

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

CURRENT EFFORTS

To address the local and regional transportation concerns, a new approach has been identified for the Loop 9 Southeast project. 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, a shorter project length, and minimizes the overall impacts when compared to past studies.

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, 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 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.

PROJECT FUNDING

Funding sources would need to be identified for right-of-way acquisition and construction of the programmed projects cleared through the environmental process. TxDOT and North Central Texas Council of Governments 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.

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



PROJECT FACT SHEET



CORRIDOR/FEASIBILITY STUDY LOOP 9 SOUTHEAST: US 67 TO I-20

SEPTEMBER 2013 PUBLIC MEETINGS

Open House 5:30 p.m. to 6:30 p.m.

Presentation 6:30 p.m. to 7:00 p.m.

Open House 7:00 p.m. to 8:00 p.m.

Tuesday, September 24, 2013

Lancaster Elementary School
1109 West Main Street
Lancaster, TX 75146

Thursday, September 26, 2013

Red Oak Intermediate School
401 E. Ovilla Road
Glenn Heights, TX 75154

Written comments regarding the study may be submitted at the Public Meetings. If you would like your comments to be included as part of the official record for these Public Meetings, they must be hand-delivered or postmarked on or before **Monday, October 7, 2013.**

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

LOOP 9 SOUTHEAST – PROJECT FACT SHEET



PRELIMINARY PROGRAM OF PROJECTS

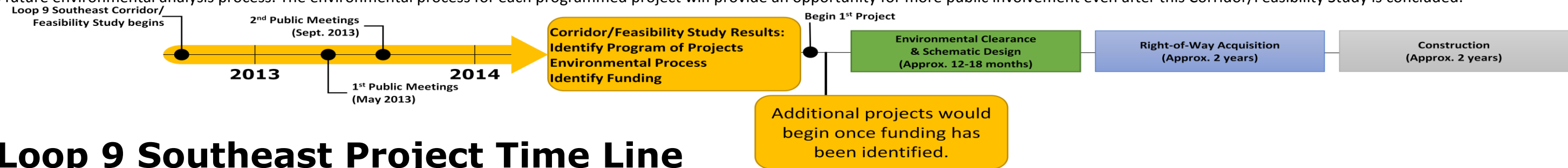
- Priority corridors are:
 - Corridor A (Loop 9: from US 67 to I-35E)
 - Corridor B (Loop 9: from I-35E to I-45)
- Portions of Phase 1 are warranted by 2025
- The rest of Phase 1 and portions of Phase 2 are warranted by 2035
- The rest of Phase 2 and all of Phases 3 and 4 are warranted beyond 2035 and considered long term projects
- Subsequent sections will be further evaluated based on needs and available funding

CORRIDOR/FEASIBILITY STUDY

The Corridor/Feasibility Study evaluating traffic modeling and project needs; identifying logical termini; evaluating potential social, economic, and environmental effects; evaluating possible phased development; developing a preliminary program of projects; and prioritizing individual projects.

ENVIRONMENTAL PROCESS

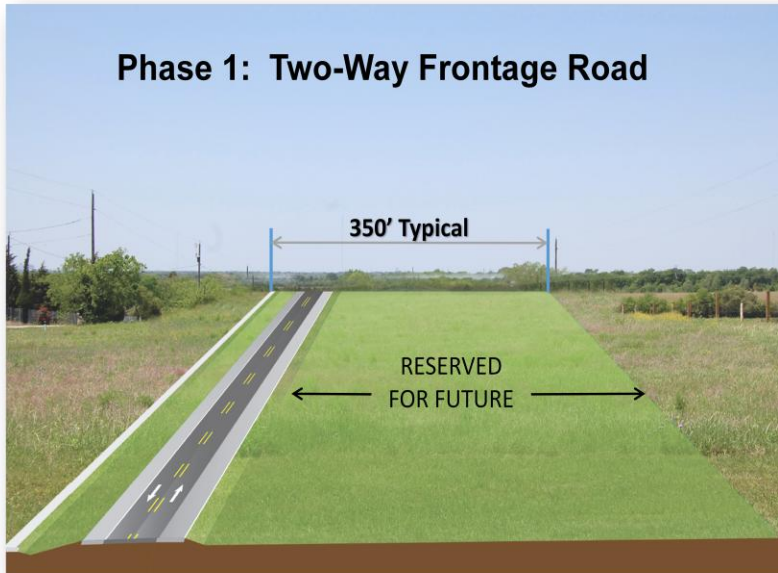
The identified individual projects will be advanced for environmental study and engineering design in the order listed in the program of projects. The final alignment and access points for each portion of Loop 9 would be chosen during this future environmental analysis process. The environmental process for each programmed project will provide an opportunity for more public involvement even after this Corridor/Feasibility Study is concluded.



Loop 9 Southeast Project Time Line

LOOP 9 SOUTHEAST PROJECT FACT SHEET

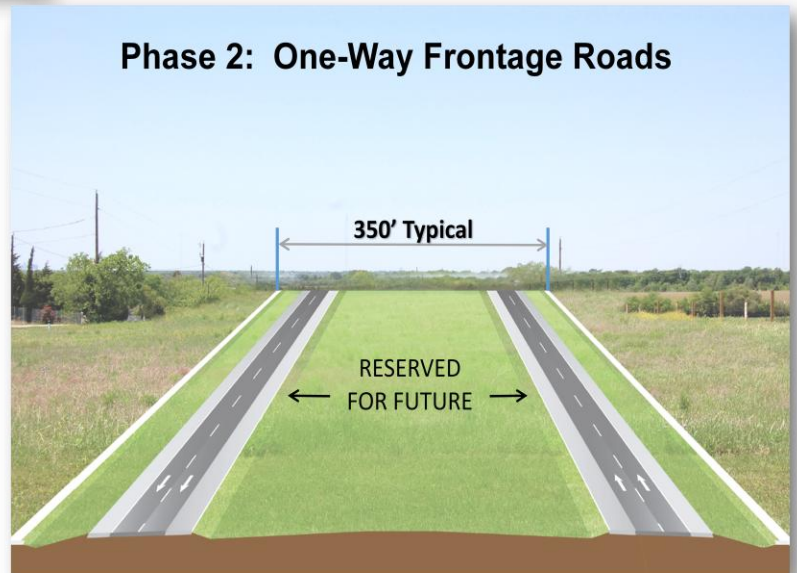
Phase 1: Two-Way Frontage Road



Phase 1 will consist of One Two-Way Frontage Road. The right-of-way (ROW) for all phases will be purchased during Phase 1. The decision regarding which side will be built first would be made in the next study.

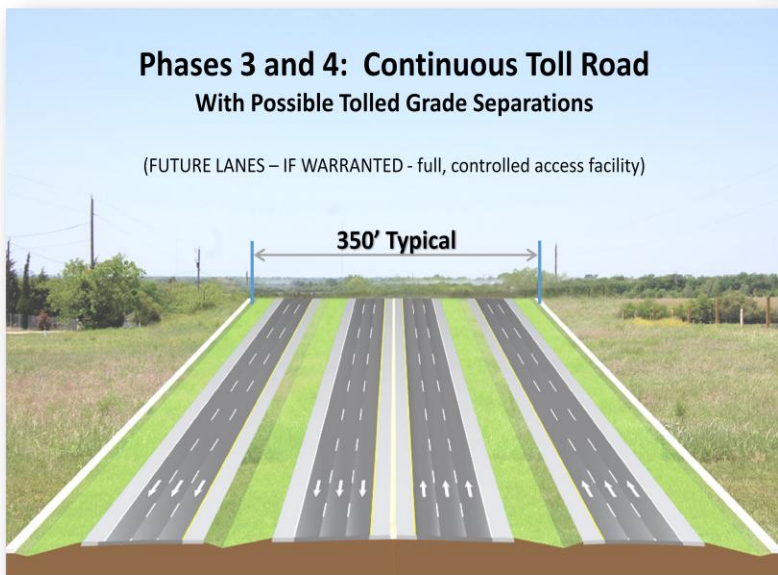
Phase 2 will construct the other side of the paired frontage road. Each side of the frontage road will be converted to one-way operation. The median will be left open for the future Phases 3 & 4.

Phase 2: One-Way Frontage Roads



Phases 3 and 4: Continuous Toll Road With Possible Tolloed Grade Separations

(FUTURE LANES – IF WARRANTED - full, controlled access facility)



Phase 3 would be isolated grade separations at specific high-volume intersections.

Phase 4 would be continuous tolloed mainlanes in both directions.