop 9

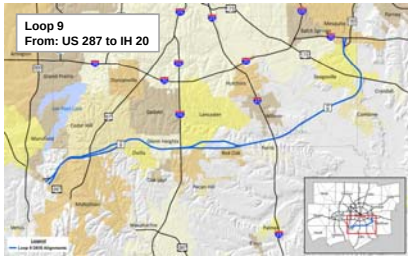
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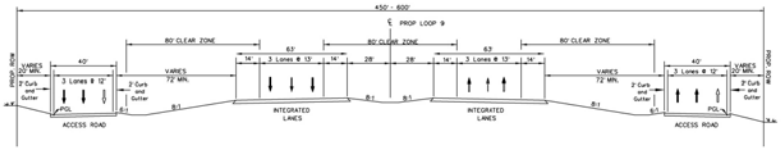


Scope of Loop 9 DEIS

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Review of 2035 Traffic Projections

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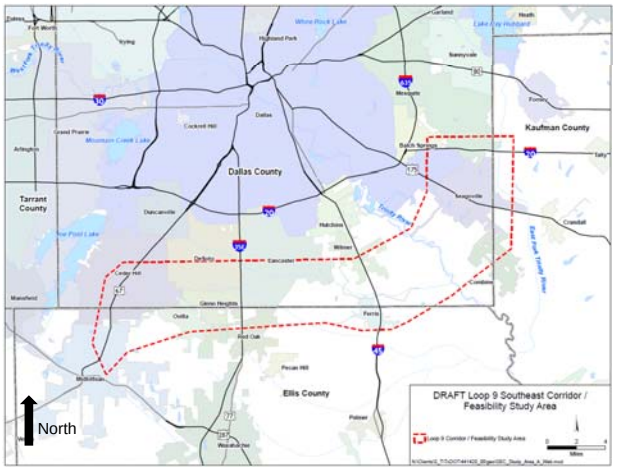
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CORRIDOR FEASIBILITY STUDY

Study Area

9



Goals of the Study

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Corridor Feasibility Study

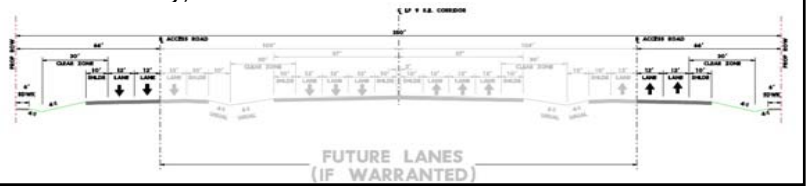
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Establish New Vision

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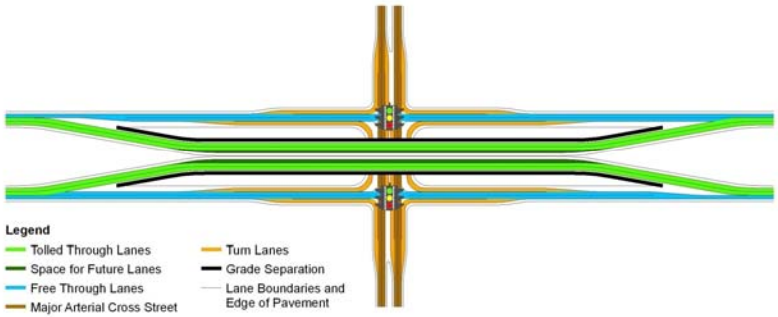
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New Potential Design

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



Outcome

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- What type of facility is needed
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PROJECT STATUS

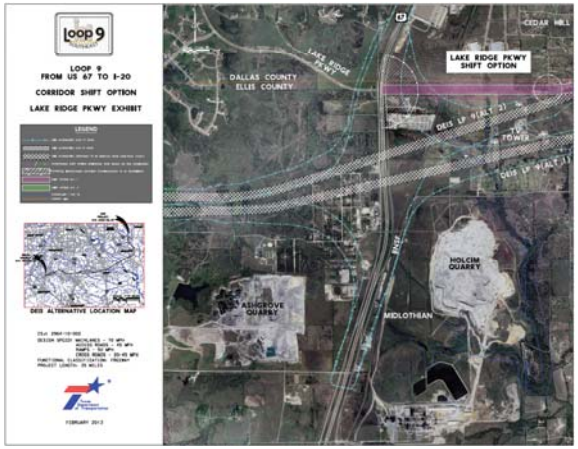
Efforts to Date

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- NOI to prepare an EIS rescinded March 20, 2013
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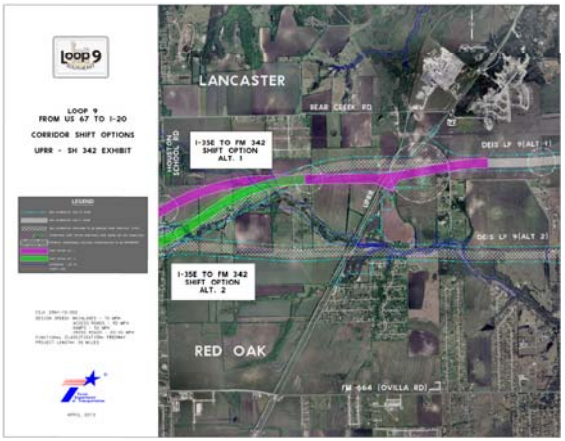
Loop 9 at US 67

17



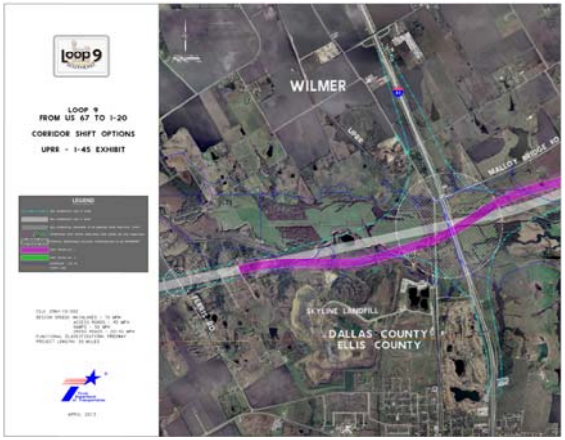
Loop 9 at SH 342

18



Loop 9 at I-45

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
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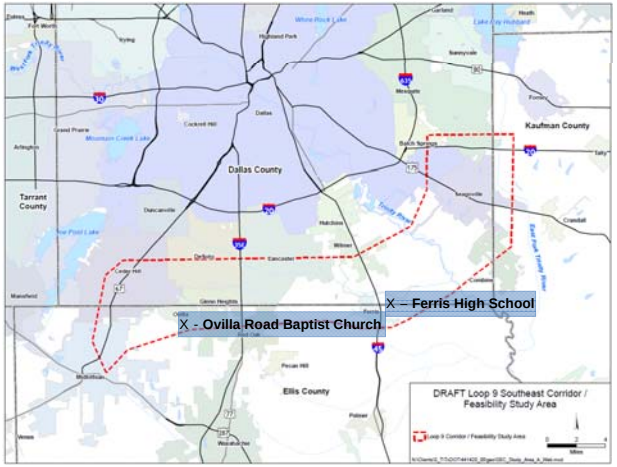
Public Meetings

22

- 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

23



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.

The IS team in Atkins has scanned this email and any attachments for viruses and other threats; however no technology can be guaranteed to detect all threats. Always exercise caution before acting on the content of an email and before opening attachments or following links contained within the email.

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

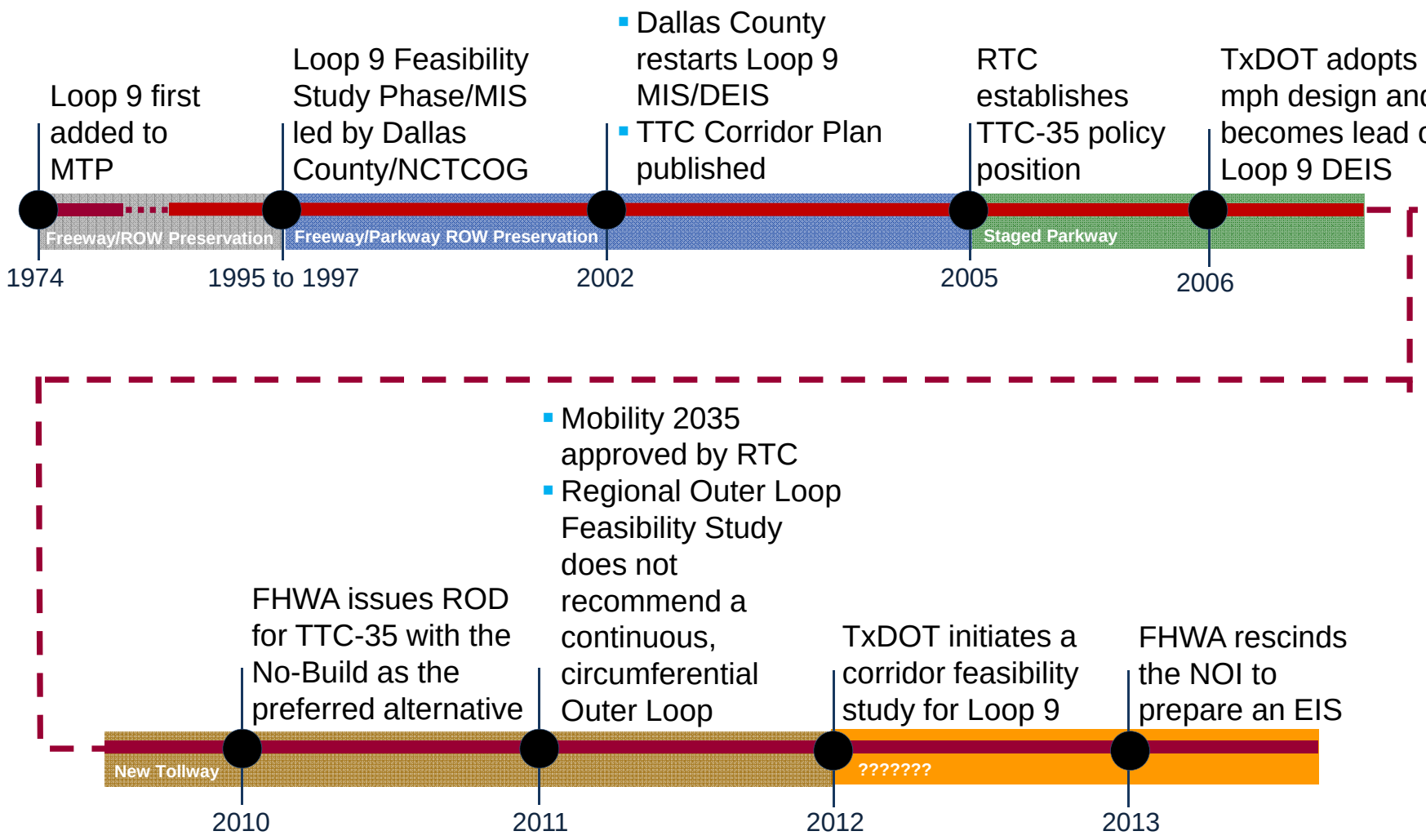
5/10/2013

Topics

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

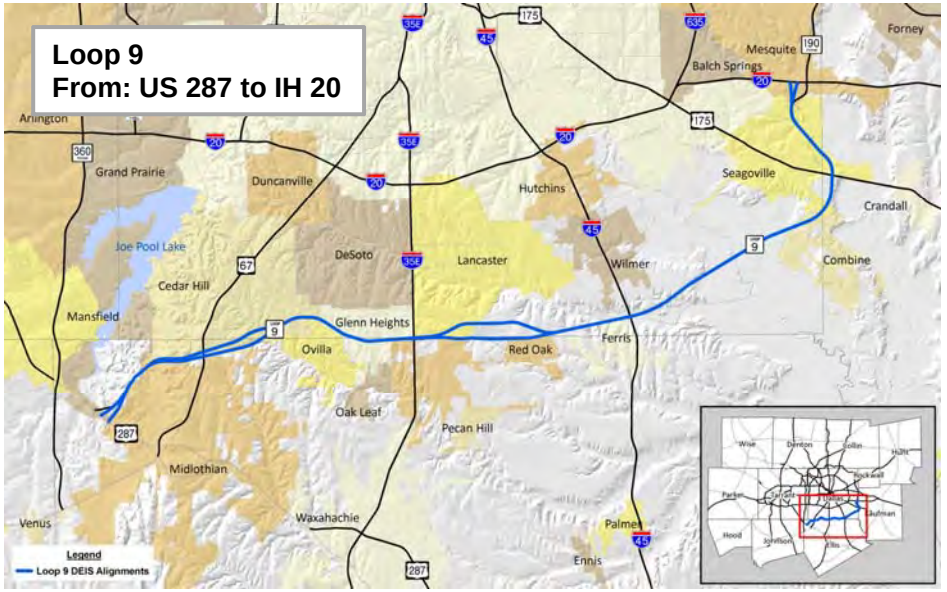
EVOLUTION OF LOOP 9

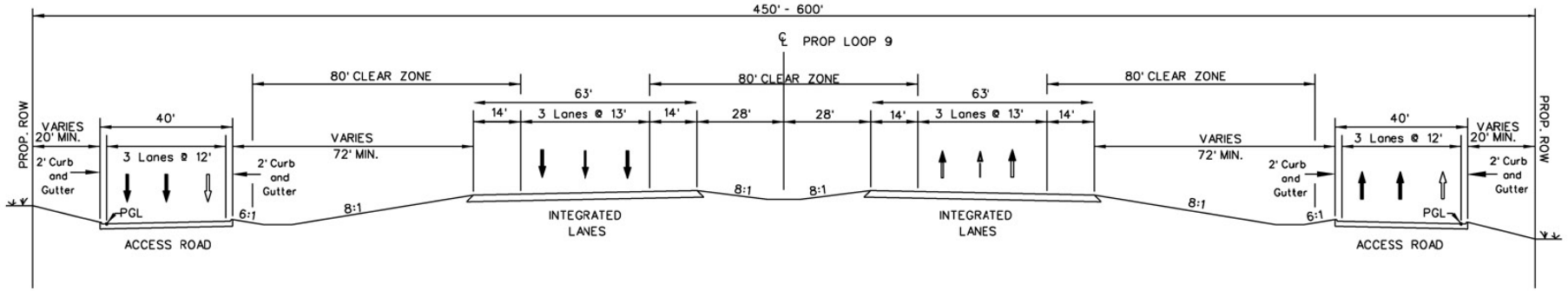
Evolution of Loop 9



Scope of Loop 9 DEIS

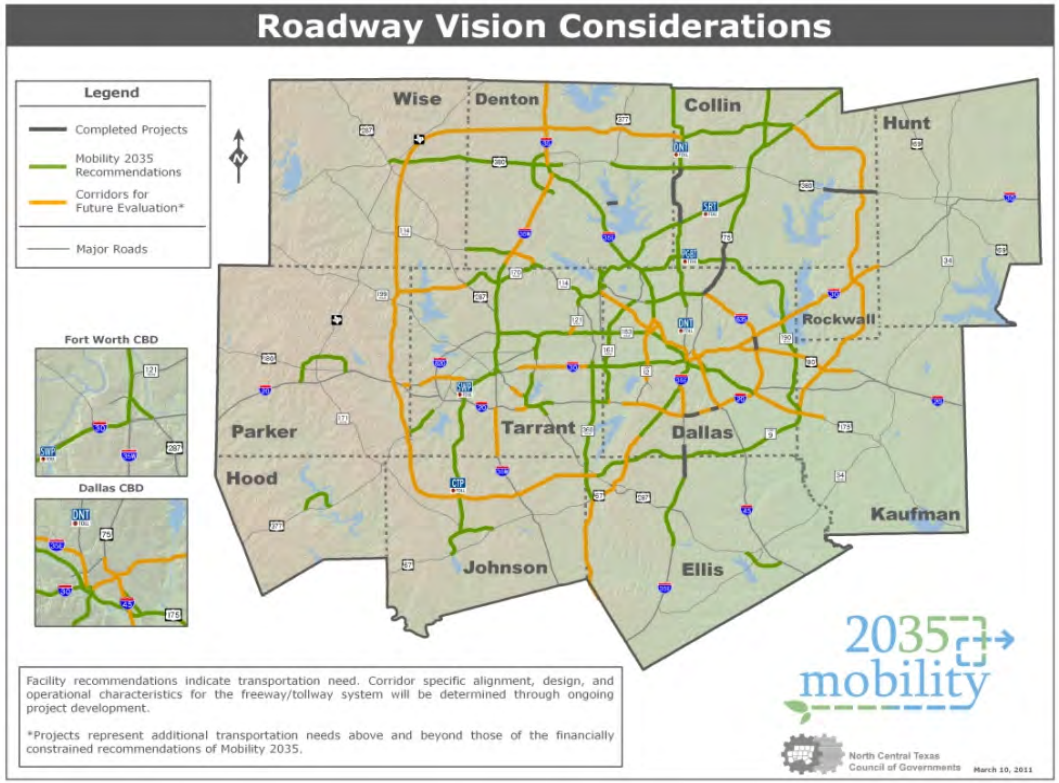
- 44 miles long
- Proposed 450 to 600-foot right-of-way
- 85 mph design speed
- Cost: $5.7 billion





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

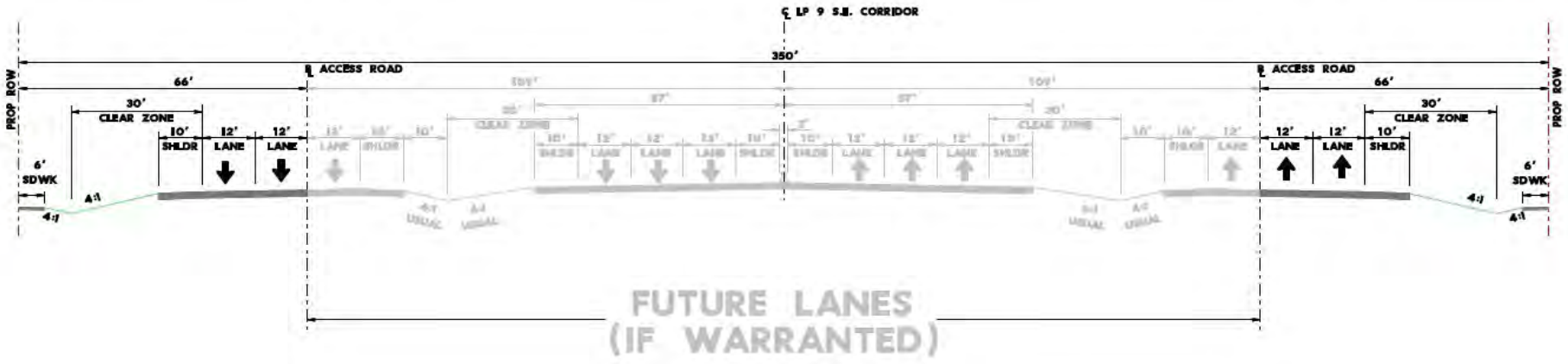
- Solicit input from local and community leaders on specific transportation facility needs
- Determine the transportation problems within the study area
- Identify a corridor where transportation projects could be developed to address area problems
- Identify specific transportation projects to advance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

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

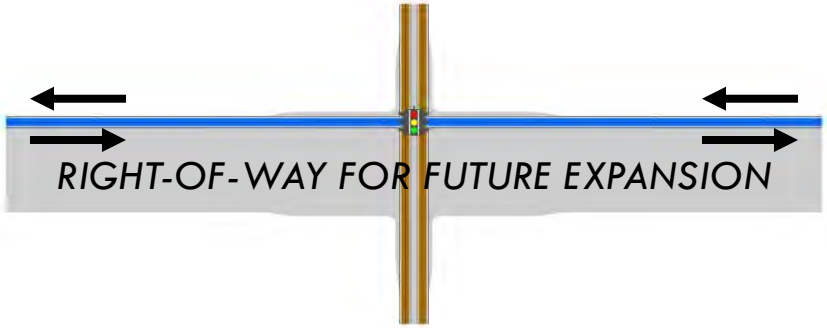
Establish New Vision

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

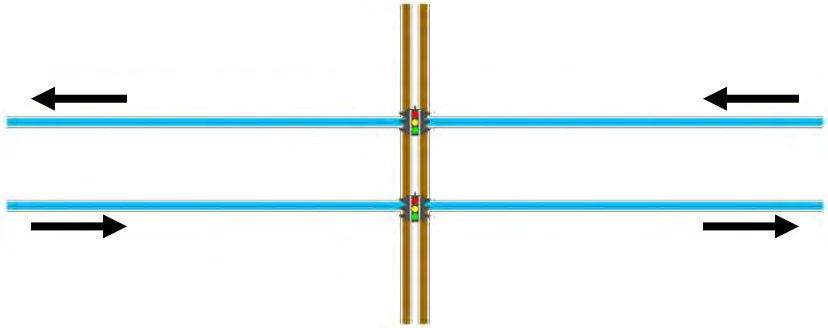


Potential Phased Approach to Allow for Innovative Financing

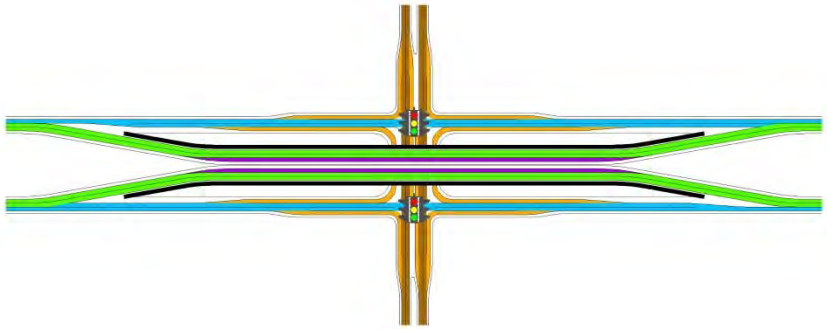
PHASE 1: Two-Way Frontage Road



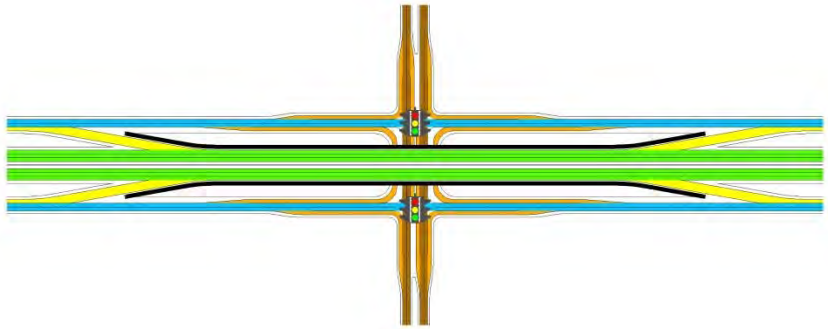
PHASE 2: One-Way Frontage Roads



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

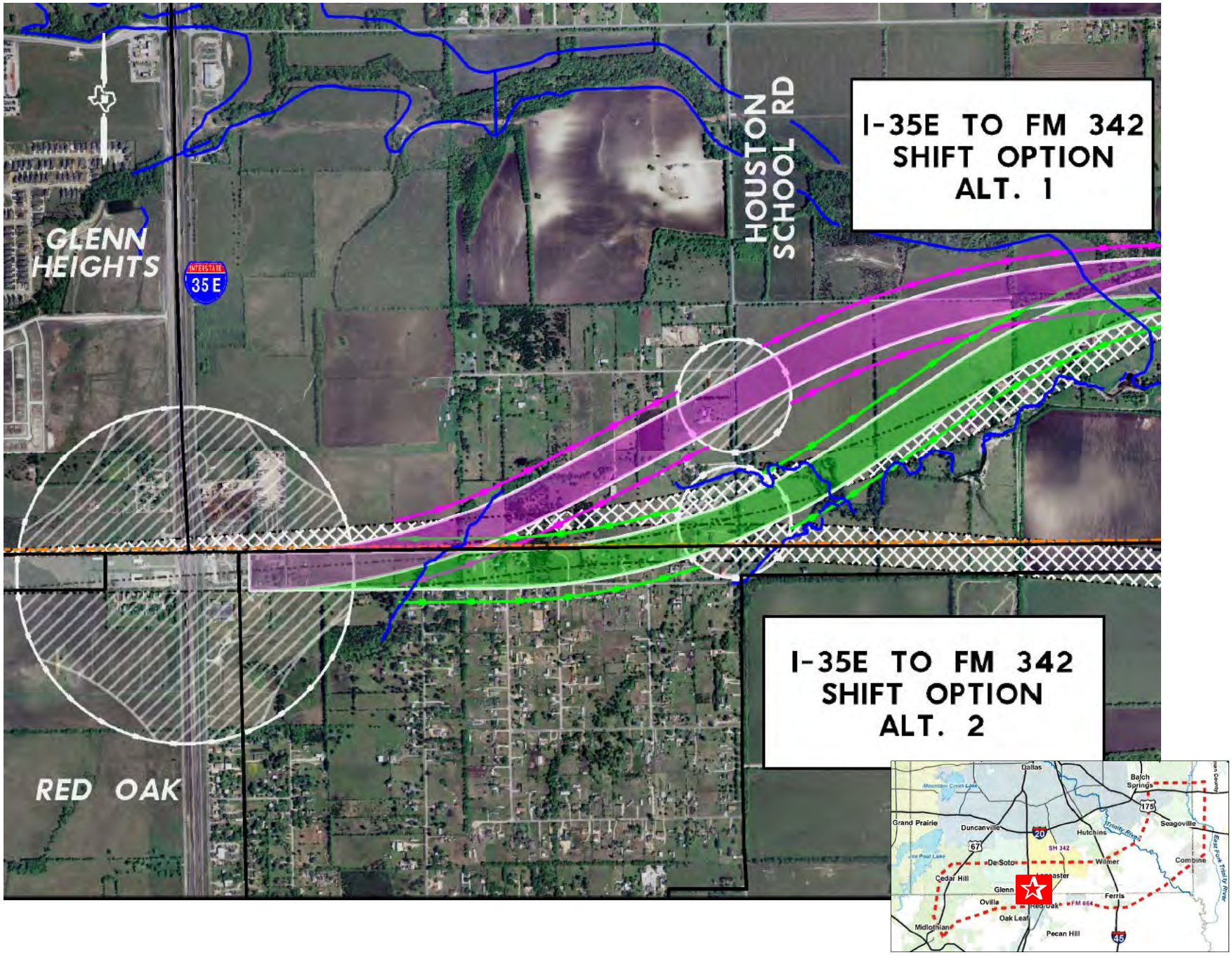
Outcome

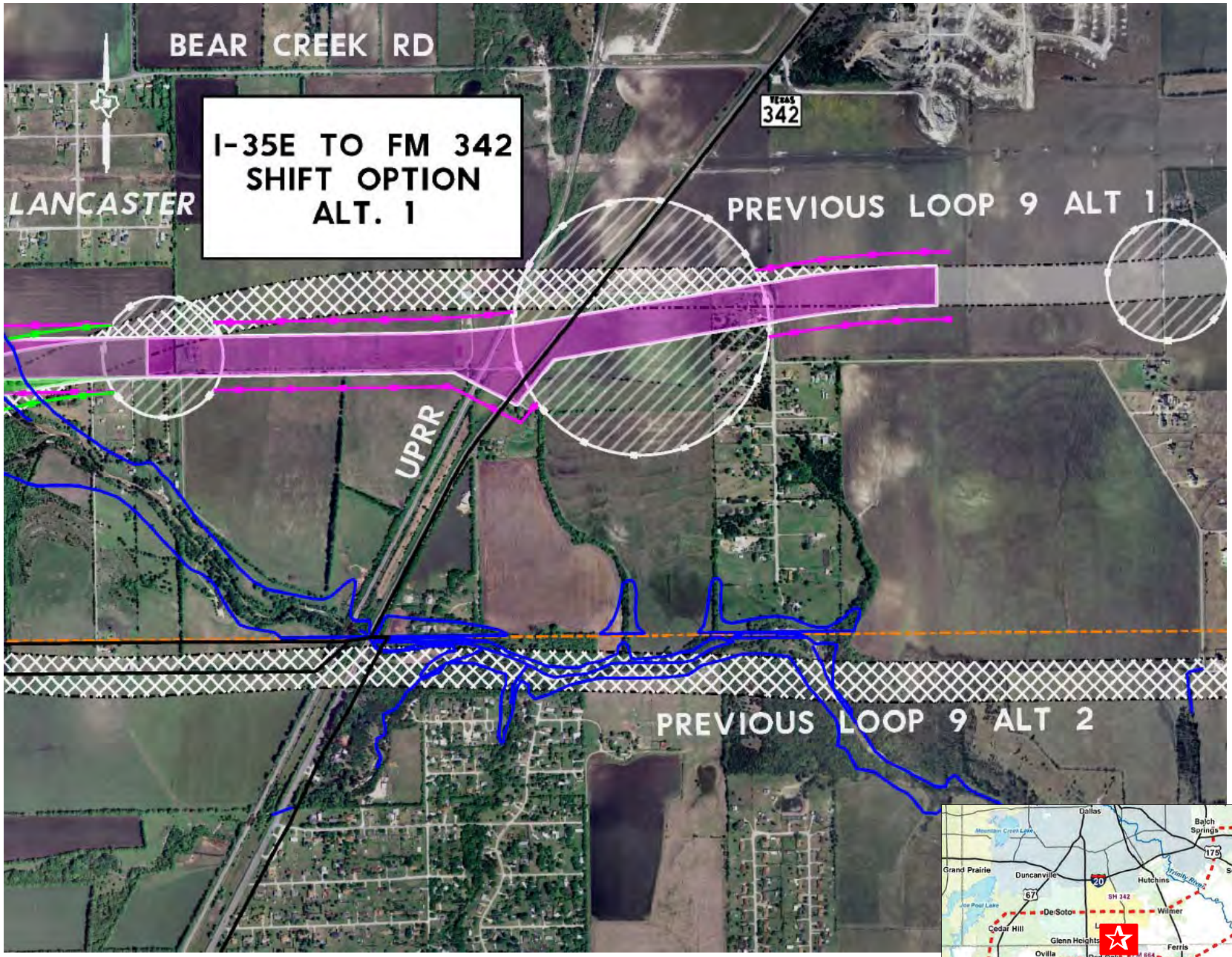
- What type of facility is needed
- Determine effect to other planned transportation facilities
- Corridor alignment
- Logical termini
- Prioritization based on traffic, local needs, and funding
- Staging (i.e., construction vs. right-of-way preservation)

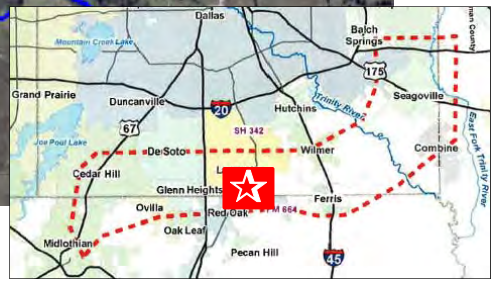
PROJECT STATUS

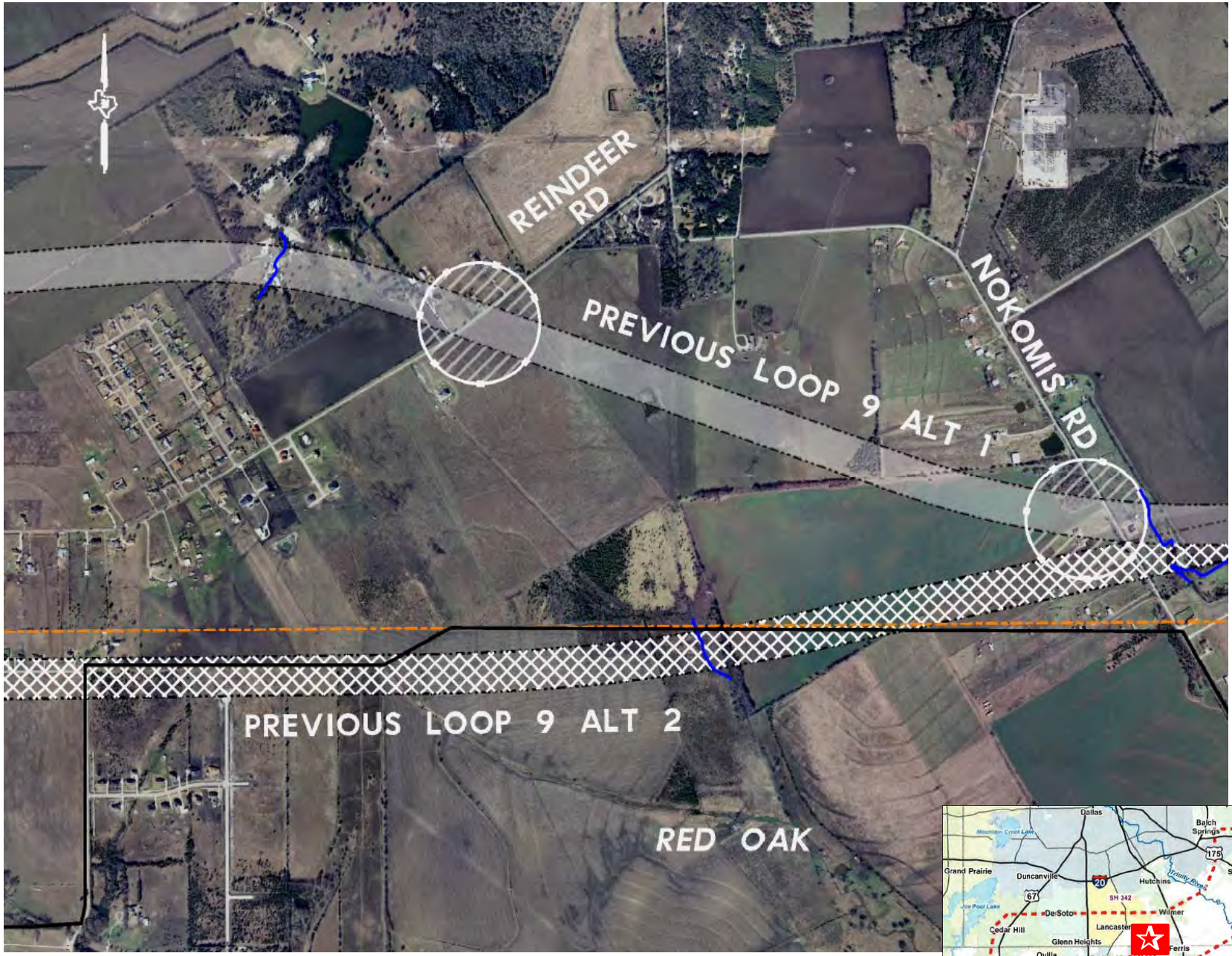
Efforts to Date

- 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

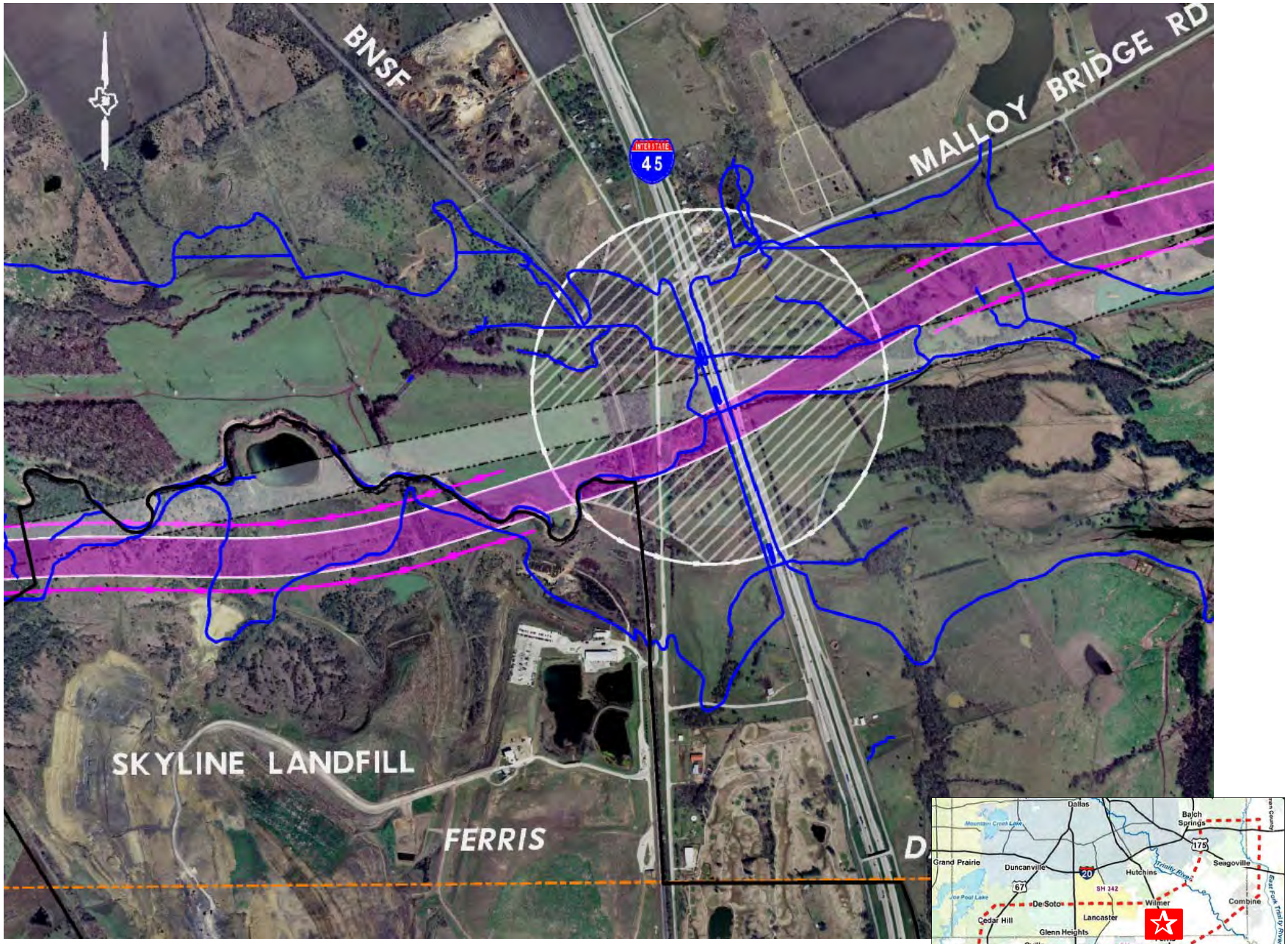

I-35E TO FM 342
SHIFT OPTION
ALT. 1
I-35E TO FM 342
SHIFT OPTION
ALT. 2
GLENN HEIGHTS
RED OAK
HOUSTON SCHOOL RD
INTERSTATE
35 E
Dallas
Balch Springs
Grand Prairie
Duncanville
Hutchins
Seagoville
Wilmer
DeSoto
Cedar Hill
Glenn Heights
Ovilla
Red Oak
Ferris
Combine
Oak Leaf
Midlothian
Pecan Hill
SH 342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


BNSF
INTERSTATE
45
MALLOY BRIDGE RD
SKYLINE LANDFILL
FERRIS
D
Dallas
Balch Springs
Grand Prairie
Duncanville
Hutchins
Seagoville
Wilmer
De Soto
Cedar Hill
Lancaster
Glenn Heights
Ovilla
Red Oak
Oak Leaf
Midlothian
Pecan Hill
Combine
175
20
67
45
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

---

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

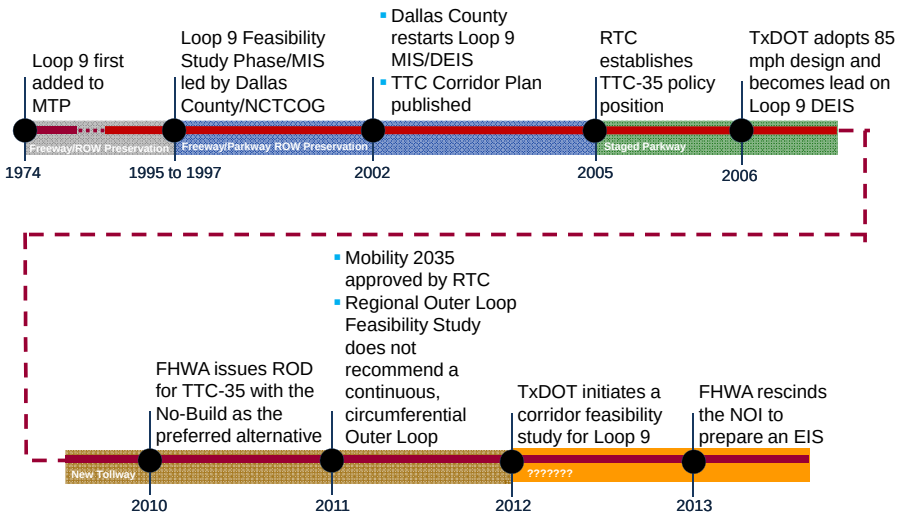
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- Introduction
- Evolution of Loop 9
- New Approach – Corridor Feasibility Study
- Project Status
- Comments and Questions

EVOLUTION OF LOOP 9

Evolution of Loop 9

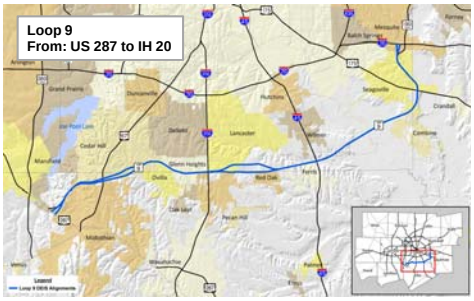
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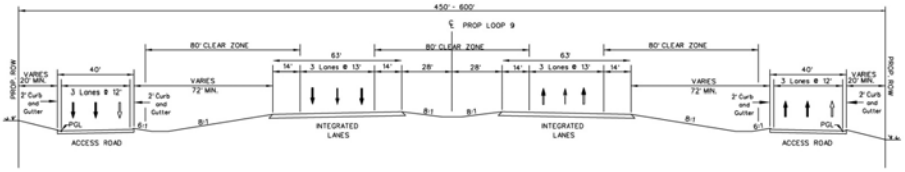


Scope of Loop 9 DEIS

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…

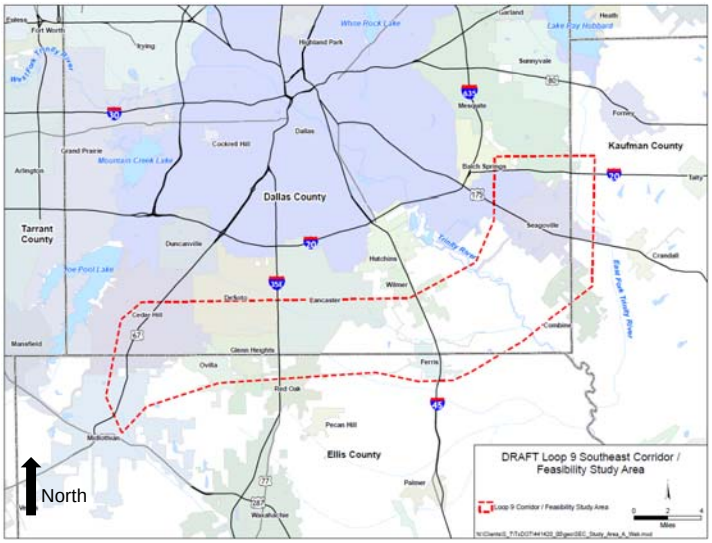
7

- 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

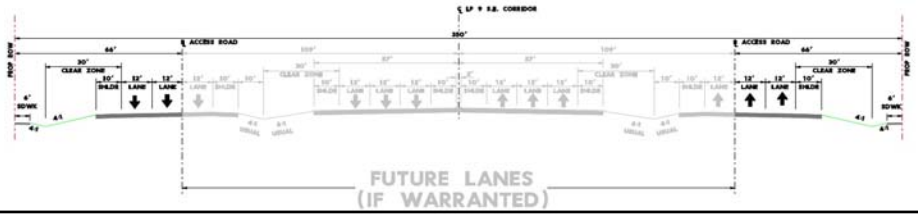
11

- 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

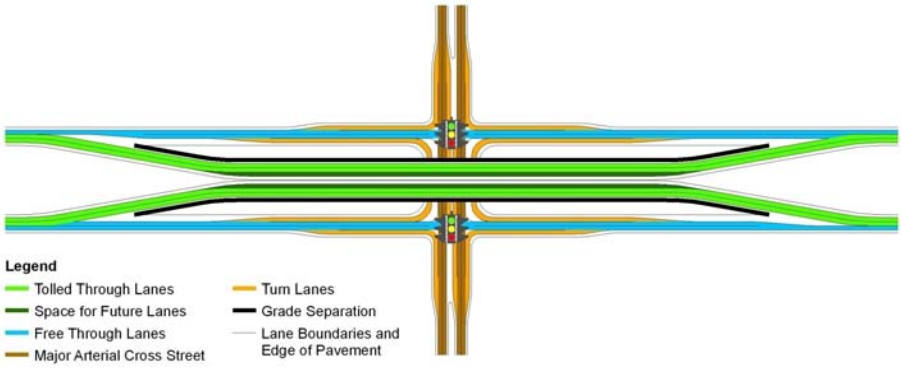
- Elements to include:
  - Narrower right-of-way (350 feet vs. 600 feet)
  - Lower design speed (70 mph vs. 85 mph)
  - Context sensitive solutions
  - Access management
  - Flexibility to convert to a full, controlled access facility, if needed



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

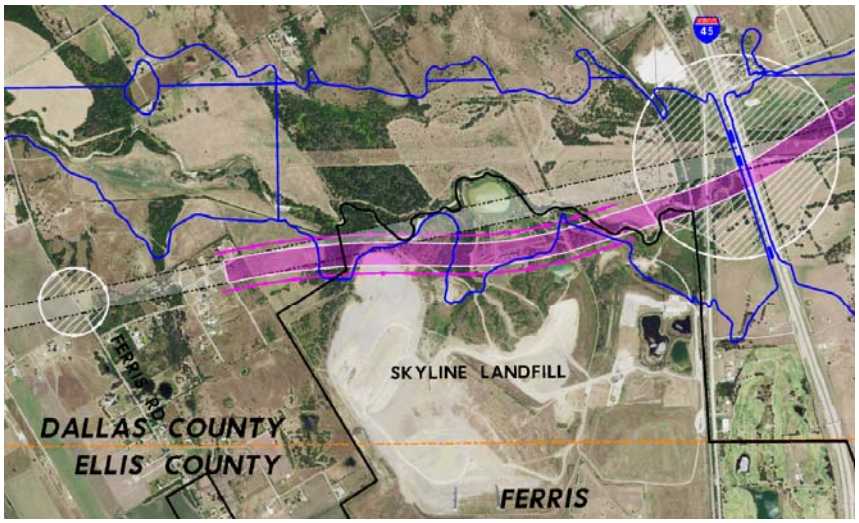
Efforts to Date

16

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- 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

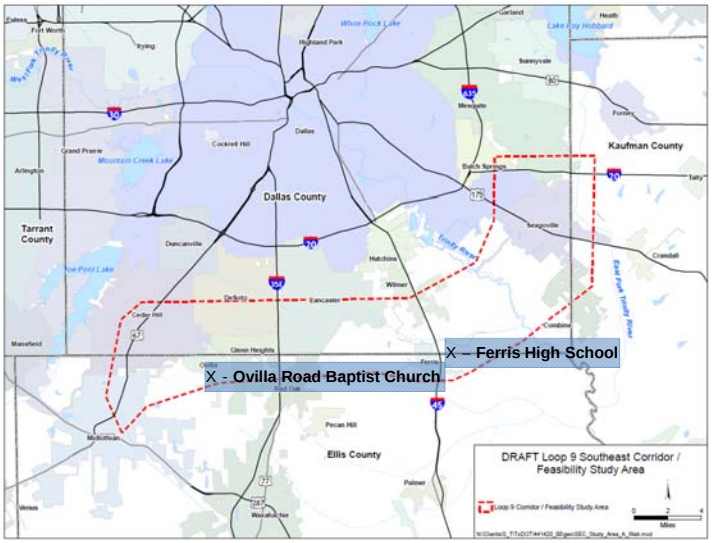
Public Meetings

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

---

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

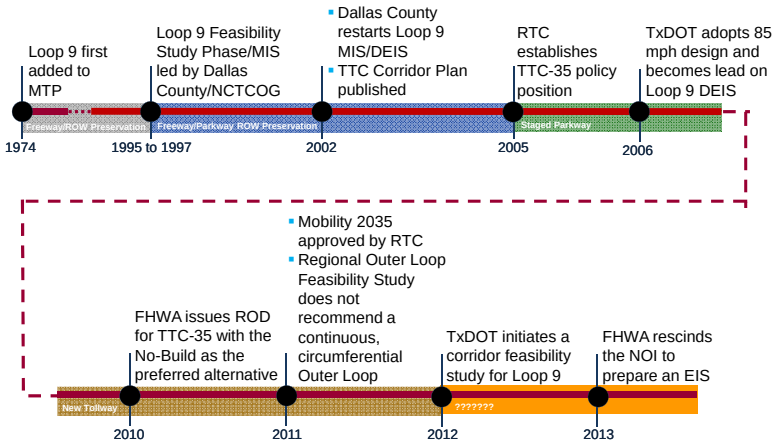
Topics

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

EVOLUTION OF LOOP 9

Evolution of Loop 9

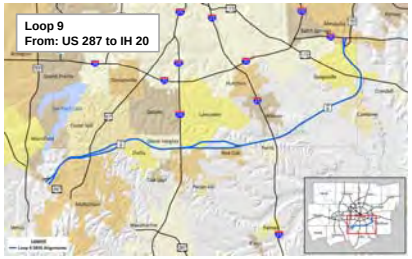
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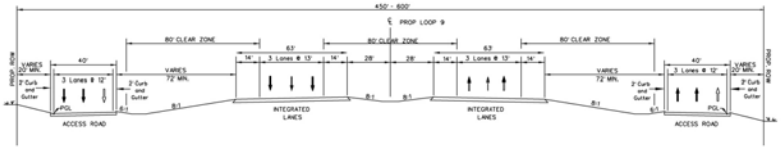


Scope of Loop 9 DEIS

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…

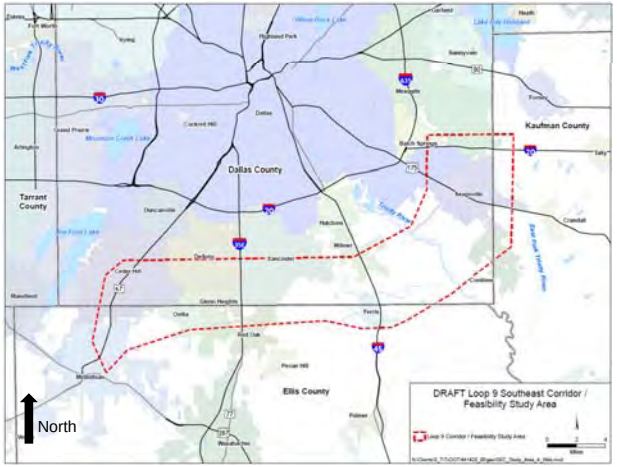
7

- 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

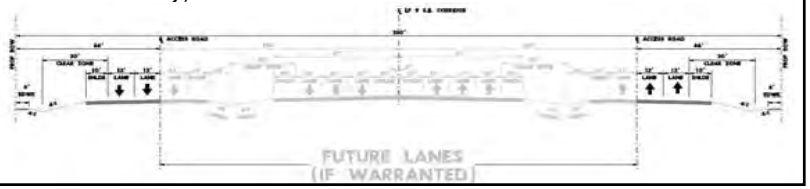
11

- 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

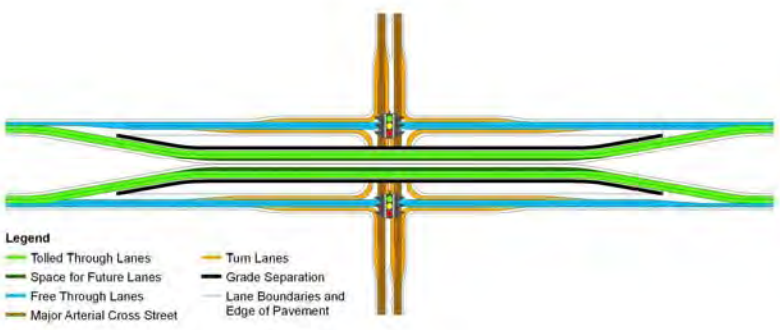
- Elements to include:
  - Narrower right-of-way (350 feet vs. 600 feet)
  - Lower design speed (70 mph vs. 85 mph)
  - Context sensitive solutions
  - Access management
  - Flexibility to convert to a full, controlled access facility, if needed



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

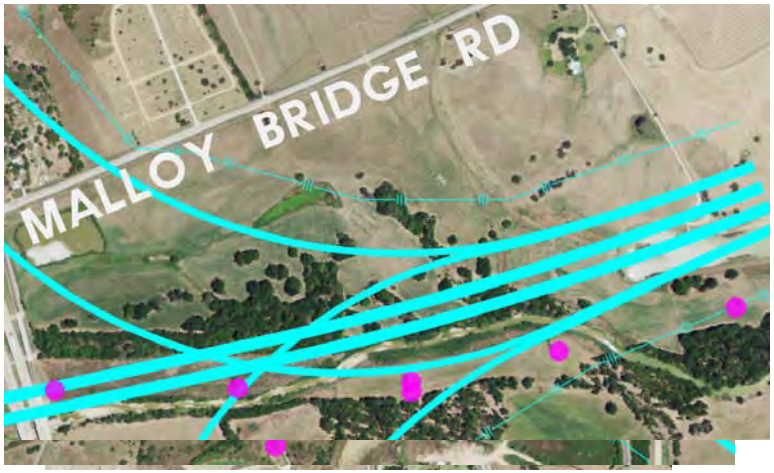
Efforts to Date

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)

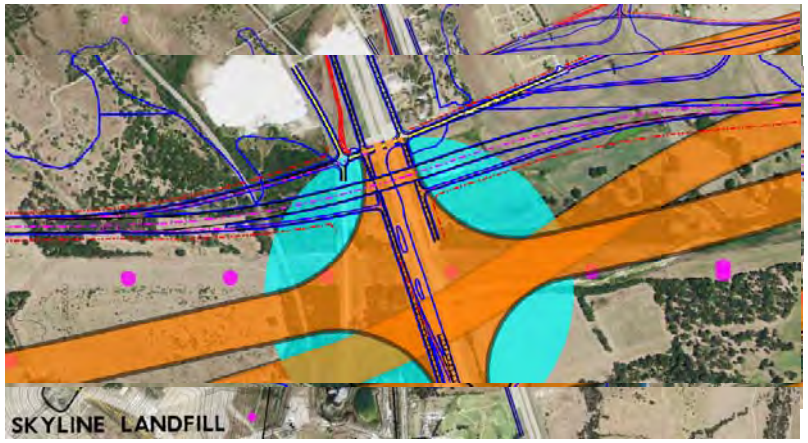
Loop 9 near I-45 – DEIS Concept

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

Appendix F
Public Meeting Summaries

F1: May 2013 Public Meeting Summary
F2: September 2013 Public Meeting Summary

F1: May 2013 Public Meeting Summary

PUBLIC MEETING SUMMARY REPORT

LOOP 9 SOUTHEAST CORRIDOR/FEASIBILITY STUDY

DALLAS, ELLIS AND KAUFMAN COUNTIES, TEXAS

CSJ: 2964-10-002

TEXAS DEPARTMENT OF TRANSPORTATION

SEPTEMBER 2013

CONTENTS

1. **PUBLIC MEETING SUMMARY AND ANALYSIS**
2. **PUBLIC MEETING PHOTOS**

1. PUBLIC MEETING SUMMARY AND ANALYSIS

FOR: Loop 9 Southeast Corridor/Feasibility Study

LIMITS: From US 67 to I-20

COUNTY: Dallas, Ellis and Kaufman

Proposed Improvements
To address the local and regional transportation concerns, a new approach has been identified for the Loop 9 Southeast project that replaces the wide, high-speed toll facility previously planned. In September 2012, a Loop 9 Corridor/Feasibility Study began for the revised Loop 9 project concept from US 67 to I-20. The Corridor/Feasibility Study incorporates more flexible design standards, a reduced right-of-way (350 feet vs. 600 feet), lower design speed (70 mph vs. 85 mph), shorter project length, and phased project development and construction. The proposed Loop 9 minimizes the overall impacts when compared to past studies.

Need and Purpose
Traveling through the Dallas, Ellis, and Kaufman County study area can be a challenge. I-20, the closest east-west highway, lies miles to the north. There are gaps in the arterial street network that force east-west traffic to take circuitous routes that use I-20 or US 287. In addition, arterial roadways are growing more congested as the area adds residential, commercial, and industrial development. Loop 9 would provide important east-west connectivity, reduce travel times, and support economic development opportunities in the study area.

Notices and Articles
Notices were published in the following newspapers:

- *The Dallas Morning News* on April 16, 2013 and May 6, 2013.
- *Al Día* on April 13, 2013 and May 4, 2013.
- *The Focus Daily News* on April 16, 2013 and May 5, 2013.
- *The Suburbia News* on April 18, 2013 and May 2, 2013.
- *The Ellis County Press* on April 18, 2013 and May 2, 2013.

Full versions of the newspaper advertisements of the Loop 9 Public Meeting notices will be available to view at the TxDOT Dallas District Office located at 4777 E. Highway 80, Mesquite, Texas 75150.

Public Meetings Date and Place
The first Public Meeting was held at Ferris High School, 1025 E. 8th Street, Ferris, Texas 75125 on May 16, 2013, inside the school cafeteria. The second Public Meeting was held at Ovilla Road Baptist Church, 3251 Ovilla Road, Ovilla, Texas 75154 on May 23, 2013, inside the school cafeteria/church sanctuary. See **Section 2** for representative photographs of the Public Meeting facilities. The meetings were presented in an Open House format held from 5:30 p.m. to 7:30 p.m. with the proposed corridors shown on aerial maps, explanatory exhibits, and a looping presentation. TxDOT staff and the project consultant team were available to answer questions. The maps, exhibits, and presentation, as well as other May Public Meeting materials (comment forms, fact sheet, etc.) are available to view at www.loop9.org.

Attendance
The total registered attendance at the May 16, 2013, Public Meeting was 220 people. A total of eight TxDOT project staff, two representatives of the North Central Texas Council of Governments (NCTCOG), and 15 project consultants also attended. The total registered attendance at the May 23, 2013, Public Meeting was 240 people. A total of 15 TxDOT project staff, two representatives of NCTCOG, and 14 project consultants also attended. Sign-in sheets can be viewed at the TxDOT Dallas District Office.

Exhibits
Plans illustrating the proposed corridor alignments were displayed for public viewing and comments. These included plan and profile drawings and typical sections. Environmental constraints maps were on display as well as project-specific informational boards relating to the current Corridor/Feasibility Study and the future steps in the study. Copies of the TxDOT State Purchase of Right-of-Way booklet were made available. A link to this booklet is available under the Public Involvement section of the www.loop9.org website.

Summary of Comments
Thirty-one persons submitted comments during the first Public Meeting and 40 persons submitted comments during the second Public Meeting. Following the Public Meetings, fifty-four persons submitted comments via mail and e-mail during the comment period, which ended on June 3, 2013. Of these 54 people, 35 presented the same map and letter to voice their opposition to the Loop 9 project. A total of 125 comments were received at the public meetings and during the 10-day comment period. Copies of the written comments (letters, e-mails and comments forms) can be viewed at the TxDOT Dallas District Office.

Many of the people that submitted comments referenced numerous issues, concerns, or ideas via a single comment form, e-mail, or letter. In order to provide a summary of all the comments, the table below identifies the main issues presented by concerned parties, the number of people who voiced the concern, and a response to the general comment. Copies of the individual written comments (letters, e-mails and comments forms) can be viewed at the TxDOT Dallas District Office.

Main Issues Commented On	Number of Persons Referencing Issue in their Comment*	Response
Concerned about Protecting Natural/Historical Resources	6	During the initial identification of alternative alignments, known ecological and historical resources were identified as “no-go” areas for the proposed Loop 9 corridor. As the project moves forward into the environmental document phase and additional information is gathered, impacts to these resources will be assessed and avoided and/or mitigated, as necessary.
Frustrated with Lack of Decision by TxDOT and Effect on Property	6	Due to the magnitude of the proposed project, the funding needs, and the numerous entities involved, moving the proposed project forward is a large endeavor to which TxDOT and NCTCOG are committed. TxDOT understands the frustrations of area residents and will strive to keep the public informed at each step of the process. The Program of Projects which will be identified at the end of this study would allow the project to move forward.

Main Issues Commented On	Number of Persons Referencing Issue in their Comment*	Response
Concerned about Land Use Change to Commercial Property	37	Land use and zoning are determined by local municipalities. Landowners should discuss their concerns/desires for properties adjacent to the proposed corridor with their local officials.
Potential Noise Impacts to Residents	39	During the development of the environmental document for each section of Loop 9, a noise analysis will be conducted and if it is determined that a noise barrier is reasonable and feasible, a meeting will be held with adjacent property owners to discuss the barrier.
Supports Specific Alignment	15	TxDOT appreciates your feedback related to the specific corridors and will analyze all comments provided before a determination on the final corridor is made. The final determination of the project alignment will be made during a future environmental study.
Against Tolling	5	Due to large state transportation budget needs, tolling is always considered as a source of funding on large roadway projects. No decision has been made on the potential use of tolling on the proposed Loop 9 roadway. The proposed Loop 9 project is included in *Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2013 Update*.
Loop 9 Funding Should Support Improvements to Other Roadways in the Area	46	Currently there is approximately $100 million in funding set aside specifically for the Loop 9 project. Other improvements in the area are ongoing and each have a separate set of funding available for those projects.
Loop 9 Should Follow Existing Roadways	39	Because the Loop 9 roadway would require a wider right-of-way than most existing roadways in the area, following these roadways could displace a larger number of homes and businesses. By placing Loop 9 primarily in undeveloped parcels, TxDOT can reduce the impacts to area residents and businesses.
Access Concerns	4	Existing local access will be maintained with the proposed project and access to cross streets would be determined based on TxDOT design guidelines.
Believes Project is Politically Motivated	36	While local cities and counties have been involved in the planning stages of the proposed project, the need for the project stems from increasing populations, congested roadways, and the lack of sufficient east-west corridors in southern Dallas and northern Ellis Counties. The proposed Loop 9 project is included in *Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2013 Update.*
Requests Shift to Proposed Alternatives	12	TxDOT appreciates your feedback related to the proposed corridors and will analyze all comments provided before a determination on the final corridor is made.
Impacts to Senior Citizens and Minority Groups	36	The proposed Loop 9 project will be subject to all federal laws and regulations which include Executive Order 12898, “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.” TxDOT’s goal on every project is to limit impacts to area residents, including senior citizens and minority populations.
Concern About Involvement of Foreign Entities	3	No foreign entities are involved with the proposed Loop 9 project. If it is determined at a later date that Loop 9 could be constructed as a toll road, the North Texas Tollway Authority (NTTA) would have the first right of refusal to manage and maintain the roadway. The roadway would be under public ownership.

Main Issues Commented On	Number of Persons Referencing Issue in their Comment*	Response
*Note: In many cases, a person referenced multiple issues, concerns, or ideas via a single comment form, letter, or e-mail. Therefore, the values presented in this column do not equate to the total number of comments that were received at the public meetings and during the 10-day comment period.		

2. PUBLIC MEETING PHOTOS

Loop 9 Corridor/Feasibility Study Public Meeting Photographs













May 16, 2013 Public Meeting – Ferris High School

Loop 9 Corridor/Feasibility Study Public Meeting Photographs













May 23, 2013 Public Meeting – Ovilla Road Baptist Church

F2: September 2013 Public Meeting Summary

PUBLIC MEETING SUMMARY REPORT

LOOP 9 SOUTHEAST CORRIDOR/FEASIBILITY STUDY

DALLAS, ELLIS AND KAUFMAN COUNTIES, TEXAS

CSJ: 2964-10-002

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TEXAS DEPARTMENT OF TRANSPORTATION

NOVEMBER 2013

CONTENTS

1. **PUBLIC MEETING SUMMARY AND ANALYSIS**
2. **PUBLIC MEETING PHOTOS**

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1. PUBLIC MEETING SUMMARY AND ANALYSIS

FOR: Loop 9 Southeast Corridor/Feasibility Study

LIMITS: From US 67 to I-20

COUNTY: Dallas, Ellis and Kaufman

Proposed Improvements
To address the local and regional transportation concerns, a new approach has been identified for the Loop 9 Southeast project that replaces the wide, high-speed toll facility previously planned. In September 2012, a Loop 9 Corridor/Feasibility Study began for the revised Loop 9 project concept from US 67 to I-20. The Corridor/Feasibility Study incorporates more flexible design standards, a reduced right-of-way (350 feet vs. 600 feet), lower design speed (70 mph vs. 85 mph), shorter project length, and phased project development and construction. The proposed Loop 9 minimizes the overall impacts when compared to past studies.

Need and Purpose
Traveling through the Dallas, Ellis, and Kaufman County study area can be a challenge. I-20, the closest east-west highway, lies miles to the north. There are gaps in the arterial street network that force east-west traffic to take circuitous routes that use I-20 or US 287. In addition, arterial roadways are growing more congested as the area adds residential, commercial, and industrial development. Loop 9 would provide important east-west connectivity, reduce travel times, and support economic development opportunities in the study area.

Notices and Articles
Notices were published in the following newspapers:

- *The Dallas Morning News* on September 1, 2013 and September 14, 2013.
- *Al Día* on September 1, 2013 and September 15, 2013.
- *The Focus Daily News* on September 1, 2013 and September 13, 2013.
- *The Suburbia News* on September 5, 2013 and September 12, 2013.
- *The Ellis County Press* on September 5, 2013 and September 12, 2013.

Full versions of the newspaper advertisements of the Loop 9 Public Meeting notices will be available to view at the TxDOT Dallas District Office located at 4777 E. Highway 80, Mesquite, Texas 75150.

Public Meetings Date and Place
The first Public Meeting was held at Lancaster Elementary School, 1109 West Main Street, Lancaster, Texas 75146 on September 24, 2013, inside the school cafeteria. The second Public Meeting was held at Red Oak Intermediate School, 401 E. Ovilla Road, Glenn Heights, Texas 75154 on September 26, 2013, inside the school cafeteria. See **Section 2** for representative photographs of the Public Meeting facilities. The meetings were presented in an Open House format held from 5:30 p.m. to 6:30 p.m., a formal presentation held from 6:30 p.m. to 7:00 p.m., and another Open House held from 7:00 p.m. to 8:00 p.m. During the Open House sessions, there were explanatory exhibits and aerial maps of the proposed corridors. TxDOT staff and the project consultant team were available to answer questions. The maps, exhibits, and

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presentation, as well as other September Public Meeting materials (comment forms, fact sheet, etc.) are available to view at www.loop9.org. The formal presentation consisted of a PowerPoint slide show and project discussion conducted by Mr. Bruce Nolley, P.E., TxDOT Loop 9 Project Manager and Mr. Brian Clark, P.E., Atkins Loop 9 Project Manager.

Attendance
The total registered attendance at the September 24, 2013, Public Meeting was 150 people. A total of eight TxDOT project staff, two representatives of the North Central Texas Council of Governments (NCTCOG), two representatives of the Federal Highway Administration (FHWA), and 17 project consultants also attended. The total registered attendance at the September 26, 2013, Public Meeting was 183 people. A total of 10 TxDOT project staff, two representatives of NCTCOG, and 16 project consultants also attended. Sign-in sheets can be viewed at the TxDOT Dallas District Office.

Exhibits
Plans illustrating the proposed corridor alignments were displayed for public viewing and comments. These included plan and profile drawings and typical sections. Environmental constraints maps were on display as well as project-specific informational boards relating to the current Corridor/Feasibility Study and the future steps in the study. Copies of the TxDOT State Purchase of Right-of-Way booklet were made available. A link to this booklet is available under the Public Involvement section of the www.loop9.org website.

Summary of Comments
Fourteen comment forms and two letters were submitted during the first Public Meeting and 10 comment forms were submitted during the second Public Meeting. Following the Public Meetings, five comment forms and three e-mails were submitted during the comment period, which ended on October 7, 2013. A total of 29 comment forms, two letters, and three e-mails were received at the public meetings and during the 10-day comment period. Copies of the written comments (comments forms, letters, and e-mails) can be viewed at the TxDOT Dallas District Office.

Many of the people that submitted comments referenced numerous issues, concerns, or ideas via a single comment form, letter, or e-mail. In order to provide a summary of all the comments, the table below identifies the main issues presented by concerned parties, the number of people who voiced the concern, and a response to the general comment. Copies of the individual written comments (comments forms, letters, and e-mails) can be viewed at the TxDOT Dallas District Office.

Main Issues Commented On	Number of Persons Referencing Issue in their Comment*	Response
Concerned about Protecting Natural Resources	1	During the initial identification of alternative alignments, known ecological resources were identified as “no-go” areas for the proposed Loop 9 corridor. As the project moves forward into the environmental document phase and additional information is gathered, impacts to these resources will be assessed and avoided and/or mitigated, as necessary.

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Main Issues Commented On	Number of Persons Referencing Issue in their Comment*	Response
Frustrated with Lack of Decision by TxDOT and Effect on Property	1	Due to the magnitude of the proposed project, the funding needs, and the numerous entities involved, moving the proposed project forward is a large endeavor to which TxDOT and NCTCOG are committed. TxDOT understands the frustrations of area residents and will strive to keep the public informed at each step of the process. The Program of Projects which will be identified at the end of this study would allow the project to move forward.
Potential Noise Impacts to Residents	2	During the development of the environmental document for each section of Loop 9, a noise analysis will be conducted and if it is determined that a noise barrier is reasonable and feasible, a meeting will be held with adjacent property owners to discuss the barrier.
Supports Specific Alignment	7	TxDOT appreciates your feedback related to the specific corridors and will analyze all comments provided before a determination on the final corridor is made. The final determination of the project alignment will be made during a future environmental study.
Loop 9 Funding Should Support Improvements to Other Roadways in the Area	2	Currently there is approximately $100 million in funding set aside specifically for the Loop 9 project. Other improvements in the area are ongoing and each have a separate set of funding available for those projects.
Access Concerns	2	Existing local access will be maintained with the proposed project and access to cross streets would be determined based on TxDOT design guidelines.
Believes Project is Politically Motivated	1	While local cities and counties have been involved in the planning stages of the proposed project, the need for the project stems from increasing populations, congested roadways, and the lack of sufficient east-west corridors in southern Dallas and northern Ellis Counties. The proposed Loop 9 project is included in *Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2013 Update.*
Requests Shift to Proposed Alternatives	11	TxDOT appreciates your feedback related to the proposed corridors and will analyze all comments provided before a determination on the final corridor is made.
Does Not Support the Project	9	TxDOT appreciates your feedback related to the proposed project. The need for the project stems from increasing populations, congested roadways, and the lack of sufficient east-west corridors in southern Dallas and northern Ellis Counties. The proposed Loop 9 project is included in *Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2013 Update.*
Concerns Regarding Changes in Existing Thoroughfare Designations After Loop 9 Implementation	1	TxDOT and NCTCOG will be committed to resolving thoroughfare designation issues on a case by case basis.

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Main Issues Commented On	Number of Persons Referencing Issue in their Comment*	Response
Commercial/Residential Displacement Concerns	4	All right-of-way acquisitions would be performed according to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. When acquiring right-of-way, TxDOT compensation is determined based on an independent appraiser and fair market value. Relocation assistance could also be provided. Discussions with property owners concerning the acquisition of their property will not occur until after the environmental document and preliminary schematic are approved and the right-of-way maps have been prepared.
Concern About Involvement of Foreign Entities	1	No foreign entities are involved with the proposed Loop 9 project. If it is determined at a later date that Loop 9 could be constructed as a toll road, the North Texas Tollway Authority (NTTA) would have the first right of refusal to manage and maintain the roadway. The roadway would be under public ownership.
*Note: In many cases, a person referenced multiple issues, concerns, or ideas via a single comment form, letter, or e-mail. Therefore, the values presented in this column do not equate to the total number of comments that were received at the public meetings and during the 10-day comment period.		

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2. PUBLIC MEETING PHOTOS

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Loop 9 Corridor/Feasibility Study Public Meeting Photographs













September 24, 2013 Public Meeting – Lancaster Elementary School

Loop 9 Corridor/Feasibility Study Public Meeting Photographs













September 26, 2013 Public Meeting – Red Oak Intermediate School

Appendix G
Record of Comments Received and Responses

Loop 9 Southeast Corridor/Feasibility Study
Comments – Local Government Interviews

#	Commenter Name & Title	Affiliation	Question	Comment	Date Received	Where Comment was Received	Category	Response
	City of Wilmer							
1	City Officials	City of Wilmer	What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?	Wilmer has the largest amount of developable land in the Dallas Inland Port area. Connecting I-35E and I-45 increases development opportunity for industrial, retail, and residential.	11/5/2012	City of Wilmer	Environmental	Comment Acknowledged.
2	City Officials	City of Wilmer	In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?	Improving major thoroughfares like Pleasant Run Road and Beltline Road.	11/5/2012	City of Wilmer	Environmental	Comment Acknowledged.
3	City Officials	City of Wilmer		The population is projected to increase drastically.	11/5/2012	Interview	Environmental	Comment Acknowledged.
4	City Officials	City of Wilmer	Are there any areas within your community that you are planning long-term infrastructure improvements that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?	Western part of Wilmer needs north/south artery connecting Loop 9 to Pleasant Run Road west of I-45. Also there needs to be a north/south on the east side of I-45 connecting Loop 9 to Beltline Road.	11/5/2012	City of Wilmer	Environmental	Comment Acknowledged.
5	City Officials	City of Wilmer		Residential properties exist and are planned south of Belt Line Road on the east side of I-45.	11/4/2012	Interview	Environmental	Comment Acknowledged.
6	City Officials	City of Wilmer	What projects are included in your Capital Improvement Plan relative to local roadways and utilities?	Refer to NCTCOG Infrastructure study and Wilmer Comprehensive Plan.	11/5/2012	City of Wilmer	Environmental	Comment Acknowledged.
7	City Officials	City of Wilmer	Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?	Currently adequate but need continuous review.	11/5/2012	City of Wilmer	Environmental	Comment Acknowledged.
8	City Officials	City of Wilmer		The 2030 Land Use Plan will provide useful information – City of Wilmer will provide this Plan.	11/6/2012	Interview	Environmental	Comment Acknowledged.
9	City Officials	City of Wilmer	Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?	No.	11/5/2012	City of Wilmer	Environmental	Comment Acknowledged.
10	City Officials	City of Wilmer	Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?	Refer to NCTCOG study.	11/5/2012	City of Wilmer	Environmental	Comment Acknowledged.
11	City Officials	City of Wilmer	Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?	City growth creates new roads and need for improving existing network. Most of existing is old and in need of major repair.	11/5/2012	City of Wilmer	Environmental	Comment Acknowledged.
12	City Officials	City of Wilmer	Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?	Yes, refer to Mike Rader and major landowners on west side of I-45.	11/5/2012	City of Wilmer	Environmental	Comment Acknowledged.

Loop 9 Southeast Corridor/Feasibility Study
Comments – Local Government Interviews

#	Commenter Name & Title	Affiliation	Question	Comment	Date Received	Where Comment was Received	Category	Response
13	City Officials	City of Wilmer		Mike Radar is one of the largest (if not the largest) landowner since the 1980s – he owns Sun Bridge Business Park, Arch Chemicals on Pleasant Road (east side).	11/6/2012	Interview	Environmental	Comment Acknowledged.
14	City Officials	City of Wilmer		City wants to make sure that Loop 9 provides frontage road with access on both sides of Loop 9 that allow for highest level of development and that connection at I-45 provides development on all four corners.	11/7/2012	City of Wilmer	Environmental	Comment Acknowledged. Once the traffic modeling has been completed and access needs identified, preliminary frontage roads and ramp locations would be identified. A program of prioritized projects will then be recommended which identifies individual transportation project that may include frontage roads and ramps at select locations. These individual transportation projects would then be advanced for more detailed engineering and environmental clearance. Additional refinements could be made to the proposed alignment and ancillary facilities (e.g. frontage roads, bridge locations, access ramps).
15	City Officials	City of Wilmer	Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?	There is a cemetery on the east side of I-45 and Loop 9 alignment appears to border the south boundary of the cemetery. This is not desired as it limits economic development.	11/5/2012	City of Wilmer	Environmental	The cemetery on the east side of I-45 and Loop 9 alignment will continue to be taken into consideration during the NEPA-design stage of the project.
16	City Officials	City of Wilmer	Are there any areas with heavy utilities that you know of within or near the proposed ROW?	There are high voltage transmission lines but not sure if they impact the proposed ROW.	11/5/2012	City of Wilmer	Environmental	Comment Acknowledged.
17	City Officials	City of Wilmer	Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?	No.	11/5/2012	City of Wilmer	Environmental	Comment Acknowledged.
18	City Officials	City of Wilmer	Additional comments	None.				Comment Acknowledged.
	City of Seagoville							
19	City Officials	City of Seagoville	What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?	All the above. The main goal of this community is to provide residents a quick/safe route to and from jobs. Particularly, the community needs capacity improvements on Highway 175.	11/6/2012	Interview	Environmental	Comment Acknowledged.
20	City Officials	City of Seagoville	In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?	All the above. The main goal of this community is to provide residents a quick/safe route to and from jobs. Particularly, the community needs capacity improvements on Highway 175.	11/6/2012	Interview	Environmental	Comment Acknowledged.
21	City Officials	City of Seagoville	Are there any areas within your community that you are planning long-term infrastructure improvements that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?	No. The City is in the process of renovating the old downtown.	11/6/2012	Interview	Environmental	Comment Acknowledged.

Loop 9 Southeast Corridor/Feasibility Study
Comments – Local Government Interviews

#	Commenter Name & Title	Affiliation	Question	Comment	Date Received	Where Comment was Received	Category	Response
22	City Officials	City of Seagoville	What projects are included in your Capital Improvement Plan relative to local roadways and utilities?	There are no proposed roadway improvements in the Loop 9 study area.	11/6/2012	Interview	Environmental	Comment Acknowledged.
23	City Officials	City of Seagoville	Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?	Yes.	11/6/2012	Interview	Environmental	Comment Acknowledged.
24	City Officials	City of Seagoville	Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?	No.	11/6/2012	Interview	Environmental	Comment Acknowledged.
25	City Officials	City of Seagoville	Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?	No.	11/6/2012	Interview	Environmental	Comment Acknowledged.
26	City Officials	City of Seagoville	Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?	The main goal of this community is to provide residents a quick/safe route to and from jobs. Particularly, the community needs capacity improvements on Highway 175.	11/6/2012	Interview	Environmental	Comment Acknowledged.
27	City Officials	City of Seagoville	Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?	Wal-mart, ACE (planned construction in front of Wal-Mart), a proposed new school to be constructed (approximately 2 ½ miles west-northwest near East Simonds Road), a proposed development (retail / residential) along existing Malloy Bridge Road between Highway 175 and I-20 near crossing of East Fork Trinity tributary.	11/6/2012	Interview	Environmental	Comment Acknowledged.
28	City Officials	City of Seagoville	Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?	Church on Malloy Bridge Road (Rock Church) and another church on Kaufman and Malloy Bridge Road.	11/6/2012	Interview	Environmental	The proposed corridor options do not impact Rock Church or the church on Kaufman and Malloy Bridge Road. An option along Malloy Bridge Road may be considered in the future, but will not be considered as part of the 2013 Corridor/Feasibility Study.
29	City Officials	City of Seagoville		Do not impact Wal-mart.	11/6/2012	Interview	Environmental	The proposed corridor options do not impact Wal-mart. However, alignment and interchange design has not yet begun. The Wal-mart will continue to be taken into consideration during the NEPA-design stage of the project.
30	City Officials	City of Seagoville		There are Historic Churches in the area that need to be avoided.	11/6/2012	Interview	Environmental	Comment Acknowledged.
31	City Officials	City of Seagoville	Are there any areas with heavy utilities that you know of within or near the proposed ROW?	No.	11/6/2012	Interview	Environmental	Comment Acknowledged.
32	City Officials	City of Seagoville	Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?	Yes, there is a cemetery at Highway 175 that should be protected as well as John Bunker Sands Wetland Area.	11/6/2012	Interview	Environmental	The Corridor/Feasibility Study will take into consideration the request to avoid the cemetery at Highway 175. The current corridor options avoid John Bunker Sands Wetland Center. However, alignment and interchange design has not yet begun. The cemetery and John Bunker Sands Wetland Center will continue to be taken into consideration during the NEPA-design stage of the project.

Loop 9 Southeast Corridor/Feasibility Study
Comments – Local Government Interviews

#	Commenter Name & Title	Affiliation	Question	Comment	Date Received	Where Comment was Received	Category	Response
33	City Officials	City of Seagoville	Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?	No problems were voiced regarding the DEIS alignment location with the 300- to 350-foot shown in the exhibit (provided in the meeting today).	11/6/2012	Interview	Environmental	Comment Acknowledged.
34	City Officials	City of Seagoville	Additional comments	Discussions regarding improving Malloy Bridge Road as part of the Loop 9 improvements and have Malloy Bridge Road widened to a six-lane section through town until the proposed Loop 9 will be constructed in the future.	11/6/2012	Interview	Environmental	Comment Acknowledged.
35	City Officials	City of Seagoville		Since most of the proposed Loop 9 alignment and adjacent properties is within floodplain and wetland areas, the clearance process and possible construction of Loop 9 could be 20 years away. In the interim, the immediate community need is to add a lane on both sides of existing US 175 from Seagoville to I-635.	11/6/2012	Interview	Environmental	Comment Acknowledged.
36	City Officials	City of Seagoville		The City is in favor of the current concept configuration – a previous version of the alignment was impacting Wal-Mart located at the corner of US 175 and Malloy Bridge Road) and the city would not support any alternative that would impact Wal-Mart.	11/6/2012	Interview	Environmental	The proposed corridor options do not impact Wal-mart. However, alignment and interchange design has not yet begun. The Wal-mart will continue to be taken into consideration during the NEPA-design stage of the project.
37	City Officials	City of Seagoville		The City prefers the revised proposed typical section with narrow, barrier separated mainlanes – this will help reduce impacts through town. Would like to be provided a copy of the revised barrier separated typical section.	11/6/2012	Interview	Environmental	Comment Acknowledged. Three regional Task Force meetings are scheduled for February. The City of Seagoville has been invited to all 3 meeting. Proposed typical sections will be presented at all 3 meetings.
38	City Officials	City of Seagoville		There is a major need for transportation improvement in the City – quality of life is limited with the city's capability of getting goods and services in and out of the City hampered by traffic congestions. Widening US 175 would improve quality of life and reduce commuters travel time.	11/6/2012	Interview	Environmental	Comment Acknowledged.
39	City Officials	City of Seagoville		With regard to current traffic issues in and around Seagoville, heavy trucks use Malloy Bridge Road as a short cut route to travel between I-45 and I-20.	11/6/2012	Interview	Environmental	Comment Acknowledged.
40	City Officials	City of Seagoville		Since Seagoville is in a non-attainment area, the widening of US 175 should be a priority.	11/6/2012	Interview	Environmental	Comment Acknowledged.
41	City Officials	City of Seagoville		The city of Seagoville is mainly a blue-collar community with significant percentage commutes to Dallas for work.	11/6/2012	Interview	Environmental	Comment Acknowledged.
42	City Officials	City of Seagoville		The growth of the City is wide spread and in all directions.	11/6/2012	Interview	Environmental	Comment Acknowledged.

Loop 9 Southeast Corridor/Feasibility Study
Comments – Local Government Interviews

#	Commenter Name & Title	Affiliation	Question	Comment	Date Received	Where Comment was Received	Category	Response
43	City Officials	City of Seagoville		The City identified Wal-Mart, ACE Hardware (planned to be constructed in front of Wal-Mart), a proposed new school to be constructed (east of Seagoville Road and north of E. Simonde Road), a proposed development (retail / residential) along existing Malloy Bridge Road between US 175 and I 20 to be the additional major stakeholders along the proposed Loop 9 corridor.	11/6/2012	Interview	Environmental	The proposed corridor options do not impact Wal-Mart, ACE Hardware (planned to be constructed in front of Wal-Mart), a proposed new school to be constructed (east of Seagoville Road and north of E. Simonde Road). However, alignment and interchange design has not yet begun. The Wal-mart will continue to be taken into consideration during the NEPA-design stage of the project.
	City of Ferris							
44	City Officials	City of Ferris	What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?	Our primary goals for Loop 9 are two fold: primarily, we see it as a way to help develop the northern part of our city from an economic development standpoint. Loop 9 will bring increased traffic through the area and we see the opportunity for major commercial development to occur along the route if it is routed correctly. We would be curious to discuss frontage roads as well as on ramps and exits from Loop 9 and where they might be located.	11/7/2012	City of Ferris	Environmental	Comment Acknowledged. Once the traffic modeling has been completed and access needs identified, preliminary frontage roads and ramp locations would be identified. A program of prioritized projects will then be recommended which identifies individual transportation projects that may include frontage roads and ramps at select locations. These individual transportation projects would then be advanced for more detailed engineering and environmental clearance. Additional refinements could be made to the proposed alignment and ancillary facilities (e.g. frontage roads, bridge locations, access ramps).
45	City Officials	City of Ferris		The second objective is connectivity. Loop 9 will make Ferris more accessible due to the proximity of the road to our city and the various connections to other roads.	11/7/2012	City of Ferris	Environmental	Comment Acknowledged.
46	City Officials	City of Ferris	In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?	The immediate need that Loop 9 will solve for us will be to take major truck traffic out of our downtown area. Currently we have a lot of FM 664 truck traffic that winds through a very narrow road in our downtown, being forced to stop at stop signs and make tight turns on surface streets as they navigate to and from I-45 and to and from Waste Management on the north side of the city. Loop 9 will give them a way to directly connect to I-45 on a high speed connection and to access Waste Management easily. Also, we expect Loop 9 to reduce the number of accidents that occur each year on FM 664. FM 664 is used extensively by northern Ellis County residents who prefer driving on I-45.	11/7/2012	City of Ferris	Environmental	Comment Acknowledged.
47	City Officials	City of Ferris	Are there any areas within your community that you are planning long-term infrastructure improvements that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?	We are currently working with other local cities on a redesign/reroute of FM 664. In Ferris, this would create southern bypass of FM 664.	11/7/2012	City of Ferris	Environmental	Comment Acknowledged.

Loop 9 Southeast Corridor/Feasibility Study
Comments – Local Government Interviews

#	Commenter Name & Title	Affiliation	Question	Comment	Date Received	Where Comment was Received	Category	Response
48	City Officials	City of Ferris		Ferris is working with Red Oak and Ovilla on the proposed FM 664 project. HDR is contracted for this work. There is a Public Meeting for FM 664 scheduled on December 11, 2012 from 5:00 – 7:00 at Red Oak City Hall.	11/7/2012	Interview	Environmental	Comment Acknowledged.
49	City Officials	City of Ferris	What projects are included in your Capital Improvement Plan relative to local roadways and utilities?	NA	11/7/2012	City of Ferris	Environmental	Comment Acknowledged.
50	City Officials	City of Ferris	Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?	This year we have funded a new Comprehensive Plan study. We have never formally adopted a Comprehensive Plan, although we have several of the pieces of a Comprehensive Plan. Part of that process will involve updating land use controls and zoning. Our subdivision regulations were modified within the last five years and we feel that they are currently adequate.	11/7/2012	City of Ferris	Environmental	Comment Acknowledged.
51	City Officials	City of Ferris		There is a RFQ out to conduct a Comprehensive Plan. This work is anticipated to start in January and last 8-12 months. The last Comprehensive Plan was adopted 5-6 years ago. There are a lot of changes coming with this new Comprehensive Plan.	11/7/2012	Interview	Environmental	Comment Acknowledged.
52	City Officials	City of Ferris	Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?	See above. Our zoning and land development regulations are all being re-evaluated as part of our Comprehensive Plan study, which will be initiated in January.	11/7/2012	City of Ferris	Environmental	Comment Acknowledged.
53	City Officials	City of Ferris	Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?	We are currently working with a developer who owns land that is just outside our city limits. They are proposing developing their land utilizing a Fresh Water Supply District. This will not be in the City Limits, but it will be a significant development which projects adding approximately 3,000 single family residences over a 22 year period.	11/7/2012	City of Ferris	Environmental	Comment Acknowledged.
54	City Officials	City of Ferris	Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?	No.	11/7/2012	City of Ferris	Environmental	Comment Acknowledged.
55	City Officials	City of Ferris		There is high truck traffic thru downtown Ferris (FM 664) which is dangerous.	11/7/2012	Interview	Environmental	Comment Acknowledged.
56	City Officials	City of Ferris	Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?	Depending on the alignment, Waste Management might need to be consulted. They are currently undergoing an expansion permit that pushes parts of the landfill slightly north.	11/7/2012	City of Ferris	Environmental	A meeting with Waste Management was held late 2013 to discuss potential impacts to the landfill.
57	City Officials	City of Ferris		Ray Wallace owns most of the property east of I-45. Kenneth Johnson owns the area east of Ferris Rd. and property at the I-45 interchange. John Hall owns property along Malloy Bridge Road.	11/7/2012	Interview	Environmental	Comment Acknowledged. An Open House is scheduled for Spring 2013. The three property owners will be included on the mailing list.

Loop 9 Southeast Corridor/Feasibility Study
Comments – Local Government Interviews

#	Commenter Name & Title	Affiliation	Question	Comment	Date Received	Where Comment was Received	Category	Response
58	City Officials	City of Ferris		Waste Management property is adjacent to the ROW.	11/7/2012	Interview	Environmental	A meeting with Waste Management was held late 2013 to discuss potential impacts to the landfill.
59	City Officials	City of Ferris		There is a permit application to expand the landfill.	11/7/2012	Interview	Environmental	Comment Acknowledged.
60	City Officials	City of Ferris	Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?	Not to our knowledge.	11/7/2012	City of Ferris	Environmental	Comment Acknowledged.
61	City Officials	City of Ferris		Trinity River Authority is considering expansion to the south. They are proposing surge ponds south of current alignment.	11/7/2012	Interview	Environmental	The project team has met with Trinity River Authority. They indicated that they have future plans to expand south. The corridor options are north of the Trinity River Authority.
62	City Officials	City of Ferris	Are there any areas with heavy utilities that you know of within or near the proposed ROW?	Potentially the Trinity River Authority Wastewater Treatment Plant.	11/7/2012	City of Ferris	Environmental	Comment Acknowledged.
63	City Officials	City of Ferris		There is an existing 30" wastewater line following Tenmile Creek.	11/7/2012	Interview	Environmental	Comment Acknowledged.
64	City Officials	City of Ferris	Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?	No.	11/7/2012	City of Ferris	Environmental	Comment Acknowledged.
65	City Officials	City of Ferris		Would prefer if the alignment crossed Tenmile Creek as few times as possible. Right now the proposed alignment crosses Tenmile Creek two or three times.	11/7/2012	Interview	Environmental	The large power lines existing north of the DEIS Alternative limit the ability to shift north. Skyline Landfill, located south of the DEIS Alternative limits the ability to shift south at I-45. Additionally, a bridge is proposed at the I-45 interchange location to so minimize impacts to floodplain, Tenmile Creek and several other smaller streams. Stream impacts will be mitigation according to state, federal and local standards. This analysis will be conducted during the NEPA process.
66	City Officials	City of Ferris	Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?	No.	11/7/2012	City of Ferris	Environmental	Comment Acknowledged.
67	City Officials	City of Ferris		We are happy with the current alignment as proposed.	11/7/2012	Interview	Environmental	Comment Acknowledged.
68	City Officials	City of Ferris	Additional comments	There is good potential for development east of I-45.	11/7/2012	Interview	Environmental	Comment Acknowledged.
69	City Officials	City of Ferris		I-45 is not good for development b/c floodplains at this intersection – west of I-45 to Ferris Rd.	11/7/2012	Interview	Environmental	Comment Acknowledged.

Loop 9 Southeast Corridor/Feasibility Study
Comments – Local Government Interviews

#	Commenter Name & Title	Affiliation	Question	Comment	Date Received	Where Comment was Received	Category	Response
70	City Officials	City of Ferris		Prefer at-grade frontage roads, particularly at I-45 and Ferris Road intersections to provide major access points to and from Ferris.	11/7/2012	Interview	Environmental	Comment Acknowledged. Once the traffic modeling has been completed and access needs identified, preliminary frontage roads and ramp locations would be identified. A program of prioritized projects will then be recommended which identifies individual transportation projects that may include frontage roads and ramps at select locations. These individual transportation projects would then be advanced for more detailed engineering and environmental clearance. Additional refinements could be made to the proposed alignment and ancillary facilities (e.g. frontage roads, bridge locations, access ramps).
71	City Officials	City of Ferris		Concerns were voiced about the need for access points to Ferris Road.	11/7/2012	Interview	Environmental	Comment Acknowledged. Once the traffic modeling has been completed and access needs identified, preliminary frontage roads and ramp locations would be identified. A program of prioritized projects will then be recommended which identifies individual transportation project that may include frontage roads and ramps at select locations. These individual transportation projects would then be advanced for more detailed engineering and environmental clearance. Additional refinements could be made to the proposed alignment and ancillary facilities (e.g. frontage roads, bridge locations, access ramps).
72	City Officials	City of Ferris		Currently there is high truck traffic volume using I-20 to access I-45. The proposed Loop 9 route to I-45 will provide a better E/W truck route than I-20.	11/7/2012	Interview	Environmental	Comment Acknowledged.
73	City Officials	City of Ferris		The proposed route will provide a better route for trucks coming to and from the landfill which currently use downtown as a main thoroughfare.	11/7/2012	Interview	Environmental	Comment Acknowledged.
74	City Officials	City of Ferris		There is a Feasibility Study conducted for FM 664 approximately 1 year old that was done in conjunction with Red Oak and Ovilla.	11/7/2012	Interview	Environmental	Comment Acknowledged.
75	City Officials	City of Ferris		The City prefers the revised interchange concept at I-45 due to a reduced right-of-way impact that will attract potential developments at the interchange.	11/7/2012	Interview	Environmental	Comment Acknowledged.
76	City Officials	City of Ferris		The City would like to know proposed access locations early in the process.	11/7/2012	Interview	Environmental	Comment Acknowledged. Once the traffic modeling has been completed and access needs identified, preliminary frontage roads and ramp locations would be identified. A program of prioritized projects will then be recommended which identifies individual transportation projects that may include frontage roads and ramps at select locations. These individual transportation projects would then be advanced for more detailed engineering and environmental

#	Commenter Name & Title	Affiliation	Question	Comment	Date Received	Where Comment was Received	Category	Response
								clearance. Additional refinements could be made to the proposed alignment and ancillary facilities (e.g. frontage roads, bridge locations, access ramps).
77	City Officials	City of Ferris		The City prefers a three-level interchange concept with a frontage road box at I-45.	11/7/2012	Interview	Environmental	Comment Acknowledged. Once the traffic modeling has been completed and access needs identified, preliminary frontage roads and ramp locations would be identified. A program of prioritized projects will then be recommended which identifies individual transportation projects that may include frontage roads and ramps at select locations. These individual transportation projects would then be advanced for more detailed engineering and environmental clearance. Additional refinements could be made to the proposed alignment and ancillary facilities (e.g. frontage roads, bridge locations, access ramps).
78	City Officials	City of Ferris		There is an existing Sanitary Sewer Line (size could be a 30" but not sure) along Tenmile Creek Road that goes to the Trinity Wastewater Treatment facility.	11/7/2012	Interview	Environmental	Comment Acknowledged.
79	City Officials	City of Ferris		The City would like to be provided with the entire alignment on an Aerial.	11/7/2012	Interview	Environmental	Comment Acknowledged. Three regional Task Force meetings are scheduled for February. The City of Ferris has been invited to all 3 meetings. The corridor shift options will be presented at all three meetings on an aerial.
	City of Combine							
80	City Officials	City of Combine	What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?	Economic development and possibly connectivity, depending on where it goes. This is a bedroom community and 75% of residents head north to work, so access to US 175 is essential.	11/7/2012	Interview	Environmental	Comment Acknowledged.
81	City Officials	City of Combine	In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?	Connection to US 175. Also need to straighten FM 1389 b/c where FM 1389 curves, it is very dangerous.	11/7/2012	Interview	Environmental	Comment Acknowledged.
82	City Officials	City of Combine	Are there any areas within your community that you are planning long-term infrastructure improvements that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?	No. No money for improvements. No development plans. There is only about $25K/year budget available to help with maintenance.	11/7/2012	Interview	Environmental	Comment Acknowledged.
83	City Officials	City of Combine	What projects are included in your Capital Improvement Plan relative to local roadways and utilities?	None. See #3.	11/7/2012	Interview	Environmental	Comment Acknowledged.
84	City Officials	City of Combine	Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?	No. Combine has a zoning plan from 1988 but this needs to be re-evaluated. City requires residences to be on one-acre lots which keeps the city from growing.	11/7/2012	Interview	Environmental	Comment Acknowledged.

Loop 9 Southeast Corridor/Feasibility Study
Comments – Local Government Interviews

#	Commenter Name & Title	Affiliation	Question	Comment	Date Received	Where Comment was Received	Category	Response
85	City Officials	City of Combine	Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?	Not at this time.	11/7/2012	Interview	Environmental	Comment Acknowledged.
86	City Officials	City of Combine	Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?	Water lines are being added south of the town and south of the current concept alignment near Haines Road and Jimmy Lane.	11/7/2012	Interview	Environmental	Comment Acknowledged.
87	City Officials	City of Combine	Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?	Current alignment isolates Combine because it primarily passes through Seagoville. Also the current concept alignment would isolate Combine if access road were not provided.	11/7/2012	Interview	Environmental	Comment Acknowledged.
88	City Officials	City of Combine	Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?	Mickey Koller – owns a majority of Koller properties. Also Jerold (Jerry) Koller. You may want to talk with Seagoville airport.	11/7/2012	Interview	Environmental	Comment Acknowledged. An Open House is scheduled for Spring 2013. The property owner and airport manager will be included on the mailing list.
89	City Officials	City of Combine	Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?	Private airport. John Bunker Sands Wetland Center off Martin Lane used for educational purposes. Also see #9.	11/7/2012	Interview	Environmental	The proposed corridor options do not impact John Bunker Sands Wetland Center or the private airport. However, alignment and interchange design has not yet begun. The John Bunker Sands Wetland Center and the private airport will continue to be taken into consideration during the design stage of the project.
90	City Officials	City of Combine	Are there any areas with heavy utilities that you know of within or near the proposed ROW?	Major power lines. A 30-inch high-pressure gas line. A substation is located near FM 1389 and the US 175 intersection.	11/7/2012	Interview	Environmental	Comment Acknowledged.
91	City Officials	City of Combine	Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?	Pleasant Grove Cemetery. Raines Hall Cemetery on Combine Road next to the airport. John Bunker Sands Wetland Center off Martin Lane used for educational purposes.	11/7/2012	Interview	Environmental	The proposed corridor options do not impact Pleasant Grove Cemetery, Raines Hall Cemetery on Combine Road next to the airport, or John Bunker Sands Wetland Center. However, alignment and interchange design has not yet begun. The Pleasant Grove Cemetery, Raines Hall Cemetery on Combine Road next to the airport and John Bunker Sands Wetland Center will continue to be taken into consideration during the design stage of the project.
92	City Officials	City of Combine	Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?	Shift south to follow city limits; however, since the area that would be shifted south further into Combine is floodplain, there may not be any benefit to a shift south. Access needs to be on a state-maintained road (preferably FM 1389).	11/7/2012	Interview	Environmental	West of Kaufman Street, the Corridor Shift Option shifts slightly south further into Combine; however, to provide additional separation from E. Fork Trinity River and avoid two streams and the Rock Church, the Shift Option is proposed to shift slightly away from Combine.
93	City Officials	City of Combine	Additional comments	It was noted that most of the alignment near Combine is located in a floodplain. If the alignment passes through floodplain and no development can occur, then Combine is indifferent to the placement of the alignment.	11/7/2012	Interview	Environmental	Comment Acknowledged.

Loop 9 Southeast Corridor/Feasibility Study
Comments – Local Government Interviews

#	Commenter Name & Title	Affiliation	Question	Comment	Date Received	Where Comment was Received	Category	Response
94	City Officials	City of Combine		The most important access points for the City of Combine are FM 1389 and Bilindsay Road. First and foremost they request access at FM 1389.	11/7/2012	Interview	Environmental	Comment Acknowledged. Once the traffic modeling has been analyzed, the phasing of the project will occur which will include identifying access areas for Loop 9. Once the traffic modeling has been analyzed, the project team will discuss access locations with the City of Combine.
95	City Officials	City of Combine		Seagoville Airport is located near intersection of FM 1389 and Combine Road. Small, private airport owned by George Tenell.	11/7/2012	Interview	Environmental	Currently the proposed corridor options do not impact the Seagoville Airport; however, the limits of construction have not been finalized.
	City of Cedar Hill							
96	City Officials	City of Cedar Hill	What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?	Provide needed east / west connectivity for existing residents and businesses.	11/7/2012	City of Cedar Hill	Environmental	Comment Acknowledged.
97	City Officials	City of Cedar Hill		Provide access to areas with limited access, opening new land for development.	11/7/2012	City of Cedar Hill	Environmental	Comment Acknowledged.
98	City Officials	City of Cedar Hill		Provide multimodal transportation connections across Hwy 67 including bike / ped options and context sensitive design solutions.	11/7/2012	City of Cedar Hill	Environmental	Comment Acknowledged.
99	City Officials	City of Cedar Hill		Enhance economic development activity in the southern and southeastern portions of the city.	11/7/2012	City of Cedar Hill	Environmental	Comment Acknowledged.
100	City Officials	City of Cedar Hill		Hike and bike trail to be constructed soon along Lake Ridge Parkway.	11/7/2012	Interview	Environmental	Comment Acknowledged.
101	City Officials	City of Cedar Hill	In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?	Access and connectivity is of prime concern at this point in time.	11/7/2012	City of Cedar Hill	Environmental	Comment Acknowledged. Once the traffic modeling has been analyzed, the phasing of the project will occur which will include identifying access areas for Loop 9. Once the traffic modeling has been analyzed, the project team will discuss access locations with the City of Cedar Hill.
102	City Officials	City of Cedar Hill		Further, alternate transportation routes are needed to offset congestions and provide a major interstate connection needed for safe traffic flow and enhanced traffic patterns.	11/7/2012	City of Cedar Hill	Environmental	Comment Acknowledged.
103	City Officials	City of Cedar Hill	Are there any areas within your community that you are planning long-term infrastructure improvements that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?	Loop-9's crossing of the RR track is planned as a future TOD. Access to this area will be paramount. No specific plans have been prepared yet.	11/7/2012	Interview	Environmental	Comment Acknowledged. Once the traffic modeling has been analyzed, the phasing of the project will occur which will include identifying access areas for Loop 9. Once the traffic modeling has been analyzed, the project team will discuss access locations with the City of Cedar Hill.
104	City Officials	City of Cedar Hill		Loop 9 will provide an important alternate transportation opportunity for industrial traffic originating east of the BNSF tracks.	11/7/2012	City of Cedar Hill	Environmental	Comment Acknowledged.
105	City Officials	City of Cedar Hill		Additionally, in general, it will enable industrial traffic to travel east bound without going north to I-20. This is important given that the City's industrial areas are on the southern side.	11/7/2012	City of Cedar Hill	Environmental	Comment Acknowledged.

Loop 9 Southeast Corridor/Feasibility Study
Comments – Local Government Interviews

#	Commenter Name & Title	Affiliation	Question	Comment	Date Received	Where Comment was Received	Category	Response
106	City Officials	City of Cedar Hill		The City recently approved a comprehensive trails and bikeway plan which has major core trails along the BNSF Railroad, and Lake Ridge Parkway. Loop 9 should enhance these opportunities along desired routes. The BNSF Railroad will probably be both cargo and transit in the future.	11/7/2012	Interview	Environmental	Comment Acknowledged. Once the traffic modeling has been completed and access needs identified, preliminary frontage roads and ramp locations would be identified. A program of prioritized projects will then be recommended which identifies individual transportation projects that may include frontage roads and ramps at select locations. These individual transportation projects would then be advanced for more detailed engineering and environmental clearance. Additional refinements could be made to the proposed alignment and ancillary facilities (e.g. frontage roads, bridge locations, access ramps).
107	City Officials	City of Cedar Hill	What projects are included in your Capital Improvement Plan relative to local roadways and utilities?	Nothing is programmed in this area at this time.	11/7/2012	City of Cedar Hill	Environmental	Comment Acknowledged.
108	City Officials	City of Cedar Hill		Nothing is planned for the next 5 years, but improvements are planned beyond 5 years.	11/7/2012	Interview	Environmental	Comment Acknowledged.
109	City Officials	City of Cedar Hill	Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?	The current Comprehensive Plan recommends an alignment and land uses in the area. A change in the nature of Loop-9 will likely necessitate changes in the Comp Plan.	11/7/2012	City of Cedar Hill	Environmental	Comment Acknowledged.
110	City Officials	City of Cedar Hill	Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?	Multimodal transportation options and streetscape alternatives recently approved by the City as part of the Park Master Plan need to be considered.	11/7/2012	City of Cedar Hill	Environmental	Comment Acknowledged. Once the traffic modeling has been completed and access needs identified, preliminary frontage roads and ramp locations would be identified. A program of prioritized projects will then be recommended which identifies individual transportation projects that may include frontage roads and ramps at select locations. These individual transportation projects would then be advanced for more detailed engineering and environmental clearance. Additional refinements could be made to the proposed alignment and ancillary facilities (e.g. frontage roads, bridge locations, access ramps).
111	City Officials	City of Cedar Hill	Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?	Major Update of the City's Parks and Trails Plan adopted in 2012.	11/7/2012	City of Cedar Hill	Environmental	Comment Acknowledged.
112	City Officials	City of Cedar Hill		City Center plan currently in process – between Pleasant Run and Tidwell, approximately 3.5 miles north of the proposed alignment.	11/7/2012	Interview	Environmental	Comment Acknowledged.

Loop 9 Southeast Corridor/Feasibility Study
Comments – Local Government Interviews

#	Commenter Name & Title	Affiliation	Question	Comment	Date Received	Where Comment was Received	Category	Response
113	City Officials	City of Cedar Hill	Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?	The southern sector of Cedar Hill has very limited access which Loop-9 is expected to remedy.	11/7/2012	City of Cedar Hill	Environmental	Comment Acknowledged. Once the traffic modeling has been completed and access needs identified, preliminary frontage roads and ramp locations would be identified. A program of prioritized projects will then be recommended which identifies individual transportation projects that may include frontage roads and ramps at select locations. These individual transportation projects would then be advanced for more detailed engineering and environmental clearance. Additional refinements could be made to the proposed alignment and ancillary facilities (e.g. frontage roads, bridge locations, access ramps).
114	City Officials	City of Cedar Hill		Cedar Hill has very limited east/west connections which Loop-9 is expected to remedy.	11/7/2012	City of Cedar Hill	Environmental	Comment Acknowledged. Once the traffic modeling has been completed and access needs identified, preliminary frontage roads and ramp locations would be identified. A program of prioritized projects will then be recommended which identifies individual transportation projects that may include frontage roads and ramps at select locations. These individual transportation projects would then be advanced for more detailed engineering and environmental clearance. Additional refinements could be made to the proposed alignment and ancillary facilities (e.g. frontage roads, bridge locations, access ramps).
115	City Officials	City of Cedar Hill	Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?	Area residents, business leaders, property owners and the general population.	11/7/2012	City of Cedar Hill	Environmental	Comment Acknowledged.
116	City Officials	City of Cedar Hill	Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?	The alignment of the roadway should strongly consider the impact on existing, established neighborhoods in an attempt to minimize any adverse impacts on them.	11/7/2012	City of Cedar Hill	Environmental	The Corridor/Feasibility Study is taking into consideration established neighborhoods. One Corridor Shift Option has been proposed partly to minimize impacts to Bear Creek subdivision.
117	City Officials	City of Cedar Hill		Bear Creek neighborhood already has some dedicated ROW for Loop 9.	11/7/2012	Interview	Environmental	Comment Acknowledged.
118	City Officials	City of Cedar Hill		In addition, the alignment should be conducive to future commercial/local retail developments being provided at the outermost city limits rather than in areas that bisect neighborhoods.	11/7/2012	City of Cedar Hill	Environmental	Comment Acknowledged.
119	City Officials	City of Cedar Hill	Are there any areas with heavy utilities that you know of within or near the proposed ROW?	TV broadcast tower in Ellis County west of Tar Road – in between proposed north and south alignments	11/7/2012	Interview	Environmental	A Corridor Shift Option has been suggested which will avoid the TV broadcast tower.

Loop 9 Southeast Corridor/Feasibility Study
Comments – Local Government Interviews

#	Commenter Name & Title	Affiliation	Question	Comment	Date Received	Where Comment was Received	Category	Response
120	City Officials	City of Cedar Hill		There is an existing 36" gas line which potentially may play a role in the alignment study and analysis.	11/7/2012	City of Cedar Hill	Environmental	Comment Acknowledged.
121	City Officials	City of Cedar Hill		A gas pumping station is present in the NW quadrant of the Lake Ridge Parkway and US 67 intersection.	11/7/2012	Interview	Environmental	Comment Acknowledged.
122	City Officials	City of Cedar Hill	Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?	The southeast quadrant of Cedar Hill is the location where a future community park (or two) will be developed.	11/7/2012	City of Cedar Hill	Environmental	The proposed Corridor Options do not impact the parcel where the future community park will be developed.
123	City Officials	City of Cedar Hill		In addition, there are several future neighborhood parks, open space, and regional detention/retention opportunities that need to be identified and considered	11/7/2012	City of Cedar Hill	Environmental	Comment Acknowledged.
124	City Officials	City of Cedar Hill	Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?	Must provide access to/from Lake Ridge Parkway and US 67.	11/7/2012	City of Cedar Hill	Environmental	A Corridor Shift Option has been suggested which will tie in to Lake Ridge Parkway.
125	City Officials	City of Cedar Hill	Additional comments	Cedar Hill supports the Loop 9 Project.	11/7/2012	Interview	Environmental	Comment Acknowledged.
126	City Officials	City of Cedar Hill	US 67 Interchange	The city indicated concern that the proposed Loop9/US 67 interchange is close to the existing US 67/Lake Ridge Parkway intersection.	11/7/2012	Interview	Environmental	Comment Acknowledged.
127	City Officials	City of Cedar Hill		Major planning initiatives occurring around Lake Ridge Parkway.	11/7/2012	Interview	Environmental	Comment Acknowledged.
128	City Officials	City of Cedar Hill		Suggested Loop 9 connect to US 67 at Lake Ridge Parkway.	11/7/2012	Interview	Environmental	A Corridor Shift Option has been suggested which will tie in to Lake Ridge Parkway.
129	City Officials	City of Cedar Hill		Lake Ridge Parkway will be improved with hike and bike trail, lights and landscaping.	11/7/2012	Interview	Environmental	Comment Acknowledged.
130	City Officials	City of Cedar Hill		If Loop 9 connected at Lake Ridge Parkway, study would need to be done to consider impacts to the residential areas off of Lake Ridge Parkway.	11/7/2012	Interview	Environmental	Comment Acknowledged.
131	City Officials	City of Cedar Hill		Terminating the proposed Loop 9 at US 67 will create congestion problems for the City of Cedar Hill.	11/7/2012	Interview	Environmental	Based on updated traffic projections, it is anticipated that the proposed project would not significantly increase congestion in this location.
132	City Officials	City of Cedar Hill		The TV tower located east of US 67 is not impacted.	11/7/2012	Interview	Environmental	A Corridor Shift Option has been suggested which will avoid the TV broadcast tower.
133	City Officials	City of Cedar Hill		The City would like to see a Complete Streets concept utilized during the Loop 9 design.	11/7/2012	Interview	Environmental	The current proposed typical section, as presented at the Regional Task Force meetings in February 2013 incorporate the Complete Streets concept design.

Loop 9 Southeast Corridor/Feasibility Study
Comments – Local Government Interviews

#	Commenter Name & Title	Affiliation	Question	Comment	Date Received	Where Comment was Received	Category	Response
134	Mayor	City of Cedar Hill	Loss of US 287 Connection	Mayor requested that Loop 9 study limits extend south along US 67 to US 287 – it is unlikely the existing US 287/US 67 interchange could handle the additional traffic expected once Loop 9 is completed. In addition, US 67 does not have the capacity to handle the additional future traffic between Loop 9 and US 287.	11/7/2012	Interview	Environmental	Comment Acknowledged. This Corridor/Feasibility Study is only studying limits from US 67 to I-20.
	Kaufman County							
135	County Officials	Kaufman County	What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?	Connectivity	11/8/2012	Kaufman County	Environmental	Comment Acknowledged.
136	County Officials	Kaufman County		Kaufman County is in favor of the proposed Loop 9 project.	11/8/2012	Interview	Environmental	Comment Acknowledged.
137	County Officials	Kaufman County	In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?	Congestion relief.	11/8/2012	Kaufman County	Environmental	Comment Acknowledged.
138	County Officials	Kaufman County		Bridge over Highway 175 at FM 1895.	11/8/2012	Interview	Environmental	Comment Acknowledged.
139	County Officials	Kaufman County	Are there any areas within your community that you are planning long-term infrastructure improvements that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?	No.	11/8/2012	Kaufman County	Environmental	Comment Acknowledged.
140	County Officials	Kaufman County	What projects are included in your Capital Improvement Plan relative to local roadways and utilities?	None.	11/8/2012	Kaufman County	Environmental	Comment Acknowledged.
141	County Officials	Kaufman County	Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?	No. An engineering firm will be hired to conduct a Comprehensive Plan.	11/8/2012	Interview	Environmental	Comment Acknowledged.
142	County Officials	Kaufman County	Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?	No.	11/8/2012	Kaufman County	Environmental	Comment Acknowledged.
143	County Officials	Kaufman County	Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?	No.	11/8/2012	Kaufman County	Environmental	Comment Acknowledged.
144	County Officials	Kaufman County	Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?	Yes, in the process of utilizing a consultant to determine needs.	11/8/2012	Interview	Environmental	Comment Acknowledged.
145	County Officials	Kaufman County	Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?	EDC and City of Combine Council.	11/8/2012	Interview	Environmental	Comment Acknowledged.

Loop 9 Southeast Corridor/Feasibility Study
Comments – Local Government Interviews

#	Commenter Name & Title	Affiliation	Question	Comment	Date Received	Where Comment was Received	Category	Response
146	County Officials	Kaufman County	Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?	No.	11/8/2012	Interview	Environmental	Comment Acknowledged.
147	County Officials	Kaufman County	Are there any areas with heavy utilities that you know of within or near the proposed ROW?	No.	11/8/2012	Interview	Environmental	Comment Acknowledged.
148	County Officials	Kaufman County	Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?	Wetlands.	11/8/2012	Interview	Environmental	Comment Acknowledged.
149	County Officials	Kaufman County	Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?	No.	11/8/2012	Interview	Environmental	Comment Acknowledged.
150	County Officials	Kaufman County	Additional comments	A question was asked regarding how Loop 9 would cross several streams.	11/8/2012	Interview	Environmental	Efforts to minimize impacts at stream crossings are being considered during the Corridor/Feasibility Study.
151	County Officials	Kaufman County		A concern was presented regarding if adequate drainage facilities would be provided for the proposed Loop 9 project, especially in the area of Combine where there would be high potential for flooding.	11/8/2012	Interview	Environmental	
152	Commissioner Manning	Kaufman County		Commissioner Tom Manning noted that he had seen a couple velvet tail rattlesnakes (state-threatened timber canebrake) in the area.	11/8/2012	Interview	Environmental	Comment Acknowledged. A detailed threatened and endangered species study would be conducted as part of the NEPA process. During that time, environmental specialist may contact Mr. Manning to identify specific areas where the snakes were seen and when. This information will help to assess whether the project would impact the areas where the snakes have been sighted.
153	County Officials	Kaufman County		It was mentioned that the Economic Development Directors of Crandall and Forney could provide information about surrounding growth.	11/8/2012	Interview	Environmental	Comment Acknowledged.
154	County Officials	Kaufman County		The entrance to John Bunker Sands Wetlands Center should be maintained.	11/8/2012	Interview	Environmental	The current corridor options avoid John Bunker Sands Wetland Center. However, alignment and interchange design has not yet begun. The cemetery and John Bunker Sands Wetland Center will continue to be taken into consideration during the NEPA-design stage of the project.
155	Judge Wood	Kaufman County		The County Judge stated that this project is a plus for Kaufman County – the project can't do anything but help the county.	11/8/2012	Interview	Environmental	Comment Acknowledged.
	City of Ovilla							
156	County Officials	City of Ovilla	What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?	Connectivity with an emphasis on relieving the stress on existing roads are only concern is ease of access so that commuters are neither isolated from or dumped on our roads.	11/9/2012	City of Ovilla	Environmental	Comment Acknowledged.

Loop 9 Southeast Corridor/Feasibility Study
Comments – Local Government Interviews

#	Commenter Name & Title	Affiliation	Question	Comment	Date Received	Where Comment was Received	Category	Response
157	County Officials	City of Ovilla		The City of Ovilla prefers existing Westmoreland Road bride be widened. Also the existing intersection of Westmoreland Road with FM 664/Ovilla Road should be improved for safety and efficiency.	11/9/2012	Interview	Environmental	Comment Acknowledged.
158	County Officials	City of Ovilla	In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?	Congestion relief on Hwy 664.	11/9/2012	City of Ovilla	Environmental	Comment Acknowledged.
159	County Officials	City of Ovilla		Fm 664/Ovilla Rd has several sharp curves and as such it is slow and congested most of the time.	11/9/2012	Interview	Environmental	Comment Acknowledged.
160	County Officials	City of Ovilla	Are there any areas within your community that you are planning long-term infrastructure improvements that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?	Expansion of Hwy 664 and realignment of Hwy 664 Westmoreland Rd. intersection.	11/9/2012	City of Ovilla	Environmental	Comment Acknowledged.
161	County Officials	City of Ovilla		Expansion of FM 664/Ovilla Road is being improved to a 6-lane facility.	11/9/2012	Interview	Environmental	Comment Acknowledged.
162	County Officials	City of Ovilla	What projects are included in your Capital Improvement Plan relative to local roadways and utilities?	Relocation of utilities in FM 664/Ovilla Road ROW.	11/9/2012	City of Ovilla	Environmental	Comment Acknowledged.
163	County Officials	City of Ovilla	Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?	Yes.	11/9/2012	City of Ovilla	Environmental	Comment Acknowledged.
164	County Officials	City of Ovilla	Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?	The 3 parcels that front Bear Creek are to be rezoned industrial.	11/9/2012	City of Ovilla	Environmental	Comment Acknowledged.
165	County Officials	City of Ovilla		At Bear Creek Road and the proposed alignment intersection, no developers on board.	11/9/2012	Interview	Environmental	Comment Acknowledged.
166	County Officials	City of Ovilla	Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?	None in house.	11/9/2012	City of Ovilla	Environmental	Comment Acknowledged.
167	County Officials	City of Ovilla	Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?	No.	11/9/2012	City of Ovilla	Environmental	Comment Acknowledged.
168	County Officials	City of Ovilla	Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?	Utilities.	11/9/2012	Interview	Environmental	Comment Acknowledged.

Loop 9 Southeast Corridor/Feasibility Study
Comments – Local Government Interviews

#	Commenter Name & Title	Affiliation	Question	Comment	Date Received	Where Comment was Received	Category	Response
169	County Officials	City of Ovilla	Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?	No.	11/9/2012	City of Ovilla	Environmental	Comment Acknowledged.
170	County Officials	City of Ovilla	Are there any areas with heavy utilities that you know of within or near the proposed ROW?	Our 30" Water Line from Dallas Water Utilities crosses the proposed ROW at Duncanville Rd.	11/9/2012	City of Ovilla	Environmental	Comment Acknowledged.
171	County Officials	City of Ovilla		Our 18" sewer line at Cockrell Hill North/South, and 12" water line at Cockrell Hill and Bear Creek North/South.	11/9/2012	Interview	Environmental	Comment Acknowledged.
172	County Officials	City of Ovilla	Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?	No.	11/9/2012	City of Ovilla	Environmental	Comment Acknowledged.
173	County Officials	City of Ovilla		The City has a vision to construct a public park adjacent to FM 664/Ovilla Road.	11/9/2012	Interview	Environmental	Comment Acknowledged.
174	County Officials	City of Ovilla	Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?	The proposed location along Bear Creek has been approved any alternatives would have to be discussed.	11/9/2012	City of Ovilla	Environmental	Comment Acknowledged.
175	County Officials	City of Ovilla	Additional comments	Ovilla supports the Loop 9 Project.	11/9/2012	Interview	Environmental	Comment Acknowledged.
176	County Officials	City of Ovilla		FM/664 Ovilla Road currently has a large volume of truck traffic and the proposed Loop 9 would help to reduce truck traffic on FM 664/Ovilla Road. Expressed concern that a segment of the alignment that goes through the flood plain might potentially take longer to secure environmental clearance for the project. Could help to reduce truck traffic on FM 664/Ovilla Road.	11/9/2012	Interview	Environmental	Comment Acknowledged.
177	County Officials	City of Ovilla		Expressed concern that a segment of the alignment that goes through the flood plain might potentially take longer to secure environmental clearance for the project.	11/9/2012	Interview	Environmental	The time it takes to secure environmental clearance will be analyzed as part of the program of projects which will be a result of the Corridor/Feasibility Study.
178	County Officials	City of Ovilla		Suggested as much of the work done for the DEIS be used again to expedite the project, going forward.	11/9/2012	Interview	Environmental	The information obtained during the DEIS is currently being used to analyze impacts of corridor options.
179	County Officials	City of Ovilla		Prefers the new concept for proposed Loop 9 interchange with I-35E as shown in the presentation.	11/9/2012	Interview	Environmental	Comment Acknowledged.
180	County Officials	City of Ovilla		Prefers Westmoreland to be the major access point from and to the proposed Loop 9 to the City of Ovilla.	11/9/2012	Interview	Environmental	Comment Acknowledged.
181	County Officials	City of Ovilla		Prefers to have an at grade intersections at Cockrell Hill Road and the proposed Loop 9 frontage Roads with a grade separation at the proposed Loop 9.	11/9/2012	Interview	Environmental	Comment Acknowledged.

Loop 9 Southeast Corridor/Feasibility Study
Comments – Local Government Interviews

#	Commenter Name & Title	Affiliation	Question	Comment	Date Received	Where Comment was Received	Category	Response
182	County Officials	City of Ovilla		Does not want the alignment be pushed south in order to provide interchange at Ovilla Road.	11/9/2012	Interview	Environmental	Comment Acknowledged. The Duncanville Rd to Westmoreland Rd Shift Option shift slightly south towards Ovilla in order to minimize impacts to a future commercial property at the corner of Bear Creek Rd and Cockrell Hill Rd.
183	County Officials	City of Ovilla		Prefers the alignment to be at the same location as it was in the DEIS through Ovilla - The City worked closely with TxDOT during the DEIS process and concurred with the alignment through Ovilla.	11/9/2012	Interview	Environmental	Comment Acknowledged. All proposed Corridor Shift Options proposed are a direct result of the local official interviews and/or to reduce environmental impacts of the project. Currently there are 6 proposed shifts (as shown at the February 2013 Regional Task Force Meetings) which are minor.
184	County Officials	City of Ovilla		If revisions to the alignment will be warranted at Cockrell Hill Road, the City's preference will be to shift the alignment further north of the location shown in the exhibit presented at the meeting.	11/9/2012	Interview	Environmental	Comment Acknowledged. The Duncanville Rd to Westmoreland Rd Shift Option shift slightly south towards Ovilla in order to minimize impacts to a future commercial property at the corner of Bear Creek Rd and Cockrell Hill Rd. However, the shift options are still under consideration as comments from the Regional Task Force meetings continue to be analyzed.
	Dallas County							
185	County Officials	Dallas County	What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?	Serving the existing communities for economic development.	11/9/2012	Interview	Environmental	Comment Acknowledged.
186	County Officials	Dallas County		Economic Development and Connectivity.	11/9/2012	Dallas County	Environmental	Comment Acknowledged.
187	County Officials	Dallas County	In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?	East – west connections/access to the major interstates.	11/9/2012	Interview	Environmental	Comment Acknowledged.
188	County Officials	Dallas County		Connection to major interstate and Economic Development.	11/9/2012	Dallas County	Environmental	Comment Acknowledged.
189	County Officials	Dallas County	Are there any areas within your community that you are planning long-term infrastructure improvements that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?	Yes, proposed waterline in the planning stages – to Wilmer and Hutchins.	11/9/2012	Interview	Environmental	Comment Acknowledged.
190	County Officials	Dallas County		From US 67 to I-35E Segment - NA	11/9/2012	Dallas County	Environmental	Comment Acknowledged.
191	County Officials	Dallas County		From I-35E to I-45 Segment - The area of the Inland Port. Also some water line infrastructure improvements will be needed; especially in the area of Hutchins and Wilmer. Dallas County is in the process of evaluating infrastructure for water, waste water, and drainage in the Inland Port area including Lancaster.	11/9/2012	Dallas County	Environmental	Comment Acknowledged.

Loop 9 Southeast Corridor/Feasibility Study
Comments – Local Government Interviews

#	Commenter Name & Title	Affiliation	Question	Comment	Date Received	Where Comment was Received	Category	Response
192	County Officials	Dallas County		From I-45 to I-20 Segment - Some water line infrastructure improvements will be needed; especially in the area of Hutchins and Wilmer.	11/9/2012	Dallas County	Environmental	Comment Acknowledged.
193	County Officials	Dallas County	What projects are included in your Capital Improvement Plan relative to local roadways and utilities?	A number of 6th Call projects, Dallas County recommended the team coordinate with the local cities regarding additional major utilities in the proposed corridor.	11/9/2012	Interview	Environmental	Comment Acknowledged.
194	County Officials	Dallas County		From US 67 to I-35E Segment - Dallas County is participating with the City of Cedar Hill on the Red Oak Trail project located in the southeast part of Cedar Hill west of Joe Wilson Road and north of the County line. Additionally, a number of proposed projects submitted in the Dallas County MCIP 6th Call for Projects on Hampton Road and Bear Creek Road pending selection in 2013.	11/9/2012	Dallas County	Environmental	Comment Acknowledged.
195	County Officials	Dallas County		From I-35E to I-45 Segment - There are ongoing roadway projects near the Inland Port area and a planned waterline project. Additionally, a number proposed projects submitted in the Dallas County MCIP 6th Call for Projects pending selection in 2013.	11/9/2012	Dallas County	Environmental	Comment Acknowledged. A meeting with the IIPOD representatives is anticipated within the next couple months.
196	County Officials	Dallas County		From I-45 to I-20 Segment - Malloy Bridge Road from US 175 to Crestview in the City of Seagoville.	11/9/2012	Dallas County	Environmental	Comment Acknowledged.
197	County Officials	Dallas County	Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?	NA	11/9/2012	Interview	Environmental	Comment Acknowledged.
198	County Officials	Dallas County	Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?	NA	11/9/2012	Interview	Environmental	Comment Acknowledged.
199	County Officials	Dallas County	Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?	NA	11/9/2012	Interview	Environmental	Comment Acknowledged.
200	County Officials	Dallas County	Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?	Yes, most of the proposed Loop 9 corridor and southeast Dallas in particular.	11/9/2012	Interview	Environmental	Comment Acknowledged.
201	County Officials	Dallas County		Yes, Southern Dallas County. Loop 9 could help provide a better alternative for current truck traffic through cities.	11/9/2012	Dallas County	Environmental	Comment Acknowledged.
202	County Officials	Dallas County	Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?	Trinity, Duke Realty, Hillwood Development, Mr. Slackmon who owns about 800 acres near the airport.	11/9/2012	Interview	Environmental	Comment Acknowledged. These major stakeholders will be added to the public meeting invitee list.
203	County Officials	Dallas County		From US 67 to I-35E Segment - The Cities of Cedar Hill, Glenn Heights and Ovilla within or near this segment of Loop 9.	11/9/2012	Dallas County	Environmental	Comment Acknowledged.

Loop 9 Southeast Corridor/Feasibility Study
Comments – Local Government Interviews

#	Commenter Name & Title	Affiliation	Question	Comment	Date Received	Where Comment was Received	Category	Response
204	County Officials	Dallas County		From I-35E to I-45 Segment and From I-45 to I-20 Segment - Nearby cities and also landowners, especially those with acreage in the thousands.	11/9/2012	Dallas County	Environmental	Comment Acknowledged.
205	County Officials	Dallas County	Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?	The Landfill. Also these should be verified with individual cities ETJs.	11/9/2012	Interview	Environmental	Comment Acknowledged. A meeting with the representatives of Skyline Landfill is anticipated within the next couple months.
206	County Officials	Dallas County		From US 67 to I-35E Segment - Several existing neighborhoods lie in this area.	11/9/2012	Dallas County	Environmental	Comment Acknowledged. Every effort will be made to avoid existing neighborhoods/communities.
207	County Officials	Dallas County		From I-35E to I-45 Segment - Bear Creek Subdivision near SH 342. Proposed expansion of the Skyline Landfill in Ferris. Potential future development southeast of the Bear Creek and Houston School intersection that was identified during the previous Loop 9 DEIS.	11/9/2012	Dallas County	Environmental	The proposed Duncanville Rd to Westmoreland Rd Shift Option eliminates the need to take homes in the Bear Creek subdivision compared to the taking of 4 homes in the Bear Creek subdivision per the DEIS Alternatives. A meeting with the representatives of Skyline Landfill is anticipated within the next couple months.
208	County Officials	Dallas County		From I-45 to I-20 Segment - The Highland Meadows development as well as the future developments of Falcon's Lair, Camaro 375, and Hunter's Ridge.	11/9/2012	Dallas County	Environmental	Comment Acknowledged.
209	County Officials	Dallas County	Are there any areas with heavy utilities that you know of within or near the proposed ROW?	Yes, Oncor has a main station along Bear Creek Road near Lancaster. See Response to #4.	11/9/2012	Interview	Environmental	Comment Acknowledged.
210	County Officials	Dallas County		From US 67 to I-35E Segment - Please inquire with the Cities of Cedar Hill, Glenn Heights and Ovilla.	11/9/2012	Dallas County	Environmental	Comment Acknowledged. Local official interviews have been conducted with the cities of Cedar Hill, Glenn Heights and Ovilla. All three cities are on the Task Force meeting invitee list as well.
211	County Officials	Dallas County		From I-35E to I-45 Segment - Oncor transmission lines, and Skyline Landfill north of Ferris.	11/9/2012	Dallas County	Environmental	Comment Acknowledged. A meeting with the representatives of Skyline Landfill is anticipated within the next couple months.
212	County Officials	Dallas County		From I-45 to I-20 Segment - The Trinity River Authority (TRA) of Texas Treatment Plant @ 1430 Malloy Bridge Circle.	11/9/2012	Dallas County	Environmental	Comment Acknowledged. A meeting with the representatives of Trinity River Authority has already been conducted.
213	County Officials	Dallas County	Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?	This needs to be coordinated with municipalities.	11/9/2012	Interview	Environmental	Comment Acknowledged. Local official interviews have been conducted. All three cities are on the Task Force meeting invitee list as well.
214	County Officials	Dallas County		From US 67 to I-35E Segment - As mentioned previously there is an ongoing Red Oak Trail project with the City of Cedar Hill.	11/9/2012	Dallas County	Environmental	Comment Acknowledged.
215	County Officials	Dallas County		From I-35E to I-45 Segment - Existing Skyline Landfill.	11/9/2012	Dallas County	Environmental	Comment Acknowledged. A meeting with the representatives of Skyline Landfill is anticipated within the next couple months.
216	County Officials	Dallas County		From I-45 to I-20 Segment - The Trinity River Authority (TRA) of Texas Treatment Plant @ 1430 Malloy Bridge Circle. Additionally, the County's 518-acre River Bend open space preserve that is located at Malloy Bridge Road and the Trinity River	11/9/2012	Dallas County	Environmental	Comment Acknowledged. A meeting with the representatives of Trinity River Authority has already been conducted. Every effort will be taken to avoid the open space preserve located at Malloy Bridge Rd and the Trinity River.

Loop 9 Southeast Corridor/Feasibility Study
Comments – Local Government Interviews

#	Commenter Name & Title	Affiliation	Question	Comment	Date Received	Where Comment was Received	Category	Response
				need to be avoided.				
217	County Officials	Dallas County	Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?	No, but the County prefers as much of the alignment to be located in Dallas County as possible.	11/9/2012	Interview	Environmental	Comment Acknowledged.
218	County Officials	Dallas County		When possible keep alignment in Dallas County.	11/9/2012	Dallas County	Environmental	Comment Acknowledged.
219	County Officials	Dallas County	Additional comments	None.				Comment Acknowledged.
	City of Lancaster							
220	City Officials	City of Lancaster	What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?	It is an economic development engine as it will provide future connectivity from the Lancaster portion of the Inland port to both I-45 and I-35E with minimal impact for citizens and residents.	11/9/2012	City of Lancaster	Environmental	Comment Acknowledged.
221	City Officials	City of Lancaster	In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?	Once the industrial area to the east develops, it will be for future congestion relief and connection to major interstates.	11/9/2012	City of Lancaster	Environmental	Comment Acknowledged.
222	City Officials	City of Lancaster	Are there any areas within your community that you are planning long-term infrastructure improvements that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?	Yes, on the east side of the City to provide potential water and sewer connections to Wilmer and Ferris.	11/9/2012	City of Lancaster	Environmental	Comment Acknowledged.
223	City Officials	City of Lancaster		There are existing water lines along Beltline Road.	11/9/2012	Interview	Environmental	Comment Acknowledged.
224	City Officials	City of Lancaster	What projects are included in your Capital Improvement Plan relative to local roadways and utilities?	Ferris Road is planned to be reconstructed from the current undivided two lanes to a divided	11/9/2012	Interview	Environmental	Comment Acknowledged.
225	City Officials	City of Lancaster	Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?	Somewhat, we are in the process of updating Comprehensive Plan to address.	11/9/2012	City of Lancaster	Environmental	Comment Acknowledged.
226				18-24 Month process will start in January 2013.	11/9/2012	Interview	Environmental	Comment Acknowledged.
227	City Officials	City of Lancaster	Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?	Zoning to the annexed area and the update to the Comprehensive Plan.	11/9/2012	City of Lancaster	Environmental	Comment Acknowledged.
228	City Officials	City of Lancaster		Zoning of the annexed area will show as zone AO (agricultural) until rezoned in the future.	11/9/2012	Interview	Environmental	Comment Acknowledged.
229	City Officials	City of Lancaster	Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?	South Dallas County Infrastructure Analysis (SDCIA).	11/9/2012	City of Lancaster	Environmental	Comment Acknowledged.
230	City Officials	City of Lancaster	Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?	No.	11/9/2012	City of Lancaster	Environmental	Comment Acknowledged.

Loop 9 Southeast Corridor/Feasibility Study
Comments – Local Government Interviews

#	Commenter Name & Title	Affiliation	Question	Comment	Date Received	Where Comment was Received	Category	Response
231	City Officials	City of Lancaster	Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?	Property owners at the intersection of Bear Creek and I-35E and the Bear Creek Ranch Subdivision in ETJ.	11/9/2012	City of Lancaster	Environmental	Comment Acknowledged.
232	City Officials	City of Lancaster		The property at Bear Creek and I-35E is zoned residential/mixed use.	11/9/2012	Interview	Environmental	Comment Acknowledged.
233	City Officials	City of Lancaster		Bear Creek Ranch Subdivision at FM 342, the property may develop further south in the future.	11/9/2012	Interview	Environmental	Comment Acknowledged.
234	City Officials	City of Lancaster	Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?	Bear Creek Ranch Subdivision (Lancaster MUD #1)	11/9/2012	City of Lancaster	Environmental	The Duncanville Rd. to Westmoreland Rd Corridor Shift Option avoids 4 residential relocations in the Bear Creek subdivision compared to the DEIS Alternatives.
235	City Officials	City of Lancaster		Potential development to the south.	11/9/2012	Interview	Environmental	Comment Acknowledged.
236	City Officials	City of Lancaster	Are there any areas with heavy utilities that you know of within or near the proposed ROW?	No, City will provide Utility files in GIS format – Contact Shwetha Pandurangi.	11/9/2012	Interview	Environmental	Comment Acknowledged.
237	City Officials	City of Lancaster	Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?	No.	11/9/2012	City of Lancaster	Environmental	Comment Acknowledged.
238	City Officials	City of Lancaster	Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?	North of Ellis County line because the City of Lancaster would be better alignment to assist in feeding into Airport and East Industrial area.	11/9/2012	City of Lancaster	Environmental	Comment Acknowledged.
239	City Officials	City of Lancaster		The North alignment (shown on the exhibit) is the preferred alignment by the City of Lancaster.	11/9/2012	Interview	Environmental	Comment Acknowledged.
240	City Officials	City of Lancaster	Additional comments	Lancaster supports the Loop 9 Project.	11/9/2012	Interview	Environmental	Comment Acknowledged.
241	City Officials	City of Lancaster		A number of the City streets are also planned for improvements but none will adversely impact the proposed Loop 9 project.	11/9/2012	Interview	Environmental	Comment Acknowledged.
242	City Officials	City of Lancaster		Lancaster has completed the airport expansion Master Plan – it was concluded in the master plan study that the air traffic does not support the expansion of the facility to a commercial airport.	11/9/2012	Interview	Environmental	Comment Acknowledged.
243	City Officials	City of Lancaster		Lancaster Regional Airport runway is currently 5,000 feet, but is planned to be expanded to a 6,500-foot runway and eventually to an 8,000-foot runway. However this expansion would not adversely impact implementation of the proposed Loop 9 project.	11/9/2012	Interview	Environmental	Comment Acknowledged.
244	City Officials	City of Lancaster		Lancaster would like to see all inputs provided by the City during the DEIS process maintained going forward.	11/9/2012	Interview	Environmental	Comment Acknowledged.

Loop 9 Southeast Corridor/Feasibility Study
Comments – Local Government Interviews

#	Commenter Name & Title	Affiliation	Question	Comment	Date Received	Where Comment was Received	Category	Response
245	City Officials	City of Lancaster		Lancaster would like to know if both of the alignments presented in Attachment D and Attachment E are still being considered.	11/9/2012	Interview	Environmental	At this time, all DEIS Alternatives are still being considered as well as proposed Corridor Shift Option as presented at the February 2013 Region Task Force Meetings.
246	City Officials	City of Lancaster		Lancaster is not aware of the presence of any historical resources in the proposed study corridor inside Lancaster. However, would like to be notified in advance if such resources are identified inside Lancaster.	11/9/2012	Interview	Environmental	Comment Acknowledged.
247	City Officials	City of Lancaster		Lancaster would like to be provided with a copy of the Power Point presentation.	11/9/2012	Interview	Environmental	Comment Acknowledged.
248	City Officials	City of Lancaster		Lancaster will provide with a revised map showing the latest annexations in GIS format.	11/9/2012	Interview	Environmental	Comment Acknowledged.
249	City Officials	City of Lancaster		Lancaster prefers the north alignment (depicted in blue in Attachment D).	11/9/2012	Interview	Environmental	Comment Acknowledged.
250	Managing Director Public Works/ Development Services	City of Lancaster		Rona Stringfellow stated that the current City Master Plan was developed with the Loop 9 alignment factored in.	11/9/2012	Interview	Environmental	Comment Acknowledged.
251	Managing Director Public Works/ Development Services	City of Lancaster		Rona Stringfellow stated that when constructed, the Loop 9 project will help service truck traffic in the City.	11/9/2012	Interview	Environmental	Comment Acknowledged.
	City of Glenn Heights							
252	City Officials	City of Glenn Heights	What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?	The current Loop 9 alignment will affect 120+ acres of prime real estate along I-35E and south of Bear Creek Road. This site has been identified by staff as a great opportunity for big box retail coupled with multiple co-site stores and our restaurant(s).	11/13/2012	City of Glenn Heights	Environmental	Comment Acknowledged.
253	City Officials	City of Glenn Heights		Additionally, the current iteration of Loop 9 will affect future residential development to the far west of our city- specifically, near Cockrell Hill Road. As of late there has been several inquiries from developers interested in building. However, they have been hesitant until further notice regarding final plans to Loop 9.	11/13/2012	City of Glenn Heights	Environmental	Comment Acknowledged.

Loop 9 Southeast Corridor/Feasibility Study
Comments – Local Government Interviews

#	Commenter Name & Title	Affiliation	Question	Comment	Date Received	Where Comment was Received	Category	Response
254	City Officials	City of Glenn Heights	In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?	Construction of S. Hampton Road ingress and egress at Loop 9 will relieve congestion at Bear Creek and DART Park-n-Ride.	11/13/2012	City of Glenn Heights	Environmental	Comment Acknowledged. Once the traffic modeling has been completed and access needs identified, preliminary frontage roads and ramp locations would be identified. A program of prioritized projects will then be recommended which identifies individual transportation projects that may include frontage roads and ramps at select locations. These individual transportation projects would then be advanced for more detailed engineering and environmental clearance. Additional refinements could be made to the proposed alignment and ancillary facilities (e.g. frontage roads, bridge locations, access ramps).
255	City Officials	City of Glenn Heights		Currently there is heavy traffic on Bear Creek Road due to the DART Park & Ride Station location on Bear Creek Road.	11/13/2012	Interview	Environmental	Comment Acknowledged.
256	City Officials	City of Glenn Heights	Are there any areas within your community that you are planning long-term infrastructure improvements that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?	Following City's Capital Improvement Program (CIP) for roadways and utilities (S. Hampton Road, S. Uhl Road, and Westmoreland Road) there are plans for constructing four-lane divided concrete roadways with utilities along the major arterials that are within the path of Loop 9 alignment.	11/13/2012	City of Glenn Heights	Environmental	Comment Acknowledged.
257	City Officials	City of Glenn Heights	What projects are included in your Capital Improvement Plan relative to local roadways and utilities?	Roadways in CIP include S. Hampton Road from E Bear Creek to Ovilla Road, S. Uhl Road from E Bear Creek to Ovilla Road, and Westmoreland Road from W Bear Creek to the City Limits; subdivisions that will be affected by Loop 9 and they are included in the CIP are Mesa Addition and Morgan Heights.	11/13/2012	City of Glenn Heights	Environmental	Comment Acknowledged.
258	City Officials	City of Glenn Heights	Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?	If the alignment for proposed Loop 9 is above grade then the zoning designations of the properties along the corridor will not be affected. City of Glenn Heights Comprehensive Plan and Future Land Use maps include the proposed Loop 9 alignment and resulting commercial land use along the corridor.	11/13/2012	City of Glenn Heights	Environmental	Comment Acknowledged.
259	City Officials	City of Glenn Heights	Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?	There aren't major changes planned in zoning or land development regulation in near future that would affect the Loop 9 corridor planning. However, once the new alignment and design for Loop 9 corridor is near final stage, the City would like the initiate a zoning/land use update reflecting the changed potential for the vacant land along the freeway.	11/13/2012	City of Glenn Heights	Environmental	Comment Acknowledged.

Loop 9 Southeast Corridor/Feasibility Study
Comments – Local Government Interviews

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260	City Officials	City of Glenn Heights	Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?	City of Glenn Heights Comprehensive Plan was updated in January 2011 that includes demographic and existing conditions analysis for the City. Plan for proposed Town Center property within the alignment of Loop 9 at the Hampton Road interchange projects future mixed use/commercial development in that area.	11/13/2012	City of Glenn Heights	Environmental	Comment Acknowledged.
261	City Officials	City of Glenn Heights	Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?	Transportation relief is a factor due to no internal highway access within the community.	11/13/2012	City of Glenn Heights	Environmental	Comment Acknowledged.
262	City Officials	City of Glenn Heights	Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?	NA	11/13/2012	City of Glenn Heights	Environmental	Comment Acknowledged.
263	City Officials	City of Glenn Heights	Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?	The City of Glenn Heights would like to recommend avoiding the proposed 70-acre Town Center property along Hampton Road if at all possible. Also the Hillwood property along I-35E frontage next to Gateway Estates subdivision is a critical piece of real estate from planning and economic development standpoint. We would like to recommend that the final alignment try to minimize impact on the Hillwood property along I-35E frontage.	11/13/2012	City of Glenn Heights	Environmental	At the intersection of Loop 9 and Hampton Rd, if the corridor were shifted north, more residential homes would be impacted to the northeast of the intersection. If the corridor were shifted south, more residential homes would be impacted southwest the intersection. There the proposed DEIS Alterative remains the only option to be carried forward in the Corridor Feasibility Study. Other minimization efforts could be analyzed during the Design/NEPA and final design phases of the project. The Hillwood property, northwest of the intersection of proposed Loop 9 and I-35E is within an area that may or may not be considered for direct connectors. Once the traffic modeling has been completed and access needs identified, preliminary frontage roads, ramp locations and possible direct connectors would be identified. A program of prioritized projects will then be recommended which identifies individual transportation projects that may include frontage roads and ramps at select locations. These individual transportation projects would then be advanced for more detailed engineering and environmental clearance. Additional refinements could be made to the proposed alignment and ancillary facilities (e.g. frontage roads, bridge locations, access ramps).

Loop 9 Southeast Corridor/Feasibility Study
Comments – Local Government Interviews

#	Commenter Name & Title	Affiliation	Question	Comment	Date Received	Where Comment was Received	Category	Response
264	City Officials	City of Glenn Heights		Mesa residential development is located north of the proposed Town Center. The Lindale residential area east of the proposed Town Center is an area that could be impacted. There is a commercial project east of Cockrell Hill Road, south of Bear Creek Road that is important.	11/13/2012	Interview	Environmental	At this time, the DEIS Alternative is the only option at Hampton Rd intersection will be moved forward in the Corridor/Feasibility Study. This option may impact residential homes of the Mesa neighborhood depending on necessary ramps, etc. At this time the DEIS Alternative is the only option east of the future Town Center that will be moved forward in the Corridor/Feasibility Study. This option will impact residential homes in the northern section of Lindale; however, if the corridor was shifted south, impacts to the Town Center property would increase and if the corridor were shifted north, this would result in impacts to the Glenn Heights water tower at Uhl Rd. Impacts to the property east of Cockrell Hill Rd. and south of Bear Creek Rd. have been minimized by shifting the corridor south; however, additional impacts may occur to the property depending on access, ramps, etc at the intersection of Loop 9 and Cockrell Hill Rd. Once the traffic modeling has been completed and access needs identified, preliminary frontage roads, ramp locations and possible direct connectors would be identified. A program of prioritized projects will then be recommended which identifies individual transportation project that may include frontage roads and ramps at select locations. These individual transportation projects would then be advanced for more detailed engineering and environmental clearance. Additional refinements could be made to the proposed alignment and ancillary facilities (e.g. frontage roads, bridge locations, access ramps).
265	City Officials	City of Glenn Heights	Are there any areas with heavy utilities that you know of within or near the proposed ROW?	The City's 1 million gallon elevated water storage reservoir is located within the proposed Loop 9 alignment on S. Uhl Road. Future large water mains are scheduled along the parkway of S. Uhl Road, S. Hampton Road and Westmoreland Road. These mains must be installed during or prior construction of Loop 9.	11/13/2012	City of Glenn Heights	Environmental	Comment Acknowledged.
266	TxDOT Project Manager	City of Glenn Heights		Bruce Nolley stated that he has been contacted already by Hillwood Development Company regarding the revised Loop 9 concept.	11/13/2012	Interview	Environmental	Comment Acknowledged.
267	City Officials	City of Glenn Heights	Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?	NA	11/13/2012	City of Glenn Heights	Environmental	Comment Acknowledged.

Loop 9 Southeast Corridor/Feasibility Study
Comments – Local Government Interviews

#	Commenter Name & Title	Affiliation	Question	Comment	Date Received	Where Comment was Received	Category	Response
268	City Officials	City of Glenn Heights	Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?	Widening and upgrade of S. Uhl Road and S. Hampton Road through the proposed alignment of Loop 9 should be improved during construction.	11/13/2012	City of Glenn Heights	Environmental	Comment Acknowledged. Once the traffic modeling has been completed and access needs identified, preliminary frontage roads and ramp locations would be identified. A program of prioritized projects will then be recommended which identifies individual transportation project that may include frontage roads and ramps at select locations. These individual transportation projects would then be advanced for more detailed engineering and environmental clearance. Additional refinements could be made to the proposed alignment and ancillary facilities (e.g. frontage roads, bridge locations, access ramps).
269	City Officials	City of Glenn Heights	Additional comments	The City has expressed concerns about impacts to the City's water tower located at the corner of South Uhl Road and proposed Loop 9. The City wants to ensure that the proposed Loop 9 does not impact the water tower.	11/13/2012	Interview	Environmental	At this time, the DEIS Alternative is the only option at the Uhl Rd. intersection will be moved forward in the Corridor/Feasibility Study. This option with a 350-foot ROW does impact the parcel where the water tower is located; however, does not impact the water tower. However, additional impacts may occur to the property depending on access, ramps, etc at the intersection of Loop 9 and Cockrell Hill Rd. Once the traffic modeling has been completed and access needs identified, preliminary frontage roads, ramp locations and possible direct connectors would be identified. A program of prioritized projects will then be recommended which identifies individual transportation projects that may include frontage roads and ramps at select locations. These individual transportation projects would then be advanced for more detailed engineering and environmental clearance. Additional refinements could be made to the proposed alignment and ancillary facilities (e.g. frontage roads, bridge locations, access ramps).
270	City Officials	City of Glenn Heights		The City indicated a large property near the intersection of Cocker Hill Road and Bear Creek Road within the proposed ROW was future planned commercial property.	11/13/2012	Interview	Environmental	Impacts to the property east of Cockrell Hill Rd. and south of Bear Creek Rd. have been minimized by shifting the corridor south; however, additional impacts may occur to the property depending on access, ramps, etc at the intersection of Loop 9 and Cockrell Hill Rd. Once the traffic modeling has been completed and access needs identified, preliminary frontage roads, ramp locations and possible direct connectors would be identified. A program of prioritized projects will then be recommended which identifies individual transportation project that may include frontage roads and ramps at select locations. These individual transportation projects would then be advanced for more detailed engineering and

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								environmental clearance. Additional refinements could be made to the proposed alignment and ancillary facilities (e.g. frontage roads, bridge locations, access ramps).
271	City Officials	City of Glenn Heights		The City supports the new design concept at the I-35E interchange. The revised design concept will attract more developments in the area.	11/13/2012	Interview	Environmental	Comment Acknowledged. Once the traffic modeling has been completed and access needs identified, preliminary frontage roads, ramp locations and possible direct connectors would be identified. A program of prioritized projects will then be recommended which identifies individual transportation project that may include frontage roads and ramps at select locations. These individual transportation projects would then be advanced for more detailed engineering and environmental clearance. Additional refinements could be made to the proposed alignment and ancillary facilities (e.g. frontage roads, bridge locations, access ramps).
272	City Officials	City of Glenn Heights		The City prefers to have full access to and from the proposed Loop 9 at S. Hampton Road. Exit ramp from the proposed westbound Loop 9 to South Hampton Road was not proposed in the DEIS – The city would like to see this access being provided as part of the revised design preferably as a full Diamond interchange.	11/13/2012	Interview	Environmental	Comment Acknowledged. Once the traffic modeling has been completed and access needs identified, preliminary frontage roads, ramp locations and possible direct connectors would be identified. A program of prioritized projects will then be recommended which identifies individual transportation project that may include frontage roads and ramps at select locations. These individual transportation projects would then be advanced for more detailed engineering and environmental clearance. Additional refinements could be made to the proposed alignment and ancillary facilities (e.g. frontage roads, bridge locations, access ramps).
273	City Officials	City of Glenn Heights		The parcel located at the southeast quadrant of the proposed Loop 9 alignment intersection with S. Hampton Road has been planned to be developed for a Town Center. The City prefers impacts to this parcel be minimized if it could not be avoided completely.	11/13/2012	Interview	Environmental	At this time, the DEIS Alternative is the only option at Hampton Rd intersection will be moved forward in the Corridor/Feasibility Study. If the corridor was shifted south, impacts to the Town Center property would increase and if the corridor were shifted north, this would result in impacts to Mesa residential development and Glenn Heights water tower at Uhl Rd. This option may impact residential homes of the Mesa neighborhood depending on necessary ramps, etc. Once the traffic modeling has been completed and access needs identified, preliminary frontage roads, ramp locations and possible direct connectors would be identified. A program of prioritized projects will then be recommended which identifies individual transportation project that may include frontage roads and ramps at select locations. These individual transportation projects would then be advanced for more detailed engineering and

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								environmental clearance. Additional refinements could be made to the proposed alignment and ancillary facilities (e.g. frontage roads, bridge locations, access ramps).
274	City Officials	City of Glenn Heights		The City has completed a modified Master Plan which included widening of South Hampton Road, South Uhl Road and Westmoreland Road. The City would like to see the proposed Loop 9 design finalized before the next City Bond election in about 2 years.	11/13/2012	Interview	Environmental	Comment Acknowledged.
275	City Officials	City of Glenn Heights		The City's CIP includes the proposed Loop 9 corridor and as such the City would like to see the project expedited to the implementation phase.	11/13/2012	Interview	Environmental	Comment Acknowledged.
276	City Officials	City of Glenn Heights		The City prefers all communications with the City be through the City Manager's office until the January election when the next Mayor will be voted in.	11/13/2012	Interview	Environmental	Comment Acknowledged.
	Ellis County							
277	County Officials	Ellis County	What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?	Ellis County has no official goal for this project. Unofficially, we strive to be at team player in the region, a good neighbor to Dallas County and to promote the plans of our member cities.	11/13/2012	Ellis County	Environmental	Comment Acknowledged.
278	County Officials	Ellis County	In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?	Funding for transportation needs in the county is paramount. Safety throughout the county is as important. Congestion relief, especially along major arterials in our northern sector and additional ramps along I-35E in the southern half of the county is also important.	11/13/2012	Ellis County	Environmental	Comment Acknowledged. Once the traffic modeling has been completed and access needs identified, preliminary frontage roads, ramp locations and possible direct connectors would be identified. A program of prioritized projects will then be recommended which identifies individual transportation project that may include frontage roads and ramps at select locations. These individual transportation projects would then be advanced for more detailed engineering and environmental clearance. Additional refinements could be made to the proposed alignment and ancillary facilities (e.g. frontage roads, bridge locations, access ramps).
279	County Officials	Ellis County	Are there any areas within your community that you are planning long-term infrastructure improvements that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?	None at this time. Note: TxDOT Dallas District has contracted with HDR to conduct a Corridor Study along FM 664. Project limits are from US 287 (Waxahachie) to I-45 (Ferris).	11/13/2012	Ellis County	Environmental	Comment Acknowledged.
280	County Officials	Ellis County	What projects are included in your Capital Improvement Plan relative to local roadways and utilities?	See above note. No other projects are planned from a County standpoint. Each city should provide CIP plans and timing directly to you concerning projects within their boundaries.	11/13/2012	Ellis County	Environmental	Comment Acknowledged.
281	County Officials	Ellis County	Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?	The County does not have the authority to zone or prescribe density. The County may allow one d.u./ac. if sewer system available.	11/13/2012	Ellis County	Environmental	Comment Acknowledged.

Loop 9 Southeast Corridor/Feasibility Study
Comments – Local Government Interviews

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282	County Officials	Ellis County	Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?	Yes, Ellis County is in the process of revising our existing Subdivision Regulation. Revisions should not impact your study.	11/13/2012	Ellis County	Environmental	Comment Acknowledged.
283	County Officials	Ellis County		SE Corridor (Loop9) from US 67 south to US 287-reclassify from Proposal Freeway to Principle Arterial (controlled access) constructed in a 120-130 ft. row.	11/13/2012	Ellis County	Environmental	Comment Acknowledged.
284	County Officials	Ellis County		SE Corridor (Loop9) from US 67 north to Ellis/ Dallas County line—revise proposed freeway ROW to 300-350 ft.	11/13/2012	Ellis County	Environmental	Comment Acknowledged.
285	County Officials	Ellis County		Remove proposed freeway SH 360 Extension from US 67 south to I-35E near Milford.	11/13/2012	Ellis County	Environmental	Comment Acknowledged.
286	County Officials	Ellis County		Other modification will be evaluated based on the My35 Corridor CSC 2 project modifications; Mobility 2035 Regional Outer Loop (ROL); Regional Thoroughfare Plan and various cities Thoroughfare Plan changes.	11/13/2012	Ellis County	Environmental	Comment Acknowledged.
287	County Officials	Ellis County	Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?	Not within the County at this time.	11/13/2012	Ellis County	Environmental	Comment Acknowledged.
288	County Officials	Ellis County	Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?	Not to our knowledge.	11/13/2012	Ellis County	Environmental	Comment Acknowledged.
289	County Officials	Ellis County	Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?	It is our understanding a location for the US 67 & SE Corridor interchange has not been determined at this time.	11/13/2012	Ellis County	Environmental	Correct. Once the traffic modeling has been completed and access needs identified, preliminary frontage roads, ramp locations and possible direct connectors would be identified. A program of prioritized projects will then be recommended which identifies individual transportation projects that may include frontage roads and ramps at select locations. These individual transportation projects would then be advanced for more detailed engineering and environmental clearance. Additional refinements could be made to the proposed alignment and ancillary facilities (e.g. frontage roads, bridge locations, access ramps).
290	County Officials	Ellis County		Areas within the potential connection are City of Cedar Hill (Lake Ridge Parkway); Holcim Ltd and Ashgrove Texas LP.	11/13/2012	Ellis County	Environmental	Comment Acknowledged.
291	County Officials	Ellis County		Need to verify with the EPA with regard to quarry permits.	11/13/2012	Interview	Environmental	Comment Acknowledged.
292	County Officials	Ellis County		The county does not want to see the Quarry operation being negatively impacted by the Loop 9 project.	11/13/2012	Interview	Environmental	Comment Acknowledged.

Loop 9 Southeast Corridor/Feasibility Study
Comments – Local Government Interviews

#	Commenter Name & Title	Affiliation	Question	Comment	Date Received	Where Comment was Received	Category	Response
293	County Officials	Ellis County	Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?	Holcim-permitted to quarry future lands north of existing quarry.	11/13/2012	Ellis County	Environmental	Comment Acknowledged. A meeting with Holcim Quarry is anticipated in the next couple months.
294	County Officials	Ellis County		Ashgrove-uncertain of EPA/TCEQ permits issued.	11/13/2012	Ellis County	Environmental	Comment Acknowledged.
295	County Officials	Ellis County		Locating multi-level interchange near the quarries should consider daily blasting schedules and radius vibration(s) which may affect curing of concrete structures.	11/13/2012	Ellis County	Environmental	Comment Acknowledged.
296	County Officials	Ellis County	Are there any areas with heavy utilities that you know of within or near the proposed ROW?	None the county is aware of at this time. Gas transmission lines as well as water transmission lines, etc. were identified in the DEIS.	11/13/2012	Ellis County	Environmental	Comment Acknowledged.
297	County Officials	Ellis County		Note: the County has not seen the latest plans for the SE Corridor. Our responses are based on the information provided on the project website.	11/13/2012	Ellis County	Environmental	Comment Acknowledged.
298	County Officials	Ellis County	Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?	Not to our knowledge. Refer to the above note.	11/13/2012	Ellis County	Environmental	Comment Acknowledged.
299	County Officials	Ellis County	Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?	Not to our knowledge. Refer to the above note.	11/13/2012	Ellis County	Environmental	Comment Acknowledged.
300	County Officials	Ellis County	Additional Comments	The County would like to know the locations of planned access to Loop 9 at Westmoreland and S. Hampton.	11/13/2012	Interview	Environmental	Comment Acknowledged. Once the traffic modeling has been completed and access needs identified, preliminary frontage roads, ramp locations and possible direct connectors would be identified. A program of prioritized projects will then be recommended which identifies individual transportation project that may include frontage roads and ramps at select locations. These individual transportation projects would then be advanced for more detailed engineering and environmental clearance. Additional refinements could be made to the proposed alignment and ancillary facilities (e.g. frontage roads, bridge locations, access ramps).
301	Commissioner Bill Dodson	Ellis County		Commissioner Bill Dodson wants to know the traffic projection numbers that were used as a basis to justify the Loop 9 project.	11/13/2012	Interview	Environmental	Traffic modeling is ongoing. Once the traffic modeling has been completed and access needs identified, preliminary frontage roads, ramp locations and possible direct connectors would be identified. A program of prioritized projects will then be recommended which identifies individual transportation project that may include frontage roads and ramps at select locations. These individual transportation projects would then be advanced for more detailed engineering and environmental clearance. Additional refinements

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								could be made to the proposed alignment and ancillary facilities (e.g. frontage roads, bridge locations, access ramps). The program of projects will be provided in the Corridor/Feasibility Study.
302	Commissioner Bill Dodson	Ellis County		Commissioner Bill Dodson stated the Loop 9 project is intended to move traffic around Dallas and not necessary help traffic move to and from Dallas; therefore, it is going to cost the tax payers more than it would benefit us.	11/13/2012	Interview	Environmental	Comment Acknowledged.
303	Commissioner Bill Dodson	Ellis County		Commissioner Bill Dodson stated that there are other projects that are higher priority than the Loop 9 project. He also stated current traffic congestions are in the north-south direction more so than in the east-west directions.	11/13/2012	Interview	Environmental	Comment Acknowledged.
304	Commissioner Bill Dodson	Ellis County		Commissioner Bill Dodson Stated the Loop 9 project is politically driven. In his view, there is too much political influence involved with the Loop 9 project; however, the project does not solve the traffic congestion issues of the communities that it is supposed to help.	11/13/2012	Interview	Environmental	Comment Acknowledged.
305	Commissioner Bill Dodson	Ellis County		Commissioner Bill Dodson commented that the political agendas should be set aside to do what is good for the tax payers and what is good for the country.	11/13/2012	Interview	Environmental	Comment Acknowledged.
306	Barbara Leftwich, Ellis County Planner	Ellis County		Barbara Leftwich commented that the county is concerned that the location of the Loop 9 and US 67 interchange may impact existing industries located in the US 67 area. Ashgrove and Holcim both have quarry permits to mine future adjacent land. Both firms also blast on a daily basis which could impact construction of an elevated interchange. She recommended the study consider these factors when deciding on the location of the US 67 and Loop 9 interchange.	11/13/2012	Interview	Environmental	Comment Acknowledged. Meetings with Holcim and Ashgrove quarries are anticipated in the next couple months.
307	Commissioner Bill Dodson	Ellis County		Commissioner Bill Dodson stated if the intent of the proposed Loop 9 is to serve truck traffic, then he suggested the Loop 9 project be pushed further south and connect I-35W, I-35E, and I-45 at a minimum.	11/13/2012	Interview	Environmental	Comment Acknowledged.
308	Commissioner Bill Dodson and Commissioner Heath Sims	Ellis County		Both Commissioner Bill Dodson and Commissioner Heath Sims agreed that Dallas does need a loop around the city; however, they both agreed there are several other projects that are greater priorities.	11/13/2012	Interview	Environmental	Comment Acknowledged.
	City of Balch Springs							
309	City Officials	City of Balch Springs	What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?	The City of Balch Springs envisions connectivity derived from the Loop 9 project to the city's I-20 highway corridor from Beltline Road to the eastern city limit. The connectivity to the suggested corridor will help to spur economic development	11./20/2012	The City of Balch Springs	Environmental	Comment Acknowledged.

Loop 9 Southeast Corridor/Feasibility Study
Comments – Local Government Interviews

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				for vacant land along the corridor.				
310	City Officials	City of Balch Springs		Little or no impact to our City given the current alignment location. That said however, connectivity to I-20 would benefit Balch Springs.	11./20/2012	Interview	Environmental	Comment Acknowledged.
311	City Officials	City of Balch Springs	In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?	Connection to major interstate access along I-20 and I-635.	11./20/2012	The City of Balch Springs	Environmental	Comment Acknowledged.
312	City Officials	City of Balch Springs	Are there any areas within your community that you are planning long-term infrastructure improvements that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?	The need for wastewater infrastructure to extend along the I-20 corridor (city limit to city limit). The city envisions big box commercial development along the I-20 corridor.	11./20/2012	The City of Balch Springs	Environmental	Comment Acknowledged.
313	City Officials	City of Balch Springs		The City and TxDOT are looking at reversing and adding new ramps on I-20 in Balch Springs. Additionally, improvements to Beltline Road are planned.	11./20/2012	Interview	Environmental	Comment Acknowledged.
314	City Officials	City of Balch Springs	What projects are included in your Capital Improvement Plan relative to local roadways and utilities?	Water and wastewater infrastructure along the I-20 corridor and the existing trailer park area near Beltline Road and McKenzie.	11./20/2012	The City of Balch Springs	Environmental	Comment Acknowledged.
315	City Officials	City of Balch Springs	Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?	The existing comprehensive plan and zoning regulations are adequate for commercial development along the I-20 corridor.	11./20/2012	The City of Balch Springs	Environmental	Comment Acknowledged.
316	City Officials	City of Balch Springs	Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?	There are preliminary discussion to update the zoning in terms of land use along the southwest and southeast corridors (I-20 to I-635) of the city to accommodate mixed use and commercial development.	11./20/2012	The City of Balch Springs	Environmental	Comment Acknowledged.
317	City Officials	City of Balch Springs		Haymarket area; however, this is not in the Loop 9 project area. Other than the Haymaket area, there are no planned changes	11./20/2012	Interview	Environmental	Comment Acknowledged.
318	City Officials	City of Balch Springs	Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?	Not at this time.	11./20/2012	The City of Balch Springs	Environmental	Comment Acknowledged.
319	City Officials	City of Balch Springs	Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?	Yes, the need for major interstate highway access along I-20 and I-635 to promote economic development of vacant land along the two main highway corridors.	11./20/2012	The City of Balch Springs	Environmental	Comment Acknowledged.
320	City Officials	City of Balch Springs		We are addressing connectivity issues at the I-635/I-20 area with the new ramps currently under construction as well as along I-20 for Haymarket Road just south of US 175.	11./20/2012	Interview	Environmental	Comment Acknowledged.

Loop 9 Southeast Corridor/Feasibility Study
Comments – Local Government Interviews

#	Commenter Name & Title	Affiliation	Question	Comment	Date Received	Where Comment was Received	Category	Response
321	City Officials	City of Balch Springs	Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?	The primary land stakeholders along the I-20 corridor including William Hooper, ETC Sales, etc@airmail.net; Mike Anderson, FC Properties One LTD, mike@bjanderson.net.	11./20/2012	The City of Balch Springs	Environmental	Comment Acknowledged. These major stakeholders will be added to the public meeting invitee list.
322	City Officials	City of Balch Springs		Mr. Hooper. The former Mayor of Mesquite, Mike Anderson is a majority stakeholder along the I-20 corridor.	11./20/2012	Interview	Environmental	Comment Acknowledged. These major stakeholders will be added to the public meeting invitee list.
323	City Officials	City of Balch Springs	Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?	None.	11./20/2012	The City of Balch Springs	Environmental	Comment Acknowledged.
324	City Officials	City of Balch Springs	Are there any areas with heavy utilities that you know of within or near the proposed ROW?	The plan and construction of a 10ft water line stretching 32 miles from Sunnyvale to Grand Prairie.	11./20/2012	The City of Balch Springs	Environmental	Comment Acknowledged.
325	City Officials	City of Balch Springs	Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?	None within the City of Balch Springs jurisdiction. However there are park restricted land owned by the City of Mesquite near the intersection of Mercury Road and Beltline Road. There is also ball park operated by the City of Mesquite near McKenzie and Mercury Roads	11./20/2012	The City of Balch Springs	Environmental	Comment Acknowledged.
326	City Officials	City of Balch Springs		A 10-foot waterline is in progress by DWU from Sunnyville to stretch 32 miles long.	11./20/2012	Interview	Environmental	Comment Acknowledged.
327	City Officials	City of Balch Springs	Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?	The priority is to spur economic development along the city's I-20 corridor and an alignment near Lassatter Road and Beltline at I-20 would help to achieve this goal.	11./20/2012	Interview	Environmental	Comment Acknowledged.
328	Mayor Gordon	City of Balch Springs	Additional Comments	Mayor Gordon asked about the time frame for completion of the feasibility studies.	11./20/2012	Interview	Environmental	Anticipated to be within six to eight months.
329	Ed Morris, City Manager / Police Chief	City of Balch Springs		Ed Morris asked where the northern end of the current Loop 9 concept terminates.	11./20/2012	Interview	Environmental	During the local official interview, Bruce Nolley responded that it will be at or near the location shown on the exhibit provided in the meeting.
330	Mayor Gordon	City of Balch Springs		Mayor Gordon asked how the highest priority segments of the project would be determined.	11./20/2012	Interview	Environmental	During the local official interview, Brian Clark responded that the results of interviews that are being conducted with each city and county within the corridor/feasibility study area would be among the factors to help determine priorities. In addition, environmental constraints would be a consideration in determining the priorities.
331	Mayor Gordon	City of Balch Springs		Mayor Gordon asked if the feasibility study on the entire corridor would be completed within a two year time frame.	11./20/2012	Interview	Environmental	During the local official interview, Callie Barnes responded that the corridor/feasibility study has an anticipated 6-8 month timeframe and the EA (if the projects are granted EA classification by FHWA) process is anticipated to take approximately 16 to 18 months.

Loop 9 Southeast Corridor/Feasibility Study
Comments – Local Government Interviews

#	Commenter Name & Title	Affiliation	Question	Comment	Date Received	Where Comment was Received	Category	Response
332	Chris Dyser, City/EDC Planner /Asst to the City Manager	City of Balch Springs		With regard to major utilities, Chris Dyser stated that Dallas Water Utility (DWU) 10-foot water supply line is planned along and south of I-20.	11./20/2012	Interview	Environmental	During the local official interview, Bruce Nolley stated that he would provide the contact name for an employee of DWU regarding the planned 10-foot water supply line
	City of Red Oak							
333	The City of Red Oak	The City of Red Oak	What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?	Economic development and better regional transportation grid.	11./20/2012	Interview	Environmental	Comment Acknowledged.
334	The City of Red Oak	The City of Red Oak	In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?	Loop 9 development will provide better east-west connectivity for truck traffic. FM 664 project, planned from two lanes to six-lane, curb and gutter from US 287 to I-45, will allow for the development (commercial, residential, etc.) along FM 664. Loop 9 would greatly benefit the areas where FM 664 widening would occur by keeping the truck traffic off of FM 664 where the development would occur.	11./20/2012	Interview	Environmental	Comment Acknowledged.
335	The City of Red Oak	The City of Red Oak	Are there any areas within your community that you are planning long-term infrastructure improvements that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?	Commercial development proposed on the northwest corner of the I-35E and Loop 9 intersection.	11./20/2012	Interview	Environmental	Comment Acknowledged.
336	The City of Red Oak	The City of Red Oak	What projects are included in your Capital Improvement Plan relative to local roadways and utilities?	FM 342 proposed improvements are very important to the surrounding area for better north/south connectivity. Improvements to Houston School Road are also important.	11./20/2012	Interview	Environmental	Comment Acknowledged.
337	The City of Red Oak	The City of Red Oak	Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?	Yes, the local comprehensive plan and land use controls are currently adequate.	11./20/2012	Interview	Environmental	Comment Acknowledged.
338	The City of Red Oak	The City of Red Oak	Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?	The area near the intersection of Bear Creek Road and FM 342 is planned to be re-zoned from Agricultural to Commercial; however, the regulations will not change.	11./20/2012	Interview	Environmental	Comment Acknowledged.
339	City Officials	The City of Red Oak	Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?	The I-35E Plan and the City of Red Oak Comprehensive Plan.	11./20/2012	Interview	Environmental	Comment Acknowledged.
340	City Officials	The City of Red Oak	Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?	Yes, most of Red Oak. There is a lack of regional connectivity. The city population had doubled in the last ten years. Most of the people from Red Oak commute to Dallas for work and the connectivity for those commuters is a major problem.	11./20/2012	Interview	Environmental	Comment Acknowledged.

Loop 9 Southeast Corridor/Feasibility Study
Comments – Local Government Interviews

#	Commenter Name & Title	Affiliation	Question	Comment	Date Received	Where Comment was Received	Category	Response
341	City Officials	The City of Red Oak	Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?	Various developers have inquired with the City regarding future available land for development taking into consideration the Loop 9 alignment and ROW. However, since the City collaborates directly with the interested developers, there is no one the project team should contact.	11./20/2012	Interview	Environmental	Comment Acknowledged.
342	City Officials	The City of Red Oak	Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?	An industrial development is proposed on the SW corner of FM 342 and Loop 9 (South alignment) intersection. Retail/commercial development is proposed on the NW corner of the I-35E and proposed Loop 9 intersection. Harmony Estates is a growing residential development located just SW of the intersection of Loop 9 and I-35E. There is also potential future development on the NW corner of the FM 342 and Reindeer Road intersection.	11./20/2012	Interview	Environmental	Currently the suggested corridor does not result in the taking of homes in Harmony Lakes. Two corridor shift options have been developed which veer north, west of FM 342 to accommodate the city's request for Loop 9 to follow the path of Reindeer Road to be adjacent and north of the future commercial property.
343	City Officials	The City of Red Oak	Are there any areas with heavy utilities that you know of within or near the proposed ROW?	Power station near Houston School Road.	11./20/2012	Interview	Environmental	The current proposed corridor options do not impact the power station.
344	City Officials	The City of Red Oak	Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?	No, there are not any points of interest or areas of environmental concern that are important to avoid and/or maintain access.	11./20/2012	Interview	Environmental	Comment Acknowledged.
345	City Officials	The City of Red Oak	Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?	The Loop 9 project should follow the county line from I-35E until the point which Loop 9 crosses Houston School Road to provide the best connectivity and protection of developable land.	11./20/2012	Interview	Environmental	There are two corridor shift options just east of I-35E, one follows the county line from I-35E to just west of Houston School Rd. This option could be modified to completely avoid a potential (however unlikely 4(f) farm). This option results in 3 stream crossings between I-35E and FM 342. The 2nd shift option is located in the center of the potential (however unlikely 4(f) farm) and results in 1 less stream crossing than the 1st option described above. The 2nd option does not follow the county line to Houston School Rd.
346	City Officials	The City of Red Oak	Additional Comments	The City expressed support for the revised I-35E and Loop 9 interchange concept.	11./20/2012	Interview	Environmental	Comment Acknowledged.
347	City Officials	The City of Red Oak		The City prefers Loop 9 cross I-35E at the County Line (consistent with the current alignment).	11./20/2012	Interview	Environmental	Comment Acknowledged. The two corridor shift options and the DEIS Alternatives cross I-35E at the county line.
348	City Officials	The City of Red Oak		The City prefers minimal impacts along I-35E in order to attract more development.	11./20/2012	Interview	Environmental	Comment Acknowledged. The two corridor shift options and the DEIS Alternatives cross I-35E at the county line.

Loop 9 Southeast Corridor/Feasibility Study
Comments – Local Government Interviews

#	Commenter Name & Title	Affiliation	Question	Comment	Date Received	Where Comment was Received	Category	Response
349	City Officials	The City of Red Oak		East of I-35E, the City prefers the northern alignment (as shown in blue in Attachment C) since there is not much for the City of Red Oak to gain from the southern alignment (as shown in red in Attachment C) east of I-35E. However, just east of I-35E (from I-35E east to Houston School Road, see Attachment C), the City or Red Oak prefers the northern alignment shift further south to follow the county line.	11./20/2012	Interview	Environmental	There are two corridor shift options just east of I-35E that shift north east of I-35E similar to the DEIS Alternatives, but also take into consideration the City of Red Oaks request to follow the county line until Houston School Rd. and follow Reindeer Rd. west of FM 342 to be adjacent to the future commercial property. The 1st shift option follows the county line from I-35E to just west of Houston School Rd. This option could be modified to completely avoid a potential (however unlikely 4(f) farm). This option results in 3 stream crossings between I-35E and FM 342. The 2nd shift option is located in the center of the potential (however unlikely 4(f) farm) and results in 1 less stream crossing than the 1st option described above. The 2nd option does not follow the county line to Houston School Rd.
350	City Officials	The City of Red Oak		The City prefers a four-way frontage road box at the proposed I-35E interchange.	11./20/2012	Interview	Environmental	Comment Acknowledged. Once the traffic modeling has been completed and access needs identified, preliminary frontage roads, ramp locations and possible direct connectors would be identified. A program of prioritized projects will then be recommended which identifies individual transportation project that may include frontage roads and ramps at select locations. These individual transportation projects would then be advanced for more detailed engineering and environmental clearance. Additional refinements could be made to the proposed alignment and ancillary facilities (e.g. frontage roads, bridge locations, access ramps).
351	City Officials	The City of Red Oak		The City does not want tolled Loop 9 frontage roads.	11./20/2012	Interview	Environmental	Comment Acknowledged.
352	City Officials	The City of Red Oak		The City prefers the revised concept as it will have less ROW impacts at the proposed interchange with I-35E. This will allow development at the I-35E interchange, particularly at the southwest corner where a major retail center is planned.	11./20/2012	Interview	Environmental	Comment Acknowledged. Once the traffic modeling has been completed and access needs identified, preliminary frontage roads, ramp locations and possible direct connectors would be identified. A program of prioritized projects will then be recommended which identifies individual transportation project that may include frontage roads and ramps at select locations. These individual transportation projects would then be advanced for more detailed engineering and environmental clearance. Additional refinements could be made to the proposed alignment and ancillary facilities (e.g. frontage roads, bridge locations, access ramps).

Loop 9 Southeast Corridor/Feasibility Study
Comments – Local Government Interviews

#	Commenter Name & Title	Affiliation	Question	Comment	Date Received	Where Comment was Received	Category	Response
353	Mayor Hugley	The City of Red Oak		Mayor Hugley stated that the north/south arterials need improvement.	11./20/2012	Interview	Environmental	Comment Acknowledged. Once the traffic modeling has been completed and access needs identified, preliminary frontage roads, ramp locations and possible direct connectors would be identified. A program of prioritized projects will then be recommended which identifies individual transportation project that may include frontage roads and ramps at select locations. These individual transportation projects would then be advanced for more detailed engineering and environmental clearance. Additional refinements could be made to the proposed alignment and ancillary facilities (e.g. frontage roads, bridge locations, access ramps).
354	Mayor Hugley	The City of Red Oak		Mayor Hugley suggested the Loop 9 project team coordinate with the ongoing FM 664 project consultant team to ensure that the Loop 9 project works collaboratively with the proposed FM 664 project.	11./20/2012	Interview	Environmental	Comment Acknowledged.
	City of Midlothian							
355	City Officials	City of Midlothian	What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?	Economic development, serving the existing community, and connectivity.	11/26/2012	City of Midlothian	Environmental	Comment Acknowledged.
356	City Officials	City of Midlothian	In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?	In general, capacity improvements and safety. Specifically, grade separation at Walnut Grove/287.	11/26/2012	City of Midlothian	Environmental	Comment Acknowledged.
357	City Officials	City of Midlothian	Are there any areas within your community that you are planning long-term infrastructure improvements that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?	Loop 9 stopping at 67 – none. Loop 9 going west 67 – Windsor Hills.	11/26/2012	City of Midlothian	Environmental	Comment Acknowledged.
358	City Officials	City of Midlothian	What projects are included in your Capital Improvement Plan relative to local roadways and utilities?	In relation to Loop 9 – Railport parkway grade separation and access roads on 67. Access improvement. Industrial Park near US 67.	11/26/2012	Interview	Environmental	Comment Acknowledged. Once the traffic modeling has been completed and access needs identified, preliminary frontage roads, ramp locations and possible direct connectors would be identified. A program of prioritized projects will then be recommended which identifies individual transportation project that may include frontage roads and ramps at select locations. These individual transportation projects would then be advanced for more detailed engineering and environmental clearance. Additional refinements could be made to the proposed alignment and ancillary facilities (e.g. frontage roads, bridge locations, access ramps).

Loop 9 Southeast Corridor/Feasibility Study
Comments – Local Government Interviews

#	Commenter Name & Title	Affiliation	Question	Comment	Date Received	Where Comment was Received	Category	Response
359	City Officials	City of Midlothian		Access improvement.	11/26/2012	Interview	Environmental	Comment Acknowledged. Once the traffic modeling has been completed and access needs identified, preliminary frontage roads, ramp locations and possible direct connectors would be identified. A program of prioritized projects will then be recommended which identifies individual transportation project that may include frontage roads and ramps at select locations. These individual transportation projects would then be advanced for more detailed engineering and environmental clearance. Additional refinements could be made to the proposed alignment and ancillary facilities (e.g. frontage roads, bridge locations, access ramps).
360	City Officials	City of Midlothian		Industrial Park near US 67.	11/26/2012	Interview	Environmental	Comment Acknowledged.
361	City Officials	City of Midlothian	Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?	Yes, City will provide electronic copy of the City map.	11/26/2012	Interview	Environmental	Comment Acknowledged.
362	City Officials	City of Midlothian	Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?	No.	11/26/2012	City of Midlothian	Environmental	Comment Acknowledged.
363	City Officials	City of Midlothian	Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?	No.	11/26/2012	City of Midlothian	Environmental	Comment Acknowledged.
364	City Officials	City of Midlothian	Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?	Yes. US 67 need improvements.	11/26/2012	Interview	Environmental	Comment Acknowledged.
365	City Officials	City of Midlothian		US 287 need to be converted to a controlled access facility due to safety concerns.	11/26/2012	Interview	Environmental	Comment Acknowledged.
366	City Officials	City of Midlothian	Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?	Holcim Industrial development.	11/26/2012	Interview	Environmental	Comment Acknowledged. Meetings with Holcim and Ashgrove quarries are anticipated in the next couple months.
367	City Officials	City of Midlothian		If loop 9 goes west of 67 – Ashgrove. Ashgrove is a quarry. Limestone reserve northeast of active quarry.	11/26/2012	Interview	Environmental	Comment Acknowledged. Meetings with Holcim and Ashgrove quarries are anticipated in the next couple months.
368	City Officials	City of Midlothian	Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?	US 67 and Shiloh Rd intersection, northeast corner – Potential development. Shiloh Road – Bill Monte	11/26/2012	Interview	Environmental	Comment Acknowledged.
369	City Officials	City of Midlothian		There are 12,000 homes in the area planned. Neighborhoods include Windsor Manor, Prairie	11/26/2012	Interview	Environmental	Comment Acknowledged.

#	Commenter Name & Title	Affiliation	Question	Comment	Date Received	Where Comment was Received	Category	Response
				Ridge and Grand Prairie.				
370	City Officials	City of Midlothian	Are there any areas with heavy utilities that you know of within or near the proposed ROW?	No.	11/26/2012	City of Midlothian	Environmental	Comment Acknowledged.
371	City Officials	City of Midlothian	Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?	No.	11/26/2012	City of Midlothian	Environmental	Comment Acknowledged.
372	City Officials	City of Midlothian	Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?	Interchange improvements 67/287.	11/26/2012	City of Midlothian	Environmental	Comment Acknowledged. Once the traffic modeling has been completed and access needs identified, preliminary frontage roads, ramp locations and possible direct connectors would be identified. A program of prioritized projects will then be recommended which identifies individual transportation project that may include frontage roads and ramps at select locations. These individual transportation projects would then be advanced for more detailed engineering and environmental clearance. Additional refinements could be made to the proposed alignment and ancillary facilities (e.g. frontage roads, bridge locations, access ramps).
373	City Officials	City of Midlothian	General questions or concerns: The section of Loop 9 between 287 and 67 - why was it cancelled when originally it was of the highest priority?	The section of Loop 9 between 287 and 67 why was it cancelled when originally it was of the highest priority?	11/26/2012	City of Midlothian	Environmental	The updated traffic numbers provided by NCTCOG indicated that this section is no longer the highest priority.
374	City Officials	City of Midlothian	Additional Comments	The City expressed support for the Loop 9 project.	11/26/2012	Interview	Environmental	Comment Acknowledged.
375	City Manager	City of Midlothian		Don Hasting stated the City does not agree with eliminating the Loop 9 segment between US 67 and US 287 especially considering the residential growth occurring in the area (refer to response to #10 of Attachment B).	11/26/2012	Interview	Environmental	Comment Acknowledged.
376	City Manager	City of Midlothian		Don Hasting stated his understanding was that the US 67 to US 287 segment was previously a priority during the DEIS study and he does not understand why this segment is no longer part of the proposed Loop 9 project.	11/26/2012	Interview	Environmental	Concerns expressed to TxDOT and NCTCOG.
377	Executive Director of Engineering & Utilities	City of Midlothian		Mike Adams suggested using existing Malloy Bridge Road as part of the Loop 9 alignment.	11/26/2012	Interview	Environmental	Comment Acknowledged. Once the traffic modeling has been completed and access needs identified, preliminary frontage roads, ramp locations and possible direct connectors would be identified. A program of prioritized projects will then be recommended which identifies individual transportation project that may include frontage roads and ramps at select locations. These individual transportation projects would then be advanced for more detailed engineering and

#	Commenter Name & Title	Affiliation	Question	Comment	Date Received	Where Comment was Received	Category	Response
								environmental clearance. Additional refinements could be made to the proposed alignment and ancillary facilities (e.g. frontage roads, bridge locations, access ramps).
378	City Manager	City of Midlothian		Don Hasting stated he will meet with NCTCOG in order to find out why the US 67 to US 287 segment was eliminated from the Loop 9 proposed project.	11/26/2012	Interview	Environmental	Comment Acknowledged.
	City of Mesquite							
379	City Officials	City of Mesquite	What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?	The Loop 9 project could potentially serve multiple City goals. First and foremost, it would provide connectivity to Southeast Mesquite, which is largely isolated by the lack of direct, convenient access from the north and south. This would spawn opportunities for industrial development in the direct path of Loop 9 and residential development supporting employment centers within easy commute distance. With improved access the region, the project could possibly induce growth further east along I-20. The city of Mesquite has four square miles of territory just east of the East Fork of the Trinity River and an exterritorial jurisdiction of approximately twenty square miles that is unreachable except via I-20. These areas would be more attractive to development with improved access.	12/10/2012	Interview	Environmental	Comment Acknowledged.
380	City Officials	City of Mesquite	In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?	Our most immediate transportation need is the reconstruction of our existing roadway infrastructure that has far exceeded its life expectancy, followed by a north-south connection along our eastern corporate limit.	12/10/2012	Interview	Environmental	Comment Acknowledged.
381	City Officials	City of Mesquite	Are there any areas within your community that you are planning long-term infrastructure improvements that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?	The major project is the extension of the SH 190/PBGT south from I-30 to I-20, connecting hopefully to Loop 9.	12/10/2012	Interview	Environmental	Comment Acknowledged.
382	City Officials	City of Mesquite	What projects are included in your Capital Improvement Plan relative to local roadways and utilities?	There is a planned water main and sanitary sewer main line extensions to serve our annexed area east of the East Fork of the Trinity River along I-20 and possible future annexations in our ETJ in Kaufman County.	12/10/2012	Interview	Environmental	Comment Acknowledged.
383	City Officials	City of Mesquite	Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?	No. The Comprehensive Plan designates the entire area impacted by Loop 9 as appropriate for a special industrial park district. This is not market realistic, even assuming that Loop 9 materializes. Loop 9 would impact the surrounding area positively by opening up more diverse development opportunities, and the	12/10/2012	Interview	Environmental	Comment Acknowledged.

Loop 9 Southeast Corridor/Feasibility Study
Comments – Local Government Interviews

#	Commenter Name & Title	Affiliation	Question	Comment	Date Received	Where Comment was Received	Category	Response
				Comprehensive Plan and implementing land use controls would require amendment at that time.				
384	City Officials	City of Mesquite	Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?	Yes. The current land use regulations on properties affected by the proposed path of Loop 9 are antiquated. The regulations are over ten years old and no longer reflect the substance or preferred design of development taking place elsewhere in the City of Mesquite. The City is currently working on a Unified Development Ordinance that will update the Zoning Ordinance and amend standards for the uses proposed in the Loop 9 corridor.	12/10/2012	Interview	Environmental	Comment Acknowledged.
385	City Officials	City of Mesquite	Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?	Except for the special industrial park district noted in Question 5, there are no special plans relevant projections or land use studies for the area immediately impacted by the Loop 9 project. There are plans for key residential development further north of I-20. Further east, the City has adopted a special zoning district to promote the development of largely sustainable mixed use communities. The Mesquite Independent School District has developed a detailed demographic report that may be of some use to the Loop 9 project.	12/10/2012	Interview	Environmental	Comment Acknowledged.
386	City Officials	City of Mesquite	Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?	Yes. The portion of Southeast Mesquite centered on the I-20 corridor has no convenient access from north or south. This gap in the local transportation network has impeded development of Southeast Mesquite where the vast majority of availably land still exists in the community. Now that the SH 190 extension between Interstate Highways 30 and 20 has been indefinitely delayed, there are no improvements to the network on the horizon that would end the relative isolation of the area. In addition, Mesquite Metro Airport has poor access to the freeway system even though it is the second busiest General Aviation Airport in the region.	12/10/2012	Interview	Environmental	Comment Acknowledged.
387	City Officials	City of Mesquite	Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?	No. Mesquite lies at the far eastern terminus of Loop 9 where the bulk of the land is undeveloped lowlands and river bottom.	12/10/2012	Interview	Environmental	Comment Acknowledged.
388	City Officials	City of Mesquite	Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?	There is no existing development within the proposed pathway of the Loop 9 project. However, the projected path takes Loop 9 through a zoned but underdeveloped industrial park district adjacent to I-20. The Loop 9 project would potentially benefit the special district or other development envisioned for the area. Therefore, the project should NOT avoid the proposed pathway.	12/10/2012	Interview	Environmental	Comment Acknowledged.

Loop 9 Southeast Corridor/Feasibility Study
Comments – Local Government Interviews

#	Commenter Name & Title	Affiliation	Question	Comment	Date Received	Where Comment was Received	Category	Response
389	City Officials	City of Mesquite	Are there any areas with heavy utilities that you know of within or near the proposed ROW?	There are three heavy utilities owned or controlled by the North Texas Municipal Water District running east of the East Fork of the Trinity River: 1) the District Reuse Water Line; 2) the Lower East Fork Wastewater Interceptor System; 3) a 24-in diameter water line running along the north side of I-20 to the Heartland Development.	12/10/2012	Interview	Environmental	Comment Acknowledged.
390	City Officials	City of Mesquite	Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?	No, there are not any points of interest or areas of environmental concern that are important to avoid and/or maintain access.	12/10/2012	Interview	Environmental	Comment Acknowledged.
391	City Officials	City of Mesquite	Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?	Loop 9 should connect to SH 190 along I-20 for regional connectivity.	12/10/2012	Interview	Environmental	Comment Acknowledged. The project team is closely working with the SH 190 project team. Both DEIS Alternative will be moved forward in the Corridor/Feasibility Study until it is decided where SH 190 will connect to I-20.
392	City of Mesquite	City of Mesquite	Additional Comments	The City expressed support for the new Loop 9 concept with reduced ROW.	12/10/2012	Interview	Environmental	Comment Acknowledged. Once the traffic modeling has been completed and access needs identified, preliminary frontage roads, ramp locations and possible direct connectors would be identified. A program of prioritized projects will then be recommended which identifies individual transportation project that may include frontage roads and ramps at select locations. These individual transportation projects would then be advanced for more detailed engineering and environmental clearance. Additional refinements could be made to the proposed alignment and ancillary facilities (e.g. frontage roads, bridge locations, access ramps).
393	Jerry Dittman, Assistant City Manager	City of Mesquite		Jerry Dittman stated that the City wants SH 190 and Loop 9 be connected to I-20 at the same location with a grade separated interchange.	12/10/2012	Interview	Environmental	Comment Acknowledged. The project team is closely working with the SH 190 project team. Both DEIS Alternatives will be moved forward in the Corridor/Feasibility Study until it is decided where SH 190 will connect to I-20. Once the traffic modeling has been completed and access needs identified, preliminary frontage roads, ramp locations and possible direct connectors would be identified. A program of prioritized projects will then be recommended which identifies individual transportation project that may include frontage roads and ramps at select locations. These individual transportation projects would then be advanced for more detailed engineering and environmental clearance. Additional refinements could be made to the proposed alignment and ancillary facilities (e.g. frontage roads, bridge locations, access ramps).

Loop 9 Southeast Corridor/Feasibility Study
Comments – Local Government Interviews

#	Commenter Name & Title	Affiliation	Question	Comment	Date Received	Where Comment was Received	Category	Response
394	Jerry Dittman, Assistant City Manager	City of Mesquite		Jerry Dittman stated that he recalls that previously there was an idea to connect Loop 9 and SH 190 to I-20 at two different locations on I-20. He stated that the City would not support this concept.	12/10/2012	Interview	Environmental	Comment Acknowledged. The project team is closely working with the SH 190 project team. Both DEIS Alternatives will be moved forward in the Corridor/Feasibility Study until it is decided where SH 190 will connect to I-20. Once the traffic modeling has been completed and access needs identified, preliminary frontage roads, ramp locations and possible direct connectors would be identified. A program of prioritized projects will then be recommended which identifies individual transportation project that may include frontage roads and ramps at select locations. These individual transportation projects would then be advanced for more detailed engineering and environmental clearance. Additional refinements could be made to the proposed alignment and ancillary facilities (e.g. frontage roads, bridge locations, access ramps).
395	Mayor Monaco	City of Mesquite		Mayor Monaco asked what is the status of SH 190?	12/10/2012	Interview	Environmental	During the local official interview Bruce Nolley explained that SH 190 is still being developed and TxDOT is working to resolve outstanding decisions regarding the alignment location.
396	Richard Gertson, Director of Community Development	City of Mesquite		Richard Gertson stated that data such as the City's CIP could be downloaded from the City of Mesquite website.	12/10/2012	Interview	Environmental	Comment Acknowledged.
397	Mayor Monaco	City of Mesquite		Mayor Monaco stated that he would like to see both SH 190 and Loop 9 projects be expedited.	12/10/2012	Interview	Environmental	Comment Acknowledged.
398	Mayor Monaco	City of Mesquite		Mayor Monaco and Jerry Dittman stated that the City would like to know as soon as the final alignment location is established. The City is flexible with the alignment locations so long as SH 190 and Loop 9 connect to I-20 at a same location.	12/10/2012	Interview	Environmental	Comment Acknowledged. The project team is closely working with the SH 190 project team. Both DEIS Alternatives will be moved forward in the Corridor/Feasibility Study until it is decided where SH 190 will connect to I-20. Once the traffic modeling has been completed and access needs identified, preliminary frontage roads, ramp locations and possible direct connectors would be identified. A program of prioritized projects will then be recommended which identifies individual transportation project that may include frontage roads and ramps at select locations. These individual transportation projects would then be advanced for more detailed engineering and environmental clearance. Additional refinements could be made to the proposed alignment and ancillary facilities (e.g. frontage roads, bridge locations, access ramps).

Loop 9 Southeast Corridor/Feasibility Study
Comments – Local Government Interviews

#	Commenter Name & Title	Affiliation	Question	Comment	Date Received	Where Comment was Received	Category	Response
399	Jerry Dittman, Assistant City Manager	City of Mesquite		Jerry Dittman indicated that a 404 permit application (permit application # 198600927) for a previously planned development called Falcon's Lair (in the corridor study area) which is no longer being considered was submitted in 2010. Dave Madden was the USACE representative that dealt with the permit. There was a Categorical Exclusion (CSJ: 0095-13024) prepared for the site as well. The information gathered as part of the Categorical Exclusion and the USACE permit application may be useful for the Loop 9 project.	12/10/2012	Interview	Environmental	Comment Acknowledged.
	City of DeSoto							
400	The City of DeSoto	City of DeSoto	What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?	Connectivity. We believe peak traffic generated from south of the City and wanting to access US 67 or I-35E will not have to use DeSoto's arterials when LP 9 is completed. There is growth potential in the south of the City.	12/10/2012	Interview	Environmental	Comment Acknowledged.
401	The City of DeSoto	City of DeSoto	In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?	Congestion relief on the City's arterials. Allow commuters to by-pass City's signalized intersections which improves travel time for commuters.	12/10/2012	Interview	Environmental	Comment Acknowledged.
402	The City of DeSoto	City of DeSoto	Are there any areas within your community that you are planning long-term infrastructure improvements for that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?	The projects are unfunded; however, the City is in support of the Hampton Road widened project (from Parkerville Road to Glen Creek Road) from 2 lanes to a 4-lane divided. The City hopes this improvement of Hampton Road will be included in the Dallas County MCIP funding.	12/10/2012	Interview	Environmental	Comment Acknowledged.
403	The City of DeSoto	City of DeSoto	What projects are included in your Capital Improvement Plan relative to local roadways and utilities?	Cockrell Hill Road is under construction – widening from two lane to four lane divided from Beltline Road to Parkerville Road.	12/10/2012	Interview	Environmental	Comment Acknowledged.
404	The City of DeSoto	City of DeSoto	Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?	We are updating the Comprehensive Plan.	12/10/2012	Interview	Environmental	Comment Acknowledged.
405	The City of DeSoto	City of DeSoto	Are they any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?	No.	12/10/2012	Interview	Environmental	Comment Acknowledged.
406	The City of DeSoto	City of DeSoto	Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?	The Hampton redevelopment between Pleasant Run and Beltline.	12/10/2012	Interview	Environmental	Comment Acknowledged.
407	The City of DeSoto	City of DeSoto	Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?	No.	12/10/2012	Interview	Environmental	Comment Acknowledged.

Loop 9 Southeast Corridor/Feasibility Study
Comments – Local Government Interviews

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408	The City of DeSoto	City of DeSoto	Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?	No.	12/10/2012	Interview	Environmental	Comment Acknowledged.
409	The City of DeSoto	City of DeSoto	Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?	No. However there is a school proposed on the corner of Cockrell Road and West Parkerville Road.	12/10/2012	Interview	Environmental	Comment Acknowledged. The current proposed corridor options and DEIS Alternatives (still under consideration at Cockrell Hill Rd.) do not impact the future school location.
410	The City of DeSoto	City of DeSoto	Are there any areas with heavy utilities that you know of within or near the proposed ROW?	No.	12/10/2012	Interview	Environmental	Comment Acknowledged.
411	The City of DeSoto	City of DeSoto	Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?	No.	12/10/2012	Interview	Environmental	Comment Acknowledged.
412	The City of DeSoto	City of DeSoto	Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?	No.	12/10/2012	Interview	Environmental	Comment Acknowledged.
413	Tom Johnson, Managing Director Development Services	City of DeSoto	Additional Comments	Tom Johnson asked if the crossing of the proposed Loop 9 at the major arterials, specifically Hampton Road and Cockrell Hill Road, would remain the same as what was in the DEIS study. Tom Johnson stated that he would like to know, once determined, the proposed design for Hampton Road and Cockrell Hill.	12/10/2012	Interview	Environmental	Brian Clark explained that the proposed Loop 9 project is not final and that the previously proposed major arterials crossing designs would be analyzed as part of the ongoing Corridor/Feasibility Study.
414	Tom Johnson, Managing Director Development Services			Tom Johnson stated that the City prefers the DEIS interchange configuration at I-35E with direct connectors at I-35E. He also stated that he understands that the Loop 9 alignment location would have to be at about where it is shown in the exhibit.	12/10/2012			Comment Acknowledged. Once the traffic modeling has been completed and access needs identified, preliminary frontage roads, ramp locations and possible direct connectors would be identified. A program of prioritized projects will then be recommended which identifies individual transportation project that may include frontage roads and ramps at select locations. These individual transportation projects would then be advanced for more detailed engineering and environmental clearance. Additional refinements could be made to the proposed alignment and ancillary facilities (e.g. frontage roads, bridge locations, access ramps).
415	City Officials	City of DeSoto		The City expressed support for the new Loop 9 concept with reduced ROW.	12/10/2012	Interview	Environmental	Comment Acknowledged.
416	City Officials	City of DeSoto		The City believes that Loop 9 will help to reduce traffic traveling through the town.	12/10/2012	Interview	Environmental	Comment Acknowledged.
	City of Oak Leaf							
417	City Officials	City of Oak Leaf	What is your community's goal for the Loop 9 project (economic development, serving the	Connectivity to US 67; FM 664 does not provide good east-west connectivity because of school	12/12/2012	Interview	Development	Comment Acknowledged.

Loop 9 Southeast Corridor/Feasibility Study
Comments – Local Government Interviews

#	Commenter Name & Title	Affiliation	Question	Comment	Date Received	Where Comment was Received	Category	Response
			existing community, connectivity, etc.)?	zones and stop lights.				
418	City Officials	City of Oak Leaf	In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?	Connection to Loop 9.	12/12/2012	Interview	Transportation	Comment Acknowledged. Once the traffic modeling has been completed and access needs identified, preliminary frontage roads, ramp locations and possible direct connectors would be identified. A program of prioritized projects will then be recommended which identifies individual transportation project that may include frontage roads and ramps at select locations. These individual transportation projects would then be advanced for more detailed engineering and environmental clearance. Additional refinements could be made to the proposed alignment and ancillary facilities (e.g. frontage roads, bridge locations, access ramps).
419	City Officials	City of Oak Leaf	Are there any areas within your community that you are planning long-term infrastructure improvements that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?	No.	12/12/2012	Interview	Planning	Comment Acknowledged.
420	City Officials	City of Oak Leaf	What projects are included in your Capital Improvement Plan relative to local roadways and utilities?	None. Hampton Road would be a priority but it is controlled by Glenn Heights. Areas in southern Oak Leaf are available for development, but no plans exist currently.	12/12/2012	Interview	Development	Comment Acknowledged.
421	City Officials	City of Oak Leaf	Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?	NA	12/12/2012	Interview	Planning	Comment Acknowledged.
422	City Officials	City of Oak Leaf	Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?	NA	12/12/2012	Interview	Development	Comment Acknowledged.
423	City Officials	City of Oak Leaf	Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?	NA	12/12/2012	Interview	Development	Comment Acknowledged.
424	City Officials	City of Oak Leaf	Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?	We need an east to west corridor and Loop 9 will serve that need.	12/12/2012	Interview	Transportation	Comment Acknowledged.
425	City Officials	City of Oak Leaf	Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?	NA	12/12/2012	Interview	Development	Comment Acknowledged.
426	City Officials	City of Oak Leaf	Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these	NA	12/12/2012	Interview	Planning	Comment Acknowledged.

Loop 9 Southeast Corridor/Feasibility Study
Comments – Local Government Interviews

#	Commenter Name & Title	Affiliation	Question	Comment	Date Received	Where Comment was Received	Category	Response
			developments be avoided?					
427	City Officials	City of Oak Leaf	Are there any areas with heavy utilities that you know of within or near the proposed ROW?	The City's water supply comes from the City of Glenn Heights so there are waterlines from Glenn Heights to Oak Leaf along Hampton Road and Uhl Road. There are electrical lines along FM 664.	12/12/2012	Interview	Development	Comment Acknowledged.
428	City Officials	City of Oak Leaf	Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?	NA	12/12/2012	Interview	Environmental	Comment Acknowledged.
429	City Officials	City of Oak Leaf	Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?	NA	12/12/2012	Interview	Planning	Comment Acknowledged.
430	City Officials	Mayor Craig Wilson	Additional Comments	The City expressed support of the new Loop 9 concept with reduced ROW.	12/12/2012	Interview	Environmental	During the local official interview Brian Clark stated the possibility that tolled bridges at major grade separations could be constructed together with the frontage roads.
431	City Officials	Mayor Craig Wilson		Mayor Craig Wilson mentioned the ongoing FM 664 design process and reminded the Loop 9 team to coordinate with the FM 664 team	12/12/2012	Interview	Environmental	During the local official interview Brian Clark explained the revised concept at the interchange with I-35E. He explained the reduction of the proposed ROW width with the current design concept in comparison to the DEIS design concept.
432	City Officials	Mayor Craig Wilson		Mayor Craig Wilson stated that Loop 9is a great project and that Oak Leaf is on the fringe of the study area which would reduce impacts to the city. The FM 664 widening would act as a buffer between Loop 9 and the city.	12/12/2012	Interview	Environmental	During the local official interview Bruce Nolley stated that his office is managing both projects and coordination is occurring.
433	City Officials	Mayor Pro-Tem, James Pierce		Mayor Pro-Tem, James Pierce stated concern regarding the timing of when the Loop 9 project will be constructed.	12/12/2012	Interview	Environmental	Comment Acknowledged.
434	City Officials	Mayor Craig Wilson		The Mayor suggested the study team could meet with the North Ellis County Coalition of Cities (NECCC) in January to provide an update and gather information from numerous cities in the study area at one time.	12/12/2012	Interview	Environmental	Comment Acknowledged.

Loop 9 Southeast Corridor/Feasibility Study
Comments – Task Force Meetings

#	Commenter Name & Title	Affiliation	Comment	Date Received	Where Comment was Received	Category	Response
	Dallas County						
1	Commissioner Price, Judge Jenkins, Lauren Mish Alberta Blair, Antoinette Bacchus, Jonathan Toffer	Dallas County	Need to address concerns of Cedar Hill Council Member and residents regarding potential impacts to neighborhoods that would receive additional traffic if Loop 9 were connected to Lake Ridge Parkway as shown in one of the schematics presented at February stakeholder meeting. Nearby residents in Grand Prairie along the Lake Ridge Parkway corridor may have similar concerns.	3/19/2013	Email response to Atkins - Brian Clark and Callie Barnes	Planning	The Loop 9 team evaluated the potential impact of the proposed corridor terminating at Lake Ridge Parkway. Lake Ridge Parkway is an existing 4-lane divided urban arterial. Six different tie-in alternatives traffic model scenarios were analyzed to investigate various facility types and terminus option for Loop 9. The results of this analysis showed that the six proposed options increased traffic on Lake Ridge Parkway, however, the increase volumes were less than the amount that a 4-lane divided arterial could accommodate.
2	Commissioner Price, Judge Jenkins, Lauren Mish Alberta Blair, Antoinette Bacchus, Jonathan Toffer	Dallas County	The proposed solution of a Loop 9 "business route" through Cedar Hill and Grand Prairie could also be a problem for residential neighborhoods especially if Lake Ridge Parkway is the route. For this concept, alternative alignments should be reviewed that would pass through existing business and industrial areas rather than residential areas.	3/19/2013	Email response to Atkins - Brian Clark and Callie Barnes	Planning	The alternative alignments have been developed to avoid and minimize impacts to both residential and commercial structures throughout the corridor.
3	Commissioner Price, Judge Jenkins, Lauren Mish Alberta Blair, Antoinette Bacchus, Jonathan Toffer	Dallas County	To the extent possible preference is to have Loop 9 alignment within Dallas County. Favor developable interchanges in instances where alignment may pass into Ellis County such as IH 35E interchange near City of Red Oak.	3/19/2013	Email response to Atkins - Brian Clark and Callie Barnes	Planning	Comment acknowledged.
4	Commissioner Price, Judge Jenkins, Lauren Mish Alberta Blair, Antoinette Bacchus, Jonathan Toffer	Dallas County	In agreement with NCTCOG origin-destination studies that show IH 20 will remain the primary east-west facility for Southern Dallas County to access the greater DFW region, while Loop 9 would serve as more of a local facility within southern Dallas County.	3/19/2013	Email response to Atkins - Brian Clark and Callie Barnes	Development	Comment acknowledged.
5	Commissioner Price, Judge Jenkins, Lauren Mish Alberta Blair, Antoinette Bacchus, Jonathan Toffer	Dallas County	Very important to keep Loop 9 implementation on schedule to not miss funding opportunities. It is encouraging to hear that no significant delays to schedule are anticipated for studying and resolving Cedar Hill situation.	3/19/2013	Email response to Atkins - Brian Clark and Callie Barnes	Development	Comment acknowledged.
6	Commissioner Price, Judge Jenkins, Lauren Mish Alberta Blair, Antoinette Bacchus, Jonathan Toffer	Dallas County	First priority is the IH 35E to IH 45 segment, then US 67 to IH 35E. It is reassuring to know that these priorities match with projected traffic volumes from NCTCOG studies.	3/19/2013	Email response to Atkins - Brian Clark and Callie Barnes	Planning	Comment acknowledged.
7	Commissioner Price, Judge Jenkins, Lauren Mish Alberta Blair, Antoinette Bacchus, Jonathan Toffer	Dallas County	Near IH 45 Loop 9 should accommodate planned roadway improvements serving Inland Port detailed in the Southern Dallas County Infrastructure Analysis completed in 2012.	3/19/2013	Email response to Atkins - Brian Clark and Callie Barnes	Development	Comment acknowledged.
8	Commissioner Price, Judge Jenkins, Lauren Mish Alberta Blair, Antoinette Bacchus, Jonathan Toffer	Dallas County	Also near IH 45 careful coordination needed by landfill and Oncor transmission towers.	3/19/2013	Email response to Atkins - Brian Clark and Callie Barnes	Planning	Comment acknowledged. The project team will continue coordination with Waste Management and Oncor.
9	Commissioner Price, Judge Jenkins, Lauren Mish Alberta Blair, Antoinette Bacchus, Jonathan Toffer	Dallas County	Willing to follow-up with FHWA officials if any barriers causing delays in process are encountered, until then will continue to let process move forward.	3/19/2013	Email response to Atkins - Brian Clark and Callie Barnes	Development	Comment acknowledged.
10	Commissioner Price, Judge Jenkins, Lauren Mish Alberta Blair, Antoinette Bacchus, Jonathan Toffer	Dallas County	Agree with recommendation to keep existing Loop 9 since so many in this area are familiar with the name.	3/19/2013	Email response to Atkins - Brian Clark and Callie Barnes	Planning	Comment acknowledged.

Loop 9 Southeast Corridor/Feasibility Study
Comments – Task Force Meetings

#	Commenter Name & Title	Affiliation	Comment	Date Received	Where Comment was Received	Category	Response
			City of Cedar Hill				
11	City Officials	City of Cedar Hill	Nothing herein should be construed as Cedar Hill's endorsement or approval of the concepts describe below.	4/3/2013	Mail	Planning	Comment acknowledged.
12	City Officials	City of Cedar Hill	Preferred Alignment Option: The alignment shown at the February 28, 2013 public meeting showed modifications to Alt. 2. Cedar Hill has publicly supported the Alt. 1 alignment (see: Cedar Hill Comprehensive Plan). Why was Alternative 2 selected? To be consistent with Cedar Hill's Comprehensive Plan and previous directions the proposed alignment should extend to Alt 1.	4/3/2013	Mail	Planning	Loop 9 tie-in options at Lake Ridge Parkway have been adjusted to allow options from both DEIS Alternatives.
13	City Officials	City of Cedar Hill	Future Arterial Street Intersections: Full interchanges should be provided for arterial street extensions as shown on the Cedar Hill Comprehensive Plan. These include Tar/South Cedar Hill Road, South Clark Road, Joe Wilson Road, Duncanville Road and South Cockrell Hill Road (see: Cedar Hill Comprehensive Plan).	4/3/2013	Mail	Planning	Specific details regarding locations of interchanges will be determined as each individual project progresses.
14	City Officials	City of Cedar Hill	Cedar Hill's Adopted Parks and Trail Master Plan: Details should be provided that shows how the Hike and Bike paths connections as per the Cedar Hill Parks and Trails Master Plan (see: Parks, Recreation, and Open Space Master Plan). The current plan shows a hike and bike trail crossing US 67 and continuing easterly along the extension of Lake Ridge Parkway. How with the hike and bike trail be accommodated with the newly proposed alignment of Loop-9?	4/3/2013	Mail	Planning	Hike and bike trails will be evaluated during the development phase of each individual project.
15	City Officials	City of Cedar Hill	Lake Ridge Parkway Endpoint: The potential connection of Loop-9 into Lake Ridge Parkway is worthy of study, however, before Cedar Hill can provide meaningful comment, traffic forecasts for Lake Ridge Parkway are needed to be compared between the various options. (SEE NEXT)	4/3/2013	Mail	Planning	The Loop 9 team evaluated the potential impact of the proposed corridor terminating at Lake Ridge Parkway. Lake Ridge Parkway is an existing 4-lane divided urban arterial. Six different tie-in alternatives traffic model scenarios were analyzed to investigate various facility types and terminus option for Loop 9. The results of this analysis showed that the six proposed options increased traffic on Lake Ridge Parkway, however, the increase volumes were less than the amount that a 4-lane divided arterial could accommodate.
16	City Officials	City of Cedar Hill	Option 1 – (currently planned option) - Loop-9 tying into US 67 south of Lake Ridge Parkway. This option would provide for: 1. Lake Ridge Parkway to continue easterly over US 67 as an Arterial Street; 2. Provide Lake Ridge Parkway full on/off interchange access to US 67, and 3. Provide Lake Ridge Parkway full on/off interchange access to Loop-9.	4/3/2013	Mail	Planning	Comment acknowledged.
17	City Officials	City of Cedar Hill	Option 2 - Loop-9 terminating into Lake Ridge Parkway. This option should provide for: 1. Interchange design similar to SH 161 at I-20 & Lake Ridge Parkway; 2. Show how hike and bike paths, per the Cedar Hill Parks and Trails Master Plan, could be accommodated; 3. Show how access to the Loop-9 Commuter Rail Station/TOD (see: Cedar Hill Comprehensive Plan) could be accessed.	4/3/2013	Mail	Planning	Comment acknowledged.
18	City Officials	City of Cedar Hill	Major areas of concern are: 1. The LOS on Lake Ridge Parkway; 2. The number of trucks opting to take Lake Ridge Parkway; 3. Local accessibility to US 67 / Loop-9; 4. Accommodation of hike & bike trail.	4/3/2013	Mail	Planning	Comment acknowledged.

Loop 9 Southeast Corridor/Feasibility Study
Comments – Task Force Meetings

#	Commenter Name & Title	Affiliation	Comment	Date Received	Where Comment was Received	Category	Response
19	City Officials	City of Cedar Hill	Potential Alignment Adjustments: 1. The alignment of Loop-9 along Bear Creek Parkway is a throwback to when the 1990's objective of keeping Loop-9 in Dallas County (Dallas County was funding the study). Since this is no longer a paramount consideration and since much of the alignment has shifted to the south, it may be cost beneficial to consider eliminating the Bear Creek Road alignment in favor of an alignment that more closely follows the County line.2. If the alignment is to remain along Bear Creek Road, it should be rechecked to insure that adequate commercial development opportunities remain for all four corners. 3. ROW vacant land for Loop-9 has been provided with the development of the Bear Creek Ranch Addition. What would be the impact if the alignment were to be adjusted to minimize property take within this subdivision?	4/3/2013	Mail	Planning	Comment acknowledged.

Loop 9 Southeast Corridor/Feasibility Study
Comments – May 2013 Public Meetings

#	Commenter Name	Affiliation	Address	Date Received	Where Comment was Received	Employed by TxDOT	Do Business with TxDOT	Could Benefit Monetarily or Other	Comment	Map Comments?	TxDOT Response
1	Jay C. Groppe	None	3320 Lake Trail Dr, Lancaster, TX 75146	5/16/2013	Public Meeting - Ferris	No	No	No	Mr. Groppe states that it is difficult to support a project that does not try to preserve the natural resources of the area. The area residents live in south Dallas County/north Ellis County because of the availability of open space so close to the city which cannot be found north of Dallas. He believes politicians use “mostly open land” or “mostly undeveloped land” to describe the resources in the pathway of the proposed highway but much of it has been in production since around 1850. He states that it isn’t a barren landscape waiting for urban sprawl but an area rich in history and worth preserving.	No	The need for the proposed Loop 9 project is to provide important east-west connectivity, reduce travel times, and support economic development opportunities in the study area. The existing east-west arterial roadways do not provide adequate carrying capacity and there are no highways in the immediate vicinity. It is anticipated that traffic conditions will worsen as the area continues to grow in population and commercial/industrial development. TxDOT is using public involvement activities like these public meetings to identify important resources in the study area so that these areas can be protected from the proposed roadway. TxDOT and project consultants met with the Groppes in 2013, on their property to discuss the potential impacts to Heath Lake and the Royce Hartis land. Preliminary/final design and final alignment determinations will be made during subsequent environmental studies.
2	Jay C. Groppe	None	3320 Lake Trail Dr, Lancaster, TX 75146	5/16/2013	Public Meeting - Ferris	No	No	No	Mr. Groppe identified two specific areas to be avoided and drew a shift in the alignment between D3 and D4. The first area identified was Heath Lake. Mr. Groppe indicates that this area is a deep bowl-shaped drainage that supports migratory waterfowl and is surrounded by woody habitat. The second area identified is the Royce Hartis place with leased land. Mr. Groppe states this is a 300-acre longhorn and angus cattle ranch run by the 4th generation of the Hartis family. Loop 9 would bisect this property and separate the barn from the grazing land, possibly ending the operation of their ranch.	Yes	Thank you for your input.
3	Jay C. Groppe	None	3320 Lake Trail Dr, Lancaster, TX 75146	5/16/2013	Public Meeting - Ferris	No	No	No	Mr. Groppe provided a sketch of an alternate alignment of the D3/D4 section as it passes over Nokomis Rd. The alternate alignment would extend further south than currently shown and cross Nokomis Road and the intersection of Stainback Rd. This would keep the alignment south of Stainback Rd until joining back with the existing current alignment at the corner of the Hartis property. The purpose of this alternate alignment would be to bypass Heath Lake, the Hartis homestead and residences on Raintree Rd while allowing continued development on Raintree Rd.	Yes	Thank you for your input.
4	Kathleen Groppe	None	3320 Lake Trail Dr, Lancaster, TX 75146	5/16/2013	Public Meeting - Ferris	No	No	No	Ms. Groppe states that the proposed roadway would skirt their land and cut across Heath Lake. This lake is surrounded by woods which support a variety of wildlife and they have invested a lot of time and money into cleaning up the area and putting in walking/riding trails. The roadway as currently proposed would disturb humans and animals.	No	TxDOT and project consultants met with the Groppes in 2013, on their property to discuss the potential impacts to Heath Lake and the Royce Hartis land. Preliminary/final design and final alignment determinations will be made during subsequent environmental studies.

Loop 9 Southeast Corridor/Feasibility Study
Comments – May 2013 Public Meetings

#	Commenter Name	Affiliation	Address	Date Received	Where Comment was Received	Employed by TxDOT	Do Business with TxDOT	Could Benefit Monetarily or Other	Comment	Map Comments?	TxDOT Response
5	Kathleen Groppe	None	3320 Lake Trail Dr, Lancaster, TX 75146	5/16/2013	Public Meeting - Ferris	No	No	No	Ms. Groppe requests that the alignment extend south to avoid Heath Lake. The lake provides habitat for migratory species; a bird census for this area was conducted in 2011. Since that time, they have made improvements to the lake to increase its size.	Yes	Thank you for your input.
6	Todd R. Bowsher, PhD	None	1022 Mallow Bridge Rd, Ferris, TX 75125	5/16/2013	Public Meeting - Ferris	No	No	No	Mr. Bowsher states that his land has been impacted by this project for at least five years because no decision has been made on when/where the road will be built. He has been unable to make improvements to his land since there is the possibility it will be purchased by the state in the future. He believes the majority of his land will be landlocked with the new road and the presence of Ten Mile Creek and will be unusable. He asks TxDOT to make a decision to either move forward with this project or shelve it because keeping people in limbo is unconscionable.	No	The outcome of the Loop 9 Corridor/Feasibility Study will be a Program of Projects that identifies specific sections of Loop 9 that can move forward into the preliminary design and environmental analysis phase of the project. Preliminary/final design and final alignment determinations will be made during subsequent environmental studies. Once specific sections are established, a preliminary schedule for environmental clearance, right-of-way acquisition and beginning construction will be established.
7	Candace Johnson	None	427 Rugged Dr, Red Oak, TX 75154	5/16/2013	Public Meeting - Ferris	No	No	No	Ms. Johnson is worried about the commercial area and how it will affect her land. She requests a tree line and barriers to protect against noise impacts.	No	Commercial developments are not proposed as part of the Loop 9 project. Development along the Loop 9 corridor will be guided by the local municipalities and they are able to provide information on how zoning ordinances and land use guidelines may affect adjacent lands. A noise analysis will be conducted as part of the environmental analysis phase. If a noise barrier is determined to be reasonable (providing a 5 decibel decrease for 50% of the impacted noise receivers and a 7 decibel decrease for at least one noise receiver) and feasible (a cost of no more than $25,000 per receiver), a noise barrier would be proposed as abatement for impacted noise receivers. Landscaping is not a sufficient abatement measure for noise impacts along a highway and trees are considered a safety hazard within TxDOT right-of-way.
8	Shai Roos	None	1445 Ross Ave, #4775, Dallas, TX 75201	5/16/2013	Public Meeting - Ferris	No	No	No	Mr. Roos asks to be added to the mailing list and states his support for the project. He asks whether it will be possible to develop trails or equestrian facilities within the right-of-way. Also, he requests that a vegetated buffer be planted on both sides of the right-of-way as soon as possible to minimize the visual impact of the project.	No	Mr. Roos has been added to the mailing list. Bicycle and pedestrian facilities will be included as part of the ultimate Loop 9 design along frontage roads and cross streets. TxDOT is unable to provide equestrian trails within the Loop 9 corridor because it would be an unsafe condition for motorists traveling at 70mph. Local municipalities would be responsible for providing this type of facility in the area.
9	Humberto Perez	None	1529 Raintree, Lancaster, TX 75146	5/16/2013	Public Meeting - Ferris	No	No	No	Mr. Perez requests that D3 be left as is.	No	TxDOT appreciates your feedback related to the specific corridors and sections, and will analyze all comments provided before a determination on the final corridor is made. The final determination of the project alignment will be made during a future environmental study.
10	Phillip Ballew	None	1702 s. Joe Wilson Rd, Cedar Hill, TX 75104	5/16/2013	Public Meeting - Ferris	No	No	No	Mr. Ballew questions why the project is proposed because the population growth south of I-20 does not match that in the northern parts of the DFW area.	No	Central and northern Dallas County as well as Collin County contain a network of high-speed facilities and high-capacity arterial roadways which support the population growth in the area. Although the cities in southern Dallas County and northern Ellis County are not increasing at the same rate as northern cities, the roadway network is not sufficient for the existing populations.

Loop 9 Southeast Corridor/Feasibility Study
Comments – May 2013 Public Meetings

#	Commenter Name	Affiliation	Address	Date Received	Where Comment was Received	Employed by TxDOT	Do Business with TxDOT	Could Benefit Monetarily or Other	Comment	Map Comments?	TxDOT Response
11	James L. Rabe	None	814 Faith Tr, Heath, TX 75032	5/16/2013	Public Meeting - Ferris	No	No	No	Mr. Rabe owns 90 acres of land in Mesquite at the intersection of I-20 and Shannon Rd. He supports the project but believes it is 5 years too late. He is disheartened that the project may not be constructed for another five to 10 years.	No	Thank you for your comment.
12	Yolanda Miranda	None	1004 N. Hwy 342, Red Oak, TX 75154	5/16/2013	Public Meeting - Ferris	No	Yes	No	Ms. Miranda requests that Loop 9 follow the D3 option. Her family built their dream home in 2005 and would be devastated to lose it. She states that she would prefer a toll road not ever be built in the area.	No	TxDOT appreciates your feedback related to the specific corridors and sections, and will analyze all comments provided before a determination on the final corridor is made. The final determination of the project alignment will be made during a future environmental study.
13				5/16/2013	Public Meeting - Ferris	No	No	No	Ms. Miranda repeated her preference for the D3 alignment on the study area map provided at the meeting.	Yes	TxDOT appreciates your feedback related to the specific corridors and sections, and will analyze all comments provided before a determination on the final corridor is made. The final determination of the project alignment will be made during a future environmental study.
14	Tonya Ratcliff	former Mayor of Combine	1665 FM 1389 N, Combine, TX 75159	5/16/2013	Public Meeting - Ferris	No	No	No	Ms. Ratcliff states that the city limits shown on the exhibits at the meeting are incorrect. She states that she can provide the current city limits.	No	Thank you. The project team will contact the city for updated information.
15	Nikita Perez	None	1529 Raintree, Lancaster, TX 75146	5/16/2013	Public Meeting - Ferris	No	No	No	Ms. Perez requests that D3 is left as is.	No	TxDOT appreciates your feedback related to the specific corridors and sections, and will analyze all comments provided before a determination on the final corridor is made. The final determination of the project alignment will be made during a future environmental study.
16	Anonymous	None		5/16/2013	Public Meeting - Ferris	No	No	No	The commenter believes the expansion of Ovilla Road would satisfy the traffic needs between I-35E and I-45.	No	The proposed Loop 9 corridor and expanded Ovilla Road facility serve different purposes and needs. The need for the proposed Loop 9 project is to provide important east-west connectivity, reduce travel times, and support economic development opportunities in the study area. The expansion of Ovilla Road is needed to address congestion, growing traffic volumes, and safety concerns.
17	William Hal Harkrider	None	214 Amathis, Seagoville, TX 75159	5/16/2013	Public Meeting - Ferris	No	No	Yes	Mr. Harkrider states that in the Seagoville area there the "Brookfield" Army Air Field which contains WWI parts and pieces buried everywhere. This area is owned by Admiral Richard Byrd's family east of the Trinity and William Hal Harkrider west of the Trinity.	No	During the environmental analysis phase of the Loop 9 project, archeologists will conduct a survey of the proposed right-of-way that includes shovel testing to determine if any artifacts are present.
18	DeVin DeVall	None	1528 Stainback Rd, Red Oak, TX 75154	5/16/2013	Public Meeting - Ferris	No	No	No	Mr. DeVall is against the Loop 9 project. He believes that traffic is heading north/south and not east/west. He states that if TxDOT would like to provide traffic relief, they should visit US 67 and I-20 at 6:30 in the morning or evening and see that the movements are north/south. Loop 9 will not benefit the area.	No	Thank you for your input.
19	James Adams	None	not provided	5/16/2013	Public Meeting - Ferris	No	No	No	Mr. Adams believes the road is necessary but no part of it should be tolled or considered for tolling. He suggests that existing east/west roadways should be used in order to reduce impacts to subdivisions and communities.	No	Tolling is under consideration as a funding mechanism for the construction of Loop 9. Because the Loop 9 roadway would require a wider right-of-way than most existing roadways in the area, including Ovilla Road, following these roadways could displace a larger number of homes and businesses. By placing Loop 9 primarily in undeveloped parcels, TxDOT can reduce the impacts to area residents and businesses.

Loop 9 Southeast Corridor/Feasibility Study
Comments – May 2013 Public Meetings

#	Commenter Name	Affiliation	Address	Date Received	Where Comment was Received	Employed by TxDOT	Do Business with TxDOT	Could Benefit Monetarily or Other	Comment	Map Comments?	TxDOT Response
20	Bill Vansyckle	former Mayor of Ovilla	109 Suburban Dr, Ovilla, TX 75154	5/16/2013	Public Meeting - Ferris	No	No	No	Mr. Vansyckle is concerned about exits considered at Cockrell Hill Rd and Westmoreland Rd. Additional traffic from these exits would overwhelms the resources of Ovilla. Safety and noise are major concerns for the residents of Ovilla. Mr. Vansyckle requests that exits only be considered at Westmoreland Rd and Duncanville Rd. He also requests to be kept informed of the project.	No	Thank you for your input. Entrance and exit ramps will be determined based on TxDOT design requirements and input from city officials. All attendees to the recent public meetings have been included on the Loop 9 mailing list and will be notified when additional public involvement activities are planned.
21	Angie Monitto	None	219 Prairie Creek Rd, Red Oak, TX 75154	5/16/2013	Public Meeting - Ferris	No	No	No	Ms. Monitto thanks TxDOT for eliminating Alignment 1. She states that the new alignment is still too close to their community and they are worried that with the development of Loop 9, they will be annexed into city limits and lose their "country rural" atmosphere. She states the Bear Creek Rd needs attention from TxDOT.	No	Thank you for your comment. Preliminary/final design and final alignment determinations will be made during subsequent environmental studies.Annexation by local municipalities and development along the corridor are outside the purview of TxDOT. Development along the Loop 9 corridor will be guided by the local municipalities and they are able to provide information on how zoning ordinances and land use guidelines may affect adjacent lands.
22	Michael Malec	None	491 Hidden Valley Tr, Midlothian, TX 76065	5/16/2013	Public Meeting - Ferris	No	No	No	Mr. Malec prefers Alignment B because it has the least impact on his land. He has a great life on his farm and requests that TxDOT not take his land from him.	No	Thank you for your input. Preliminary/final design and final alignment determinations will be made during subsequent environmental studies.
23	Michael Malec	None	491 Hidden Valley Tr, Midlothian, TX 76065	5/16/2013	Public Meeting - Ferris	No	No	No	Mr. Malec provided additional comments on the study area maps provided for this purpose at the meeting. He asks why another toll road is needed, who will benefit from it and who will own it. He reiterates that Alignment C would greatly impact his property and that he prefers Alignment B (between US 67 and Westmoreland Dr).	Yes	Tolling is under consideration as a funding mechanism for the construction of Loop 9. The roadway would be under public ownership and the management and maintenance of the roadway could be the responsibility of NTTA or another company. TxDOT appreciates your feedback related to the specific corridors and sections, and will analyze all comments provided before a determination on the final corridor is made. The final determination of the project alignment will be made during a future environmental study.
24	Allan Paxton	None	PO Box 1305, Red Oak, TX 75154	5/16/2013	Public Meeting - Ferris	No	No	No	Mr. Paxton asks whether consideration has been given to aligning Loop 9 with Ovilla Road where possible in order to reduce construction costs.	No	TxDOT appreciates your feedback related to the specific corridors and sections, and will analyze all comments provided before a determination on the final corridor is made. The final determination of the project alignment will be made during a future environmental study.
25	Missy DeVall	None	1528 Stainback Rd, Red Oak, TX 75154	5/16/2013	Public Meeting - Ferris	No	No	No	Ms. DeVall requests that the Loop 9 project be stopped.	No	TxDOT appreciates your input. The current Feasibility/Corridor Study will be completed in the fall and at that time determinations will be made on what sections of the Loop 9 roadway can be moved forward. It may be determined that some portions of Loop 9 are not feasible and cannot be constructed in the near term.
26	Greg S. Monitto	None	219 Prairie Creek Rd, Red Oak, TX 75154	5/16/2013	Public Meeting - Ferris	No	No	No	Mr. Monitto does not believe he has enough facts about the project to form an adequate opinion. He requests that the money for Loop 9 be used to repair local highways and arterial streets like Bear Creek.	No	As the Loop 9 project progresses, new information will be available on the loop9.org website. TxDOT encourages you to review the website on a regular basis. Also, additional public meetings will be held in Fall 2013 to present the preferred corridor for the Loop 9 project. Notices concerning these meetings will be mailed and emailed to adjacent property owners and those who have provided their information, as well as, published in local and regional newspapers.
27	Barbara McBurney	Combine Municipal Judge	123 Davis Rd, Combine, TX 75159	5/16/2013	Public Meeting - Ferris	No	No	No	Ms. McBurney requests a map of the Loop 9 project like what was presented on the tables at the Public Meeting. She states that area residents come to Combine City Hall asking about the project and she would like to have something displayed.	No	The information presented at the public meeting is available on the project website www.loop9.org.

Loop 9 Southeast Corridor/Feasibility Study
Comments – May 2013 Public Meetings

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28	Barry Owens	None	9770 Wisterwood, Dallas, TX 75238	5/16/2013	Public Meeting - Ferris	No	No	Yes	Mr. Owens requests that a decision be made quickly on the location of Loop 9. The previous alignments affected his 100 acres and he is ok with that, but he does not like the uncertainty of the project. He would like to see resolution on the location.	No	The Loop 9 Corridor/Feasibility Study will be completed in Fall 2013 and additional public meetings will be held at that time to present the preferred Loop 9 corridor. The outcome of the Loop 9 Corridor/Feasibility Study will be a Program of Projects that identifies specific sections of Loop 9 that can move forward into the preliminary design and environmental analysis phase of the project. Preliminary/final design and final alignment determinations will be made during subsequent environmental studies. Once specific sections are established, a preliminary schedule for environmental clearance, right-of-way acquisition and beginning construction will be established.
29	Ron Rieke	None	10661 SH 6, PO Box 645, Meridian, TX 76665	5/16/2013	Public Meeting - Ferris	No	No	Yes	Mr. Rieke states his support for the project. He supported the previous Alignment 2, but will support whatever choice is made. He believes Texas needs to move people and products to remain competitive with other states.	No	TxDOT appreciates your feedback related to the specific corridors and sections, and will analyze all comments provided before a determination on the final corridor is made. The final determination of the project alignment will be made during a future environmental study.
30	Anonymous	None		5/16/2013	Public Meeting - Ferris	No	No	No	The commenter does not like the Loop 9 project.	No	Thank you for your comment.
31	Anthony Miles	None	1545 Raintree Dr	5/16/2013	Public Meeting - Ferris	No	No	No	Mr. Miles requests the project remain as it is presented.	Yes	Thank you for your comment. Preliminary/final design and final alignment determinations will be made during subsequent environmental studies.
32	Eunice Gerloff	None	1412 N Robert Rd, Ferris, TX 75125	5/16/2013	Public Meeting - Ferris	No	No	No	Ms. Gerloff requests that Loop 9 follow Malloy Bridge Rd to avoid elevation costs.	Yes	TxDOT appreciates your feedback related to the specific corridors and sections, and will analyze all comments provided before a determination on the final corridor is made. The final determination of the project alignment will be made during a future environmental study.
33	Ruben M. Garcia	None	425 Rugged Dr, Red Oak, TX 75154	5/16/2013	Public Meeting - Ferris	No	No	No	Mr. Garcia asks if TxDOT will pay for the depreciation of land value and pay for a noise barrier? He also states that he does not want Loop 9 near his house.	Yes	All right-of-way acquisitions would be performed according to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. When acquiring right-of-way, TxDOT compensation is determined based on an independent appraiser and fair market value. Relocation assistance could also be provided. A noise analysis will be conducted as part of the environmental analysis phase. If a noise barrier is determined to be reasonable (providing a 5 decibel decrease for 50% of the impacted noise receivers and a 7 decibel decrease for at least one noise receiver) and feasible (a cost of no more than $25,000 per receiver), a noise barrier would be proposed as abatement for impacted noise receivers. Preliminary/final design and final alignment determinations will be made during subsequent environmental studies.

Loop 9 Southeast Corridor/Feasibility Study
Comments – May 2013 Public Meetings

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34	Leslie Garcia	None	425 Rugged Dr, Red Oak, TX 75154	5/16/2013	Public Meeting - Ferris	No	No	No	Ms. Garcia states that her house is within one of the alternate routes (previous Alt 2) and close to the current alignment (D3). She asks if TxDOT will offer a depreciated value for purchased land. Also, she requests TxDOT build a noise barrier if the roadway is close to her home.	Yes	All right-of-way acquisitions would be performed according to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. When acquiring right-of-way, TxDOT compensation is determined based on an independent appraiser and fair market value. Relocation assistance could also be provided. Preliminary/final design and final alignment determinations will be made during subsequent environmental studies. A noise analysis will be conducted as part of the environmental analysis phase. If a noise barrier is determined to be reasonable (providing a 5 decibel decrease for 50% of the impacted noise receivers and a 7 decibel decrease for at least one noise receiver) and feasible (a cost of no more than $25,000 per receiver), a noise barrier would be proposed as abatement for impacted noise receivers.
35	Jeff Gilbreath	None	476 Hidden Valley Tr, Midlothian TX 76065	5/16/2013	Public Meeting - Ferris	No	No	No	Mr. Gilbreath requests TxDOT follow Alignment B (between US 67 and Westmoreland Rd) because Alignment C would cut through his property and everything he has built on that land.	Yes	TxDOT appreciates your feedback related to the specific corridors and sections, and will analyze all comments provided before a determination on the final corridor is made. The final determination of the project alignment will be made during a future environmental study.
36	Donald M. Deinhart	None	1904 Alsdorf Rd, Ennis, TX 75119	5/16/2013	Public Meeting - Ferris	No	No	No	Mr. Deinhart identified his property on the study area maps provided at the meeting and indicates that a potential extension of Ovilla Road/FM 664 could extend northwest along his property and intersect with Loop 9.	Yes	TxDOT appreciates your feedback related to the specific corridors and sections, and will analyze all comments provided before a determination on the final corridor is made. The final determination of the project alignment will be made during a future environmental study.
37	Miranda Easley and Linda Edwards	None	1008 Grants Pkwy, Arlington, TX 76014	5/23/2013	Public Meeting - Ovilla	No	No	No	Ms. Edwards requests that the maps show more land to the north so that she can see where her property is in relation to the proposed corridor. She would like more information on the purchase of her lot and does not understand the maps well. She would like more information and requests to be contacted via email or phone.	No	The maps on display at the meetings encompassed the entire area affected by the proposed Loop 9 project. If Ms. Edwards was unable to view her property on the map, her property would not be purchased for right-of-way.
38	Sharon Jungmen	None	907 S. Cockrell Hill Rd, Ovilla, TX 75151	5/23/2013	Public Meeting - Ovilla	No	No	No	Ms. Jungmen lives on Cockrell Hill Rd not far from Bear Creek and requests that Cockrell Hill Rd not be an entrance ramp for Loop 9.	No	TxDOT appreciates your feedback related to the specific corridors and sections, and will analyze all comments provided before a determination on the final corridor is made. The final determination of the project alignment will be made during a future environmental study.
39	Terry Khammash	None	2118 Valleydale Dr, Arlington, TX 76013	5/23/2013	Public Meeting - Ovilla	No	No	No	Ms. Khammash prefers Alignment E (between Westmoreland Rd and SH 342) and requests access to her property from the frontage road. Her property is bound by Bear Creek, Reindeer Rd, Houston School Rd and Mink Rd.	No	TxDOT appreciates your feedback related to the specific corridors and sections, and will analyze all comments provided before a determination on the final corridor is made. The final determination of the project alignment will be made during a future environmental study.
40	Ahmad Khammash	None	2118 Valleydale Dr, Arlington, TX 76013	5/23/2013	Public Meeting - Ovilla	No	No	No	Mr. Khammash prefers Alignment E (between Westmoreland Rd and SH 342).	No	TxDOT appreciates your feedback related to the specific corridors and sections, and will analyze all comments provided before a determination on the final corridor is made. The final determination of the project alignment will be made during a future environmental study.

Loop 9 Southeast Corridor/Feasibility Study
Comments – May 2013 Public Meetings

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41	Robert Stone	None	PO Box 832685, Richardson, TX 75083	5/23/2013	Public Meeting - Ovilla	No	No	Yes	Mr. Stone requests any available details regarding the alignment between Ferris Rd and the proposed split of alignments G & H. The intersections within D4 are of particular interest to him. He lists three questions: 1. Are any provisions being considered to buffer noise? 2. Is it possible that the proposed ramps for Ferris Rd might move to another road? 3. When will ROW acquisitions be discussed with landowners?	No	Thank you for your input. Entrance and exit ramps will be determined based on TxDOT design requirements and input from city officials.
42	Billy Moss	None	520 Cedar Tone, Red Oak, TX 75154	5/23/2013	Public Meeting - Ovilla	No	No	Yes	Mr. Moss requests to be placed on the mailing list.	No	Mr. Moss has been added to the mailing list.
43	Teresa Moss George	None	615 Tater Brown Rd, Red Oak, TX 75154	5/23/2013	Public Meeting - Ovilla	No	No	Yes	Ms. George requests to be placed on the mailing list.	No	Mr. George has been added to the mailing list.
44	Tom Harrington	None	3815 Shiloh Ct, Midlothian, TX 76065	5/23/2013	Public Meeting - Ovilla	No	No	No	Mr. Harrington states that the new alignment from US 67 to I-35E is an improvement over the previous alignment. Alignment A is less disruptive than previous alignments. He also requests that D1 be placed south of the subdivision at Ranch Dr. Finally, he requests information on how the new alignments will affect the City of Midlothian thoroughfare plans.	No	TxDOT appreciates your feedback related to the specific corridors and sections, and will analyze all comments provided before a determination on the final corridor is made. The final determination of the project alignment will be made during a future environmental study.
45	Alex Hanson	None	6800 Montgomery Rd, Midlothian, TX 76065	5/23/2013	Public Meeting - Ovilla	No	No	No	Mr. Hanson supports the Loop 9 project and would like construction to begin as soon as possible.	No	Thank you for your input.
46	Sandra James	None	4714 Lews Ave, Midlothian, TX 76065	5/23/2013	Public Meeting - Ovilla	No	No	No	Ms. James expresses her dissatisfaction with TxDOT because of the uncertainty related to the location of Loop 9. She lives in the Skyline Addition near US 67 and Shiloh Rd and previously was told that Loop 9 would go through her neighborhood. Now she has been told it will not and this uncertainty has been stressful. She is upset with the lack of current information available during the entire project.	No	Thank you for your comment. Due to the magnitude of the proposed project, the funding needs, and the numerous entities involved, moving the proposed project forward is a large endeavor to which TxDOT and NCTCOG are committed. TxDOT understands the frustrations of area residents and will strive to keep the public informed at each step of the process. The Program of Projects which will be identified at the end of this Study will allow the project to move forward more quickly than in the past.
47	Gary Dillard	None	505 Knight St, Cedar Hill, TX 75104	5/23/2013	Public Meeting - Ovilla	No	No	No	Mr. Dillard states that if Loop 9 is important to future transportation needs, then the project needs to move forward. The lack of certainty has kept him from improving his property and he would like to be able to move on with future investments.	No	Thank you for your comment. Due to the magnitude of the proposed project, the funding needs, and the numerous entities involved, moving the proposed project forward is a large endeavor to which TxDOT and NCTCOG are committed. TxDOT understands the frustrations of area residents and will strive to keep the public informed at each step of the process. The Program of Projects which will be identified at the end of this study would allow the project to move forward.
48	Mandy Bush	None	912 Cockrell Hill Rd, Ovilla, TX 75154	5/23/2013	Public Meeting - Ovilla	No	No	No	Ms. Bush does not support the Loop 9 project. She believes the construction of Loop 9 would cause Ovilla to lose its “small town” feel and would negatively affect the wildlife present in the community. She does not see any benefit to Loop 9.	No	Thank you for your input.

Loop 9 Southeast Corridor/Feasibility Study
Comments – May 2013 Public Meetings

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49	Terry Gibson	None	2924 Fairway Dr, Cedar Hill, TX 75104	5/23/2013	Public Meeting - Ovilla	No	No	No	Mr. Gibson is concerned with the additional traffic Loop 9 would bring the Lake Ridge Pkwy. There are no lights along Lake Ridge Pkwy and Mr. Gibson is concerned that motorists would cut through the neighborhood to access SH 360. He believes this would lead to lower property values in this area. Also, new hike and bike trails are being constructed along Lake Ridge Pkwy and the additional traffic could make the area dangerous for those using the trails.	No	TxDOT appreciates your feedback related to the specific corridors and sections, and will analyze all comments provided before a determination on the final corridor is made. The final determination of the project alignment will be made during a future environmental study.
50	D. Pinell	None	PO Box 2289, Cedar Hill, TX 75106	5/23/2013	Public Meeting - Ovilla	No	No	No	Mr. Pinell believes immediate traffic needs in the area are along north-south roadways and these warrant short-term solutions. He does not understand the need for Loop 9; however, Alignment B would be preferable. He reiterates that the proposed Loop 9 does not make sense with the current traffic needs.	No	TxDOT appreciates your feedback related to the specific corridors and sections, and will analyze all comments provided before a determination on the final corridor is made. The final determination of the project alignment will be made during a future environmental study.
51	Peter Deison	None	7733 Southwestern, Dallas, TX 75225	5/23/2013	Public Meeting - Ovilla	No	No	Yes	Mr. Deison owns 70 acres east of Westmoreland Rd and south of Bear Creek along Alignments D1 and D2. He requests that the first phase of the Loop 9 highway be placed within the southern portion of the corridor in order to provide access to his property.	No	TxDOT appreciates your feedback related to the specific corridors and sections, and will analyze all comments provided before a determination on the final corridor is made. The final determination of the project alignment will be made during a future environmental study.
52	Peter Deison	None	7733 Southwestern, Dallas, TX 75225	5/23/2013	Public Meeting - Ovilla	No	No	Yes	Mr. Deison provided the same comment and identified the limits of his land on the study area maps provided for this purpose at the meeting.	Yes	TxDOT appreciates your feedback related to the specific corridors and sections, and will analyze all comments provided before a determination on the final corridor is made. The final determination of the project alignment will be made during a future environmental study.
53	David McFadden	None	1957 s. Westmoreland Rd, Glenn Heights, TX 75154	5/23/2013	Public Meeting - Ovilla	No	No	No	Mr. McFadden is disappointed that each iteration of this project has required more of his land. The current proposal will displace him entirely while the 2004 and 2009 alignments did not. He states that property owners should have input on where the alignment falls within their land. He states that the proposed project is a disaster for him, his family and his employees.	No	The goal of the Public Meetings held in May was to solicit input for local property owners about the proposed Loop 9 project. All comments will be taken into consideration as the project moves forward. Preliminary/final design and final alignment determinations will be made during subsequent environmental studies.
54	Jim Scott	None	410 Houston School Rd, Red Oak, TX 75154	5/23/2013	Public Meeting - Ovilla	No	No	No	Mr. Scott lives approximately 0.5 mile south of Alignments E and F and supports whichever is more feasible. He prefers the previous Alignment 2 which would have impacted his land. He states that building the section between US 67 and I-35E first would be most beneficial.	No	TxDOT appreciates your feedback related to the specific corridors and sections, and will analyze all comments provided before a determination on the final corridor is made. The final determination of the project alignment will be made during a future environmental study.
55	Jim Scott	None	410 Houston School Rd, Red Oak, TX 75154	5/23/2013	Public Meeting - Ovilla	No	No	No	He is concerned about the Oncor power lines that serve his property because they would be impacted by the construction. He asks how it is determined who pays for the poles, wires, easements and right-of-way to move the lines, if required?	No	Thank you for your input. Information regarding impacts to Oncor power lines will be dependent on the final alignment. The final determination of the project alignment will be made during a future environmental study.
56	Jim Scott	None	410 Houston School Rd, Red Oak, TX 75154	5/23/2013	Public Meeting - Ovilla	No	No	No	He appreciates the hard work of TxDOT and would like the project to be expedited.	No	Thank you for your input.

Loop 9 Southeast Corridor/Feasibility Study
Comments – May 2013 Public Meetings

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57	Gabriel Garza	None	912 Cockrell Hill Rd, Ovilla, TX 75154	5/23/2013	Public Meeting - Ovilla	No	No	No	Mr. Garza is opposed to Loop 9 because he believes it is a way for TxDOT or the city to make money and there isn't a reason to construct in the area. He moved to the area to get away from the noise but this project will bring it to him. He does not want Loop 9 in her community.	No	The proposed Loop 9 project is needed to provide important east-west connectivity, reduce travel times, and support economic development opportunities in the study area. A noise analysis will be conducted as part of the environmental analysis phase. If a noise barrier is determined to be reasonable (providing a 5 decibel decrease for 50% of the impacted noise receivers and a 7 decibel decrease for at least one noise receiver) and feasible (a cost of no more than $25,000 per receiver), a noise barrier would be proposed as abatement for impacted noise receivers.
58	Bill Douthit	None	4957 Lewis Ave, Midlothian, TX 76065	5/23/2013	Public Meeting - Ovilla	No	No	No	Mr. Douthit requests that the proposed Loop 9 be left as shown at the meeting because it misses his property.	No	TxDOT appreciates your feedback related to the specific corridors and sections, and will analyze all comments provided before a determination on the final corridor is made. The final determination of the project alignment will be made during a future environmental study.
59	Ben and Aurora Northern	None	607 Georgetown, Ovilla, TX 75154	5/23/2013	Public Meeting - Ovilla	No	No	No	The Northerns are against Loop 9. They ask who will benefit as a result of the road because it appears the Ovilla community's peace and quiet and property values will be negatively impacted.	No	Thank you for your input.
60	Lloyd Parker	None	605 Georgetown, Ovilla, TX 75154	5/23/2013	Public Meeting - Ovilla	No	No	No	Mr. Parker does not approve of Loop 9 but if it will be built, he asks that it be built soon. Additionally, he requests that the six 90-degree turns on FM 664 between Ovilla and Waxahachie be straightened out.	No	The outcome of the Loop 9 Corridor/Feasibility Study will be a Program of Projects that identifies specific sections of Loop 9 that can move forward into the preliminary design and environmental analysis phase of the project. Preliminary/final design and final alignment determinations will be made during subsequent environmental studies. Once specific sections are established, a preliminary schedule for environmental clearance, right-of-way acquisition and beginning construction will be established.
61	Jana Scribner	None	5511 Tar Rd, Midlothian, TX 76065	5/23/2013	Public Meeting - Ovilla	No	No	No	Ms. Scribner states that if Tar Rd is extended as identified on the map, she prefers the previous Alignment 1 for Loop 9 because it would take her entire property instead of only part of it.	No	Thank you for your input. Preliminary/final design and final alignment determinations will be made during subsequent environmental studies.
62	Steven Thompson	None	2128 Tar Rd, Cedar Hill, TX 75104	5/23/2013	Public Meeting - Ovilla	No	No	No	Mr. Thompson supports the new alignments shown at the meeting. He asks that the two Loop 9 signs posted on Tar Rd at the "previous alternatives" crossings be removed.	No	Thank you for your input.
63	Edward D. Arnold	None	749 Cockrell Hill Rd, Ovilla, TX 75154	5/23/2013	Public Meeting - Ovilla	No	No	No	Mr. Arnold requests that TxDOT use a smaller amount of funding than is required for the Loop 9 project and upgrade the existing road network. He believes this is better for the taxpayer. What is good for the city/county is not good for citizens/voters.	No	Thank you for your input.
64	Robert Winchester	None	1474 Bear Creek Rd, Cedar Hill, TX 75104	5/23/2013	Public Meeting - Ovilla	No	No	No	Mr. Winchester and his family are not in favor of this project. They have remodeled their home and plan to retire, but are concerned that TxDOT will not pay a fair price for their home. They believe that using eminent domain is akin to stealing their property. Mr. Winchester states that he is too old to start over because he has to settle for what TxDOT considers a fair price.	No	All right-of-way acquisitions would be performed according to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. When acquiring right-of-way, TxDOT compensation is determined based on an independent appraiser and fair market value. Relocation assistance could also be provided. Preliminary/final design and final alignment determinations will be made during subsequent environmental studies.

Loop 9 Southeast Corridor/Feasibility Study
Comments – May 2013 Public Meetings

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65	Richard and Traci Nicholas	None	608 Green Mound, Glenn Heights, TX 75154	5/23/2013	Public Meeting - Ovilla	No	No	No	The Nicholas' home is in the path of Loop 9 and they are disappointed that they could be displaced with only 8 years left on their mortgage.	No	All right-of-way acquisitions would be performed according to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. When acquiring right-of-way, TxDOT compensation is determined based on an independent appraiser and fair market value. Relocation assistance could also be provided. Preliminary/final design and final alignment determinations will be made during subsequent environmental studies.
66	Carol Strain-Burk	Lancaster Councilmember	PO Box 98, Lancaster, TX 75146	5/23/2013	Public Meeting - Ovilla	No	No	No	Ms. Strain-Burk prefers Alignment E between I-35E and SH 342.	No	TxDOT appreciates your feedback related to the specific corridors and sections, and will analyze all comments provided before a determination on the final corridor is made. The final determination of the project alignment will be made during a future environmental study.
67	Carol Strain-Burk	Lancaster Councilmember	PO Box 98, Lancaster, TX 75146	5/23/2013	Public Meeting - Ovilla	No	No	No	Ms. Strain-Burk provided additional comments on the study area maps provided for this purpose at the meeting. She supports the interchange of Loop 9 at I-35E because it gives equal access to Lancaster and Red Oak. She also notes that it is a potential mass transit node and decreases impacts to local residences. Ms. Strain-Burk prefers Alignment E between I-35E and SH 342 because there is less impact on residences and it is not in the floodplain. She reminds TxDOT that they need to plan for drainage impacts to surrounding areas and allow for a potential mass transit node at the Loop 9/SH 342 intersection. Lastly, she supports Alignment D3 from SH 342 to I-45 but asks TxDOT to plan for a mass transit node because of the presence of the railroad.	Yes	Thank you for your input. Preliminary/final design and final alignment determinations will be made during subsequent environmental studies.
68	Amber Parker	None	605 Georgetown, Ovilla, TX 75154	5/23/2013	Public Meeting - Ovilla	No	No	No	Ms. Parker states that Loop 9 was a good idea 40 years ago but now it will disrupt too many landowners. She believes TxDOT should spend money on projects that have been better planned.	No	Thank you for your input.
69	Cameron and Chuck Raleigh	None	1120 FM 1389 South, Combine, TX 75159	5/23/2013	Public Meeting - Ovilla	No	No	No	The Raleighs support the Loop 9 project because it will alleviate commuter traffic and increase land values.	No	Thank you for your input.
70	N. Tillotson	None	319 Trevino Trail, Lancaster, TX 75146	5/23/2013	Public Meeting - Ovilla	No	No	No	Ms. Tillotson supports Alignment E near South Hampton Rd and Ferris Rd.	No	TxDOT appreciates your feedback related to the specific corridors and sections, and will analyze all comments provided before a determination on the final corridor is made. The final determination of the project alignment will be made during a future environmental study.
71	Darlene Mageors	None	3621 Shiloh Rd, Midlothian, TX 76065	5/23/2013	Public Meeting - Ovilla	No	No	No	Ms. Mageors supports Alignment A at the intersection of US 67.	No	TxDOT appreciates your feedback related to the specific corridors and sections, and will analyze all comments provided before a determination on the final corridor is made. The final determination of the project alignment will be made during a future environmental study.
72	Ernie Bryant	None	1923 Timberline Circle, Duncanville, TX 75137	5/23/2013	Public Meeting - Ovilla	No	No	No	Mr. Bryant is concerned about the potential high volume of 18-wheel trucks using Loop 9 from I-35E or I-45. In the initial stage of construction with only two lanes, there would not be room to safely pass. Also, he requests service roads be implemented in order to allow growth in the area and provide easy access for gas, car trouble or wrecks.	No	Thank you for your input.

Loop 9 Southeast Corridor/Feasibility Study
Comments – May 2013 Public Meetings

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73	Servando and Julie Molina	None	4222 S. Robinson Rd, Grand Prairie, TX 75052	5/23/2013	Public Meeting - Ovilla	No	No	Yes	The Molinas support Loop 9. The alignment along the Dallas/Ellis County line is directly on top of their 15-acre property.	No	TxDOT appreciates your feedback related to the specific corridors and sections, and will analyze all comments provided before a determination on the final corridor is made. The final determination of the project alignment will be made during a future environmental study.
74	Servando Molina	None	4222 S. Robinson Rd, Grand Prairie, TX 75052	5/23/2013	Public Meeting - Ovilla	No	No	Yes	Mr. Molina requests to maintain Alignment A (between US 67 and Westmoreland Rd) as is.	Yes	TxDOT appreciates your feedback related to the specific corridors and sections, and will analyze all comments provided before a determination on the final corridor is made. The final determination of the project alignment will be made during a future environmental study.
75	Dave Galbraith	None	203 Brookwood Dr, Duncanville, TX 75116	5/23/2013	Public Meeting - Ovilla	No	No	No	Mr. Galbraith supports the connection to Lake Ridge Parkway.	No	TxDOT appreciates your feedback related to the specific corridors and sections, and will analyze all comments provided before a determination on the final corridor is made. The final determination of the project alignment will be made during a future environmental study.
76	Willard (Mac) McMillen	None	300 Stone Creek, Glenn Heights, TX 75154	5/23/2013	Public Meeting - Ovilla	No	No	No	Mr. McMillen submitted four written comments before the Public Meeting and another comment during the Public Meeting. He is deeply concerned about the alignment displacing homes on Stone Creek in Glenn Heights. He believes the alignment could be moved to the field across the street, away from the homes and install a wall to protect the view and the houses. Additionally, Mr. McMillen suggests that TxDOT consider using the Loop 9 funding to extend SH 360 to US 287 instead.	No	The previously proposed 600-foot wide right-of-way did impact the homes on Stone Creek, but the currently proposed 350-foot wide right-of-way is contained within the field north of Stone Creek. None of the homes on Stone Creek would be impacted by the proposed project. Preliminary/final design and final alignment determinations will be made during subsequent environmental studies.
77	Hollis and Evie Owens	None	2925 Green Acre, Lancaster, TX 75146	5/23/2013	Public Meeting - Ovilla	No	No	No	The Owens do not understand why TxDOT is willing to fund the Loop 9 project when US 287 already has a wide right-of-way and could be expanded to 6 or 8 lanes between US 67 and I-45. He asks if it is because Dallas County would like the revenue from potential development around Loop 9. He believes politics is more involved in this decision than local property owners.	No	Thank you for your input. Preliminary/final design and final alignment determinations will be made during subsequent environmental studies.
78	Hollis Owens	None	2925 Green Acre, Lancaster, TX 75146	5/23/2013	Public Meeting - Ovilla	No	No	No	Mr. Owen asks why Alignment D3 is so close to the houses on the south side when there is vacant pasture to the north that it could cross.	Yes	TxDOT appreciates your feedback related to the specific corridors and sections, and will analyze all comments provided before a determination on the final corridor is made. The final determination of the project alignment will be made during a future environmental study.
79	Anonymous	None	3305 Linkwood Rd	5/23/2013	Public Meeting - Ovilla	No	No	No	The commenter requests that decisions regarding Loop 9 be made in a timely manner so they will know what will become of their property. As presented, Loop 9 will directly affect their property and they have been unable to improve their land because of the uncertainty of the project.	Yes	Thank you for your input.
80	Sancho Bartels	None	201 Hartley Ln, Red Oak, TX 75154	5/23/2013	Public Meeting - Ovilla	No	No	No	Mr. Bartels requests that Alignment D2 (between Westmoreland Rd and SH 342) be shifted to the north, away from Harmony Subdivision.	Yes	TxDOT appreciates your feedback related to the specific corridors and sections, and will analyze all comments provided before a determination on the final corridor is made. The final determination of the project alignment will be made during a future environmental study.
81	Richard Byrd and Lenny Cleveland	None	302 Windy Ln, Cedar Hill, TX 75104	5/23/2013	Public Meeting - Ovilla	No	No	No	The commenter clarified the labeling on the maps provided at the meeting. Cedar Hill Rd should not be labeled south of Mt. Lebanon Rd. This should instead be labeled at Tar Rd.	Yes	Thank you for your input.

Loop 9 Southeast Corridor/Feasibility Study
Comments – May 2013 Public Meetings

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82	Tony Lovasz	None	113 Park Crest, Red Oak, TX	5/23/2013	Public Meeting - Ovilla	No	No	No	Mr. Lovasz requests that the entire Loop 9 project be moved south of Waxahachie.	Yes	TxDOT appreciates your feedback related to the specific corridors and sections, and will analyze all comments provided before a determination on the final corridor is made. The final determination of the project alignment will be made during a future environmental study.
83	Harold Rudd	None	4901 Cecilia Ave, Midlothian, TX 76065	5/17/2013	Mail	No	No	No	Corridor Location - Initial proposal of Loop 9 occurred when area was less populated and it should now be moved further south. - It is possible politicians in the initial planning stages chose the study area based on their personal connections.	No	TxDOT provided a response to Mr. Rudd's letter on May 20, 2013 inviting Mr. Rudd to the May 23rd Public Meeting and clarifying information from Mr. Rudd's letter that was based on the previous version of the Loop 9 project. The following items respond to each specific statement in Mr. Rudd's letter. Corridor Location • The Loop 9 Study Area was established in XXXX based on population and traffic projections. Moving the study area to a new area would require the project to start over and all analyses done and data gathered would be unusable. In order to maintain the project's momentum and capitalize on all the work done over the years, the study area and the proposed corridors will remain north of Waxahachie. • While local cities and counties have been involved in the planning stages of the proposed project, the need for the project stems from increasing populations, congested roadways, and the lack of sufficient east-west corridors in southern Dallas and northern Ellis Counties.
84	Harold Rudd	None	4901 Cecilia Ave, Midlothian, TX 76065	5/17/2013	Mail	No	No	No	Tolling - Does not agree with the possibility of tolling – development control will be lost, no accountability to citizens of the community, only profit-centered entity. - A toll road will be a financial burden on the public for years to come. - If traffic numbers do not support the contracted traffic flow, the taxpayer will have to pay. Only one toll road in North Texas makes a profit. - Toll road are not popular with the public. - Requires signing non-compete clause which would prohibit additional roadways being built within a certain distance of Loop 9. - Received a letter from Governor Perry's office indicating that a toll road would require voter approval and he believes this letter would not have been sent if it were not true.	No	• Due to large state transportation budget needs, tolling is always considered as a source of funding on large roadway projects. No decision has been made on the potential use of tolling on the proposed Loop 9 roadway.
85	Harold Rudd	None	4901 Cecilia Ave, Midlothian, TX 76065	5/17/2013	Mail	No	No	No	Route would be a hazardous cargo highway, burdening local taxpayers with enforcement personnel and equipment.	No	Loop 9 is not planned as a hazardous cargo route.

Loop 9 Southeast Corridor/Feasibility Study
Comments – May 2013 Public Meetings

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86	Harold Rudd	None	4901 Cecilia Ave, Midlothian, TX 76065	5/17/2013	Mail	No	No	No	Skyline Subdivision- The route around US 67 removes an expensive communication tower, a subdivision and several businesses. The subdivision that would be impacted is an older community who have lived in their homes for 20 – 30 years and enjoy taking care of their community.- There is space available north of the subdivision on the Dallas/Ellis County line for an interchange and this has been presented at previous meetings. Skyline Acres has been platted since the 1950s.- Moving the alignment north of Skyline would be less expensive, would preserve a neighborhood and would keep legal expenses low related to land acquisition.	No	During the environmental analysis phase of the Loop 9 project, wildlife habitat/vegetation assessment and threatened/endangered species survey would be conducted to identify any impacts to these resources.
87	Harold Rudd	None	4901 Cecilia Ave, Midlothian, TX 76065	5/17/2013	Mail	No	No	No	Environmental Impacts - Woodlands include eagles, cougar, redbirds, cardinals, blue jays, black capped vireo, golden cheeked warblers, bluebirds, mockingbirds and hummingbirds. No impact studies have been done to determine impacts to these animals. - There are already pollutants in the air from three cement factories. Increasing the carbon dioxide could exponentially worsen the air quality.	No	The majority of the project is within Dallas County. The corridor passes through Ellis County in certain locations in order to bypass existing neighborhoods or other important features.
88	Harold Rudd	None	4901 Cecilia Ave, Midlothian, TX 76065	5/17/2013	Mail	No	No	No	Planner (Hunt) Development Studies - Three studies, including Loop 9, Southern Gateway and Envision Midlothian have involved Hunt and present three different concepts for the US 67 and Shiloh area. DART is shown within these plans but no one in Ellis County supports the presence of DART. - Believes this project should be investigated by the U.S. Justice Department because too many decision-makers are tied to Hunt.	No	Preliminary/final design and final alignment determinations will be made during subsequent environmental studies.
89	Harold Rudd	None	4901 Cecilia Ave, Midlothian, TX 76065	5/17/2013	Mail	No	No	No	Project should stay in Dallas County.	No	Preliminary/final design and final alignment determinations will be made during subsequent environmental studies.
90	Harold Rudd	None	4901 Cecilia Ave, Midlothian, TX 76065	5/17/2013	Mail	No	No	No	The plans for the Loop 9/US 67 interchange should be altered.	No	Preliminary/final design and final alignment determinations will be made during subsequent environmental studies.
91	Alex Hancock	None	2200 Victory Ave, #1107, Dallas, TX 75219	5/21/2013	Mail	No	No	No	Mr. Hancock supports Alternative 2 near Houston School Road. He has been unable to sell part of his land because Loop 9 was proposed to pass through it. The southern Alternative 2 would relieve him and his neighbors of this burden.	No	TxDOT appreciates your feedback related to the specific corridors and sections, and will analyze all comments provided before a determination on the final corridor is made. The final determination of the project alignment will be made during a future environmental study.

Loop 9 Southeast Corridor/Feasibility Study
Comments – May 2013 Public Meetings

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92	Bill Olsen	None	5461 E. Glade, Mesa, AZ 85206	5/21/2013	Mail	No	No	No	Mr. Olsen voices his frustration that a decision has not been made regarding the alignment of Loop 9. He owned approximately 135 acres of land and has only been able to sell half because of the potential presence of Loop 9 on the southern half of his land. He requests that TxDOT make a decision on the location and either buy his land or remove his land from their exhibits. He provided a NCTCOG exhibit that shows his land and the previous Loop 9 design.	No	A decision regarding the preferred corridor alignment for the Loop 9 project will be made at the end of the Loop 9 Corridor/Feasibility Study. This study and the ultimate decision should be completed in Fall 2013. Preliminary/final design and final alignment determinations will be made during subsequent environmental studies.
93	Richard Greenberg	None	3401 Ovilla Rd, Ovilla, TX 75154	5/24/2013	Mail	No	No	No	Mr. Greenberg has attended Loop 9 meetings since 1983 and he suggests that Loop 9 follow Ovilla Road. He states that it can take 15 minutes to get from Ovilla to Red Oak which is too long for the distance traveled.	No	Because the Loop 9 roadway would require a wider right-of-way than most existing roadways in the area, including Ovilla Road, following these roadways could displace a larger number of homes and businesses. By placing Loop 9 primarily in undeveloped parcels, TxDOT can reduce the impacts to area residents and businesses.
94	Gary Jones	None	604 Green Meadows Land, Ovilla, TX 75154	5/24/2013	Mail	No	No	No	Mr. Jones does not believe there is a need for Loop 9 because Ovilla Road will be improved to 4-6 lanes in the near future. He suggests that TxDOT use Loop 9 funds to build a new road between US 67 and Ovilla Road and to improve north-south roadways like Westmoreland, Cockrell Hill, etc.	No	The proposed Loop 9 corridor and expanded Ovilla Rd facility serve different purposes and needs. The need for the proposed Loop 9 project is to provide important east-west connectivity, reduce travel times, and support economic development opportunities in the study area. The expansion of Ovilla Rd is needed to address congestion, growing traffic volumes, and safety concerns.
95	Jan Soroka	None	1706 Juniper, Midlothian, TX 76065	5/24/2013	Mail	No	No	No	Ms. Soroka believes that TxDOT ignores the written comments provided by the public and that the public meetings are only to inform the affected people how and when they will negatively impacted.	No	Each written comment is analyzed and considered as part of the Loop 9 project. TxDOT, NCTCOG, and the study team are preparing responses for each comment as part of a Public Meeting Report which will be available through the TxDOT Dallas Area Office.
96	Philip H. Ham	None	106 Oak Forest Ln, Ovilla, TX 75154	5/25/2013	Mail	No	No	No	Mr. Ham believes there is no need for Loop 9. US 287 and I-20 more than adequately serve the east-west needs of the area. He states that the proposed Loop 9 will require land and homes form area residents solely for the profit of foreign entities and this is deplorable.	No	The studies done so far on the proposed Loop 9 facility have focused on reducing impacts to area residents. The current alignments and right-of-way width have reduced impacts from what was proposed just a few years ago. No foreign entities are involved in the planning of the Loop 9 project.
97	Stephen H. Lucy	None	5524 Tar Rd, Midlothian, TX 76065	5/28/2013	Mail	No	No	No	Mr. Lucy prefers the new alignment with the narrower right-of-way although he would prefer the right-of-way be reduced even more. Also, he would like to see US 67 and I-20 widened with their existing rights-of-way.	No	Thank you for your input.
98	Dennis M. Burn	Ferris Interim City Manager	100 Town Plaza, Ferris, TX 75125	5/29/2013	Mail	No	No	No	Mr. Burn requests that Loop 9 be aligned north of Skyline Landfill in order to reduce current and future operations of the facility. One-third of the city's budget is supported by the Host Fees collected from the facility. The current alignment encroaches on the landfill and would reduce the area available for landfill material.	No	Thank you for your input. Preliminary/final design and final alignment determinations will be made during subsequent environmental studies.

Loop 9 Southeast Corridor/Feasibility Study
Comments – May 2013 Public Meetings

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99	Richard Clements	None	520 Lee St, Red Oak, TX 75154	5/30/2013	Mail	No	No	No	Mr. Clements is curious as to whether this study is truly studying whether this roadway will alleviate traffic congestion or if it is just a continuation of the past 45 years' worth of studies. These studies have been supported through taxpayer dollars and he wonders if the cost has been worth the effort. He hopes that the money received through tolling the roadway will go to repay the effort spent on the various studies of Loop 9. Also, he asks why this route was chosen and whether upgrading the existing loops could provide the same benefit. He feels the studies done so far have only been about where to put Loop 9 and not whether there is a need for Loop 9.	No	The need for the proposed Loop 9 project is to provide important east-west connectivity, reduce travel times, and support economic development opportunities in the study area. The existing east-west arterial roadways do not provide adequate carrying capacity and there are no highways in the immediate vicinity. It is anticipated that traffic conditions will worsen as the area continues to grow in population and commercial/industrial development. Because the Loop 9 roadway would require a wider right-of-way than most existing roadways in the area, following these roadways could displace a larger number of homes and businesses. By placing Loop 9 primarily in undeveloped parcels, TxDOT can reduce the impacts to area residents and businesses.
100	Tom Witzgall	None	115 Craddock Dr, Glenn Heights, TX 75154	5/30/2013	Mail	No	No	No	Mr. Witzgall believes the money for this roadway would be better spent on maintaining existing roadways. His experience driving on I-20, I-35E and US 67 indicates that an additional road is not necessary because he can reach 70 mph on southbound I-35E during rush hour. He suggests using the funds for this project on relief efforts in Johnson County related to the recent tornados.	No	Thank you for your input.
101	Roberta Karpenko-Caywood	None	618 High Dr, Cedar Hill, TX 75104	5/29/2013	Mail	No	No	No	Ms. Karpenko-Caywood requests that Loop 9 be moved further south into Ellis County and surrounding counties so that they can share the cost, benefit and maintenance of the roadway. She believes this will be a more cost-effective way around residential development, natural areas, parks and Joe Pool Lake. She prefers the previous Alignment 1 from US 67 to Alternative C/D. She is concerned that additional service roads and interchanges will need to be built, increasing the right-of-way to 1,000 feet. She believes this will lead to zoned commercial areas and lower property values of homeowners. She requests that a connection to US 287 is considered.	No	Thank you for your input. Preliminary/final design and final alignment determinations will be made during subsequent environmental studies.

Loop 9 Southeast Corridor/Feasibility Study
Comments – May 2013 Public Meetings

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102	Maurice and Barbara Dubois	None	1470 Bear Creek Rd, Cedar Hill, TX 75104	6/3/2013	Email	No	No	No	The Dubois provided nine reasons why they oppose the Loop 9 project. In summary, these include the negative impacts on their property (financial loss, noise, pollution and zoning changes), an outdated feasibility study, impacts to senior citizens and minority groups, low traffic projections for the area do not support the project, the I-20/US 67 area is not listed on TxDOT's top 100 most congested roadways, seeking a route to the south along existing rights-of-way appears more financially feasible, existing highways could be improved to handle east-west movements in the area, and the impetus for this project is politically motivated to support the Inland Port in Lancaster but traffic projections do not indicate a rise in traffic from the port. Finally, the Dubois request that TxDOT expand the feasibility study to include areas to the south where they believe land prices would be lower, there is more anticipated growth and congestion and identified senior citizen and minority groups would not be affected.	No	A noise analysis will be conducted as part of the environmental analysis phase. If a noise barrier is determined to be reasonable (providing a 5 decibel decrease for 50% of the impacted noise receivers and a 7 decibel decrease for at least one noise receiver) and feasible (a cost of no more than $25,000 per receiver), a noise barrier would be proposed as abatement for impacted noise receivers.Land use and zoning are determined by local municipalities. Landowners should discuss their concerns/desires for properties adjacent to the proposed corridor with their local officials.The proposed Loop 9 project will be subject to all federal laws and regulations which include Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations." TxDOT's goal on every project is to limit impacts to area residents, including senior citizens and minority populations.Because the Loop 9 roadway would require a wider right-of-way than most existing roadways in the area, following these roadways could displace a larger number of homes. By placing Loop 9 primarily in undeveloped parcels, TxDOT can reduce the impacts to area residents and businesses.
103	Mr. and Mrs. John D. Hogan	None	1328 Bear Creek Rd, Cedar Hill, TX 75104	6/3/2013	Mail	No	No	No	The Hogans provided a copy of the letter prepared by Mr. Dubois to voice their opposition to Loop 9. In addition, they believe an east-west roadway is unnecessary and there is no congestion in the area to support it. They state that the project is based on the expansion of the Panama Canal and the need to move imported goods to the Inland Port and that TxDOT should not be supporting trade movements. They request TxDOT focus on maintaining existing roadways and urban congestion instead of impacting a rural area. They express concern on maintaining a two-lane road with the potential increase in weight limits on large trucks. Finally, they believe the project is politically motivated to benefit elected officials.	No	A noise analysis will be conducted as part of the environmental analysis phase. If a noise barrier is determined to be reasonable (providing a 5 decibel decrease for 50% of the impacted noise receivers and a 7 decibel decrease for at least one noise receiver) and feasible (a cost of no more than $25,000 per receiver), a noise barrier would be proposed as abatement for impacted noise receivers. Land use and zoning are determined by local municipalities. Landowners should discuss their concerns/desires for properties adjacent to the proposed corridor with their local officials. The proposed Loop 9 project will be subject to all federal laws and regulations which include Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations." TxDOT's goal on every project is to limit impacts to area residents, including senior citizens and minority populations. Because the Loop 9 roadway would require a wider right-of-way than most existing roadways in the area, following these roadways could displace a larger number of homes. By placing Loop 9 primarily in undeveloped parcels, TxDOT can reduce the impacts to area residents and businesses.
104	Bill M. Haga	None	1380 Bear Creek Rd, Cedar Hill, TX 75104	6/3/2013	Mail	No	No	No	Mr. Haga provided a copy of the letter prepared by Mr. Dubois to voice his opposition to Loop 9.	No	See Response to #102.

Loop 9 Southeast Corridor/Feasibility Study
Comments – May 2013 Public Meetings

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105	Anna Jo Durbin	None	802 Tater Brown Rd, Red Oak, TX 75154	6/3/2013	Mail	No	No	No	Ms. Durbin states that her property would be affected by the Loop 9 project and she is saddened by the potential loss of her house and property. She has lived in the same location for 46 years and is a widow on Social Security; she does not believe she would be able to find a comparable place to live and cannot imagine leaving her land. Alternative E is her choice of the options because it would not affect her house.	No	Thank you for your input.
106	Anna Jo Durbin	None	802 Tater Brown Rd, Red Oak, TX 75154	6/3/2013	Mail	No	No	No	At the meeting, Ms. Durbin was told the routes were chosen based on the floodplain but her pasture floods during slow, heavy rains and her house has flooded four times in 46 years.	No	Thank you for your input.
107	Anna Jo Durbin	None	802 Tater Brown Rd, Red Oak, TX 75154	6/3/2013	Mail	No	No	No	Ms. Durbin was not satisfied with how the meetings were set-up because she was not able to make it every station and get her questions answered. She preferred the meetings conducted in 2010 which had everyone, including TxDOT, seated and provided everyone with time to speak.	No	Thank you for your input. The public meetings in the fall of 2013 will include a speaking presentation.
108	Anna Jo Durbin	None	802 Tater Brown Rd, Red Oak, TX 75154	6/3/2013	Mail	No	No	No	She has concerns that TxDOT does not know when the project will start, which sections will be constructed first, and from where the funding will come. She has heard from others that the project will be owned by a European entity and that it will be a toll road. All of the unknowns leave her very confused and upset.	No	The public meetings in the fall of 2013 will include a speaking presentation and the information she requests will be made available at that time. No foreign entities are involved with the proposed Loop 9 project. If it is determined at a later date that Loop 9 could be constructed as a toll road, the North Texas Tollway Authority (NTTA) would have the first right of refusal to manage and maintain the roadway. The roadway would be under public ownership.
109	Anna Jo Durbin	None	802 Tater Brown Rd, Red Oak, TX 75154	6/3/2013	Mail	No	No	No	She looks forward to the meetings in the fall and hopes that they will be conducted like the meeting in 2010 as opposed to the recent meetings. Also, she would like to know at that time when the project will start and how families will be compensated for their land and relocation.	No	The public meetings in the fall of 2013 will include a speaking presentation and the information she requests will be made available at that time.
110	Donna and Gene Gersten	None	1250 S. Duncanville Rd, Cedar Hill, TX 75104	6/3/2013	Mail	No	No	No	The Gerstens provided a copy of the letter prepared by Mr. Dubois to voice their opposition to Loop 9.	No	See Response to #102.
111	Donna and Gene Gersten	None	1250 S. Duncanville Rd, Cedar Hill, TX 75104	6/3/2013	Mail	No	No	No	The Gerstens request a review of the need for the interchange on South Duncanville Rd at Bear Creek. They believe Duncanville Rd and Cockrell Hill Rd are too close to be effective interchanges and widening Duncanville Rd to four lanes would destroy this scenic road. Also, a valuable equestrian center, housing subdivision and other homes would be affected by the interchange. They request that the interchange at Duncanville Road not be constructed.	No	TxDOT appreciates your feedback related to the specific corridors and sections, and will analyze all comments provided before a determination on the final corridor is made. The final determination of the project alignment will be made during a future environmental study.
112	Gary and Ann Bell	None	808 Cockrell Hill Rd, Ovilla, TX 75154	6/3/2013	Mail	No	No	No	The Bells oppose Loop 9 passing through any part of Ovilla because it will be disruptive to the quiet and peaceful way of life.	No	Thank you for your input.

Loop 9 Southeast Corridor/Feasibility Study
Comments – May 2013 Public Meetings

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113	Timothy L. England	None	502 Knight St, Midlothian, TX 76065	6/3/2013	Mail	No	No	No	Mr. England believes a "watered down" version of a roadway envisioned in 1958 is not relevant to current conditions. He believes using eminent domain to acquire properties that will benefit only a few people and possibly be subsidized by foreign entities is wrong. He suggests the improving US 287 would be more beneficial to the region.	No	No foreign entities are involved with the proposed Loop 9 project. If it is determined at a later date that Loop 9 could be constructed as a toll road, the North Texas Tollway Authority (NTTA) would have the first right of refusal to manage and maintain the roadway. The roadway would be under public ownership.
114	Jill and Mike Holley	None	1614 S. Joe Wilson Rd, Cedar Hill, TX 75104	6/3/2013	Mail	No	No	No	The Holleys provided a copy of the letter prepared by Mr. Dubois to voice their opposition to Loop 9.	No	See Response to #102.
115	Marcelyn Wade Butler	Discovery Farms Equestrian Center	1621 S. Joe Wilson Rd, Cedar Hill, TX 75104	6/3/2013	Mail	No	No	No	Ms. Butler provided a copy of the letter prepared by Mr. Dubois to voice their opposition to Loop 9.	No	See Response to #102.
116	Jimmy A and Tommie Jadene Brown	None	823 Cockrell Hill Rd, Ovilla, TX 75154	6/3/2013	Mail	No	No	No	The Browns provided a copy of the letter prepared by Mr. Dubois to voice their opposition to Loop 9.	No	See Response to #102.
117	Brent and Gina Hudson	None	1988 Tar Rd, Cedar Hill, TX 75104	6/3/2013	Mail	No	No	No	The Hudsons provided a copy of the letter prepared by Mr. Dubois to voice their opposition to Loop 9.	No	See Response to #102.
118	Janie Danhof Haga	None	1380 Bear Creek Rd, Cedar Hill, TX 75104	6/3/2013	Mail	No	No	No	Ms. Haga provided a copy of the letter prepared by Mr. Dubois to voice her opposition to Loop 9.	No	See Response to #102.
119	Jeanetta Dagley	None	1627 S. Duncanville Rd, Cedar Hill, TX 75104	6/3/2013	Mail	No	No	No	Ms. Dagley provided a copy of the letter prepared by Mr. Dubois to voice her opposition to Loop 9.	No	See Response to #102.
120	Adam and Lisa Olivares	None	1607 Willow Ln, Cedar Hill, TX 75104	6/3/2013	Mail	No	No	No	The Olivares provided a copy of the letter prepared by Mr. Dubois to voice their opposition to Loop 9.	No	See Response to #102.
121	Lisa Olivares	None	1607 Willow Ln, Cedar Hill, TX 75104	6/3/2013	Mail	No	No	No	Ms. Olivares provided a second comment stating her uncertainty as to who would use the proposed Loop 9, especially if it were to be tolled. She asks why her neighborhood was not invited to the meeting since it will be affected.	No	Thank you for your input. Ms. Olivares has been added to the mailing list.
122	KT Terry	None	1515 Quail Ridge Dr, Cedar Hill, TX 75104	6/3/2013	Mail	No	No	No	Mr. Terry provided a copy of the letter prepared by Mr. Dubois to voice his opposition to Loop 9.	No	See Response to #102.
123	Maureen Pinckney	None	1631 Willow Ln, Cedar Hill, TX 75104	6/3/2013	Mail	No	No	No	Ms. Pinckney provided a copy of the letter prepared by Mr. Dubois to voice her opposition to Loop 9.	No	See Response to #102.
124	Joe R. Anderson	None	1551 S. Duncanville Rd, Cedar Hill, TX 75104	6/3/2013	Mail	No	No	No	Mr. Anderson provided a copy of the letter prepared by Mr. Dubois to voice his opposition to Loop 9.	No	See Response to #102.
125	Tim Vines	None	1607 S. Duncanville Rd, Cedar Hill, TX 75104	6/3/2013	Mail	No	No	No	Mr. Vines provided a copy of the letter prepared by Mr. Dubois to voice his opposition to Loop 9.	No	See Response to #102.

Loop 9 Southeast Corridor/Feasibility Study
Comments – May 2013 Public Meetings

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126	Samuel Allen	None	1653 S. Duncanville Rd, Cedar Hill, TX 75104	6/3/2013	Mail	No	No	No	Mr. Allen provided a copy of the letter prepared by Mr. Dubois to voice his opposition to Loop 9.	No	See Response to #102.
127	Kenneth Horton	None	1202 S. Duncanville Rd, Cedar Hill, TX 75104	6/3/2013	Mail	No	No	No	Mr. Horton provided a copy of the letter prepared by Mr. Dubois to voice his opposition to Loop 9.	No	See Response to #102.
128	Robin Crandall	None	1410 Bear Creek Rd, Cedar Hill, TX 75104	6/3/2013	Mail	No	No	No	Ms. Crandall provided a copy of the letter prepared by Mr. Dubois to voice their opposition to Loop 9.	No	See Response to #102.
129	Juanita Lackey	None	1360 Bear Creek Rd, Cedar Hill, TX 75104	6/3/2013	Mail	No	No	No	Ms. Lackey provided a copy of the letter prepared by Mr. Dubois to voice her opposition to Loop 9.	No	See Response to #102.
130	James Sills	None	1370 Bear Creek Rd, Cedar Hill, TX 75104	6/3/2013	Mail	No	No	No	Mr. Sills provided a copy of the letter prepared by Mr. Dubois to voice his opposition to Loop 9.	No	See Response to #102.
131	Leslie Ballew	None	1702 S. Joe Wilson Rd, Cedar Hill, TX 75104	6/3/2013	Mail	No	No	No	Ms. Ballew provided a copy of the letter prepared by Mr. Dubois to voice her opposition to Loop 9.	No	See Response to #102.
132	Tunji Adesanya	None	1525 Willow Ln, Cedar Hill, TX 75104	6/3/2013	Mail	No	No	No	Mr. Adesanya provided a copy of the letter prepared by Mr. Dubois to voice his opposition to Loop 9.	No	See Response to #102.
133	LaVerne Kenney	None	1519 Quail Ridge, Cedar Hill, TX 75104	6/3/2013	Mail	No	No	No	Ms. Kenney provided a copy of the letter prepared by Mr. Dubois to voice her opposition to Loop 9.	No	See Response to #102.
134	Mr. and Mrs. Shawn Candido	None	1513 Willow Ln, Cedar Hill, TX 75104	6/3/2013	Mail	No	No	No	The Candidos provided a copy of the letter prepared by Mr. Dubois to voice their opposition to Loop 9.	No	See Response to #102.
135	Benjamin Evans	None	1529 Willow Ln, Cedar Hill, TX 75104	6/3/2013	Mail	No	No	No	Mr. Evans provided a copy of the letter prepared by Mr. Dubois to voice his opposition to Loop 9.	No	See Response to #102.
136	Angela Sumner Hopkine	None	1505 Willow Ln, Cedar Hill, TX 75104	6/3/2013	Mail	No	No	No	Ms. Hopkine provided a copy of the letter prepared by Mr. Dubois to voice her opposition to Loop 9.	No	See Response to #102.
137	Pedro G. Luna	None	1503 Quail Ridge Dr, Cedar Hill, TX 75104	6/3/2013	Mail	No	No	No	Mr. Luna provided a copy of the letter prepared by Mr. Dubois to voice her opposition to Loop 9.	No	See Response to #102.
138	Beatriz Serrano	None	1516 Bear Creek Rd, Cedar Hill, TX 75104	6/3/2013	Mail	No	No	No	Ms. Serrano provided a copy of the letter prepared by Mr. Dubois to voice her opposition to Loop 9.	No	See Response to #102.
139	Phoebe Khounphanya	None	1524 Bear Creek Rd, Cedar Hill, TX 75104	6/3/2013	Mail	No	No	No	Ms. Khounphanya provided a copy of the letter prepared by Mr. Dubois to voice her opposition to Loop 9.	No	See Response to #102.
140	George L. Ware	None	1350 Bear Creek Rd, Cedar Hill, TX 75104	6/3/2013	Mail	No	No	No	Mr. Ware provided a copy of the letter prepared by Mr. Dubois to voice his opposition to Loop 9.	No	See Response to #102.
141	Leland Gjetley	None	1220 Bear Creek Rd, Cedar Hill, TX 75104	6/3/2013	Mail	No	No	No	Mr. Gjetley provided a copy of the letter prepared by Mr. Dubois to voice his opposition to Loop 9.	No	See Response to #102.

Loop 9 Southeast Corridor/Feasibility Study
Comments – May 2013 Public Meetings

#	Commenter Name	Affiliation	Address	Date Received	Where Comment was Received	Employed by TxDOT	Do Business with TxDOT	Could Benefit Monetarily or Other	Comment	Map Comments?	TxDOT Response
142	Shelli Boydston	None	1140 Bear Creek Rd, Cedar Hill, TX 75104	6/3/2013	Mail	No	No	No	Ms. Boydston provided a copy of the letter prepared by Mr. Dubois to voice her opposition to Loop 9.	No	See Response to #102.
143	Kevin Boydston	None	1140 Bear Creek Rd, Cedar Hill, TX 75104	6/3/2013	Mail	No	No	No	Mr. Boydston provided a copy of the letter prepared by Mr. Dubois to voice his opposition to Loop 9.	No	See Response to #102.
144	Mr. and Mrs. Ed Anderson	None	1136 Bear Creek Rd, Cedar Hill, TX 75104	6/3/2013	Mail	No	No	No	The Andersons provided a copy of the letter prepared by Mr. Dubois to voice their opposition to Loop 9.	No	See Response to #102.
145	Bobby and Toni Kight	None	1122 Bear Creek Rd, Cedar Hill, TX 75104	6/3/2013	Mail	No	No	No	The Kights provided a copy of the letter prepared by Mr. Dubois to voice their opposition to Loop 9.	No	See Response to #102.
146	Seyha Oum	None	1524 Bear Creek Rd, Cedar Hill, TX 75104	6/3/2013	Mail	No	No	No	Ms. Oum states that her home will be displaced by the Loop 9 project and she is upset about the loss of her way of life. No amount of money will compensate for the loss of her home. She suggests expanding US 67 and SH 287 to improve traffic for local residents.	No	Thank you for your comment. Preliminary/final design and final alignment determinations will be made during subsequent environmental studies.
147	Suzette Pope	None	476 Hidden Valley Tr, Midlothian TX 76065	6/3/2013	Mail	No	No	No	Ms. Pope attended both Public Meetings and found the number of maps available to be inadequate for the section between US 67 and Westmoreland Rd. She also wanted to view the Draft Environmental Impact Statement but it was not available. She asks who is financially responsible for the project and would like clarity on whether the road would be a public roadway or toll road, the number of lanes and the width of the right-of-way. Additionally, she asks if Title VI of the Civil Rights Act is applicable.	No	The 11x17 maps available at the public meetings were for attendees to provide comments specific to the proposed alignments and not for distribution. The Draft Environmental Impact Statement is no longer an accurate document for this proposed project. New environmental analyses and studies will be conducted based on the reduced right-of-way width and shifted alignment. It is anticipated that construction will be funded by regional, state and federal money. It is possible there would be a tolling component to the Loop 9 facility but this has not been determined. At the completion of the Loop 9 Southeast Corridor/Feasibility Study, a Program of Projects will be created that identifies which portions of Loop 9 are feasible to continue forward into the preliminary design and environmental assessment phase. Once the preliminary design begins, the right-of-way needs and number of lanes would be identified. Preliminary/final design and final alignment determinations will be made during subsequent environmental studies. Title VI of the Civil Right Act applies to all federally-funded projects and the impact of the proposed project on minority and low-income individuals would be assessed to determine if it is disproportionately high and adverse.
148	Suzette Pope	None	476 Hidden Valley Tr, Midlothian TX 76065	6/3/2013	Mail	No	No	No	Ms. Pope states that Alternative A would displace 11 homes on Knight St and indicates that properties behind these homes are for sale and could be used instead. She also suggests Alternative B would be a better choice because portions of this area have been on the market for a long time. Finally, Alternative C would not be ideal for constructing a roadway because of the presence of stock ponds, floodplain and creeks.	No	TxDOT appreciates your feedback related to the specific corridors and sections, and will analyze all comments provided before a determination on the final corridor is made. The final determination of the project alignment will be made during a future environmental study.

Loop 9 Southeast Corridor/Feasibility Study
Comments – May 2013 Public Meetings

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149	Suzette Pope	None	476 Hidden Valley Tr, Midlothian TX 76065	6/3/2013	Mail	No	No	No	Ms. Pope had heard that the Loop 9 project will connect to Lake Ridge Pkwy, extend across Joe Pool Lake, connect to SH 161 and be owned by the United Arab Emirates as a toll road. She requests that TxDOT turn their attention to other roadways such as US 67.	No	The Loop 9 project would end at US 67. The current alignment does connect to Lake Ridge Parkway, but the project would not extend past US 67. Additionally, no foreign entities are involved with the proposed Loop 9 project. If it is determined at a later date that Loop 9 could be constructed as a toll road, the North Texas Tollway Authority (NTTA) would have the first right of refusal to manage and maintain the roadway. The roadway would be under public ownership.

Loop 9 Southeast Corridor/Feasibility Study
Comments – September 2013 Public Meetings

#	Commenter Name	Affiliation	Address	Date Received	Where Comment was Received	Employed by TxDOT	Do Business with TxDOT	Could Benefit Monetarily or Other	Comment	TxDOT Response
1	George A. Tunnell III	None	1675 Combine Rd., Seagoville, TX 75159	9/24/2013	Lancaster Elementary School	No	No	No	Airport Improvement Issues	TxDOT appreciates your feedback related to the proposed project.
2	Kelley Adams	None	1530 Raintree Dr., Lancaster, TX 75146	9/24/2013	Lancaster Elementary School	No	No	No	Concern Regarding Impacts to Home, Property, Neighborhood, Subdivision, and Potential Relocation	All right-of-way acquisitions would be performed according to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. When acquiring right-of-way, TxDOT compensation is determined based on an independent appraiser and fair market value. Relocation assistance could also be provided. Discussions with property owners concerning the acquisition of their property will not occur until after the environmental document and preliminary schematic are approved and the right-of-way maps have been prepared.
3	David Adams	None	1530 Raintree Dr., Lancaster, TX 75146	9/24/2013	Lancaster Elementary School	No	No	No	*Access Concerns *Potential Noise Impacts to Residents	*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. *During the development of the environmental document for each section of Loop 9 a noise analysis will be conducted. If it is determined that a noise barrier is reasonable (providing a 5 decibel decrease for 50% of the impacted noise receivers and a 7 decibel decrease for at least one noise receiver) and feasible (a cost of no more than $25,000 per receiver), a noise barrier would be proposed as abatement for impacted noise receivers. A meeting would be held with adjacent property owners to discuss the barrier.
4	Maurice & Barbara Dubois	None	1470 Bear Creek Rd., Cedar Hill, TX 75104	9/24/2013	Lancaster Elementary School	No	No	No	Concern Regarding Impacts to Home, Property, Neighborhood, Subdivision, and Potential Relocation	All right-of-way acquisitions would be performed according to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. When acquiring right-of-way, TxDOT compensation is determined based on an independent appraiser and fair market value. Relocation assistance could also be provided. Discussions with property owners concerning the acquisition of their property will not occur until after the environmental document and preliminary schematic are approved and the right-of-way maps have been prepared.
5	Eunice Gerloff	None	1412 Roberts Rd., Ferris, TX, 75125	9/24/2013	Lancaster Elementary School	No	No	No	Widen Existing Roadways in the Area	Currently there is approximately $100 million in funding set aside specifically for the Loop 9 project. Other improvements in the area are ongoing and each have a separate set of funding available for those projects. Because the Loop 9 roadway would require a wider right-of-way than most existing roadways in the area, following these roadways could displace a larger number of homes and businesses. By placing Loop 9 primarily in undeveloped parcels, TxDOT can reduce the impacts to area residents and businesses.

Loop 9 Southeast Corridor/Feasibility Study
Comments – September 2013 Public Meetings

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6	Jacqui Hastings	None	2306 Autumn Run Ct., Cedar Hill, TX 75104	9/24/2013	Lancaster Elementary School	No	No	No	*Does Not Support the Project *Concerned about Protecting Natural Resources Concern Regarding Impacts to Home, Property, Neighborhood, Subdivision, and Potential Relocation	*TxDOT appreciates your feedback related to the proposed project. *During the initial identification of alternative alignments, known ecological resources were identified as "no-go" areas for the proposed Loop 9 corridor. As the project moves forward into the environmental document phase and additional information is collected, impacts to these resources will be assessed and avoided and/or mitigated, as necessary. TxDOT is using public involvement activities such as these public meetings to identify important resources in the study area so that these resources can be protected from the proposed roadway. *All right-of-way acquisitions would be performed according to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. When acquiring right-of-way, TxDOT compensation is determined based on an independent appraiser and fair market value. Relocation assistance could also be provided. Discussions with property owners concerning the acquisition of their property will not occur until after the environmental document and preliminary schematic are approved and the right-of-way maps have been prepared.
7	Bob & Sue Herriage	None	316 E. Reindeer Rd., Lancaster, TX 75146	9/24/2013	Lancaster Elementary School	No	No	No	*Access Concerns *Potential Noise Impacts to Residents	*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. *During the development of the environmental document for each section of Loop 9 a noise analysis will be conducted. If it is determined that a noise barrier is reasonable (providing a 5 decibel decrease for 50% of the impacted noise receivers and a 7 decibel decrease for at least one noise receiver) and feasible (a cost of no more than $25,000 per receiver), a noise barrier would be proposed as abatement for impacted noise receivers. A meeting would be held with adjacent property owners to discuss the barrier.
8	Barry Owens	None	9770 Wisterwood, Dallas, TX 75238	9/24/2013	Lancaster Elementary School	No	No	Yes	*Supports the Project *Supports Specific Alignment	*TxDOT appreciates your feedback related to the proposed project. *TxDOT appreciates your feedback related to the specific corridors and sections, and will analyze all comments provided before a determination on the final corridor is made. The final determination of the project alignment will be made during a future environmental study.
9	Bart Sipriano	None	2708 Tar Rd., Cedar Hill, TX 75104	9/24/2013	Lancaster Elementary School	No	No	No	Support/Oppose Specific Alignment	TxDOT appreciates your feedback related to the specific corridors and sections, and will analyze all comments provided before a determination on the final corridor is made. The final determination of the project alignment will be made during a future environmental study.
10	Jeri Smith	None	1710 Hash Rd., Lancasster, TX 75146	9/24/2013	Lancaster Elementary School	No	No	No	*Does Not Support the Project *Loss of Rural Feeling *Concern Regarding Impacts to Home, Property, Neighborhood, Subdivision, and Potential Relocation	*TxDOT appreciates your feedback related to the proposed project. *All right-of-way acquisitions would be performed according to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. When acquiring right-of-way, TxDOT compensation is determined based on an independent appraiser and fair market value. Relocation assistance could also be provided. Discussions with property owners concerning the acquisition of their

Loop 9 Southeast Corridor/Feasibility Study
Comments – September 2013 Public Meetings

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										property will not occur until after the environmental document and preliminary schematic are approved and the right-of-way maps have been prepared.
11	Don & Peg Watson	None	1320 Combine Rd., Seagoville, TX 75159	9/24/2013	Lancaster Elementary School	No	No	No	Airport Non-Issue	TxDOT appreciates your feedback related to the proposed project.
12	Tom Hart	Grand Prairie	PO Box 534045, Grand Prairie, TX 75053	9/24/2013	Lancaster Elementary School	No	No	No	Concerns Regarding Changes in Existing Thoroughfare Designations After Loop 9 Implementation	TxDOT and NCTCOG will be committed to resolving thoroughfare designation issues on a case by case basis.
13	Phillip Ballew	None	1702 S. Joe Wilson Rd., Cedar Hill, TX 75104	9/26/2013	Red Oak Intermediate School	No	No	No	*Does Not Support the Project *Feels Project is Politically Motivated	*TxDOT appreciates your feedback related to the proposed project. *While local cities and counties have been involved in the planning stages of the proposed project, the need for the project stems from increasing populations, congested roadways, and the lack of sufficient east-west corridors in southern Dallas and northern Ellis Counties. The proposed Loop 9 project is included in Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2013 Update.
14	Margaret Cooper	None	210 Burtonwood Circle, Ovilla, TX 75154	9/26/2013	Red Oak Intermediate School	No	No	No	*Does Not Support the Project *Concern Regarding Impacts to Home, Property, Neighborhood, Subdivision, and Potential Relocation	*TxDOT appreciates your feedback related to the proposed project. *All right-of-way acquisitions would be performed according to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. When acquiring right-of-way, TxDOT compensation is determined based on an independent appraiser and fair market value. Relocation assistance could also be provided. Discussions with property owners concerning the acquisition of their property will not occur until after the environmental document and preliminary schematic are approved and the right-of-way maps have been prepared.
15	Ruben Dormier	None	504 Edgewood Ln., Ovilla, TX 75154	9/26/2013	Red Oak Intermediate School	No	No	No	Support/Oppose Specific Interchange	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.
16	Roberta A. Karpenko-Caywood	None	618 High Dr., Cedar Hill, TX 75104-3711	9/26/2013	Red Oak Intermediate School	No	No	No	Requests Shift to Proposed Alternatives	TxDOT appreciates your feedback related to the specific corridors and sections, and will analyze all comments provided before a determination on the final corridor is made. The final determination of the project alignment will be made during a future environmental study. The Loop 9 Corridor/Feasibility Study Area was established in 2012 based on population and traffic projections. Moving the study area to a new area would require that the project start over and all data gathered and analyses conducted to date would be unusable. To maintain the project's momentum and capitalize on all of the work performed over the years, the study area and the proposed corridors will remain as currently presented.
17	Magarita Loredo	None	909 Tater Brown, Red Oak, TX 75154	9/26/2013	Red Oak Intermediate School	No	No	No	Support/Oppose Specific Alignment	TxDOT appreciates your feedback related to the specific corridors and sections, and will analyze all comments provided before a determination on the final corridor is made. The final determination of the project alignment will be made during a future environmental study.
18	Carol Lynch	None	316 Shadow Wood Trail, Ovilla, TX 75154	9/26/2013	Red Oak Intermediate School	No	No	No	Support/Oppose Specific Interchange	Existing local access will be maintained with the proposed project and access to cross streets would be determined based on TxDOT

Loop 9 Southeast Corridor/Feasibility Study
Comments – September 2013 Public Meetings

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										design guidelines. Control of access will be determined during the preliminary design phase.
19	Phil Lynch	None	316 Shadow Wood Trail, Ovilla, TX 75154	9/26/2013	Red Oak Intermediate School	No	No	No	Support/Oppose Specific Interchange	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.
20	Willard McMillen	None	300 Stone Creek, Glenn Heights, TX 75154	9/26/2013	Red Oak Intermediate School	No	No	No	Concern Regarding Impacts to Home, Property, Neighborhood, Subdivision, and Potential Relocation	All right-of-way acquisitions would be performed according to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. When acquiring right-of-way, TxDOT compensation is determined based on an independent appraiser and fair market value. Relocation assistance could also be provided. Discussions with property owners concerning the acquisition of their property will not occur until after the environmental document and preliminary schematic are approved and the right-of-way maps have been prepared.
21	Larry Stevenson	None	110 Hummingbird, Ovilla, TX 75154	9/26/2013	Red Oak Intermediate School	No	No	No	Requests Shift to Proposed Alternatives	TxDOT appreciates your feedback related to the specific corridors and sections, and will analyze all comments provided before a determination on the final corridor is made. The final determination of the project alignment will be made during a future environmental study. The Loop 9 Corridor/Feasibility Study Area was established in 2012 based on population and traffic projections. Moving the study area to a new area would require that the project start over and all data gathered and analyses conducted to date would be unusable. To maintain the project's momentum and capitalize on all of the work performed over the years, the study area and the proposed corridors will remain as currently presented.
22	Ronald Osborn	Cedar Hill	ronald.osborn@cedarhillTX.com	9/26/2013	email - TxDOT	No	No	No	Supports the Project	TxDOT appreciates your feedback related to the proposed project.
23	Joe Tillotson	None	319 Trevino Trail, Lancaster, TX 75146	9/30/2013	Mail - TxDOT	No	No	No	*Supports Specific Alignment *Support of Tolling	*TxDOT appreciates your feedback related to the specific corridors and will analyze all comments provided before a determination on the final corridor is made. The final determination of the project alignment will be made during a future environmental study. *Due to large state transportation budget needs, tolling is always considered as a source of funding on large roadway projects. The Regional Transportation Council has a policy to evaluate all new limited-access capacity facilities for priced facility potential. No decision has been made on the potential use of tolling on the proposed Loop 9 roadway. The proposed Loop 9 project is included in Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2013 Update.

Loop 9 Southeast Corridor/Feasibility Study
Comments – September 2013 Public Meetings

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24	Dwight & Lana Hubbard	None	923 Cockrell Hill Rd., Red Oak, TX 75154	9/30/2013	Mail - TxDOT	No	No	No	*Supports the Project *Frustrated with the Lengthiness of the Study	*TxDOT appreciates your feedback related to the proposed project. *Due to the magnitude of the proposed project, the funding needs, and the numerous entities involved, moving the proposed project forward is a large endeavor to which TxDOT and NCTCOG are committed. TxDOT understands the frustrations of area residents and will strive to keep the public informed at each step of the process. The Loop 9 Corridor/Feasibility Study will be completed in fall 2013. The outcome of the Loop 9 Corridor/Feasibility Study will be a Program of Projects that identifies specific sections of Loop 9 that can move forward into the preliminary design and environmental analysis phase of the project. After specific sections are established, a preliminary schedule for environmental clearance, right-of-way acquisition and beginning construction will be established. The Program of Projects, which will be identified at the end of this study, would allow the project to move forward more quickly than in the past. The Program of Projects will identify specific sections of Loop 9 to move forward into the preliminary design and environmental analysis phase of the project. After specific sections are established, a preliminary schedule for environmental clearance, right-of-way acquisition and beginning construction will be established.
25	Gary M. Jones	None	604 Green Meadows, Ovilla, TX 75154	9/30/2013	Mail - TxDOT	No	No	No	*Does Not Support the Project*Requests Shift to Proposed Alternatives	*TxDOT appreciates your feedback related to the proposed project. *TxDOT appreciates your feedback related to the proposed corridors and will analyze all comments provided before a determination on the final corridor is made. The final determination of the project alignment will be made during a future environmental study. The Loop 9 Corridor/Feasibility Study Area was established in 2012 based on population and traffic projections. Moving the study area to a new area would require that the project start over and all data gathered and analyses conducted to date would be unusable. To maintain the project's momentum and capitalize on all of the work performed over the years, the study area and the proposed corridors will remain as currently presented.
26	Leon Moore	None	303 Mayflower Dr., Red Oak, TX 75154	10/4/2013	Mail - TxDOT	No	No	No	*Concern Regarding Impacts to Home, Property, Neighborhood, Subdivision, and Potential Relocation *Potential Noise Impacts to Residents	*All right-of-way acquisitions would be performed according to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. When acquiring right-of-way, TxDOT compensation is determined based on an independent appraiser and fair market value. Relocation assistance could also be provided. Discussions with property owners concerning the acquisition of their property will not occur until after the environmental document and preliminary schematic are approved and the right-of-way maps have been prepared. *During the development of the environmental document for each section of Loop 9 a noise analysis will be conducted. If it is determined that a noise barrier is reasonable (providing a 5 decibel decrease for 50% of the impacted noise receivers and a 7 decibel decrease for at least one noise receiver) and feasible (a cost of no more than $25,000 per receiver), a noise barrier would be proposed as abatement for impacted noise receivers. A meeting would be held

Loop 9 Southeast Corridor/Feasibility Study
Comments – September 2013 Public Meetings

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										with adjacent property owners to discuss the barrier.
27	Dani Muckleroy	None	608 Green Meadows Lane Ovilla, TX 75154	10/6/2013	email - Loop9.org	No	No	No	*Does Not Support the Project*Frustrated with the Lengthiness of the Study*Support of Mass Transit*Widen Existing Roadways in the Area	*TxDOT appreciates your feedback related to the proposed project. *Due to the magnitude of the proposed project, the funding needs, and the numerous entities involved, moving the proposed project forward is a large endeavor to which TxDOT and NCTCOG are committed. TxDOT understands the frustrations of area residents and will strive to keep the public informed at each step of the process. The Loop 9 Corridor/Feasibility Study will be completed in fall 2013. The outcome of the Loop 9 Corridor/Feasibility Study will be a Program of Projects that identifies specific sections of Loop 9 that can move forward into the preliminary design and environmental analysis phase of the project. After specific sections are established, a preliminary schedule for environmental clearance, right-of-way acquisition and beginning construction will be established. The Program of Projects, which will be identified at the end of this study, would allow the project to move forward more quickly than in the past. The Program of Projects will identify specific sections of Loop 9 to move forward into the preliminary design and environmental analysis phase of the project. After specific sections are established, a preliminary schedule for environmental clearance, right-of-way acquisition and beginning construction will be established.*TxDOT and the NCTCOG support an improved and expanded public transportation network within the Dallas-Fort Worth Metropolitan Area. These services are provided by numerous transit-focused organizations throughout the region. The NCTCOG's recommendations and policies pertaining to public transportation can be found in Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2013 Update. Once the Program of Projects identifies specific sections of Loop 9 to move forward into the preliminary design and environmental analysis phase of the project, TxDOT will coordinate with local municipalities, counties and transit authorities to establish the locations of proposed/planned transit projects in the proposed project area.*Currently there is approximately $100 million in funding set aside specifically for the Loop 9 project. Other improvements in the area are ongoing and each have a separate set of funding available for those projects. Because the Loop 9 roadway would require a wider right-of-way than most existing roadways in the area, following these roadways could displace a larger number of homes and businesses. By placing Loop 9 primarily in undeveloped parcels, TxDOT can reduce the impacts to area residents and businesses.

Loop 9 Southeast Corridor/Feasibility Study
Comments – September 2013 Public Meetings

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28	Jay, Cathy, Caroline Groppe	None	3320 Lake Trail Dr., Lancaster, TX 75146	10/7/2013	email - Loop9.org	No	No	No	*Concern about Protecting Natural Resources *Requests Shift to Proposed Alternatives *Access Concerns	*During the initial identification of alternative alignments, known ecological resources were identified as "no-go" areas for the proposed Loop 9 corridor. As the project moves forward into the environmental document phase and additional information is collected, impacts to these resources will be assessed and avoided and/or mitigated, as necessary. TxDOT is using public involvement activities such as these public meetings to identify important resources in the study area so that these resources can be protected from the proposed roadway. *TxDOT appreciates your feedback related to the specific corridors and sections, and will analyze all comments provided before a determination on the final corridor is made. The final determination of the project alignment will be made during a future environmental study. The Loop 9 Corridor/Feasibility Study Area was established in 2012 based on population and traffic projections. Moving the study area to a new area would require that the project start over and all data gathered and analyses conducted to date would be unusable. To maintain the project's momentum and capitalize on all of the work performed over the years, the study area and the proposed corridors will remain as currently presented. *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.
29	Donna Hunt	None	610 Creek View, Ovilla, TX 75154	10/2/2013	Mail - TxDOT	No	No	No	Does Not Support the Project	TxDOT appreciates your feedback related to the proposed project.
30	Anonymous 1	Unknown	Unknown	9/24/2013	Lancaster Elementary School	No	No	No	Concern Regarding Impacts to Home, Property, Neighborhood, Subdivision, and Potential Relocation	All right-of-way acquisitions would be performed according to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. When acquiring right-of-way, TxDOT compensation is determined based on an independent appraiser and fair market value. Relocation assistance could also be provided. Discussions with property owners concerning the acquisition of their property will not occur until after the environmental document and preliminary schematic are approved and the right-of-way maps have been prepared.
31	Anonymous 2	Unknown	Unknown	9/24/2013	Lancaster Elementary School	No	No	No	*Supports the Project *Supports Specific Alignment	*TxDOT appreciates your feedback related to the proposed project. *TxDOT appreciates your feedback related to the specific corridors and will analyze all comments provided before a determination on the final corridor is made. The final determination of the project alignment will be made during a future environmental study.
32	Anonymous 3	Unknown	Unknown	9/24/2013	Lancaster Elementary School	No	No	No	*Does Not Support the Project *Concern About Involvement of Foreign Entities	*TxDOT appreciates your feedback related to the proposed project. *No foreign entities are involved with the proposed Loop 9 project. If it is determined at a later date that Loop 9 could be constructed as a toll road, the North Texas Tollway Authority (NTTA) would have the first right of refusal to manage and maintain the roadway. The roadway would be under public ownership.
33	Anonymous 4	Unknown	Unknown	9/24/2013	Lancaster Elementary School	No	No	No	Does Not Support the Project	TxDOT appreciates your feedback related to the proposed project.
34	Anonymous 5	None	Ovilla, TX 75154	9/26/2013	Red Oak Intermediate School	No	No	No	Supports the Project	TxDOT appreciates your feedback related to the proposed project.

Appendix H
Traffic Analysis Memorandum

TRAFFIC ANALYSIS MEMORANDUM

Loop 9 Southeast
Corridor/Feasibility Study

From US 67 to IH 20
Dallas, Ellis, and Kaufman Counties, Texas
CSJ: 2964-10-002

Prepared by:

ATKINS

August 2013
Revised February 2014

Table of Contents

EXECUTIVE SUMMARY 1
INTRODUCTION 3
DATA AND METHODOLOGy 9
Development of Subarea Model 11
Validation of Base Year Projected Daily Traffic Volumes 11
Validation of Subarea Model Base Year Demographic Forecast 13
Refinement of the Origin-Destination (OD) or Trip Table 18
Development of Horizon Year Subarea Model 19
Adjustment to the Subarea Model Network 19
Projections of Future Traffic Volume Beyond 2035 23
Baseline Forecast Traffic Volume Projections 23
Higher Growth Forecast Traffic Volume Projections 30
Analysis of Direct Connector Ramps 44
Summary and Conclusion of Results for LP 9 Interchange at US 67 45
Summary and Conclusion of Results for LP 9 Interchange at IH 35E 45
Summary and Conclusion of Results for LP 9 Interchange at IH 45 46
Summary and Conclusion of Results for LP 9 Interchange at US 175 47
Summary and Conclusion of Results for LP 9 Interchange at IH 20 48

List of Diagrams

Diagram 1: Baseline Forecast Project Phasing 2
Diagram 2: Higher Growth Forecast Project Phasing 2
Diagram 3: Baseline Forecast Project Phasing 30
Diagram 4: Higher Growth Forecast Project Phasing 42

List of Tables

Table 1: Loop 9 Corridor Travel Model Results 5
Table 2: Corridor Segment Description 10
Table 3: Horizon Year (2035) Projected Average Daily Traffic (ADT) Volumes 23
Table 4: Historic and Projected Traffic Volume Annual Compound Growth Rates 24
Table 5: Baseline Forecast Assumed Annual Compound Growth Rates and Truck Percentages 25
Table 6: LP 9 Facility Type Traffic Adjustment Factors 25

Table 7: Criteria for Determination of Project Phasing - Traffic Volume Thresholds (Passenger Cars) 25
Table 8: Baseline Forecast Projected Traffic Volumes (Passenger Car Traffic) and LOS for Warranted Configuration 26
Table 9: Baseline Forecast Recommended Opening Years of Crossing Interchanges 28
Table 10: Higher Growth Forecast Table of Description, Identified Zones to Adjust for 2035 Demographics 32
Table 11: Comparison of Number of Employee Rates 33
Table 12: Estimated 2005 and 2010 Port Truck Trips to Inland Empire Counties 35
Table 13: Higher Growth Forecast Assumed Percentage of Trucks 39
Table 14: Higher Growth Forecast Projected Traffic Volumes (Passenger Car Traffic) and LOS for Warranted Configuration 40
Table 15: Higher Growth Forecast Recommended Opening Years of Crossing Interchanges 42
Table 17: Total Interchanging Traffic and Warranted Interchange Types 45
Table 18: LP 9 and US 67 Turning Movement Volumes in 2040 45
Table 19: LP 9 and US 67 Turning Movement Volumes in 2050 46
Table 20: Recommended DC Ramps at LP 9 and IH 35E Interchange 46
Table 21: LP 9 and IH 45 Turning Movement Volumes in 2045 46
Table 22: Recommended DC Ramps at LP 9 and IH 45 Interchange 47
Table 23: LP 9 and US 175 Turning Movement Volumes in 2050 47
Table 24: Recommended DC Ramps at LP 9 and US 175 Interchange 47
Table 25: LP 9 and US 175 Turning Movement Volumes in 2050 48

List of Figures

Figure 1: LP 9 Corridor Feasibility Study Area 3
Figure 2a: Phase 1 – Two-Way Frontage Road 7
Figure 2b: Phase 2 – One-Way Frontage Roads 8
Figure 2c: Phase 4 - Continuous Toll Road 8
Figure 3: Traffic Study Area Boundaries 9
Figure 4: Analysis Areas Represented by East-West Roadway Links 10
Figure 5: TxDOT Traffic Count Locations Used for Validation of the Base Year Subarea Model 12
Figure 6: Historic Traffic Count Locations Used to Develop Traffic Growth Rates Beyond 2035 12
Figure 8: Projected 2012 Population Compared with NCTCOG Forecasted 2012 Population 14
Figure 9: Projected 2012 Population Compared with NCTCOG Forecasted 2012 Population – Northwest of Corridor 15
Figure 10: Projected 2012 Population Compared with NCTCOG Forecasted 2012 Population – Northeast of Corridor 15
Figure 11: Projected 2012 Population Compared with NCTCOG Forecasted 2012 Population – Southwest of Corridor 16

Figure 12: Projected 2012 Population Compared with NCTCOG Forecasted 2012 Population – Southeast of Corridor 16
Figure 13: City of Wilmer Future Land Use Plan (City of Wilmer 2009 Comprehensive Plan) 17
Figure 14: Differences between ODME Projected Total Daily Volume and Traffic Counts (%) 19
Figure 15: Original and Adjusted Network Coding at IH 35E 20
Figure 16: Original and Adjusted Network Coding at IH 45 21
Figure 17: Original and Adjusted Network Coding at US 175 22
Figure 18: Line Diagram for Baseline Forecast Projected Traffic Volumes (Passenger Car Traffic) and for Ultimate Configuration 27
Figure 19: Line Diagram for Baseline Forecast Recommended Opening Years of Crossing Interchanges 29
Figure 20a: Higher Growth Forecast-Identified Zones to Adjust for 2035 Demographics-US 67 to SH 342 31
Figure 20b: Higher Growth Forecast-Identified Zones to Adjust for 2035 Demographics-SH 342 to IH 45 31
Figure 21: City of Cedar Hill Future Land Use Plan 36
Figure 22: City of Glenn Heights Future Land Use Plan 37
Figure 23: City of Red Oak Future Land Use Plan 37
Figure 24: International Inland Port of Dallas 38
Figure 25: Higher Growth Forecast Accelerated Growth Selected Zones 39
Figure 26: Line Diagram for Higher Growth Forecast Projected Traffic Volumes (Passenger Car Traffic) and for Ultimate Configuration 41
Figure 27: Line Diagram for Higher Growth Forecast Recommended Opening Years of Crossing Interchanges 43

EXECUTIVE SUMMARY

The purpose of this technical memorandum is to summarize the traffic study performed to project future traffic growth in the Loop 9 (LP 9) corridor and identify capacity needs of this corridor to improve mobility, safety, and connectivity of the transportation system in the study area. The study limits are from United States Highway (US) 67 to Interstate Highway (IH) 20 where LP 9 would connect with the proposed State Highway (SH) 190 - East Branch.

This study uses the North Central Texas Council of Governments (NCTCOG) regional travel demand model as its basis of analysis and evaluates traffic growth potential for two scenarios: Baseline Forecast and Higher Growth Forecast. The Baseline Forecast utilizes historic traffic growth as well as the estimated population and employment growth between the base year (2012) and horizon year (2035) in the NCTCOG *2040 Demographic Forecast*. The Higher Growth Forecast considers future land use plans of jurisdictions within the study area, potential timing of different developments that are envisioned to occur in the vicinity of the corridor, and accelerated developments usually associated with the opening of a new road.

The results of the Baseline Forecast analysis show that a two-lane arterial road would be needed by 2025 between US 67 and IH 35E followed by the section between IH 35E to IH 20 opening by 2030. The US 67 to IH 35E section would need to be upgraded to a four-lane arterial by 2040 followed by the remaining sections opening by 2045. The four-lane frontage/four-lane tollway configuration for Duncanville Road to IH 35E is warranted by 2045, with the sections from US 67 to Duncanville Road and from IH 35E to IH 45 opening by 2050 and the section from IH 45 to IH 20 estimated by 2055. Finally, the six-lane frontage/six-lane tollway configuration for Duncanville Road to IH 45 would be warranted by 2065 followed by the section from US 67 to Duncanville Road by 2070 and IH 45 to US 67 by 2075.

The Higher Growth Forecast analysis demonstrates the need for constructing a two-lane configuration for the sections from US 67 to IH 35E and IH 35E to IH 45 by 2025, and finally IH 45 to IH 20 by 2030. Other intermediate configurations would be justified approximately 10 years apart. The ultimate configuration in this scenario is estimated warranted in 2060 for US 67 to IH 45 section and in 2065 for section from IH 45 to IH 20.

Diagrams of project phasing for both scenarios are shown below.

Diagram 1: Baseline Forecast Project Phasing

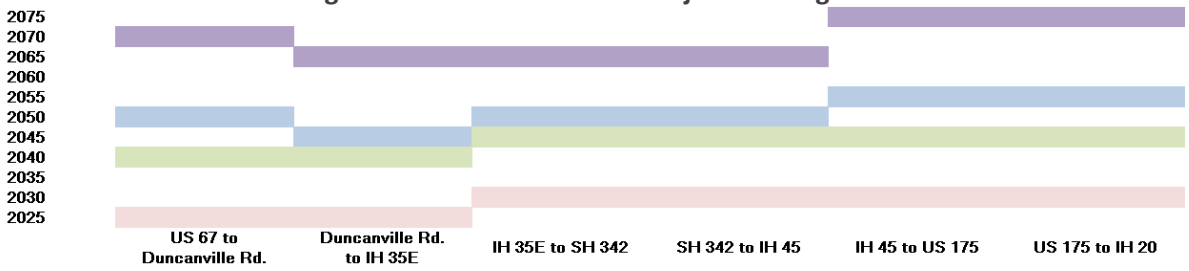
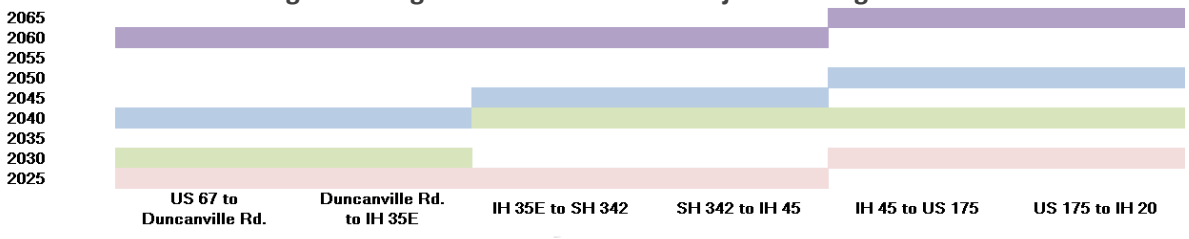


Diagram 2: Higher Growth Forecast Project Phasing



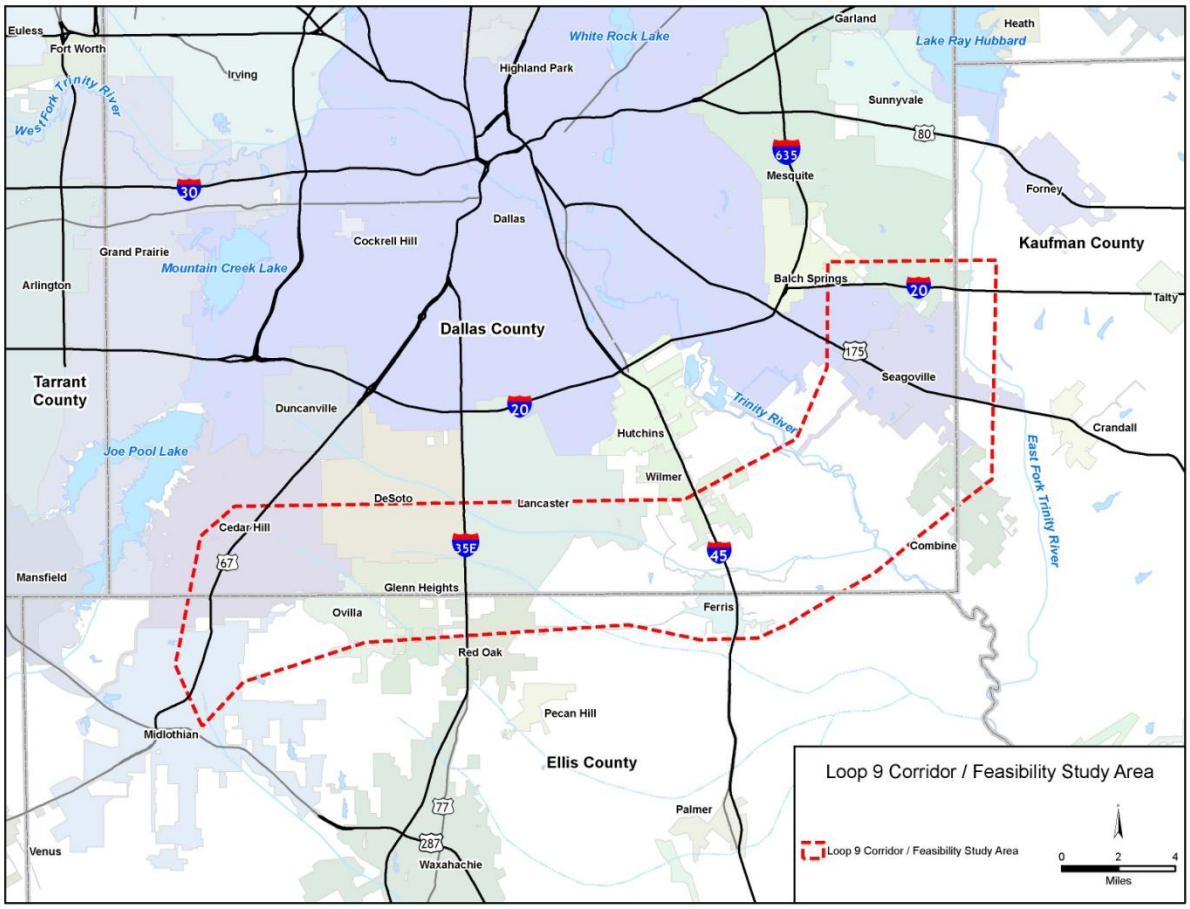
Year by which a 2-lane arterial section would be warranted
Year by which a 4-lane arterial section would be warranted
Year by which a 4 mainlanes and 4 frontage lanes section would be warranted
Year by which a 6 mainlanes and 6 frontage lanes section would be warranted

INTRODUCTION

The purpose of this technical memorandum is to provide traffic information to support the Loop 9 (LP 9) planning process thereby maximizing user benefits. As shown in **Figure 1** the study limits are from United States (US) 67 to Interstate Highway (IH) 20 where LP 9 would connect with the proposed State Highway (SH) 190 - East Branch. The LP 9 corridor traverses portions of Dallas, Ellis, and Kaufman Counties, and the cities of Cedar Hill, Midlothian, Desoto, Glenn Heights, Ovilla, Red Oak, Wilmer, Ferris, Lancaster, Combine, and Seagoville. This memorandum provides the following:

- A description of the methodology applied to project future traffic in the proposed LP 9 corridor
- An assessment of traffic capacity and level of service (LOS) for the forecast year of 2035

Figure 1: LP 9 Corridor Feasibility Study Area



Based on various design concepts for the LP 9 corridor, 16 travel demand network scenarios were modeled using the North Central Texas Council of Governments (NCTCOG) regional travel demand model. The transportation network scenarios are summarized in **Table 1**. The network scenarios varied based on three factors: the cross section of the LP 9 facility, the highway connections on the east and west ends of the LP 9 facility, and the type of tolling applied to the corridor. The three alternate connections for the west end of the project are US 287, US 67, and US 67 at Lake Ridge Parkway. On the

east end, the three potential connections are IH 45, IH 45 at Malloy Bridge Road, and IH 20. The modeled typical sections consist of 6 mainlanes and 6 frontage lanes (ultimate configuration), six-lane frontage section, and finally six-lane major arterial section with tolled bridge bypasses at major crossings. The three tolling concepts modeled are: tolling bypasses at major crossing arterials, corridor-wide mainlane tolling, and a non-toll facility.

An additional concept (Concept O) was modeled for a six-lane primary arterial with tolled bridges at major crossings and stretching from US 67 at Lake Ridge Parkway to IH 20 where it connect to SH 190 – East Branch. One feature of this design concept is the lack of continuous frontage roads along LP 9 where it crosses IH 35E, IH 45, and US 175. This feature is carried throughout the progression of project phases and to the ultimate configuration of the corridor.

This study provides analysis for four implementation phases. Phase 1, displayed in **Figure 2a**, will include the construction of one two-way frontage road. Additionally, the right-of-way (ROW) required for all phases will be purchased during Phase 1. Phase 2, illustrated in **Figure 2b**, is the construction of the paired frontage road, and each of the frontage roads will be converted to one-way roadways. The median will be left open for the future Phases 3 and 4. Phase 3 is the construction of isolated grade separations at specific high-volume intersections. Phase 4, presented in **Figure 2c,** is the construction of continuous tolled mainlanes in both directions.

Concept O was developed by the LP 9 project team and selected for analysis, because it is an intermediate phase of project progression and represents the average level of traffic attracted by the corridor compared to other progressive configurations. Thus, the Concept O base case volumes can be used to estimate the diverted traffic resulting from the upgrade to the next phase. Continuous frontage roads were added to this concept network to maximize the attractiveness of the facility.

Table 1: Loop 9 Corridor Travel Model Results

Scenario	Scenario Shapefile	Scenario Description	Design Concept	Section from IH 35 to Westmoreland Dr			Section from Westmoreland Dr to Joe Wilson		
				Daily Volume		Daily LOS	Daily Volume		Daily LOS
				Average	Max		Average	Max	
A	TxDOT_US67toIH45_Connected	Loop 9 coded based on the line diagram provided by TxDOT, but with an eastern terminus at IH 45 instead of IH 20 (appx. 19 miles)	6 mainlanes, 6 frontage road lanes	25,100	43,200	A	17,400	34,300	A
B	TxDOT_US67toIH20	Loop 9 coded based on the line diagram provided by TxDOT (appx. 34 miles)	6 mainlanes, 6 frontage road lanes	25,900	44,400	A	17,700	34,800	A
C	M2035_US287toIH20	Loop 9 as coded for Mobility 2035 (appx. 44 miles)	6 mainlanes, 6 frontage road lanes	22,500	31,300	A	21,600	38,800	A
D	M2035_US67toIH45_C	Loop 9 terminated in the east at IH 45 and realigned to connect to Malloy Bridge Rd and terminated in the west at US 67 and realigned to connect to Lake Ridge Pkwy (appx. 19 miles)	6 mainlanes, 6 frontage road lanes	20,300	29,000	A	16,900	32,600	A
E	M2035_US67toIH45	Loop 9 as coded for Mobility 2035, but terminated in the east at IH 45 and in the west at US 67 (appx. 19 miles)	6 mainlanes, 6 frontage road lanes	20,200	29,000	A	17,600	33,600	A
F	M2035ToolledBridgesUS287toIH20	Loop 9 coded as a 3-lane frontage road in each direction with a tolled bridge bypass alternative at each arterial crossing (appx. 44 miles)	3 lanes in each direction (frontage road or arterial) with tolled bypasses at each intersection (Coded as functional class 2 - -expressway--)	19,200	36,400	D	21,400	45,100	D
G	M2035TollBridges_US67toIH45_C	Loop 9 coded as a 3-lane frontage road in each direction with a tolled bridge bypass alternative at each arterial crossing, terminated in the east at IH 45 and realigned to connect to Malloy Bridge Rd and terminated in the west at US 67 an realigned to connect to Lake Ridge Pkwy (appx. 19 miles)	3 lanes in each direction (frontage road or arterial) with tolled bypasses at each intersection (Coded as functional class 2 - -expressway--)	13,400	32,100	C	23,300	38,500	D

Table 1: Loop 9 Corridor Travel Model Results

Scenario	Scenario Shapefile	Scenario Description	Design Concept	Section from IH 35 to Westmoreland Dr			Section from Westmoreland Dr to Joe Wilson		
				Daily Volume		Daily LOS	Daily Volume		Daily LOS
				Average	Max		Average	Max	
H	M2035TolledBridges_US67toIH45	Loop 9 coded as a 3-lane frontage road in each direction with a tolled bridge bypass alternative at each arterial crossing, but terminated in the east at IH 45 and in the west at US 67 (appx. 19 miles)	3 lanes in each direction (frontage road or arterial) with tolled bypasses at each intersection (Coded as functional class 2 --expressway--)	17,400	32,700	C	18,500	41,000	D
I	M2035_NoToll_US287toIH20	Loop 9 as coded for Mobility 2035, with main lane tolling removed (appx. 44 miles)	6 mainlanes, 6 frontage road lanes	49,200	59,000	B	42,000	61,200	B
J	M2035_NoToll_US67toIH45_C	Loop 9 terminated in the east at IH 45 and realigned to connect to Malloy Bridge Rd and terminated in the west at US 67 an realigned to connect to Lake Ridge Pkwy and with main lane tolling removed (appx. 19 miles)	6 mainlanes, 6 frontage road lanes	39,600	48,900	B	31,300	48,500	B
K	M2035_NoToll_US67toIH45	Loop 9 as coded for Mobility 2035, but terminated in the east at IH 45 and in the west at US 67 and with main lane tolling removed (appx. 19 miles)	6 mainlanes, 6 frontage road lanes	38,400	47,700	B	29,700	47,500	B
L	M2035_FrtgOnly_US287toIH20	Loop 9 coded as a 3-lane frontage road in each direction (appx. 44 miles)	3 frontage road lanes in each direction (Coded as functional class 7 --arterial--)	8,300	14,600	B	11,800	15,700	B
M	M2035_FrtgOnly_US67toIH45_C	Loop 9 coded as a 3-lane frontage road in each direction terminated in the east at IH 45 and realigned to connect to Malloy Bridge Rd and terminated in the west at US 67 an realigned to connect to Lake Ridge Pkwy (appx. 19 miles)	3 frontage road lanes in each direction (Coded as functional class 7 --arterial--)	7,500	13,500	B	9,900	13,500	B

Table 1: Loop 9 Corridor Travel Model Results

Scenario	Scenario Shapefile	Scenario Description	Design Concept	Section from IH 35 to Westmoreland Dr			Section from Westmoreland Dr to Joe Wilson		
				Daily Volume		Daily LOS	Daily Volume		Daily LOS
				Average	Max		Average	Max	
N	M2035_Frtg Only_US67to IH45	Loop 9 coded as a 3-lane frontage road in each direction, but terminated in the east at IH 45 and in the west at US 67 (appx. 19 miles)	3 frontage road lanes in each direction (Coded as functional class 7 --arterial--)	7,800	14,000	B	10,900	14,300	B
O	TXDOT_US67 tolH20_TollB ridge	Loop 9 coded as a 3-lane frontage road in each direction with a tolled bridge bypass alternative at each arterial crossing and terminated in the west at US 67 and realigned to connect to Lake Ridge Pkwy. The corridor connects with the proposed SH 190 East Branch at IH 20. (appx. 34 miles)	3 lanes in each direction (frontage road or arterial) with tolled bypasses at each intersection (Coded as functional class 2 --expressway--)	10,800	14,100	B	17,700	20,400	B

Figure 2a: Phase 1 – Two-Way Frontage Road

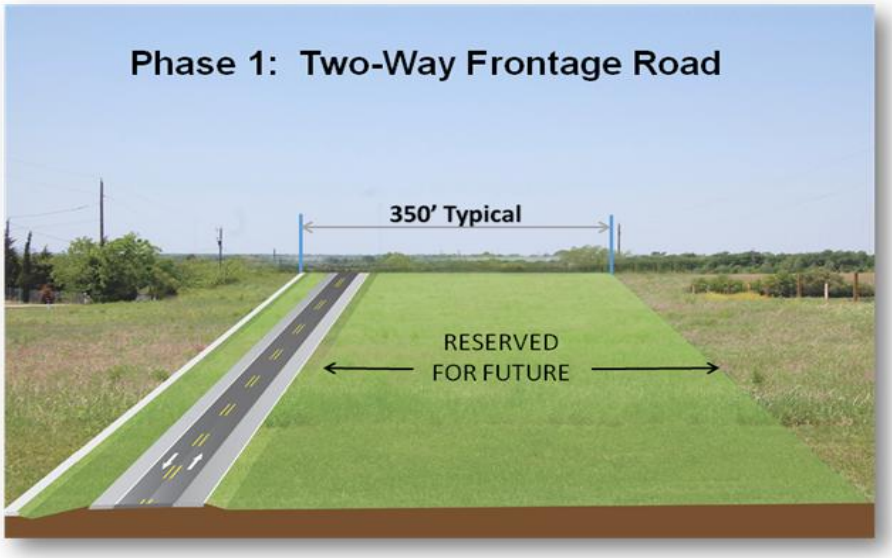


Figure 2b: Phase 2 – One-Way Frontage Roads



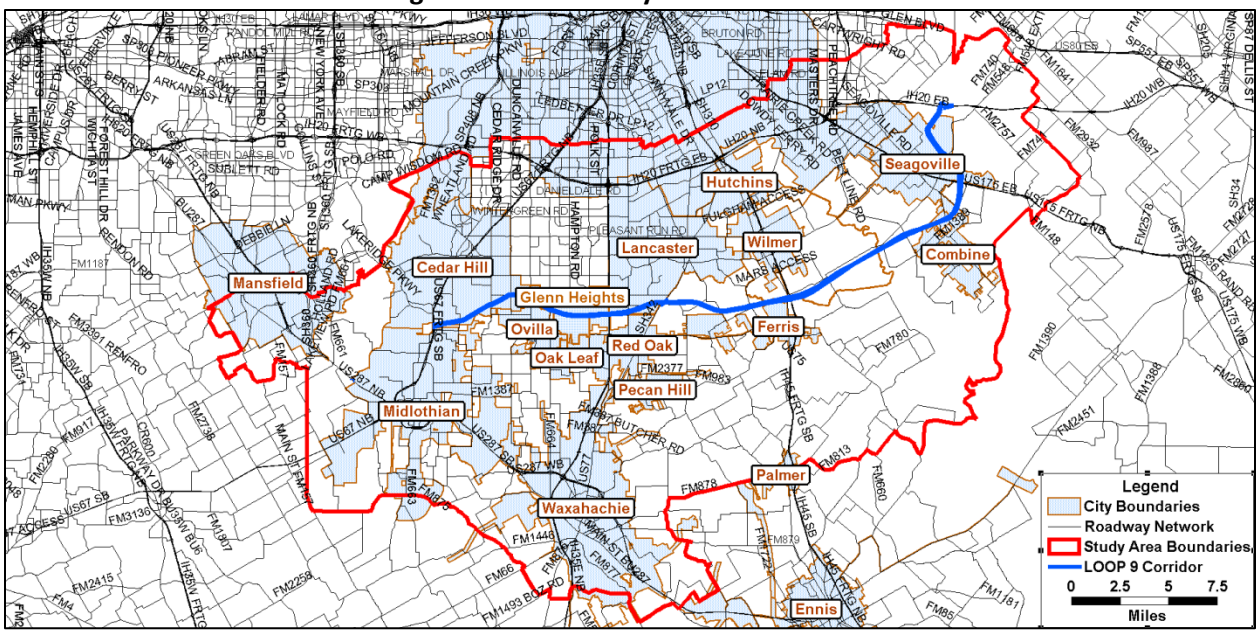
Figure 2c: Phase 4 - Continuous Toll Road



DATA AND METHODOLOGY

NCTCOG provided Atkins with demographic data, traffic analysis zones (TAZ), origin-destination data (OD), and loaded TransCAD network files for the base year (2012) and horizon year (2035). The regional NCTCOG Travel Demand Model results were used as a starting point for this analysis. To enhance and refine results for the LP 9 traffic study area, additional subarea analysis techniques were applied to the regional data. TransCAD planning software was utilized to produce results followed by some post-processing efforts to adjust for other factors not captured by these tools. The traffic study area was defined to include competing as well as feeder corridors to LP 9 which are likely to impact traffic on this corridor. The traffic study area is selected in such a way to capture shifts in travel routes as results of change in origin-destination patterns, to include long haul trips from major production and attraction centers, and finally include all connections with major roads. **Figure 3** displays the limits of the traffic study area.

Figure 3: Traffic Study Area Boundaries



The base transportation network scenario (referred to as “base network” in this memo) used in this study is a six-lane arterial section stretching from US 67 to IH 20 with tolled bridges at most crossings as modeled in Concept O. This LP 9 configuration most closely matched the line diagram of the tolled bridges scenario developed by the LP 9 project team. Adjustments were made to projected volumes of this scenario when evaluating each interim phase since traffic diversion depends upon the functional classification of a corridor (the higher the functional classification of a corridor, the higher the attractiveness of the corridor).

Modeling data from the NCTCOG travel model, including loaded roadway network, OD matrices, TAZ layer, and demographics, were provided. Refinements to the regional travel model traffic projections were incorporated through adjustments to the trips tables and traffic network assignment. Planning tools in TransCAD, the same software platform used by the NCTCOG model, were utilized extensively in

this analysis followed by post-processing adjustments for elements of modeling that could not be captured otherwise.

The NCTCOG model is a regional model. To provide sufficient accuracy needed for a corridor level study, a subarea model was created using the traffic study area boundary shown in **Figure 3**. To facilitate analysis of traffic growth along the corridor, the traffic study area was divided into 12 smaller areas referred to as traffic growth analysis (TGA) areas each defined by a set of east-west roadway links that represent competing routes to LP 9 for each designated area. These links, which provide a snapshot of traffic within an area, are later used to develop historic east-west traffic growth in each TGA area. **Figure 4** shows each TGA area and its set of links. Based on observations of significant increase and decrease in traffic volumes at major crossing roads in the base network, the corridor was divided into six analysis segments as described in **Table 2**.

Figure 4: Analysis Areas Represented by East-West Roadway Links

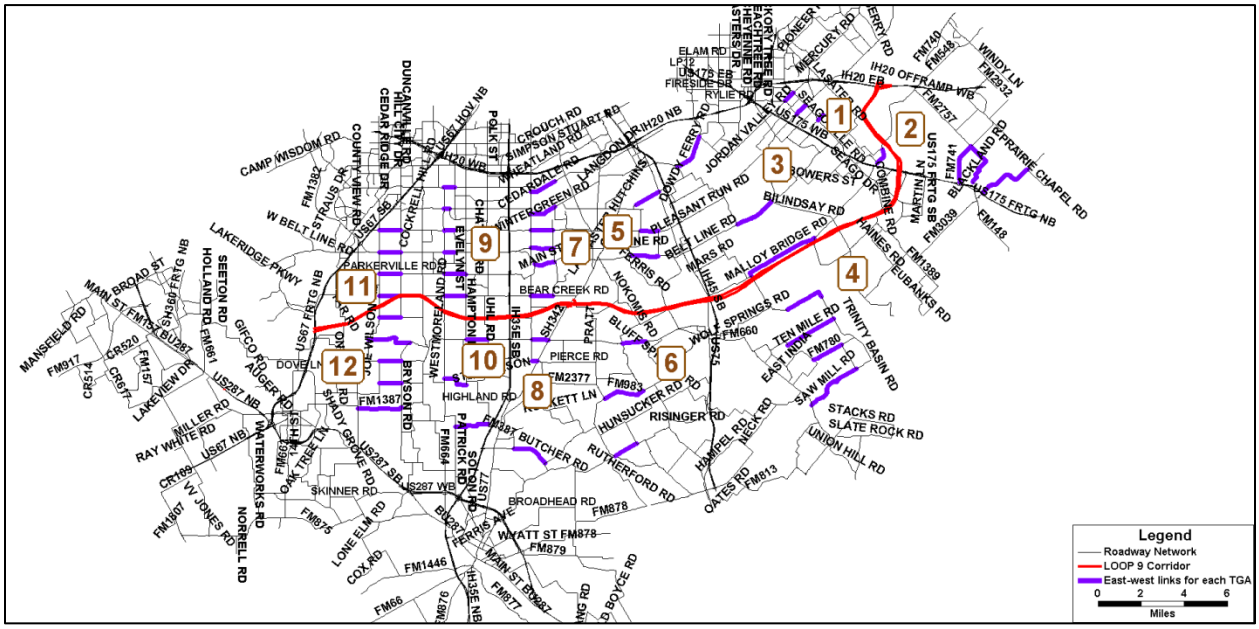


Table 2: Corridor Segment Description

1. IH 20 to US 175
2. US 175 to IH 45
3. IH 45 to SH 342
4. SH 342 to IH 35E
5. IH 35E to Duncanville Road
6. Duncanville Road to US 67

This subarea model was further refined and enhanced based on findings of a comprehensive review and analysis of demographic data, historic traffic growth, the transportation network, and existing and future land use information. Evaluation of the base year subarea model was performed, and necessary adjustments were made to correct for differences observed between projected volumes and historic traffic counts. These adjustments were carried over to the horizon year subarea model.

Traffic growth beyond 2035 was predicted under two demographic forecast conditions: Baseline Forecast and Higher Growth Forecast. The Baseline Forecast is based on historic traffic growth and projected traffic growth from NCTCOG travel model results between the base year and horizon year. The Higher Growth Forecast considers the future land use plans of jurisdictions within the traffic study area and potential timing of different developments that are envisioned to occur in the vicinity of the corridor to estimate an accelerated development timeline for the area adjacent to the LP 9 corridor.

Development of Subarea Model

Validation of Base Year Projected Daily Traffic Volumes

To analyze the historic trends of traffic in the traffic study area, Texas Department of Transportation (TxDOT) historic counts from 2000 to 2011 were coded into the base year model. Additionally there were key locations where historic counts were not available, therefore, saturation counts were obtained and coded into the base year model. The saturation counts for the traffic study area were available for years 1994, 1999, 2004, and 2009. **Figure 5** shows all TxDOT traffic count locations that were used for the validation of the base year subarea model. **Figure 6** displays locations where historic count data was available for the purpose of developing historic growth factors.

The percentage differences between the base year traffic projections from the NCTCOG travel demand model were relatively high at many locations within the subarea. **Figure 7** shows the differences between the historic traffic counts and projected volumes from the model. In general, daily volumes in the regional NCTCOG travel demand model projections are lower than historic traffic counts north of the corridor, between US 67 and SH 342, and south of the corridor around IH 35E (City of Red Oak). Volumes are overall higher than historic traffic counts between SH 342 and US 175, except for a few links south of the corridor. Finally, between IH 20 and US 175, the travel demand model projections are higher than historic counts north of the corridor and lower south of the corridor. These differences warranted refining the base year subarea model developed for this study which will be discussed under "Refinement of the OD or Trip Table" section.

Figure 5: TxDOT Traffic Count Locations Used for Validation of the Base Year Subarea Model

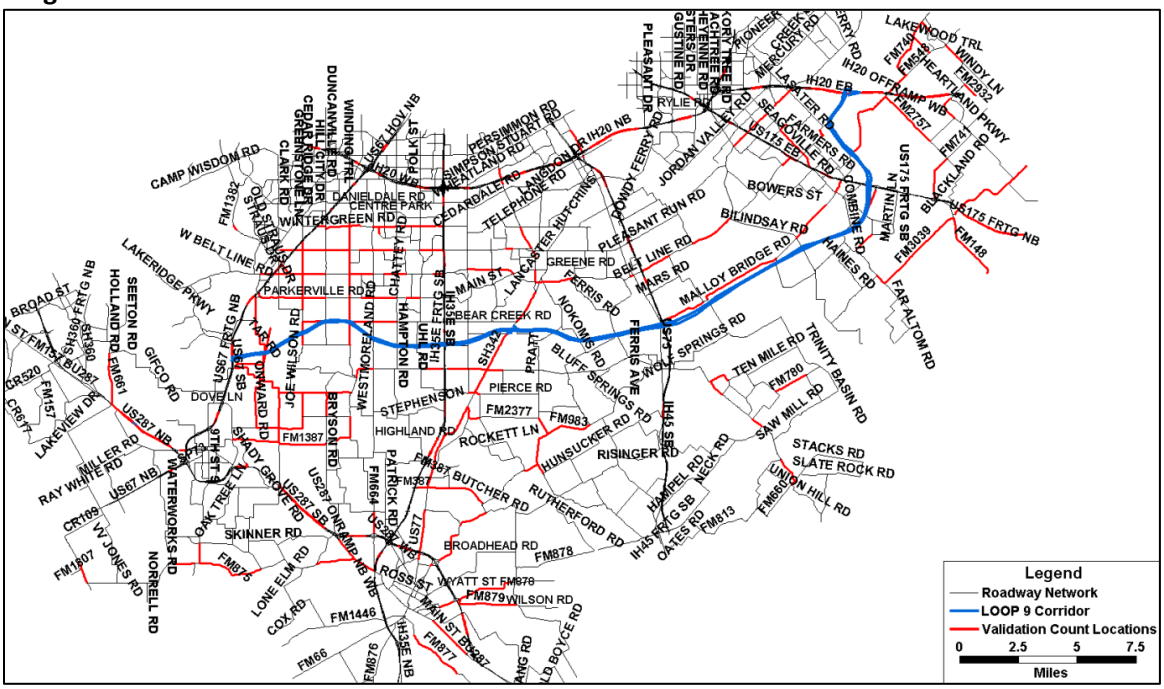


Figure 6: Historic Traffic Count Locations Used to Develop Traffic Growth Rates Beyond 2035

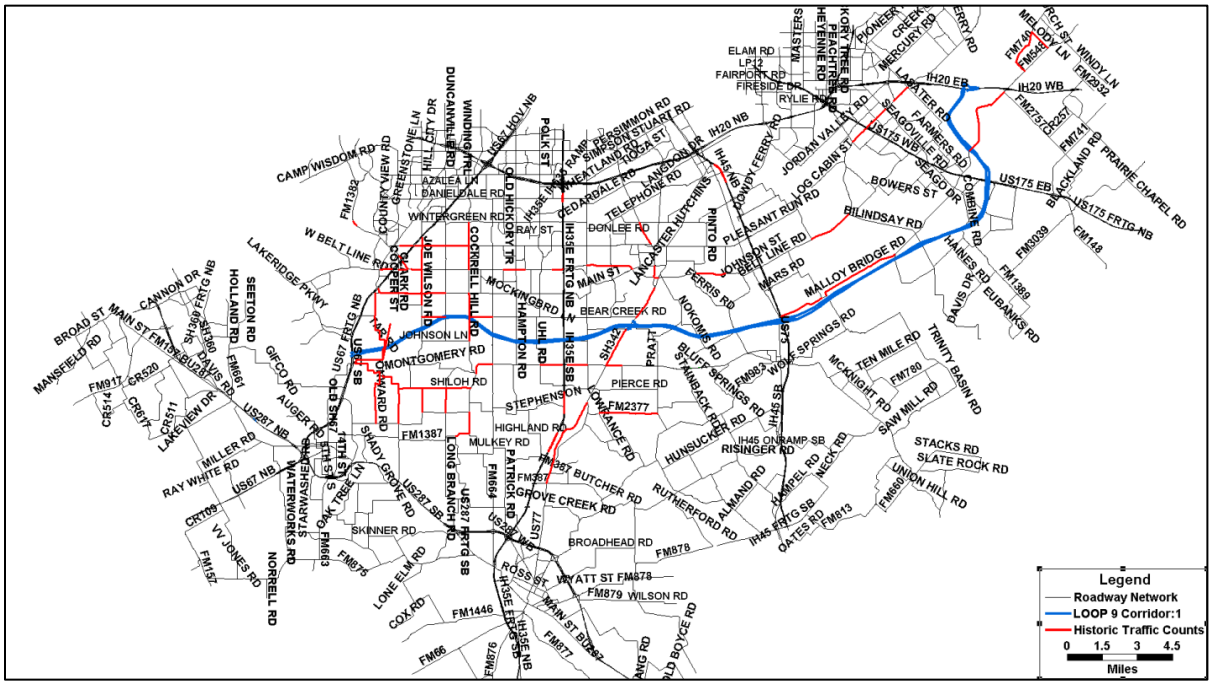
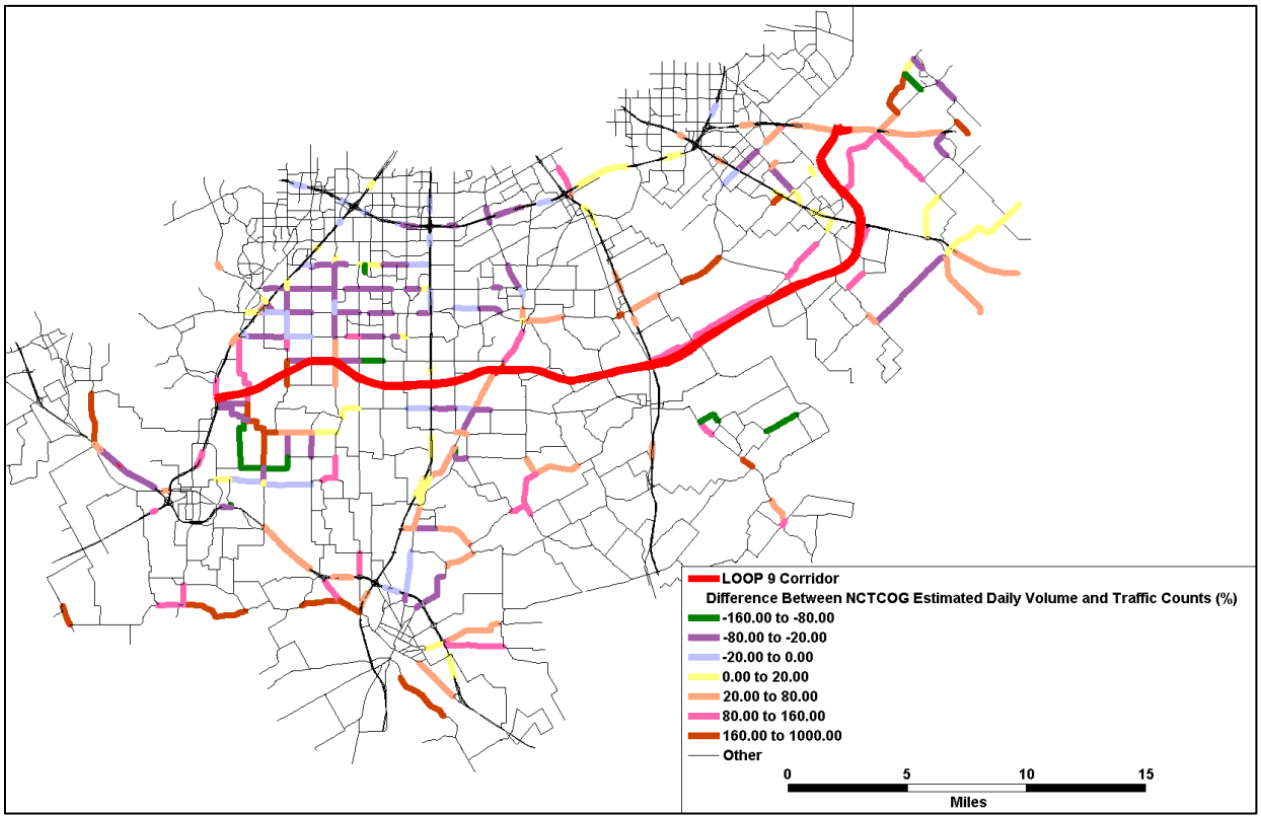


Figure 7: Differences between NCTCOG Projected Total Daily Volume and Traffic Counts (%)



Validation of Subarea Model Base Year Demographic Forecast

Demographic data and land use information were studied to identify potential subarea model refinements and better understand potential reasons for differences observed between base year model assigned traffic volumes and traffic counts. The official NCTCOG 2040 Demographic Forecast provides demographic forecasts at the "market" level. These market-level forecasts were further refined by NCTCOG to the Traffic Survey Zone (TSZ) level for travel demand modeling purposes only. The TSZ-level demographic data from NCTCOG were used for the Baseline Forecast. Evaluation of employment and population estimates not only provides valuable information on the scale of trips generated but also about travel patterns/distributions in the traffic study area. This information is used for developing OD matrices, which are the main input into the traffic assignment step. The discussion presented in this section provides the context for qualitative evaluation of the traffic assignment results produced after the OD matrix is modified based on validation of traffic counts (as will be discussed under "Refinement of the OD or Trip Table" section). Furthermore, this analysis influenced the development of the future demographic forecasts used in this report. It should be emphasized that demographics were not directly adjusted as part of subarea model development and were only studied to support the evaluation and adjustment of traffic assignment.

Census tract data from the 2000 and 2010 U.S. Census Bureau was obtained and analyzed to determine annual compound growth rates (ACGR) for the population of each census tract. Then, this growth factor was applied to 2010 census tract population to forecast the 2012 population numbers (referred to as

projected 2012) and compared with the NCTCOG forecast. For this comparison, NCTCOG TSZ-level data was aggregated to census tract level. **Figure 8** demonstrates the difference between NCTCOG's 2012 population forecast and the projected 2012 population. Negative numbers indicate census tracts where the projected 2012 level was lower than the NCTCOG forecast, while positive numbers indicate the projected 2012 level was higher. **Figures 9, 10, 11,** and **12** provide closer views of the areas northwest, northeast, southwest, and southeast of the corridor, respectively, along with labels for population difference, population ACGR between Census 2000 and Census 2010, and finally population ACGR between NCTCOG model 2012 and 2035.

Figure 8: Projected 2012 Population Compared with NCTCOG Forecasted 2012 Population

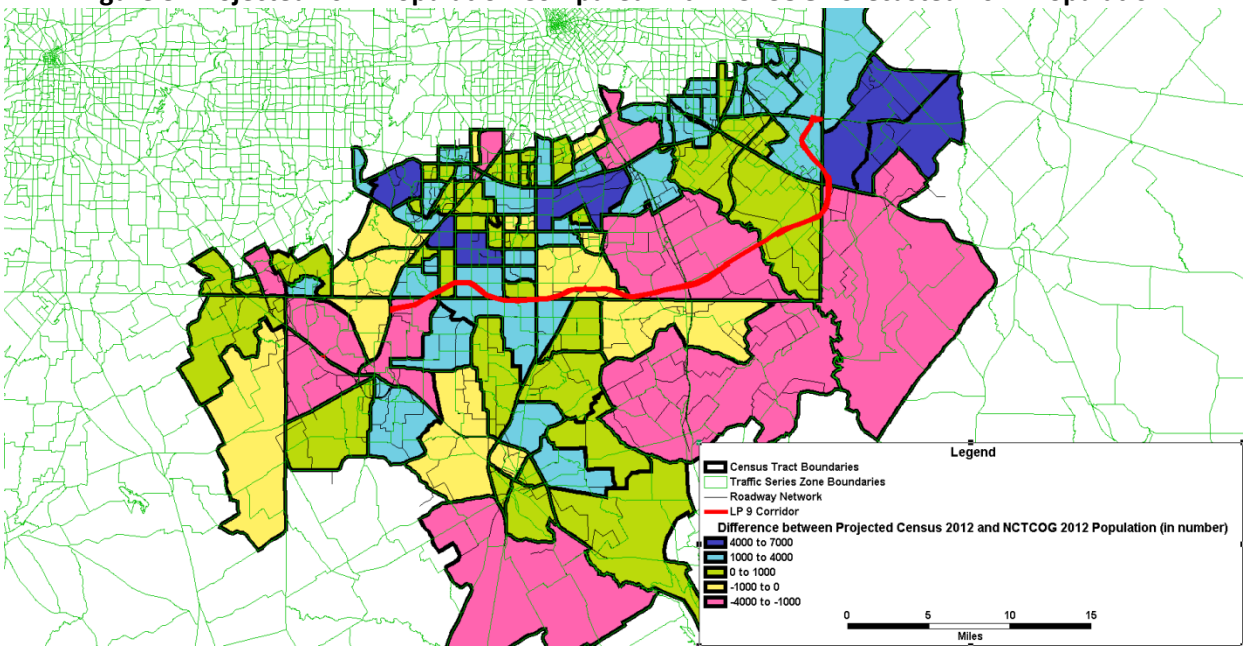


Figure 9: Projected 2012 Population Compared with NCTCOG Forecasted 2012 Population – Northwest of Corridor

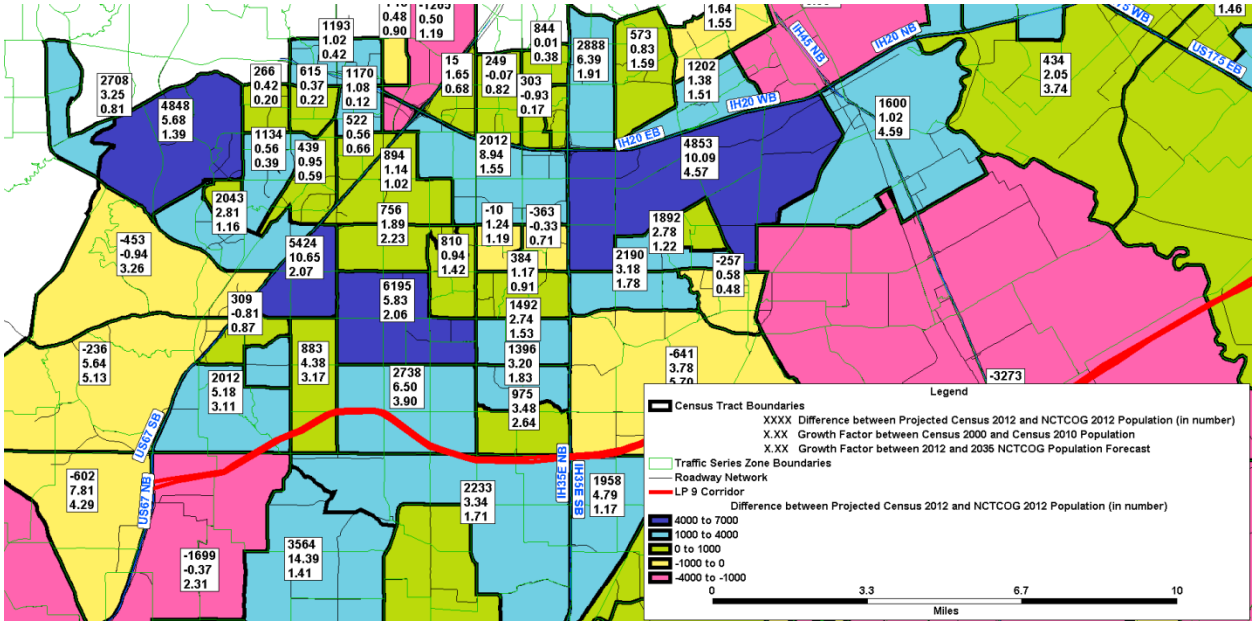


Figure 10: Projected 2012 Population Compared with NCTCOG Forecasted 2012 Population – Northeast of Corridor

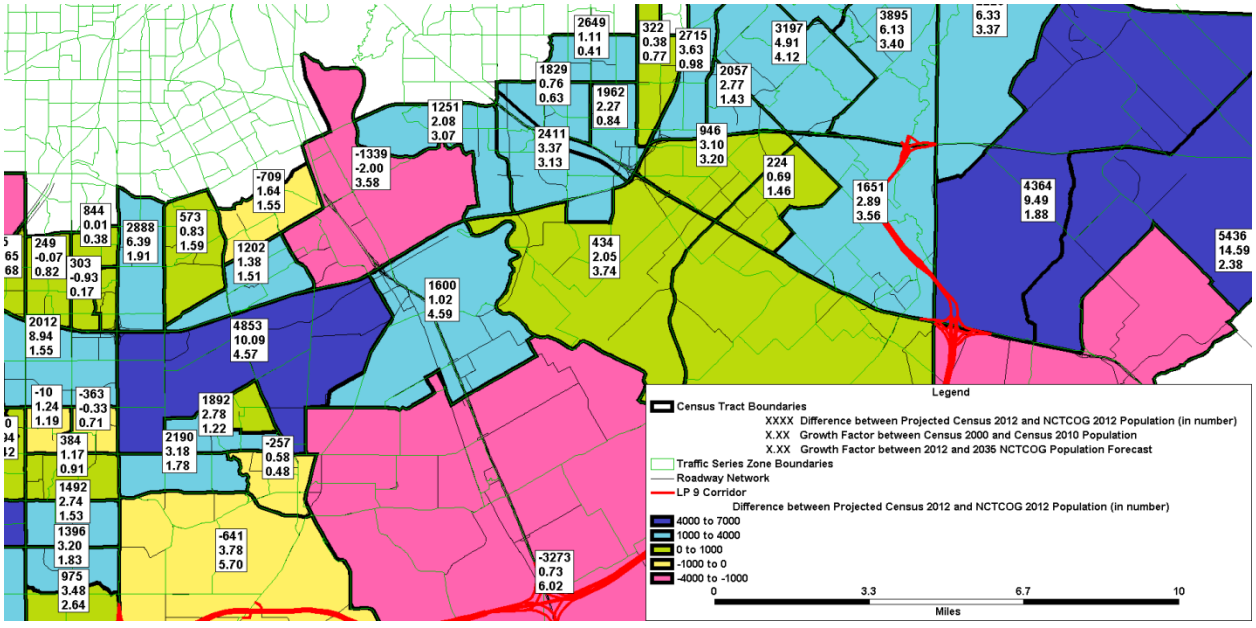


Figure 11: Projected 2012 Population Compared with NCTCOG Forecasted 2012 Population – Southwest of Corridor

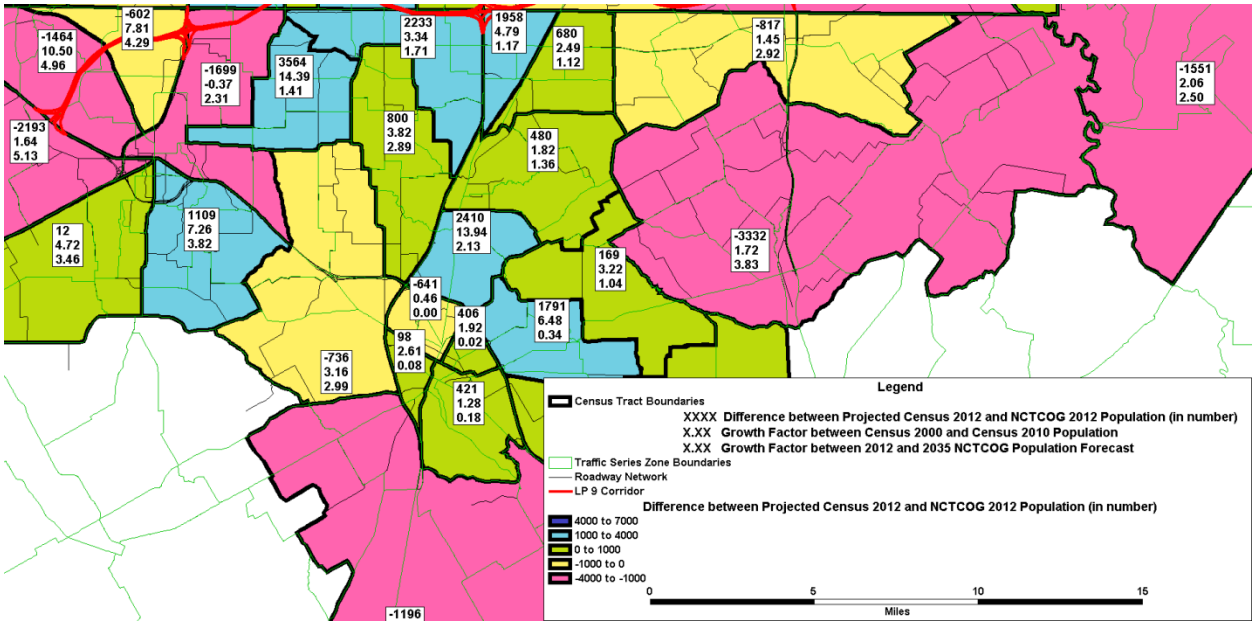
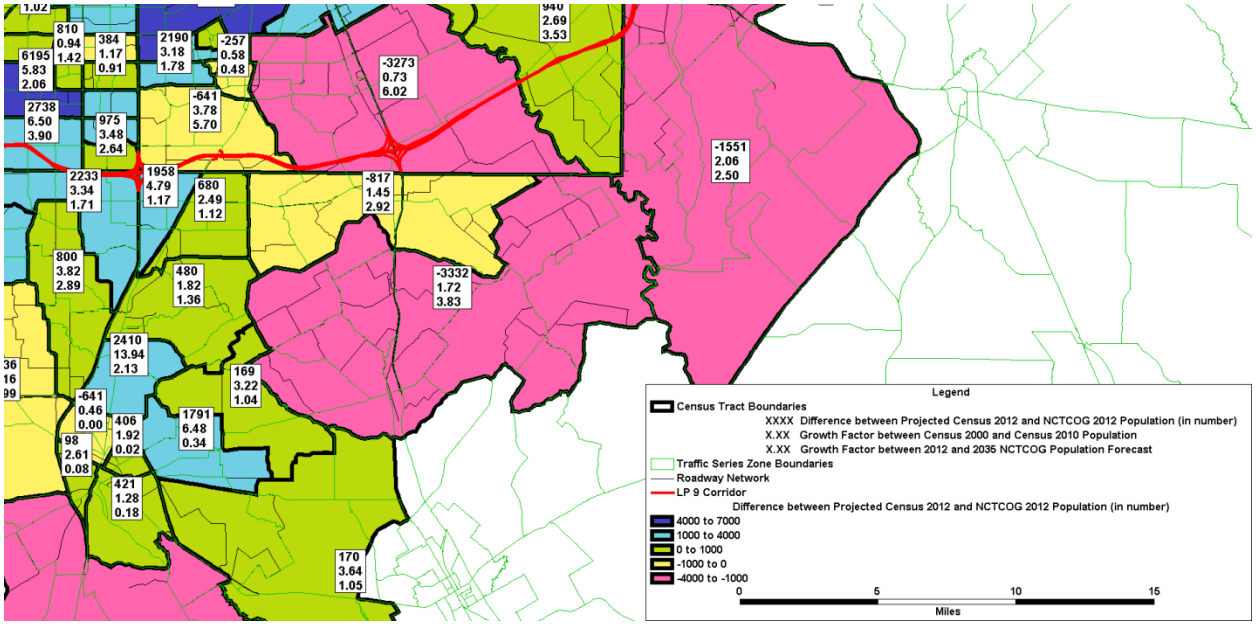


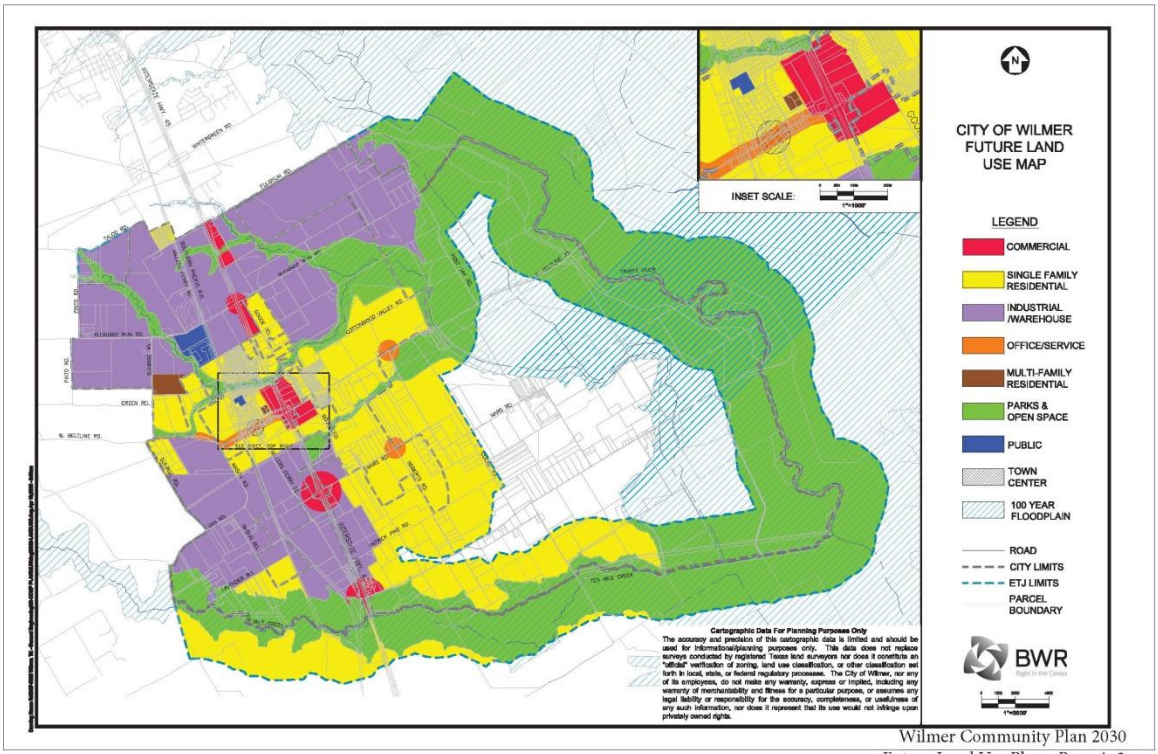
Figure 12: Projected 2012 Population Compared with NCTCOG Forecasted 2012 Population – Southeast of Corridor



As presented on the figures above, north of the LP 9 corridor and between US 67 and SH 342, the projected 2012 population is substantially higher than NCTCOG's forecast population. These areas are mostly located within jurisdictions of the cities of DeSoto and Lancaster. For these zones, the ACGR between Census 2000 and Census 2010 is high compared to the ACGR of the NCTCOG population forecast between 2012 and 2035. It is expected that the growth rate would be higher for zones/tracts with low-estimated population. It is possible that lower rates are justified in zones that are mostly developed with small percentage of vacant land. However, many of the zones to the south of Belt Line Road have sufficient vacant land to continue growth at the same rate as in the past. These zones are located between the cities of Glenn Heights and DeSoto and have a high potential for growth. The same trend is observed south of the corridor between US 67 and SH 342.

In contrast, the projected 2012 population is substantially lower than NCTCOG's forecasted population in tracts along the corridor between SH 342 and US 175. Despite this lower forecast, the Census 2000 to Census 2010 ACGR is lower than the ACGR based on NCTCOG's population forecasts. The census tract north of the corridor highlighted in pink covers the city of Wilmer and partly the International Inland Port of Dallas (IIPOD). **Figure 13** shows the future land use plan of the city of Wilmer obtained from the city's 2009 comprehensive plan. Based on this plan, the forecasted population of this city in 2030 ranges between 5,000 and 8,000. Projecting the 2012 population using a growth rate of 6.02 would mean that population in this area will be around 20,000 by year 2035, which seems quite high compared to historic trends of this areas.

Figure 13: City of Wilmer Future Land Use Plan (City of Wilmer 2009 Comprehensive Plan)



Wilmer Community Plan 2030
Future Land Use Plan - Page A-2

The tract highlighted in pink in the lower left mainly covers the city of Palmer. This area is comprised primarily of undeveloped lands, but, because of floodplain around this area and less relation to other cities around, higher growth in this area does not seem likely. The population in the area between IH 20 and US 175 is lower based on NCTCOG's forecast compared to projected 2012 population. However, when comparing with Google maps, census data seem too high especially because traffic volume estimates in this area exceed traffic counts.

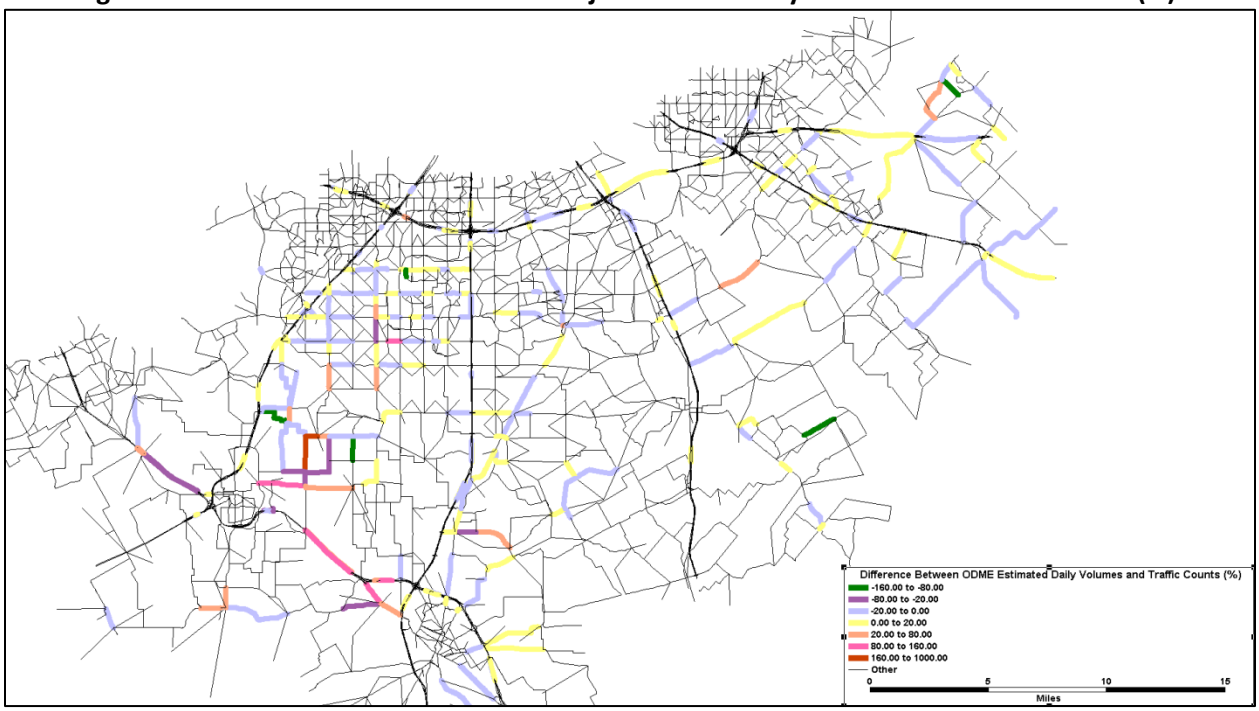
Refinement of the Origin-Destination (OD) or Trip Table

As previously demonstrated in **Figure 7**, the difference between the projected daily volumes from the NCTCOG regional travel model and historic TxDOT traffic counts were substantial at most traffic count locations within the traffic study area. Additionally, there are some differences between NCTCOG forecasted base year population compared to projected 2012 population forecasts based on the census. These differences indicate that some adjustment to the base year trip table may improve the performance of the subarea model.

The OD matrix estimation (ODME) of the TransCAD Planning Package Software was used to refine the OD tables from the regional travel model. ODME methods use traditional, typically static (i.e., one time period) traffic assignments to load trips from a matrix onto a network. Loaded flows are compared with available volumes to calculate an adjustment to the matrix that, when loaded again, will improve the match between assigned flows and counts. This procedure continues iteratively until the match between the flows loaded from the estimated matrix and the input volumes cannot be improved further. This method is deemed appropriate for this level of analysis and available information since traffic volumes were available at quite a few locations.

After performing the ODME, the resulted projected daily volumes were compared with traffic counts again at the same locations demonstrated in **Figure 7**. The results of this comparison are shown in **Figure 14**. As shown on this figure, the projected traffic volumes for the subarea model more closely align with historic TxDOT traffic counts at many locations. There are some locations south of the subarea model where differences are still significant, but this was deemed acceptable since they are far from the LP 9 corridor. The OD adjustment to the base year subarea model was then applied to the horizon year trip table.

Figure 14: Differences between ODME Projected Total Daily Volume and Traffic Counts (%)



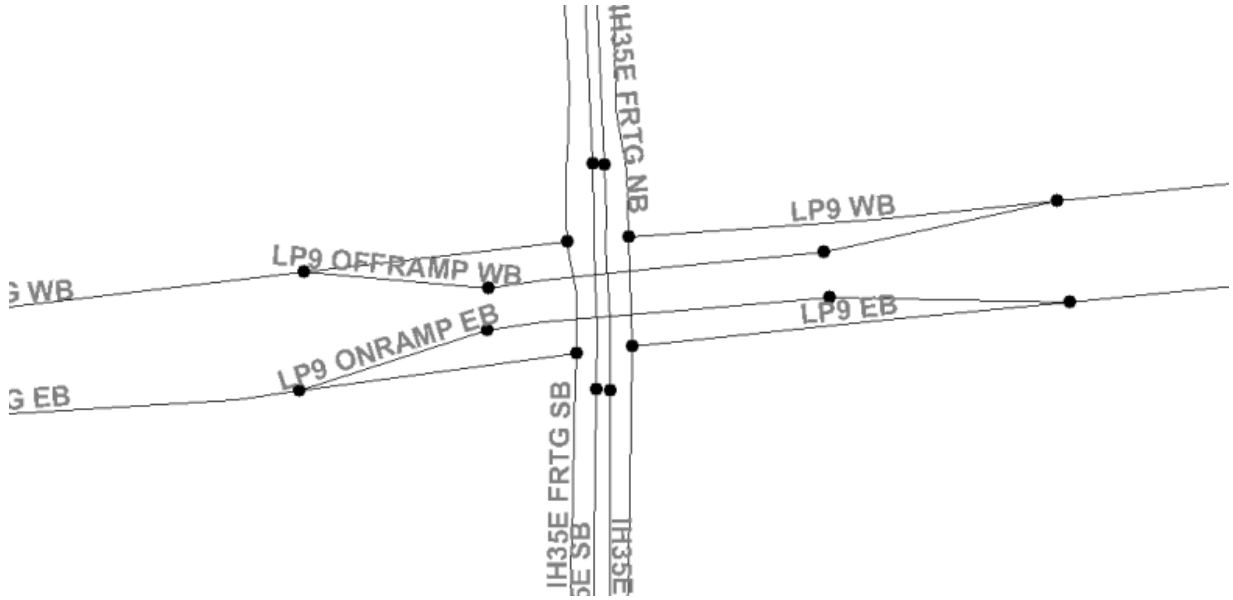
Development of Horizon Year Subarea Model

Adjustment to the Subarea Model Network

The base network model was originally coded so that through movement at major intersections at IH 35E, IH 45, and US 175 would be tolled. With this coding, non-tolled movements across these major facilities would be diverted to other parallel routes. This reduces the overall attractiveness of the LP 9 corridor as some travelers would change their paths to avoid the cost of tolled bridges. The original and adjusted network coding is shown in **Figures 15, 16, and 17**.

Figure 15: Original and Adjusted Network Coding at IH 35E

Original



Adjusted

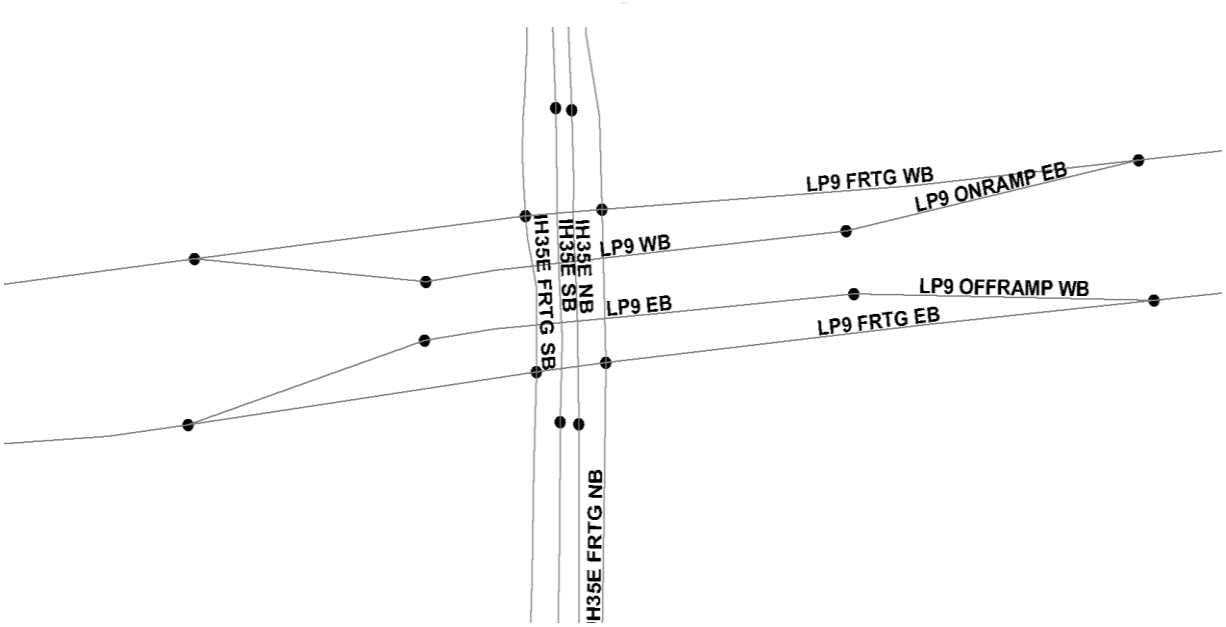
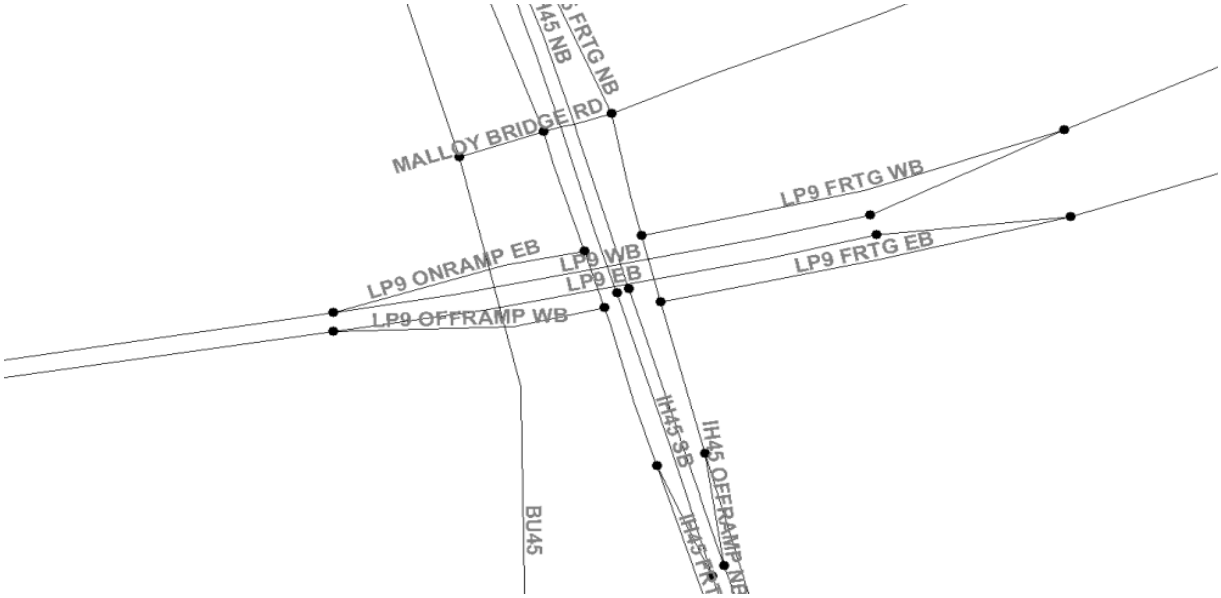


Figure 16: Original and Adjusted Network Coding at IH 45

Original



Adjusted

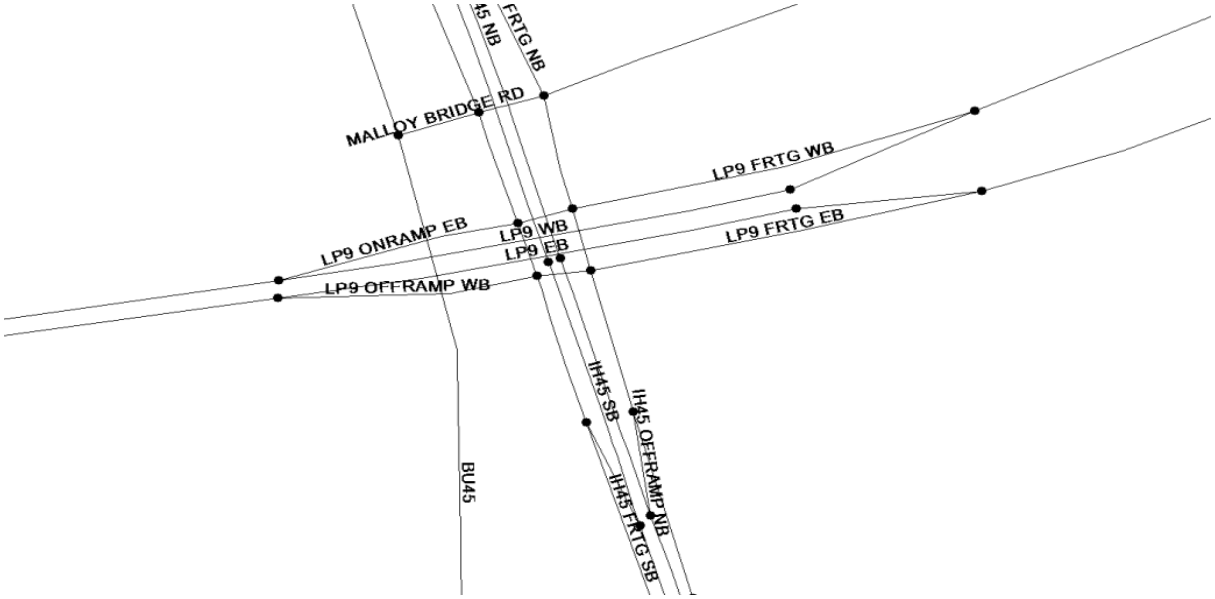
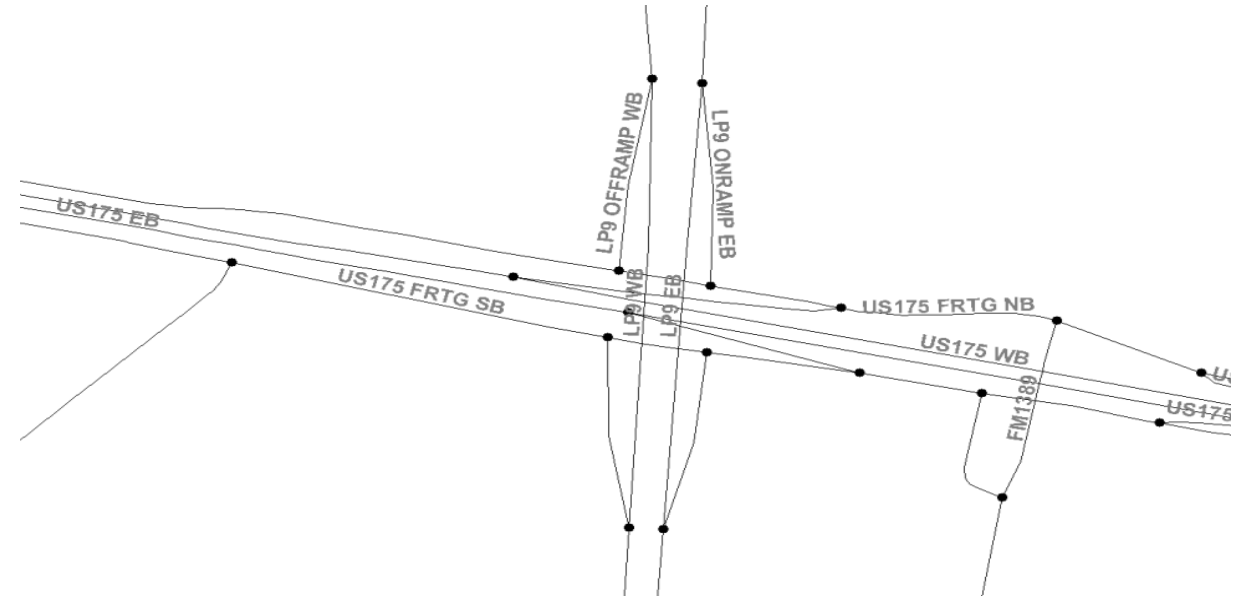
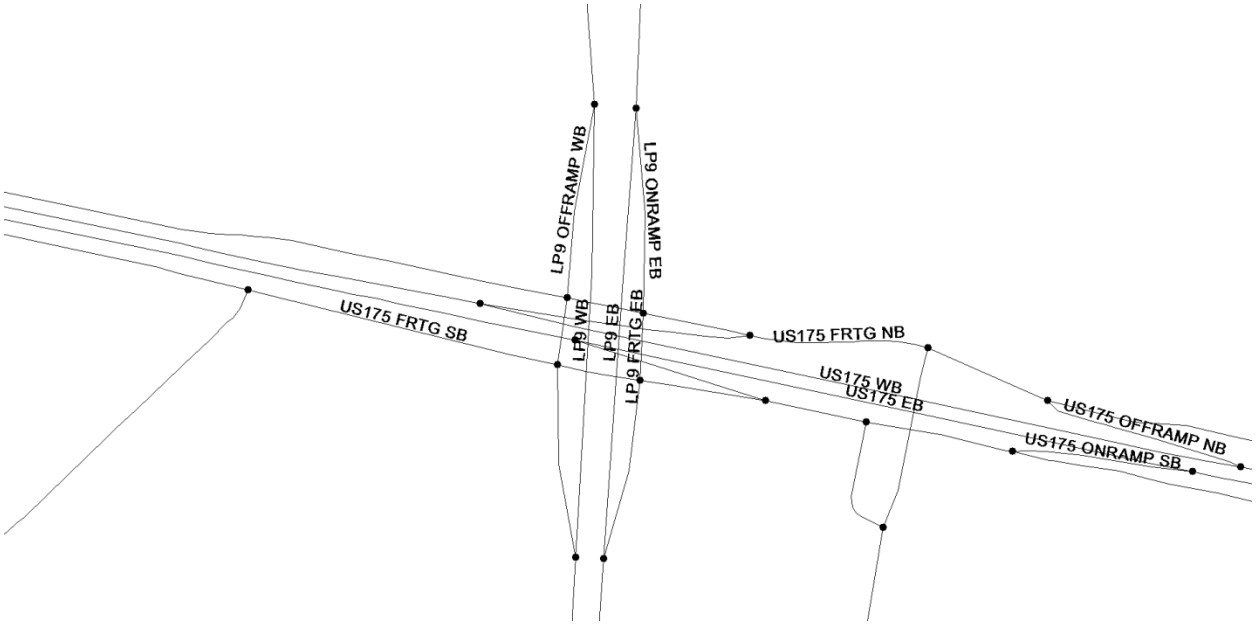


Figure 17: Original and Adjusted Network Coding at US 175

Original



Adjusted



Projected traffic volumes before and after network adjustments are presented in **Table 3**. The volumes are average daily traffic volumes on all links of a segment each weighted by their lengths.

The next step after performing network adjustments was to apply base year adjustment trip table to the horizon year trip table. Results of traffic assignment with the modified trip table and transportation network are shown in **Table 3**. The unadjusted horizon year subarea model yielded results similar to the regional NCTCOG travel model traffic projections. The network adjustments increased the traffic volumes on LP 9 for every segment except from US 67 to IH 35E compared to the unadjusted model. The final subarea model with the combined network and OD adjustments shows more consistent traffic volumes on LP 9 throughout the corridor. The results presented in last column of **Table 3** are the final projected traffic volumes for 2035 on which Baseline and Higher Growth Forecast growth rates are projected.

Table 3: Horizon Year (2035) Projected Average Daily Traffic (ADT) Volumes

Segment ID	Segment Description	NCTCOG	Subarea Model	Subarea Model_- Network Adjusted --(1)	(1) and Updated with Base Year OD Adjustments --(2)
1	IH 20 to US 175	11,000	10,800	14,500	10,300
2	US 175 to IH 45	13,200	14,300	16,100	14,300
3	IH 45 to SH 342	7,600	7,800	9,200	10,300
4	SH 342 to IH 35E	6,300	5,300	7,300	9,900
5	IH 35E to Duncanville Rd	13,900	15,400	12,900	18,600
6	Duncanville Rd to US 67	13,500	13,500	10,800	14,000

Projections of Future Traffic Volume Beyond 2035

Analysis of future traffic on LP 9 corridor was performed under two scenarios: Baseline Forecast and Higher Growth Forecast. Baseline Forecast is based on projected 2035 traffic volumes (modified results from the last column of **Table 3**) and assumes growth rates comparable with historic as well as NCTCOG's traffic growths. Higher Growth Forecast considers future land use plans of jurisdictions within traffic study area, potential timing of different developments that are envisioned to occur in the vicinity of the corridor, and accelerated growth in developments due to opening of a new road. The methodology and results of these two scenarios are discussed below.

Baseline Forecast Traffic Volume Projections

The traffic growth for the Baseline Forecast is based on the traffic volumes from the regional NCTCOG travel demand model at the locations presented in **Figure 4**. Since TxDOT traffic counts were not available at all these locations a limited set of count locations was selected as presented in **Figure 5**. **Table 4** shows the regional NCTCOG travel demand model projections and historic TxDOT traffic count ACGRs. Additionally, estimates of truck percentages on different segments of the corridor were derived from the regional NCTCOG travel demand model results. **Table 5** presents the growth rates and truck percentages that were used for the Baseline Forecast. An increase in truck percentage is expected

beyond 2035 due to the IIPOD. The highest inland port commercial trucks volumes on LP 9 are expected to travel between IH 35E and IH 45 and some would continue east towards IH 20 or west towards US 67.

As discussed earlier, the six-lane arterial section was used as the base network throughout these analyses. Changing the number of lanes or functional classification of a roadway alters the attractiveness of a facility. To reflect these changes different factors were used to convert projected traffic in the base network to each of the different phases of the project. **Table 6** lists these factors. Traffic LOS measures were used to evaluate justification to open the corridor or upgrade to the next phase. **Table 7** presents traffic volume thresholds for arterial and tollway facilities.

Traffic volumes that correspond to a LOS of B for arterials were deemed appropriate to justify opening phase 1 of the project since LOS A would indicate that the corridor is underutilized. For upgrade to next phases of the project, a LOS D or lower (E and F) was used. This would correspond to average daily traffic (ADT) volumes of 4,000 for phase 1; 12,000 for phase 2; and 38,000 for phases 3 or 4. An additional threshold of 60,000 ADT was used to evaluate implementation of grade separation at major arterial crossings. This value includes total approach volumes on crossing road and on LP 9 frontage roads and thus excludes mainlane volumes. **Table 8** and **Figure 18** present the Baseline Forecast projected traffic volumes for future years and the for ultimate configuration (six-lane frontage road and six-lane tollway section). **Table 9** and **Figure 19** present Baseline Forecast recommended opening years for crossing interchanges. **Figure 20** demonstrates project phasing diagram of the corridor for this scenario.

Table 4: Historic and Projected Traffic Volume Annual Compound Growth Rates

Traffic Growth Analysis Areas	Historic ACGR	NCTCOG Projected ACGR
1	1.0169	1.045
2	1.0169	
3	1.0369	1.063
4	1.0369	
5	1.0415	1.038
6	1.0599	
7	1.0399	1.027
8	1.0923	
9	1.0434	1.023
10	1.1015	
11	1.0588	1.010
12	1.0469	

Table 5: Baseline Forecast Assumed Annual Compound Growth Rates and Truck Percentages

	ACGR		Truck Percentages		
Traffic Growth Analysis Areas	2035-2045	After 2045	2035	2035-2045	After 2045
1,2	1.05	1.05	0.05	0.10	0.10
3,4	1.05	1.05	0.06	0.10	0.10
5,6	1.08	1.08	0.07	0.15	0.15
7,8	1.08	1.08	0.07	0.15	0.15
9,10,11,12	1.07	1.07	0.04	0.10	0.10

Table 6: LP 9 Facility Type Traffic Adjustment Factors

Base Network	Phase	Factor
6-Lane Frontage	2-Lane Frontage	0.64
6-Lane Frontage	4-Lane Frontage	0.80
6-Lane Frontage	4 Main Lanes and 4-Lane Frontage	1.10
6-Lane Frontage	6 Main Lanes and 6-Lane Frontage	1.70

Table 7: Criteria for Determination of Project Phasing - Traffic Volume Thresholds (Passenger Cars)

Arterial Level of Service					
Number of Lanes (Directional)	A	B	C	D	E
1	2,300	4,500	5,700	6,800	7,500
2	4,500	9,000	11,300	13,500	15,000
3	6,800	13,500	16,900	20,300	22,500
Freeway/Tollway Level of Service					
Number of Lanes (Directional)	**A**	**B**	**C**	**D**	**E**
1	5,300	8,700	12,800	16,300	19,200
2	10,800	17,300	25,700	32,600	38,300
3	16,100	25,900	38,500	48,900	57,500
4	21,500	34,500	51,300	65,200	76,700

Table 8: Baseline Forecast Projected Traffic Volumes (Passenger Car Traffic) and LOS for Warranted Configuration

Segment ID	Segment Description	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075
1	IH 20 to US 175	4,000	5,100	6,500	8,700	11,100	14,200	30,700	39,200	50,000	63,700	97,900
2	US175 to IH 45	5,200	6,700	8,500	11,200	14,300	18,300	39,600	27,700	64,500	82,300	124,100
3	IH 45 to SH 342	3,700	4,900	6,200	9,300	14,300	35,600	52,200	76,700	118,700	165,500	211,500
4	SH 342 to IH 35E	3,700	4,700	6,000	9,100	13,800	34,300	50,400	74,000	112,800	159,800	204,200
5	IH 35E to Duncanville Rd	6,700	8,500	10,700	16,100	38,200	53,600	75,100	105,300	147,700	207,100	264,100
6	Duncanville Rd to US 67	5,000	6,400	8,000	12,100	22,300	40,300	56,600	79,300	111,200	155,900	198,800

Segment ID	Segment Description	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075
1	IH 20 to US 175	NA	B	B	C	B	C	A	A	B	B	D
2	US175 to IH 45	B	B	B	B	B	C	A	A	B	B	D
3	IH 45 to SH 342	NA	B	B	C	B	A	A	B	D	E	F
4	SH 342 to IH 35E	NA	B	B	C	B	A	B	B	D	E	F
5	IH 35E to Duncanville Rd	B	B	C	C	A	B	B	C	D	F	F
6	Duncanville Rd to US 67	B	B	B	B	C	A	B	C	C	E	F

Projected year recommended to open as 2-lane section arterial

Projected year recommended to open as 4-lane section arterial

Projected year recommended to open as 4 mainlanes and 4 frontage lanes

Projected year recommended to open as 6 mainlanes and 6 frontage lanes

Figure 18: Line Diagram for Baseline Forecast Projected Traffic Volumes (Passenger Car Traffic) and for Ultimate Configuration

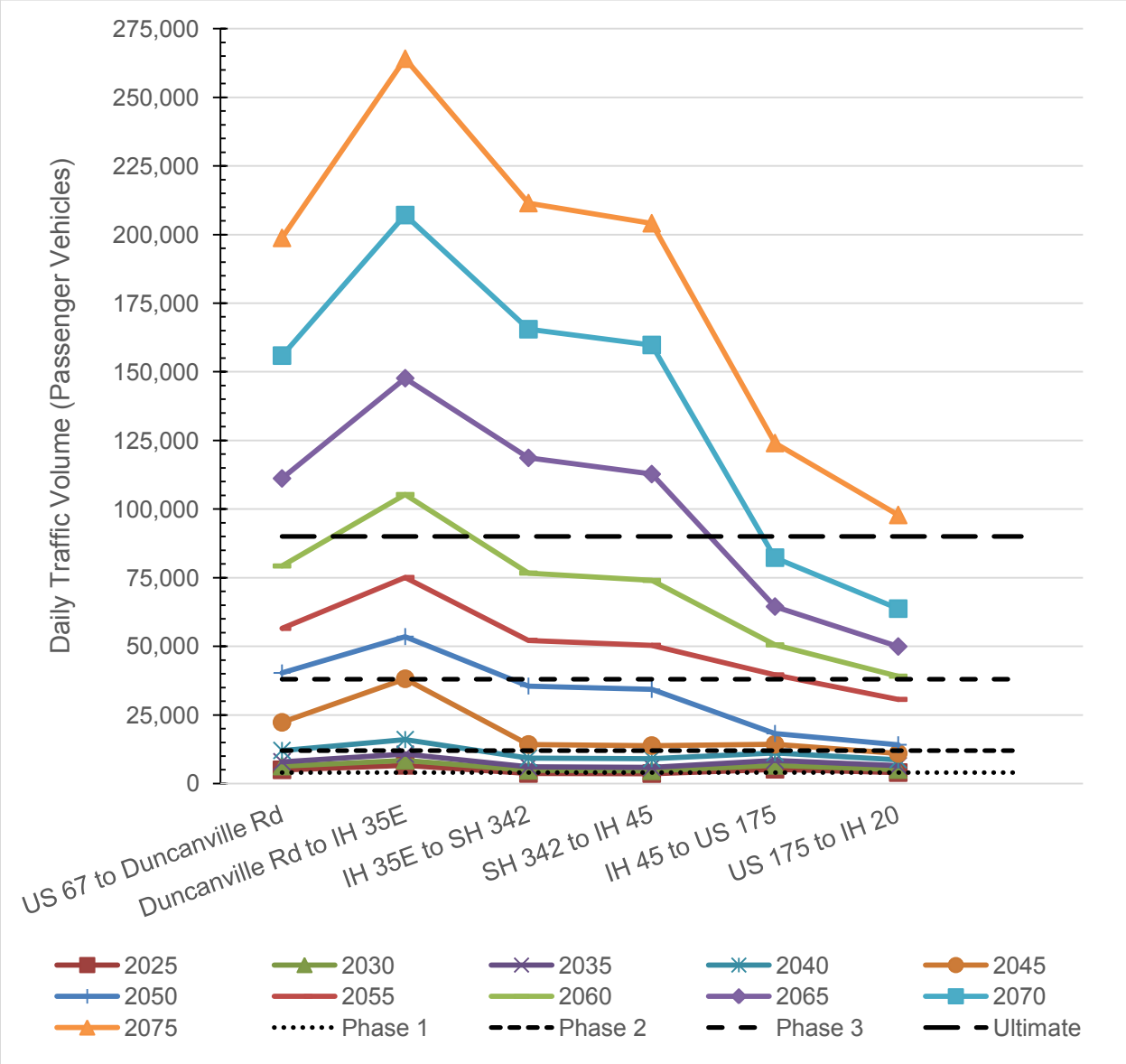


Table 9: Baseline Forecast Recommended Opening Years of Crossing Interchanges

	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075
At IH 20	8,300	10,600	13,500	17,300	22,000	28,100	35,900	45,800	58,400	64,500	71,200
Turnaround south of IH 20	6,800	8,700	11,000	14,100	18,000	22,900	29,200	37,300	47,600	52,500	58,000
Malloy Bridge Rd	9,300	11,800	15,000	19,200	24,500	31,200	39,800	50,800	64,900	71,600	79,100
US 175	13,600	17,300	22,000	28,100	35,900	45,800	58,400	74,500	95,100	105,000	116,000
Kaufman	9,900	12,600	16,000	20,500	26,100	33,300	42,500	54,200	69,200	76,400	84,300
Combine Rd	8,200	10,400	13,200	16,900	21,600	27,500	35,100	44,700	57,100	63,000	69,600
Combine Rd	9,600	12,200	15,500	19,800	25,300	32,300	41,200	52,500	67,000	74,000	81,700
Blindsay Rd	11,700	14,900	19,000	24,300	31,000	41,500	53,000	67,600	86,300	95,200	105,200
Bois D Arc Ln	10,800	13,800	17,500	22,400	28,600	36,400	46,500	59,300	75,700	83,600	92,200
Malloy Bridge Rd	12,300	15,700	20,000	25,600	32,600	41,600	53,100	67,800	86,500	95,500	105,400
IH 45	13,000	19,100	28,000	41,200	60,500	77,200	98,500	125,700	160,400	177,100	195,600
Ferris	9,100	13,300	19,500	28,700	42,100	53,800	68,600	87,600	111,800	123,400	136,200
Nokomis	5,100	7,500	11,000	16,200	23,800	30,400	40,700	51,900	66,200	73,100	80,700
Reindeer	4,500	6,500	9,500	14,000	20,600	26,200	33,500	42,700	54,500	60,100	66,400
McBride Rd	4,000	5,800	8,500	12,500	18,400	23,500	29,900	38,200	48,700	53,800	59,400
SH 342	8,900	13,000	19,000	28,000	41,100	52,400	66,900	85,300	108,900	120,200	132,700
Bluegrove	2,800	4,100	6,000	8,900	13,000	16,600	21,100	27,000	34,400	38,000	41,900
Houston School Rd	11,600	17,100	25,000	36,800	54,000	68,900	88,000	102,000	118,200	130,500	144,100
IH 35E	23,300	32,700	45,800	64,300	90,100	115,000	146,700	170,100	197,200	202,200	207,300
UHL RD	12,800	17,900	25,000	35,100	49,200	62,800	80,200	92,900	107,700	118,900	131,300
Hampton Rd	10,700	15,000	21,000	29,500	41,400	52,800	67,300	78,100	90,500	99,900	110,300
Westmorell Rd	9,700	13,600	19,000	26,700	41,200	52,500	67,000	77,700	90,100	99,400	109,800
Cockrell Hill Rd	19,400	27,100	38,000	53,300	74,800	95,500	121,800	141,200	163,700	180,700	199,500
Duncanville Rd	17,800	25,000	35,000	49,100	68,900	87,900	112,200	130,100	150,800	166,500	183,800
Joe Wilson Rd	15,300	21,400	30,000	42,100	59,100	75,400	96,200	111,500	129,200	142,700	157,500
Cedar Hill Rd	10,200	14,300	20,000	28,100	40,400	51,500	65,800	76,200	88,400	97,600	107,700
US 67	8,600	12,000	16,900	23,600	33,100	42,300	53,900	68,800	87,800	96,900	107,000

Figure 19: Line Diagram for Baseline Forecast Recommended Opening Years of Crossing Interchanges

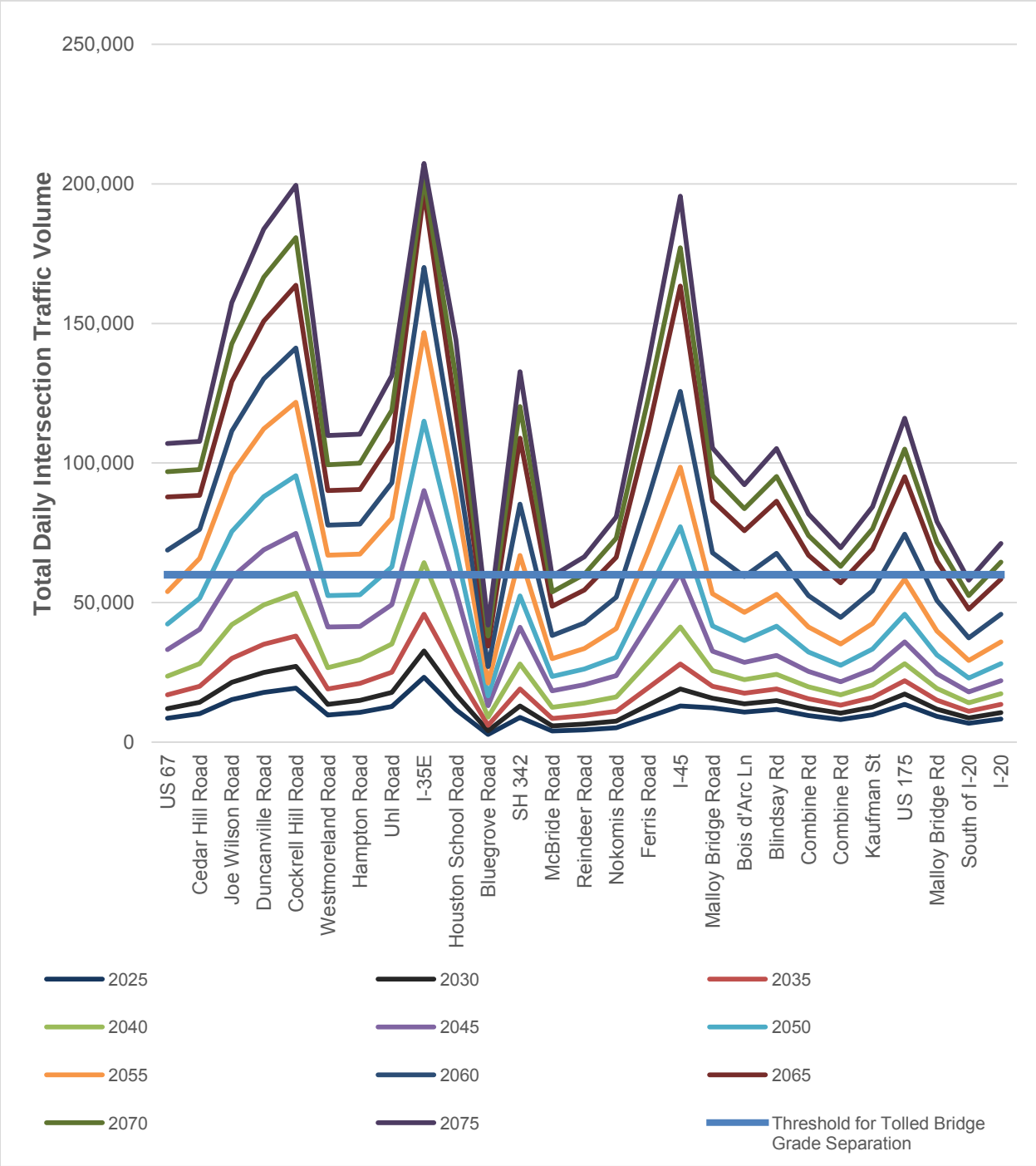
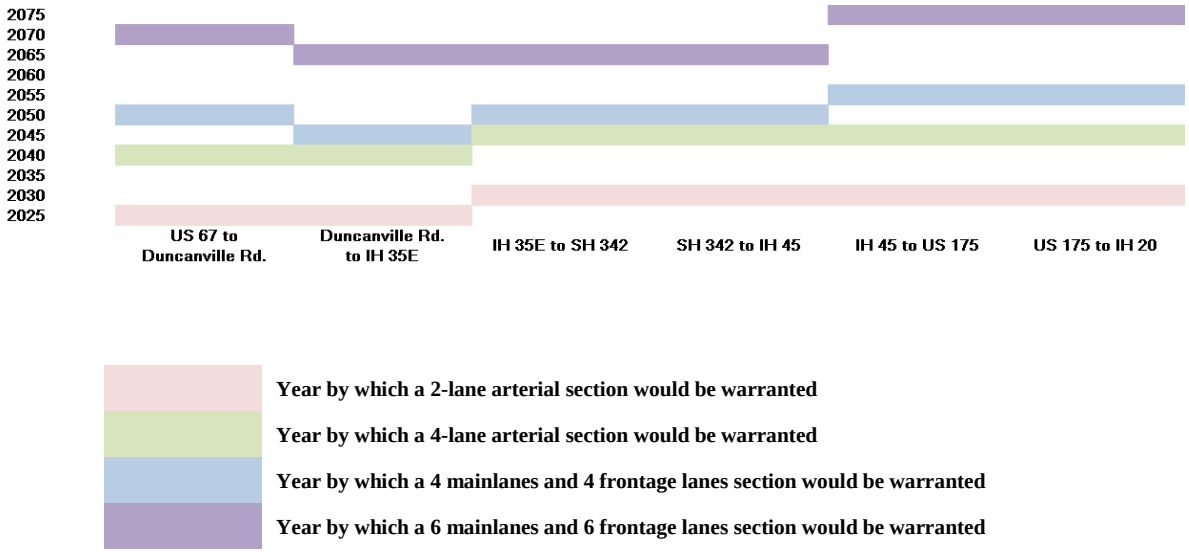


Diagram 3: Baseline Forecast Project Phasing



Higher Growth Forecast Traffic Volume Projections

As discussed earlier, the horizon year trip tables were adjusted based on base year validation of travel patterns for the subarea model. To identify zones where accelerated growth may occur due to the LP 9 project, historic and existing demographic growth and Google earth images were used. These demographic adjustments are used to simulate the link between land use and transportation. The Higher Growth Forecast shows how population and employment growth could be spurred by the construction of the LP 9 corridor. **Figures 20a and 20b** display identified zones where demographic adjustments were applied for the Higher Growth Forecast. **Table 10** provides a description of reasoning and adjustments used for each zone. This effort focused on assessing the traffic impacts of potential growth in the vicinity of the LP 9 corridor. Note that area of developed land was calculated based on NCTCOG's 2035 model employment and population estimates and assuming 3 persons per acre and 3 employees per 1,000 square feet (SF). **Table 11** demonstrates a comparison of employment rates for different land use types based on ITE Trip Generation Manual and the rate in this analysis. Available developable land for each zone was calculated by subtracting calculated area of its developed land and area of undevelopable land from the total area of the zone. Areas of undevelopable lands were assumed based on Google maps and floodplain shapefiles.

Figure 20a: Higher Growth Forecast-Identified Zones to Adjust for 2035 Demographics-US 67 to SH 342

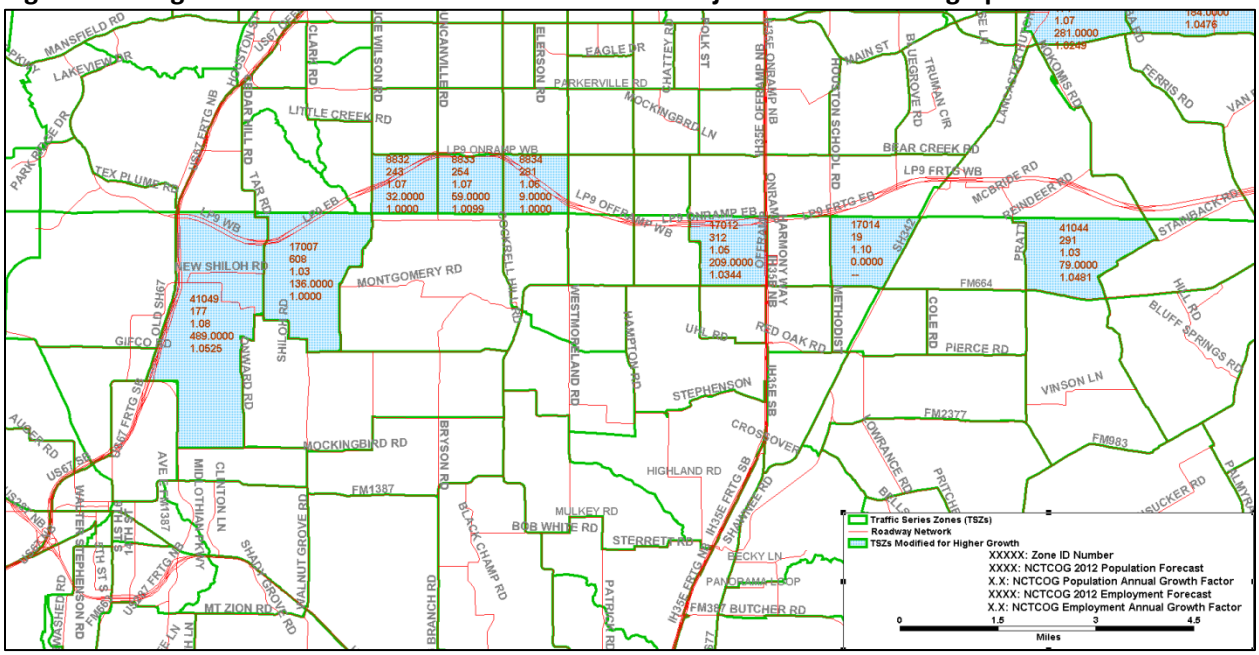


Figure 20b: Higher Growth Forecast-Identified Zones to Adjust for 2035 Demographics-SH 342 to IH 45

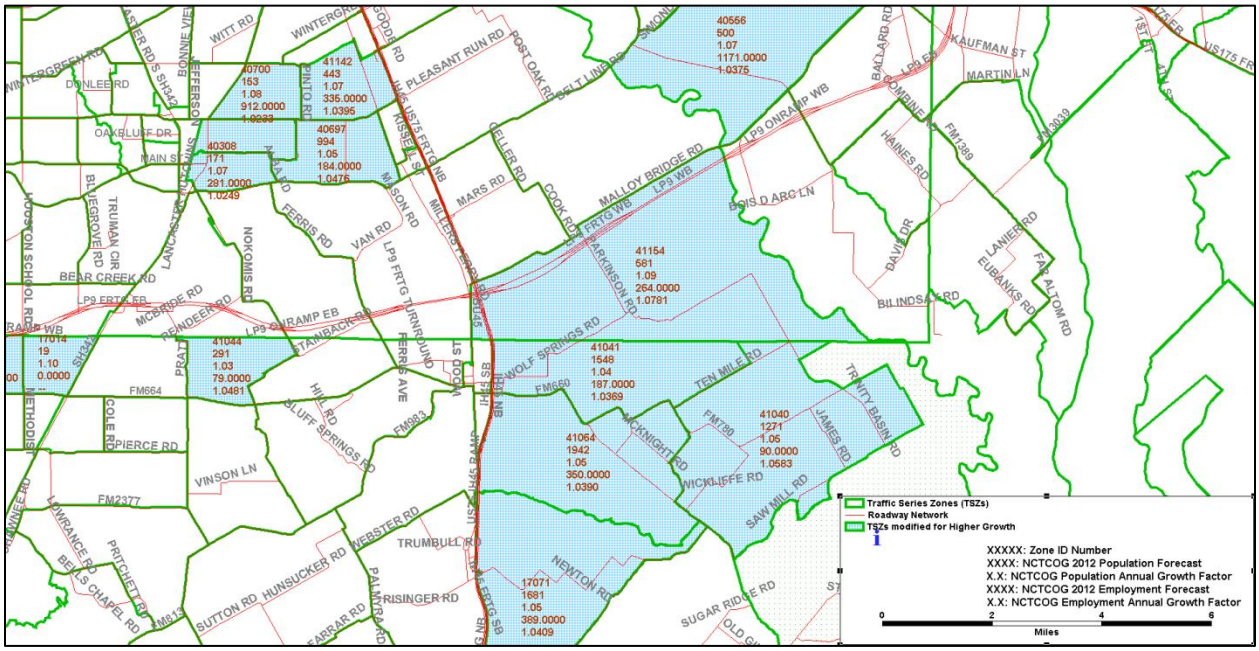


Table 10: Higher Growth Forecast Table of Description, Identified Zones to Adjust for 2035 Demographics

Zone ID	Description	Action
41049	This zone is designated as a Transit Station in City of Cedar Hill's comprehensive plan. It is planned for mixed-use developments and is to open by 2035.Higher employment is expected.	30% of available developable land translated to employment using 3 persons/1,000 SF
17007	This zone is designated as commercial and office in City of Cedar Hill's comprehensive plan. Higher employment is expected.	30% of available developable land translated to employment using 3 persons/1,000 SF
8832	This zone is designated as commercial and office in City of Cedar Hill's comprehensive plan. Higher employment is expected.	30% of available developable land translated to employment using 3 persons/1,000 SF
8833	This zone is designated as commercial and office in City of Cedar Hill's comprehensive plan. Higher employment is expected.	30% of available developable land translated to employment using 3 persons/1,000 SF
8834	This zone is designated as residential in City of Glenn Heights comprehensive plan. Higher population is expected.	30% of available developable land translated to population 3 households/acre
17012	This zone is designated as commercial / residential in City of Red Oak. Base year numbers are low and growth factors are low. Higher population and employment is expected.	30% of available developable land translated to population 3 households/acre and employment using 3 persons/1,000 SF
41044	This zone is designated as residential in City of Red Oak comprehensive plan. Higher population is expected.	30% of available developable land translated to population 3 households/acre
41142	This zone is designated as industrial land in IIPOD plan. Higher employment is expected.	30% of available developable land translated to employment using 3 persons/1,000 SF
40700	This zone is designated as industrial land in IIPOD plan. Higher employment is expected.	30% of available developable land translated to employment using 3 persons/1,000 SF
40254	This zone is designated as industrial land in IIPOD plan. Higher employment is expected.	30% of available developable land translated to employment using 3 persons/1,000 SF
40697	This zone is designated as industrial land in IIPOD plan. Higher employment is expected.	30% of available developable land translated to employment using 3 persons/1,000 SF
40308	This zone is designated as industrial land in IIPOD plan. Higher employment is expected.	30% of available developable land translated to employment using 3 persons/1,000 SF
40700	This zone is designated as industrial land in IIPOD plan. Higher employment is expected.	30% of available developable land translated to employment using 3 persons/1,000 SF

Table 10: Higher Growth Forecast Table of Description, Identified Zones to Adjust for 2035 Demographics

Zone ID	Description	Action
40254	This zone is designated as industrial land in IIPOD plan. Higher employment is expected.	30% of available developable land translated to employment using 3 persons/1,000 SF
41154	This zone is estimated higher for population in base year compared with projected 2012 population.	Population reduced by percentage difference between NCTCOG 2012 and Census 2010
41041	This zone is estimated higher for population in base year compared with projected 2012 population.	Population reduced by percentage difference between NCTCOG 2012 and Census 2010
41064	This zone is estimated higher for population in base year compared with projected 2012 population.	Population reduced by percentage difference between NCTCOG 2012 and Census 2010
41040	This zone is estimated higher for population in base year compared with projected 2012 population.	Population reduced by percentage difference between NCTCOG 2012 and Census 2010
17071	This zone is estimated higher for population in base year compared with projected 2012 population.	Population reduced by percentage difference between NCTCOG 2012 and Census 2010
40556	This zone is estimated lower for population in base year compared with projected 2012 population.	Population increased by percentage difference between NCTCOG 2012 and Census 2010

Table 11: Comparison of Number of Employee Rates

Land Use	Calculated Employees per 1,000 Square Feet based on the Report Rates
Light Industrial (110)*	2.3
Industrial Park (130)*	1.89
General Office Building (710)*	4.17
Research Center (760)*	2.2
Rate used for Higher Growth Scenario	3.00

***Source: 1987 ITE Trip Generation Report**

In the Higher Growth Forecast, the intention is to first identify developments that may occur as a result of opening of LP 9 as well as full potential of some growing developments in the traffic study area. This information was gathered from comprehensive plans of jurisdictions within the traffic study area and examining availability of vacant land using Google Maps images.

Some of these jurisdictions such as the cities of Cedar Hill, Glenn Heights, and Red Oak have considered LP 9 in their future land use plans. For example, the city of Cedar Hill's comprehensive plan shows office and commercial developments along the corridor (**Figure 21**) while the city of Glenn Heights's plans envision mixed residential and commercial developments in the vicinity of the corridor (**Figure 22**). City of Red Oak's future land use plan also notes mixed use developments along this corridor (**Figure 23**). City of DeSoto is considered a bedroom community with commercial and retail and some office developments scattered in the area. City of Midlothian is industrial based with future industrial site plans in the vicinity of the LP 9 interchange with US 67.

A major development in the traffic study area is the IIPOD, a regional intermodal development focused on logistics and freight distribution. It is a key driver in making Southern Dallas County a logistics hub and national distribution center. The development covers 234,000 acres and encompasses 10 municipalities. **Figure 24** shows a plan of this site. When built out, the project will serve as a significant inland port, much like similar public-private partnership developments in Kansas City (Edgerton) and Chicago (Clearpoint). The total project is estimated to take 30 plus years to complete. The inland port contributes to the increase in regional traffic in two parts: employment trips and commercial trips. A report produced by Southern California Association of Governments titled "Inland Port Feasibility Study" indicates that an inland port such as IIPOD could grow from generating approximately 3,500 daily truck trips to nearly 4,500 truck trips per day in ten years as presented in **Table 12**. Assuming IIPOD initiation on activities in 2010 and based on straight line extrapolation, this number would increase to 12,000 by 2075. Assuming, a 30% trip diversion by intermodal trains, the number of daily truck trips for this study was controlled to remain below 8,000 truck trips per day.

Table 12: Estimated 2005 and 2010 Port Truck Trips to Inland Empire Counties

2005 Truck Flows	Daily			Annual		
	San Bernardino	Riverside	Total	San Bernardino	Riverside	Total
Port to Region						
Import Loads	560	137	697	156,016	38,168	194,184
Empties, Chassis, Bobtails	736	180	916	205,050	50,148	255,198
Subtotal	1,296	317	1,613	361,066	88,316	449,382
Region to Port						
Export Loads	270	76	346	75,222	21,174	96,396
Empties, Chassis, Bobtails	1,227	346	1,573	341,842	96,396	438,238
Subtotal	1,497	422	1,919	417,064	117,569	534,633
Total						
Loads	830	213	1,043	231,238	59,342	290,580
Empties, Chassis, Bobtails	1,963	526	2,489	546,892	146,544	693,435
Grand Total	**2,793**	**739**	**3,532**	**778,130**	**205,885**	**984,015**
2010 Truck Flows						
Import Loads	768	188	956	213,965	52,377	266,342
Empties, Chassis, Bobtails	885	216	1,101	246,561	60,178	306,739
Subtotal	1,653	404	2,057	460,526	112,554	573,080
Region to Port						
Export Loads	310	87	397	86,366	24,238	110,604
Empties, Chassis, Bobtails	1,591	448	2,039	443,253	124,813	568,065
Subtotal	1,901	535	2,436	529,619	149,051	678,670
Total						
Loads	1,078	275	1,353	300,331	76,615	376,946
Empties, Chassis, Bobtails	2,476	664	3,140	689,814	184,990	874,804
Grand Total	**3,554**	**939**	**4,493**	**990,144**	**261,605**	**1,251,750**

Figure 21: City of Cedar Hill Future Land Use Plan

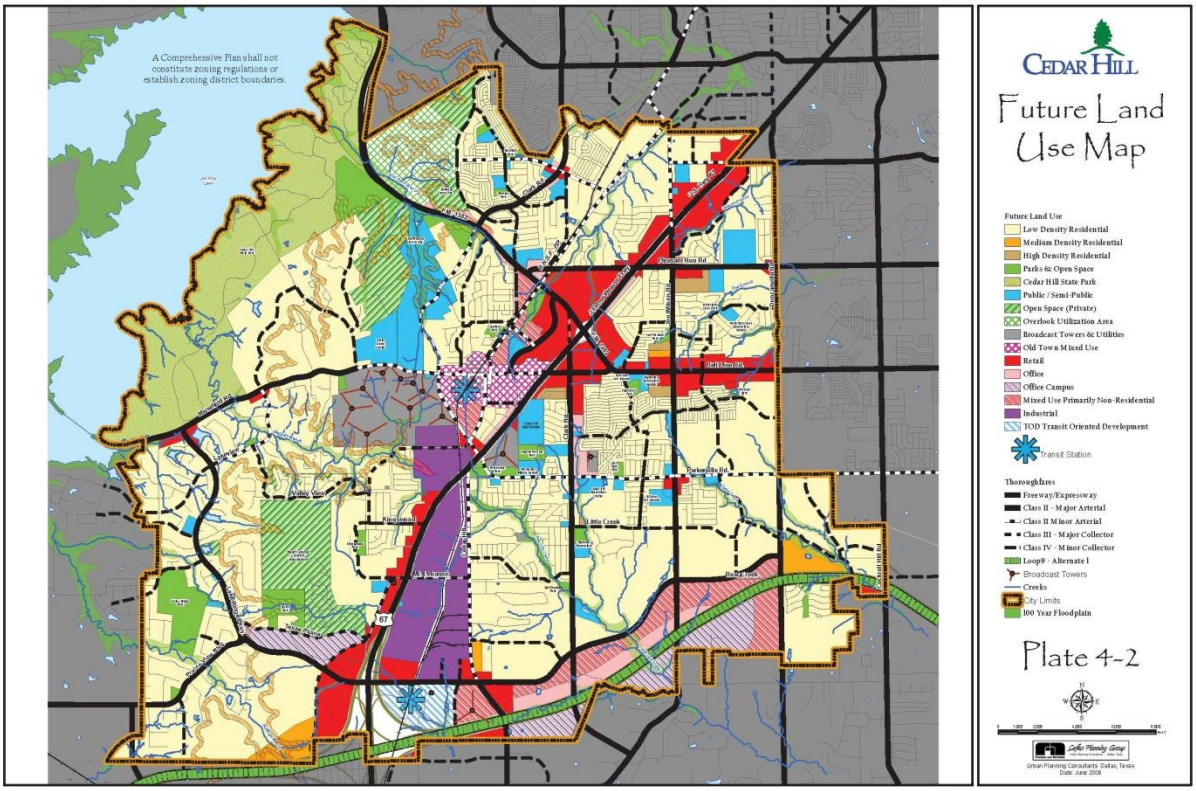


Figure 22: City of Glenn Heights Future Land Use Plan

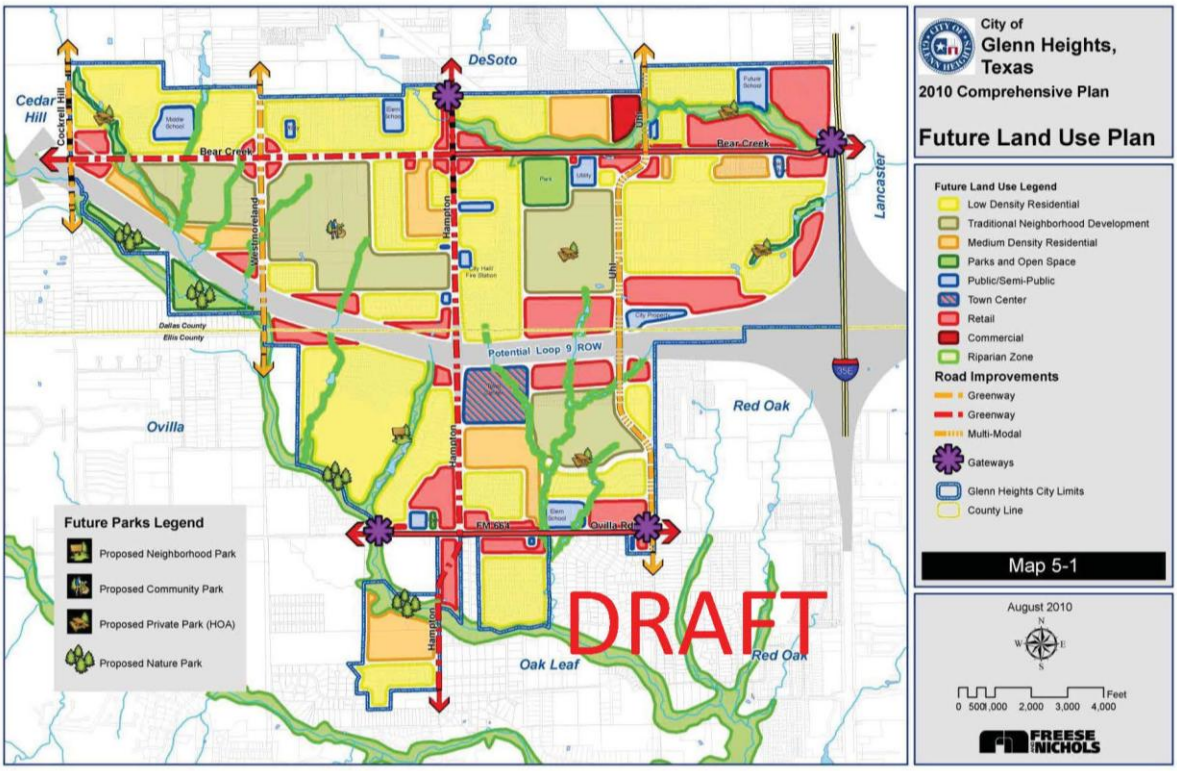


Figure 23: City of Red Oak Future Land Use Plan

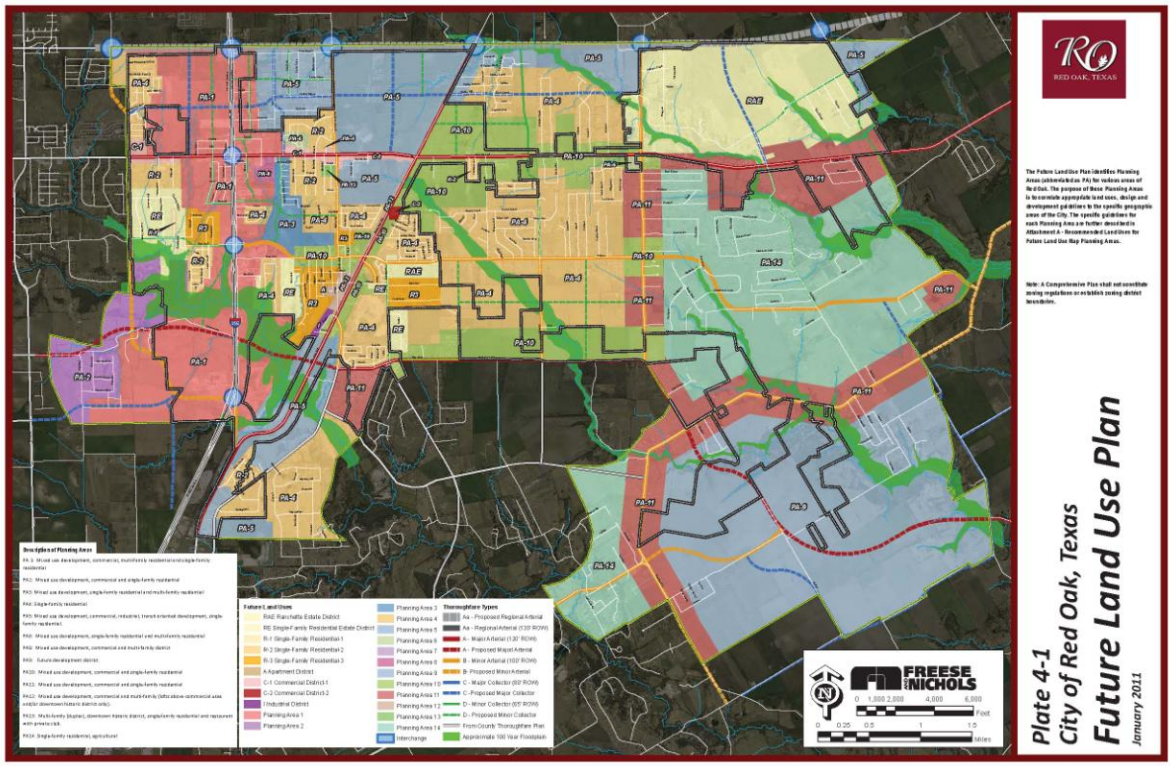
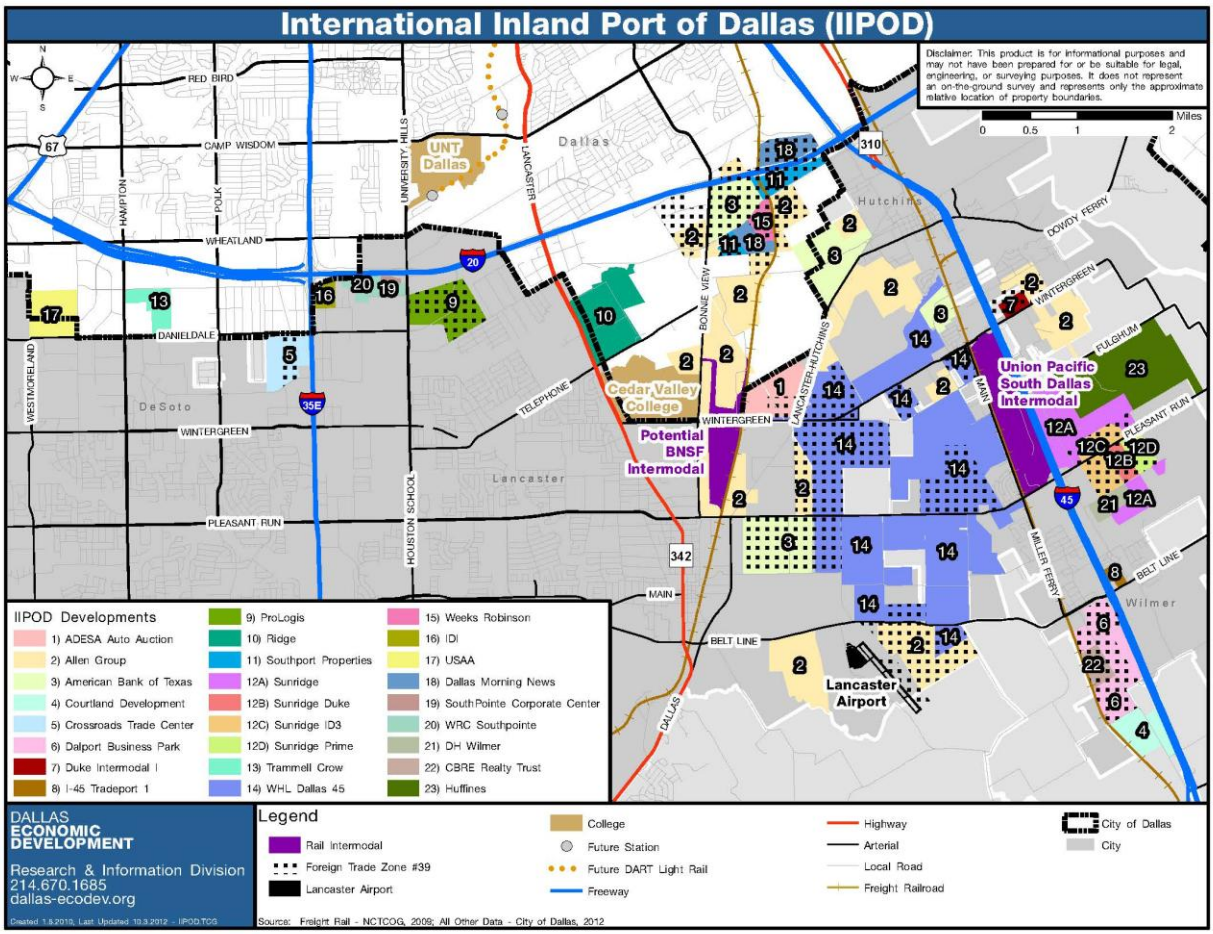


Figure 24: International Inland Port of Dallas



After adjustments to 2035 population and employment levels as part of the Higher Growth Forecast, further growth in developments along the corridor was used to project traffic volumes beyond 2035. It was assumed that for an area with a core city (partially developed land), traffic would grow at a moderate rate (increasing local traffic) for 5 years after a segment is opened. This is based on the assumptions that it takes developers a few years to account for the new transportation infrastructure in their planning. The highest growth in such areas is assumed to be in the second and third 5-year period after the facility opens. Based on this principle, it was assumed that accelerated development in Segments 3 through 6 would occur within the first 10 years after the segment opens. The accelerated development in areas 1 and 2 would occur approximately 15 to 20 years after opening due to the lower levels of existing development. After these timeframes, traffic was projected to grow relative to the continuing rate of demographic growth in an area.

To provide for such estimates, a set of zones as shown in **Figure 25** were identified to which higher growth rates were assigned based on future land use plans and their adjacency to the corridor. For simplicity, it was assumed that the selected zones would have available vacant land for this potential growth. For TGA areas 5 through 12, demographic growth rates of 1.06 was assumed for the first 10–15 years of corridor development and then reduced to 1.03 for later years. For TGA areas 1 through 4, on

the other hand, demographic growth rates of 1.03 was assumed for first 10–15 years and then increased to 1.05 afterwards. A growth rate of 1.02 per year was assumed for all other zones. The 2035 trip tables were expanded for future projections up to year 2055. Additionally, a more aggressive truck percentage was assumed for this scenario compared with Baseline Forecast as shown in **Table 13**.

Figure 25: Higher Growth Forecast Accelerated Growth Selected Zones

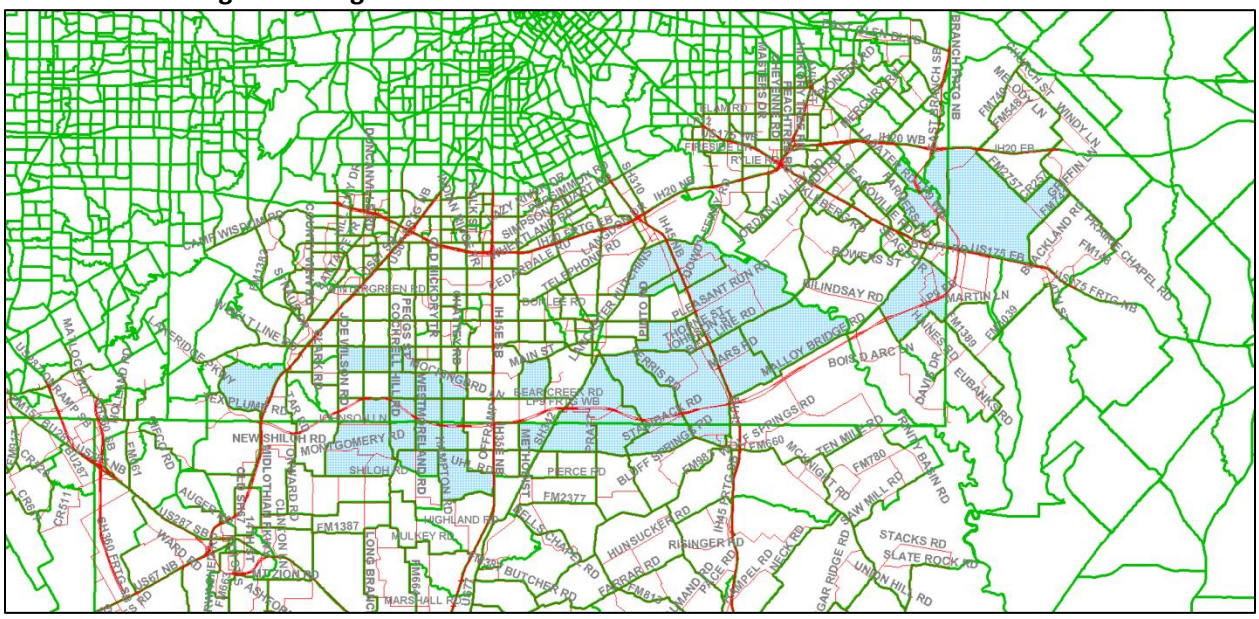

IH20 WB
IH20 EB
IH20 NB
IH35E NB
IH35E SB
US175 EB
US175 WB
US175 FRTG NB
US287 SB
US287 NB
FM1389
FM2377
FM1387
FM664
FM1460
FM1836
FM1389
FM2737
FM1389
FM1389
FM1389

Table 14: Higher Growth Forecast Projected Traffic Volumes (Passenger Car Traffic) and LOS for Warranted Configuration

Segment ID	Location Description	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070
1	IH 20 to US 175	5,000	5,900	7,000	11,400	20,800	45,000	60,300	76,900	93,200	103,400
2	US175 to IH 45	5,300	6,600	8,300	14,200	48,000	64,900	83,200	106,200	123,100	142,600
3	IH 45 to SH 342	5,700	7,200	9,600	18,800	46,200	69,600	100,100	127,700	148,100	171,700
4	SH 342 to IH 35E	6,300	7,800	9,700	20,400	47,400	71,300	99,100	126,400	146,500	169,900
5	IH 35E to Duncanville Rd	10,600	13,200	15,700	56,600	79,600	97,800	126,500	161,500	187,200	217,000
6	Duncanville Rd to US 67	6,900	9,400	11,200	40,400	52,100	77,200	99,800	127,400	147,700	171,200

Segment ID	Location Description	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070
1	IH 20 to US 175	A	B	B	B	A	A	B	C	D	D
2	US175 to IH 45	B	B	B	B	A	B	C	C	D	D
3	IH 45 to SH 342	B	B	C	C	A	B	C	D	D	E
4	SH 342 to IH 35E	B	B	C	C	A	B	C	D	D	E
5	IH 35E to Duncanville Rd	C	B	C	B	C	C	D	E	F	F
6	Duncanville Rd to US 67	B	B	B	A	B	B	C	D	D	E

Projected year recommended to open as 2-lane section arterial

Projected year recommended to open as 4-lane section arterial

Projected year recommended to open as 4 mainlanes and 4 frontage lanes

Projected year recommended to open as 6 mainlanes and 6 frontage lanes

Figure 26: Line Diagram for Higher Growth Forecast Projected Traffic Volumes (Passenger Car Traffic) and for Ultimate Configuration

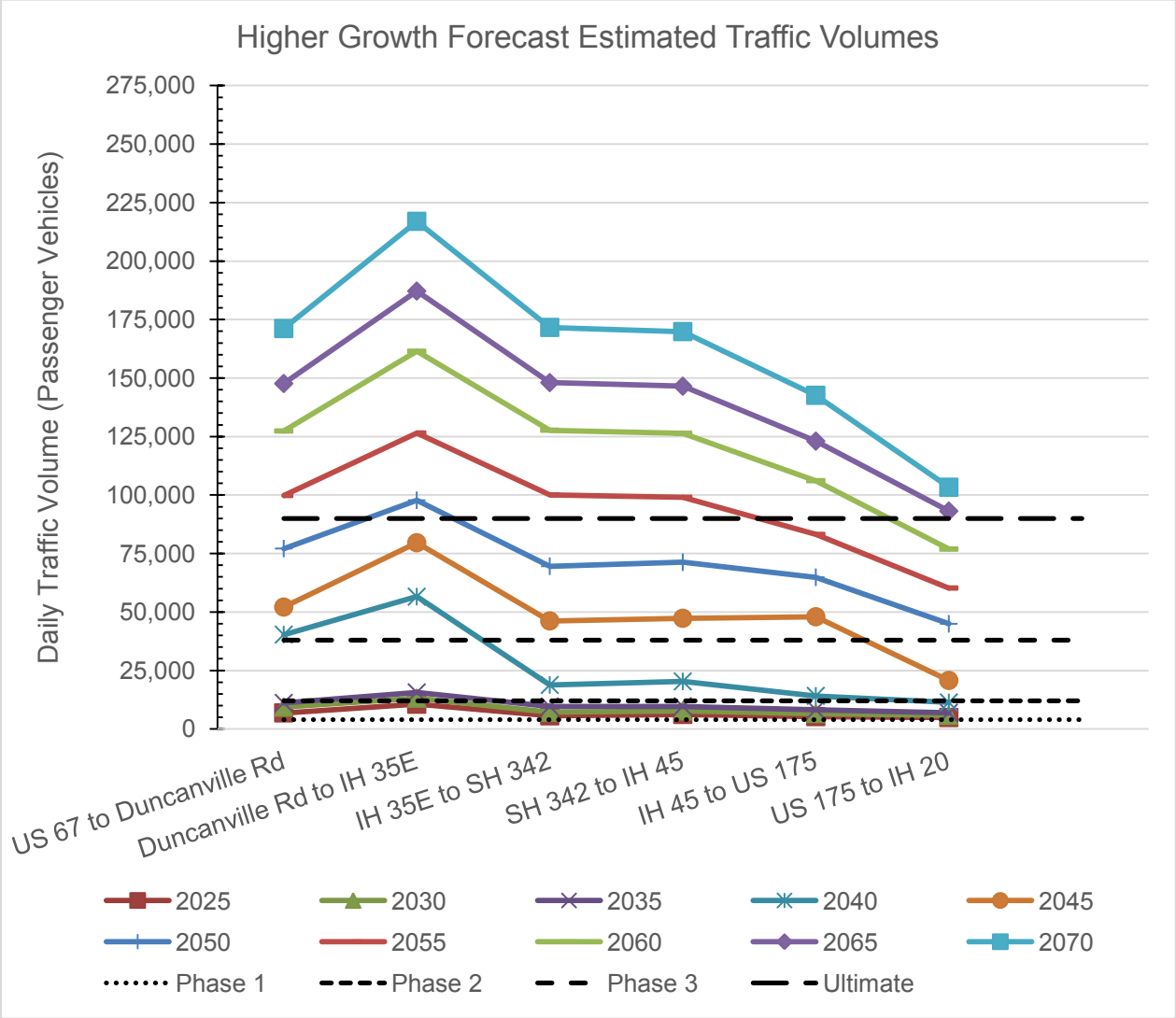
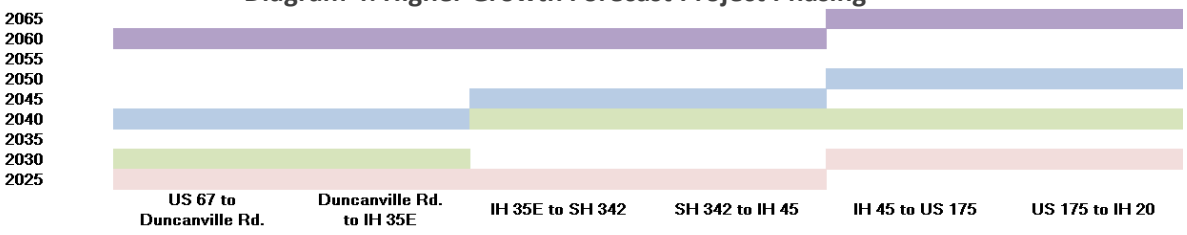


Table 15: Higher Growth Forecast Recommended Opening Years of Crossing Interchanges

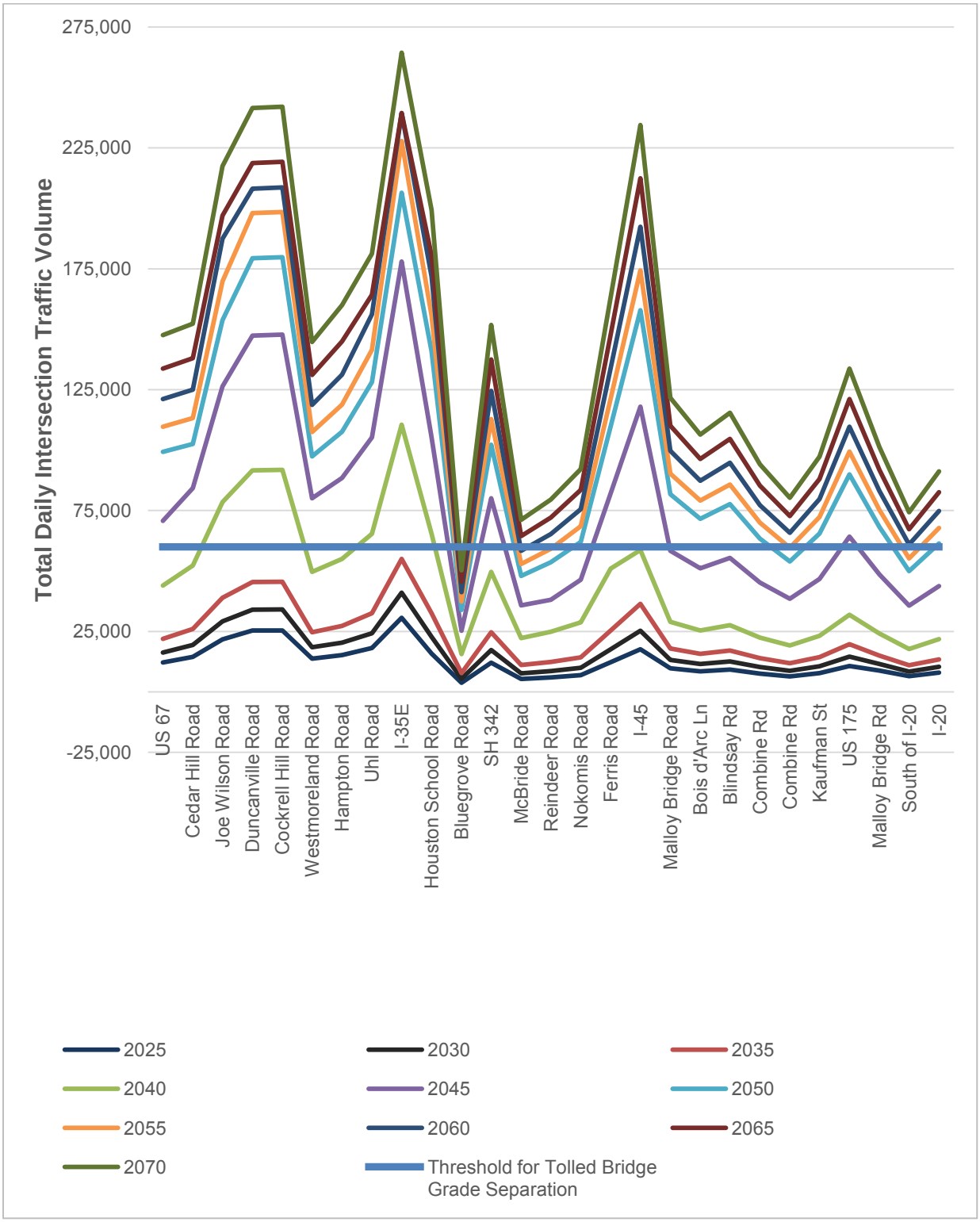
	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070
At IH 20	8,000	10,400	13,500	21,800	43,800	61,400	67,800	74,800	82,600	91,200
Turnaround south of IH 20	6,500	8,500	11,000	17,800	35,700	50,000	55,200	61,000	67,300	74,300
Malloy Bridge Rd	8,900	11,500	15,000	24,200	48,600	68,200	75,300	83,100	91,800	101,300
US 175	10,700	14,600	19,800	31,900	64,200	90,000	99,400	109,700	121,100	133,700
Kaufman	7,800	10,600	14,400	23,200	46,700	65,500	72,300	79,800	88,100	97,300
Combine Rd	6,400	8,800	11,900	19,200	38,500	54,000	59,600	65,800	72,700	80,300
Combine Rd	7,600	10,300	14,000	22,500	45,200	63,400	70,000	77,300	85,300	94,200
Blindsay RD	9,300	12,600	17,100	27,600	55,400	77,700	85,800	94,800	104,600	115,500
Bois D Arc Ln	8,600	11,600	15,800	25,400	51,100	71,600	79,100	87,300	96,400	106,400
Malloy Bridge Rd	9,800	13,300	18,000	29,000	58,400	81,800	90,300	99,700	110,100	121,600
IH 45	17,700	25,400	36,400	58,700	118,000	157,800	174,300	192,400	212,400	234,500
Ferris	12,300	17,700	25,400	51,000	82,200	109,900	121,400	134,000	147,900	163,300
Nokomis	6,900	10,000	14,300	28,800	46,400	62,000	68,500	75,600	83,500	92,200
Reindeer	6,000	8,600	12,400	24,900	38,100	53,600	59,200	65,300	72,100	79,600
McBride Rd	5,400	7,700	11,100	22,300	35,800	48,000	52,900	58,400	64,500	71,200
SH 342	12,100	17,300	24,700	49,700	80,100	102,200	112,800	124,500	137,500	151,800
Bluegrove	3,800	5,500	7,800	15,700	25,300	33,900	37,400	41,300	45,600	50,300
Houston School Rd	15,900	22,700	32,500	65,400	105,300	140,900	155,600	171,800	180,500	199,300
IH 35E	30,700	41,100	55,000	110,500	178,000	206,400	227,800	239,400	239,400	264,400
UHL RD	18,100	24,300	32,500	65,400	105,300	128,100	141,500	156,200	164,200	181,200
Hampton Rd	15,200	20,400	27,300	55,000	88,500	107,600	118,800	131,200	144,900	159,900
Westmorell Rd	13,800	18,500	24,700	49,700	80,100	97,400	107,500	118,700	131,100	144,700
Cockrell Hill Rd	25,500	34,100	45,600	91,800	147,800	179,800	198,500	208,600	219,200	242,000
Duncanville Rd	25,400	34,000	45,500	91,600	147,400	179,400	198,000	208,100	218,700	241,500
Joe Wilson Rd	21,800	29,100	39,000	78,500	126,400	153,800	169,800	187,400	197,000	217,500
Cedar Hill Rd	14,500	19,400	26,000	52,300	84,300	102,500	113,200	125,000	138,000	152,300
US 67	12,200	16,300	21,900	44,000	70,800	99,300	109,700	121,100	133,700	147,600

Diagram 4: Higher Growth Forecast Project Phasing



Year by which a 2-lane arterial section would be warranted
Year by which a 4-lane arterial section would be warranted
Year by which a 4 mainlanes and 4 frontage lanes section would be warranted
Year by which a 6 mainlanes and 6 frontage lanes section would be warranted

Figure 27: Line Diagram for Higher Growth Forecast Recommended Opening Years of Crossing Interchanges



Analysis of Direct Connector Ramps

The need for different types of highway to highway interchanges along LP 9 was investigated at its intersection with US 67, IH 35E, IH 45, US 175, and IH 20. This high level analysis was performed to determine approximately when different types of interchanges would be warranted after LP 9 mainlanes open. This analysis was based on the traffic volumes of design concept B (see **Table 1**). This design concept, similar to Concept O, does not include continuous frontage roads through LP 9 interchanges with IH 35E, IH 45, and US 175.

The criteria used for this analysis are presented in **Table 16** and are based on total traffic interchanged at these intersections. This traffic includes all turning traffic volumes and not traffic passing through the intersection. The three-level interchange would consist of the mainlanes for the two facilities as the first two levels and the third level as a frontage road box to accommodate all turning movements. In the four-level interchange configuration, the same first two levels would exist with the mainlanes and frontage roads at the same level for the crossing facility. The LP 9 frontage roads would not be continuous at IH 35E, IH 45, and US 175 in the four-level scenario and feed traffic into the crossing facility's frontage roads. For the four-level interchange, the third level would consist of NB-EB, WB-SB, EB-NB, and SB-WB DC ramps and the NB-WB, EB-SB, WB-NB, and SB-EB DC ramps would occupy the fourth. The criteria presented in **Table 16** is based on the criteria used by South Carolina Department of Transportation (SCDOT) to recommended a preliminary interchange type based on the interchange location, type of intersecting facility, and total interchange traffic.

Table 16: Study Interchange Type Justification Criteria

Volume Range (ADT)	Recommendation (SCDOT)*	Recommendation (LP 9)
<15,000	Cloverleaf	3-level
15,000–25,000	Cloverleaf w/C-D roads OR semi-directional	Partial 4-level (paired DCs for heaviest movements)
>25,000	Directional OR semi-directional	Full 4-level

*Source: South Carolina DOT Preliminary Interchange Selection Criteria for Rural Freeways

Approach traffic volumes were extracted from concept B network assigned with 2035 estimated traffic volumes and used to estimate turning movement volumes through matrix balancing procedures. Baseline Forecast and Higher Growth Forecast were not differentiated in this analysis, and instead an annual traffic growth rate of 5 percent was used to extrapolate the 2035 traffic volumes to other projection years. The estimated traffic volumes were evaluated based on the criteria demonstrated in **Table 16**. In analysis of left turning movements where continuous frontage roads don't exist before opening of DC ramps, it is deemed reasonable to assume that DC pairs are warranted to open at the same time. For example, if the NB-EB DC is warranted to open in a certain year and the opposite DC movement is not available with the current configuration, it is assumed that the WB-SB DC would open at the same time.

The total interchanging traffic at the study interchange locations and years by which each interchange type is warranted are presented in **Table 17**.

Table 17: Total Interchanging Traffic and Warranted Interchange Types

	2035	2040	2045	2050	2055	2060	2065	2070
US 67	NA	**26,300**	33,700	43,000	54,900	70,100	89,500	114,200
IH 35E	NA	**11,200**	14,300	**18,200**	23,300	**29,800**	38,000	48,500
IH 45	NA	NA	**16,800**	21,400	**27,300**	34,900	44,500	56,800
US 175	NA	NA	NA	**8,900**	11,400	14,600	**18,600**	23,700
IH 20	NA	NA	NA	**26,900**	34,200	43,700	55,800	71,200

Years by which a 3-level interchange type is warranted
Years by which a partial 4-level interchange type is warranted
Years by which a full 4-level interchange type is warranted

Summary and Conclusion of Results for LP 9 Interchange at US 67

As shown in **Table 17**, by 2040, the full four-level interchange would be warranted at US 67 interchange with LP 9. The reason for relatively higher total volume at this interchange compared to others is that the roadway configuration at this location is fully connected and continuous. Since LP 9 corridor terminates at US 67, the EB to SB, EB to NB, SB to WB, and NB to WB movements is not relevant to this study. The LP 9 and US 67 interchange turning movement volumes in 2040 are presented in **Table 18**. Based on these results, all possible DC ramps are estimated justified by 2040.

Table 18: LP 9 and US 67 Turning Movement Volumes in 2040

Right	**Thru**	**Left**	1,300	**Right**
1,500	3,100	1,400	2,400	**Thru**
Left	1,500		4,600	**Left**
Thru	2,600	5,600	3,100	4,800
Right	5,600	**Left**	**Thru**	**Right**

Total Interchanged Traffic = 26,300

Summary and Conclusion of Results for LP 9 Interchange at IH 35E

The LP 9 and IH 35E turning traffic volumes are presented in **Table 19**. As shown in this table, the through movement through LP 9 corridor and left turn movements do not exist at this location. As presented in **Table 17**, the LP 9 and IH 35E interchange is estimated warranted first for a three-level interchange by approximately 2040. This interchange is justified as a partial four-level interchange by 2050 and a full four-level interchange by 2060. Recommended openings of DC ramps are presented in **Table 20**.

Table 19: LP 9 and US 67 Turning Movement Volumes in 2050

Right	**Thru**	**Left**	11,000	**Right**
400	24,700	-	-	**Thru**
Left	-		-	**Left**
Thru	-	-	17,900	3,100
Right	3,700	**Left**	**Thru**	**Right**

Total Interchanged Traffic = 18,200

Table 20: Recommended DC Ramps at LP 9 and IH 35E Interchange

DC Ramp Movement	Recommended Opening Year for DC Ramps
NB-EB	2050
WB-SB	2050
EB-NB	2060
SB-WB	2060
NB-WB	2050
EB-SB	2050
WB-NB	2050
SB-EB	2050

Summary and Conclusion of Results for LP 9 Interchange at IH 45

The LP 9 and IH 45 turning traffic volumes are presented in **Table 21**. As shown in this table, the through movement through LP 9 corridor and left-turn movements do not exist at this location. As presented in **Table 17**, the LP 9 and IH 45 interchange is estimated warranted for a partial four-level interchange by 2045 and a full four-level interchange by 2055. Recommended openings of DC ramps are presented in **Table 22**.

Table 21: LP 9 and IH 45 Turning Movement Volumes in 2045

Right	**Thru**	**Left**	8,300	**Right**
3,100	4,200	-	-	**Thru**
Left	-		-	**Left**
Thru	-	-	300	5,400
Right	-	**Left**	**Thru**	**Right**

Total Interchanged Traffic = 16,800

Table 22: Recommended DC Ramps at LP 9 and IH 45 Interchange

DC Ramp Movement	Recommended Opening Year
NB-EB	2045
WB-SB	2045
EB-NB	2045
SB-WB	2045
NB-WB	2055
EB-SB	2055
WB-NB	2045
SB-EB	2045

Summary and Conclusion of Results for LP 9 Interchange at US 175

The LP 9 and US 175 turning traffic volumes are presented in **Table 23**. As shown in this table, the through movement on LP 9 corridor and left-turn movements do not exist at this location. As presented in **Table 17**, the LP 9 and US 175 interchange is estimated warranted first for a three-level interchange by 2050. This interchange is justified as a partial four-level interchange by 2065 and a full four-level interchange beyond 2070. Recommended openings of DC ramps are presented in **Table 24**.

Table 23: LP 9 and US 175 Turning Movement Volumes in 2050

Right	**Thru**	**Left**	3,000	**Right**
-	-	-	2,200	**Thru**
Left	-		-	**Left**
Thru	900	-	-	12,100
Right	3,500	**Left**	**Thru**	**Right**

Total Interchanged Traffic = 18,600

Table 24: Recommended DC Ramps at LP 9 and US 175 Interchange

DC Ramp Movement	Recommended Opening Year
NB-EB	2065
WB-SB	2065
EB-NB	Beyond 2070
SB-WB	Beyond 2070
NB-WB	2065
EB-SB	2065
WB-NB	2065
SB-EB	2065

Summary and Conclusion of Results for LP 9 Interchange at IH 20

As shown in **Table 17**, by 2050, the full four-level interchange would be warranted at IH 20 interchange with LP 9. The reason for relatively higher total volume at this interchange compared to others is that similar to LP 9 and US 67 interchange, the existing configuration at this location is fully connected and continuous. The LP 9 and IH 20 interchange turning movement volumes in 2050 are presented in **Table 25**. Based on these results, all possible DC ramps are estimated justified by approximately 2050.

Table 25: LP 9 and US 175 Turning Movement Volumes in 2050

Right	**Thru**	**Left**	7,300	**Right**
1,000	-	7,300	600	**Thru**
Left	1,500		200	**Left**
Thru	600	4,600	-	200
Right	4,800	**Left**	**Thru**	**Right**

Total Interchanged Traffic = 26,900