

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 occur. 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	772-775-7195	donhastings@midlothian.tx.us
Bill Houston	City of Midlothian	817-319-5006	bill.houston@redliving.com
Stu Hall	TDOT	214-320-6155	Stu.Hall@tdot.gov
Jim Sparks	Grang Park	972-237-8132	JSARKES@grtx.org
Larry Graves	Seagoville	972-287-2050	lgraves@seagoville.us
Jim Bertram	Seagoville	214-585-7199	JBertram@Seagoville.us
Rob Franke	Cedar Hill	972-655-5606	Ruf.franke@cedarhill.tx.us
Doc Young	City of Palmer	572-449-3160	dyoung@ci.palmer.tx.us
Taylor Blackburn	State of Texas	817-573-9000	taylor.blackburn@state.tx.us
Matthew Hazzel	City of Mesquite	972-216-6353	mhzaz@cityofmesquite.com
SPRIN, MANDAYAN		" 229 824	SPRINMAYAN@ " "
Allen Huxley	City of Red Oak	214-568-5556	ahuxley@redoaktx.org
Todd Keller	"	972-617-6831	tkeller@redoaktx.org
Jerry Dittman	City of Mesquite	972-216-6403	jdittman@cityofmesquite.com
Gus Chavarria	City of Mansfield	817-276-4285	GUS.CHAVARRIA@mansfield-tx.gov
Rod Tyler	Cedar Hill	972-291-5100	Rod.Tyler@cedarhill.tx.us
Elias Sassoon	Cedar Hill	972-291-5100	elias.sassoon@cedarhill.tx.us

October 22, 2012, 2 pm
Cedar Hill Recreation Center

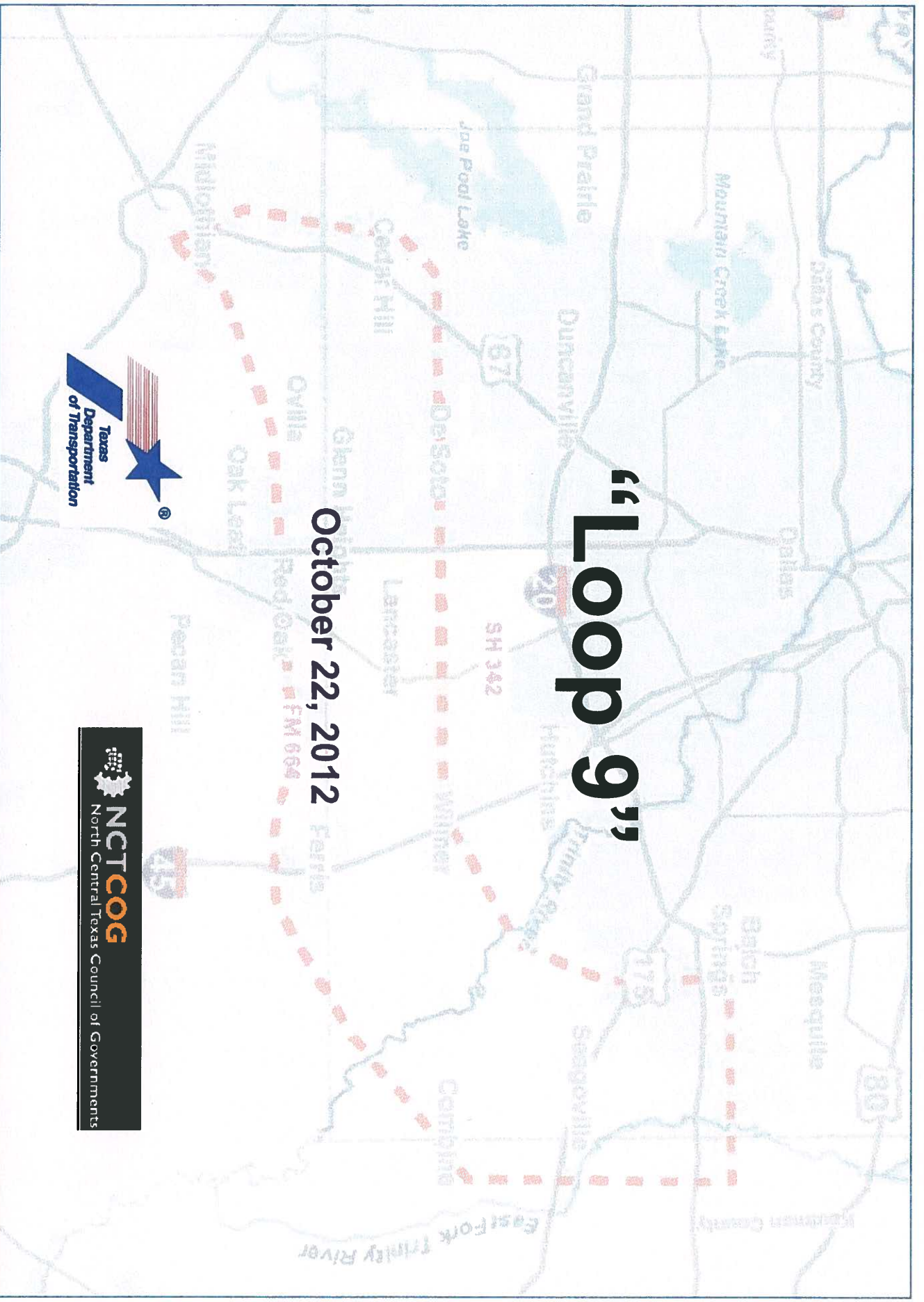
October 22, 2012, 2 pm

Cedar Hill Recreation Center

Name _____

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Attachment B



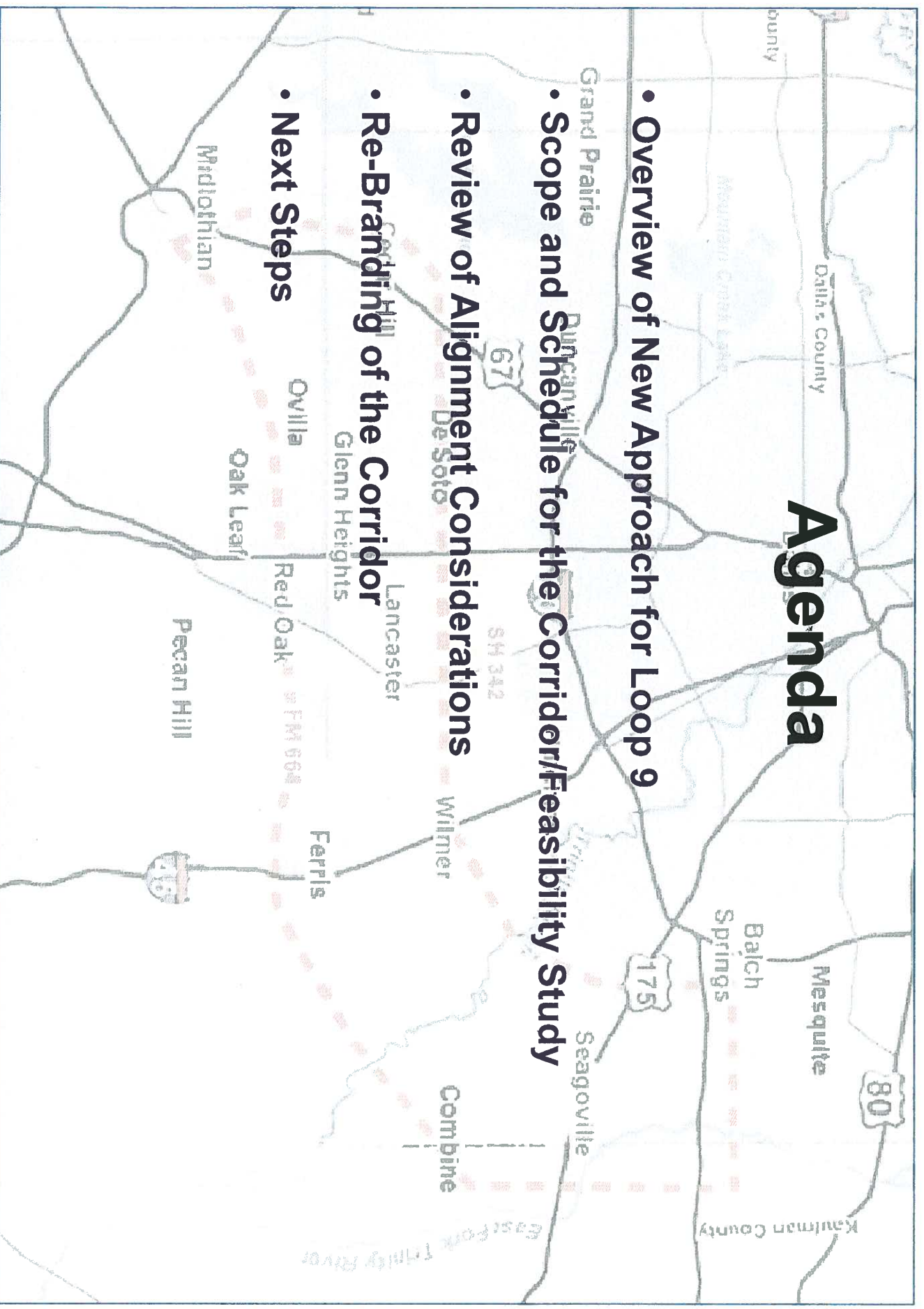
“Loop 9”

October 22, 2012

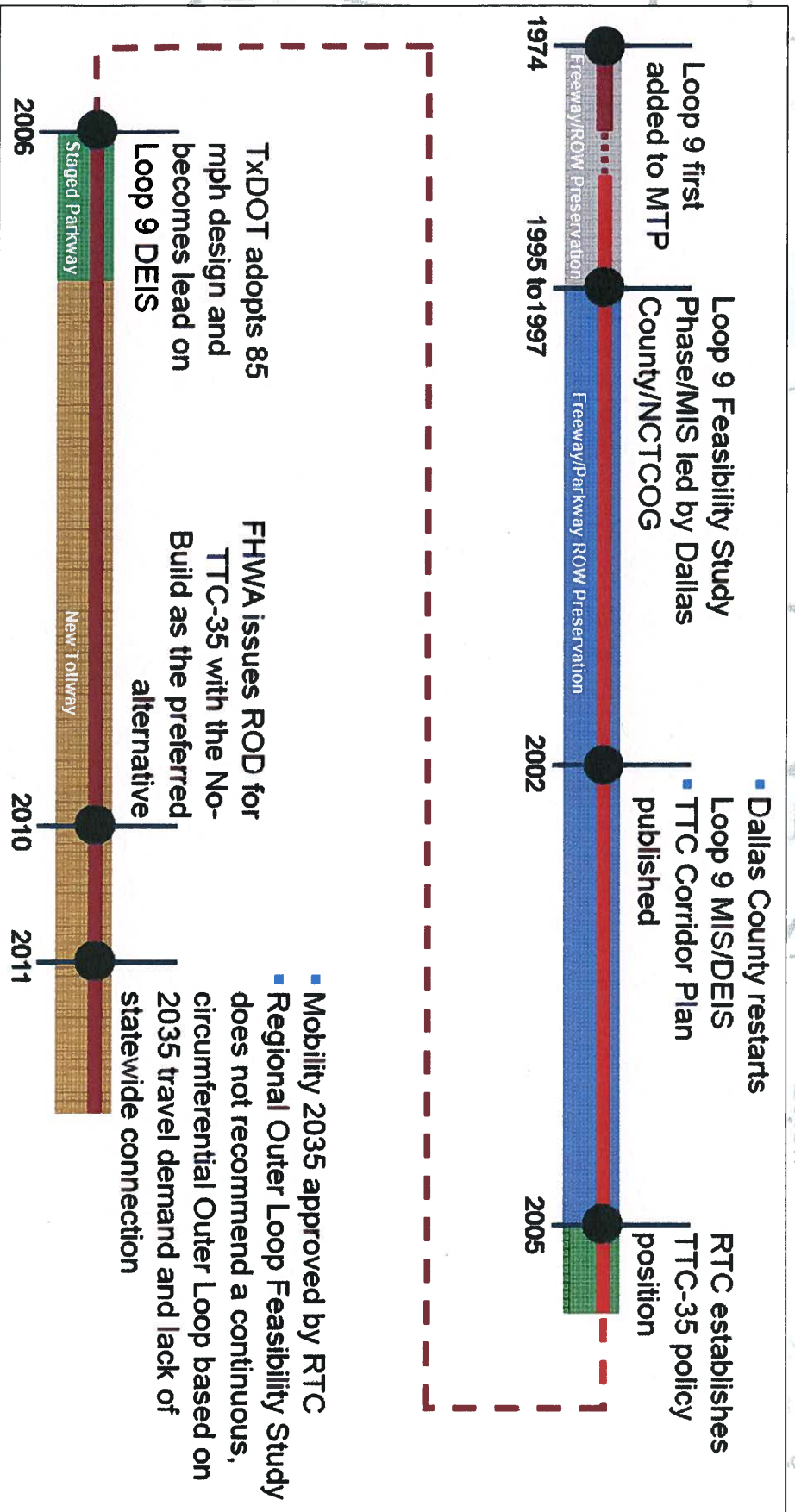


Agenda

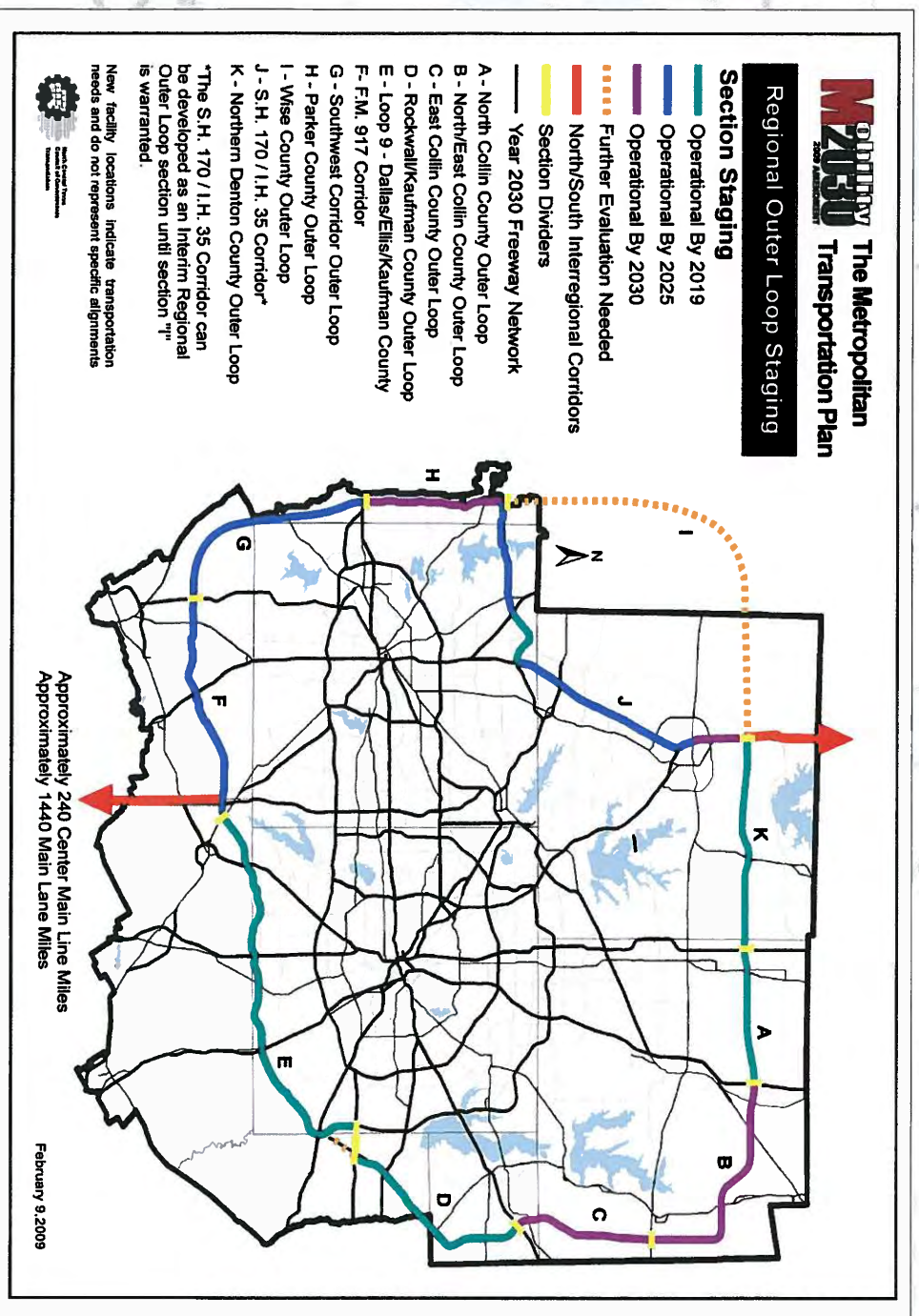
- Overview of New Approach for Loop 9
- Scope and Schedule for the Corridor/Feasibility Study
- Review of Alignment Considerations
- Re-Branding of the Corridor
- Next Steps



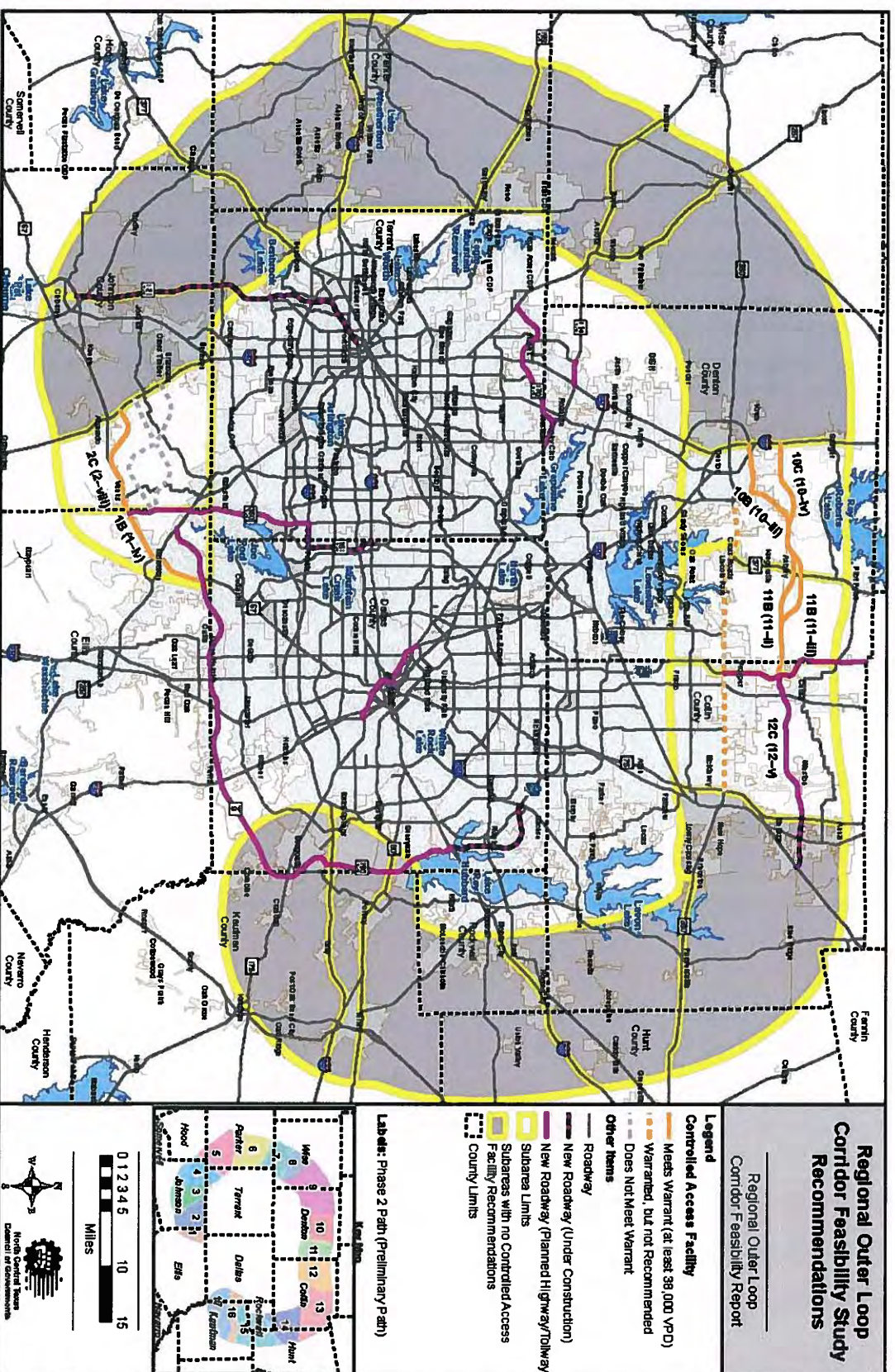
Evolution of Loop 9



Former Regional Outer Loop

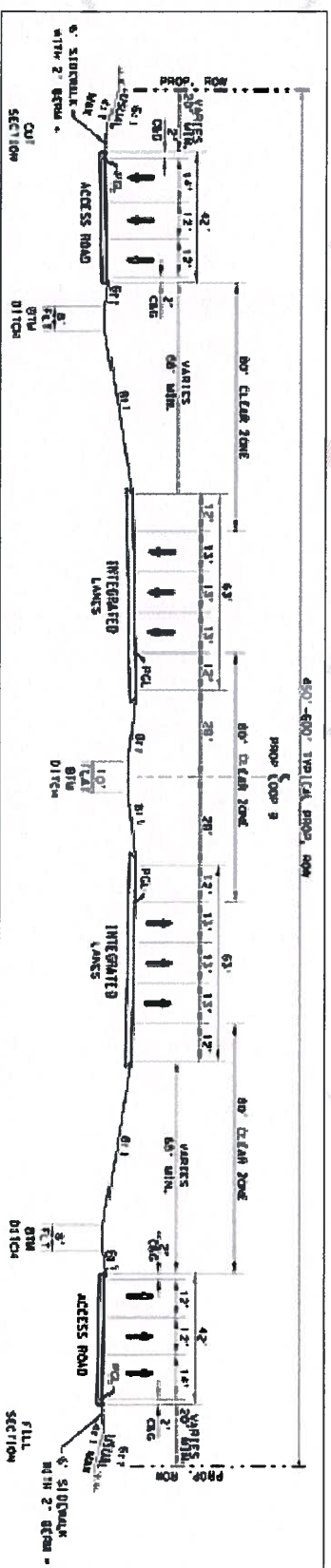
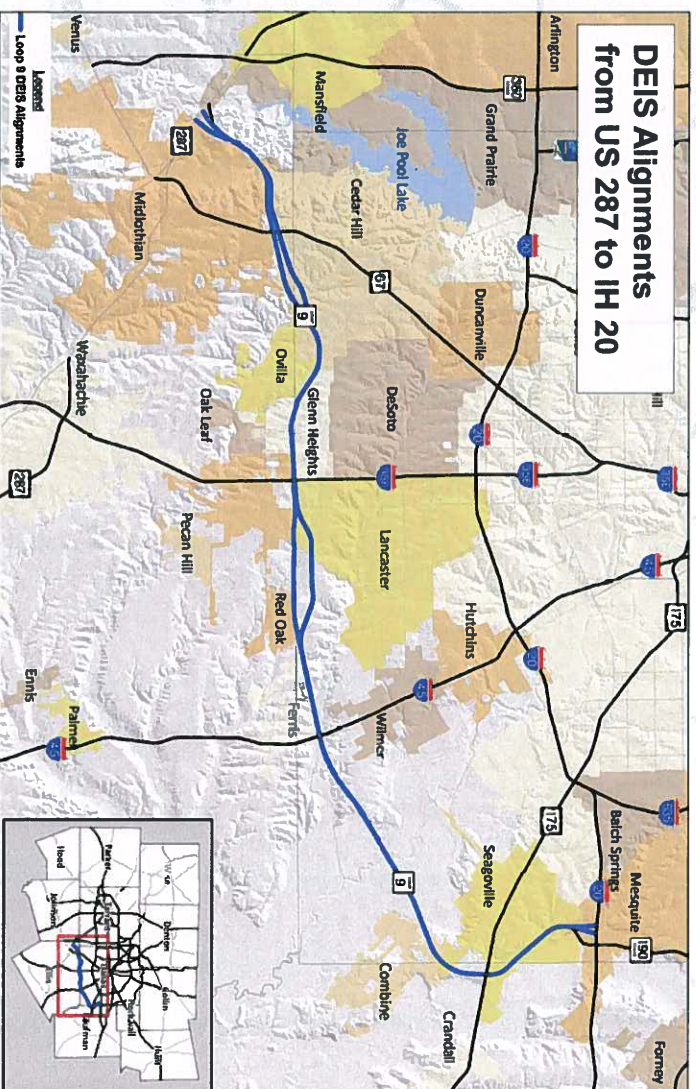


Regional Outer Loop Feasibility Study Recommendations, November 2011



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.

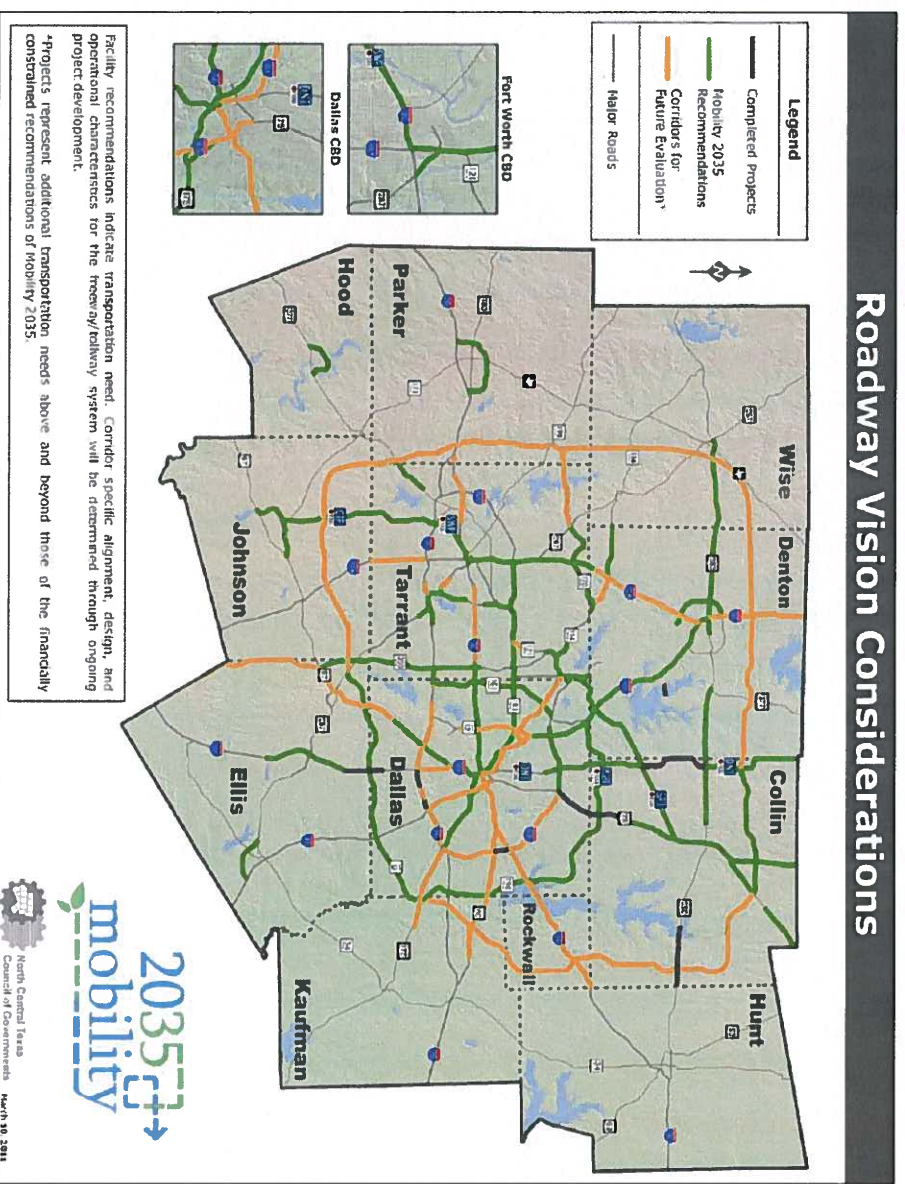
- Limits from US 287 to IH 20
- 44 Miles in Length
- Proposed 450- to 600-Foot Right-of-Way
- 85 mph Design Speed
- Cost \$5.7 Billion



Review of Traffic Projections

Reason for Lower Projected Traffic on Loop 9

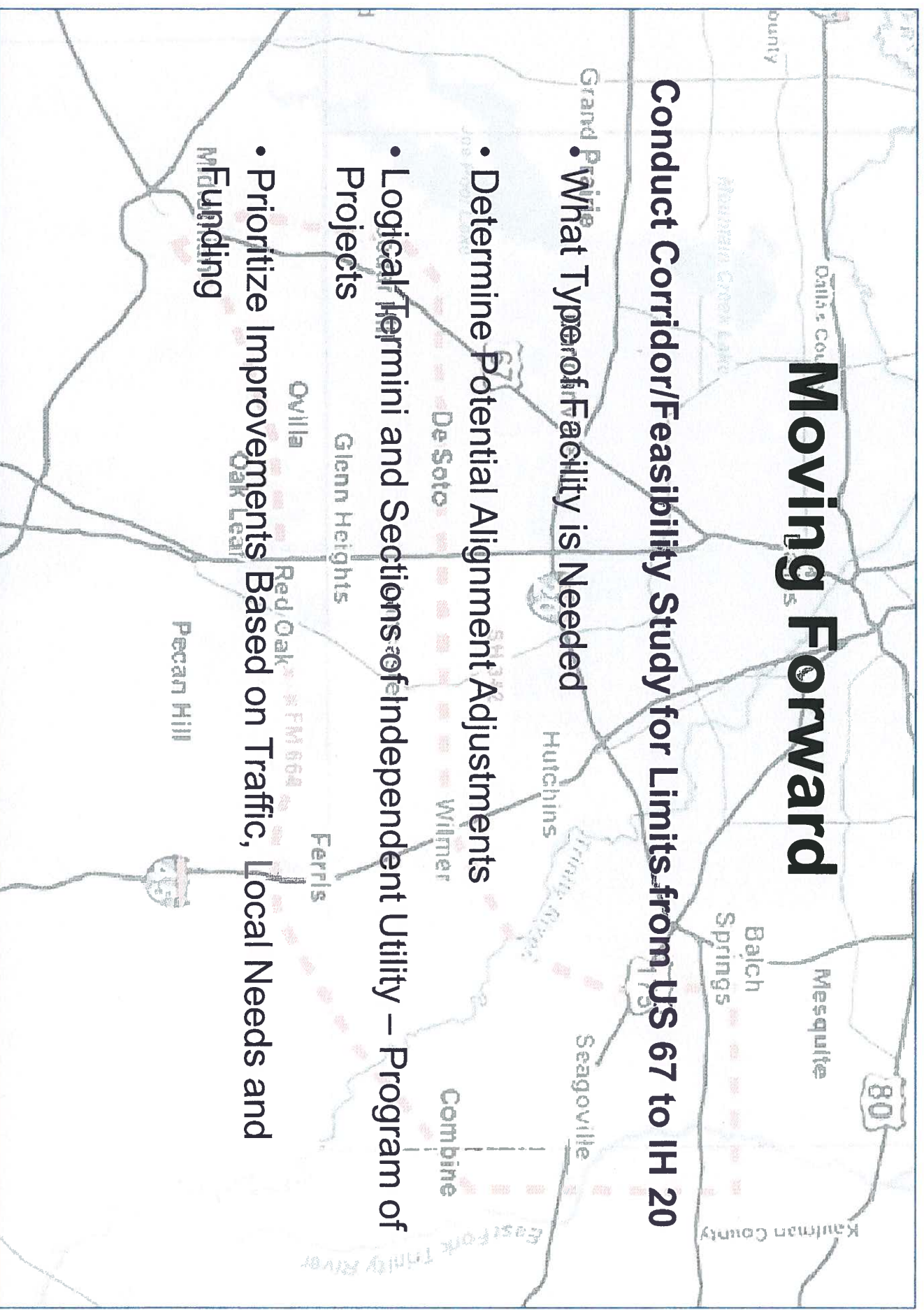
- Toll
- Lack of a Facility to the West (Regional Outer Loop)
- Lack of Connection to Statewide TTC-35
- Revised Regional Demographics
- Changes to the Network
- New Travel Model and MPA Boundary



Moving Forward

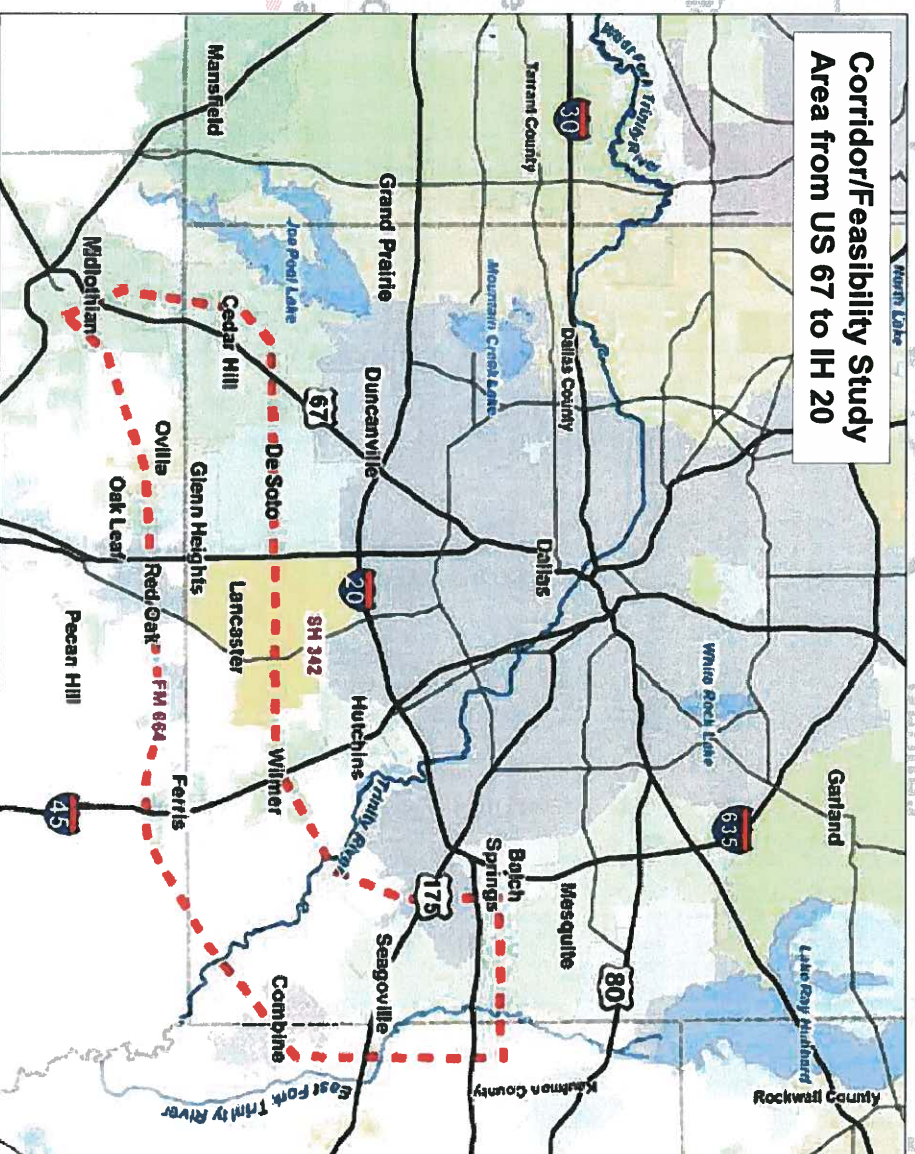
Conduct Corridor/Feasibility Study for Limits from US 67 to IH 20

- **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**



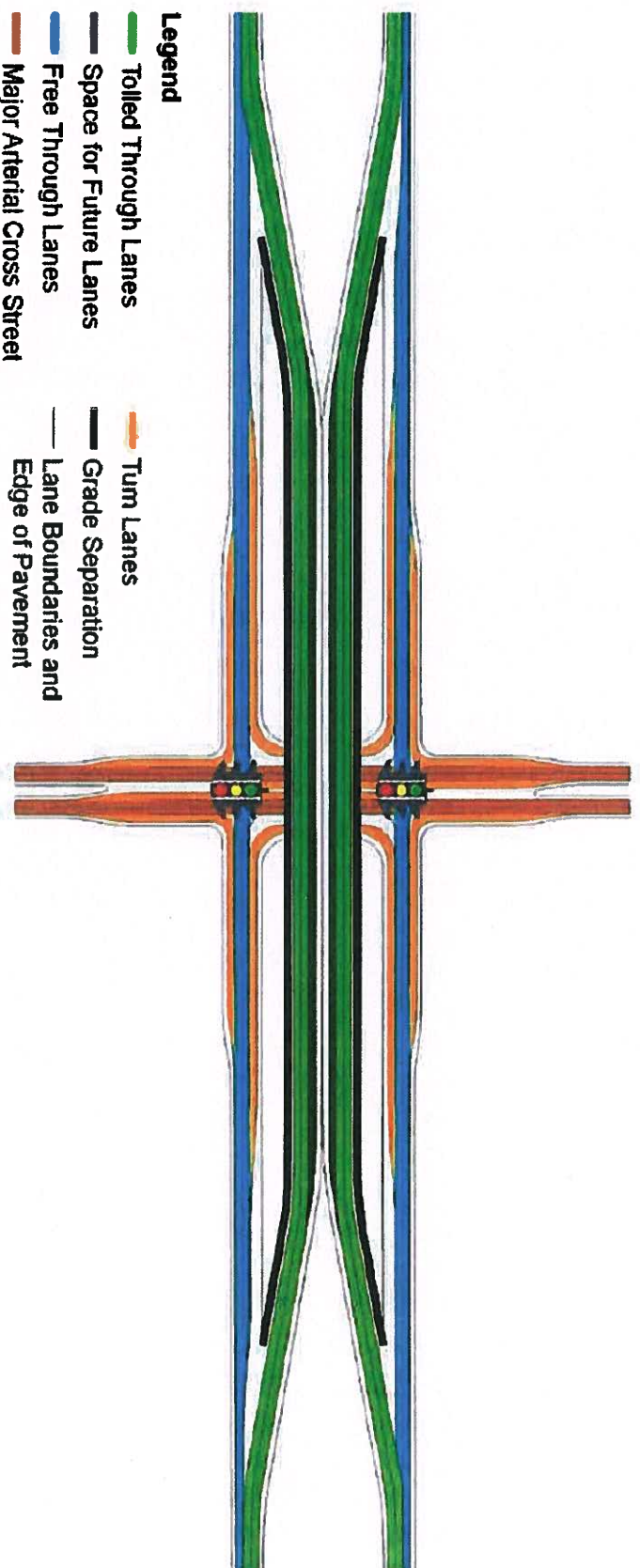
New Direction

- 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

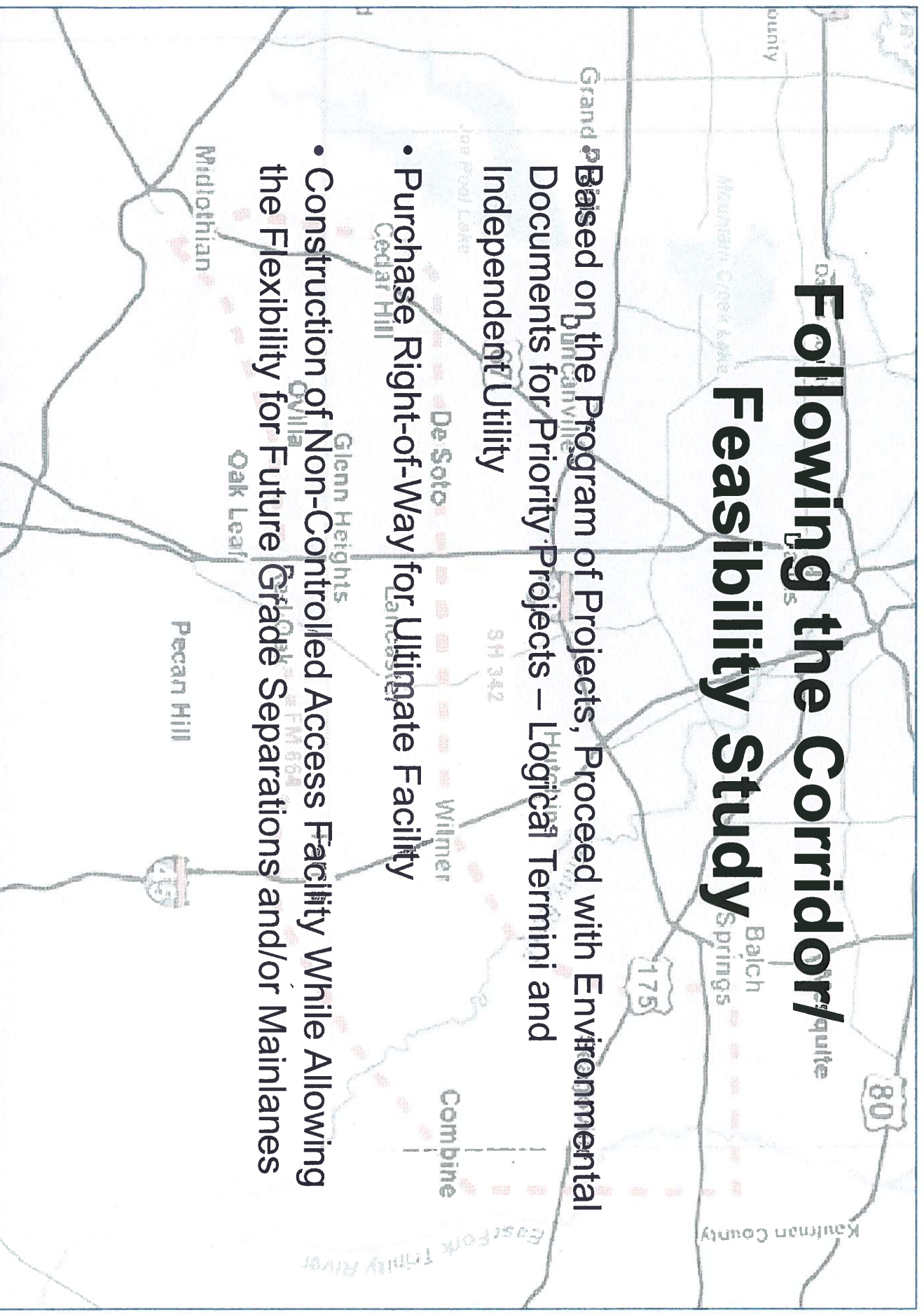
Step 5: Document Findings as a Technician Memorandum

- Prepare Technical Memo documenting conclusions of the Corridor/Feasibility Study
- Provide the findings to FHWA

Following the Corridor/ Feasibility Study

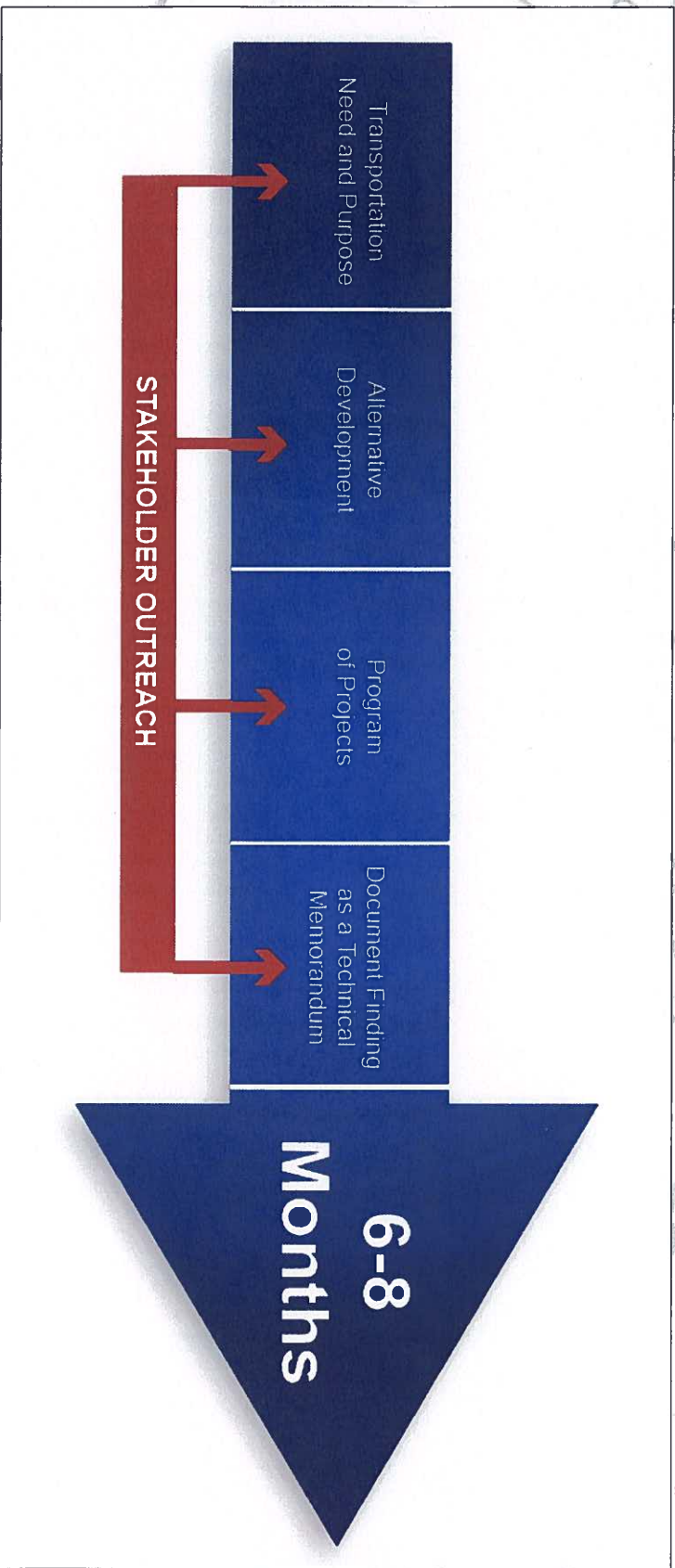
Grand • Based on the Program of Projects, Proceed with Environmental Documents for Priority Projects – Logical Termini and Independent Utility

- Purchase Right-of-Way for Ultimate Facility
- Construction of Non-Controlled Access Facility While Allowing the Flexibility for Future Grade Separations and/or Mainlanes



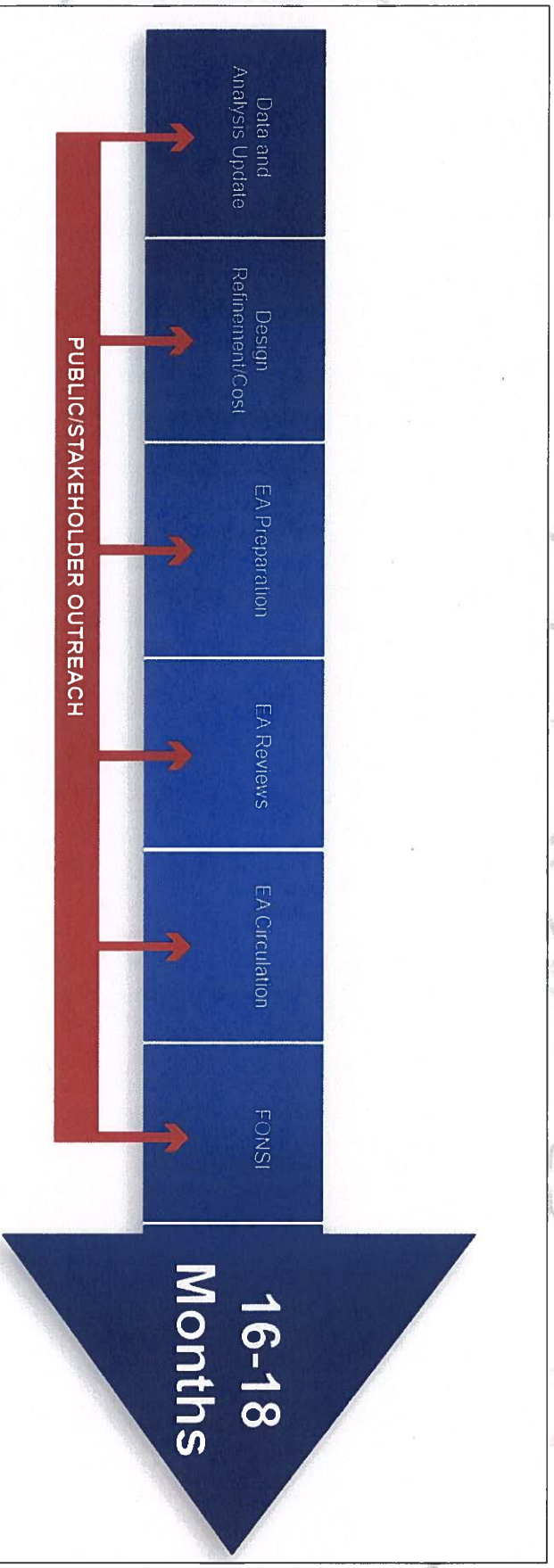
Schedule

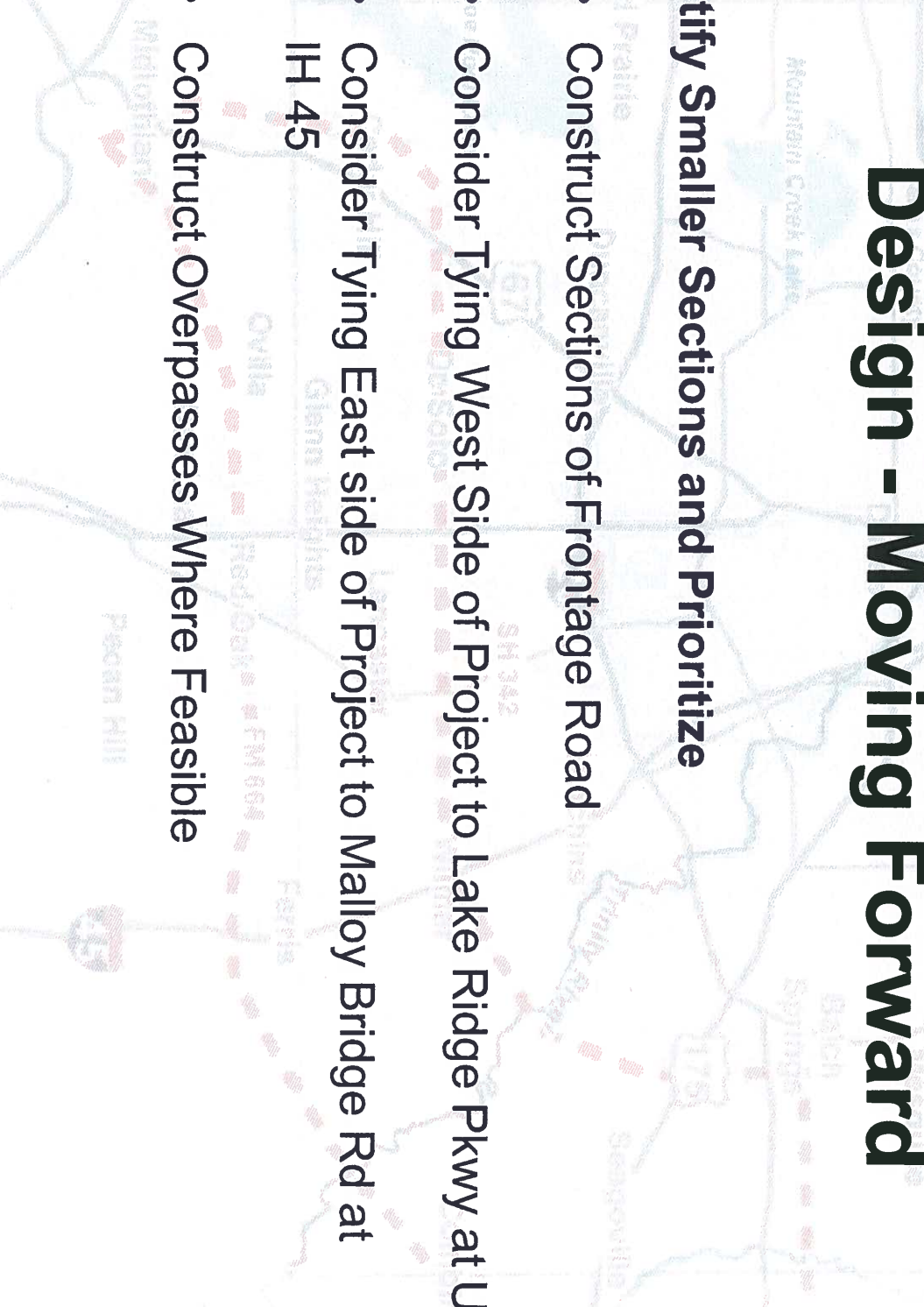
Corridor/Feasibility Study Process Timeline



Schedule

EA Process Timeline

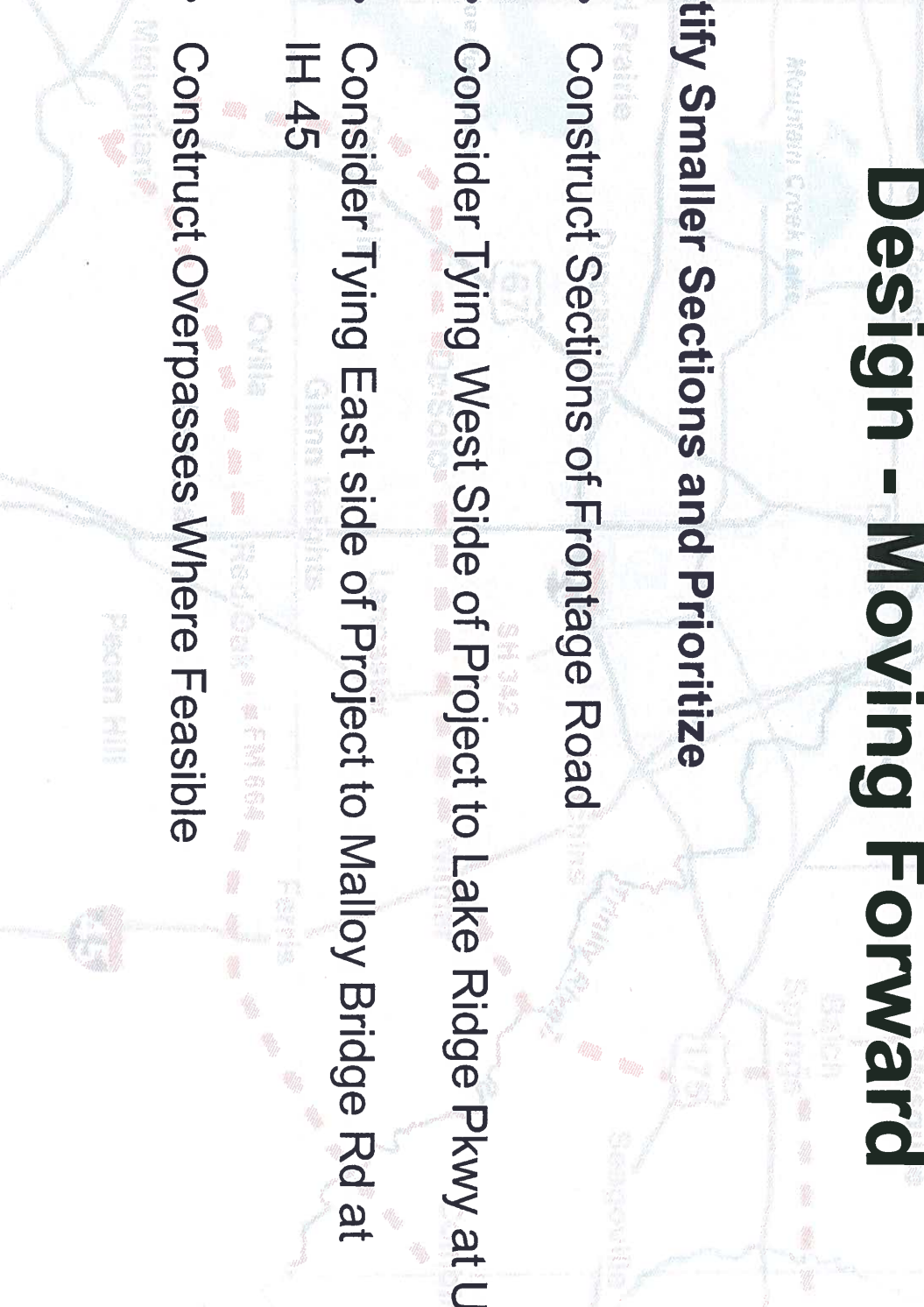




Design - Moving Forward

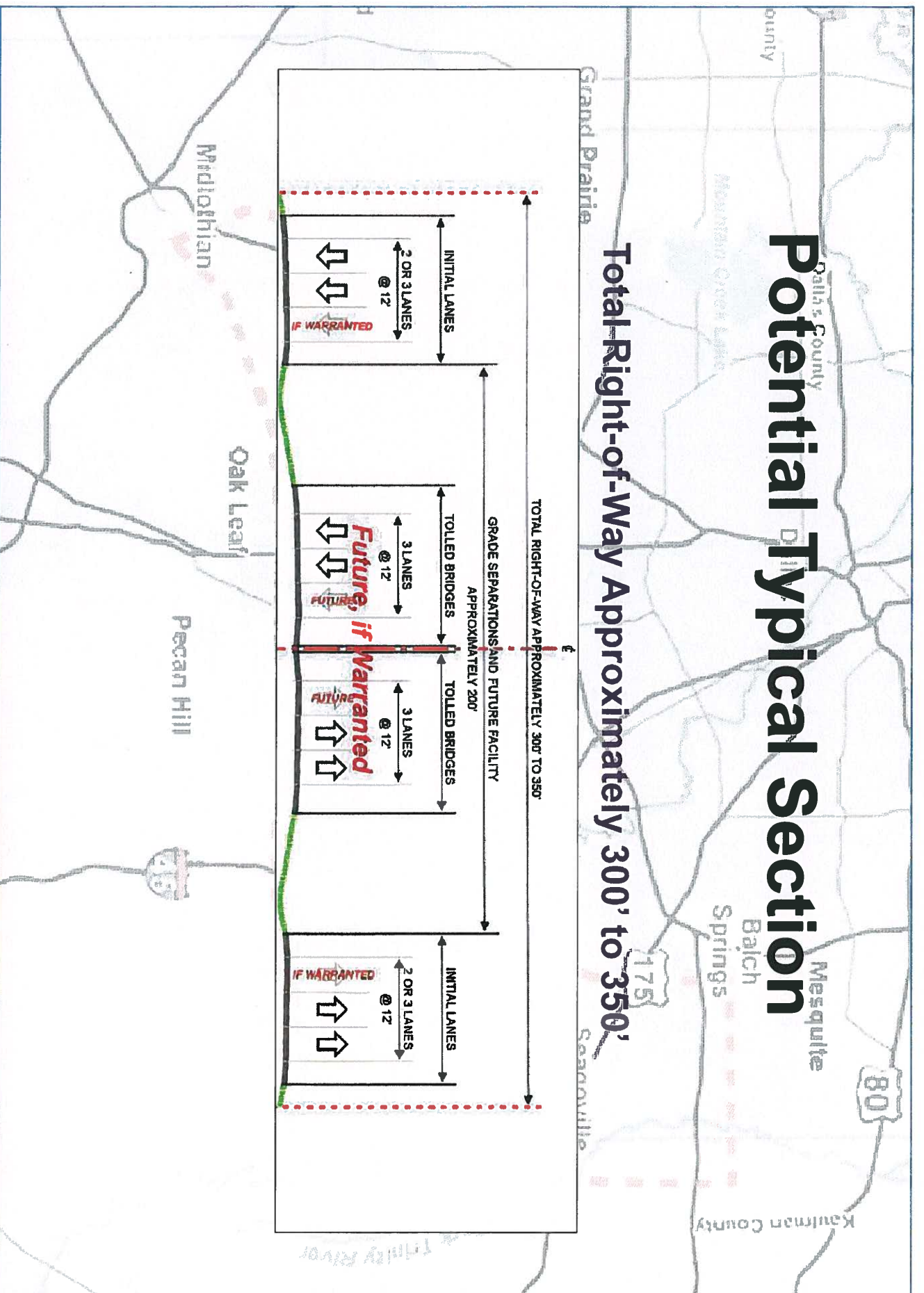
Identify Smaller Sections and Prioritize

- 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

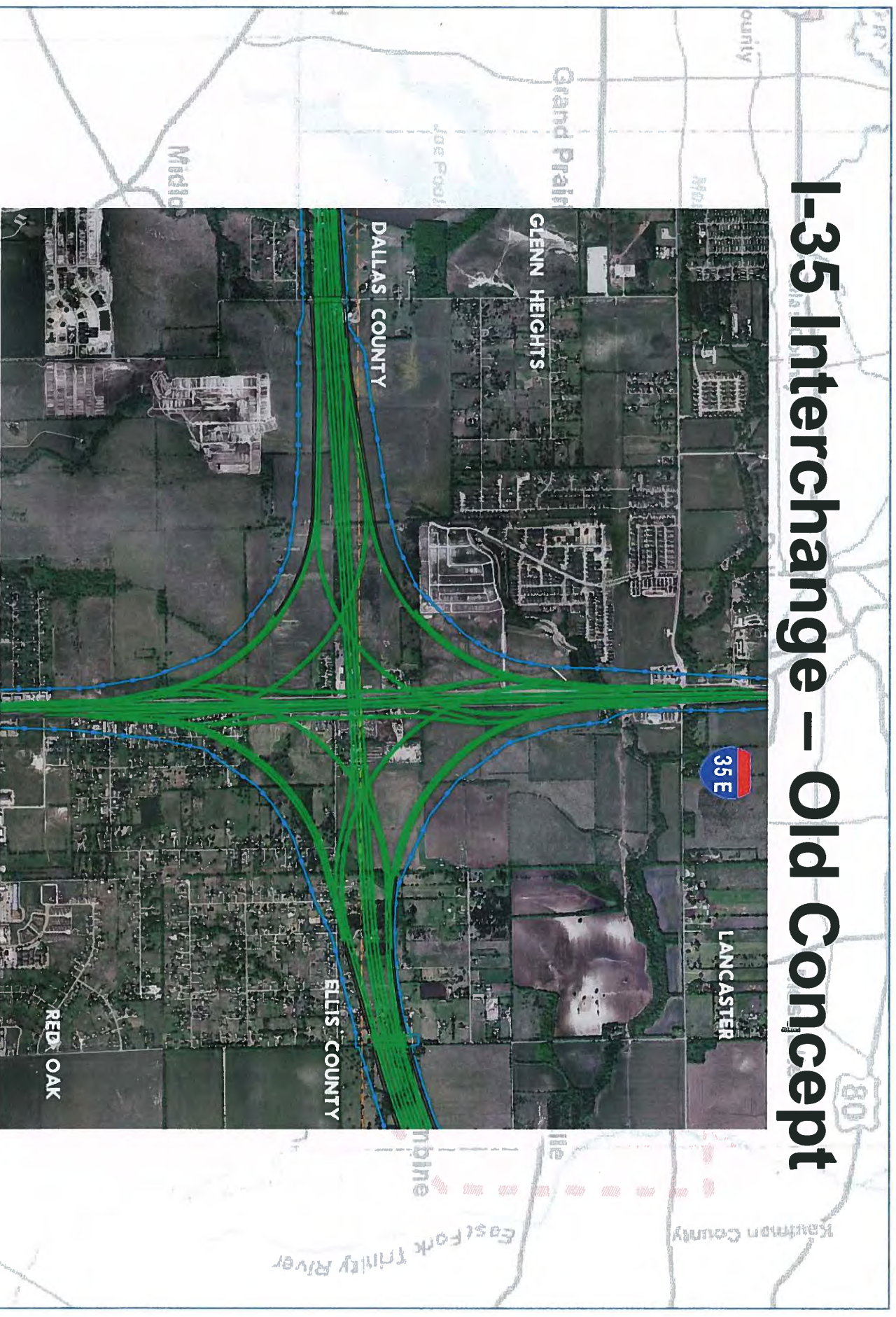
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- # Design - Moving Forward
- ## Identify Smaller Sections and Prioritize
- Construct Sections of Frontage Road
 - Consider Tying West Side of Project to Lake Ridge Pkwy at US 67
 - Consider Tying East side of Project to Malloy Bridge Rd at IH 45
 - Construct Overpasses Where Feasible

Potential Typical Section

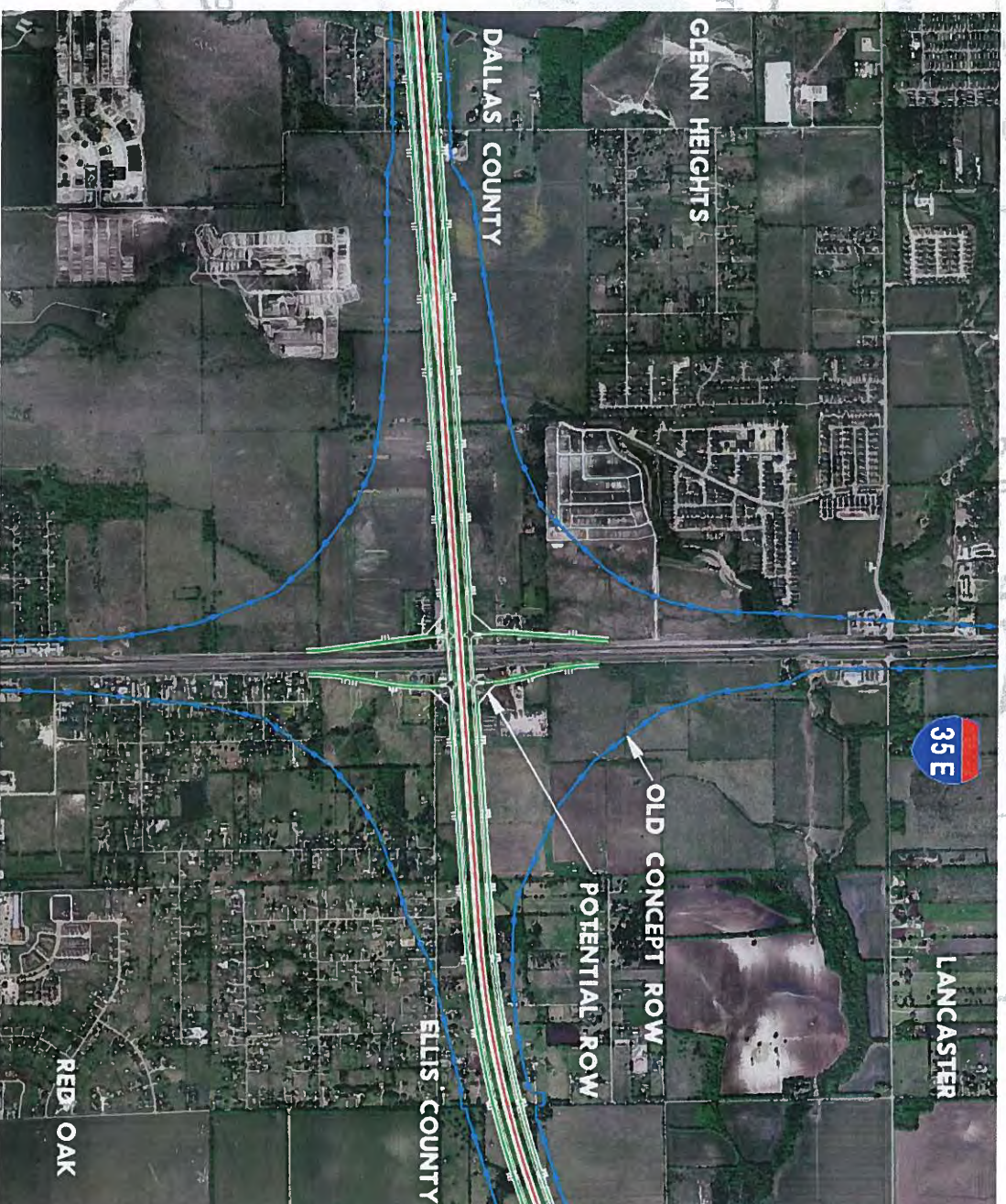
Total Right-of-Way Approximately 300' to 350'



I-35 Interchange – Old Concept



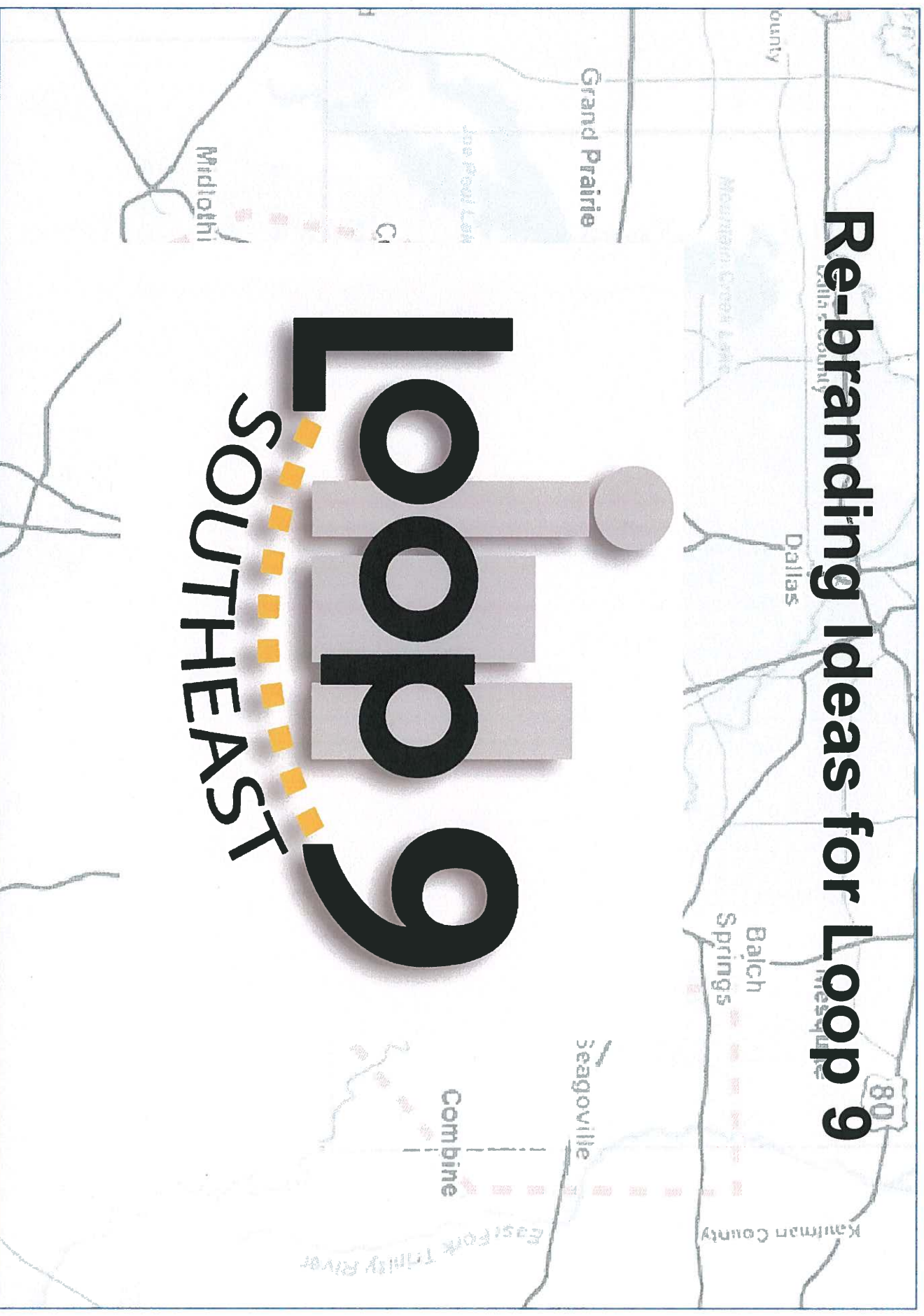
Potential I-35 Interchange



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

1. Open House

- The preliminary shift options were presented at the Open House on six large aerial exhibits. The options were 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
Srinani Paradaya	Manager, TE	CITY OF MESQUITE	972-329-834	SMANDAYA@cityofmesquite.com
Timothy A. 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 Magill	MAYOR PRO TEM	CITY SEABOUILLE	972-282-2050 CITY HALL	Gwmagb@Sbc6LoBul.NET
Teresa Barlow	Sr. Env. Planner	CAI	214-703-5151	teresa@civillassociates.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 Clark	COMMISSIONER	Kaufman Co	972-564-4541 X-3	RayClark@KaufmanCounty.net
Bruce Nolley	TRANSPORTATION ENGINEER	TXDOT	(214) 320-6156	Bruce.Nolley@txdot.gov
Micah Baker	Transportation Planner	Dallas County	214-653-7465	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	Asst. City Mgr	Mesquite	972-216-6403	jdittman@cityofmesquite.com
CHRIS Dyser	City/EDC Planner	Balch Springs	972-557-6082 972-975-8665	cdyser@cityofbalchsprings.com
Grace Co	APD-TxDOT	TxDOT	214-320-6627	grace.co@txdot.gov
Roger Kittrell	Sr. Group Manager	Atkins	972-818-7275	roger.kittrell@atkinsglobal.com
Tim Ratcliff	city of Commerce		214-280-6455	printserv@mac.com
Cullie Barnes	^{Transp} Senior Planner	Atkins	281-529-4221	cullie.barnes@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





February 2013

1

Loop 9 Regional Task Force Meeting

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



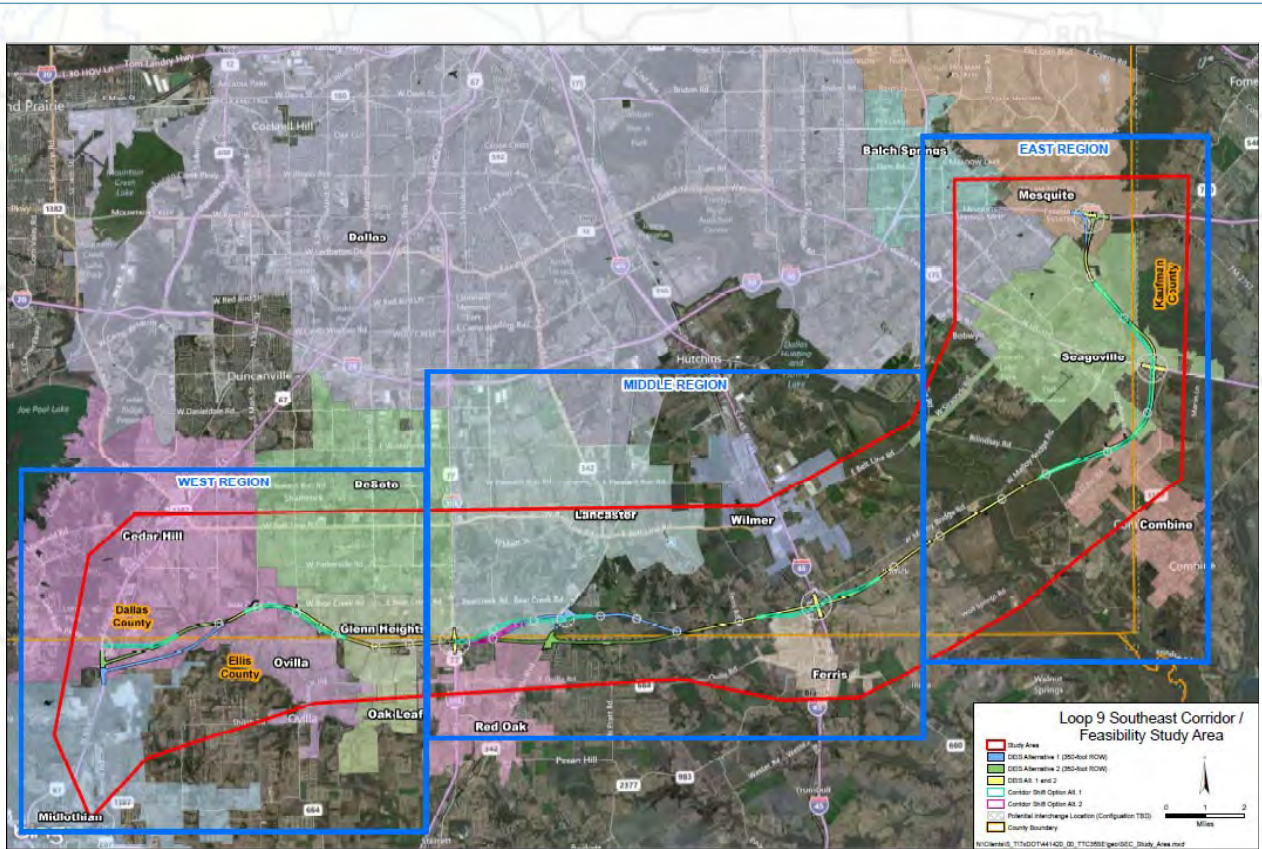
February 2013

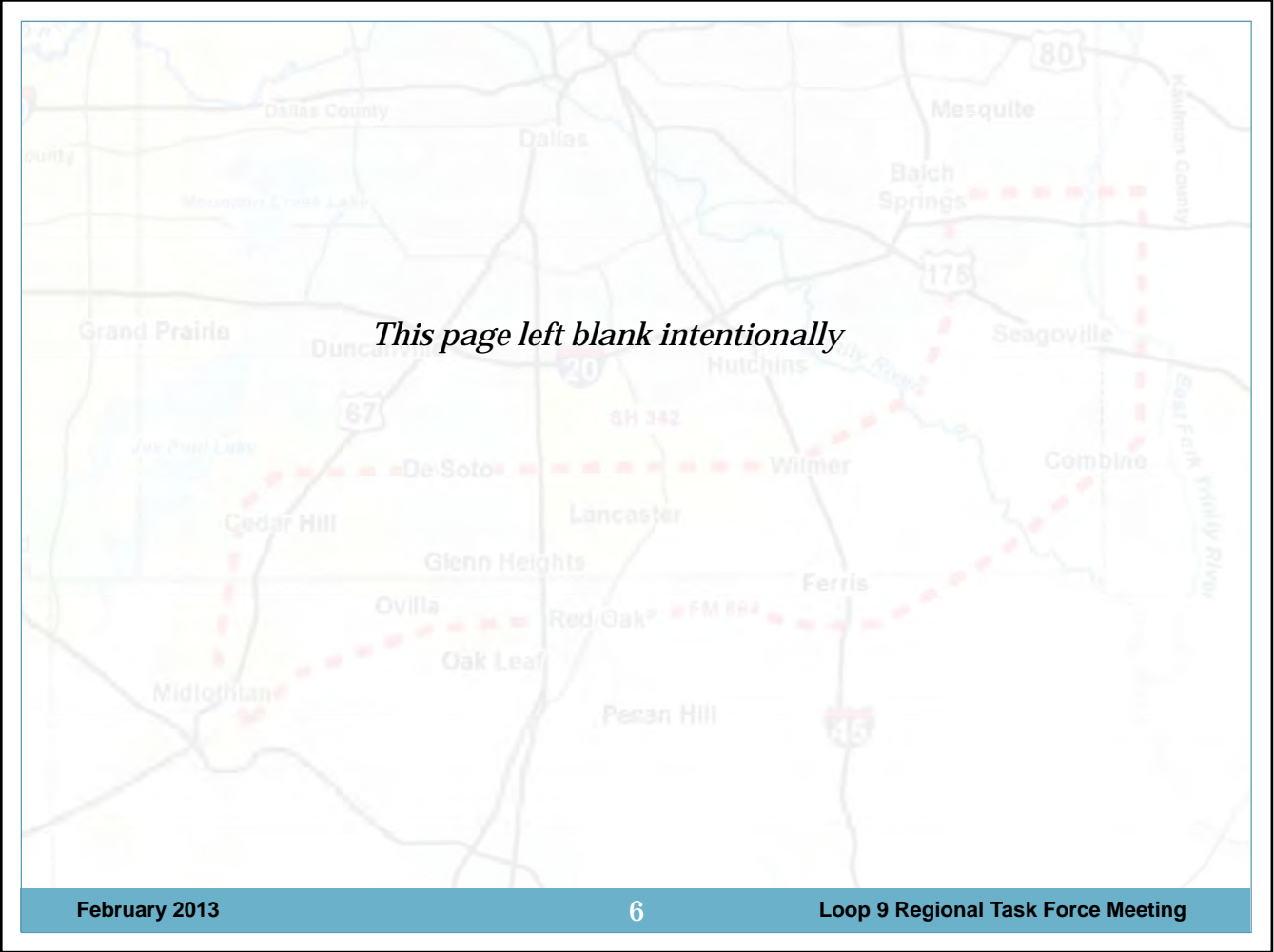
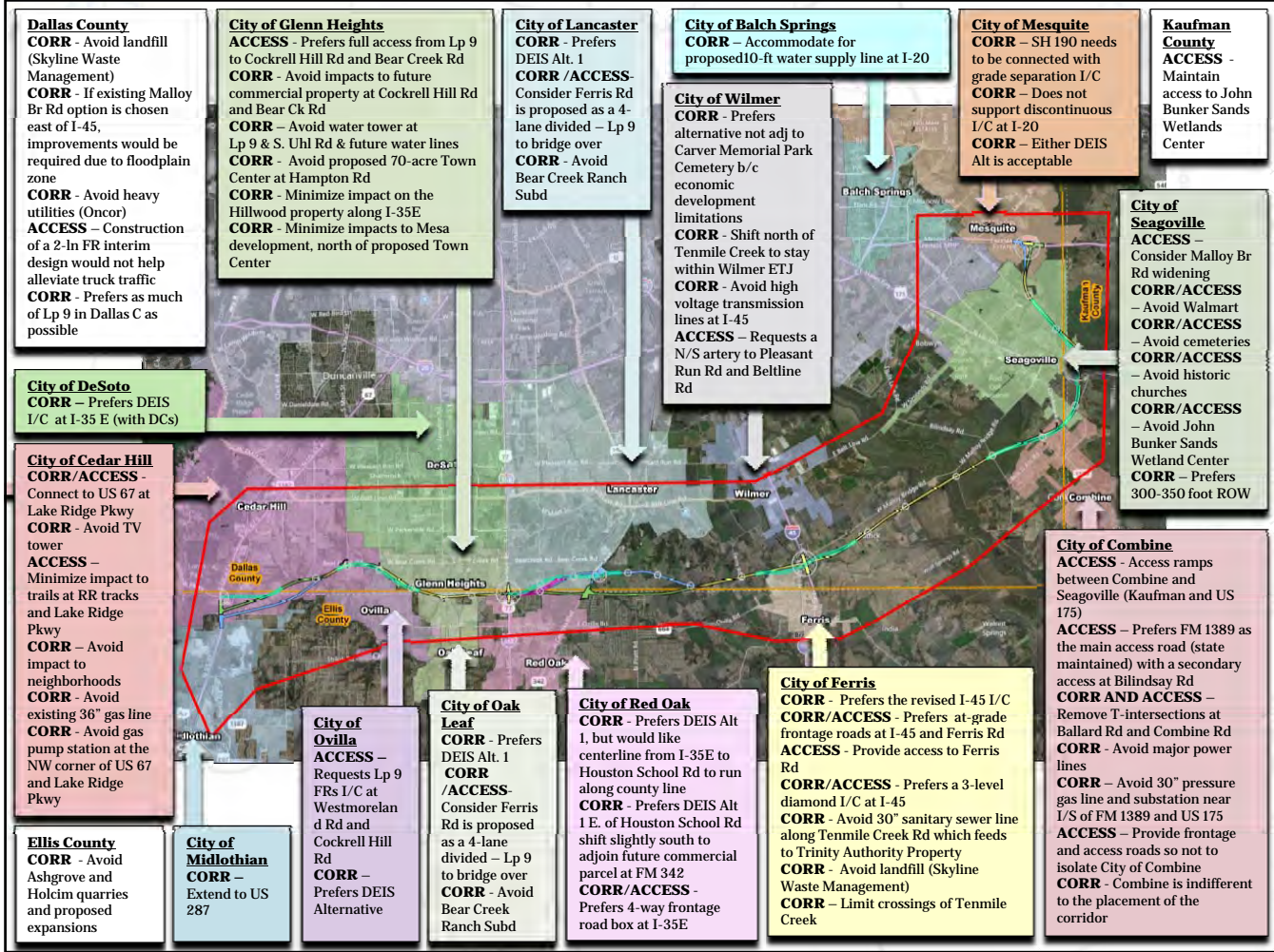
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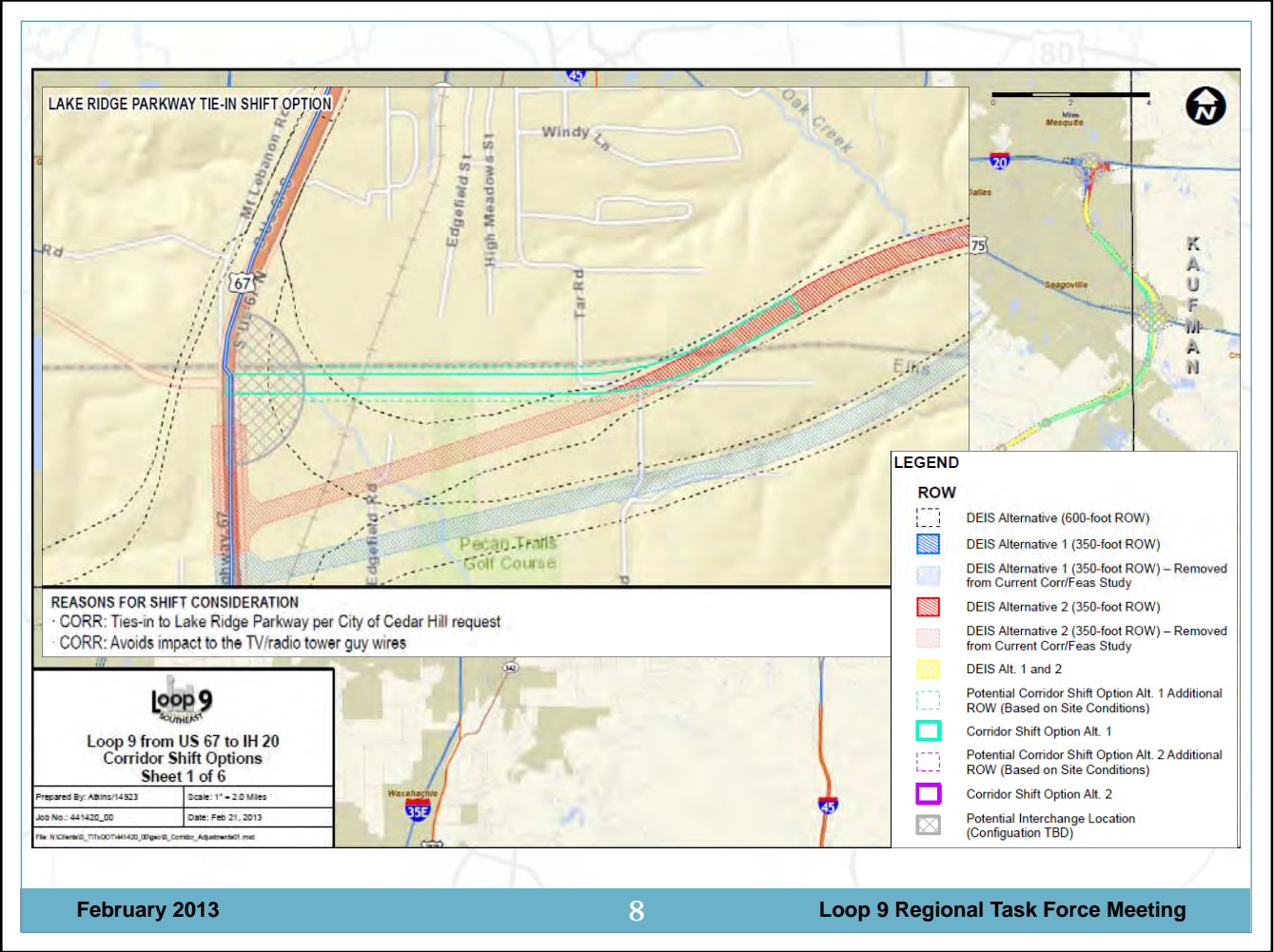
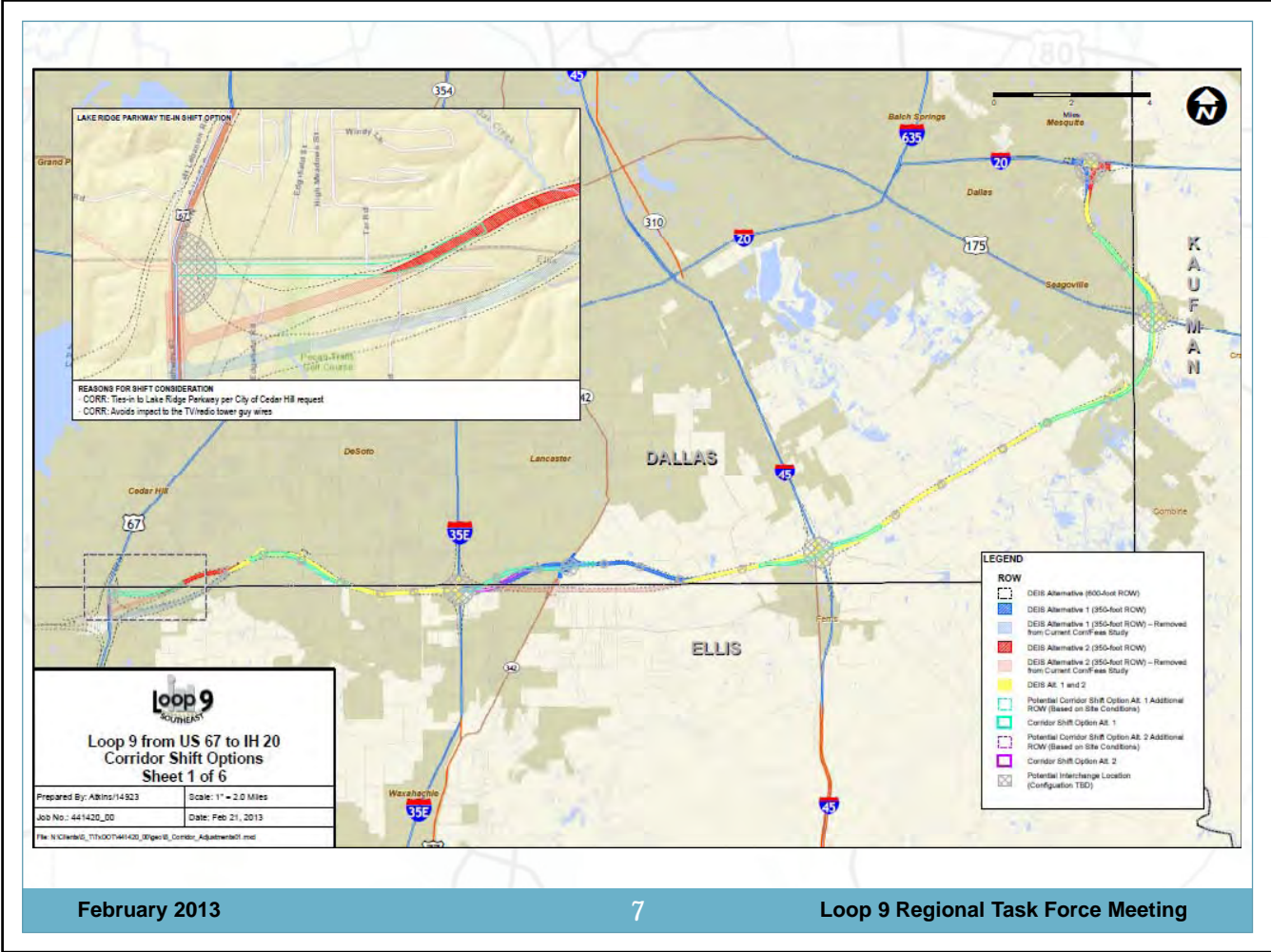
Loop 9 Regional Task Force Meeting

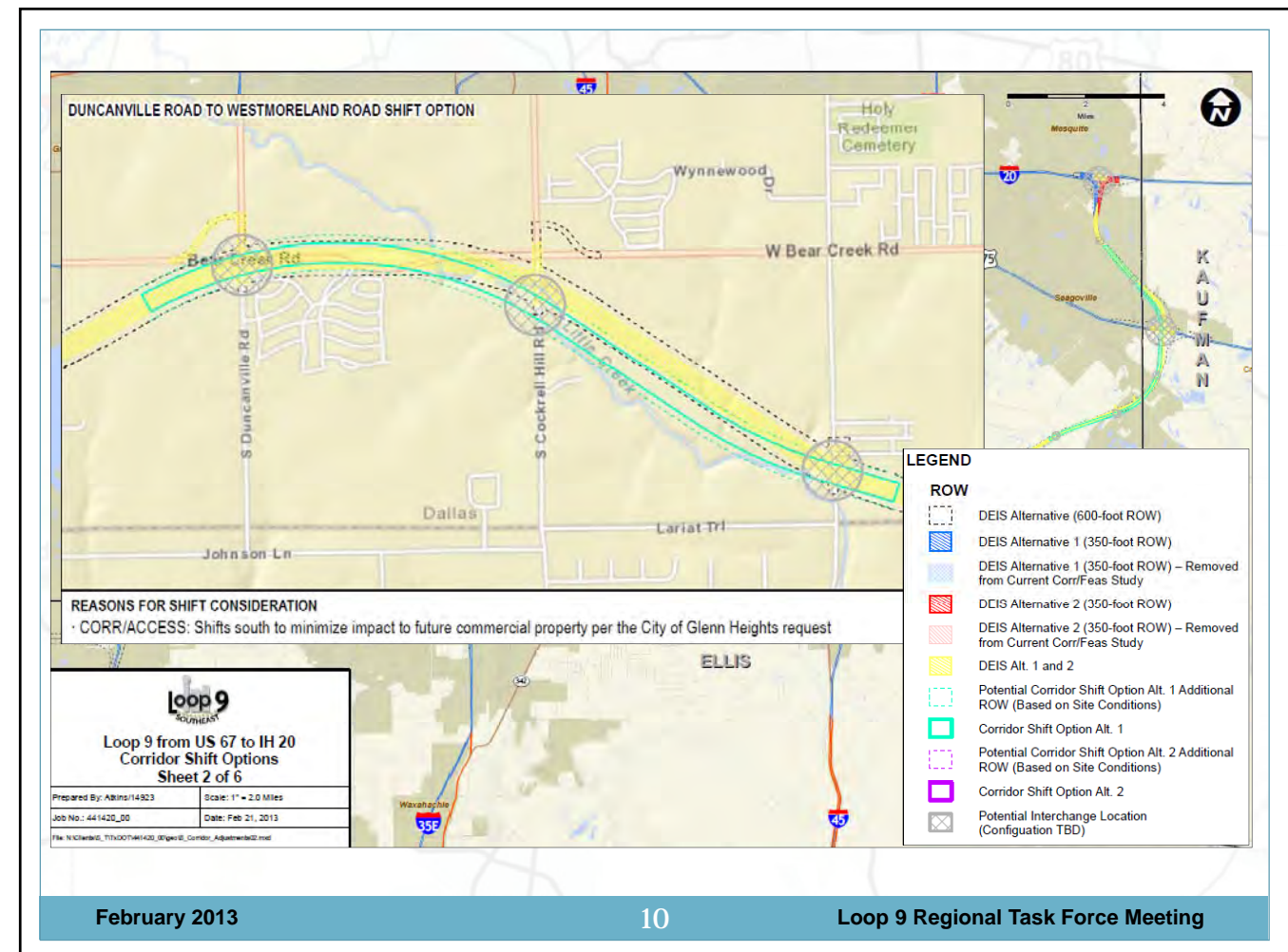
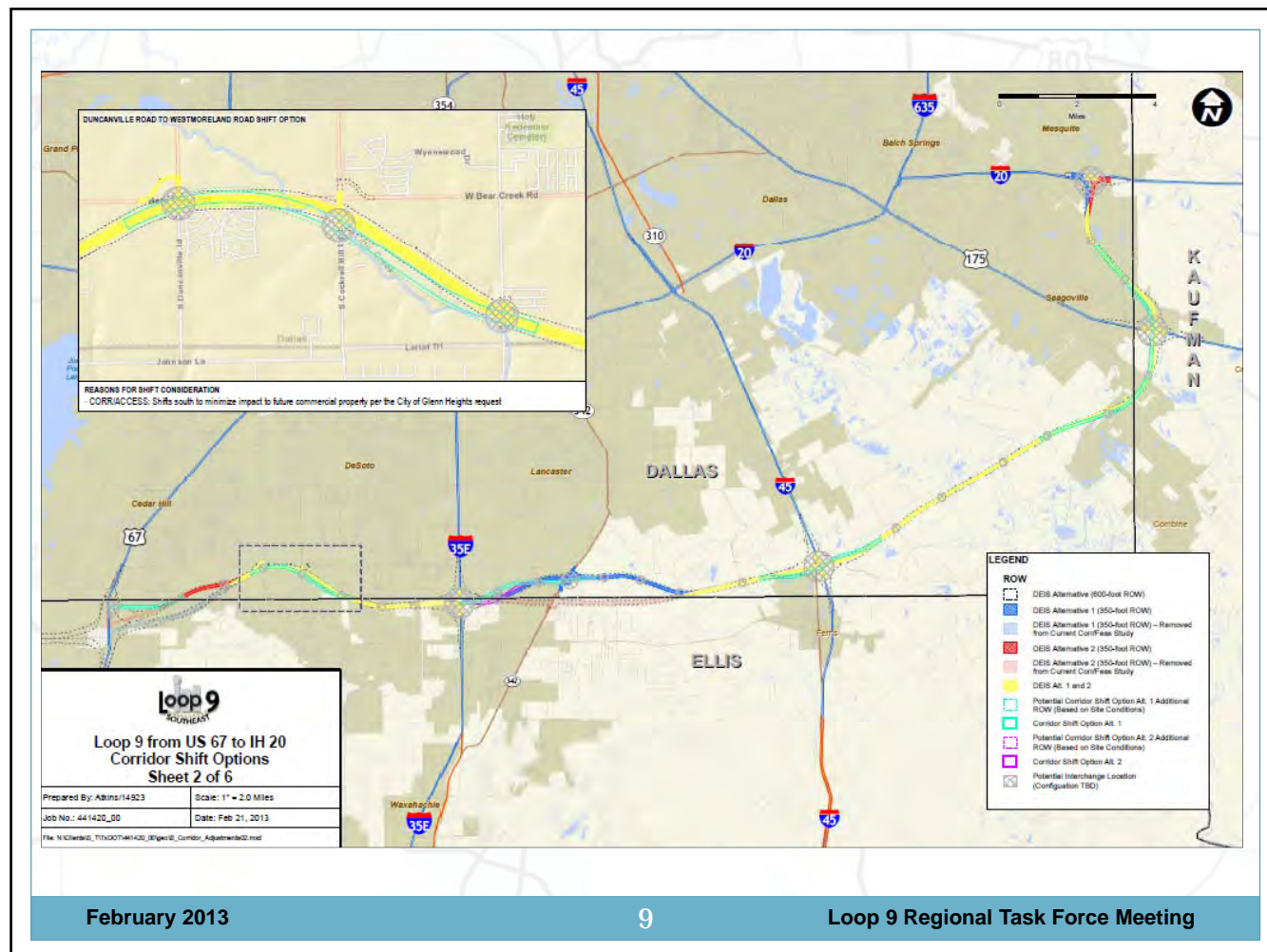
Agenda

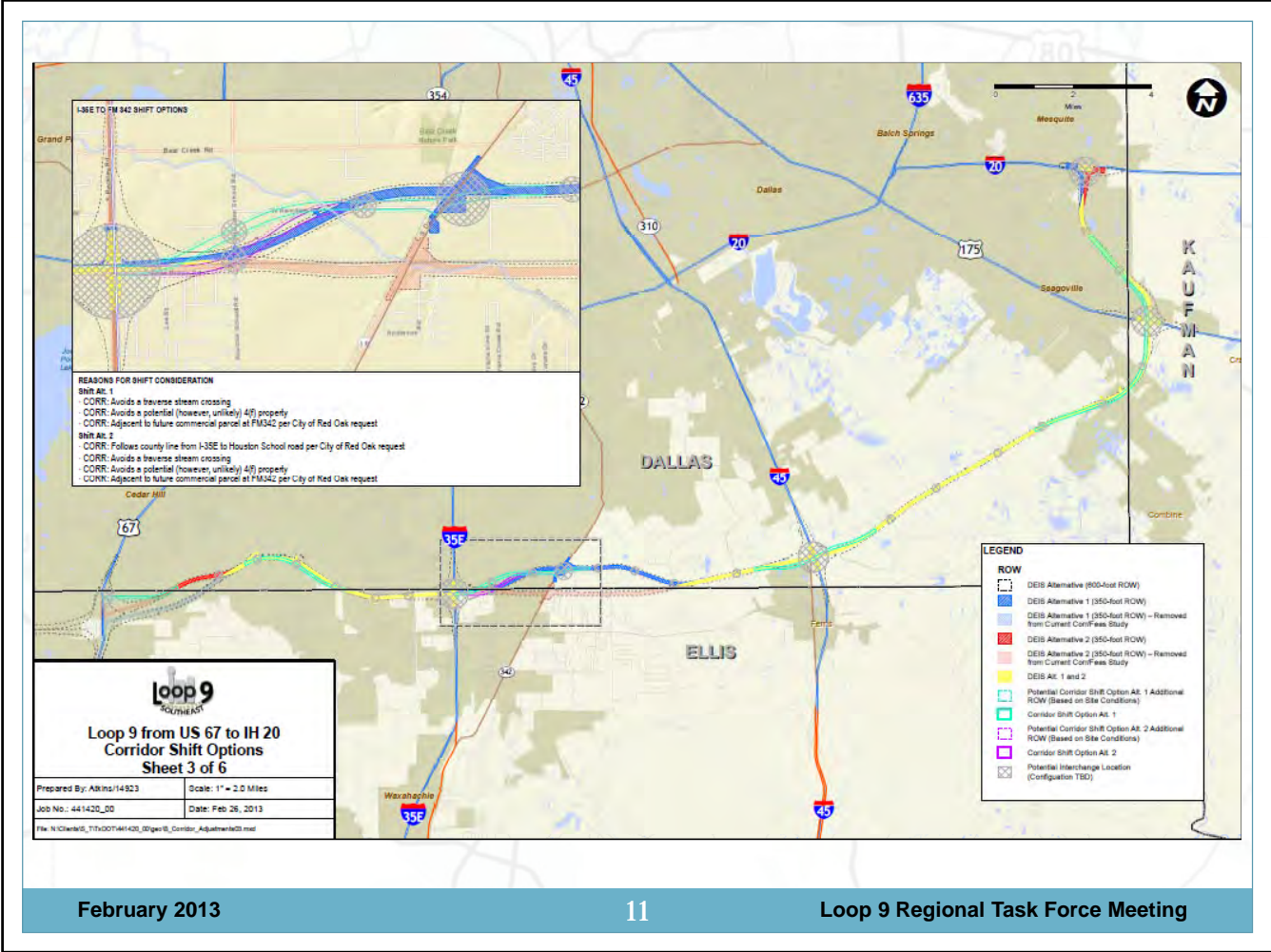
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- Review of Potential Corridor Shift Considerations
- Proposed Typical Section
- Schedule
- Moving Forward
- Re-Branding of the Corridor







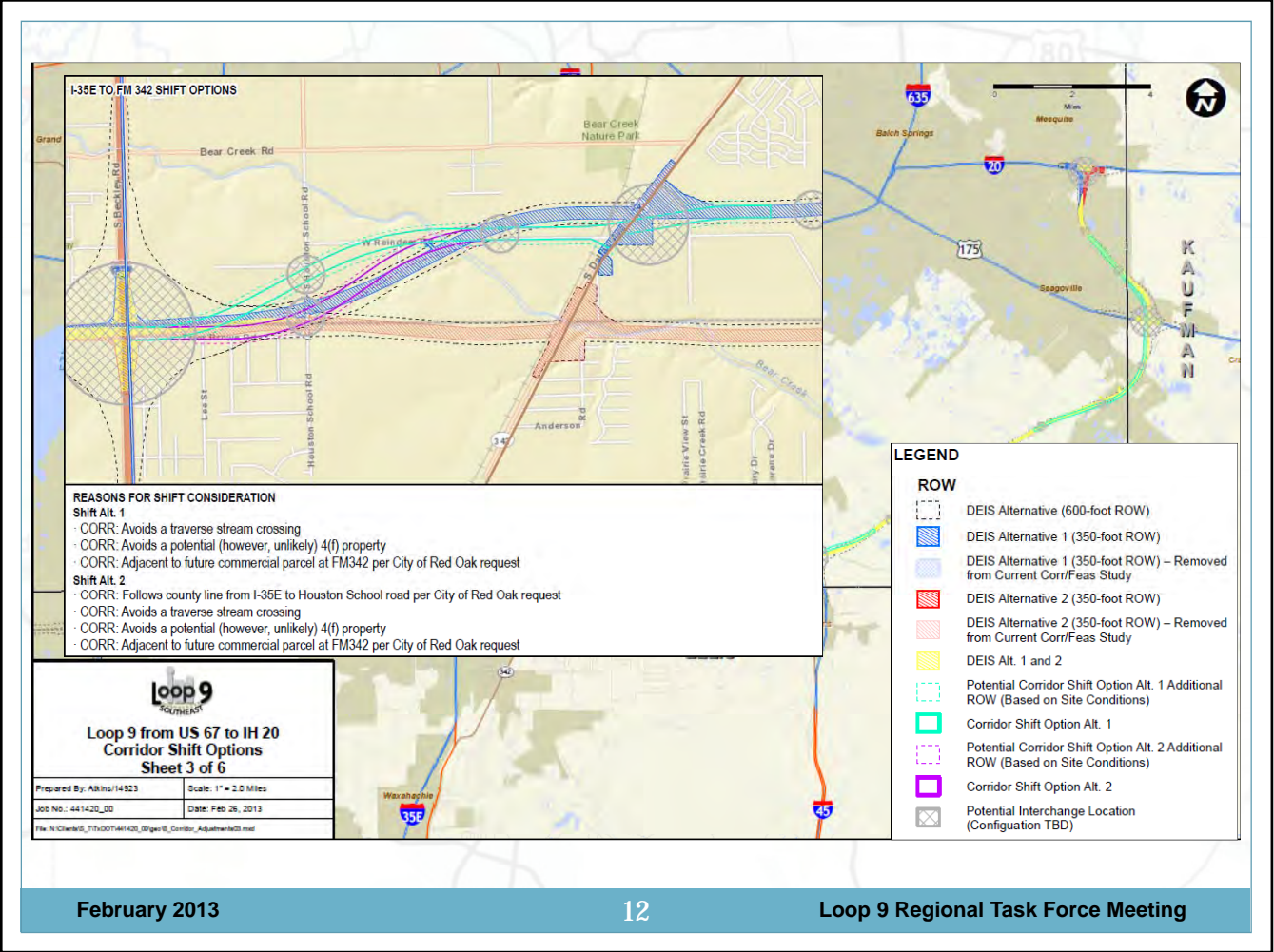




February 2013

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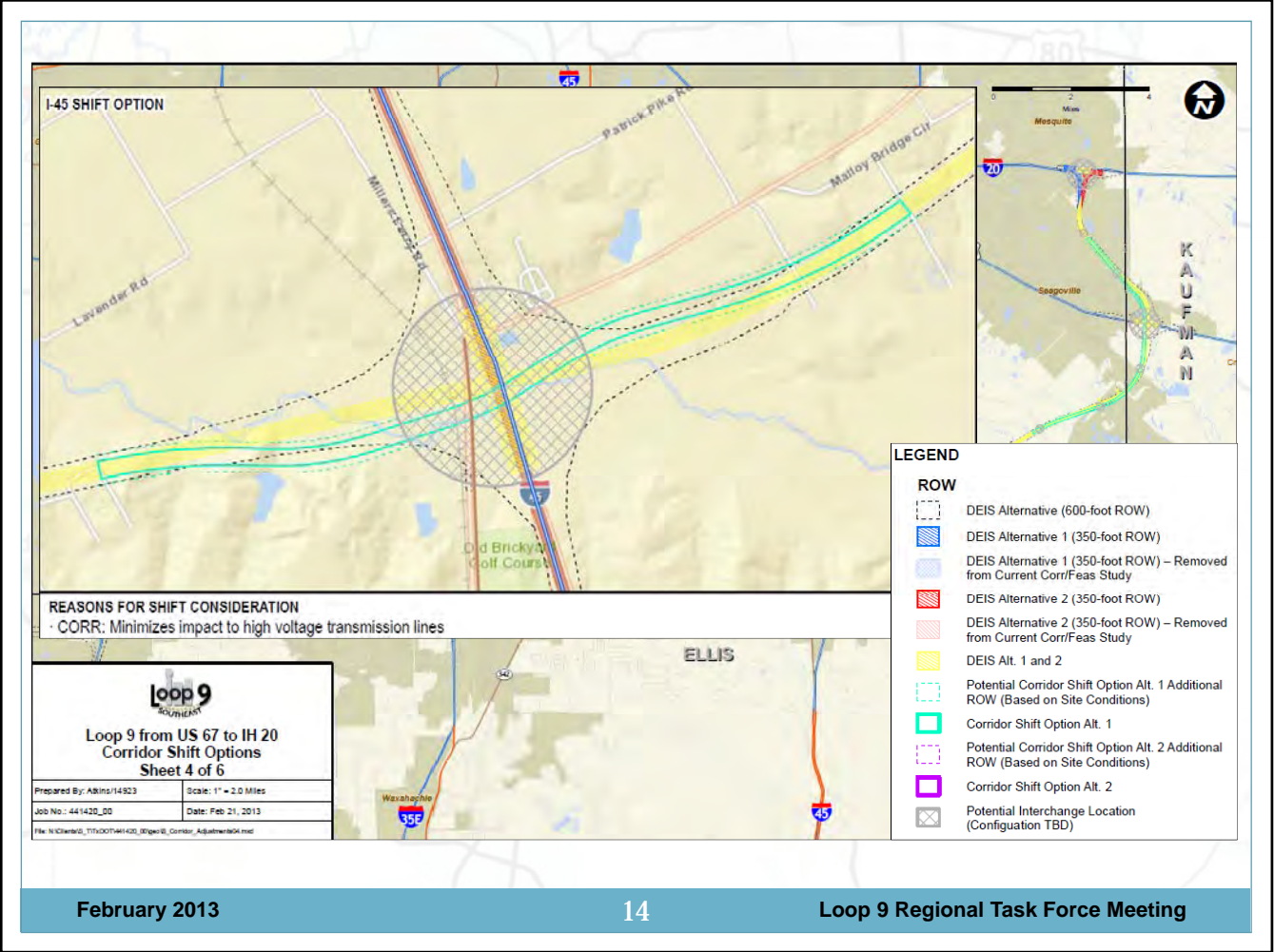
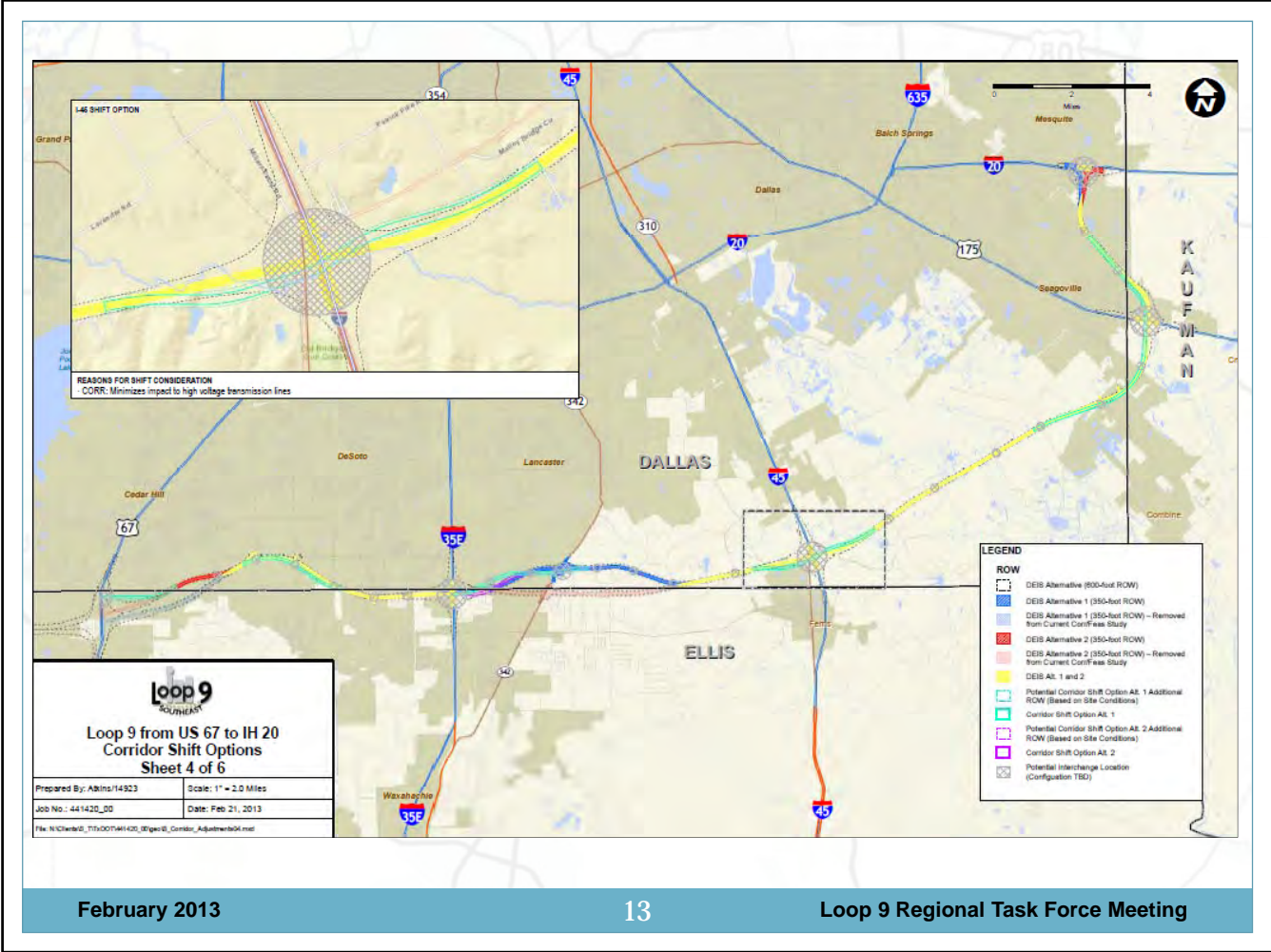
Loop 9 Regional Task Force Meeting

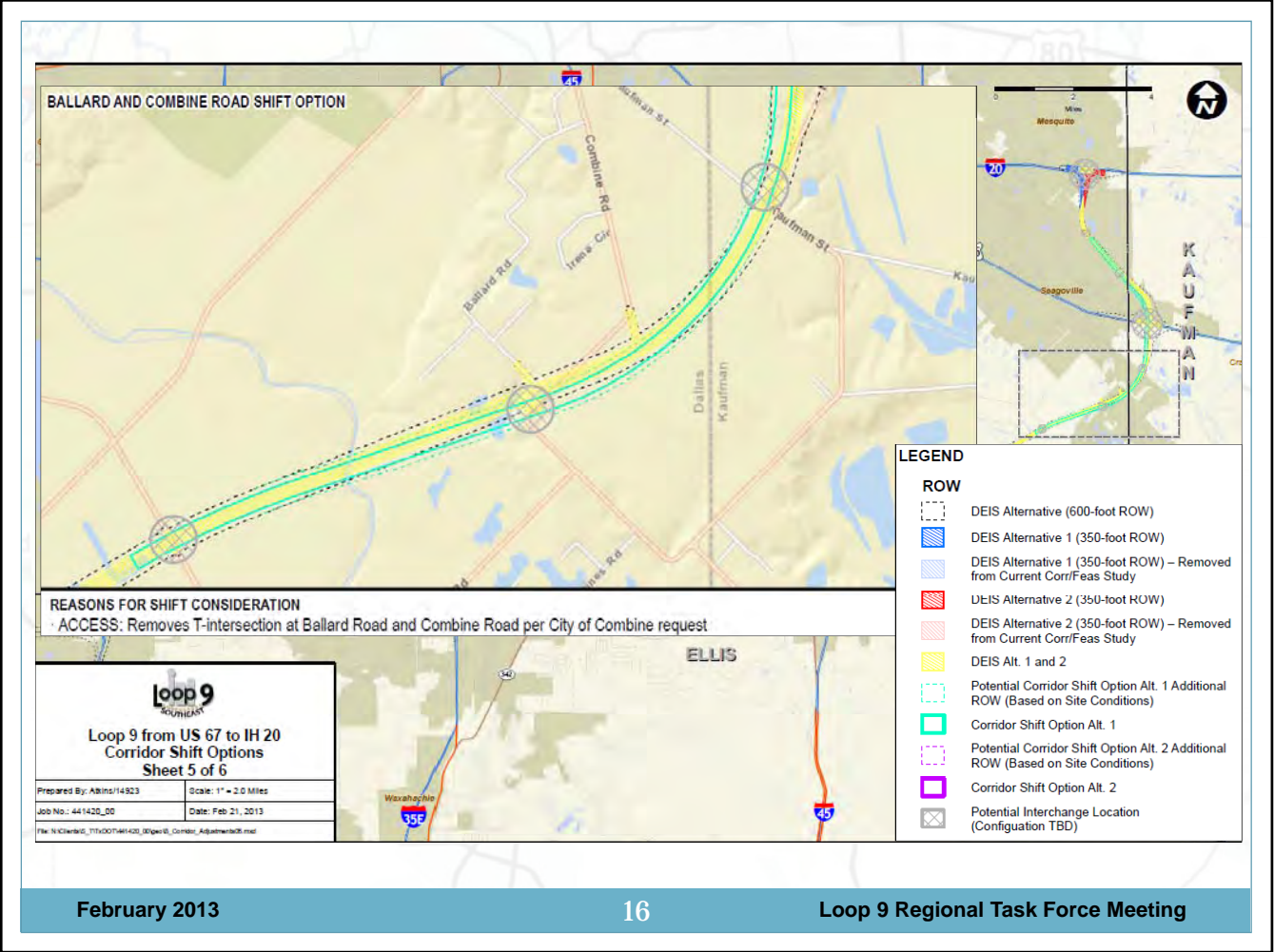
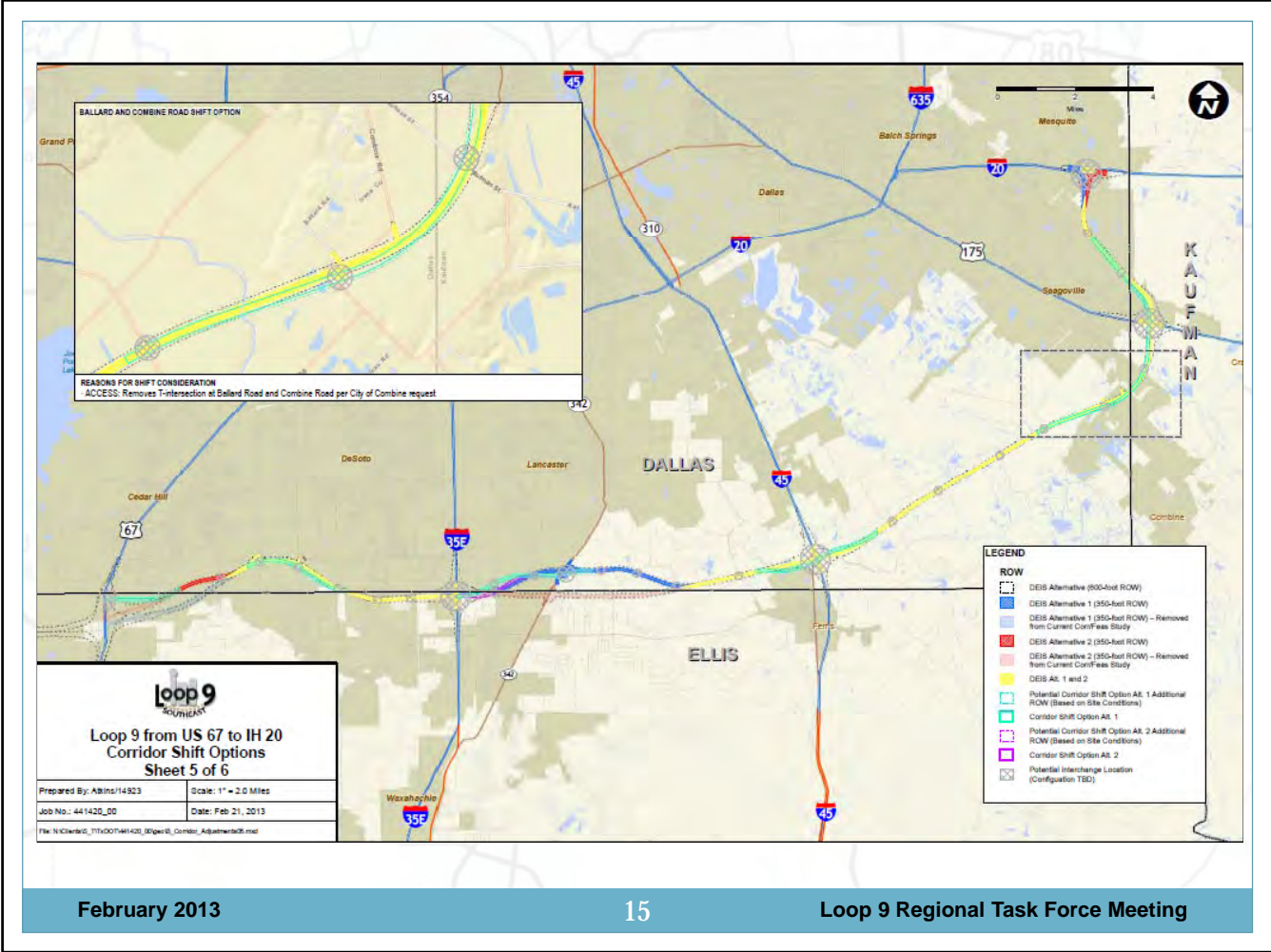


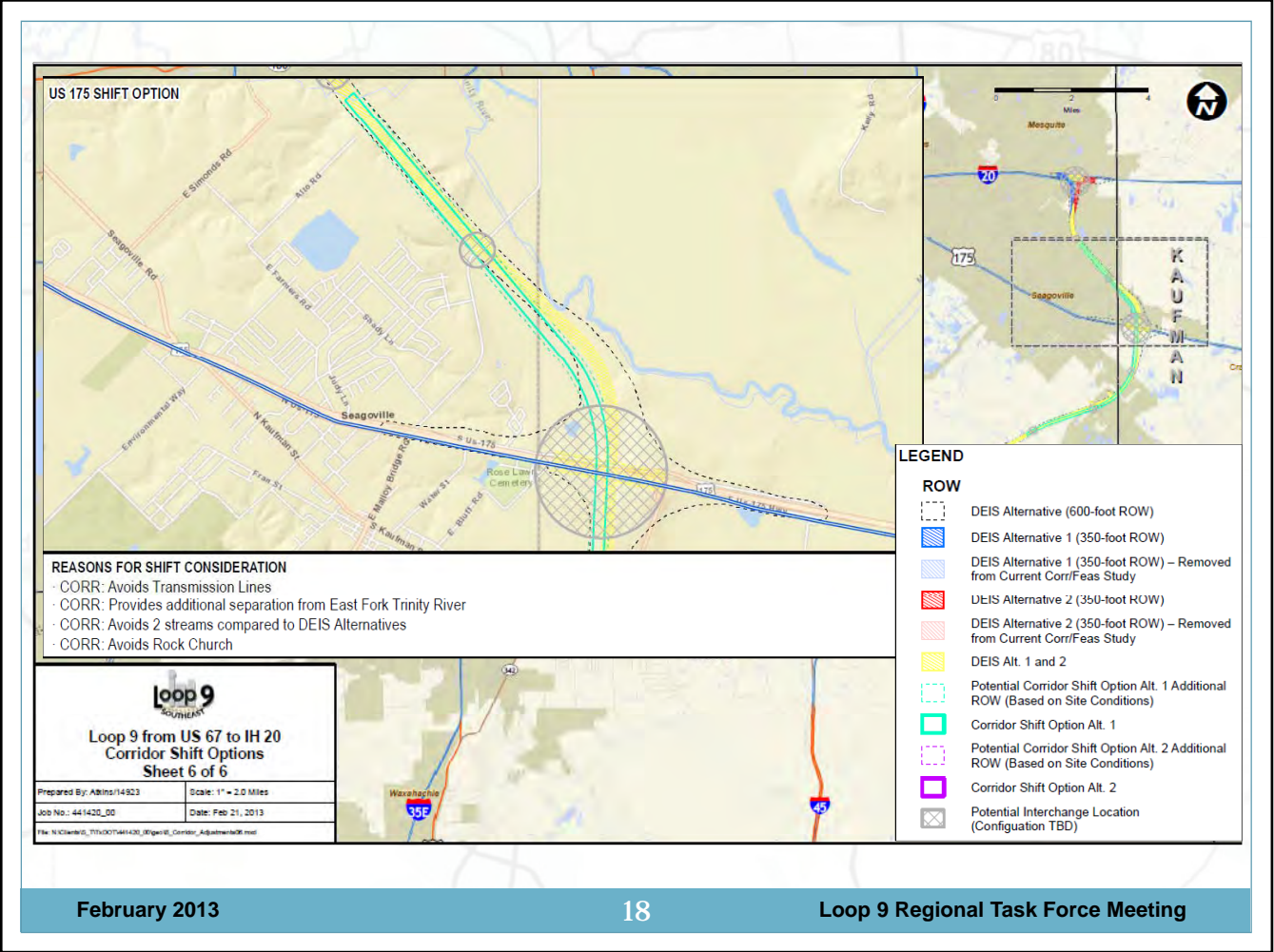
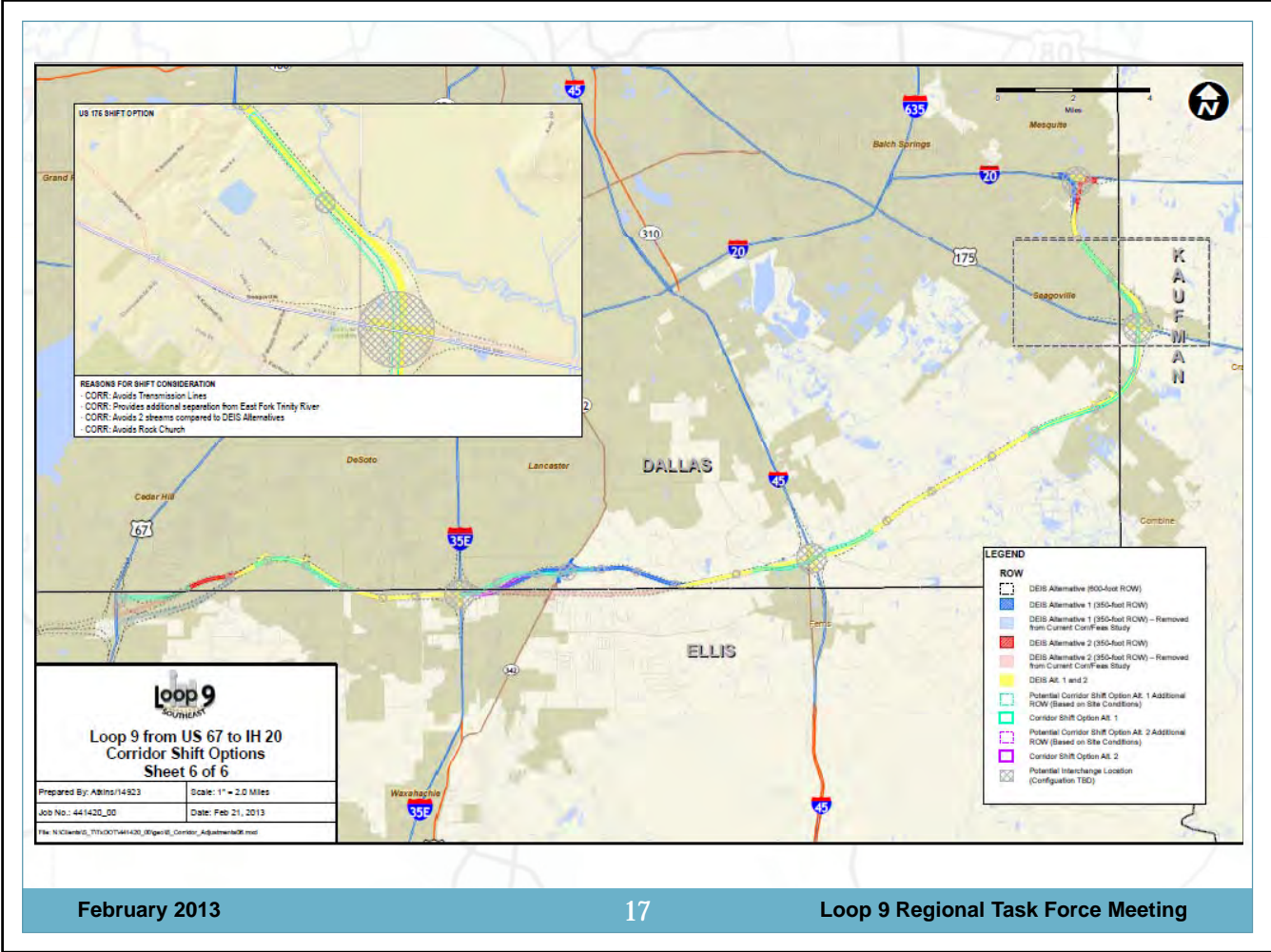
February 2013

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Loop 9 Regional Task Force Meeting

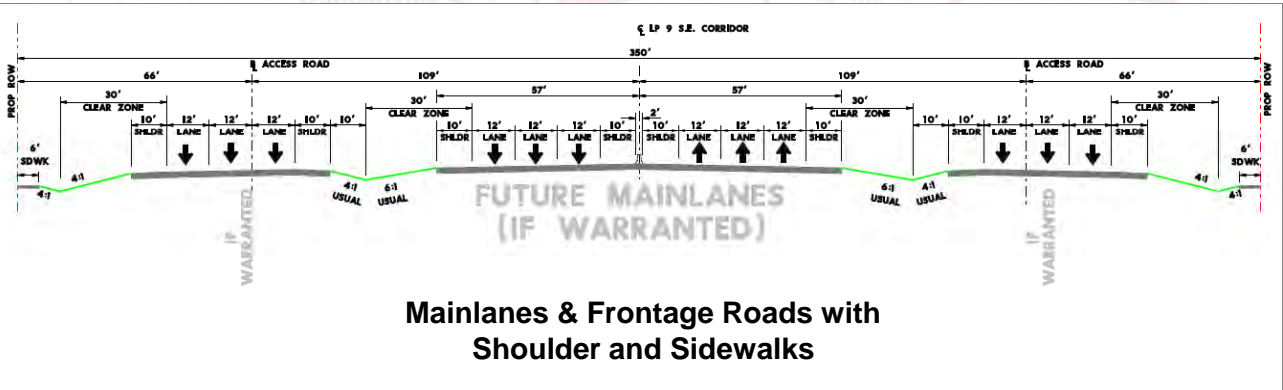






Proposed Typical Section

Right-of-Way Approximately 350'



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

February 2013

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Loop 9 Regional Task Force Meeting



- Re-branding Option Discussed During Local Official Interviews
- Loop 9 Name Will Stay the Same
- Loop 9 Logo May be Revised

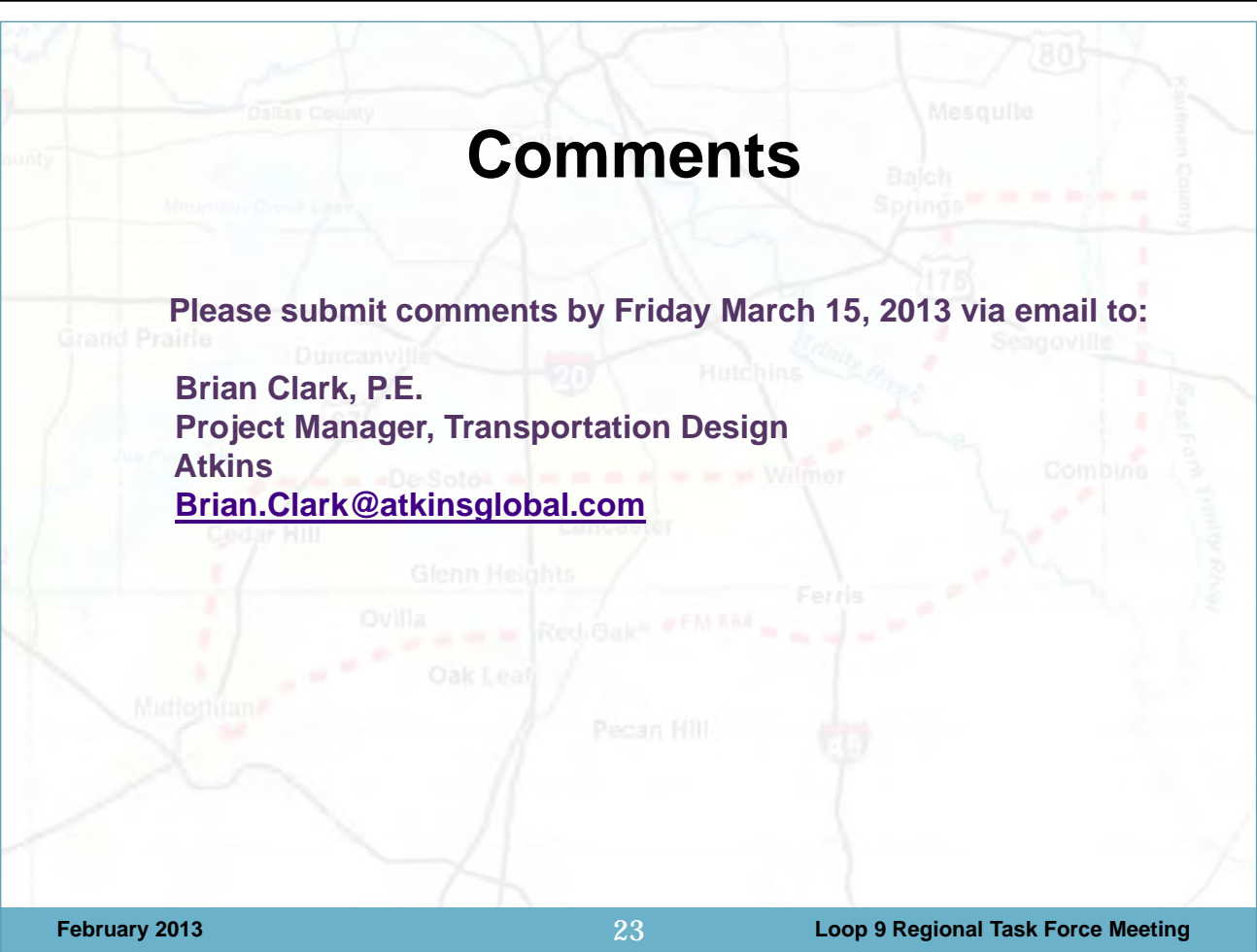
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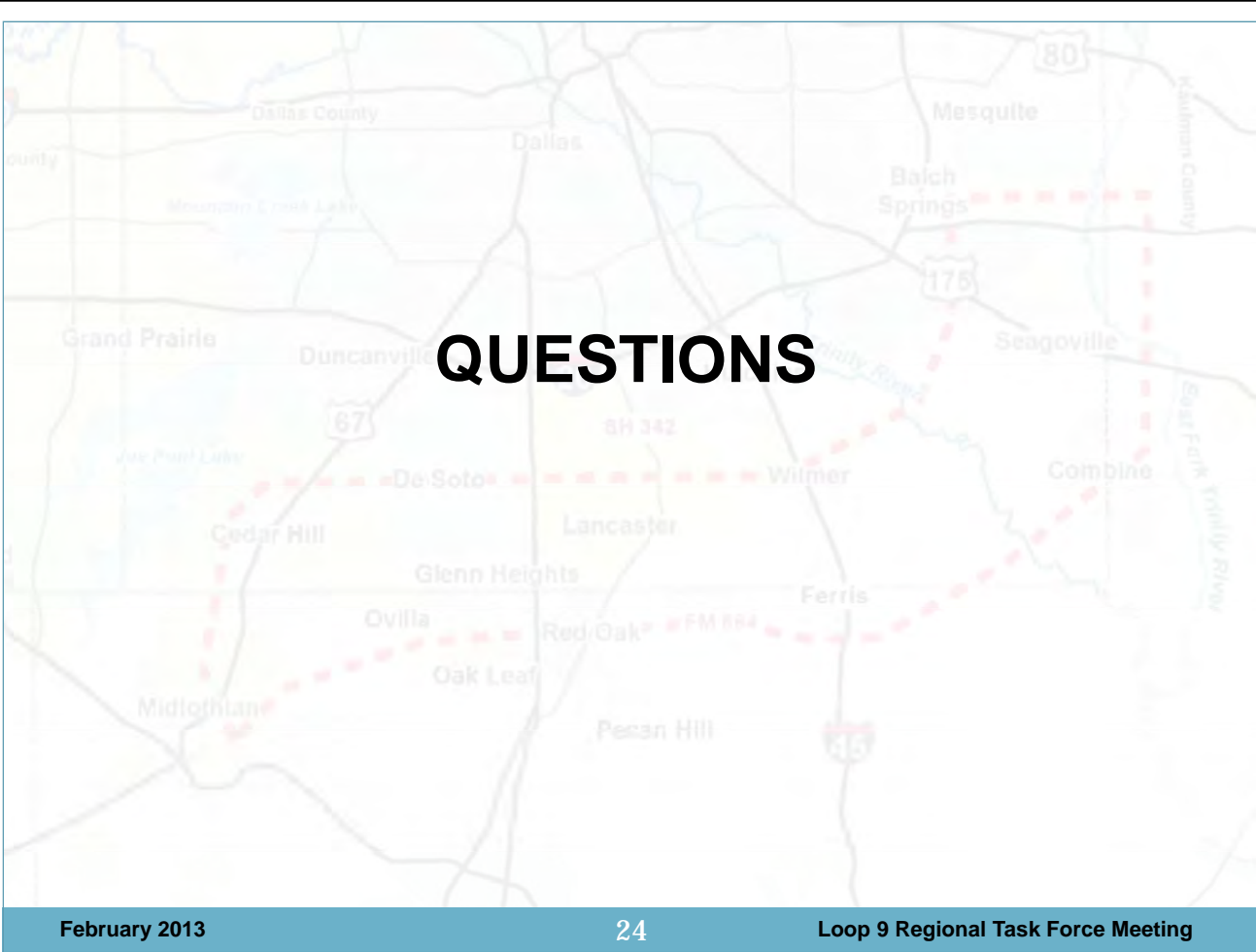
Loop 9 Regional Task Force Meeting

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

1. Open House

- The preliminary shift options were presented at the Open House on six large aerial exhibits. The options were 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	972-274-5100	city planner @ glennheights . com
Antoinette Bradley		Dallas Co.	214 653 7151	
Todd Fuller	City Mgr	City of Red Oak	972-617-6831	tfuller@redoaktx.org
Alan Hugley	Mayor	Red Oak	214-968-9952	ahugley@redoaktx.org
Lauren Misk	COS	Dallas Co.	2146537949	Lauren.Misk@dallascounty.org
Alberta Blair		Dallas Co PW - Director	214653-7151	Alberta.Blair@dallascounty.org
Jonathan Fleming	Civil Engr. Designer	Dallas Co PW	(214) 653-7426	Jonathan.Fleming@dallascounty.org
Mary Smith	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@civillandscape.com
Eric Holsten	Sr Env Planner	TxDOT Corridor Program Off.	512-334-3876	eholsten@corridor-program.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 NOLLEY	TRANSPORTN ENGINEER	TXDOT	(214) 320-6156	Bruce.Nolley@txdot.gov
Brad P.iland	Public Works Director	City of Ovillo	972-617-7262	bpiland@cityofovillo.org
Steve CHUTCHAN	PUBLIC WORKS DIRECTOR	CITY OF GLENN HEIGHTS	214 213 7824	PUBLICWORKSDIRECTOR@GLENNHEIGHTS.CO.TX
Larry Pannington	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
Stan Hall	Eng. Dist. Planning	TRIST- Dallas	2-320-6155	Stan.Hall@TRIST-dallas.com
Leon Tate	Mayor Glenn Heights	Glenn Heights	469-337-8630	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





February 2013

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Loop 9 Regional Task Force Meeting

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



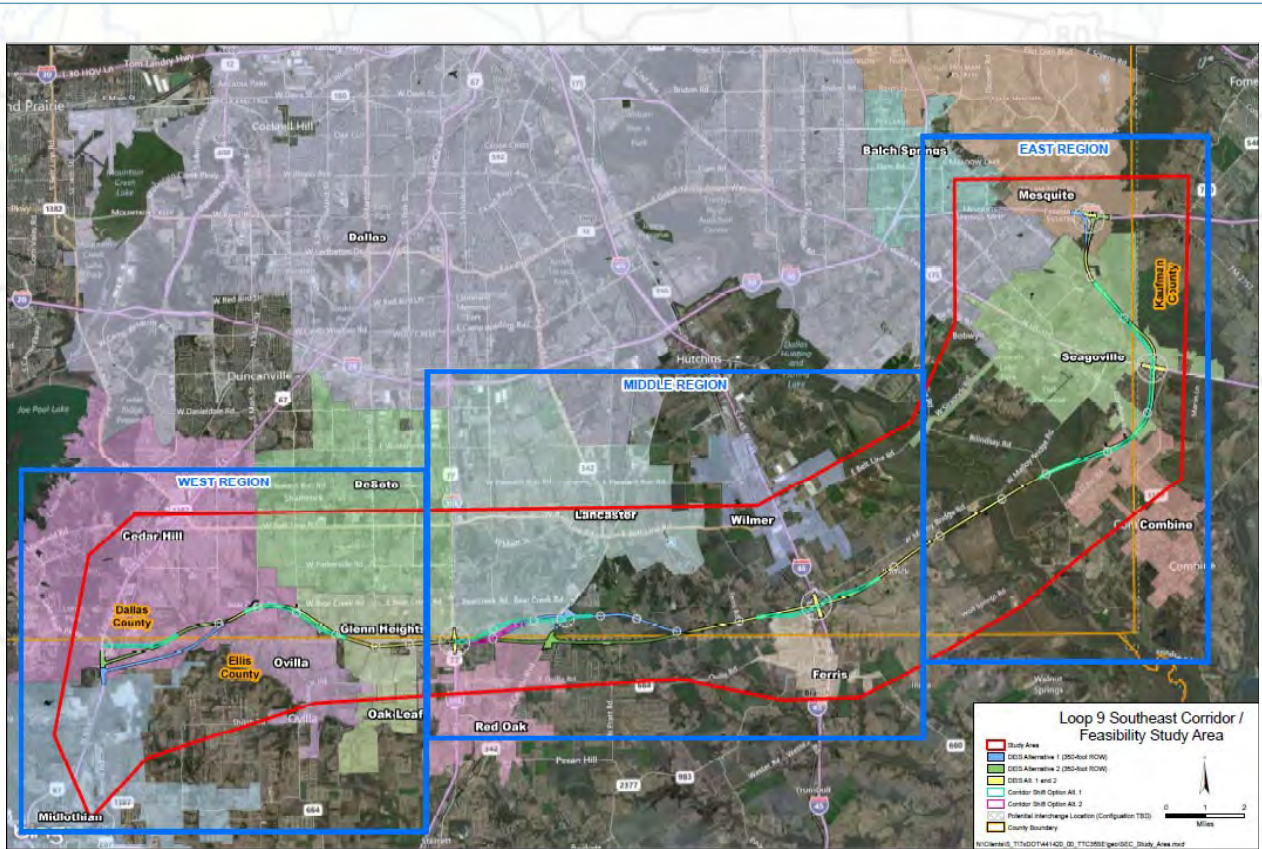
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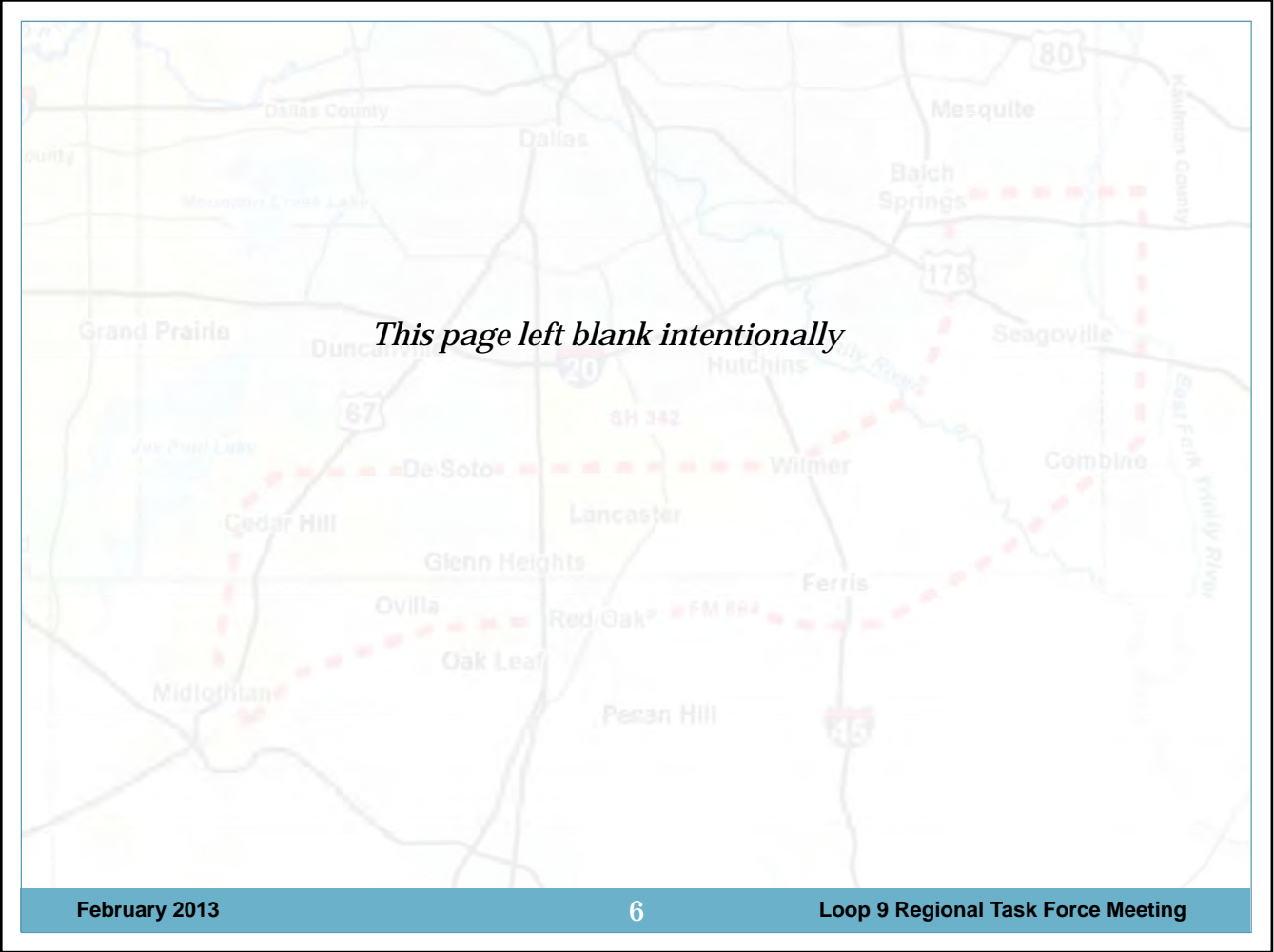
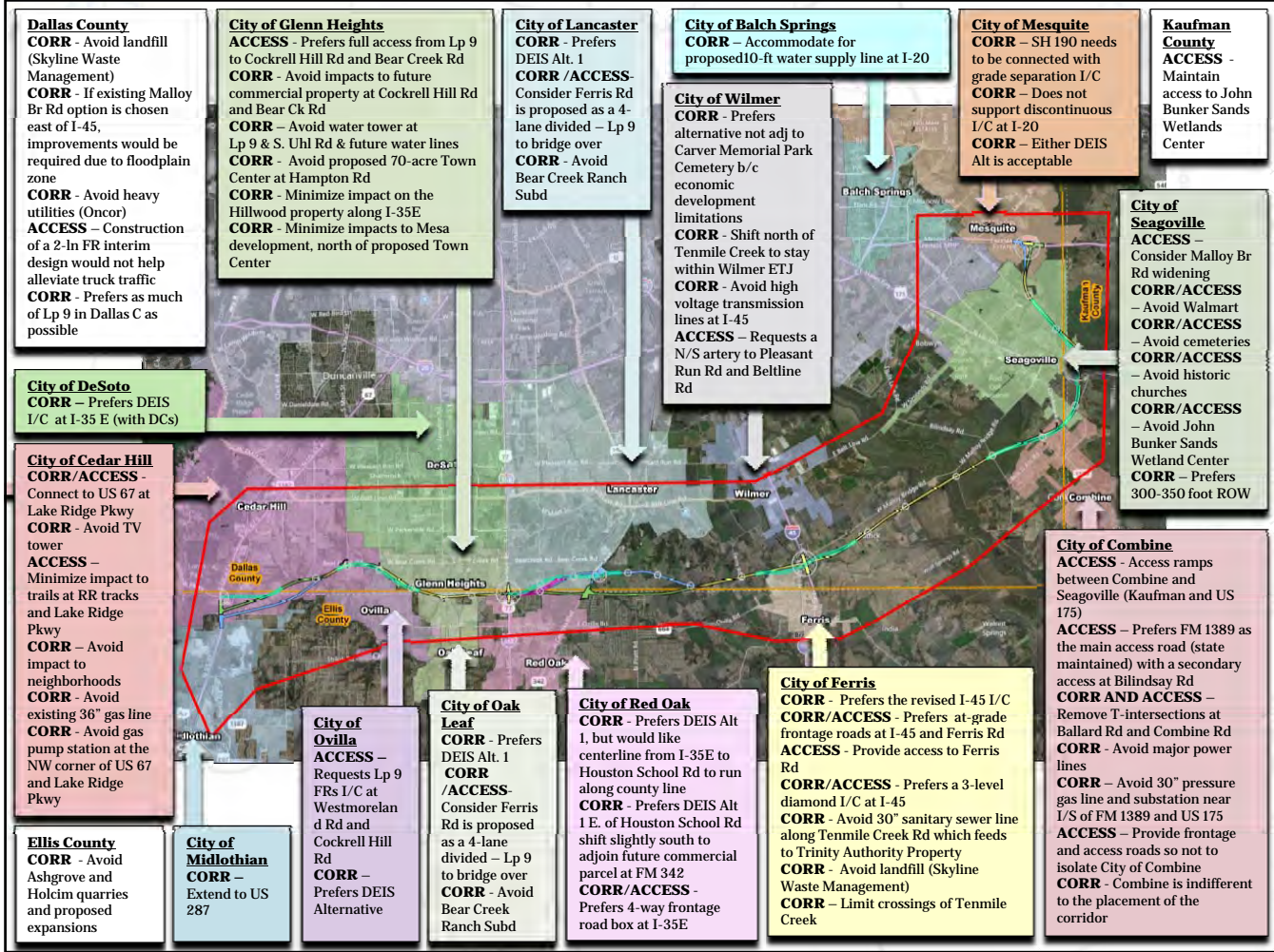
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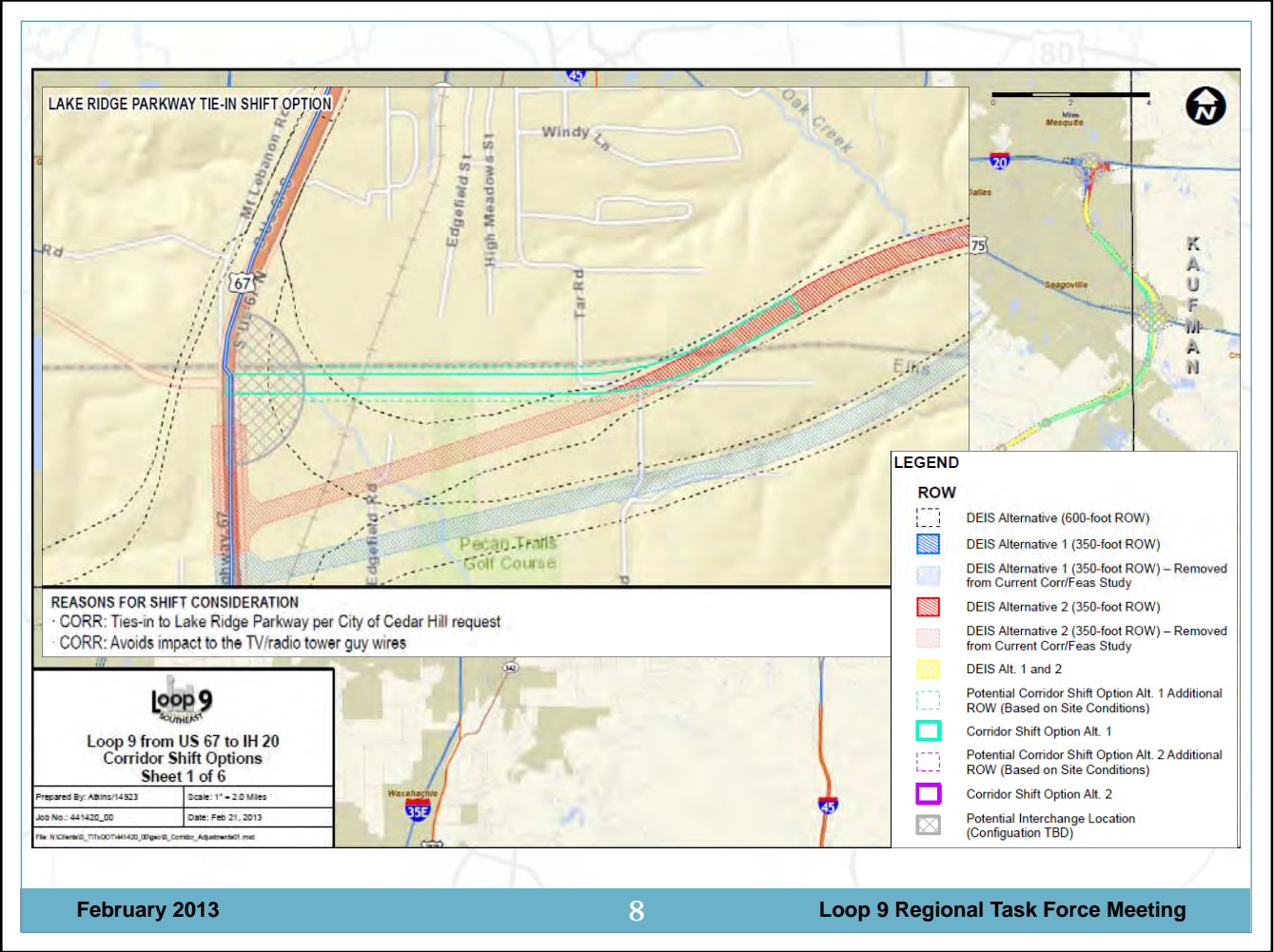
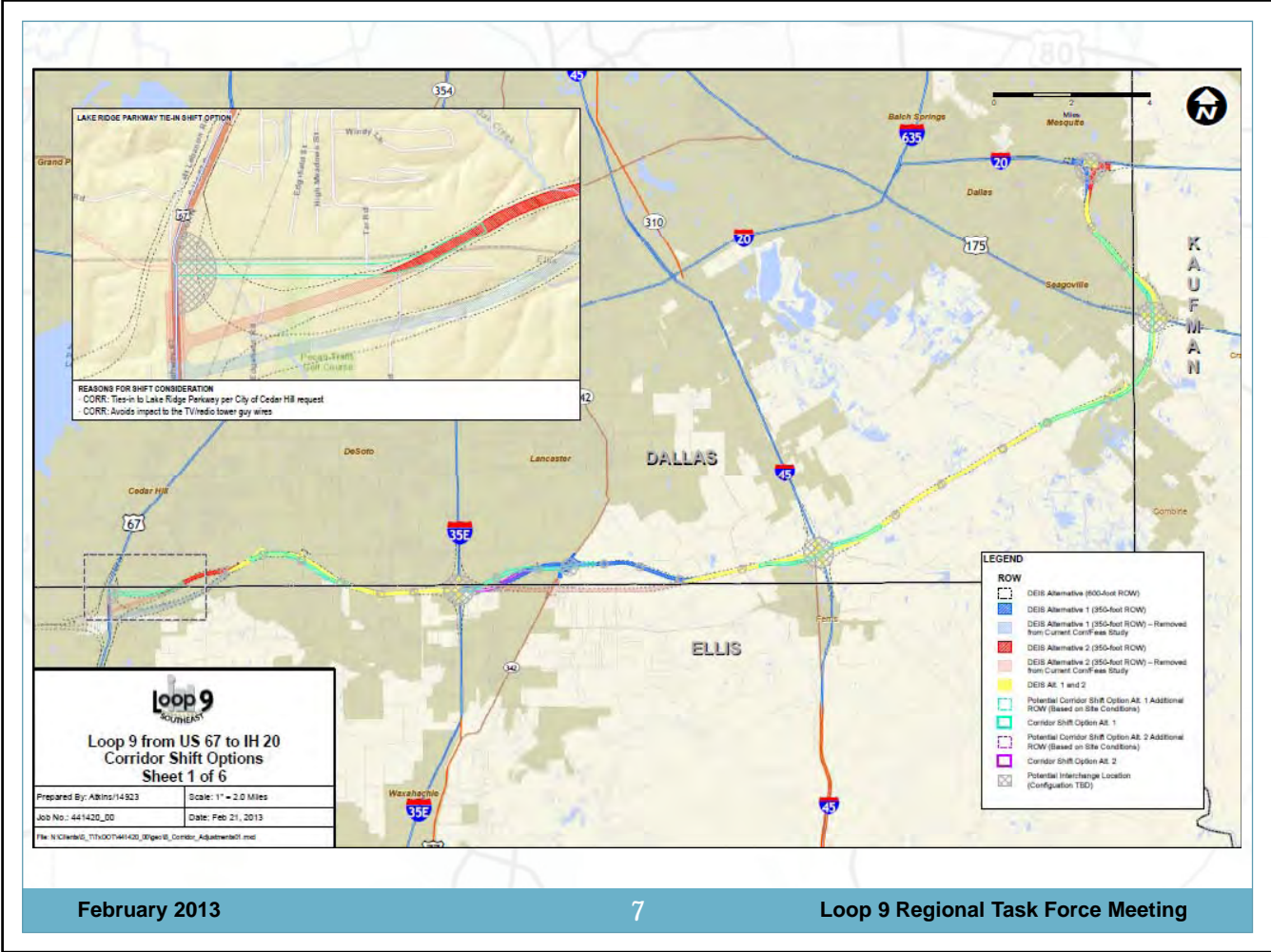
Loop 9 Regional Task Force Meeting

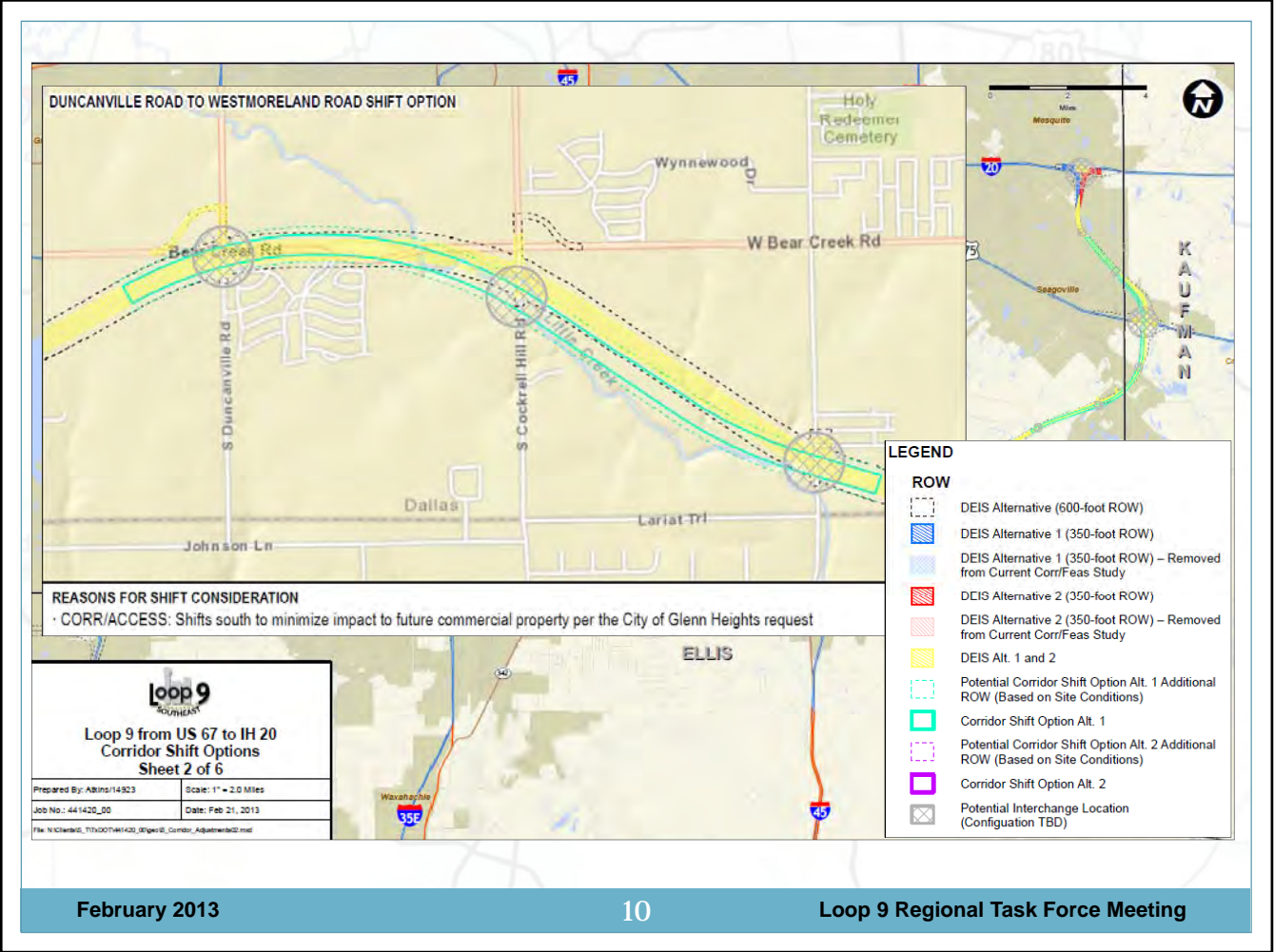
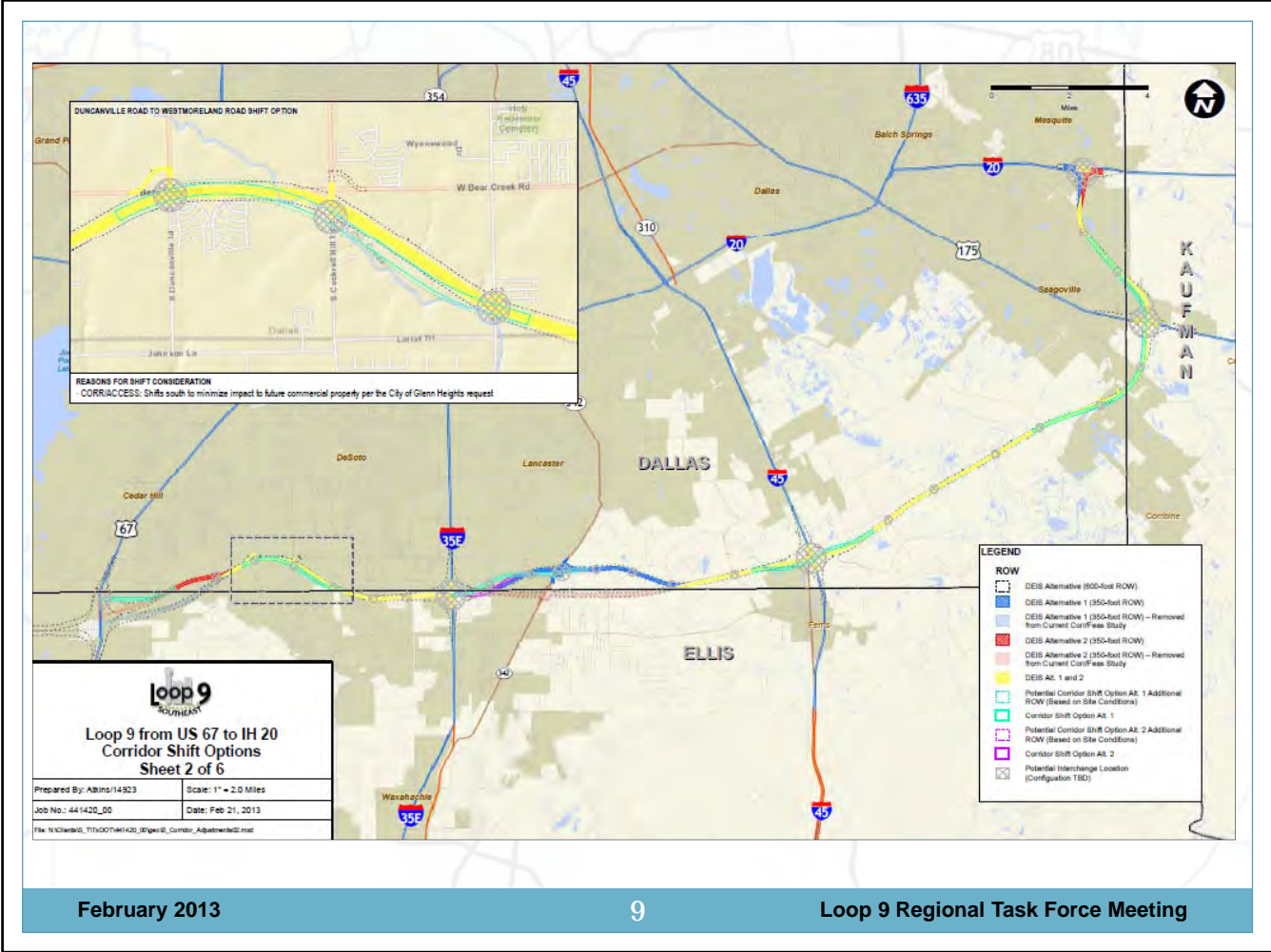
Agenda

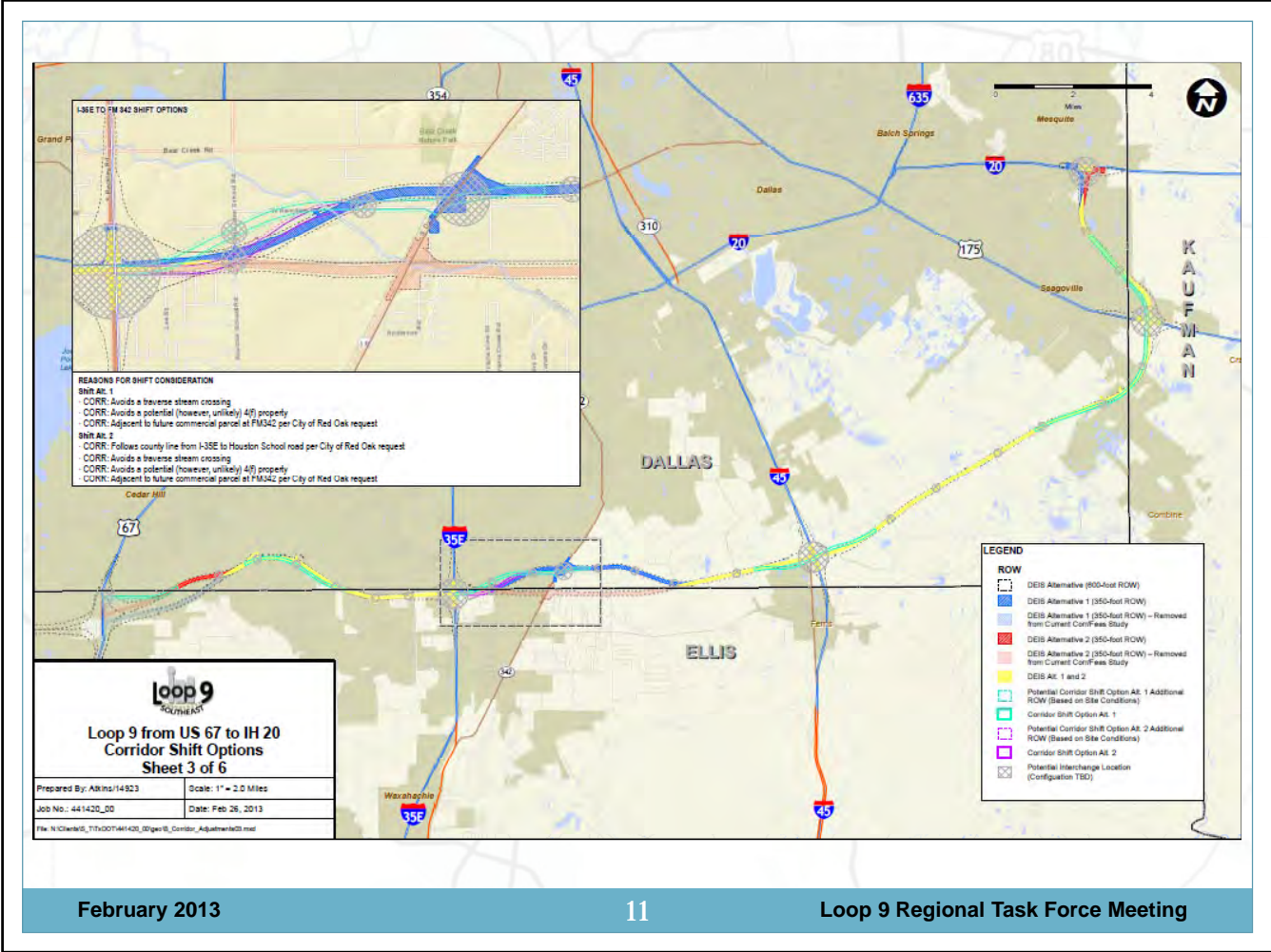
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- Re-Branding of the Corridor







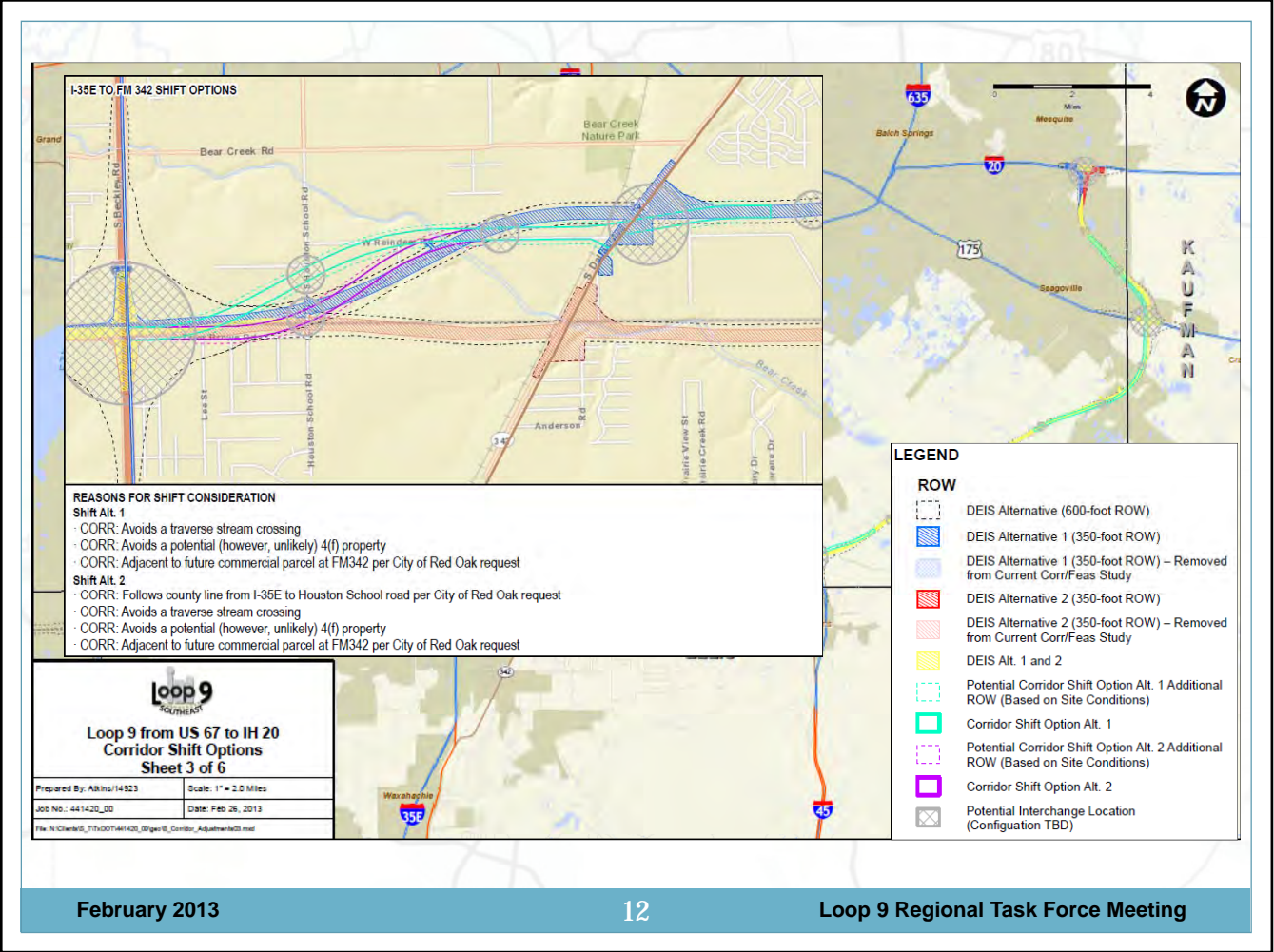




February 2013

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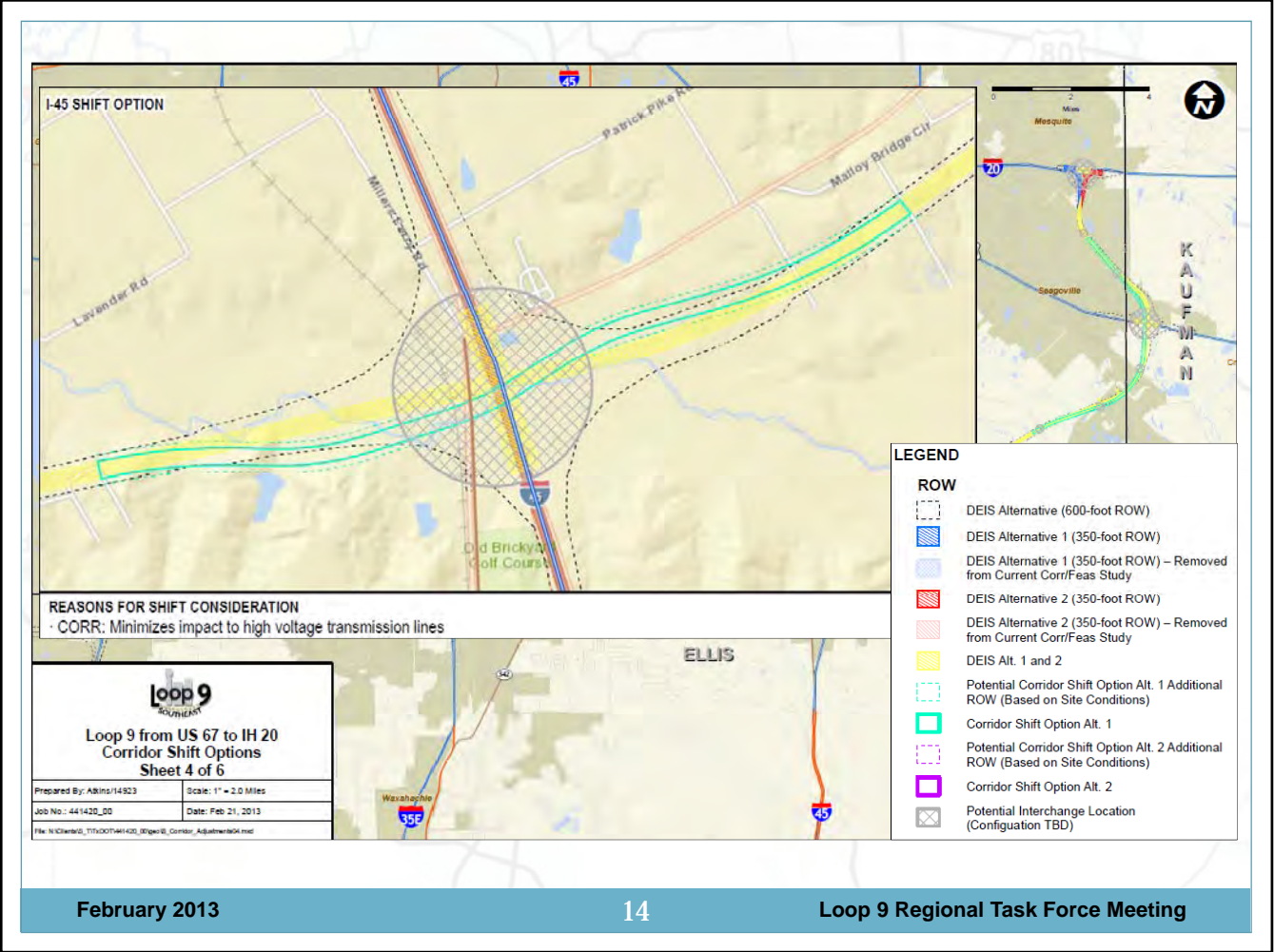
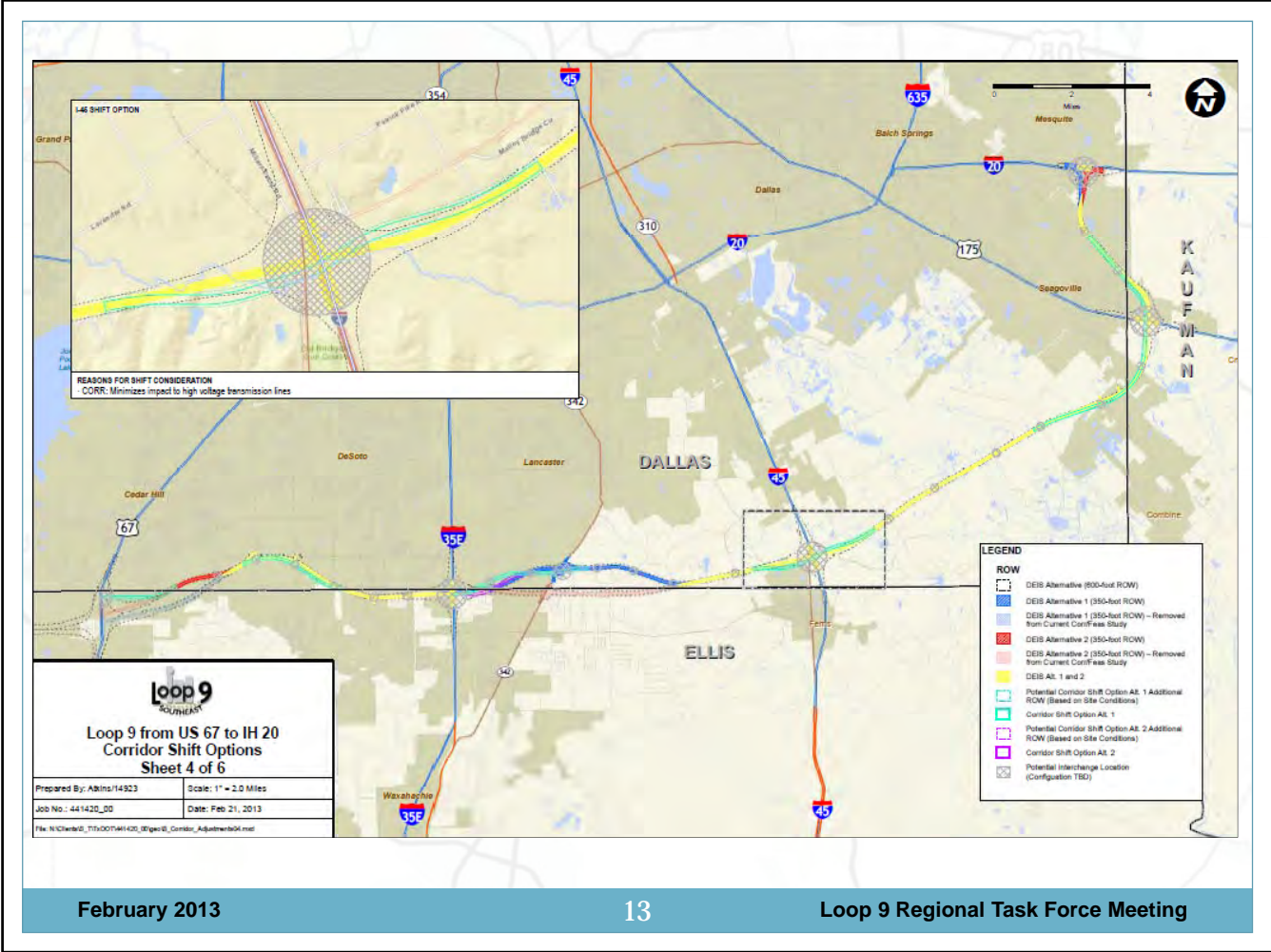
Loop 9 Regional Task Force Meeting

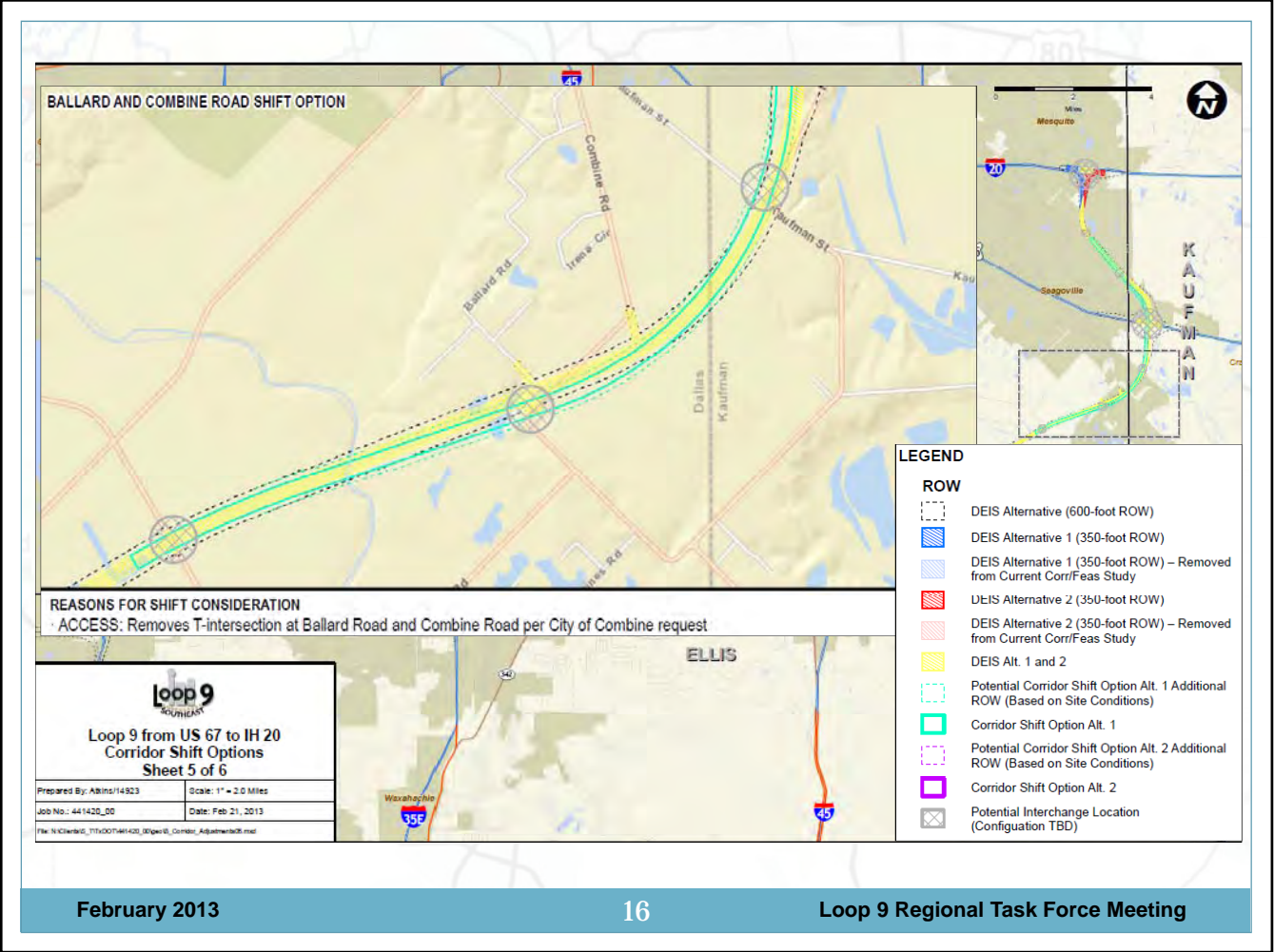
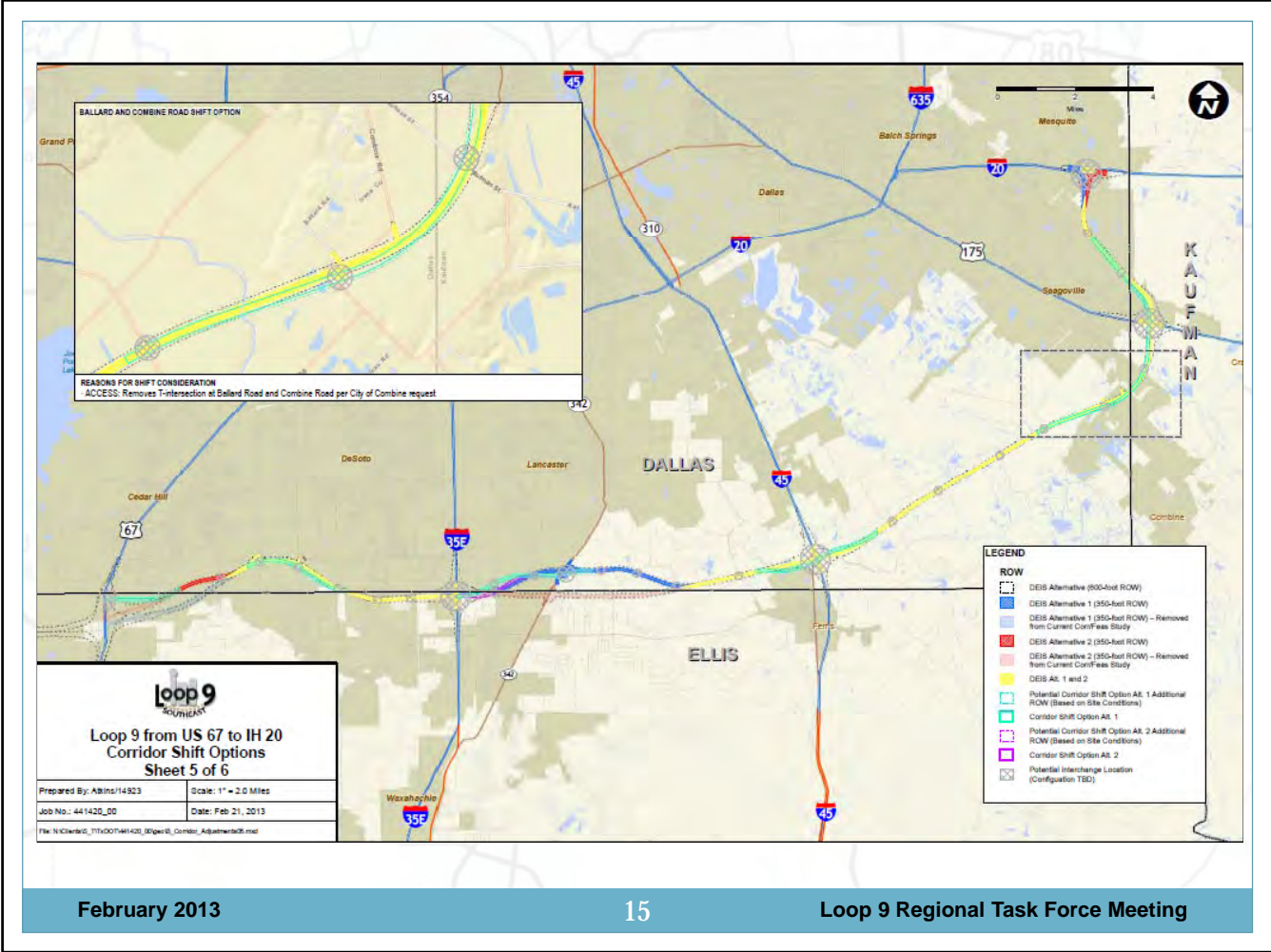


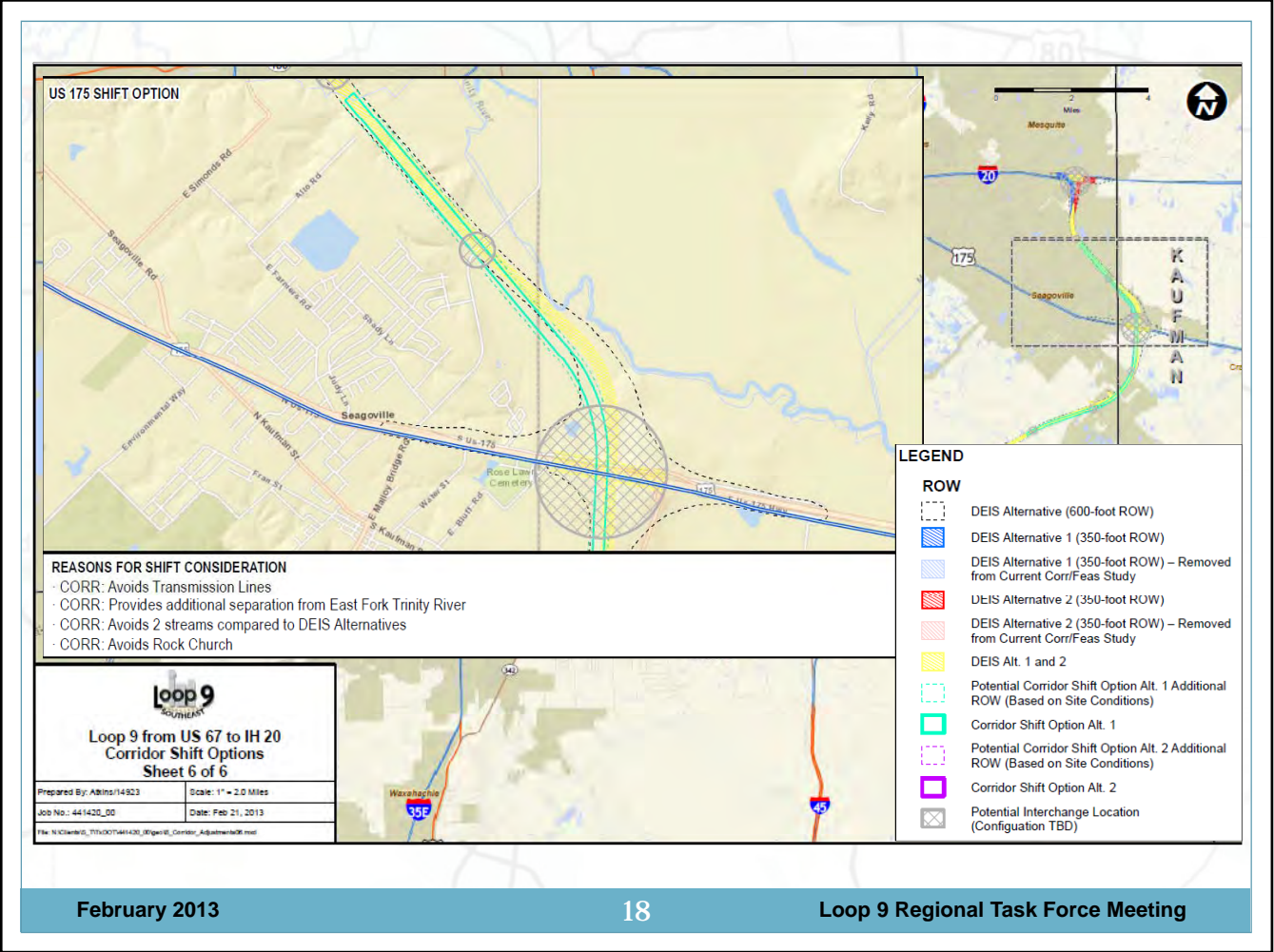
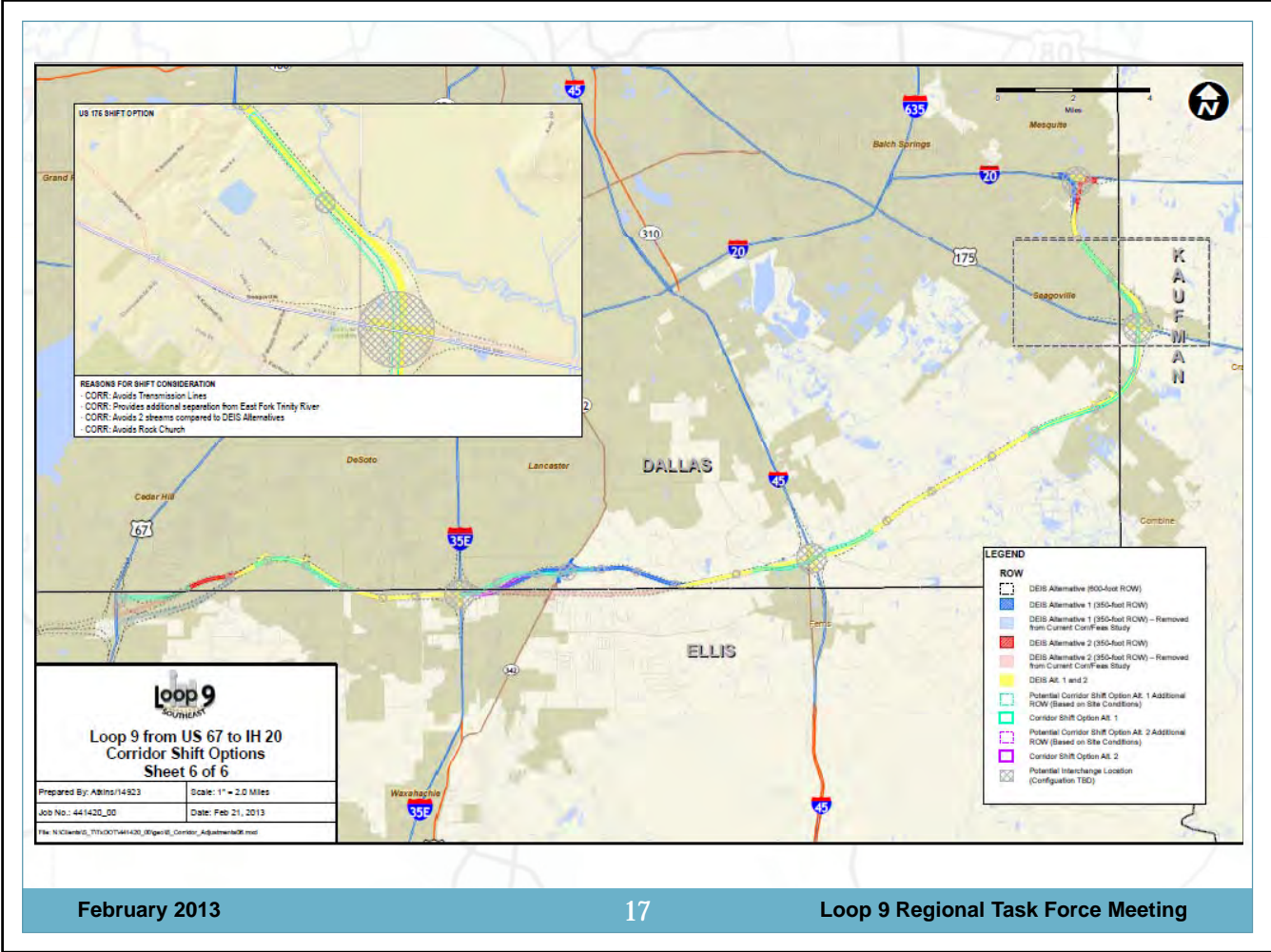
February 2013

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Loop 9 Regional Task Force Meeting

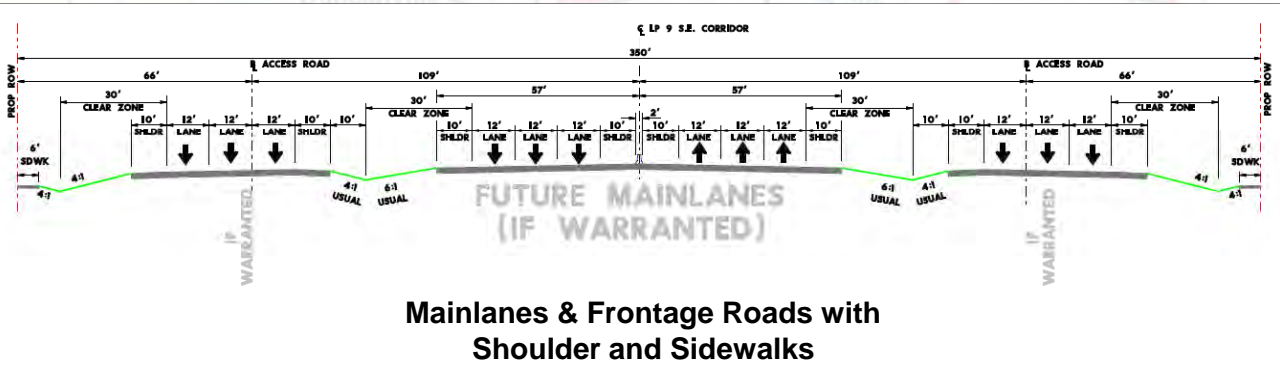






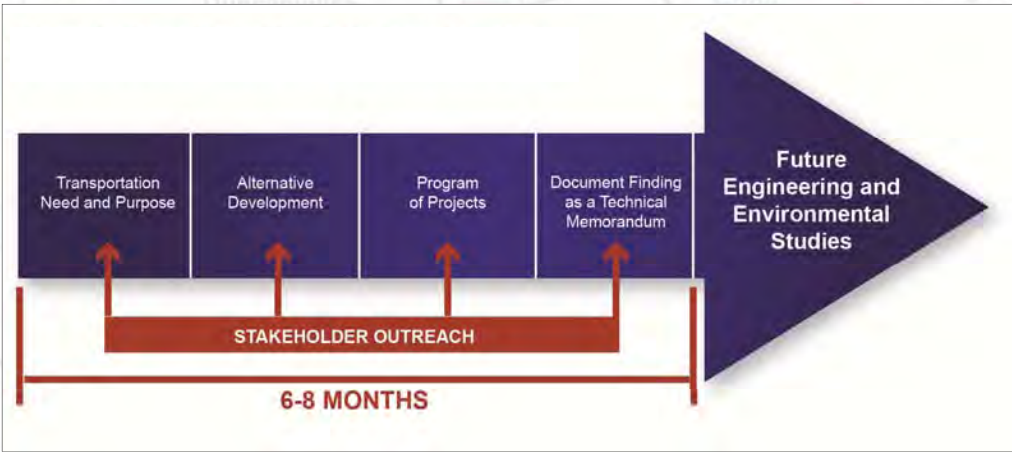
Proposed Typical Section

Right-of-Way Approximately 350'



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

February 2013

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Loop 9 Regional Task Force Meeting



- Re-branding Option Discussed During Local Official Interviews
- Loop 9 Name Will Stay the Same
- Loop 9 Logo May be Revised

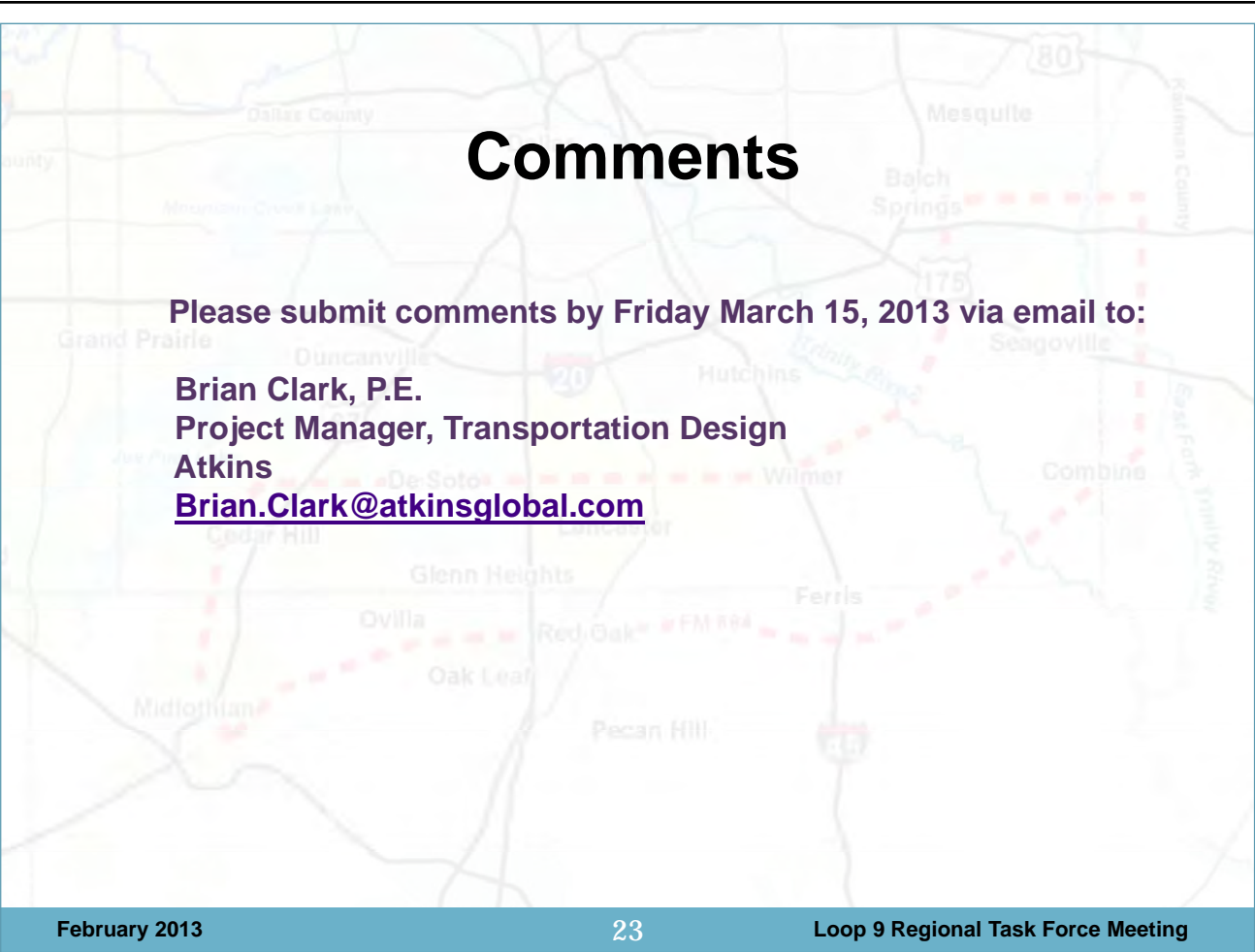
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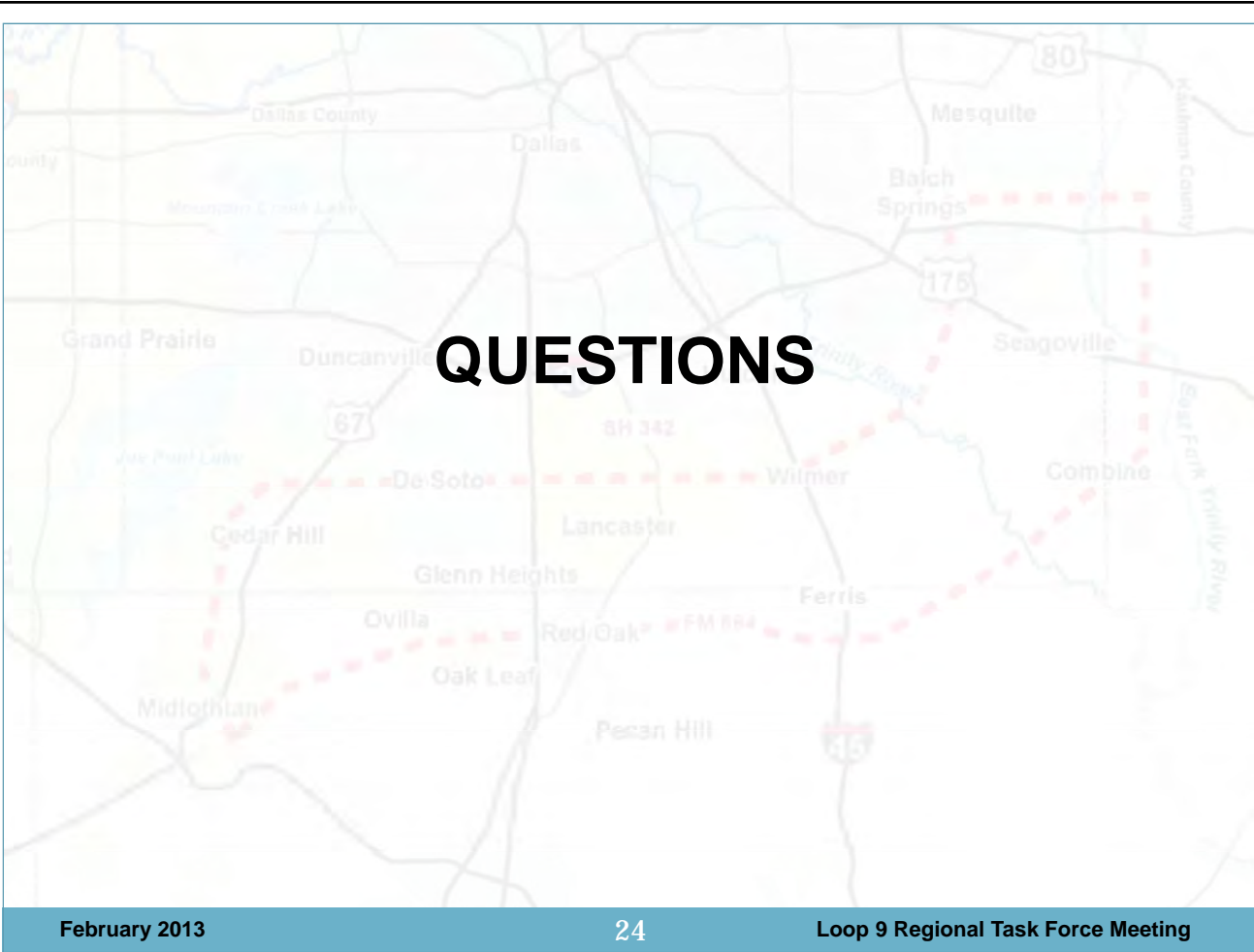
Loop 9 Regional Task Force Meeting

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

1. Open House

- The preliminary shift options were presented at the Open House on six large aerial exhibits. The options were 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	TRANS P. ENGINEER	TXDOT	214 320-6156	Brice.Holley@txdot.gov
Grady Smyth	OLD Cyrus Green	NIMROD Associates	912-298- 0775	Grady.Smyth@SBC Global, WET
Elias Sam	Public Works Director	City of Cedar Hill	972-291- 5100	elias.Samson@cedarhilltx.com
Rod W. Tyler	Planning	Cedar Hill	↓ Sam	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 Kittrell	Sr. Group Manager	Atkins		roger.kittrell@atkingdahl.com
JEFF NEAL	PROGRAM MANAGER	NCTCOG	(817) 608-2845	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
Dawn 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	972-775-7195	don.hastings@midlothian.tx.us
Daniel Napp	mayor pro tem Cedar Hill	CITY OF CEDAR HILL	972-365-0804	hayden@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





February 2013

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Loop 9 Regional Task Force Meeting

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



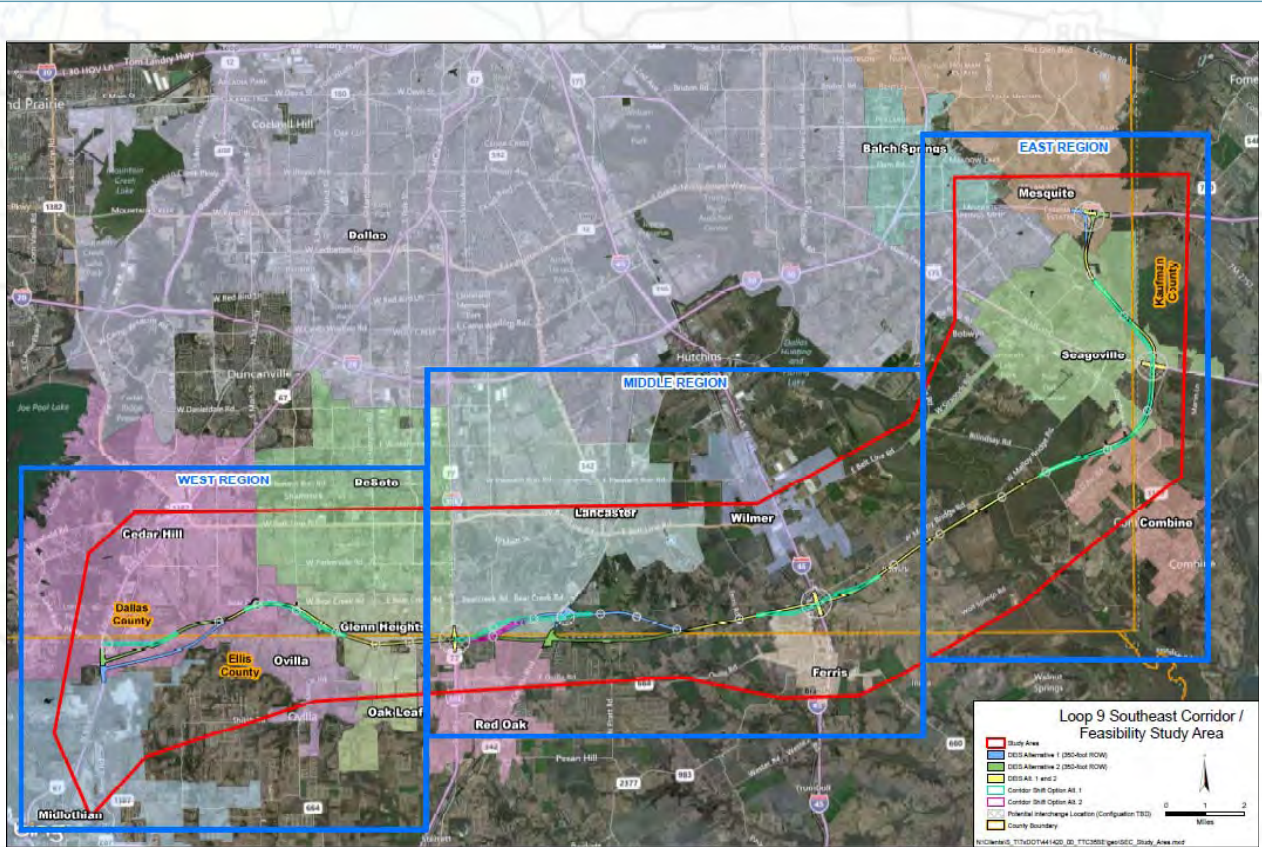
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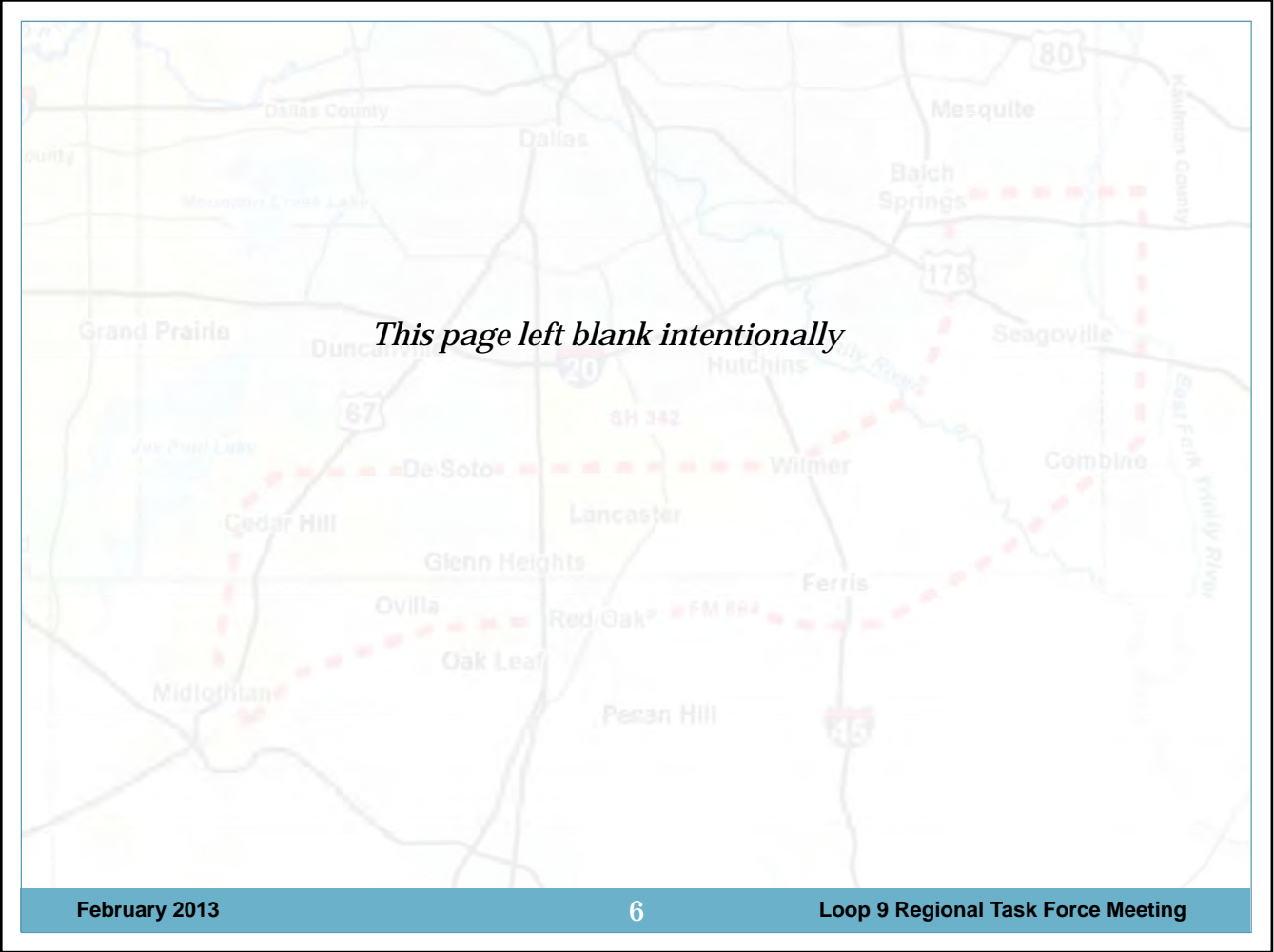
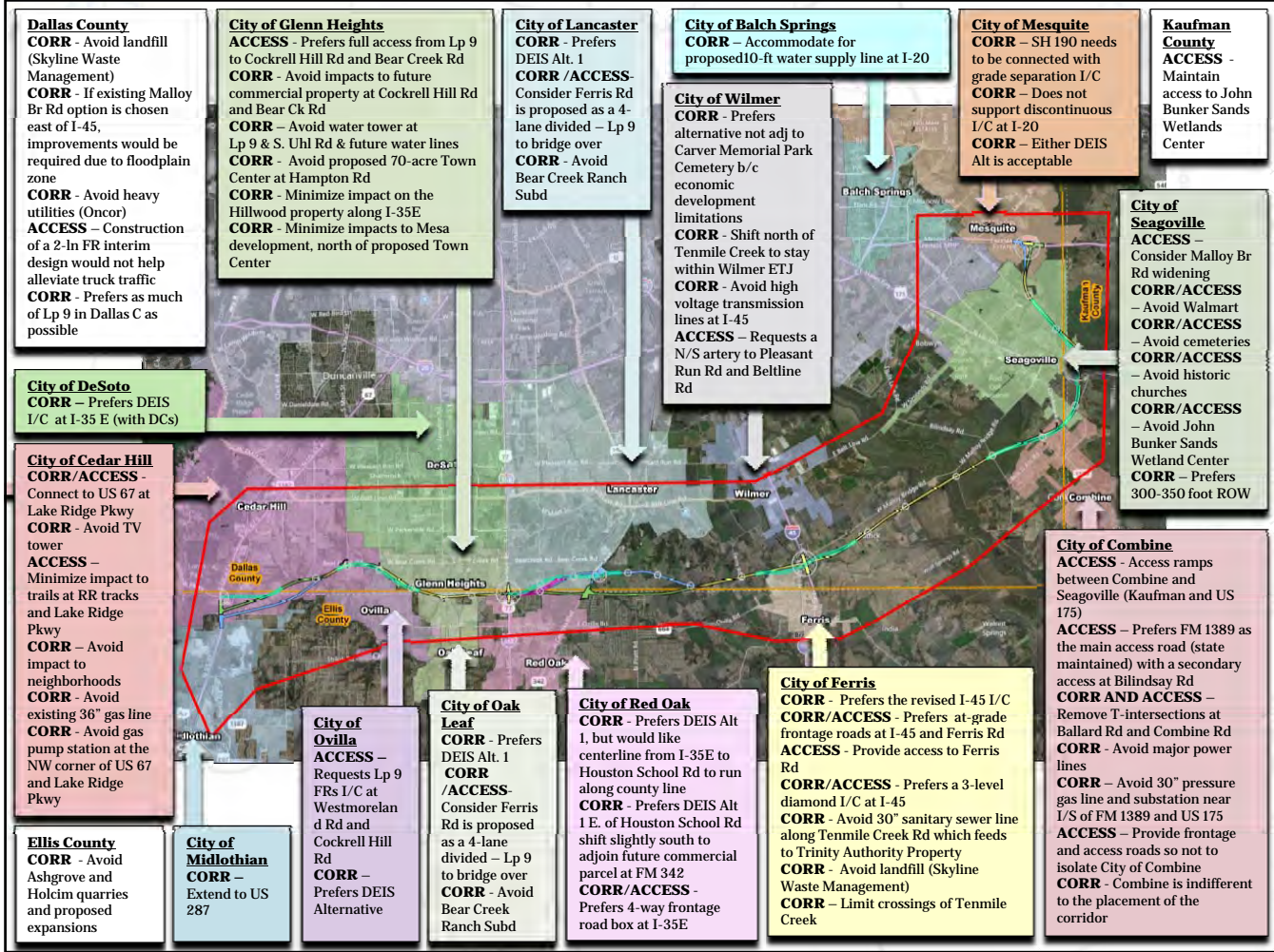
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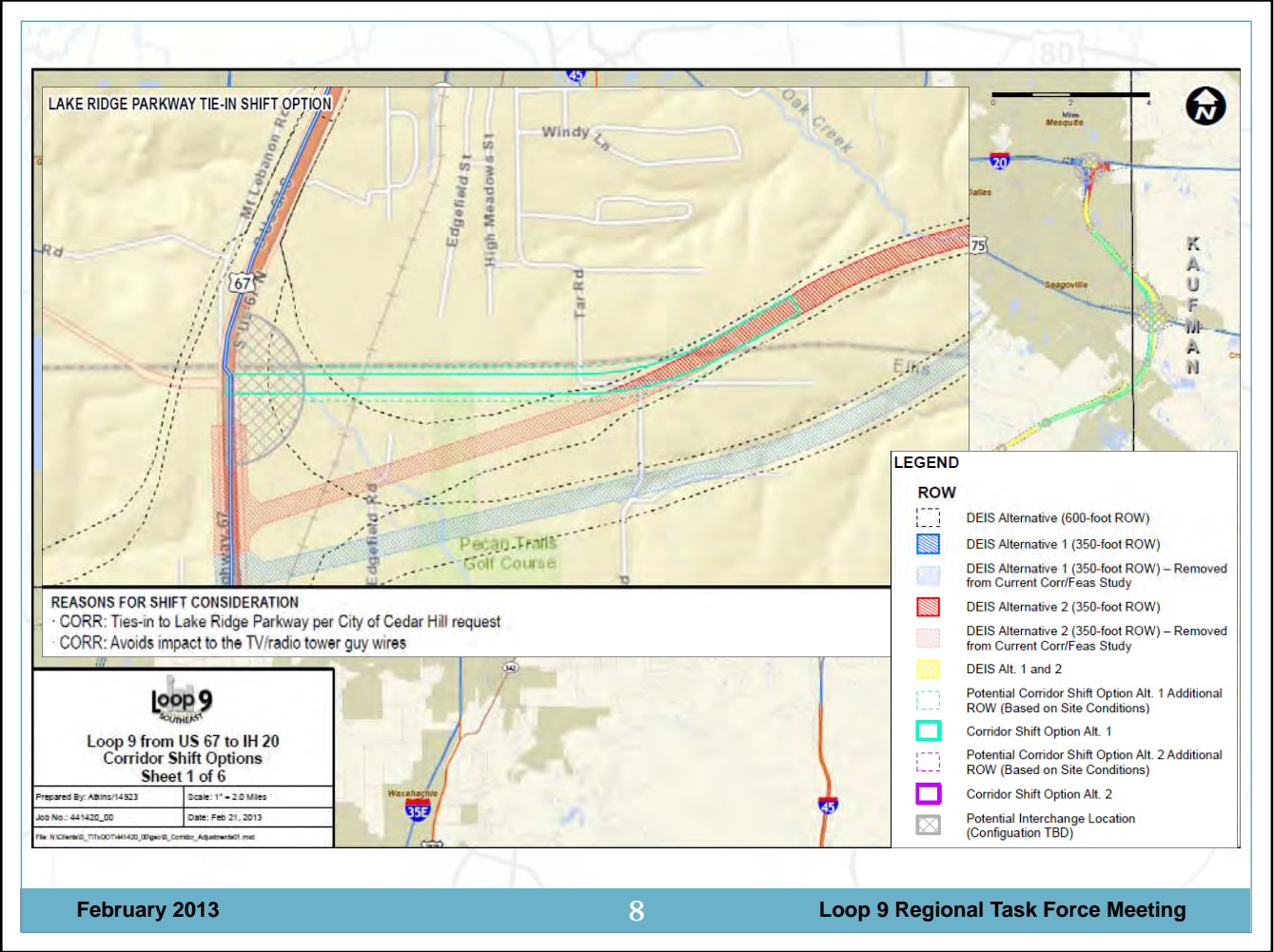
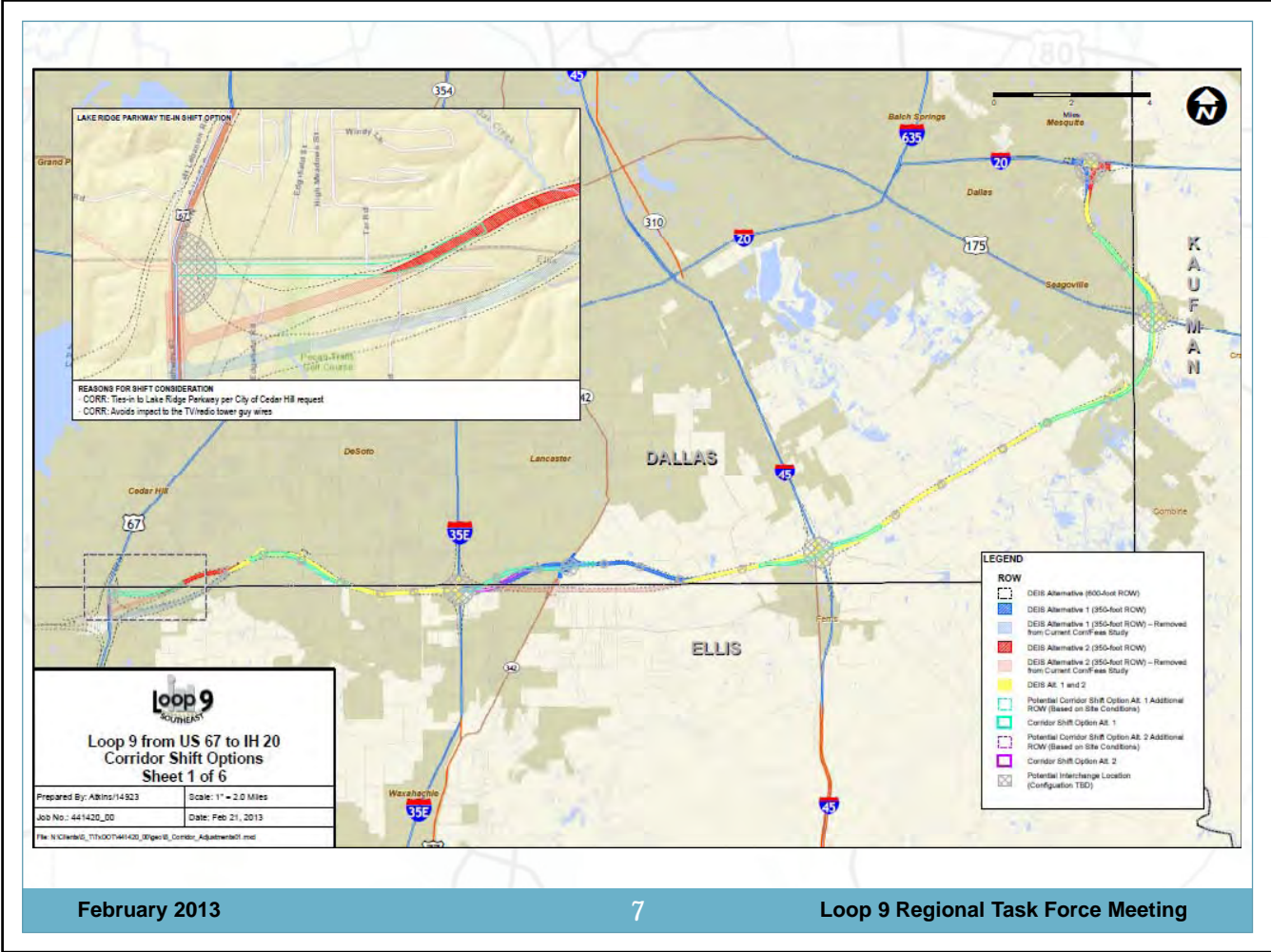
Loop 9 Regional Task Force Meeting

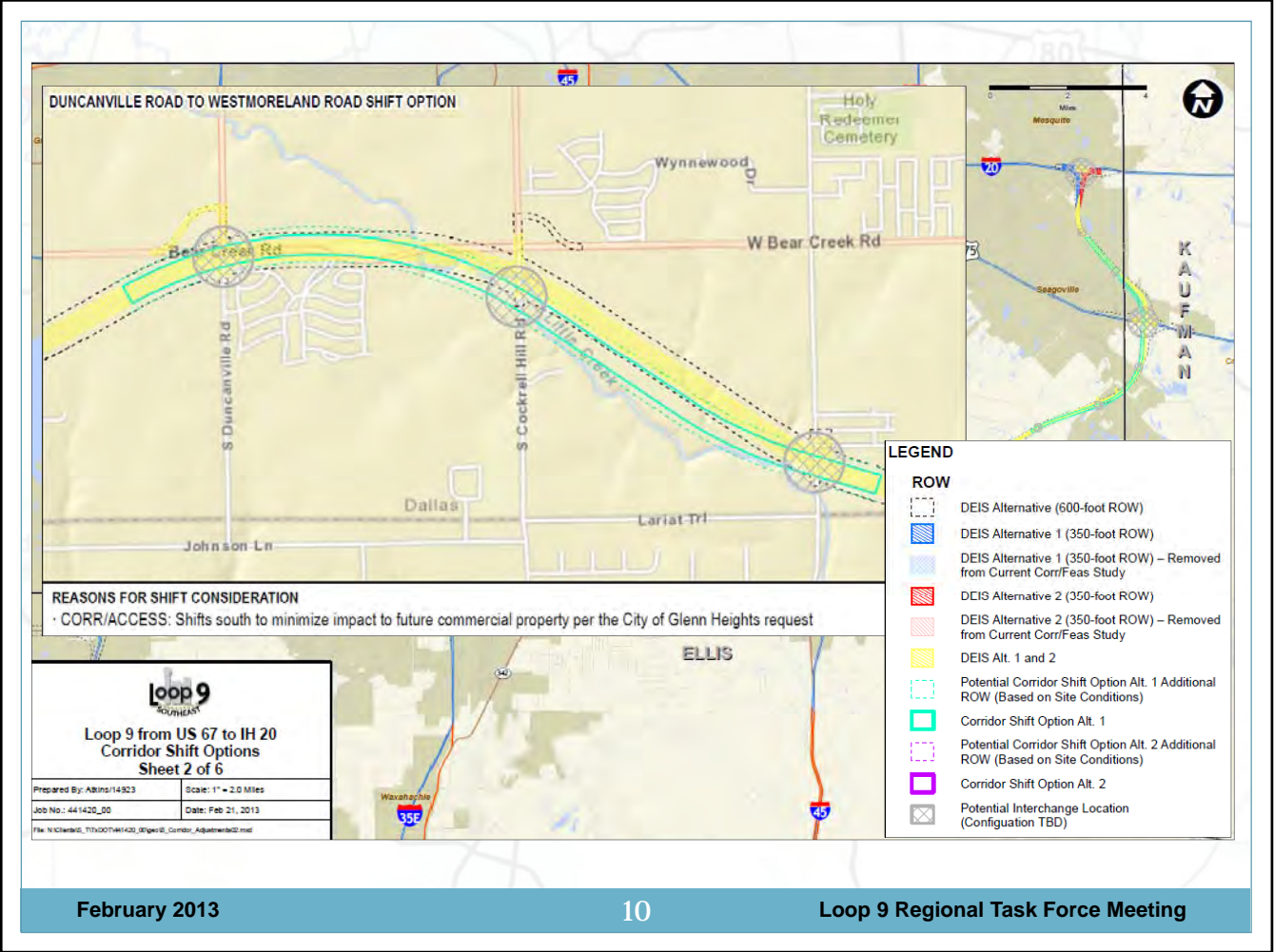
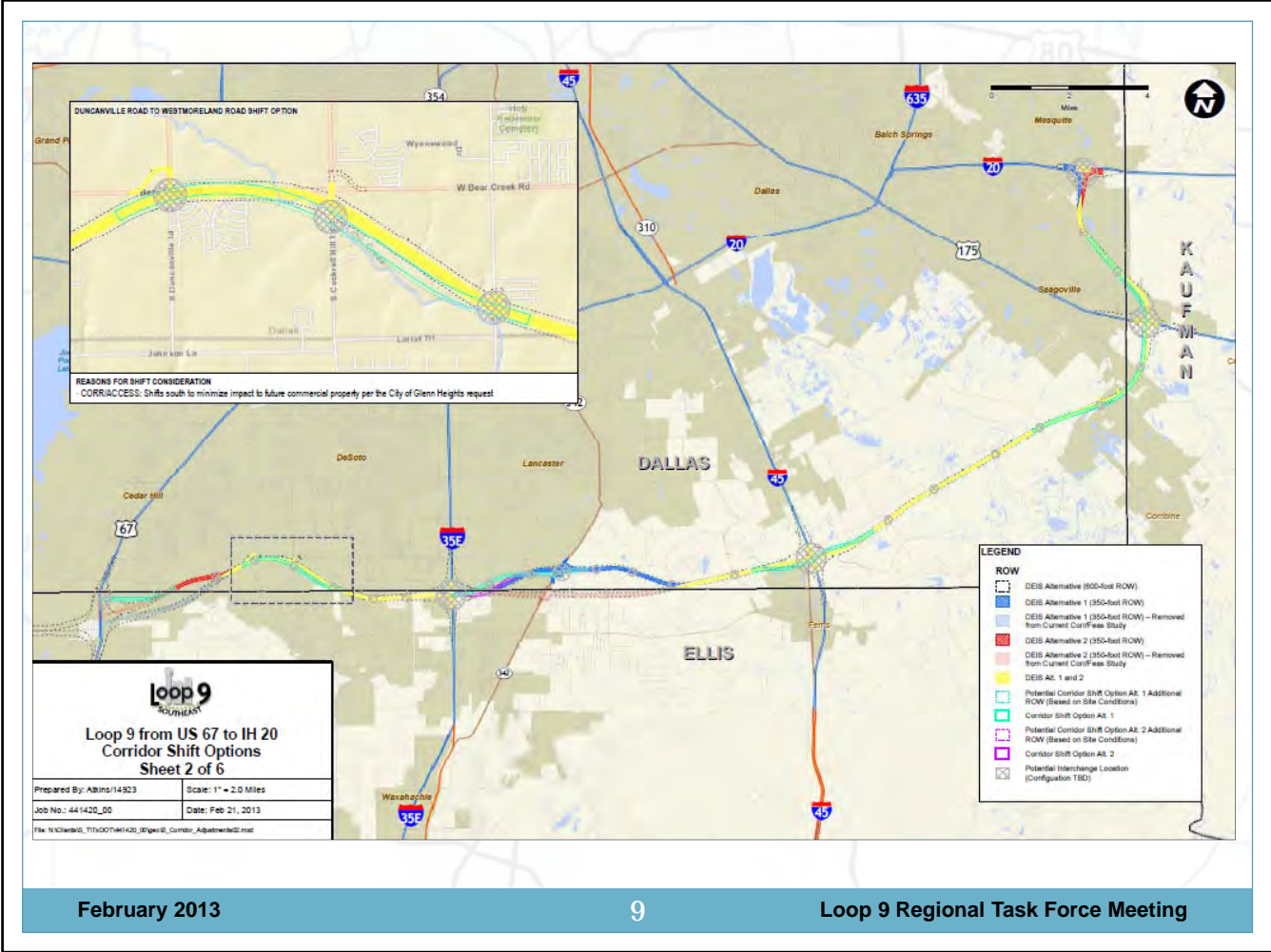
Agenda

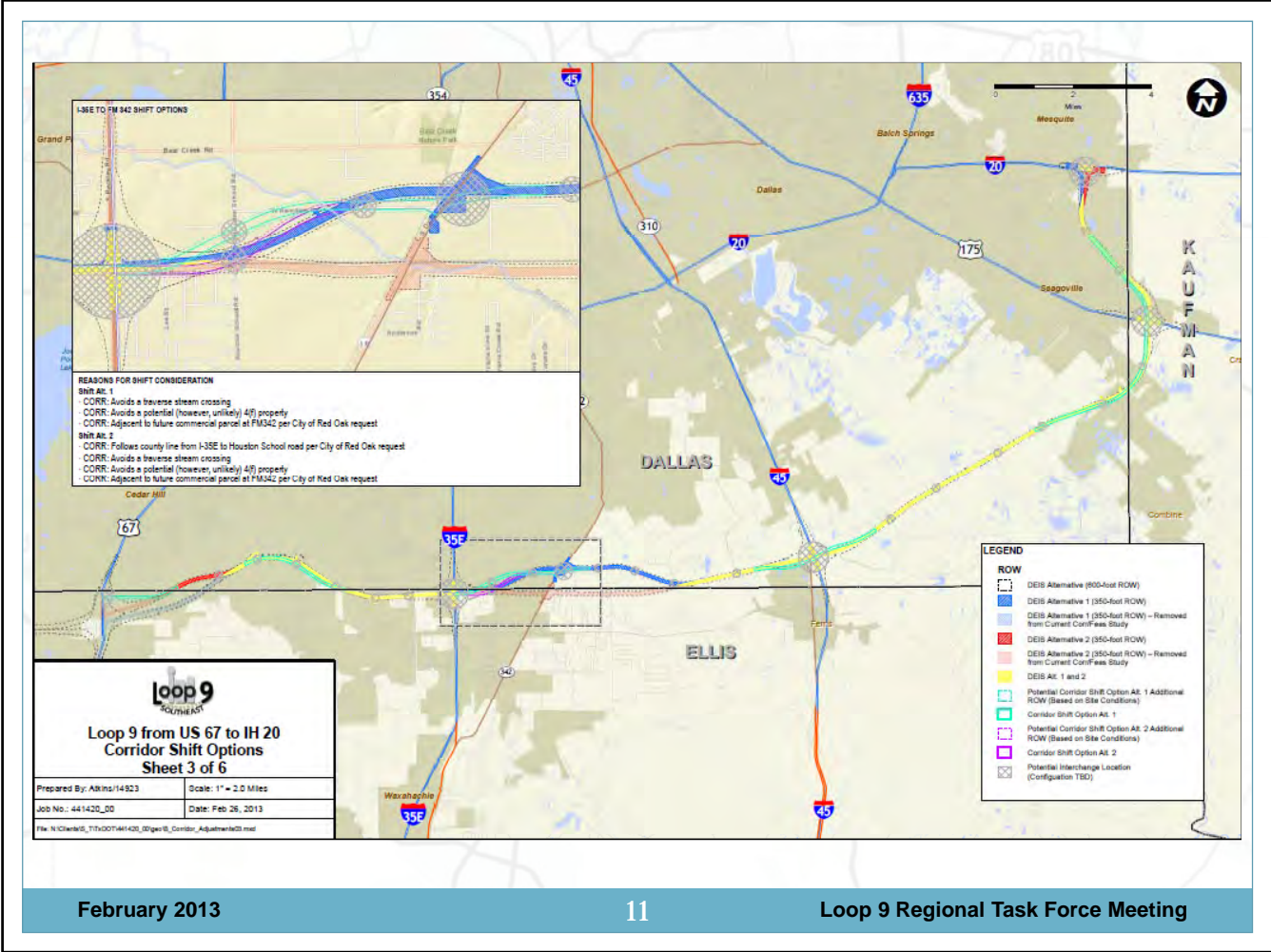
- Summary of Local Interviews
- Review of Potential Corridor Shift Considerations
- Proposed Typical Section
- Schedule
- Moving Forward
- Re-Branding of the Corridor







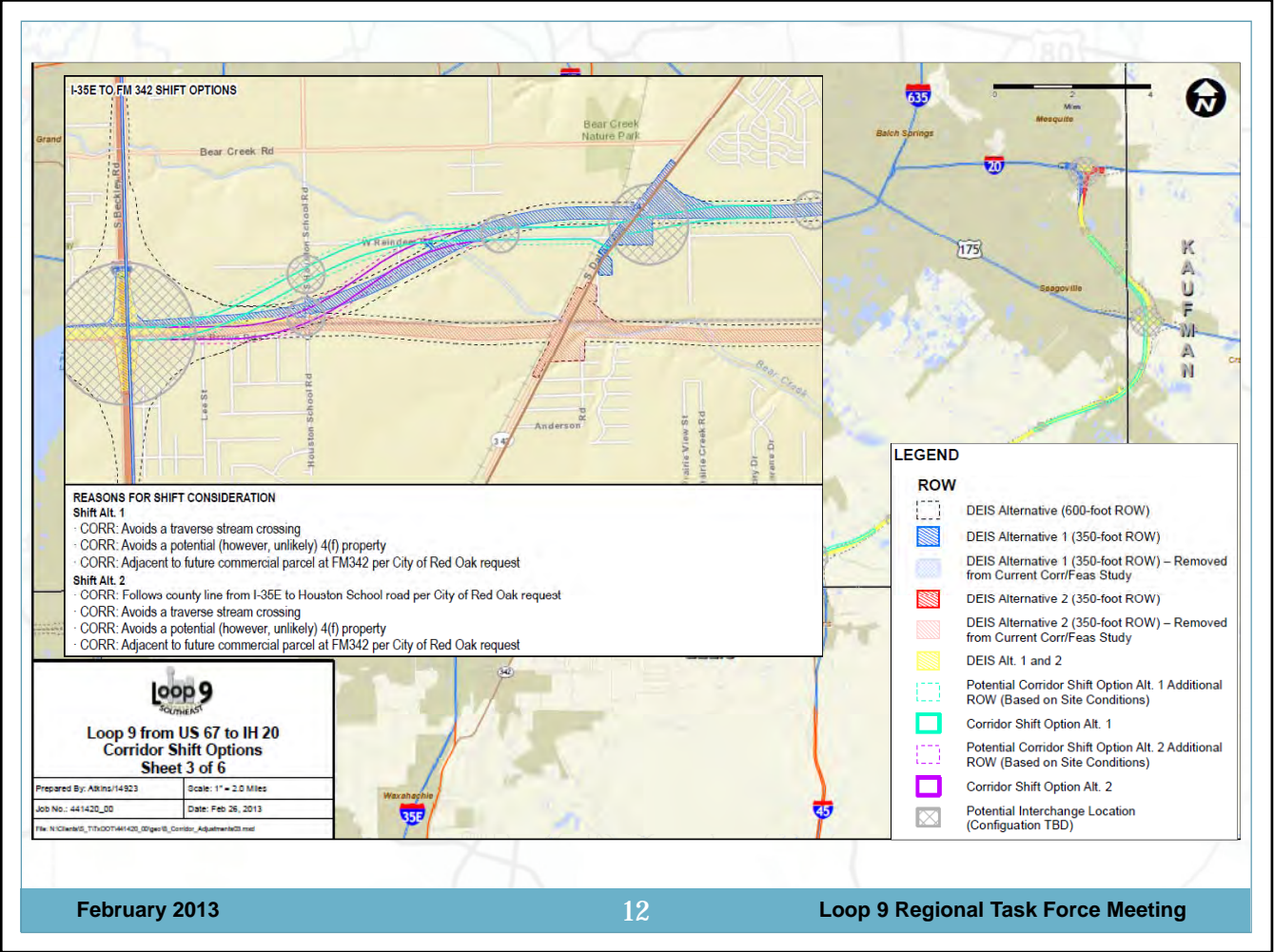




February 2013

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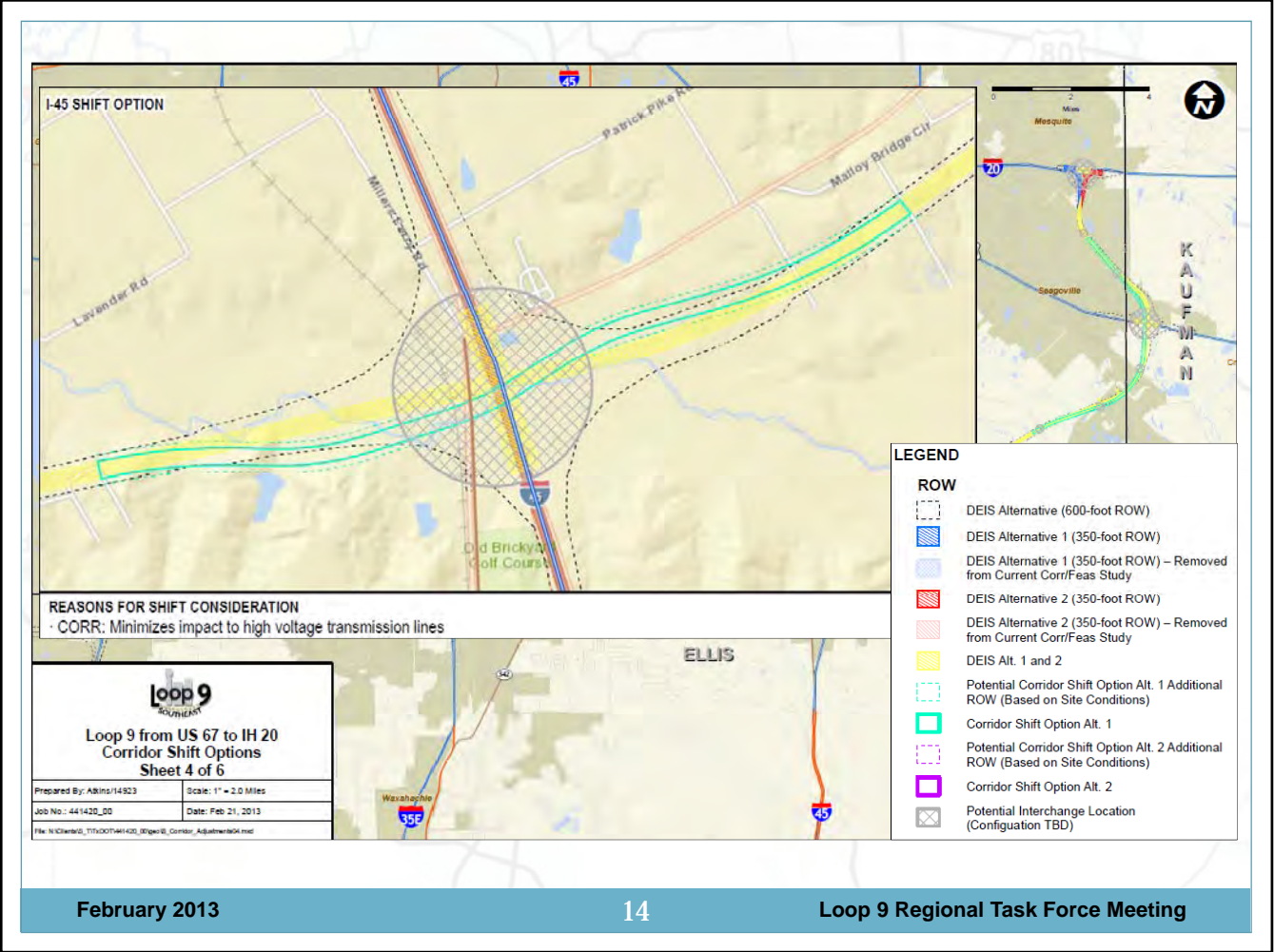
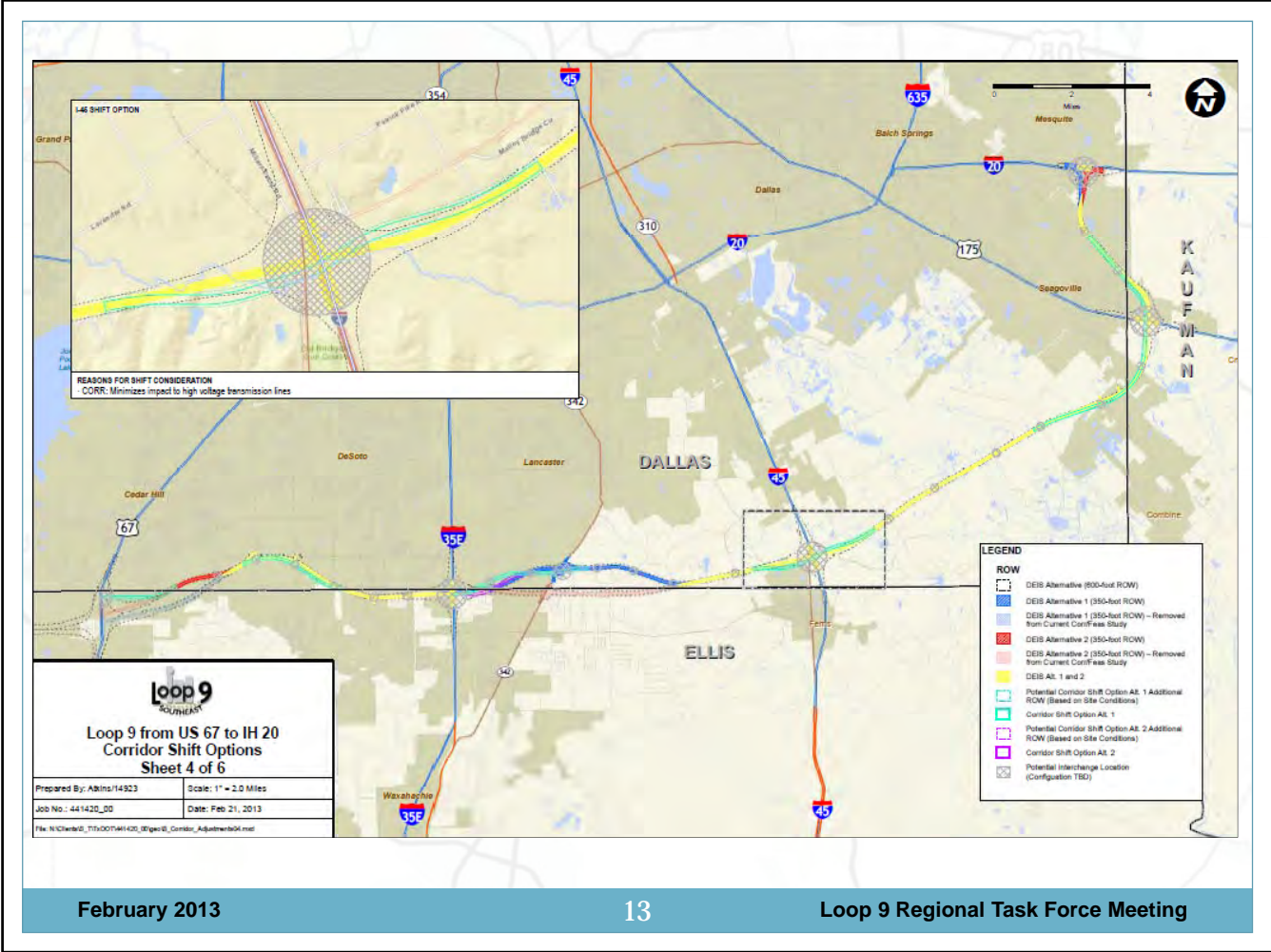
Loop 9 Regional Task Force Meeting

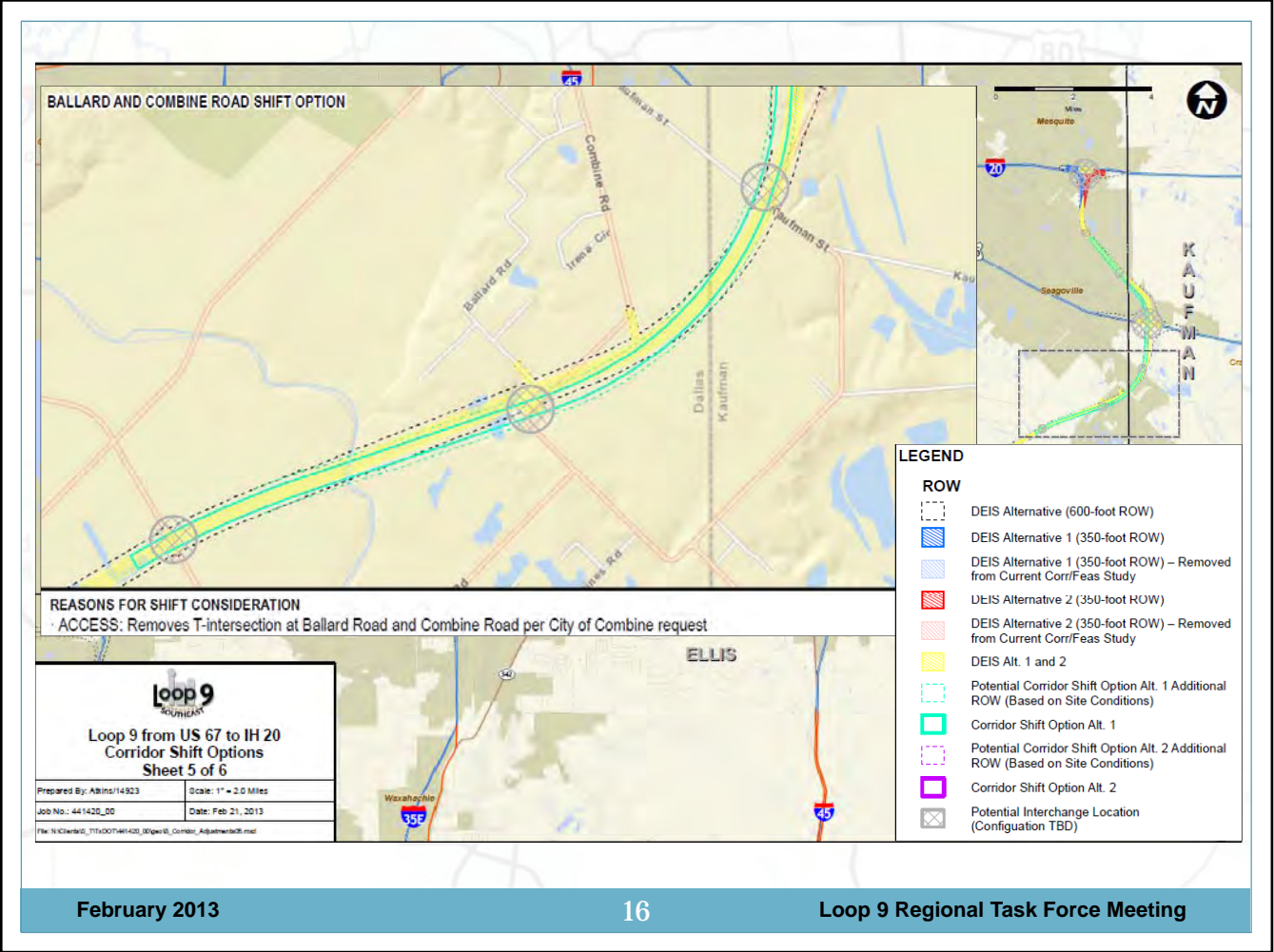
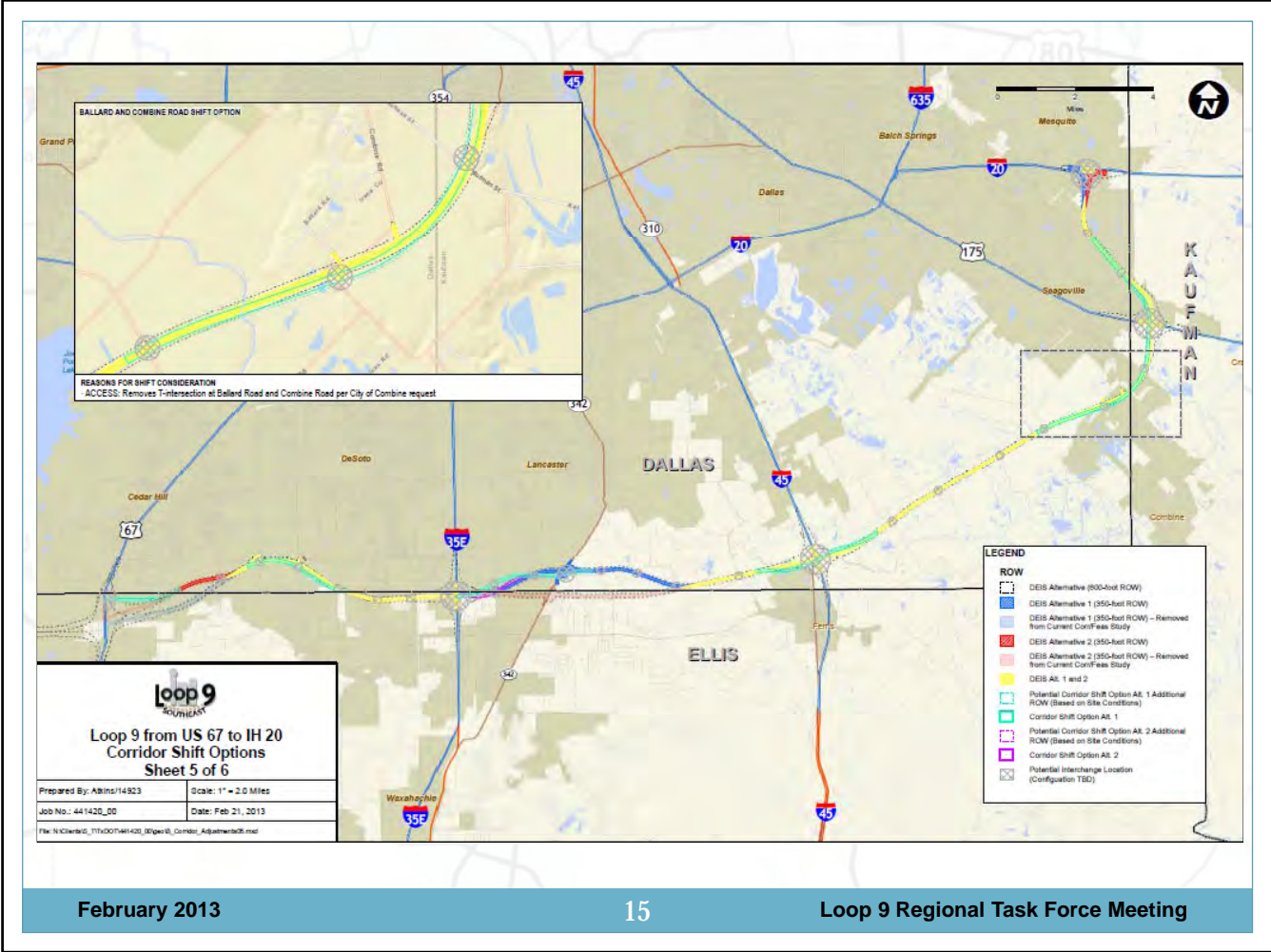


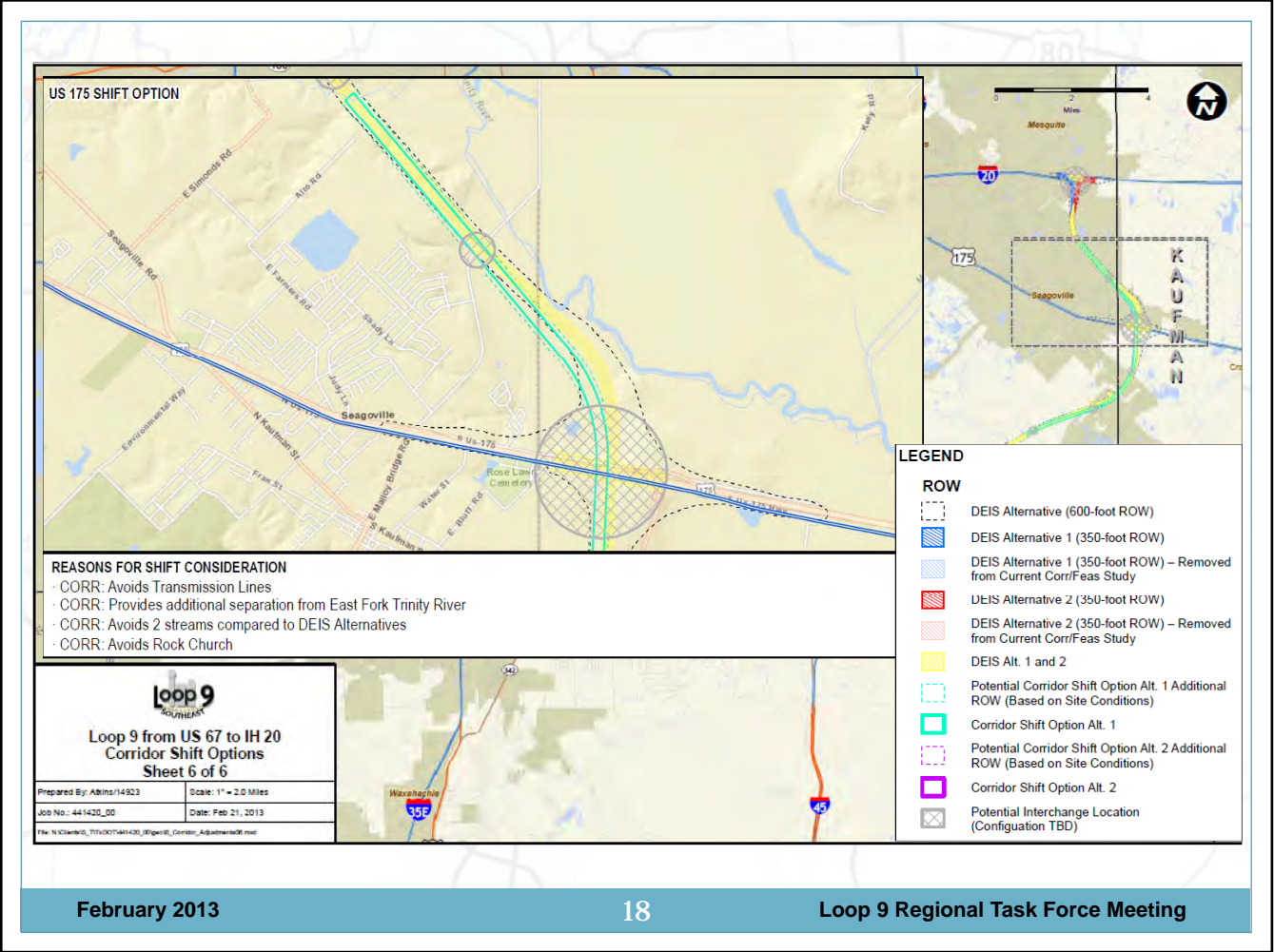
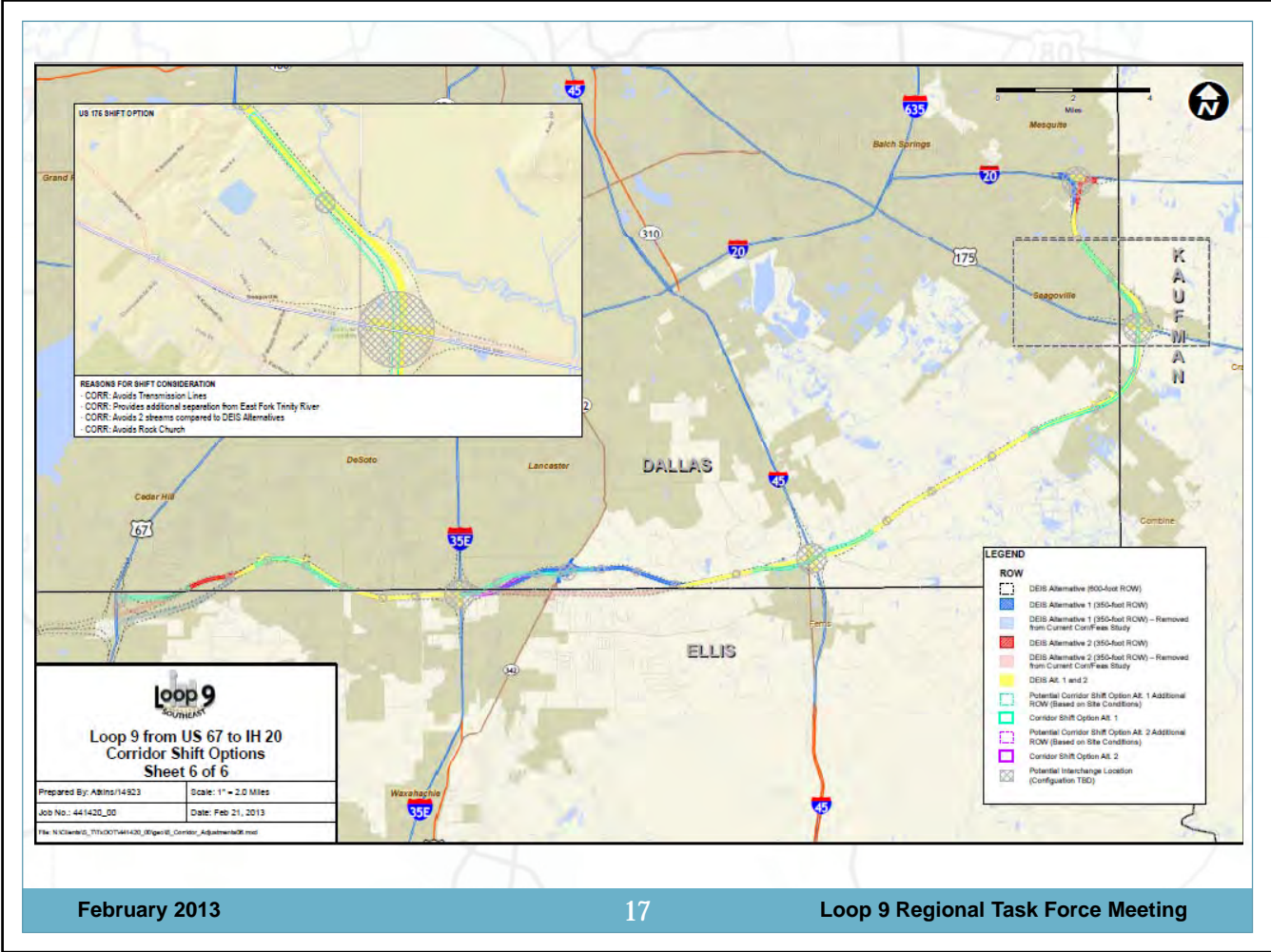
February 2013

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Loop 9 Regional Task Force Meeting

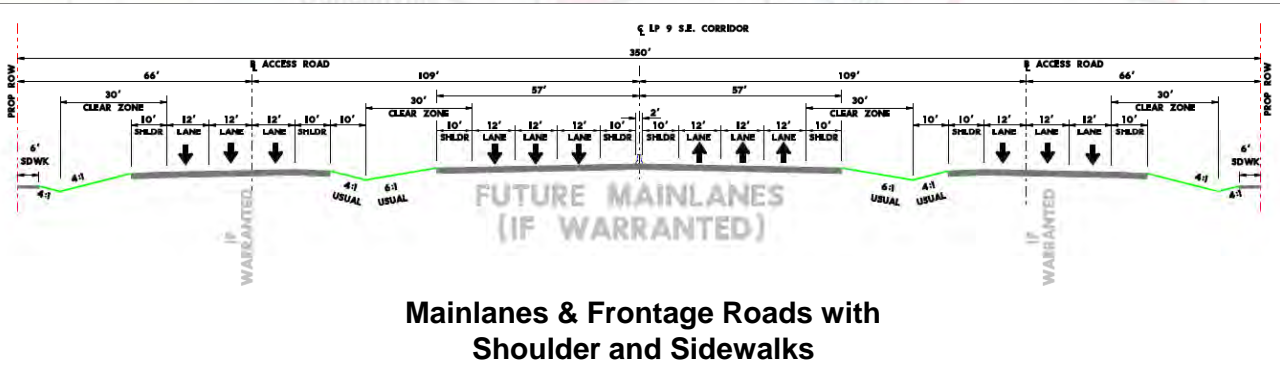






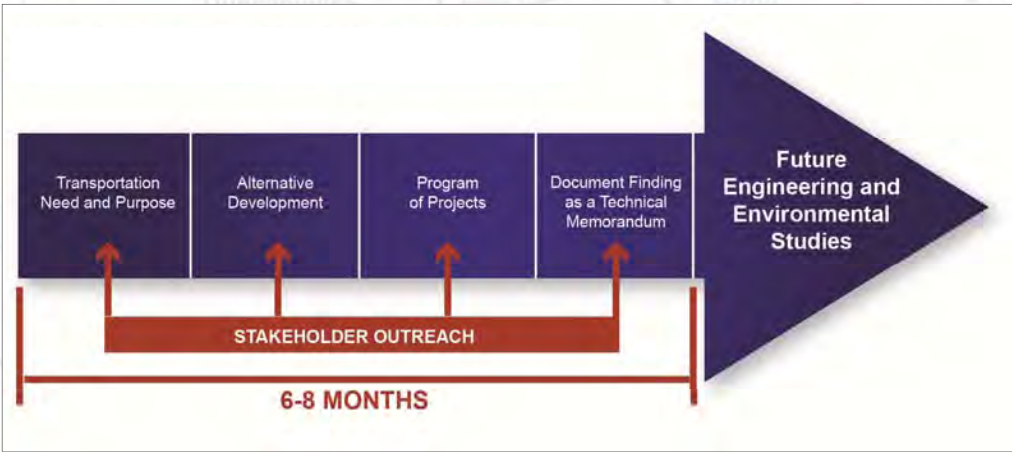
Proposed Typical Section

Right-of-Way Approximately 350'



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

February 2013

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Loop 9 Regional Task Force Meeting



- Re-branding Option Discussed During Local Official Interviews
- Loop 9 Name Will Stay the Same
- Loop 9 Logo May be Revised

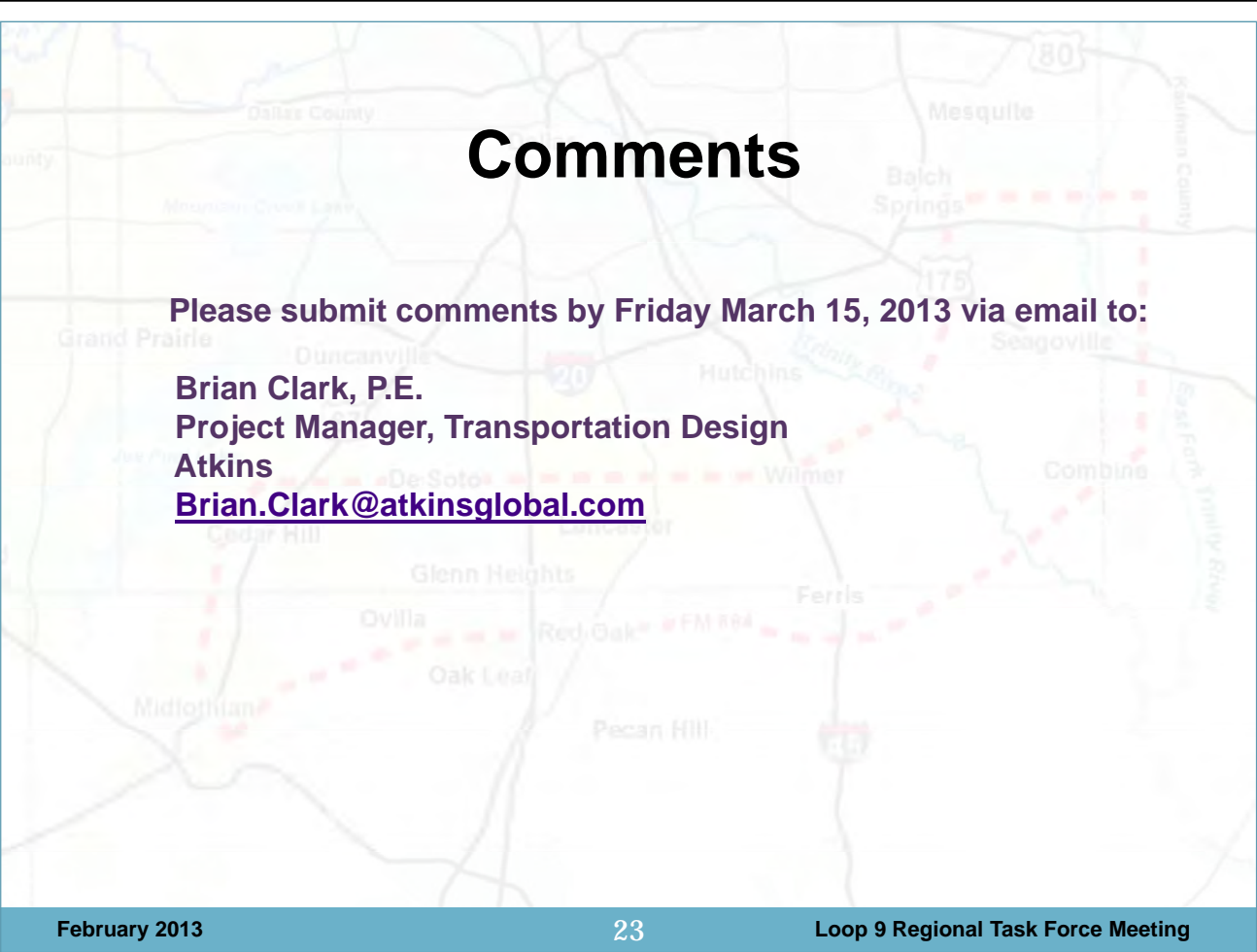
February 2013

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Loop 9 Regional Task Force Meeting

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

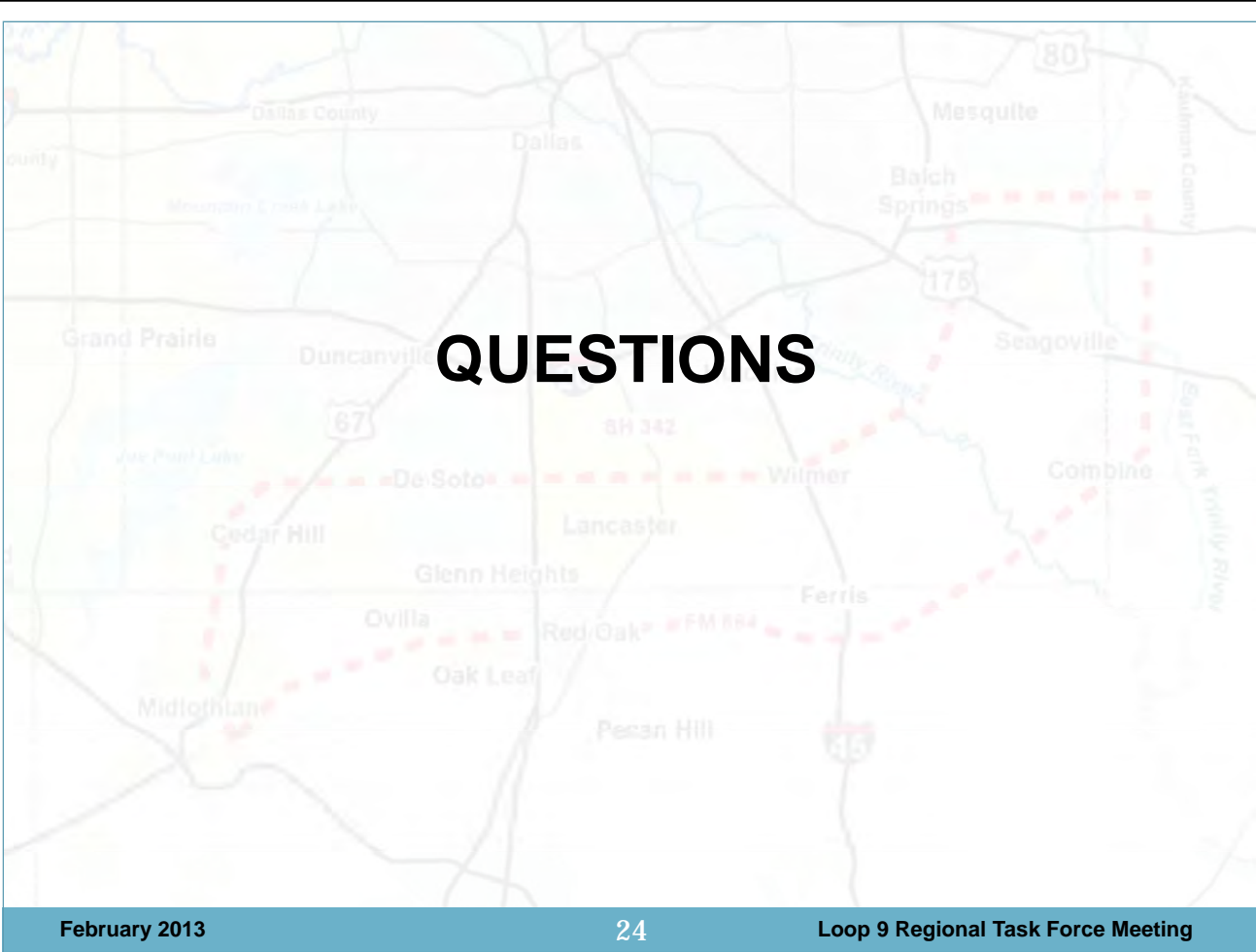


February 2013

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Loop 9 Regional Task Force Meeting

QUESTIONS



February 2013

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Loop 9 Regional Task Force Meeting

Attachment C:
Photos of Open House Set Up



Loop 9 Task Force Meeting

Loop 9 Task Force Meeting

East Region:

February 20th
7:30 pm - 9:00 pm
City of Memphis

Middle Region:

February 21st
7:30 pm - 9:00 pm
City of Nashville

West Region:

February 22nd
7:30 pm - 9:00 pm
City of Denver

Loop 9

FROM 2014 TO 2020
CORRIDOR SHAPING
+ 2014 TO 2020 CORRIDOR





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?

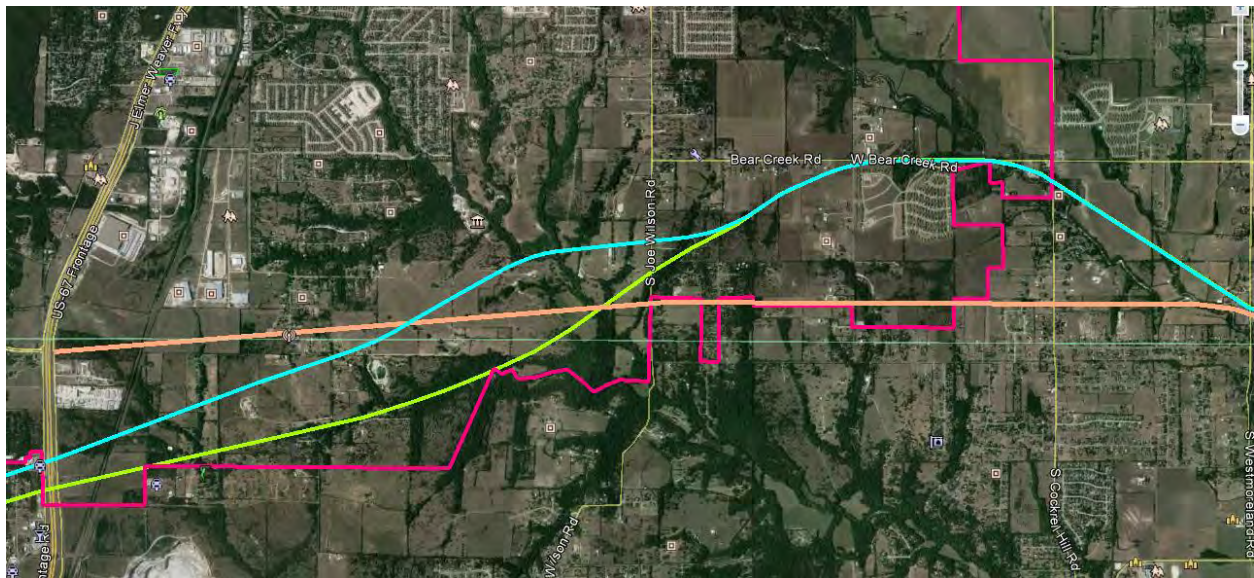
Lake Ridge Parkway Endpoint

- 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 ~~(Mitt)~~

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) 623-6671	John.Price@dallascounty.org
CLAY Jenkins	CI			
Albata Blair				
Lauren Misk				

Loop 9 Regional Task Force Meeting (Mid)

February 27, 2013, 3:00 – 5:00 pm

City of Red Oak, Banquet Hall

Sign In

[illegible]

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





February 2013

1

Loop 9 Regional Task Force Meeting

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



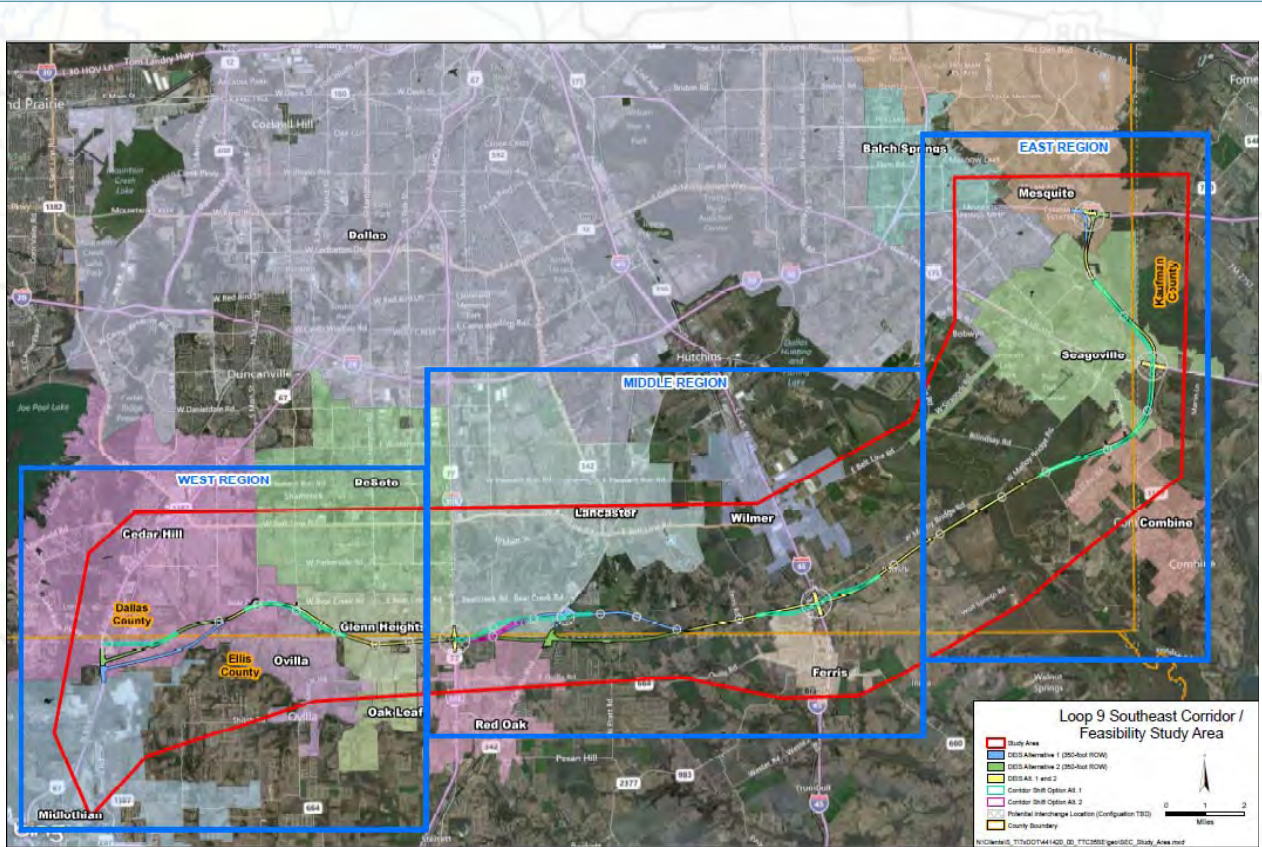
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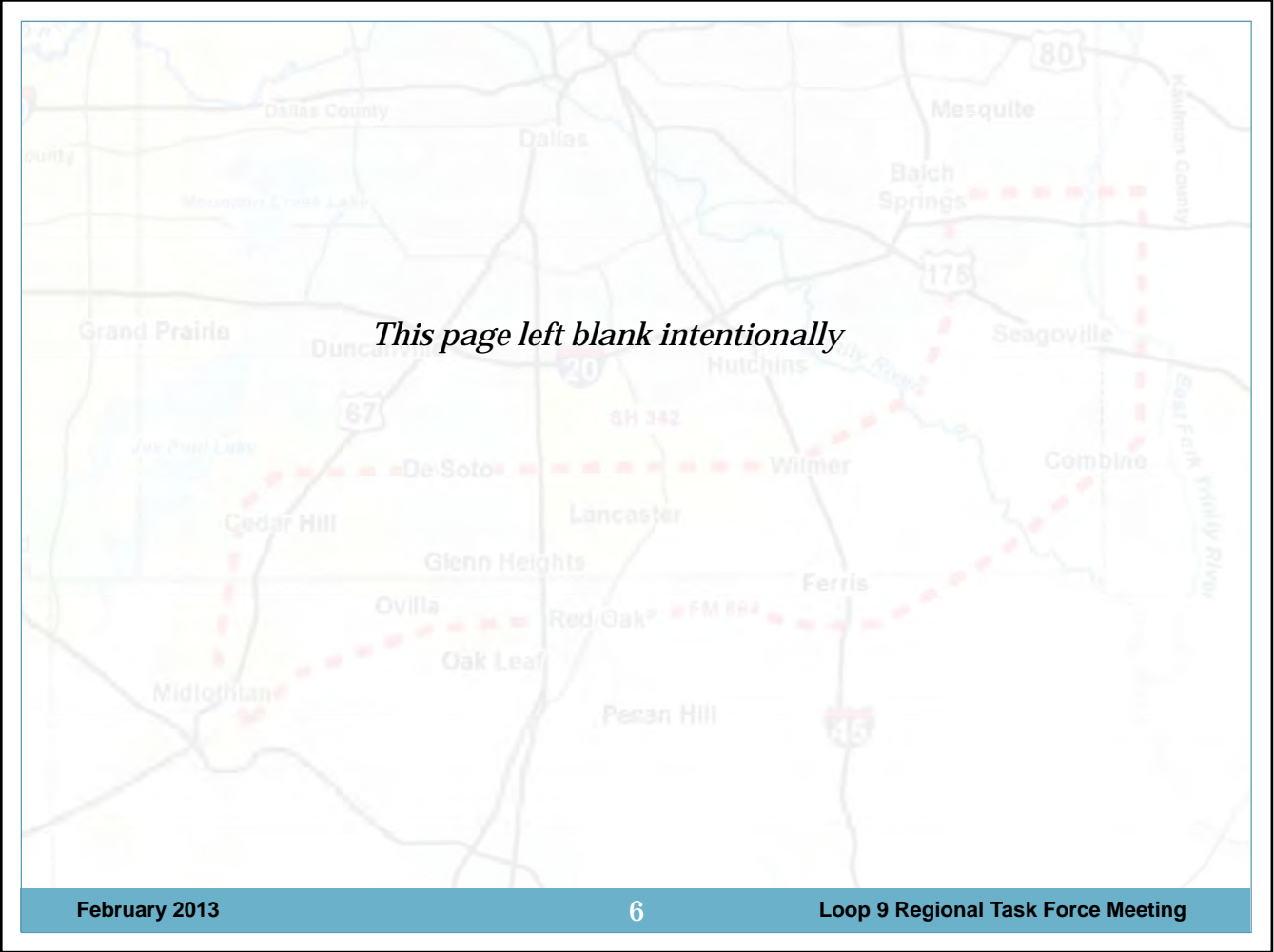
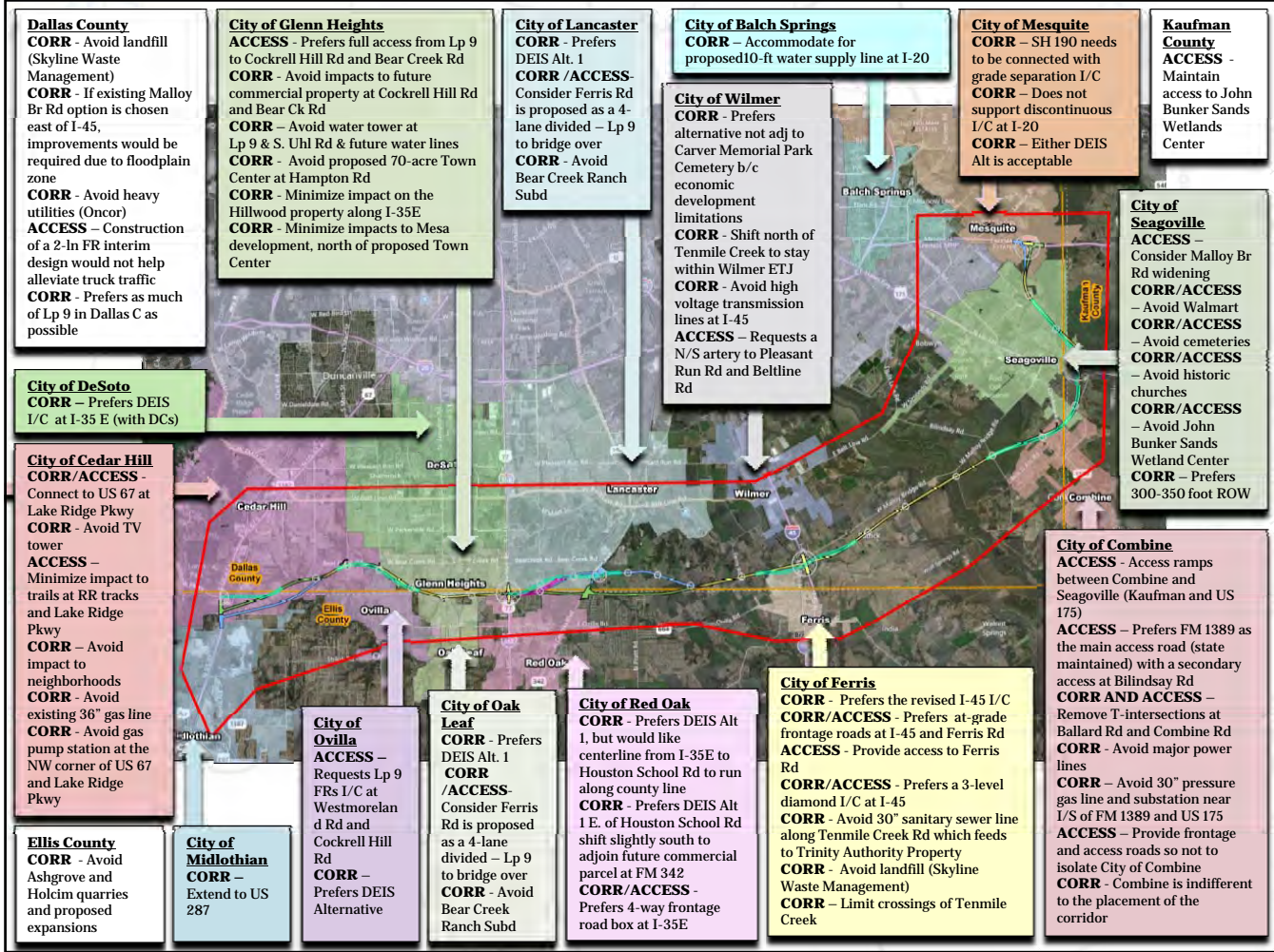
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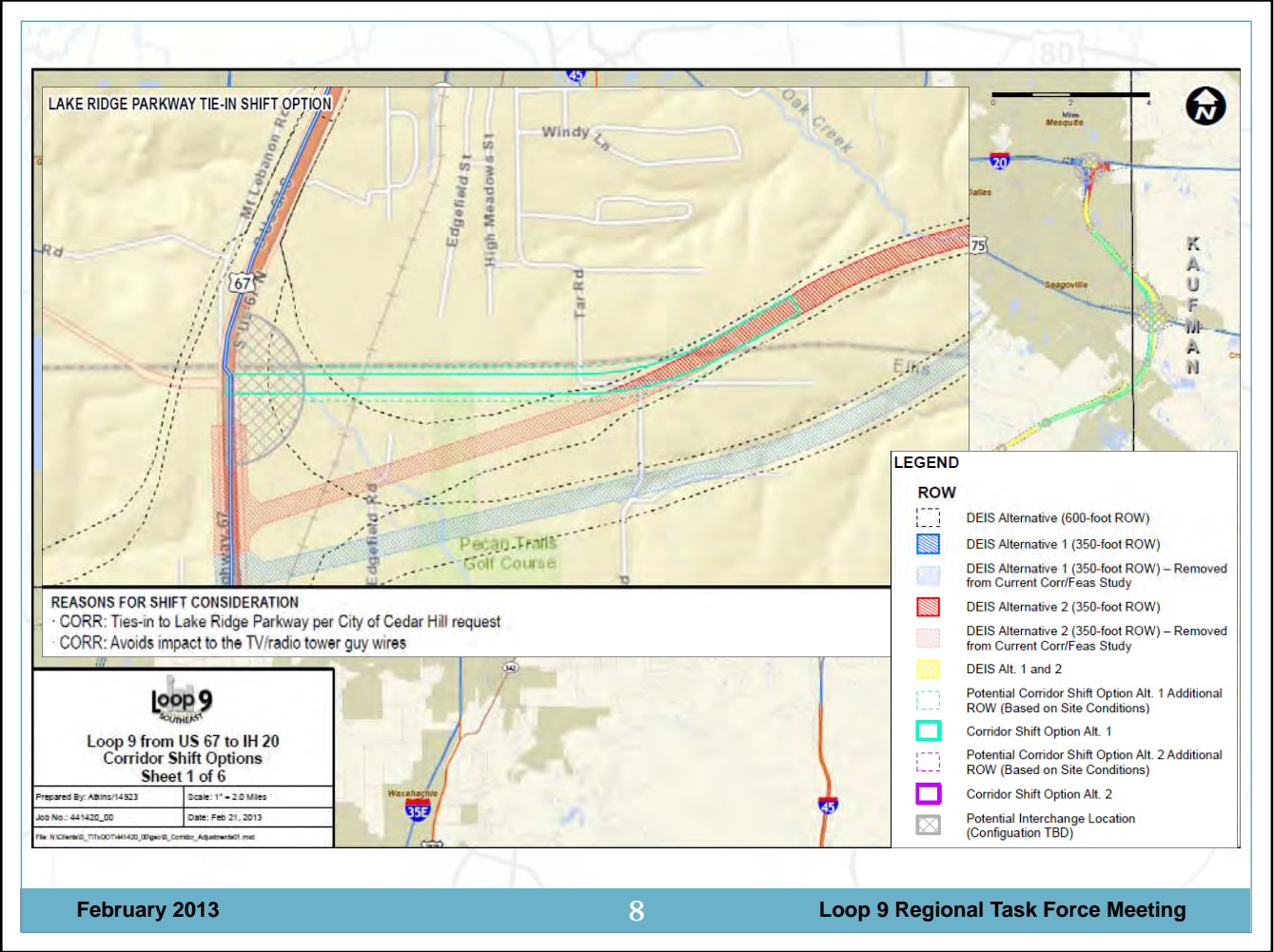
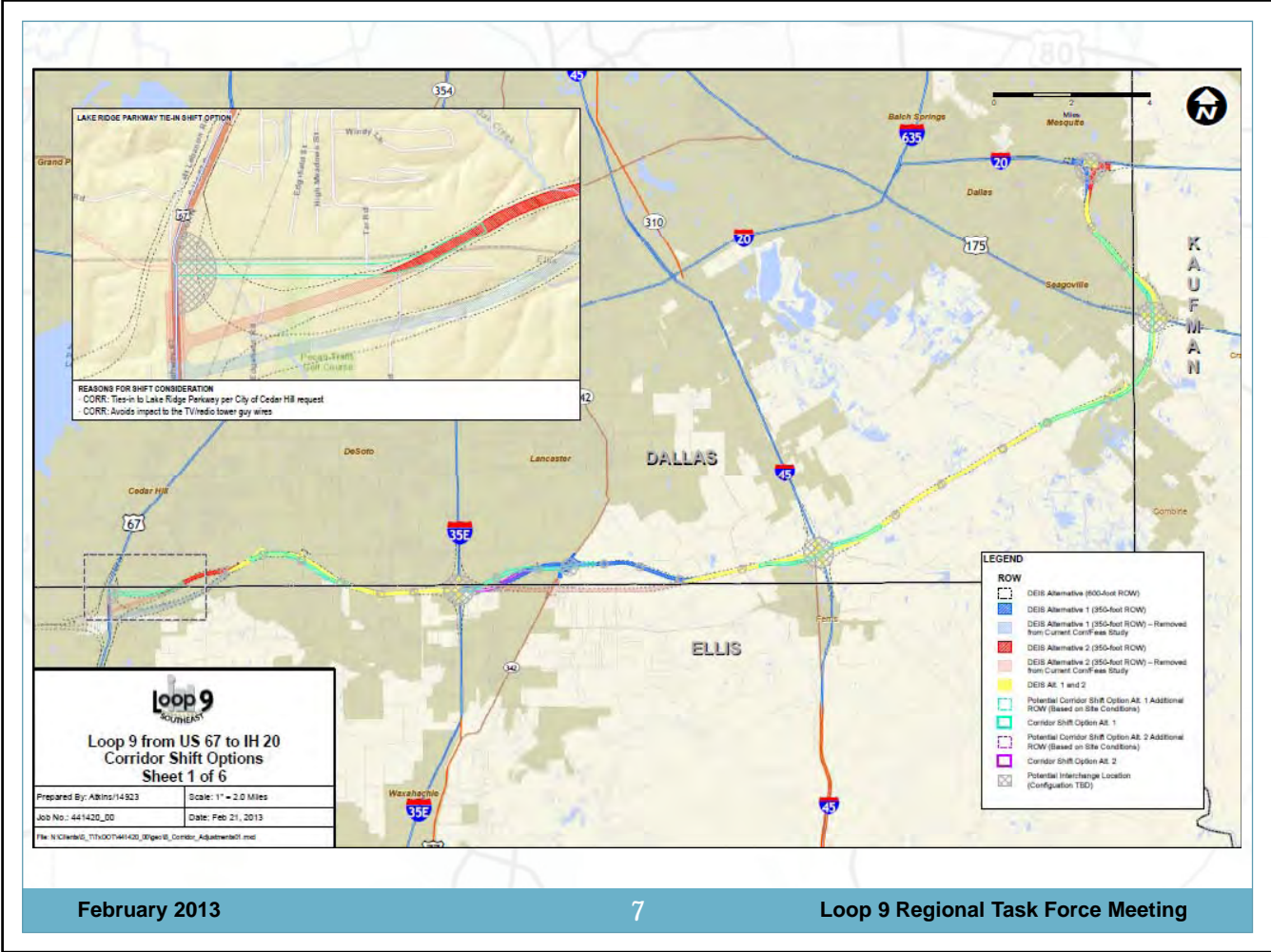
Loop 9 Regional Task Force Meeting

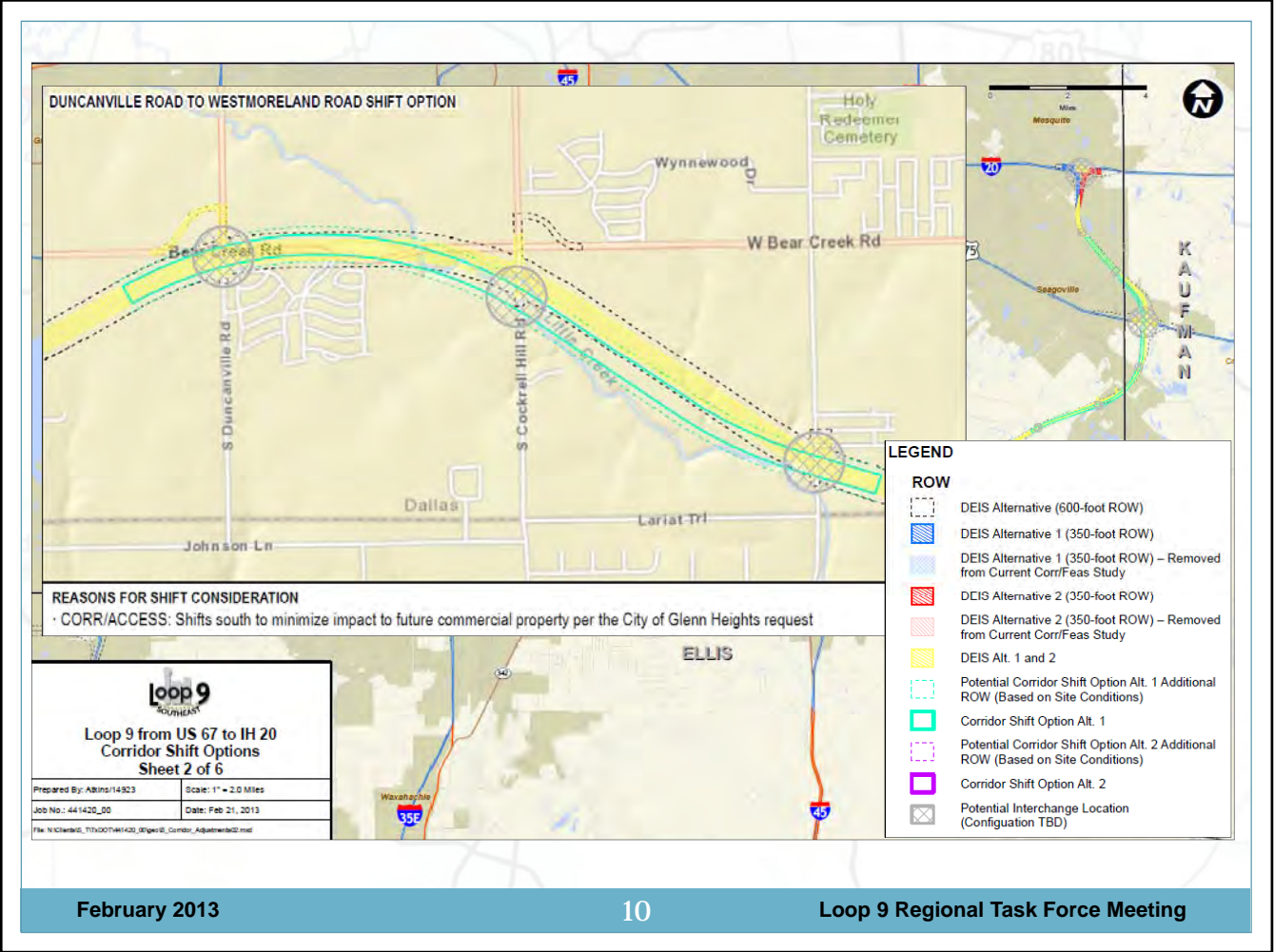
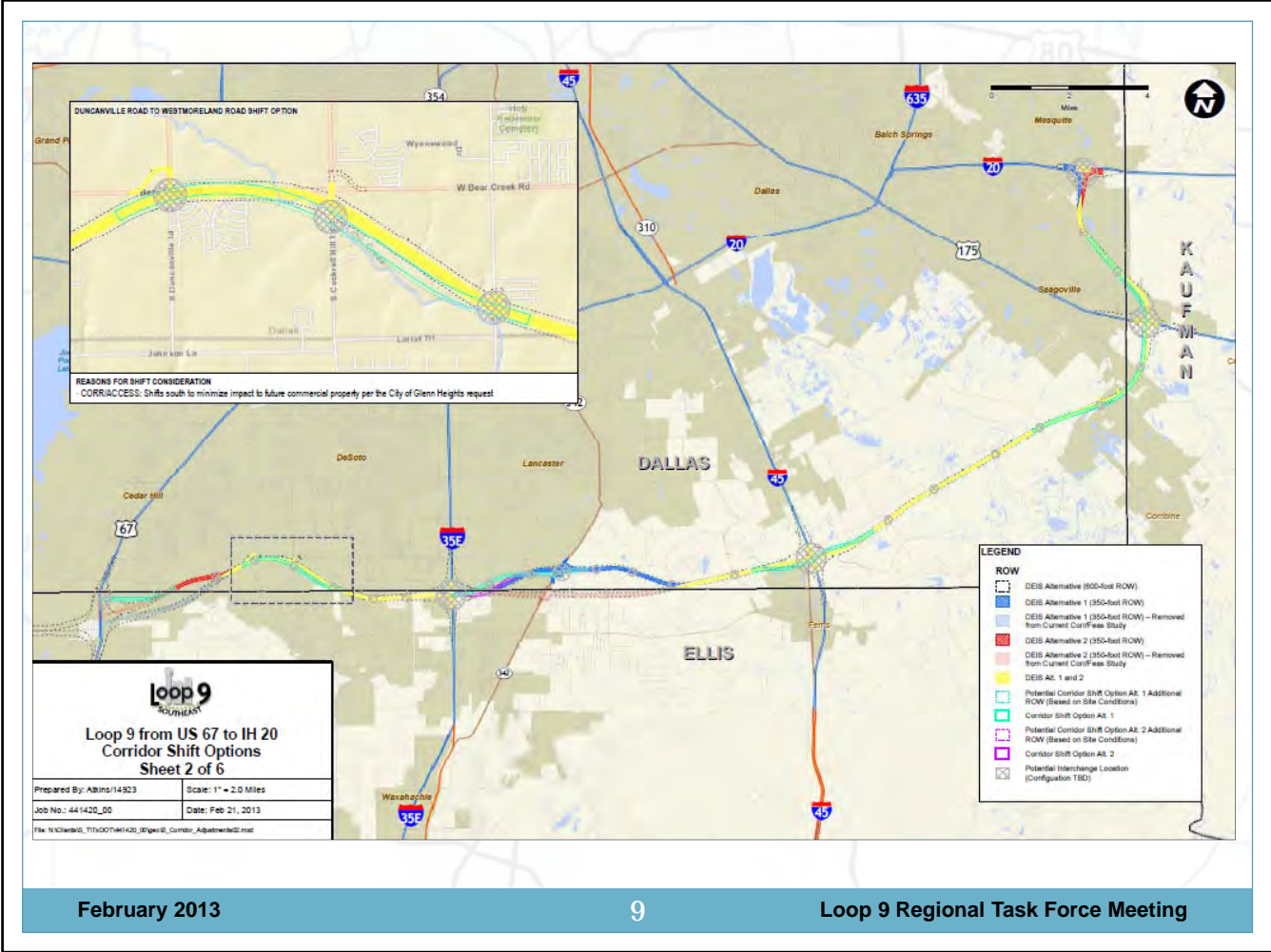
Agenda

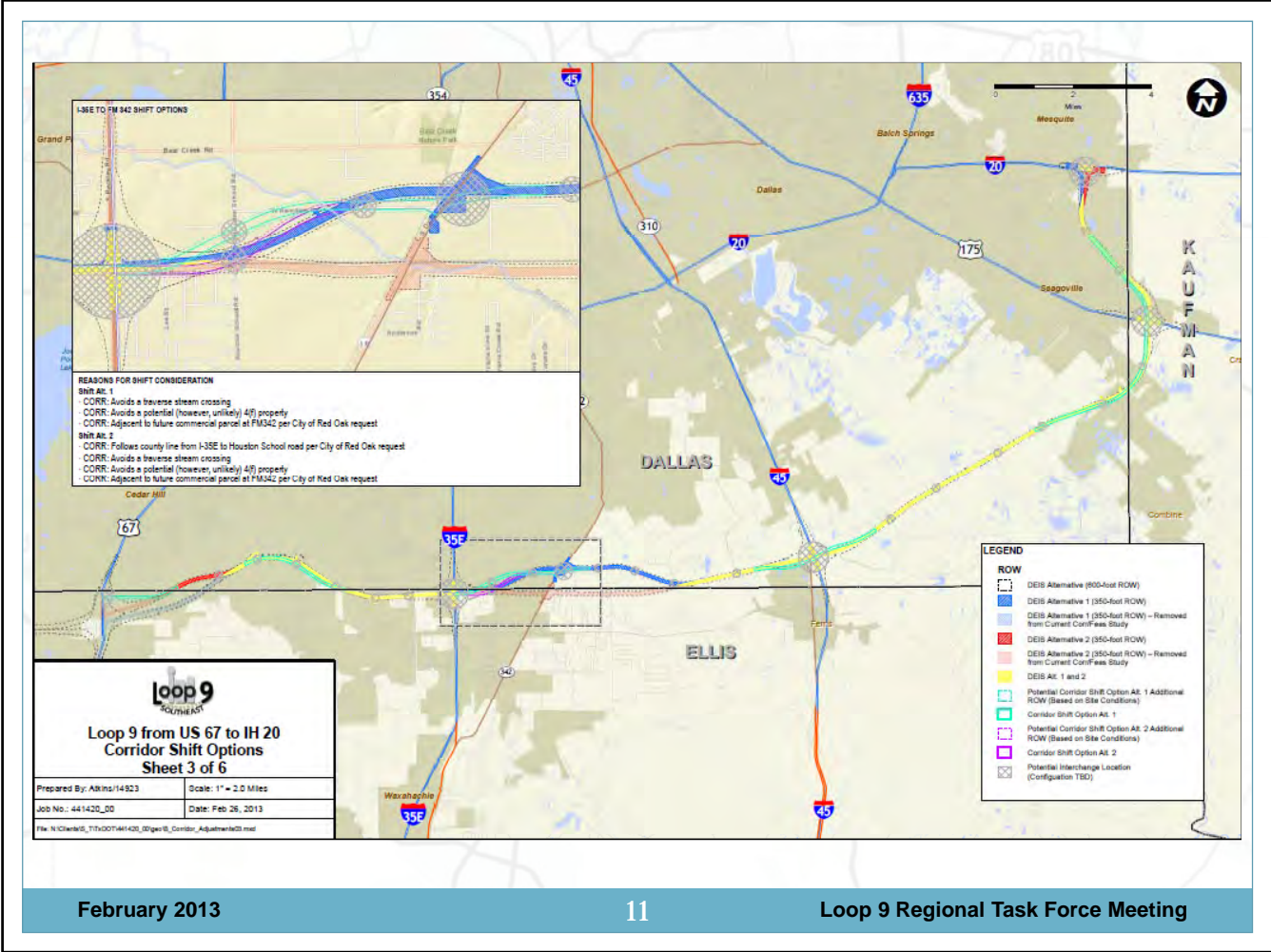
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- Review of Potential Corridor Shift Considerations
- Proposed Typical Section
- Schedule
- Moving Forward
- Re-Branding of the Corridor







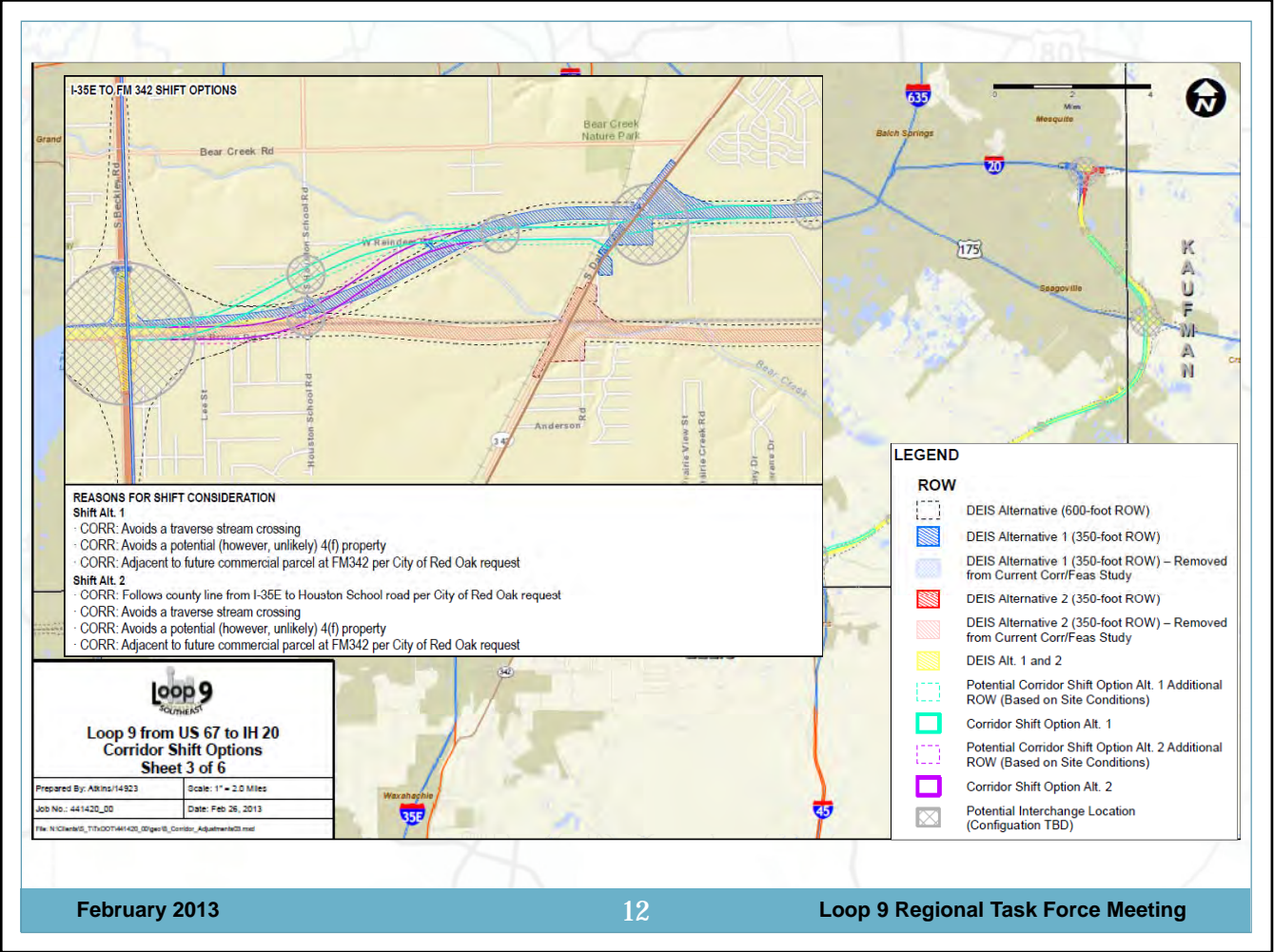




February 2013

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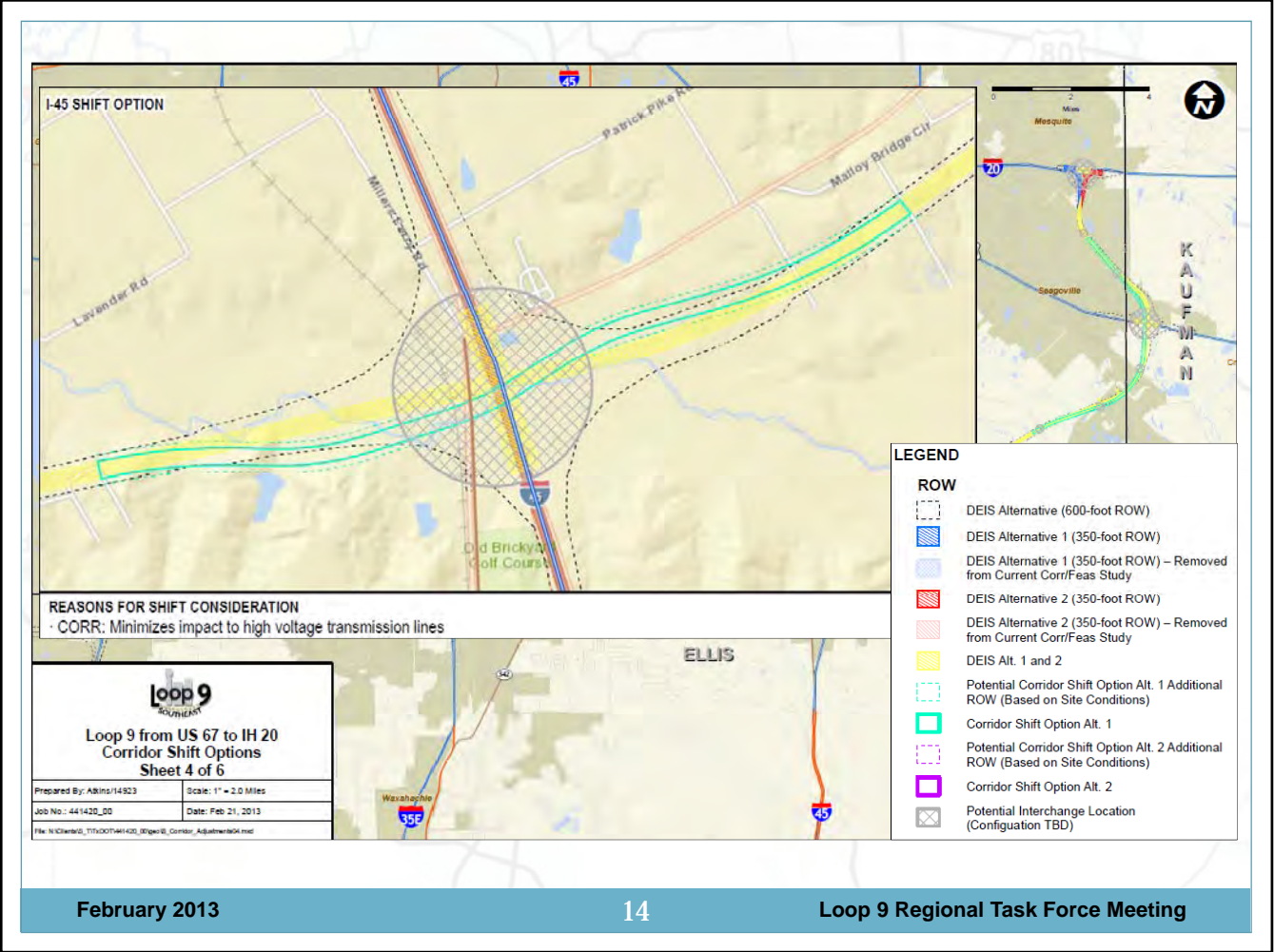
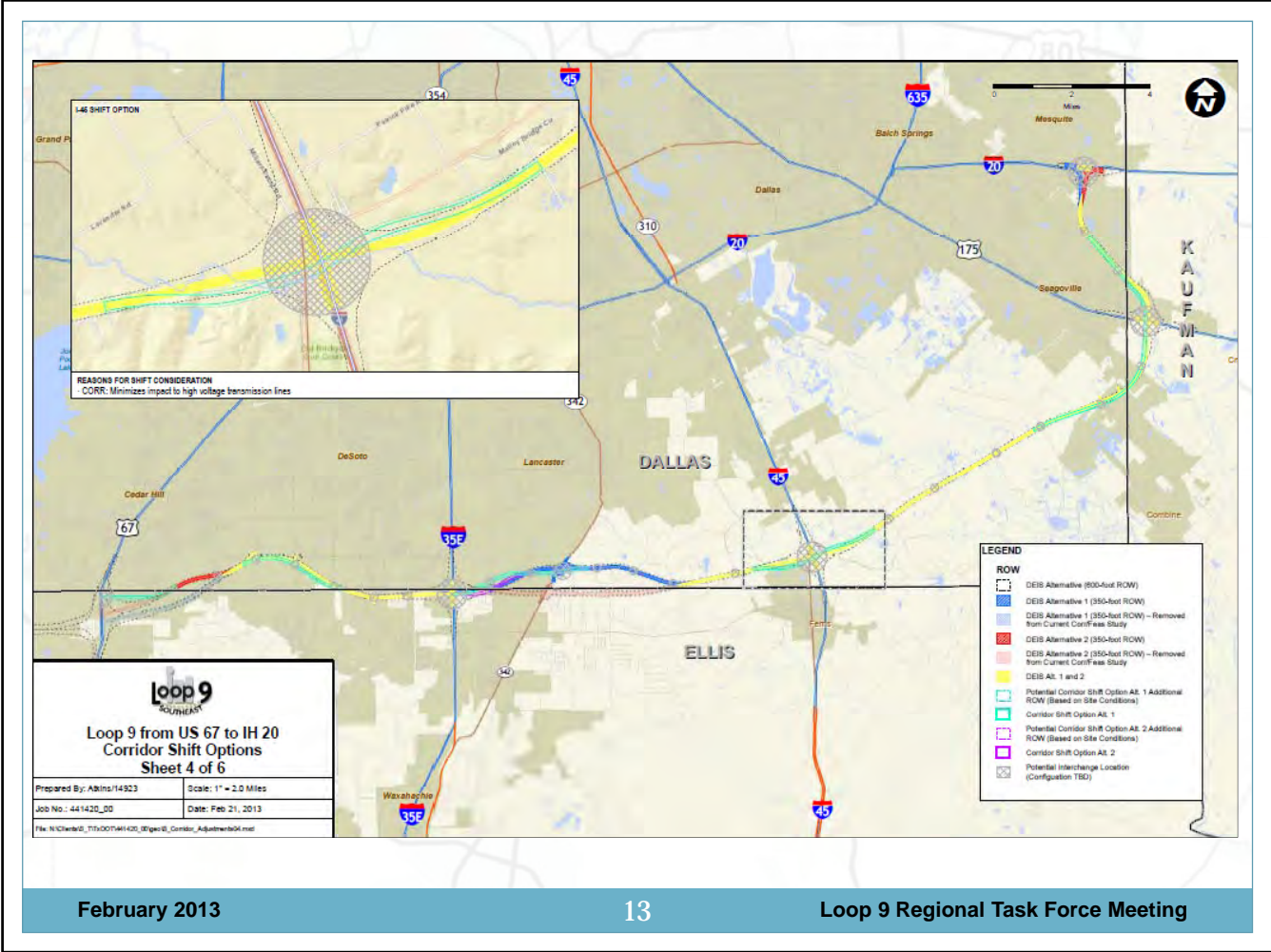
Loop 9 Regional Task Force Meeting

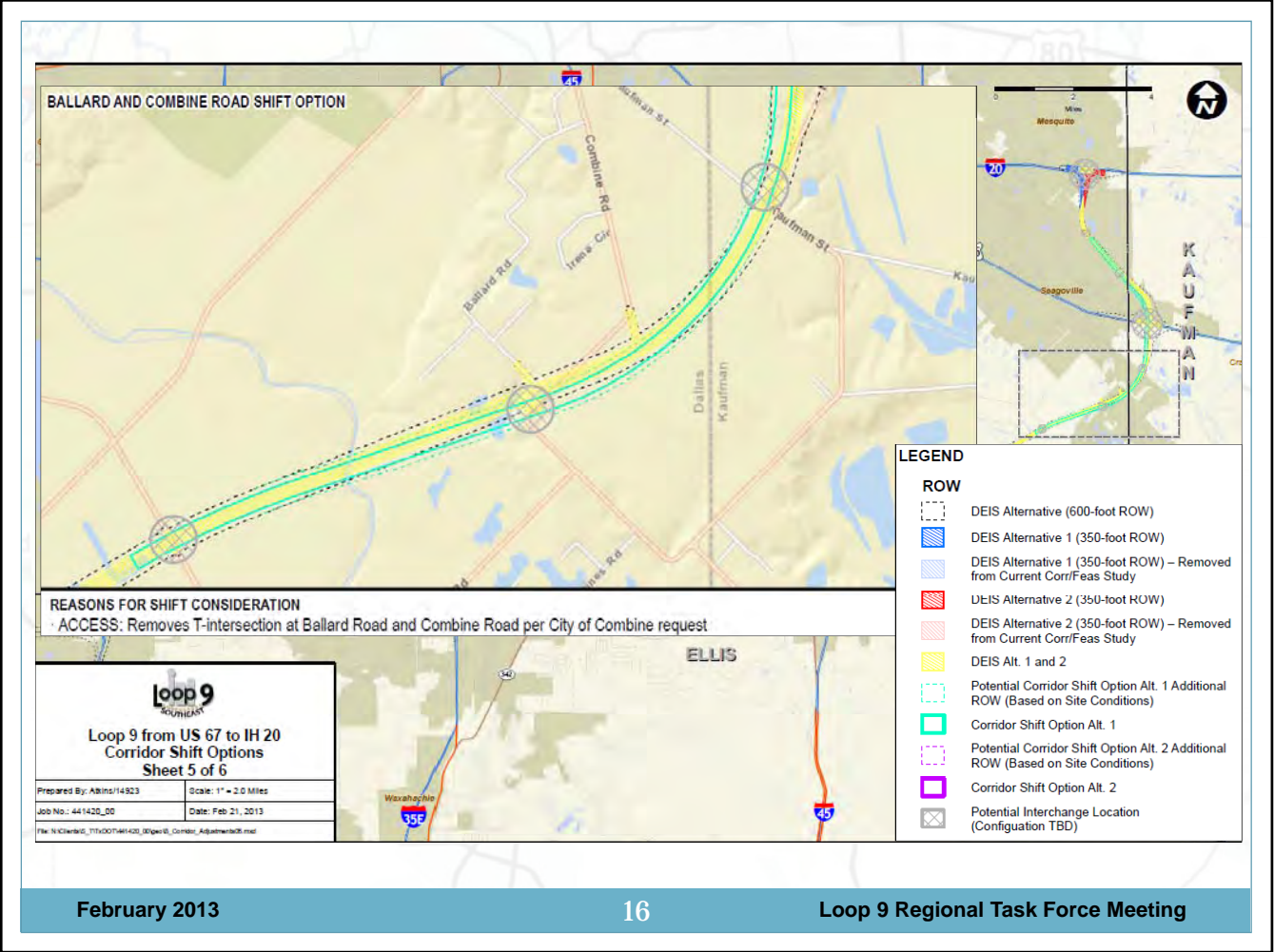
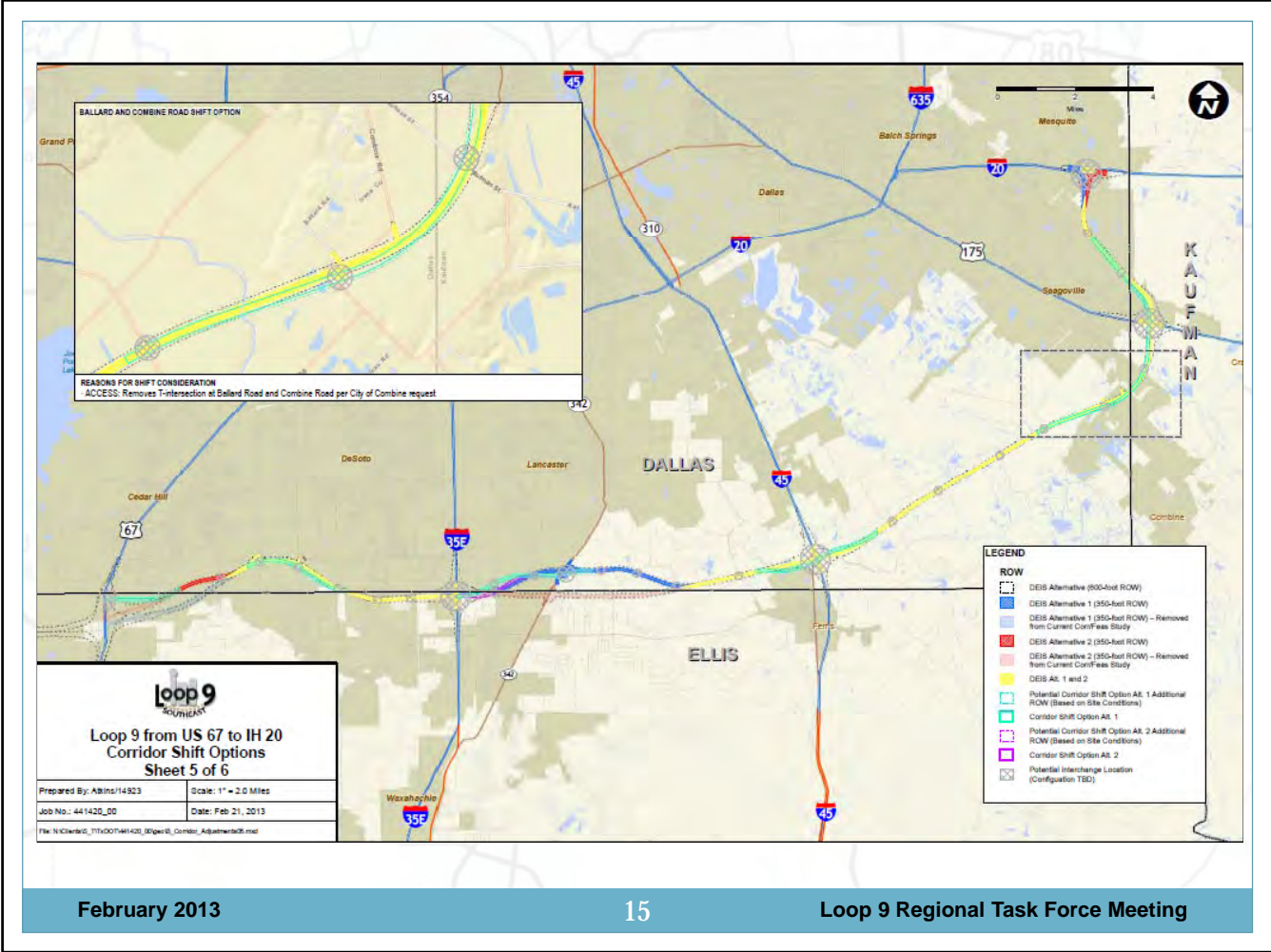


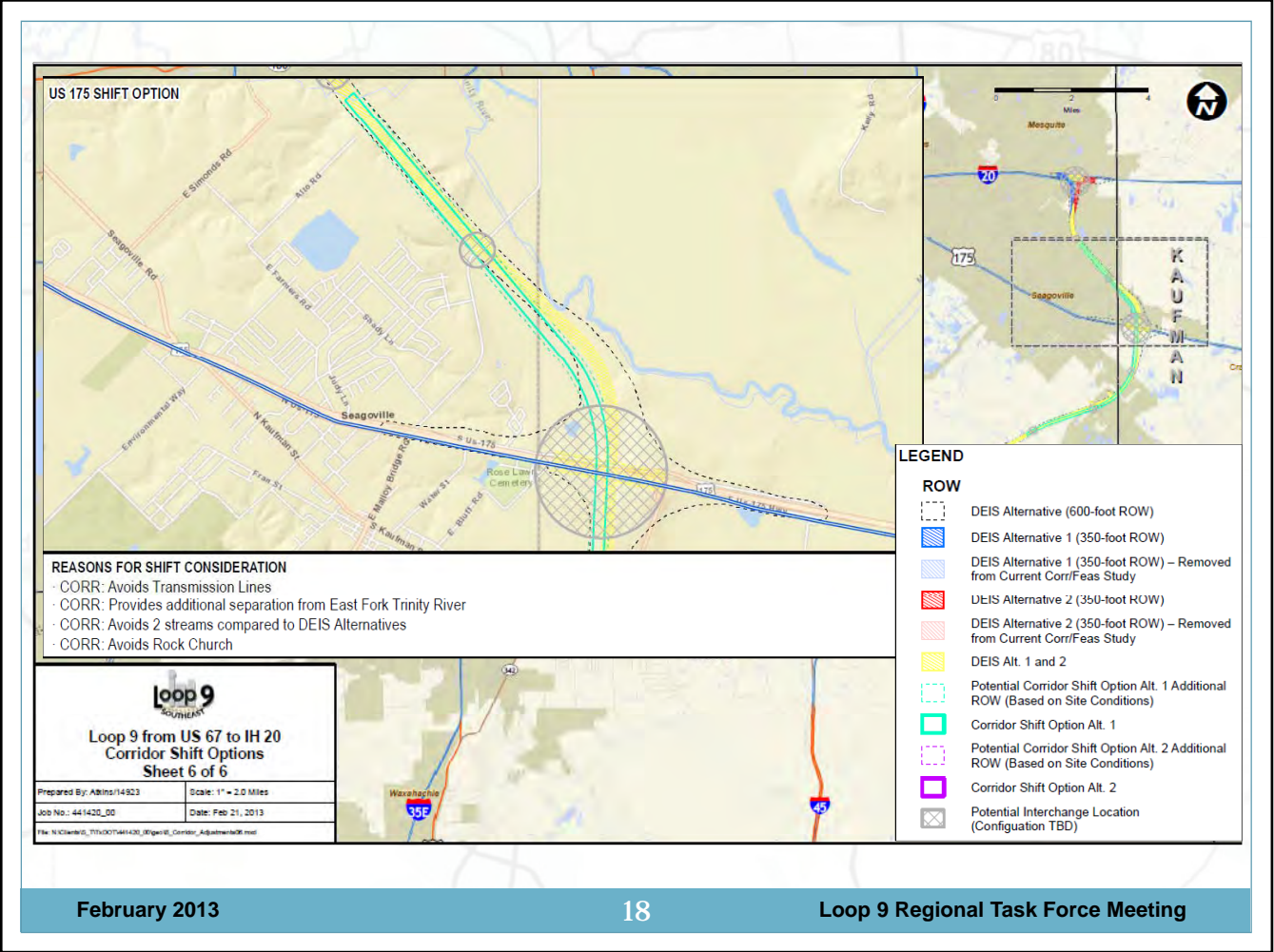
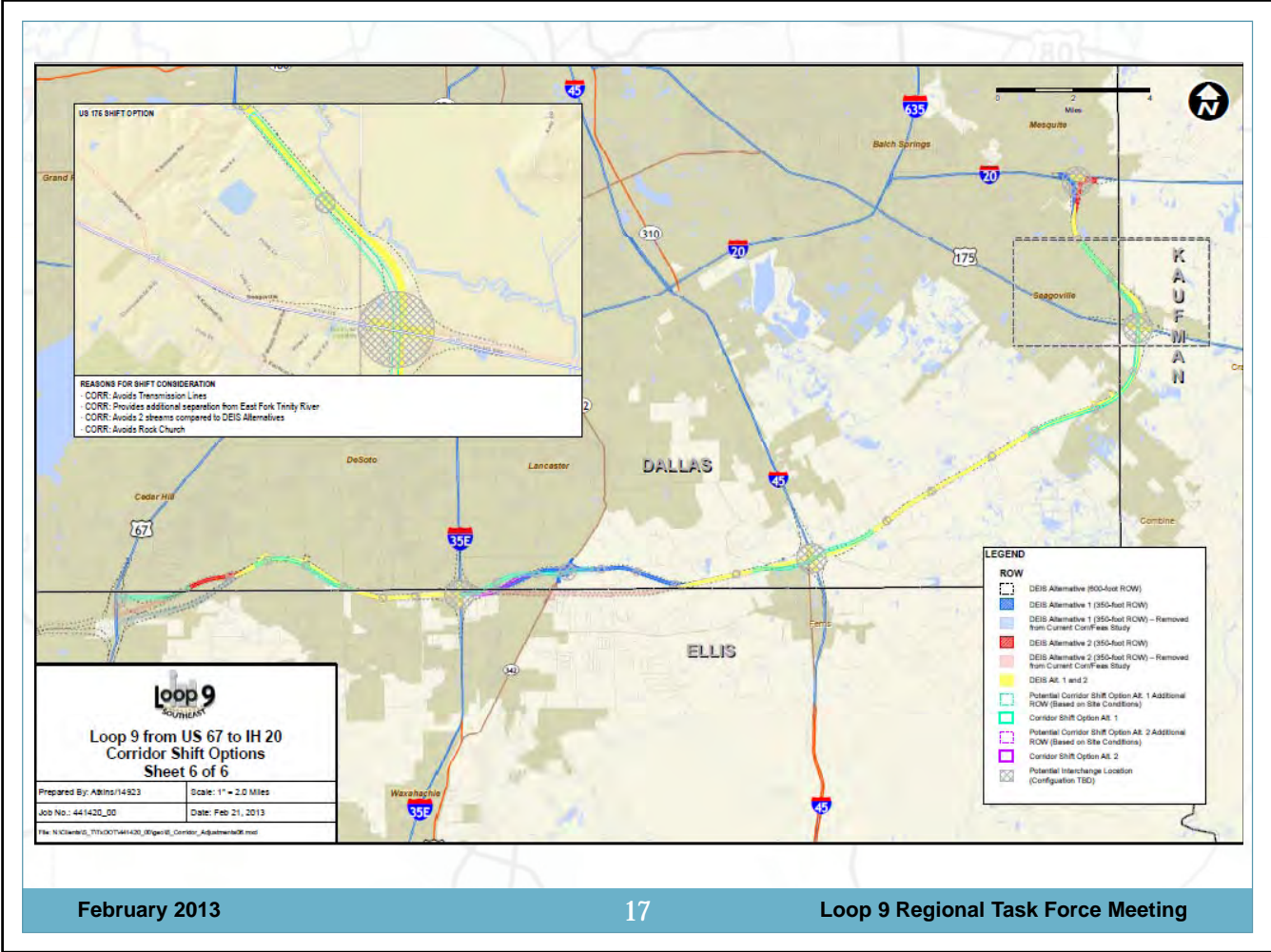
February 2013

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Loop 9 Regional Task Force Meeting

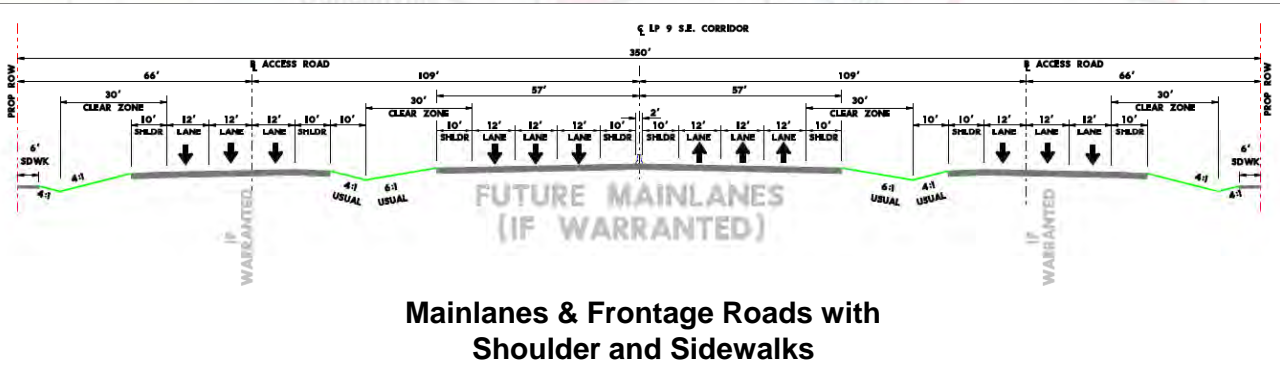






Proposed Typical Section

Right-of-Way Approximately 350'



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

February 2013

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Loop 9 Regional Task Force Meeting



- Re-branding Option Discussed During Local Official Interviews
- Loop 9 Name Will Stay the Same
- Loop 9 Logo May be Revised

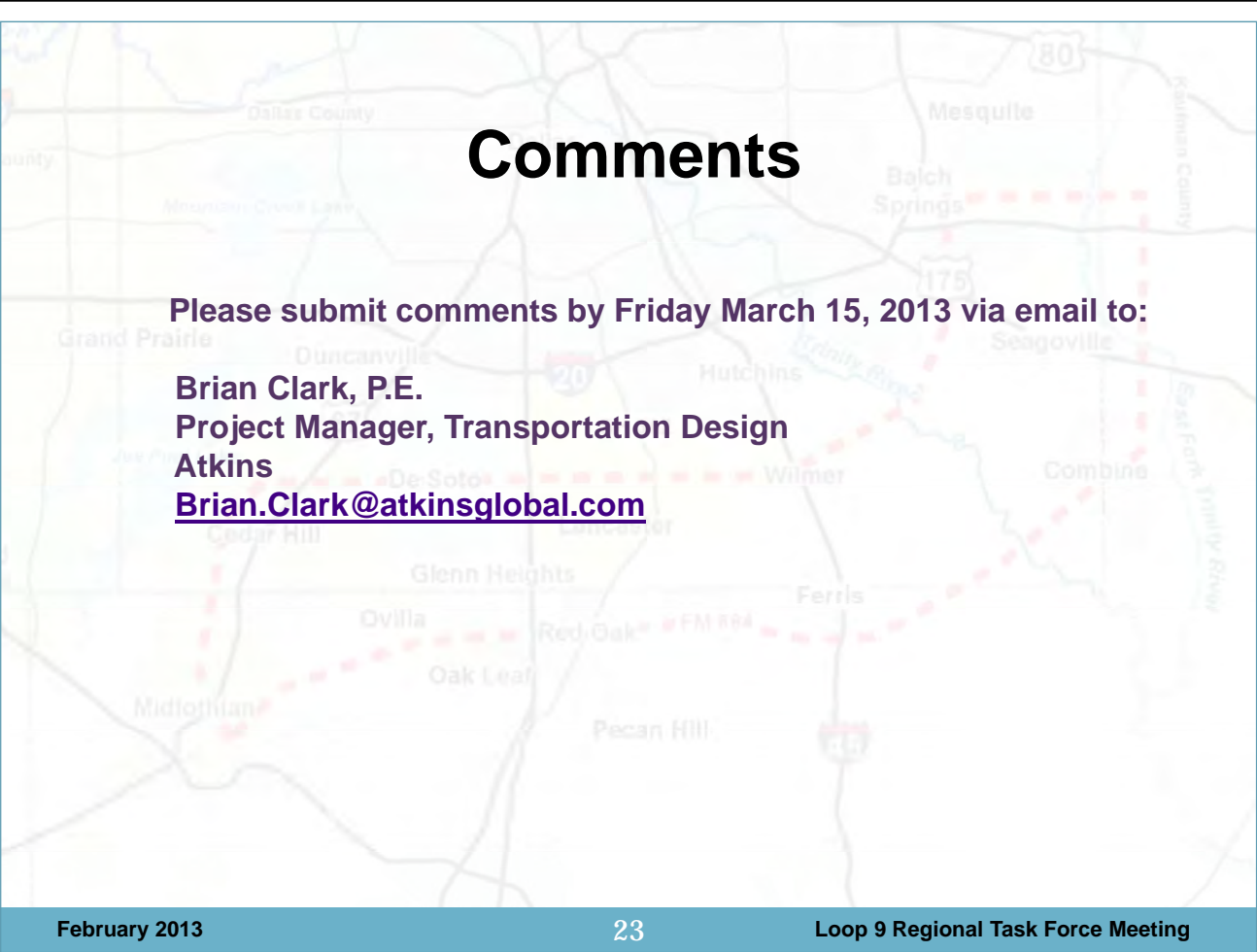
February 2013

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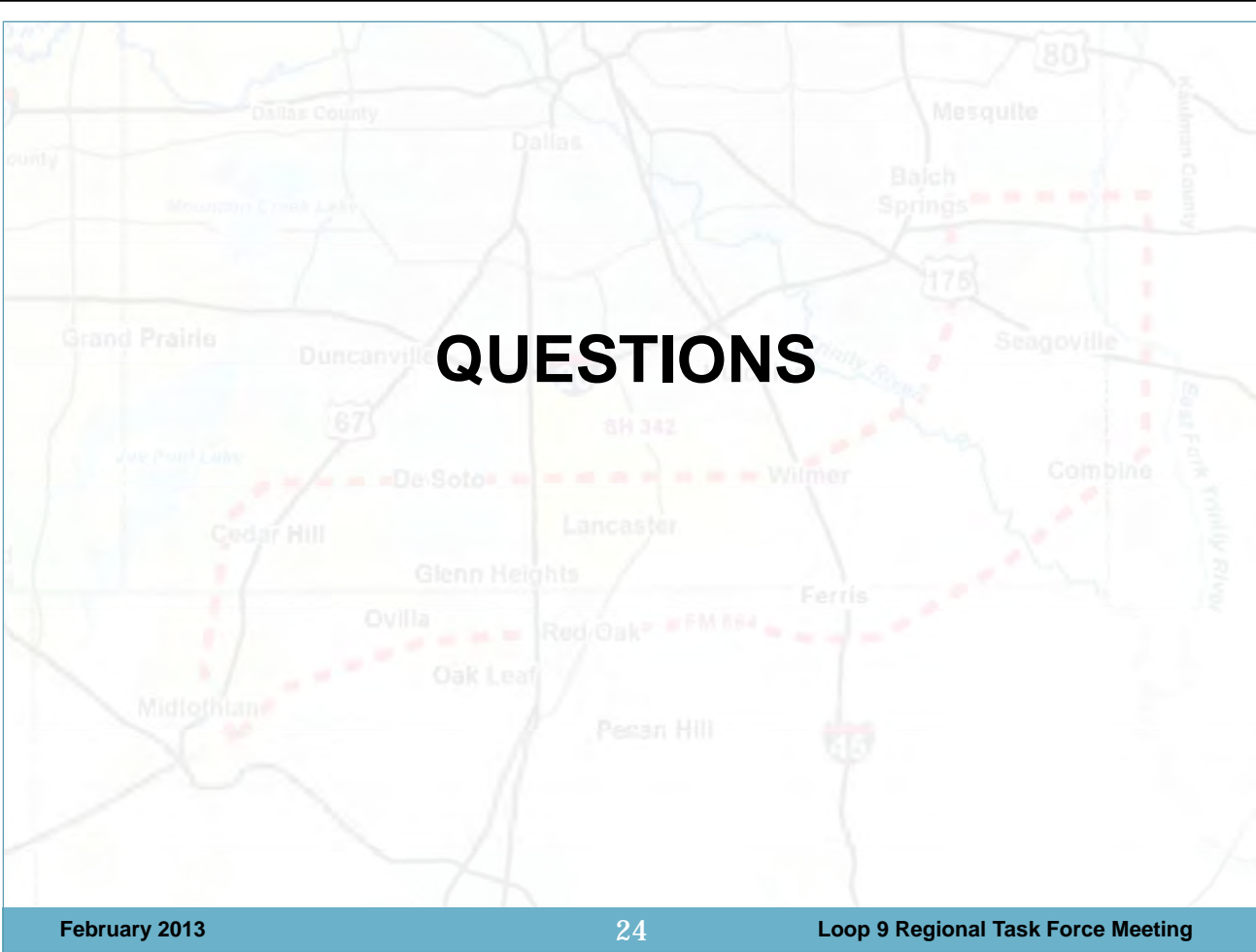
Loop 9 Regional Task Force Meeting

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/CFO	512-691-1202	eholsten@hntb.com
Bryan Copeland		Jacobs	214-920-8123	bryan.copeland@jacobs.com
Stan Hall		TDOT	2-320-6155	Stan.Hall@txcdot.gov
Meghan D. Bradley		CAI	214-703-5051	meghan_bradley@civilassociates.com
Abe Bekele		CAI	" "	abe@civilassociates.com
Sid Sexton		Q/T	972-287-2389	SEXTON@QSBGLOBAL.NET
Bill Changliss		city	972-287-1147	NA
JEFF NEAL		NCYCOC	817-608-2345	jneal@neteo.org
Jim Berman		COS	214 505 799	JBerman@Seagoville.us
Lindsay Kimmitt		TXDOT	512 416-2547	lindsay.kimmitt@txdot.gov
Dawn Stephens		Granada Ranch	972 237-8319	dstephen@grtk.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.	2/3431210	mghafar@ejesinc.com
LARRY GRAVES	CITY MANAGER	Seagoville	972-277-2050	
Brenda Callaway	Assist. Atty Gen	Tx DOT	972-9623417	brenda.callaway@txdot.gov
Justin Joffe	SR TRANS PLANNER	DALLAS COUNTY	214-653-6417	jtoffer@dallascounty.org
Micah Baker	Transportation Planner	Dallas County	214-653-7465	micah.baker@dallascounty.org
Jean Landow				
Charles Hatfield	Env Dev	City Ferris		
Charles Hatfield	P&Z	City Ferris		
Bruce Nolley	TRANS. ENGINEER	TXDOT	(214) 320-6156	Bruce.Nolley@txdot.gov
Susan Patterson	Env Planner	Atkins		
Tim Rastuliff	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	alexandriacristina.perez@yahoo.com
Denny L. Heat	City Admin	Wilmer		d.heat@cityofwilmer.com
Richard Dormier	Mayor	Ovilla	972 489 6523	richard@fmi-dallas.com
Starla J Agolowski	City Council Dist 2	Lancaster	214-641-4682	StarlaAgolowski@lancaster-tx.com
Bryan Clark	Comm Mgr	Kaufman Co	972 564	4056X3
BRIAN CLARK	PEOS MGR	ARKUS	(972) 588-3124	brian.clark@arkusglobal.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

Loop 9 – 3rd Regional Task Force Meetings – August 2013

3

Agenda

- 8 Program of Projects – Six Steps of Evaluation
- 9 Moving Forward
- 10 Task Force Comment Period
- 11 Questions and Discussion

Loop 9 – 3rd Regional Task Force Meetings – August 2013

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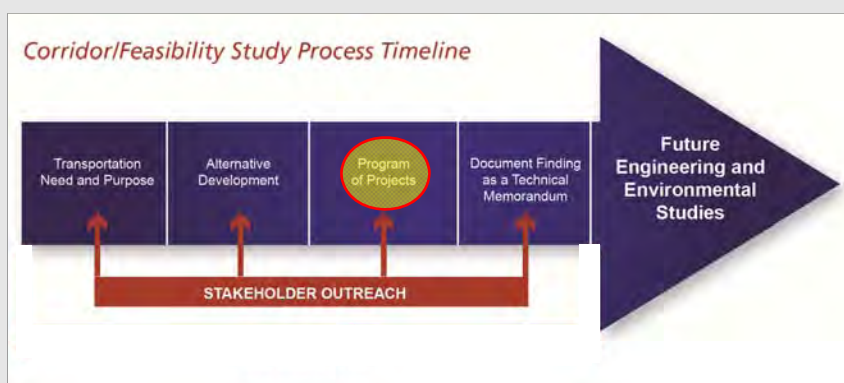
1. Study Status

- 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

Loop 9 – 3rd Regional Task Force Meetings – August 2013

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2. Study Schedule



Loop 9 – 3rd Regional Task Force Meetings – August 2013

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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

Loop 9 – 3rd Regional Task Force Meetings – August 2013

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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)

Loop 9 – 3rd Regional Task Force Meetings – August 2013

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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.)

Loop 9 - 3rd Regional Task Force Meetings - August 2013

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5. Study Goals

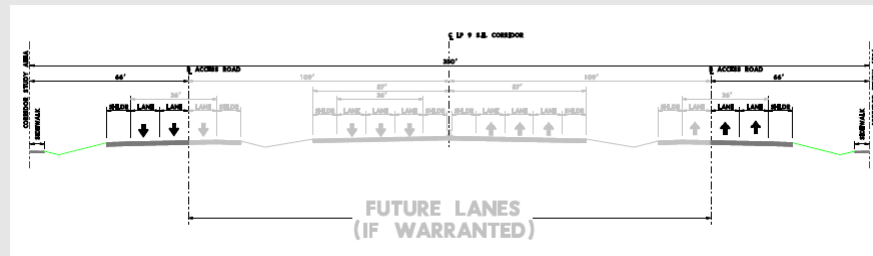
- Solicit input from local and community leaders on specific transportation facility needs
- Promote public involvement to garner input and understand public needs and values
- Determine the transportation problems within the study area
- Identify a corridor where transportation projects could be developed 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

Loop 9 - 3rd Regional Task Force Meetings - August 2013

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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

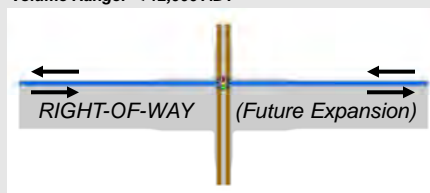


Loop 9 - 3rd Regional Task Force Meetings - August 2013

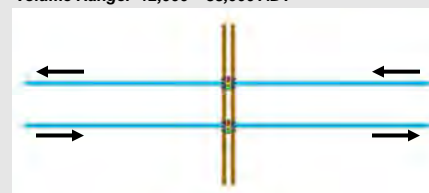
11

6. Potential Phasing Options

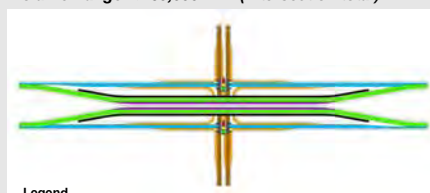
PHASE 1:
Two-Way Frontage Road
Volume Range: < 12,000 ADT



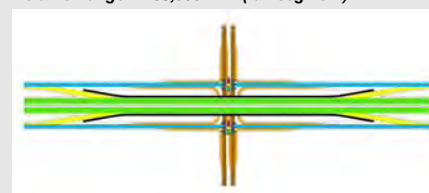
PHASE 2:
One-Way Frontage Roads
Volume Range: 12,000 - 38,000 ADT



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

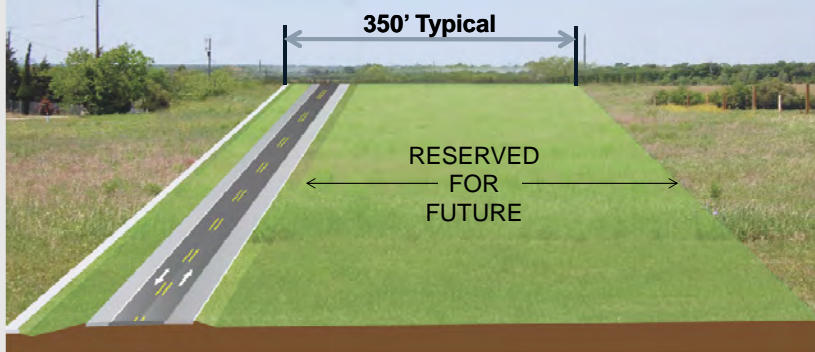
- Tolled Main Lanes
- Two-Way Frontage Roads
- Toll Road Access Ramps
- Turn Lanes
- Lane Boundaries and Edge of Pavement
- Major Arterial Cross Street
- One-Way Frontage Roads
- Space for Future Lanes
- Grade Separation

Loop 9 - 3rd Regional Task Force Meetings - August 2013

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6. Potential Phasing Options

Phase 1: Two-Way Frontage Road

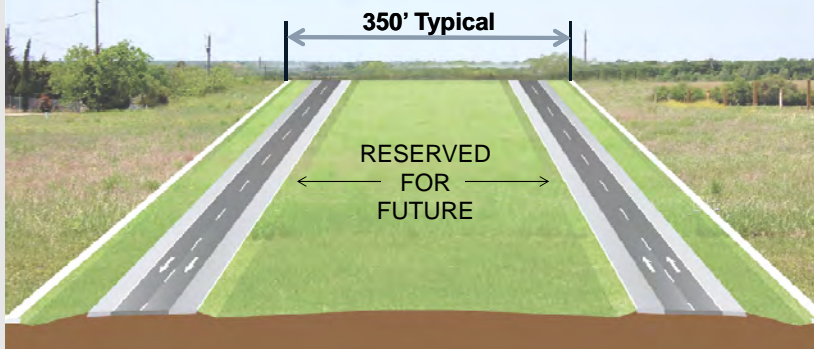


Loop 9 - 3rd Regional Task Force Meetings - August 2013

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6. Potential Phasing Options

Phase 2: One-Way Frontage Roads



Loop 9 - 3rd Regional Task Force Meetings - August 2013

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6. Potential Phasing Options

Phases 3 and 4: Continuous Toll Road With Possible Tolloed Grade Separations (FUTURE LANES – IF WARRANTED - full, controlled access facility)



Loop 9 – 3rd Regional Task Force Meetings – August 2013

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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

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7. Recent Changes – Cedar Hill Comment



X Alignment Removed From Further Study

Loop 9 – 3rd Regional Task Force Meetings – August 2013

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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

Loop 9 – 3rd Regional Task Force Meetings – August 2013

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7. Recent Changes – City of Ferris Comment



X Alignment Removed From Further Study

Loop 9 – 3rd Regional Task Force Meetings – August 2013

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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

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8. Program of Projects – Step 1

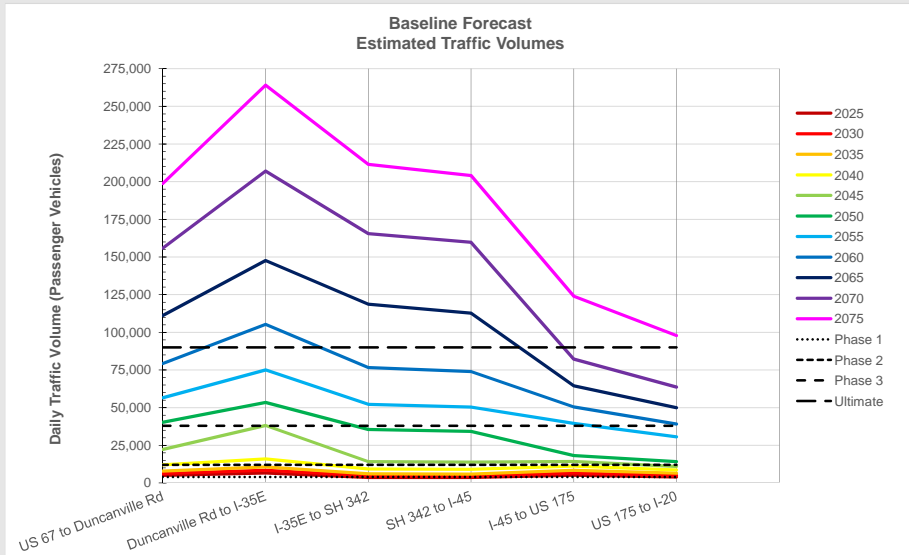
Evaluate Traffic Modeling and Project Needs

- 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

Loop 9 – 3rd Regional Task Force Meetings – August 2013

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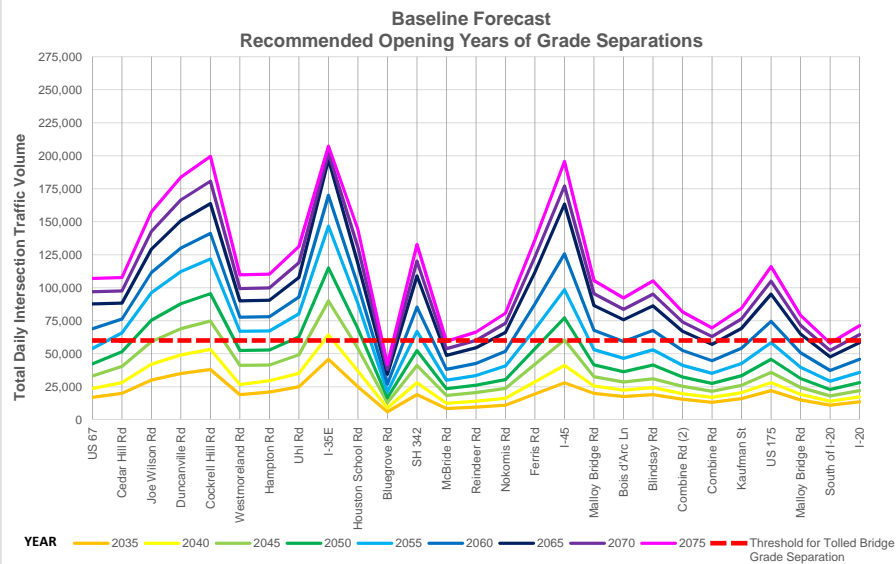
8. Program of Projects – Step 1



Loop 9 – 3rd Regional Task Force Meetings – August 2013

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8. Program of Projects – Step 1



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8. Program of Projects – Step 1

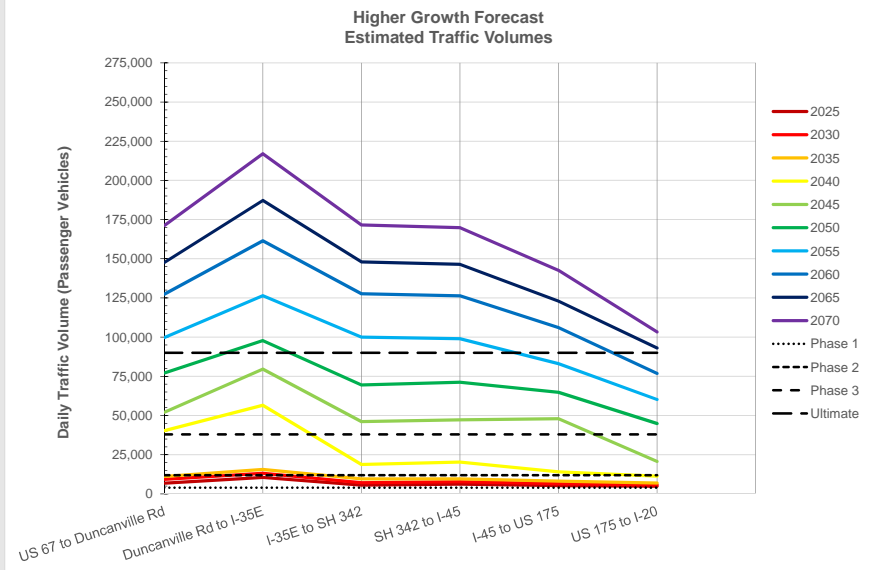
Baseline Forecast results warrant:

- 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

Loop 9 – 3rd Regional Task Force Meetings – August 2013

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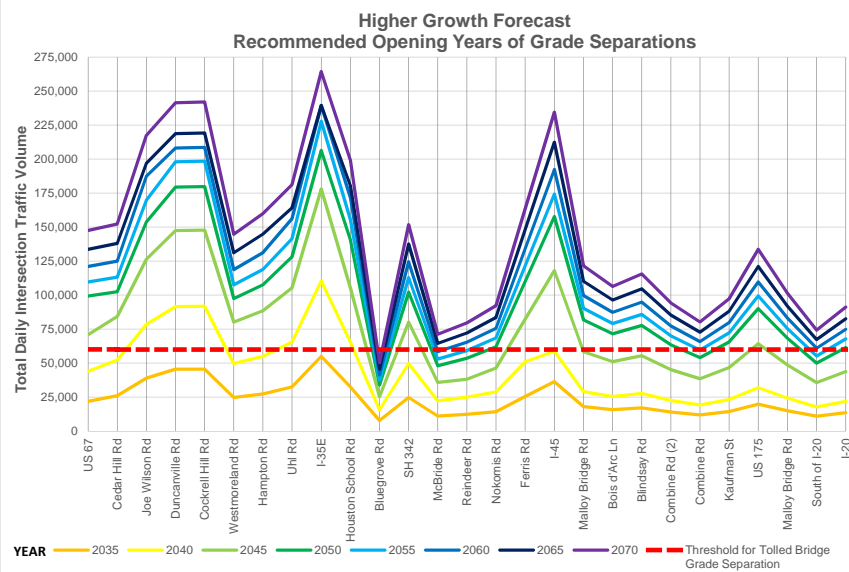
8. Program of Projects – Step 1



Loop 9 – 3rd Regional Task Force Meetings – August 2013

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8. Program of Projects – Step 1



Loop 9 – 3rd Regional Task Force Meetings – August 2013

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8. Program of Projects – Step 1

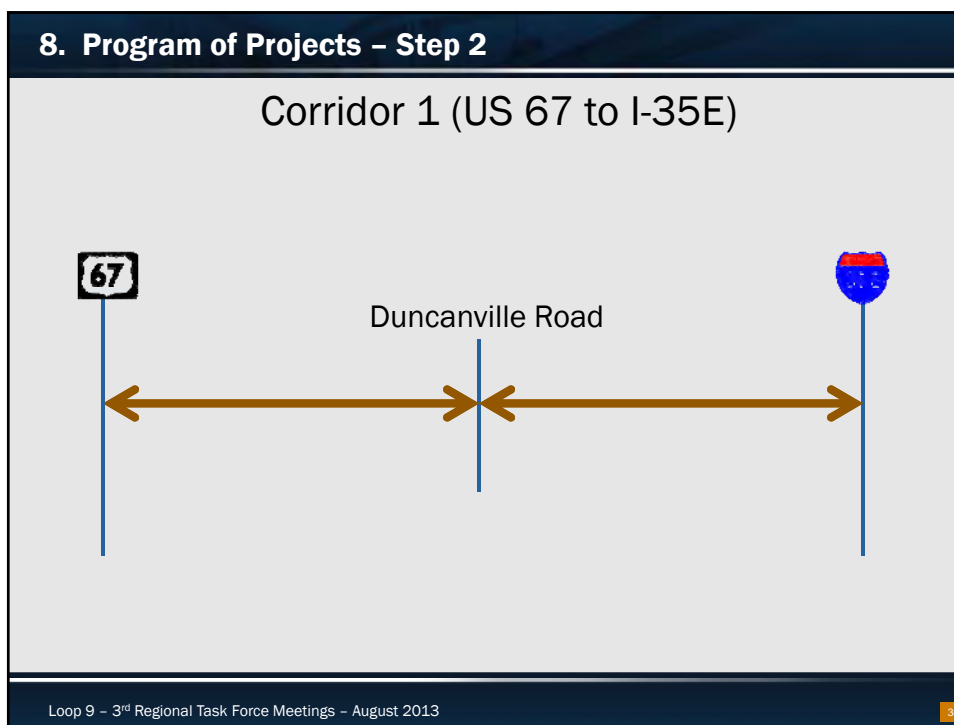
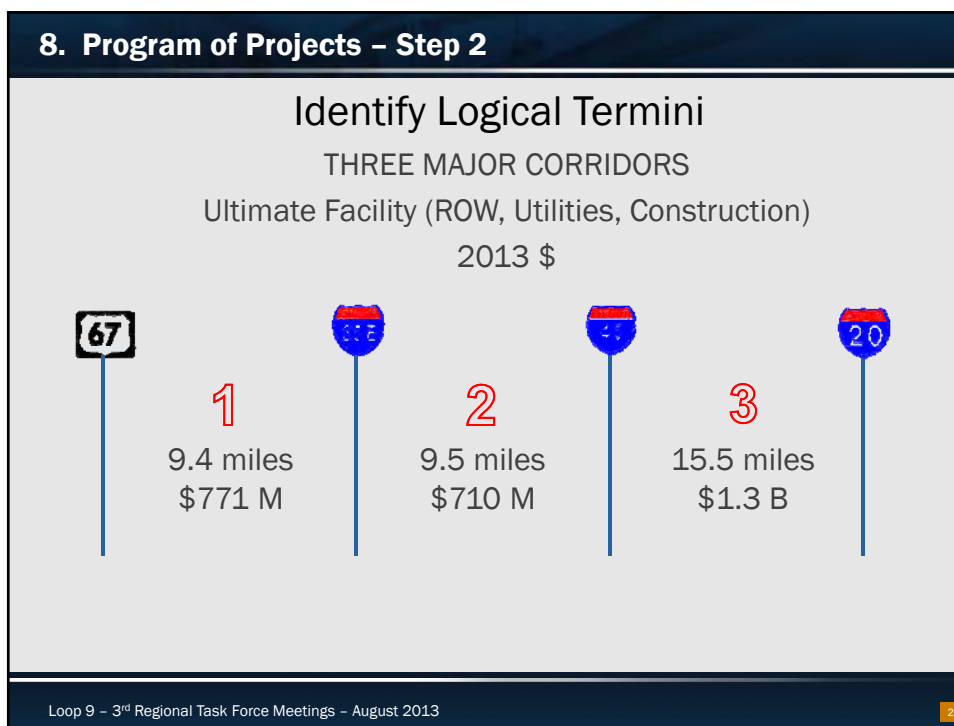
Higher Growth Forecast results warrant:

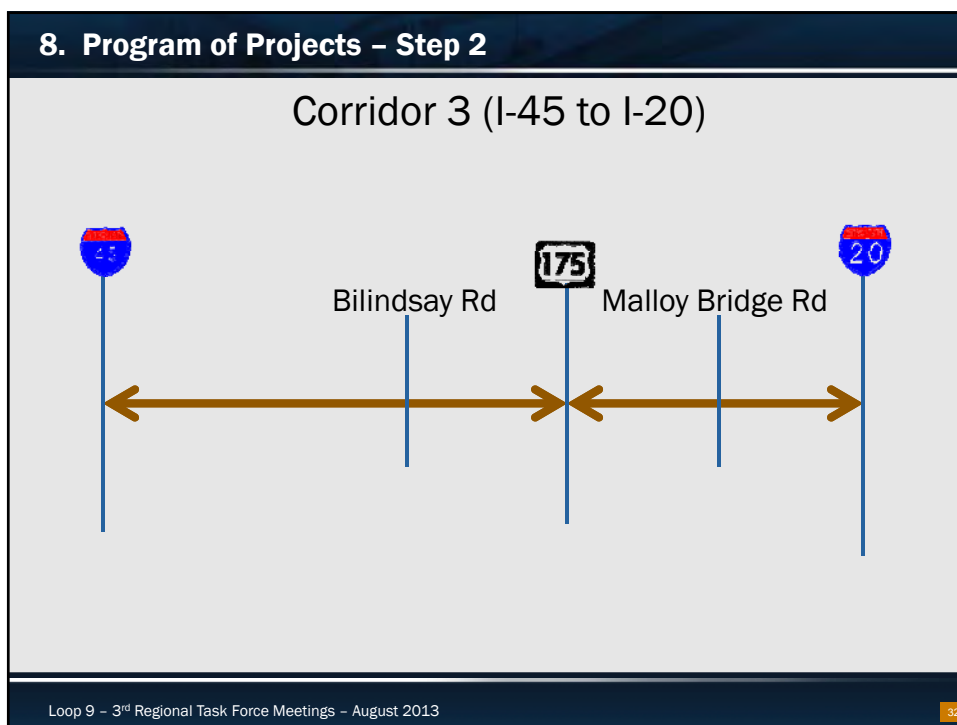
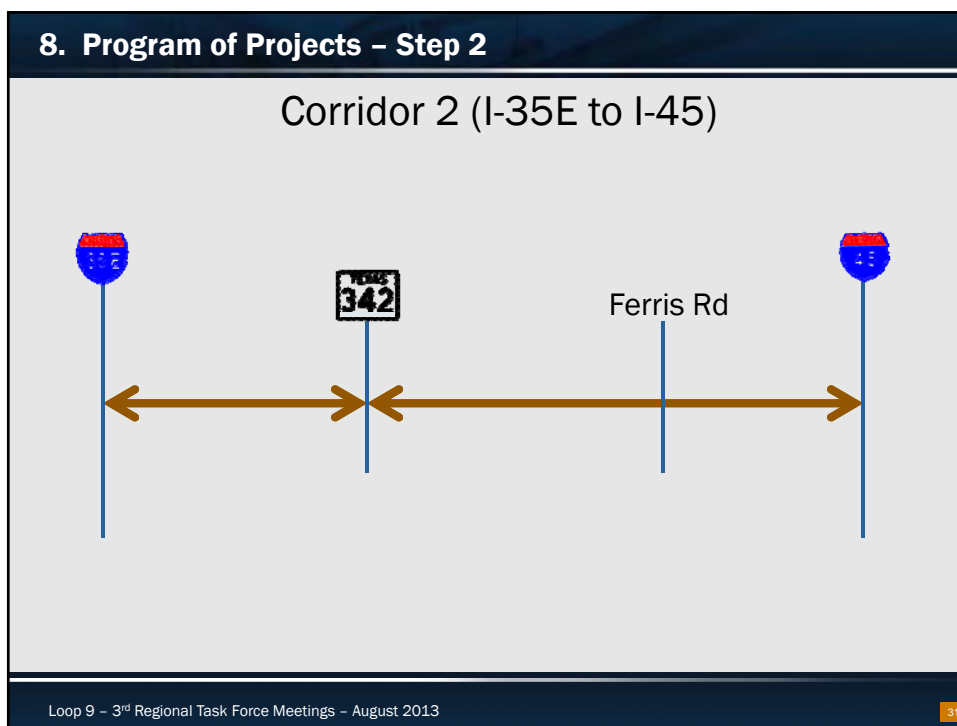
- Opening of Phase 1 (Two-Way Frontage Road) from:
 - US 67 to I-45 by 2025
 - I-45 to I-20 by 2030
- Opening of Phase 2 (One-Way Frontage Roads) from:
 - US 67 to I-35E by 2030
 - I-35E to I-20 by 2040
- Opening of Phases 3/4 (Ultimate) from:
 - US 67 to I-45 by 2060
 - I-45 to I-20 by 2065

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 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

Loop 9 – 3rd Regional Task Force Meetings – August 2013

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8. Program of Projects – Step 3

Evaluate Potential Social, Economic, and Environmental Effects

Evaluated 6 Logical Termini Sections
Some Sections Have Two Options



Loop 9 – 3rd Regional Task Force Meetings – August 2013

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8. Program of Projects – Step 3

Evaluate Potential Social, Economic, and Environmental Effects



Loop 9 – 3rd Regional Task Force Meetings – August 2013

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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

Loop 9 – 3rd Regional Task Force Meetings – August 2013

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8. Program of Projects – Step 3

Evaluate Potential Social, Economic, and Environmental Effects



Loop 9 – 3rd Regional Task Force Meetings – August 2013

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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

Loop 9 – 3rd Regional Task Force Meetings – August 2013

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8. Program of Projects – Step 3

Evaluate Potential Social, Economic, and Environmental Effects



Loop 9 – 3rd Regional Task Force Meetings – August 2013

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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	

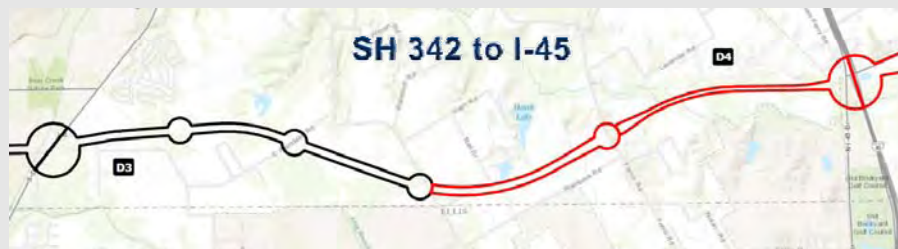
*More environmental data will be available at the public meetings

Loop 9 – 3rd Regional Task Force Meetings – August 2013

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8. Program of Projects – Step 3

Evaluate Potential Social, Economic, and Environmental Effects



Loop 9 – 3rd Regional Task Force Meetings – August 2013

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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

Loop 9 – 3rd Regional Task Force Meetings – August 2013

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8. Program of Projects – Step 3

Evaluate Potential Social, Economic, and Environmental Effects



Loop 9 – 3rd Regional Task Force Meetings – August 2013

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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

Loop 9 – 3rd Regional Task Force Meetings – August 2013

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8. Program of Projects – Step 3

Evaluate Potential Social, Economic, and Environmental Effects



Loop 9 – 3rd Regional Task Force Meetings – August 2013

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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

Loop 9 – 3rd Regional Task Force Meetings – August 2013

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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 Trolled Grade Separations

Loop 9 – 3rd Regional Task Force Meetings – August 2013

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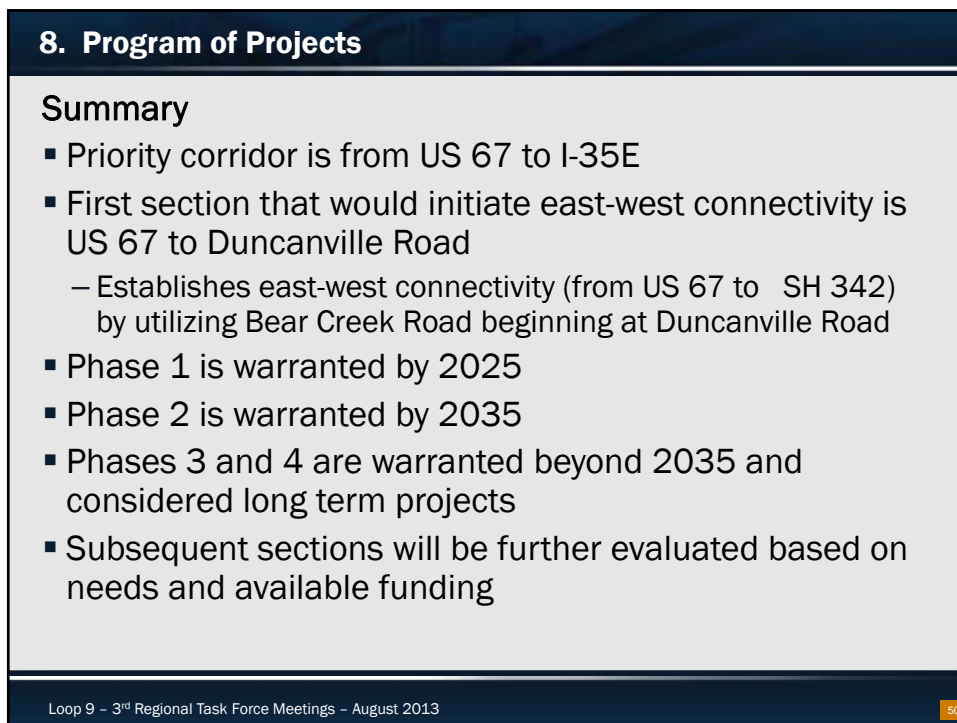
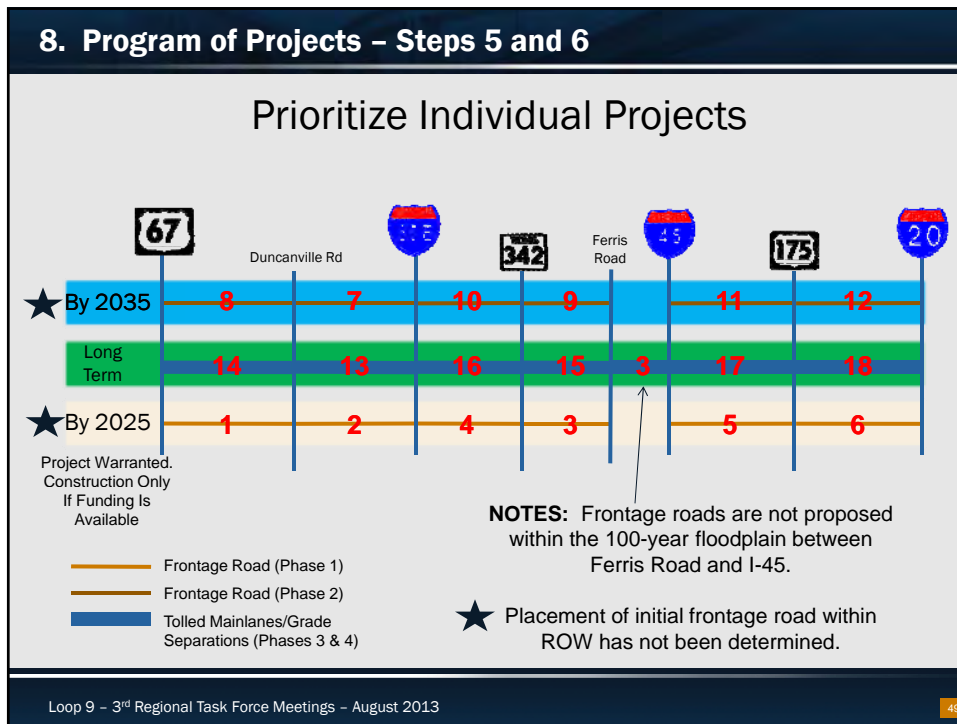
8. Program of Projects – Steps 5 and 6

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

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9. Moving Forward

- Public Meetings – September 2013
- Finalize Traffic Modeling Memorandum
- Finalize Preliminary Cost Estimates
- Prioritization and Implementation Plan
- Technical Memorandum

Loop 9 – 3rd Regional Task Force Meetings – August 2013

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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

Loop 9 – 3rd Regional Task Force Meetings – August 2013

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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'Brady		CAI	214 703 5151	meghan@civilandwater.com
Abe Bekele		CAI	214 703 5151	abe@civilandwater.com
Sueann Patterson		Atkins		
Brian Clavin		Atkins		
Elias Sassoon	Dir. Public Works Dep	Cedar Hill	972-291-5100	elias.sassoon@cedarhilltx.com
Jacob Asplund	TRANSPORTATION PLANNING	NCTCOG		
Richard Dormier	Mayor Duillea		972 489 6523	richard@fmi-dallas.com
LEE McCLESKEY	ECODEN DIR	City of Red Oak	972 617 6831	lmccleskey@redoaktx.org
Christiane McQuinn	City Councilmember	DeSoto	972-230-4243	cc@mcquinn@msn.com
Bryan Copeland		Jacobs	214.920.8123	bryan.copeland@jacobs.com
BILL MALLORY			972 544 3734	

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@redoak-tx.org
Bill Pardue	MAYOR	FERRIS	972 743 8620	billpardue7@gmail.com
BOB RADER		OAK LEAF	214-537-4170	revjr@sbcglobal.net
Hamid Baha		Dallas County	214-653-6392	hamid.baha@dallascounty.org
Cyndy Powell	GR	City of Dallas		cpowell@cityofdallas.org
Todd Fuller	CM	Red Oak	972 617 6831 972 822 4578	tfuller@redoak-tx.org
Tony Bradley	CM	Glenn Heights	409 285 4440	Tonybradley@GlennHeights.com
Trudy Lewis	city manager	CH	972-223-1690	trudy.lewis@glennheights.com

August 29, 2013, 2:00 – 5:00 pm
City of Red Oak, Banquet Hall
200 Lakeview Parkway, Red Oak, TX 75154

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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

Loop 9 – 3rd Regional Task Force Meetings – August 2013 3

Agenda

- 8 Program of Projects – Six Steps of Evaluation
- 9 Moving Forward
- 10 Task Force Comment Period
- 11 Questions and Discussion

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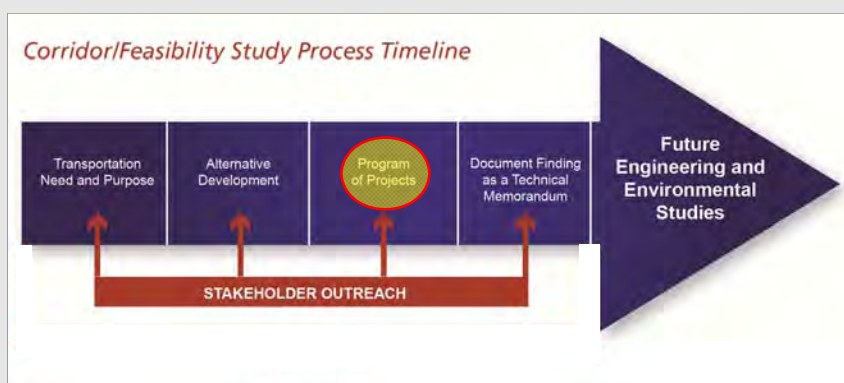
1. Study Status

- 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

Loop 9 – 3rd Regional Task Force Meetings – August 2013

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2. Study Schedule



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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

Loop 9 – 3rd Regional Task Force Meetings – August 2013

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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)

Loop 9 – 3rd Regional Task Force Meetings – August 2013

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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.)

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5. Study Goals

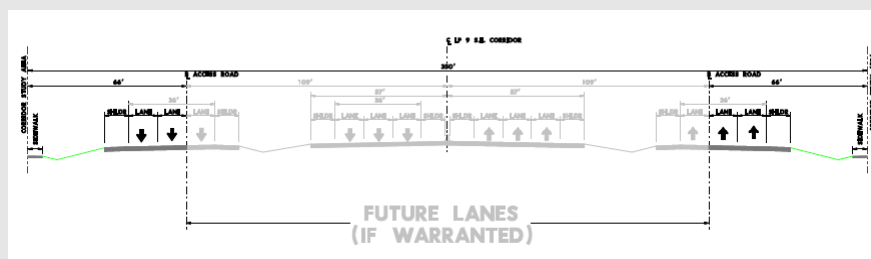
- Solicit input from local and community leaders on specific transportation facility needs
- Promote public involvement to garner input and understand public needs and values
- Determine the transportation problems within the study area
- Identify a corridor where transportation projects could be developed 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

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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

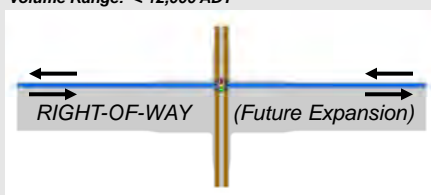


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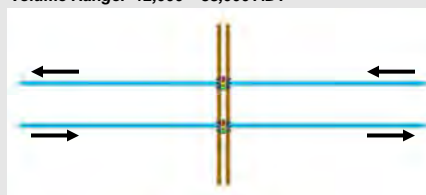
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6. Potential Phasing Options

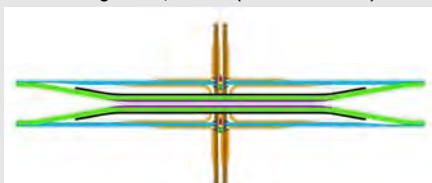
PHASE 1:
Two-Way Frontage Road
Volume Range: < 12,000 ADT



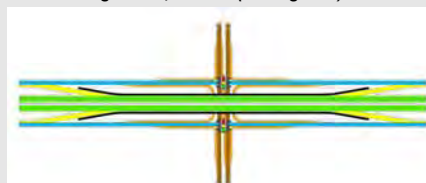
PHASE 2:
One-Way Frontage Roads
Volume Range: 12,000 - 38,000 ADT



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

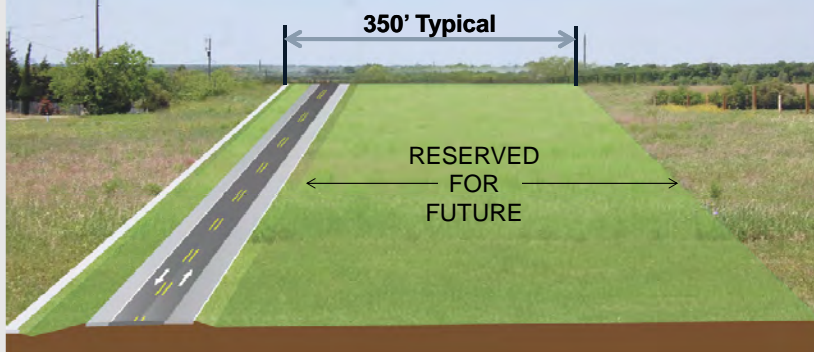
- Tolled Main Lanes
- Two-Way Frontage Roads
- Toll Road Access Ramps
- Turn Lanes
- Lane Boundaries and Edge of Pavement
- Major Arterial Cross Street
- One-Way Frontage Roads
- Space for Future Lanes
- Grade Separation

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6. Potential Phasing Options

Phase 1: Two-Way Frontage Road

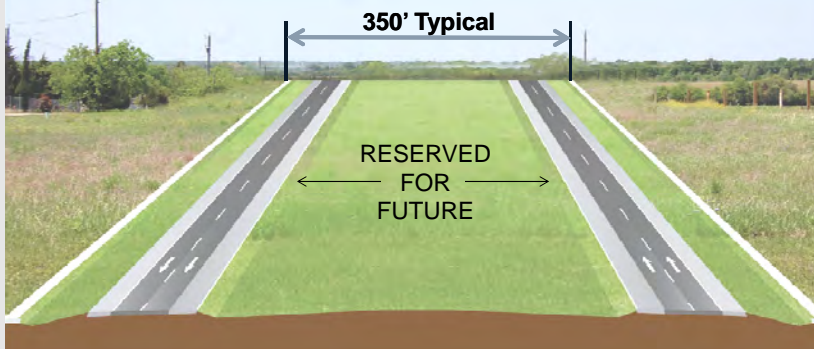


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6. Potential Phasing Options

Phase 2: One-Way Frontage Roads



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6. Potential Phasing Options

Phases 3 and 4: Continuous Toll Road With Possible Tolloed Grade Separations (FUTURE LANES – IF WARRANTED - full, controlled access facility)



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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

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7. Recent Changes – Cedar Hill Comment



X Alignment Removed From Further Study

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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

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7. Recent Changes – City of Ferris Comment



X Alignment Removed From Further Study

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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

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8. Program of Projects – Step 1

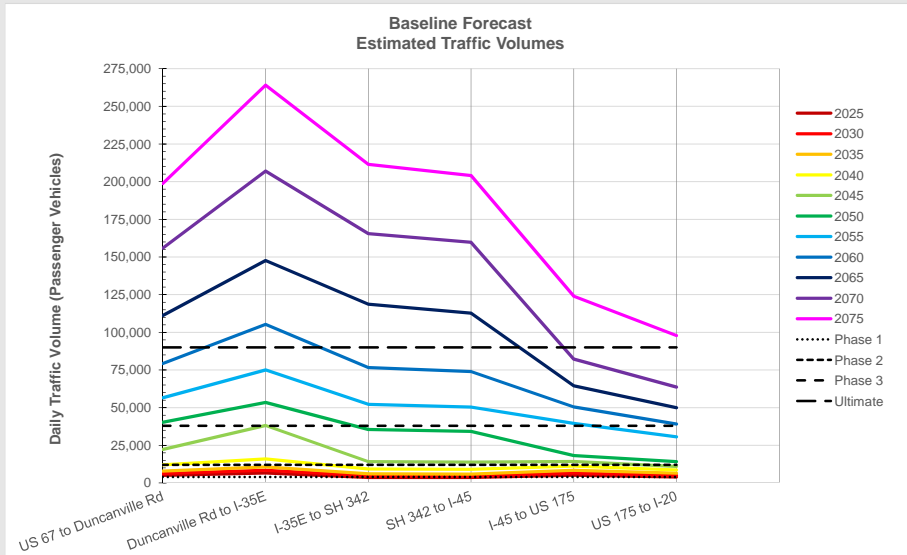
Evaluate Traffic Modeling and Project Needs

- 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

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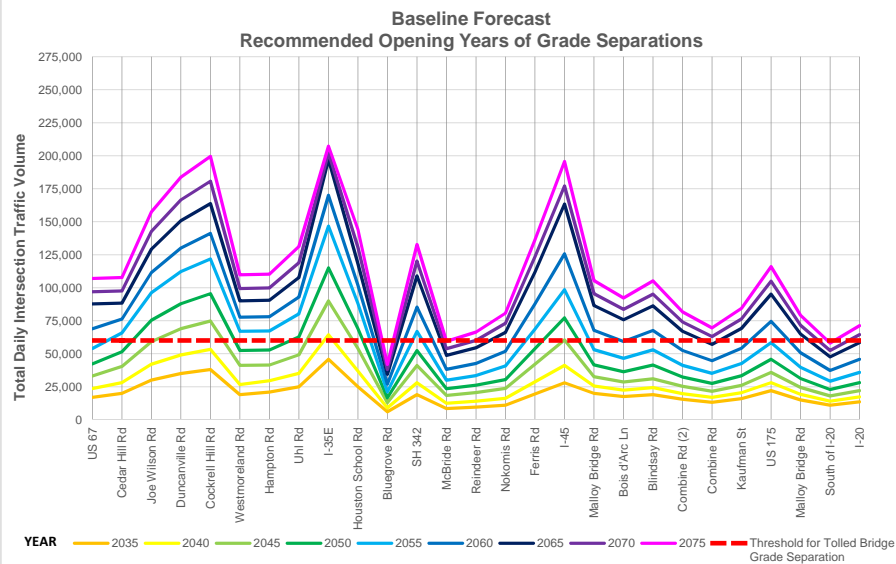
8. Program of Projects – Step 1



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8. Program of Projects – Step 1



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8. Program of Projects – Step 1

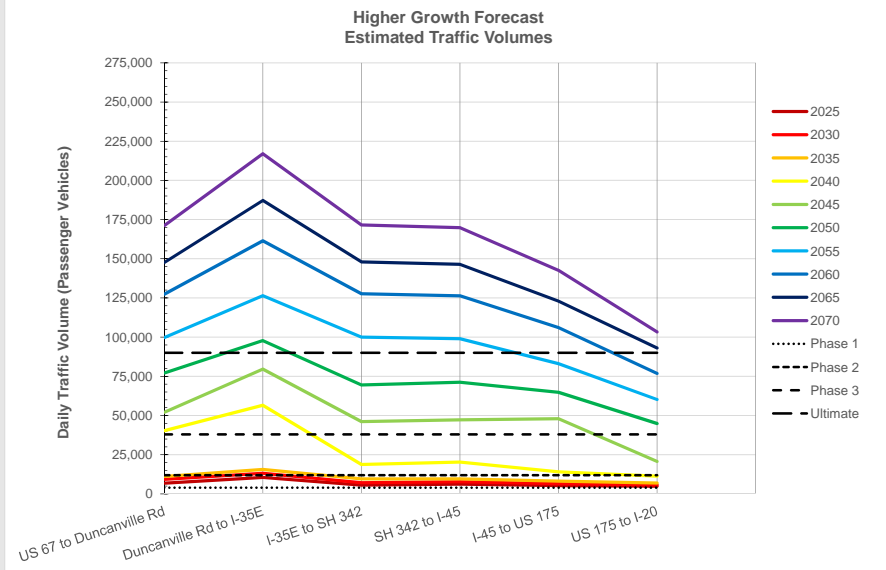
Baseline Forecast results warrant:

- 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

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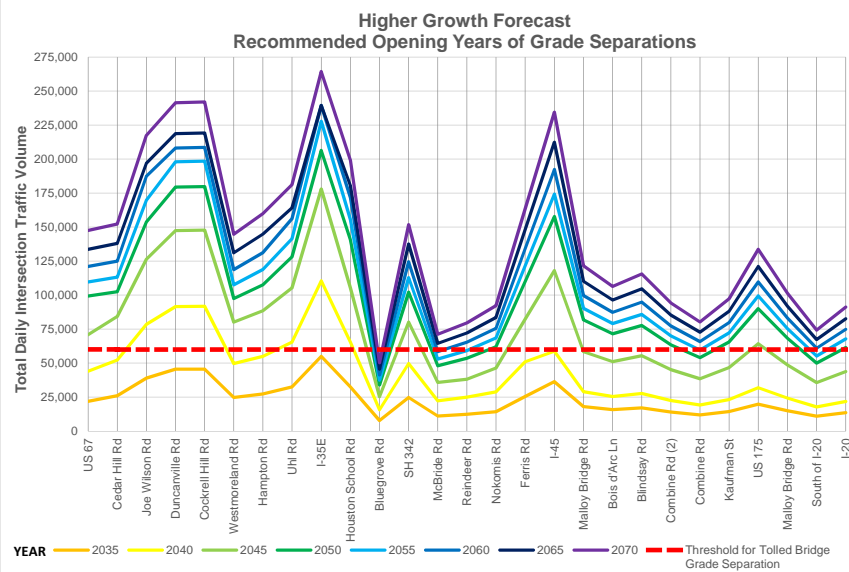
8. Program of Projects – Step 1



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8. Program of Projects – Step 1



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8. Program of Projects – Step 1

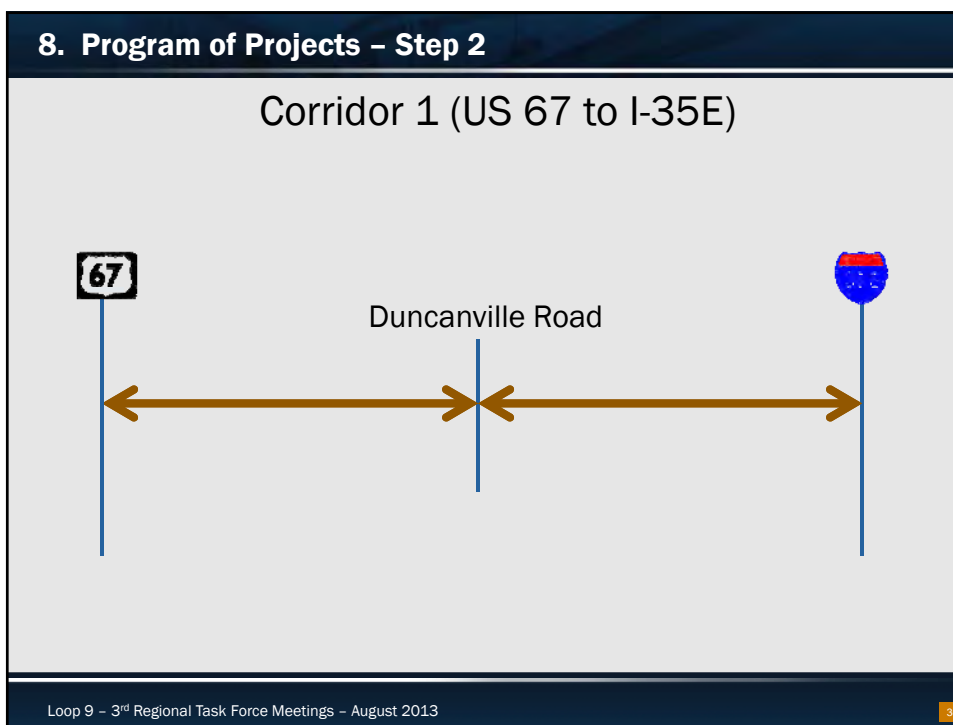
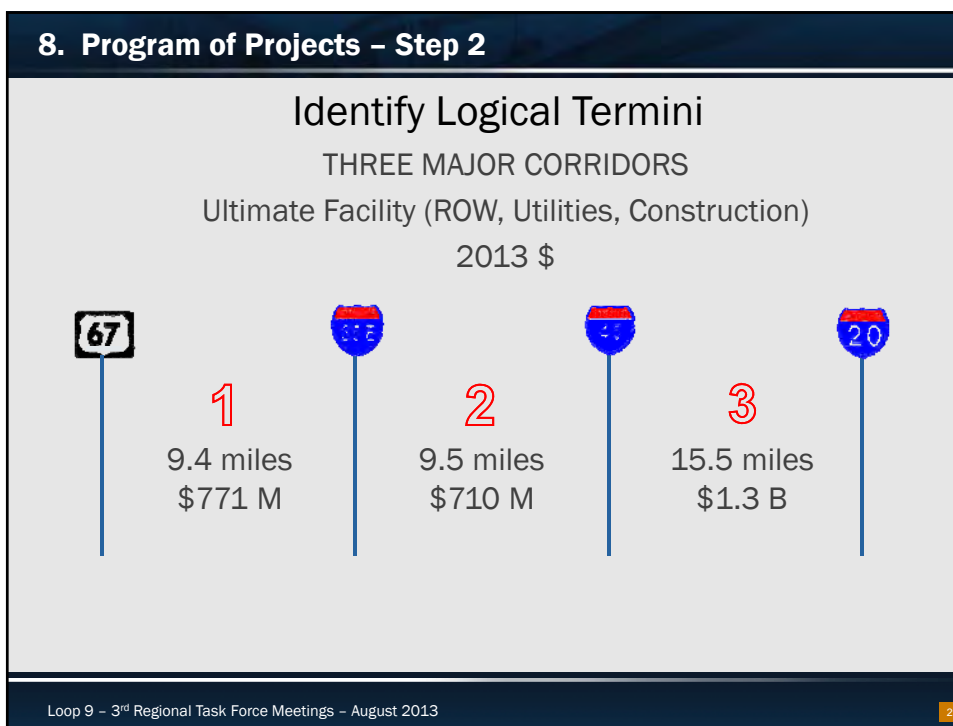
Higher Growth Forecast results warrant:

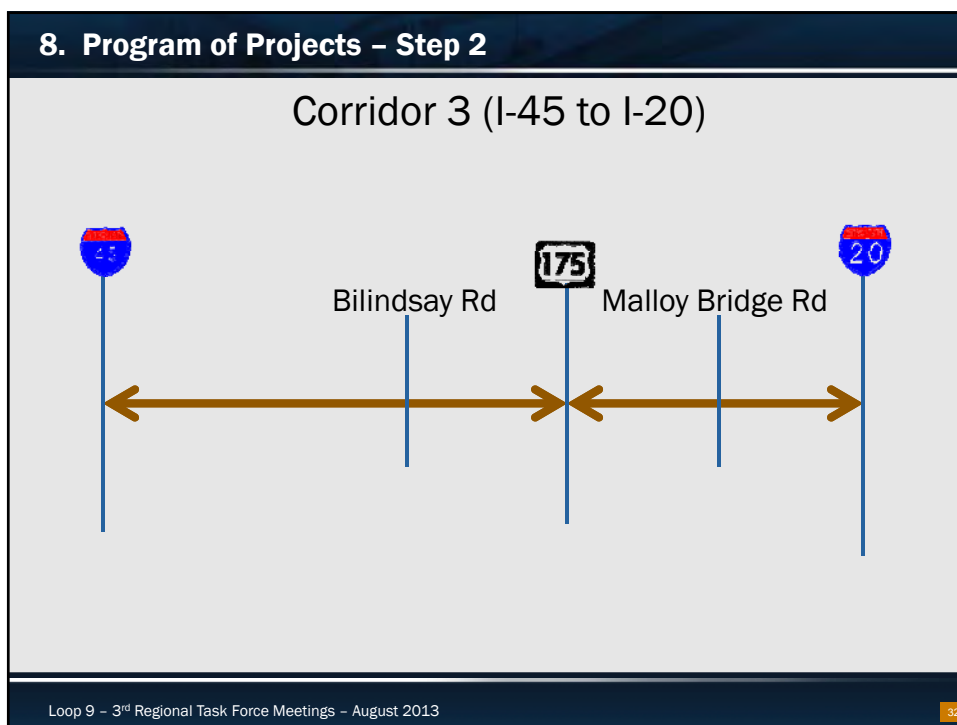
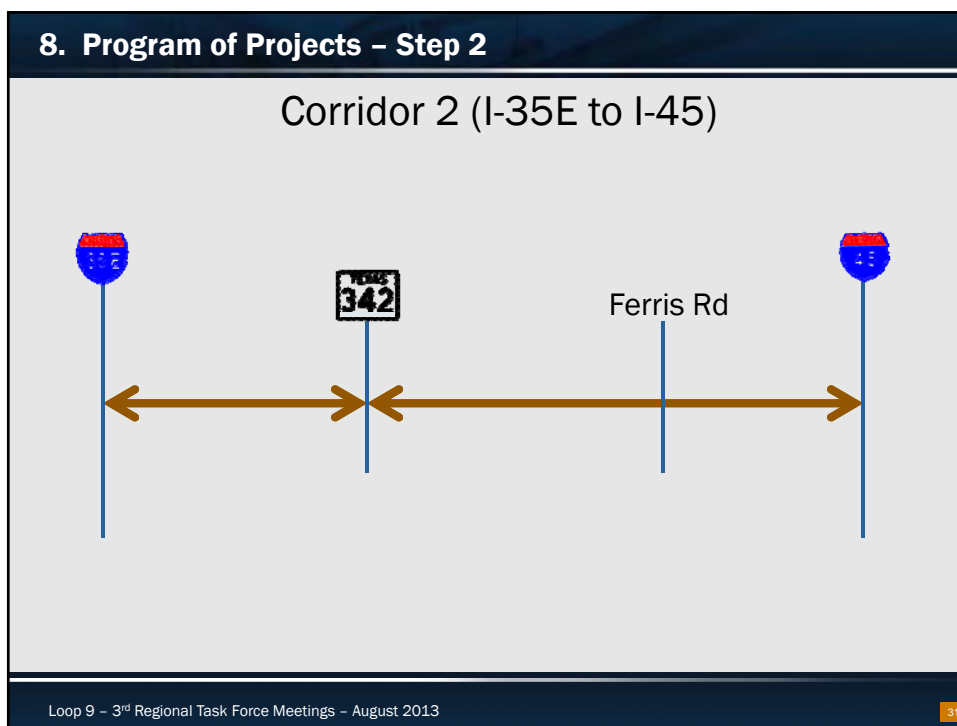
- Opening of Phase 1 (Two-Way Frontage Road) from:
 - US 67 to I-45 by 2025
 - I-45 to I-20 by 2030
- Opening of Phase 2 (One-Way Frontage Roads) from:
 - US 67 to I-35E by 2030
 - I-35E to I-20 by 2040
- Opening of Phases 3/4 (Ultimate) from:
 - US 67 to I-45 by 2060
 - I-45 to I-20 by 2065

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 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

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8. Program of Projects – Step 3

Evaluate Potential Social, Economic, and Environmental Effects

Evaluated 6 Logical Termini Sections
Some Sections Have Two Options



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8. Program of Projects – Step 3

Evaluate Potential Social, Economic, and Environmental Effects



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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

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8. Program of Projects – Step 3

Evaluate Potential Social, Economic, and Environmental Effects



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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

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8. Program of Projects – Step 3

Evaluate Potential Social, Economic, and Environmental Effects



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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	

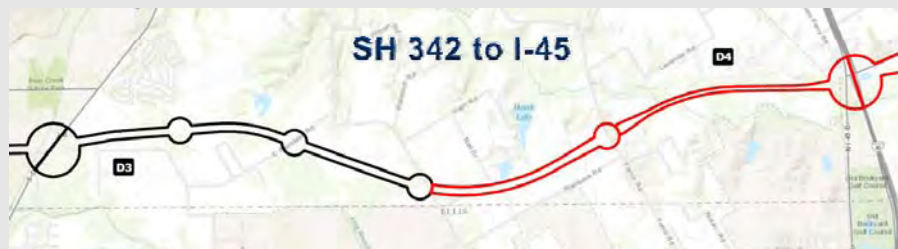
*More environmental data will be available at the public meetings

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8. Program of Projects – Step 3

Evaluate Potential Social, Economic, and Environmental Effects



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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

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8. Program of Projects – Step 3

Evaluate Potential Social, Economic, and Environmental Effects



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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

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8. Program of Projects – Step 3

Evaluate Potential Social, Economic, and Environmental Effects



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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

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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 Trolled Grade Separations

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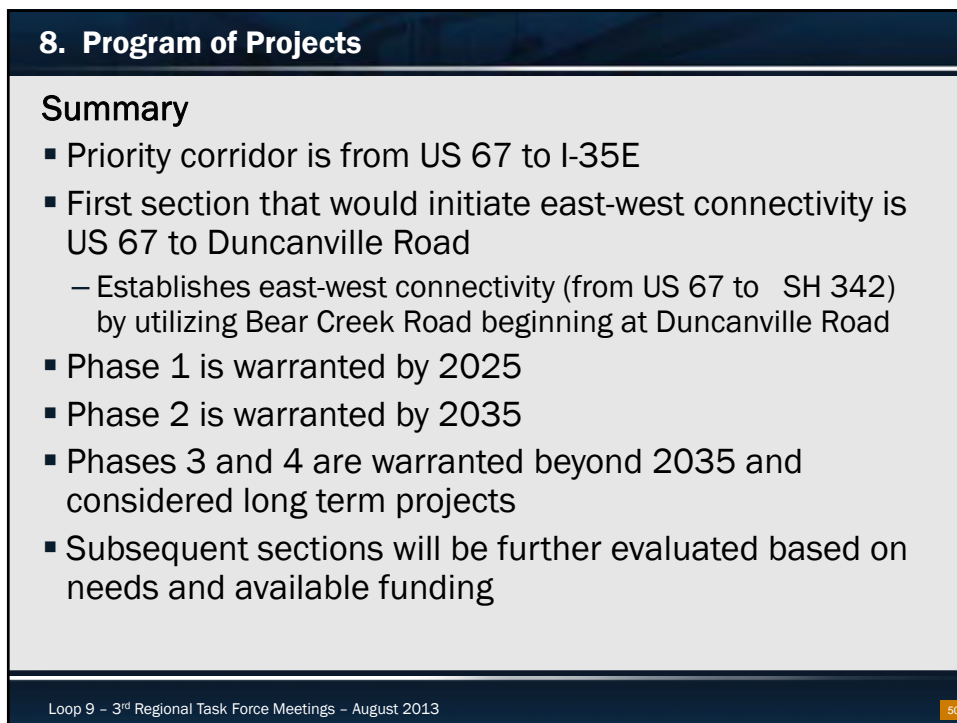
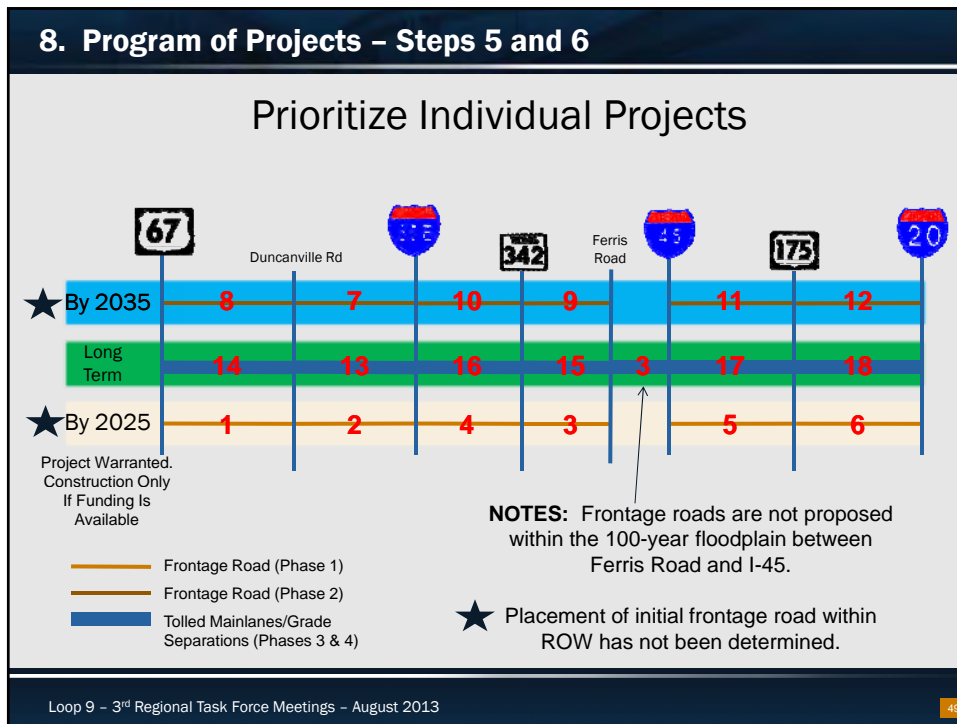
8. Program of Projects – Steps 5 and 6

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

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9. Moving Forward

- Public Meetings – September 2013
- Finalize Traffic Modeling Memorandum
- Finalize Preliminary Cost Estimates
- Prioritization and Implementation Plan
- Technical Memorandum

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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

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11. Questions and Discussion

Questions?