



LOOP 9: I-35E TO I-45 PROJECT FACT SHEET



PROJECT HISTORY

First conceived in 1957 as part of an outer loop around the City of Dallas, Loop 9 has a long project history. The project has been studied at various times by local, regional and state agencies. During the most recent study, ending in 2011, the Texas Department of Transportation (TxDOT) prepared a draft environmental impact statement for the Loop 9 project. That study envisioned Loop 9 as a wide, high-speed toll facility from US 287 near Mansfield to I-20 in Mesquite. Based on several factors including the elimination of the Trans-Texas Corridor from statewide plans and the Regional Outer Loop from regional plans, a new approach was needed for the Loop 9 Southeast project.

PROJECT NEED AND PURPOSE

Traveling through the Dallas, Ellis, and Kaufman county study area can be a challenge. I-20, the closest east-west freeway, lies miles to the north. There are gaps in the arterial street network that force east-west traffic to take circuitous routes. 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.

CORRIDOR/FEASIBILITY STUDY

TxDOT and the North Central Texas Council of Governments (NCTCOG), in cooperation with local government officials, worked together to prepare a Corridor/Feasibility Study for the Loop 9 Southeast study area from US 67 to I-20. Public Meetings were held in May and September of 2013. The Corridor/Feasibility Study was completed and approved by TxDOT in March of 2014. The Study recommends utilizing the currently available funding to begin engineering and environmental studies for the section of Loop 9 from I-35E to I-45 first. This section is approximately 9.5 miles in length and is anticipated to cost \$710 million. Subsequent sections would be advanced based on local needs and available funding.

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

OCTOBER 2014 PUBLIC MEETING

Tuesday, October 28, 2014
Open House 4:30 p.m. to 7:00 p.m.
Lancaster Elementary School
1109 West Main Street, Lancaster, TX 75146

Written comments regarding the study may be submitted at the Public Meeting. If you would like your comments to be included as part of the official record for this Public Meeting, they must be hand-delivered, postmarked, or emailed on or before **Friday, November 7, 2014**.

By Mail:

Loop 9 - Attn: Mr. Bruce Nolley, P.E.
Texas Department of Transportation,
Dallas District Office
4777 East Highway 80, Mesquite, Texas 75150
By E-mail: comments@loop9.org

Information from tonight's public meeting will be available on the project website: www.loop9.org.

PROPOSED PROJECT

Loop 9 is a proposed new location roadway between I-35E and I-45 in Dallas and Ellis Counties. The corridor is approximately 10 miles in length. As currently proposed, the project would consist of two one-way frontage roads, phased construction, and the ultimate proposed right-of-way. The ultimate proposed right-of-way width would accommodate a future 6 lane toll road.

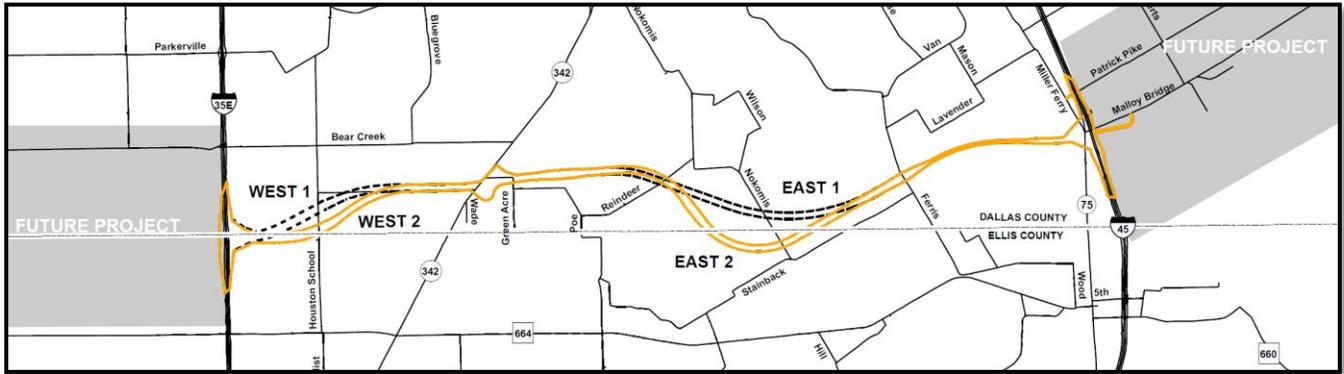
CURRENT EFFORTS

TxDOT began development of the schematic and Environmental Assessment (EA) for the section of Loop 9 from I-35E to I-45 in April of 2014. This public meeting is the first public meeting to be held for this project.

PROJECT FUNDING

\$100 Million of Federal and State funding is currently available for this Loop 9 project. Additional funding sources would need to be identified for right-of-way acquisition and phased construction of the proposed project and any future Loop 9 projects. TxDOT and NCTCOG would work together with state and local officials to ensure that the most needed portions of the Loop 9 corridor are constructed quickly, while preserving space to build the full design.

PROPOSED STUDY LIMITS

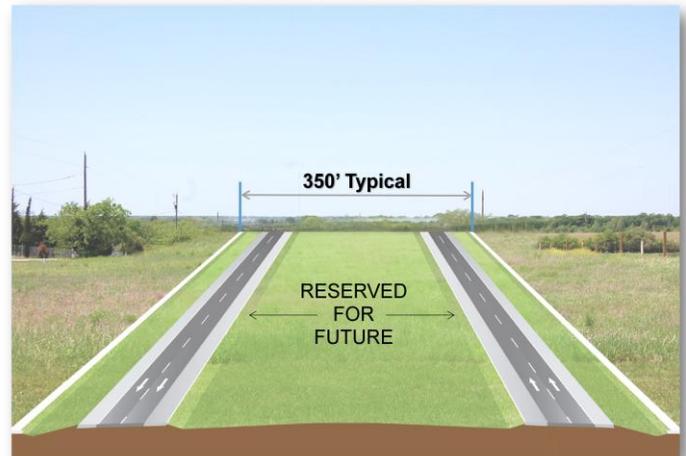


NOTE: EAST 2 was added after approval of the Corridor/Feasibility Study to address concerns along Raintree Drive and impacts to wildlife habitat space to build the full design.

PROPOSED TYPICAL SECTION

The EA for this project would environmentally clear two one-way frontage roads and the ultimate proposed right-of-way. By environmentally clearing the frontage road system, TxDOT will be allowed to preserve the entire right-of-way width and construct sections of the roadway in stages as funding becomes available.

The toll road would be environmentally cleared as a separate project at a later date as the need arises and funding becomes available.



PROPOSED SCHEDULE



* The entire frontage road system will be environmentally cleared, but the project will be built in phases as the need arises and funding becomes available.