



Loop 9, Segment A from US 67 to IH 35E

Dallas and Ellis Counties, Texas

CSJ: 2964-10-006

**Virtual Public Meeting
March 2, 2022**



TxDOT presented Alternatives 1-4 at Public Meetings held in February 2020. As a result of public and stakeholder comments, Modifications A-D are being evaluated and presented at this meeting.

The purpose of tonight's public meeting is:

- Inform the public of project status and present alternatives and modifications.
- Describe the project so the public can determine how they may be affected.
- Offer the public an opportunity to provide input.
- Develop a record of public participation.



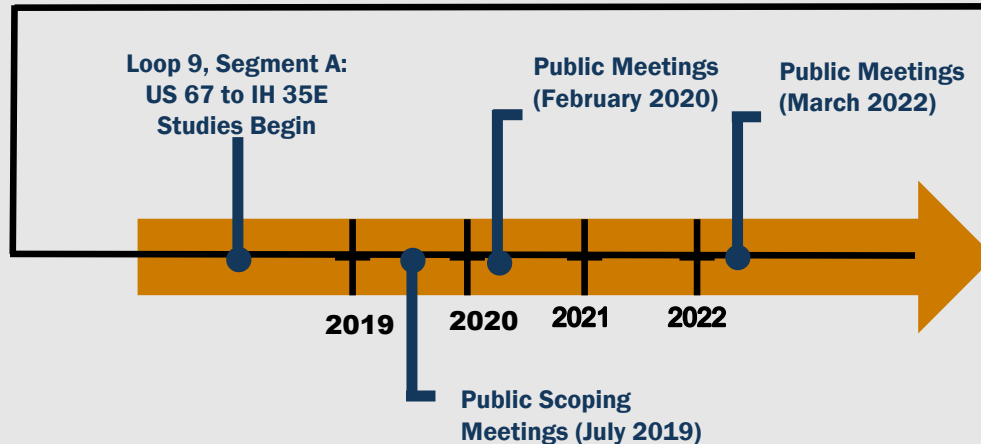
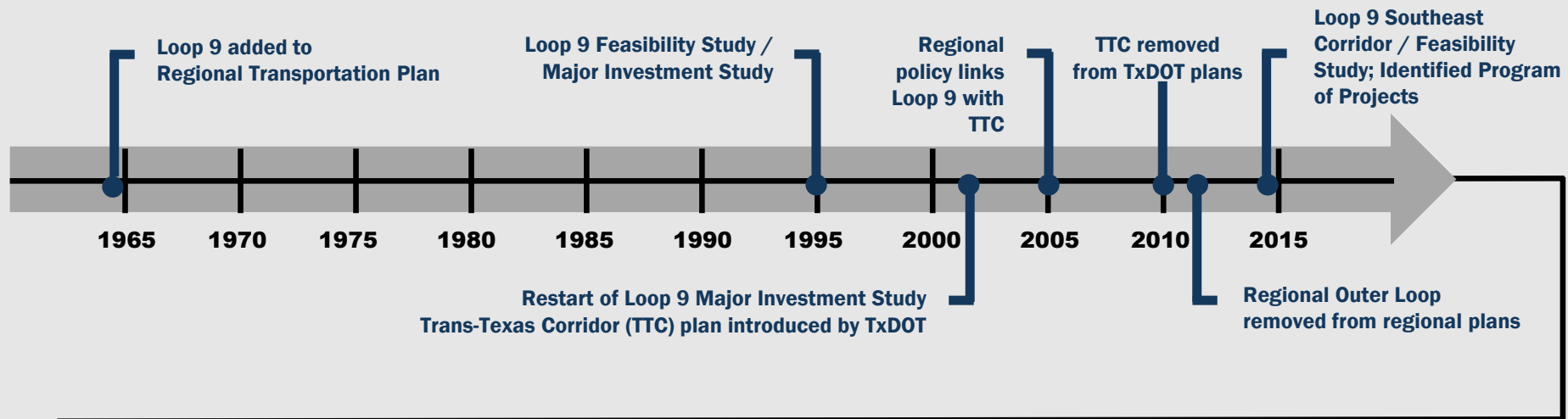
Project Needs

- ✓ Transportation demand resulting from population and economic growth in the region
- ✓ System linkage
- ✓ Connectivity of existing roadway facilities

Project Purpose

- ✓ Accommodate regional growth
- ✓ Address transportation demand
- ✓ Provide system linkage
- ✓ Improve connectivity of existing roadway facilities

Project History Timeline



National Environmental Policy Act Process for the Environmental Impact Statement:

- ✓ Evaluate/Refine Project Alternatives
- ✓ Evaluate Environmental Constraints
- ✓ Environmental Field Studies

Project Description

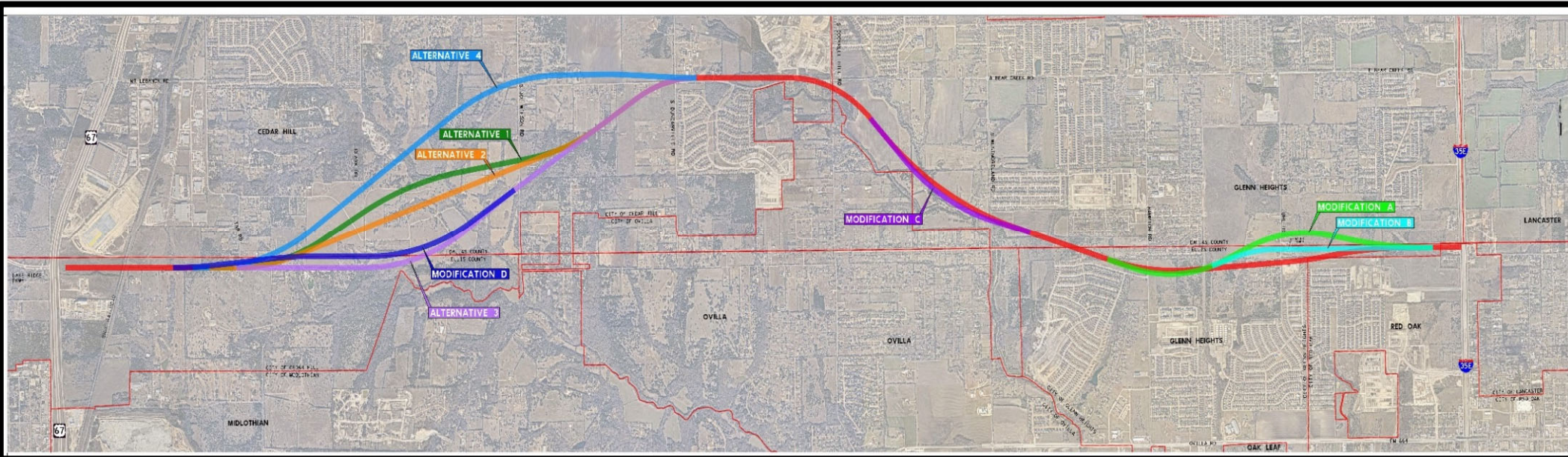


Project Description:

- The Loop 9, Segment A project includes the construction of a six-lane new location frontage road system between United States 67 (US 67) and Interstate Highway 35 East (IH 35E) through Dallas and Ellis counties, Texas, and is approximately 9.4 miles in length.

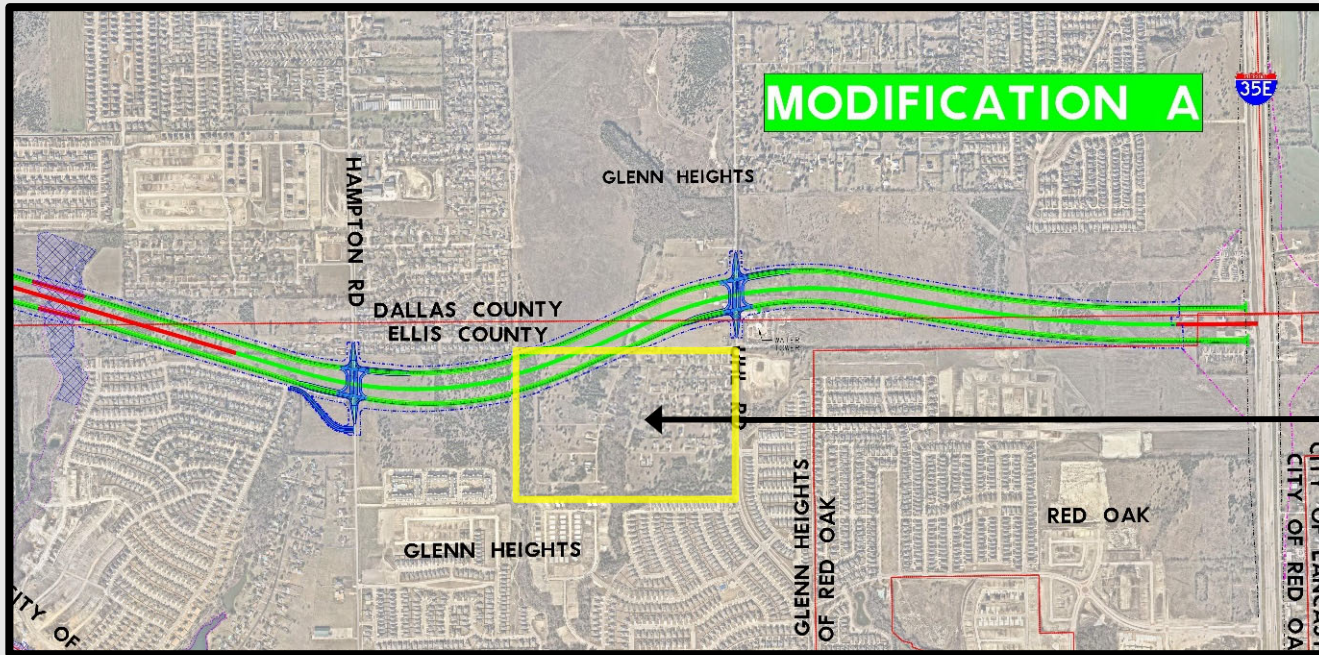


Project Alternatives 1-4 and Modifications A-D

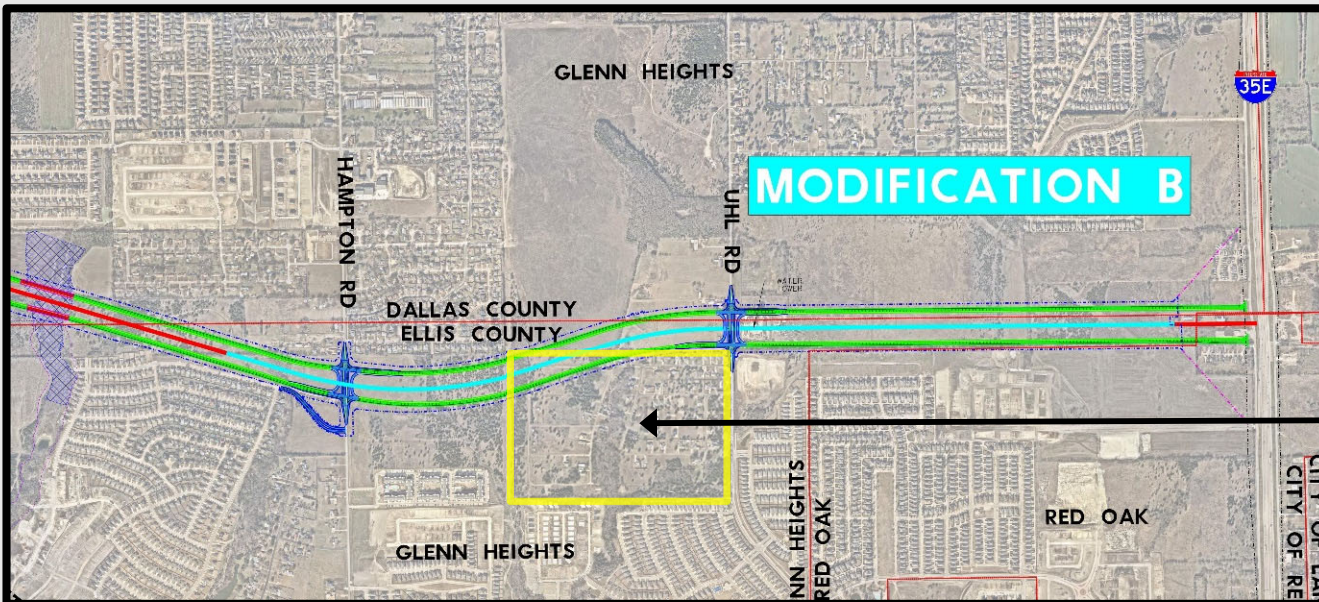




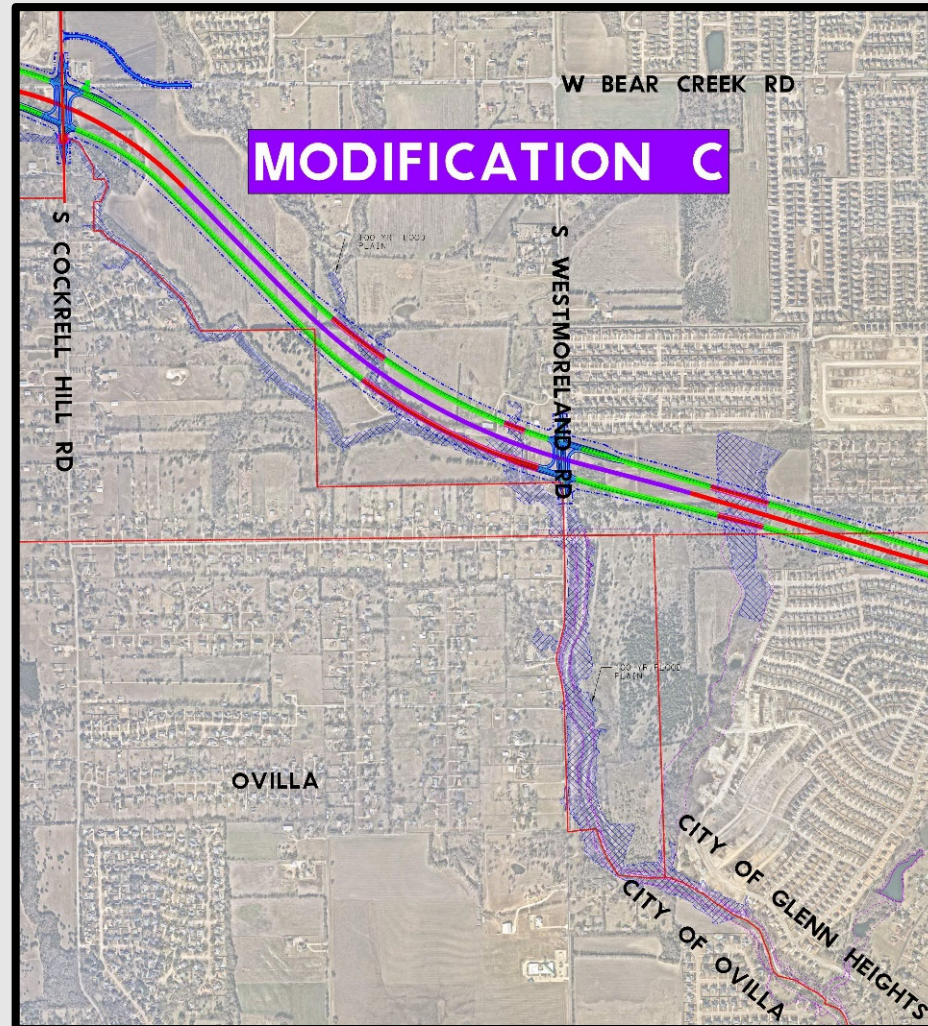
Common Alignment – Modifications A & B



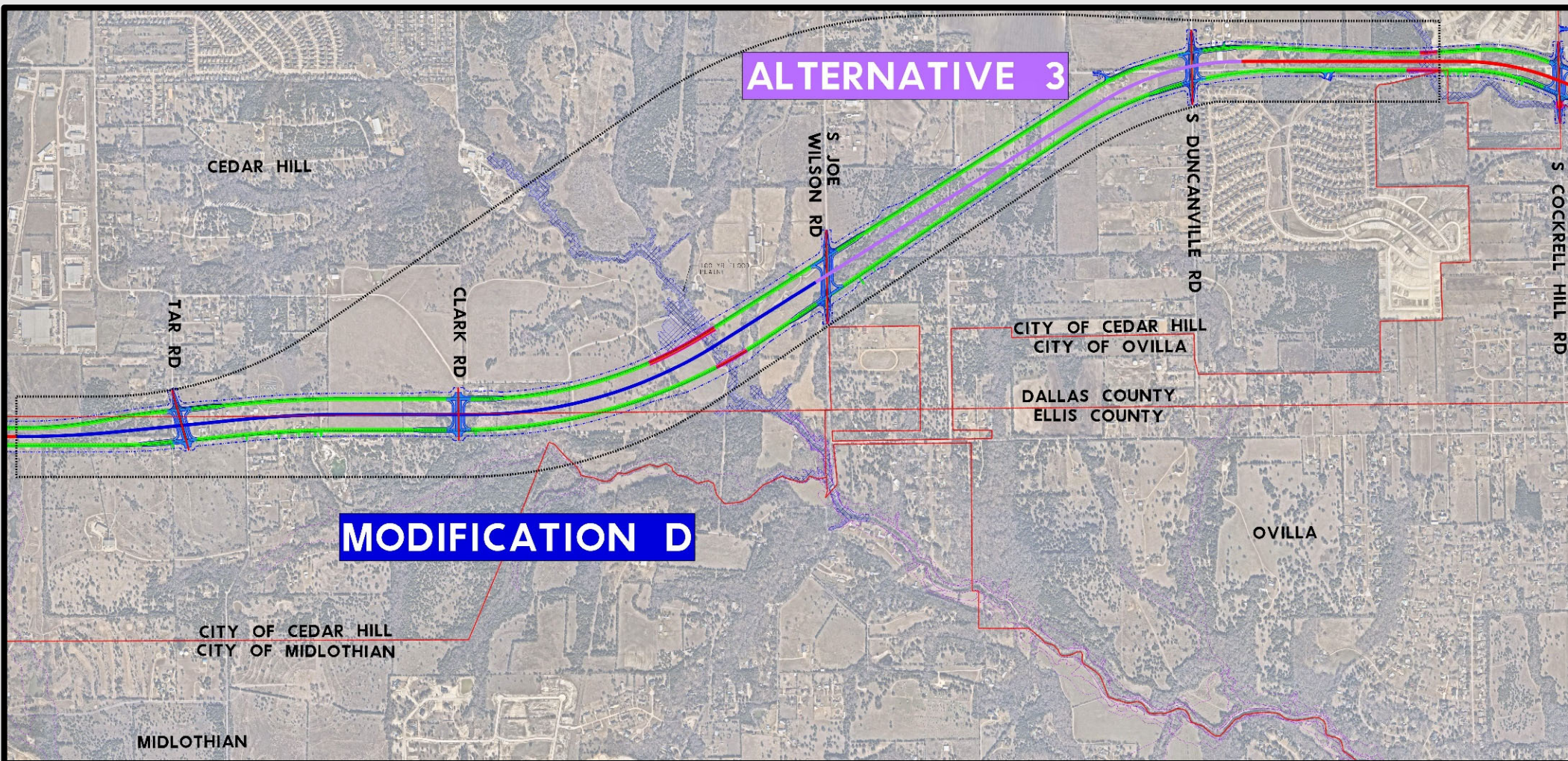
Lindell Estates



Lindell Estates

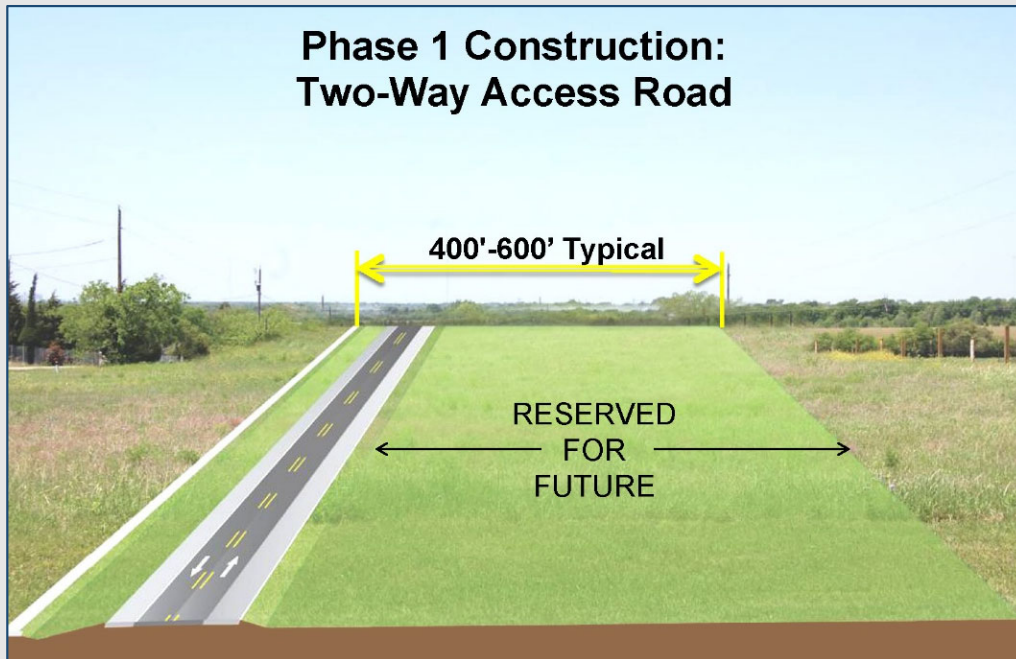


Common Alignment – Modification D



Phase 1 of Construction

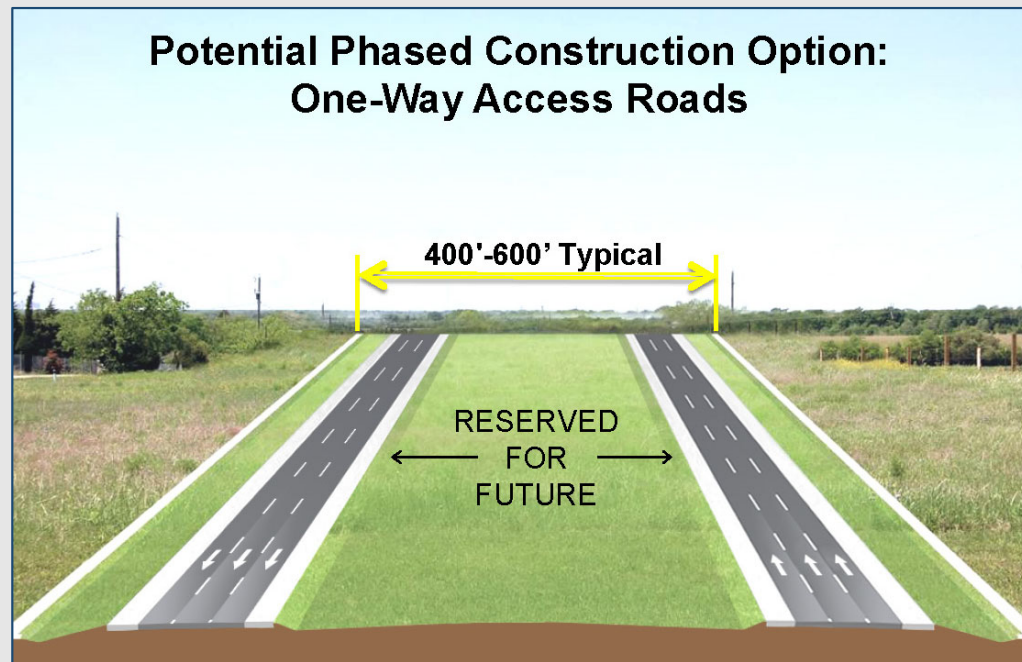
Phase 1 Construction: Two-Way Access Road



- The new location Loop 9 frontage road system would include an eastbound and westbound frontage road facility, each consisting of three 12-foot lanes, an 8-foot inside shoulder, and an 8-foot outside shoulder for bicycle accommodations within the rural section of the proposed roadway. The proposed project ROW would include a median wide enough to accommodate the future construction of an ultimate access-controlled mainlane facility.

Phase 2 of Construction

Potential Phased Construction Option: One-Way Access Roads



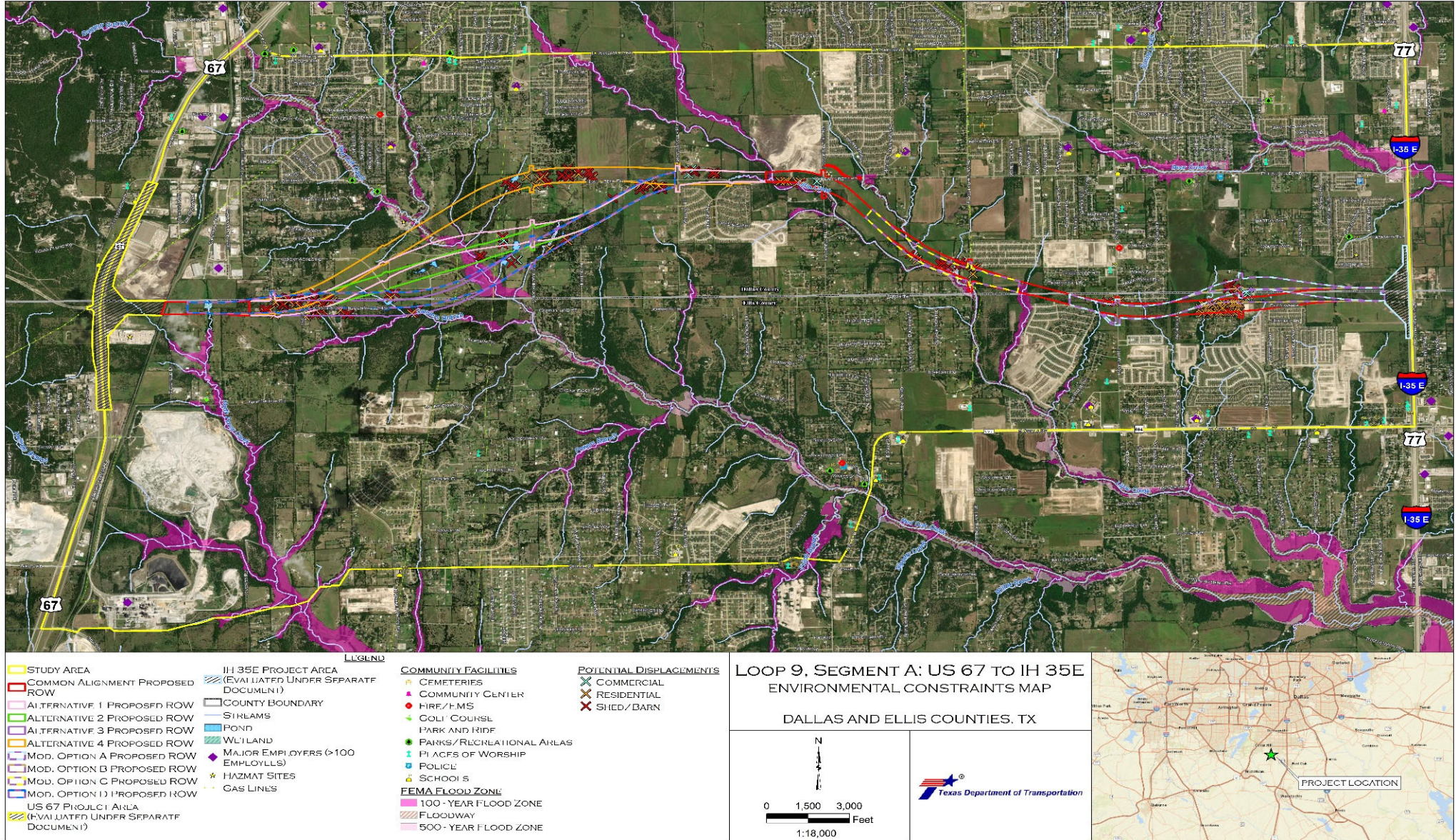
Phase 2 would be constructed as traffic warrants and funding becomes available.

Criteria Evaluated during the EIS Process



- ✓ Air Quality
- ✓ Bicycle and Pedestrian Facilities
- ✓ Biological Resources
- ✓ Community Impacts
- ✓ Construction Impacts
- ✓ Cultural Resources
- ✓ Displacements
- ✓ Environmental Justice
- ✓ Energy
- ✓ Floodplains
- ✓ Geology, Farmlands, and Soils
- ✓ Hazardous Materials
- ✓ Historic / Archeological Preservation
- ✓ Indirect and Cumulative Impacts
- ✓ Irreversible and irretrievable commitment of resources
- ✓ Land Use
- ✓ Permits
- ✓ Public Services
- ✓ Traffic Noise
- ✓ Relationship of local short-term uses vs. long-term productivity
- ✓ Safety
- ✓ Social Characteristics
- ✓ Threatened and Endangered Species
- ✓ Traffic Noise
- ✓ Utilities/Emergency Services
- ✓ Vegetation and Wildlife Habitat
- ✓ Visual Impacts
- ✓ Water Quality
- ✓ Wetlands and Waters of the U.S.

Environmental Constraints Map



Service Layer Credits: ESRI Aerial 2021; USGS NHD; TIGER Streets

A full-size map is available on the project website.

Next Steps: Process Timeline



***We Are Here**

March 2-3, 2022

- Public Meeting

Summer 2022

- Environmental Studies and Design Schematics

Late Summer 2022

- Draft EIS

End of 2022

- Public Hearing

End of 2023

- Final EIS/Record of Decision

After ENV Clearance

- ROW Acquisition

2024-2027

- Final Design and Utility Adjustments

Spring 2027

- Anticipated Ready to Let

Preliminary and subject to change based on funding.

Phase 1 project cost is approximately \$367.7 million and is not currently funded for construction.

How to Submit Your Comments



Please submit your comments regarding the information presented in this Public Meeting by using any of the three methods below by our deadline, **March 18, 2022**.



Online Comment

Click the link
provided on the
website

www.keepitmovingdallas.com/Lp9SegmentA



Email

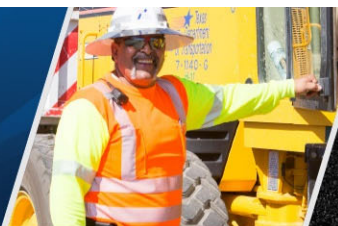
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For more information, please contact Liang Ding, P.E., TxDOT Project Manager at Liang.Ding@txdot.gov.



#EndTheStreakTX



Thank you!