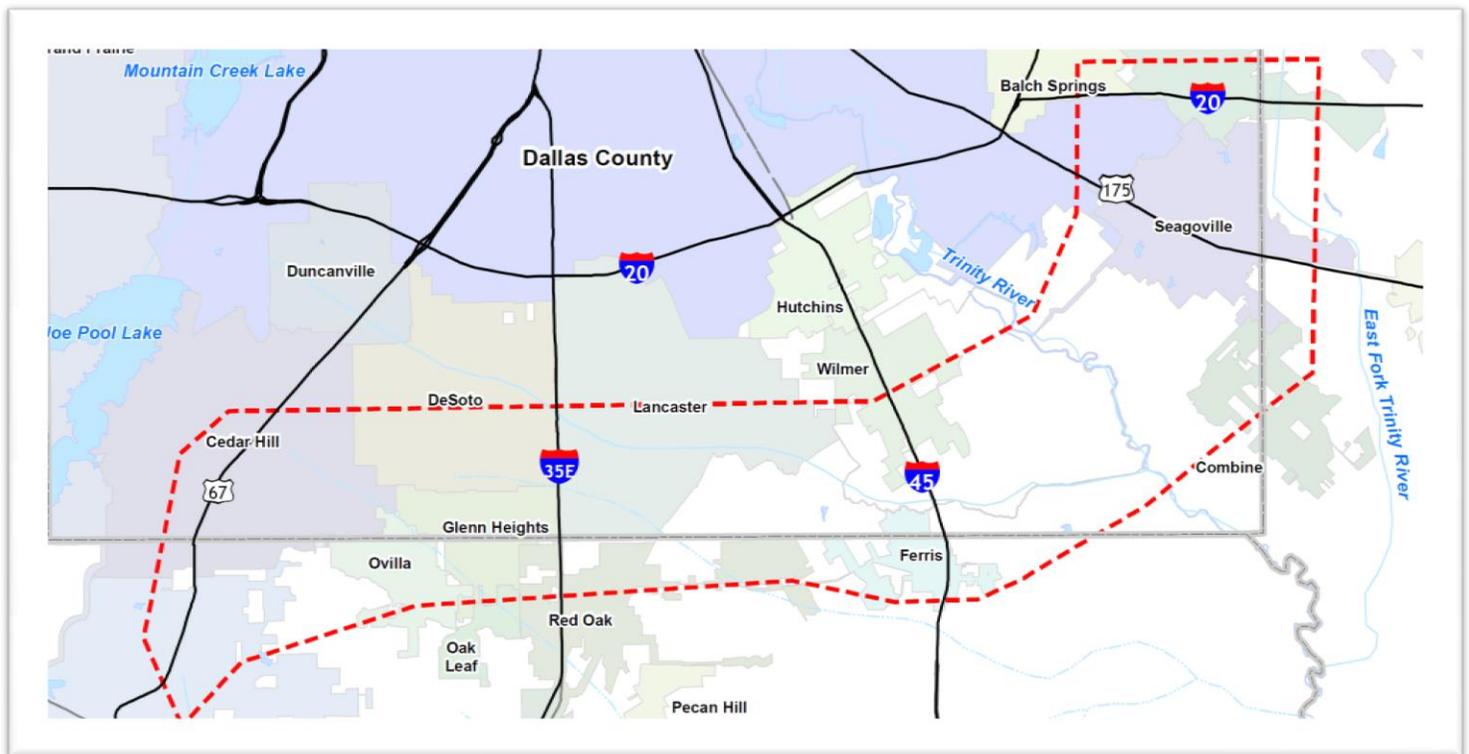


LOOP 9 SOUTHEAST CORRIDOR/FEASIBILITY STUDY

Volume II: Appendices

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



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.