



LOOP 9 SOUTHEAST



This slide show will
repeat throughout
tonight's Public
Meeting.



LOOP 9 SOUTHEAST



WELCOME TO THE LOOP 9 CORRIDOR/FEASIBILITY STUDY PUBLIC MEETINGS

Thursday, May 16, 2013

Ferris High School

1025 E. 8th Street

Ferris, TX 75125

Thursday, May 23, 2013

Ovilla Road Baptist Church

3251 Ovilla Road

Ovilla, TX 75154

LOOP 9 SOUTHEAST

This slide show will tell you about:

- The Evolution of the Loop 9 Project
- Why the Change?
- The Needs Within the Study Area
- The New Approach – A Corridor/
Feasibility Study
- Ongoing Coordination Activities
- What's Next?
- How to Comment on the Proposed Project



LOOP 9 SOUTHEAST



EVOLUTION OF THE LOOP 9 PROJECT

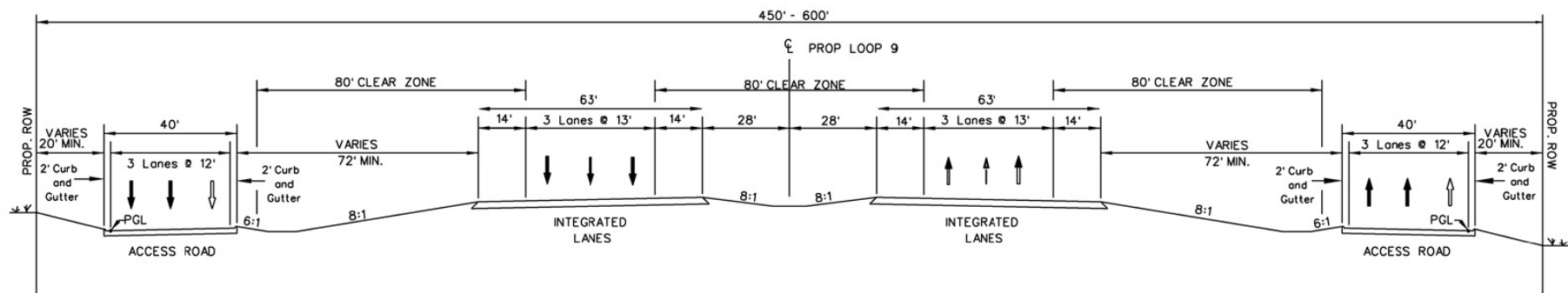
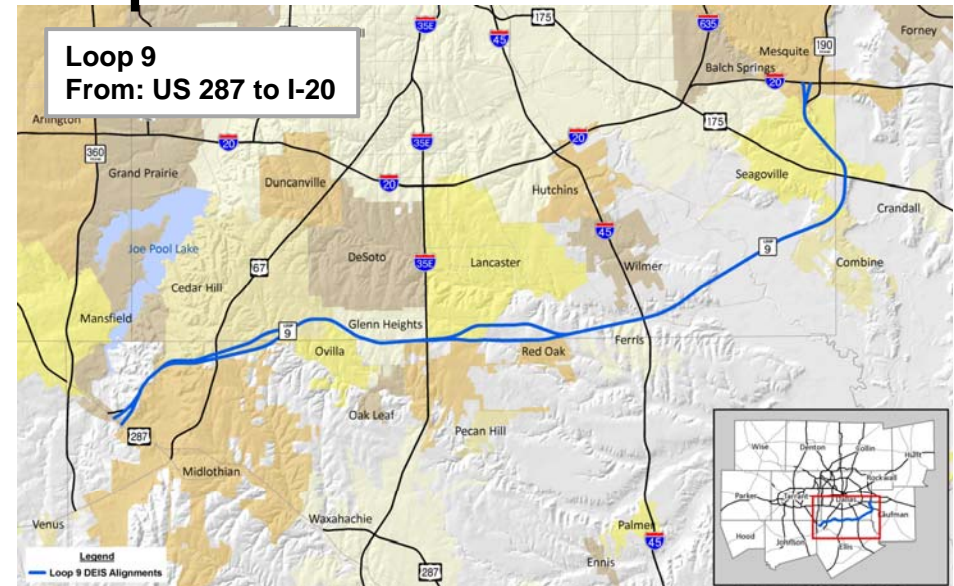
EVOLUTION OF THE LOOP 9 PROJECT

- First conceived in 1957, the project has been studied by local, regional and state agencies at various times.
- In 2007, TxDOT began environmental studies for the Loop 9 project from US 287 near Mansfield to I-20 in Mesquite.
- Loop 9 put on hold in January 2012
- The Notice of Intent to prepare an environmental study was rescinded in March 2013.



Original Scope of Loop 9

- 44 miles long
- Proposed 450 to 600-foot right-of-way
- 85 mph design speed
- Cost: \$5.7 billion





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WHY THE CHANGE?

WHY THE CHANGE?

Based on several factors

- Removal of the Trans-Texas Corridor from statewide plans
- Removal of the Regional Outer Loop from regional transportation plans

Review of 2035 Traffic Projections

Based on the North Central Texas Council of Governments (NCTCOG) transportation plan, estimated traffic volumes were less than half of the previously projected volumes based on *Mobility 2030*

Reasons for low projected traffic on Loop 9 included:

- Toll
- Lack of Regional Outer Loop to the west
- Lack of connection to statewide Trans-Texas Corridor 35
- Revised regional demographics



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THE NEEDS WITHIN THE STUDY AREA

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There still is a need for an east-west facility within the Study Area to provide:

- Connectivity
- Travel time savings
- Support potential economic development opportunities

To meet these needs, a **NEW APPROACH** was developed for Loop 9.



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THE NEW APPROACH – A CORRIDOR/FEASIBILITY STUDY



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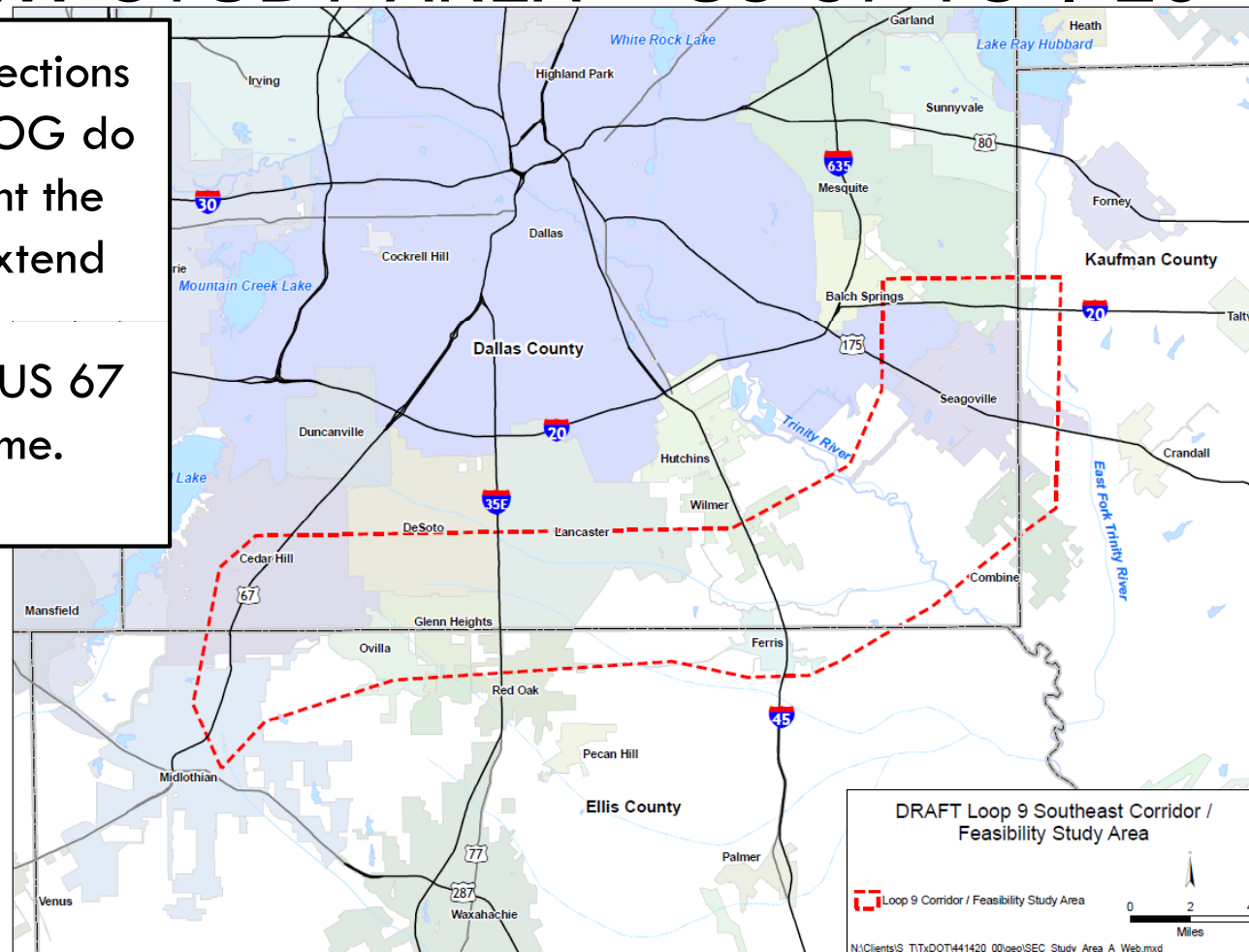
THE NEW APPROACH – CORRIDOR/FEASIBILITY STUDY

- Initiated new approach in September 2012
- Refine previous alternatives with more flexible engineering design
- Reduce right-of-way width needs
- Reduce cost
- Minimize overall environmental impacts when compared to past studies
- Reduce project length: From US 67 to I-20



NEW STUDY AREA – US 67 TO I-20

Traffic projections from NCTCOG do not warrant the study to extend from _____ US 287 to US 67 at this time.

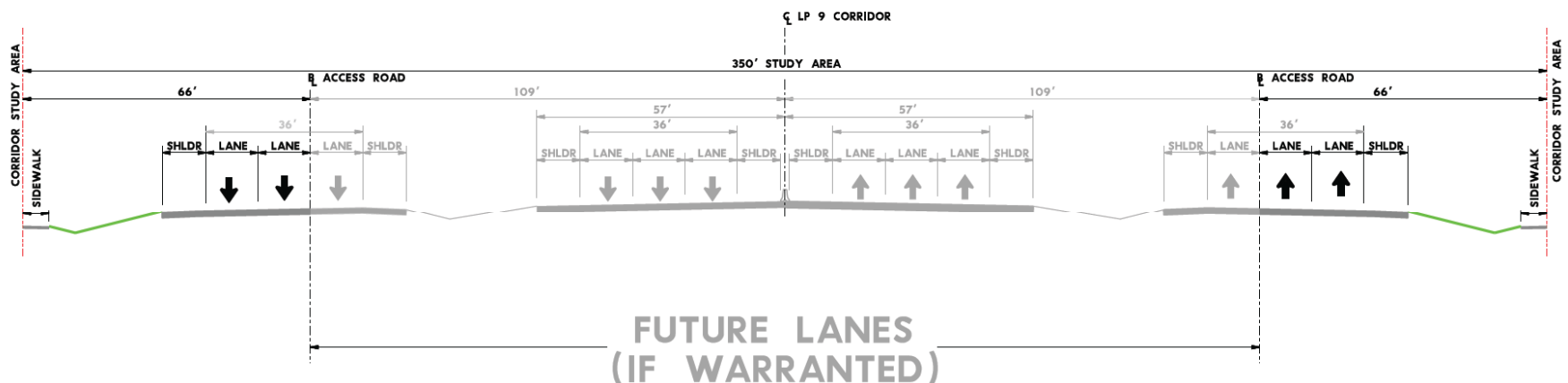




THE NEW APPROACH – CORRIDOR/FEASIBILITY STUDY

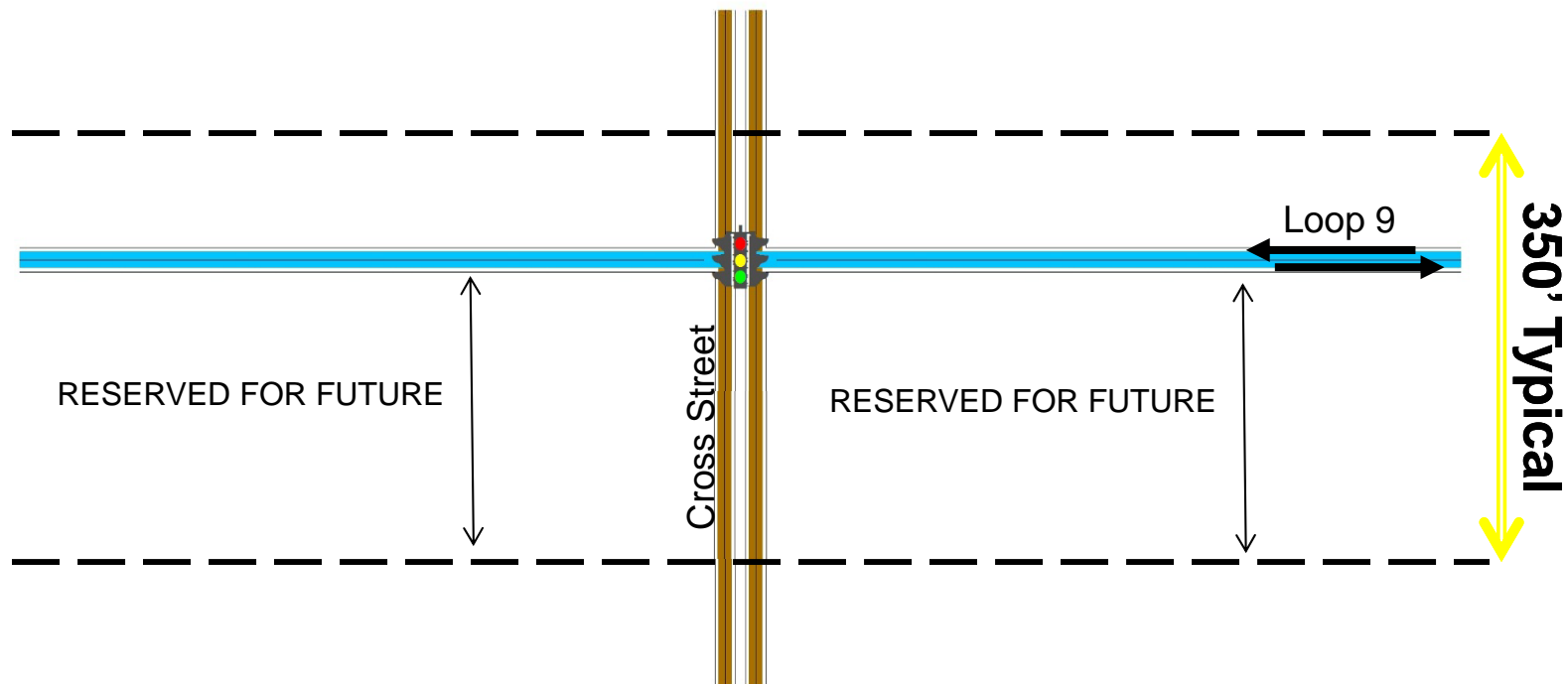
Elements to include:

- Reduced right-of-way (350 feet vs. 600 feet)
- Lower design speed (70 mph vs. 85 mph)
- Phased project development and construction
- Flexibility to convert to a full, controlled access facility, if needed



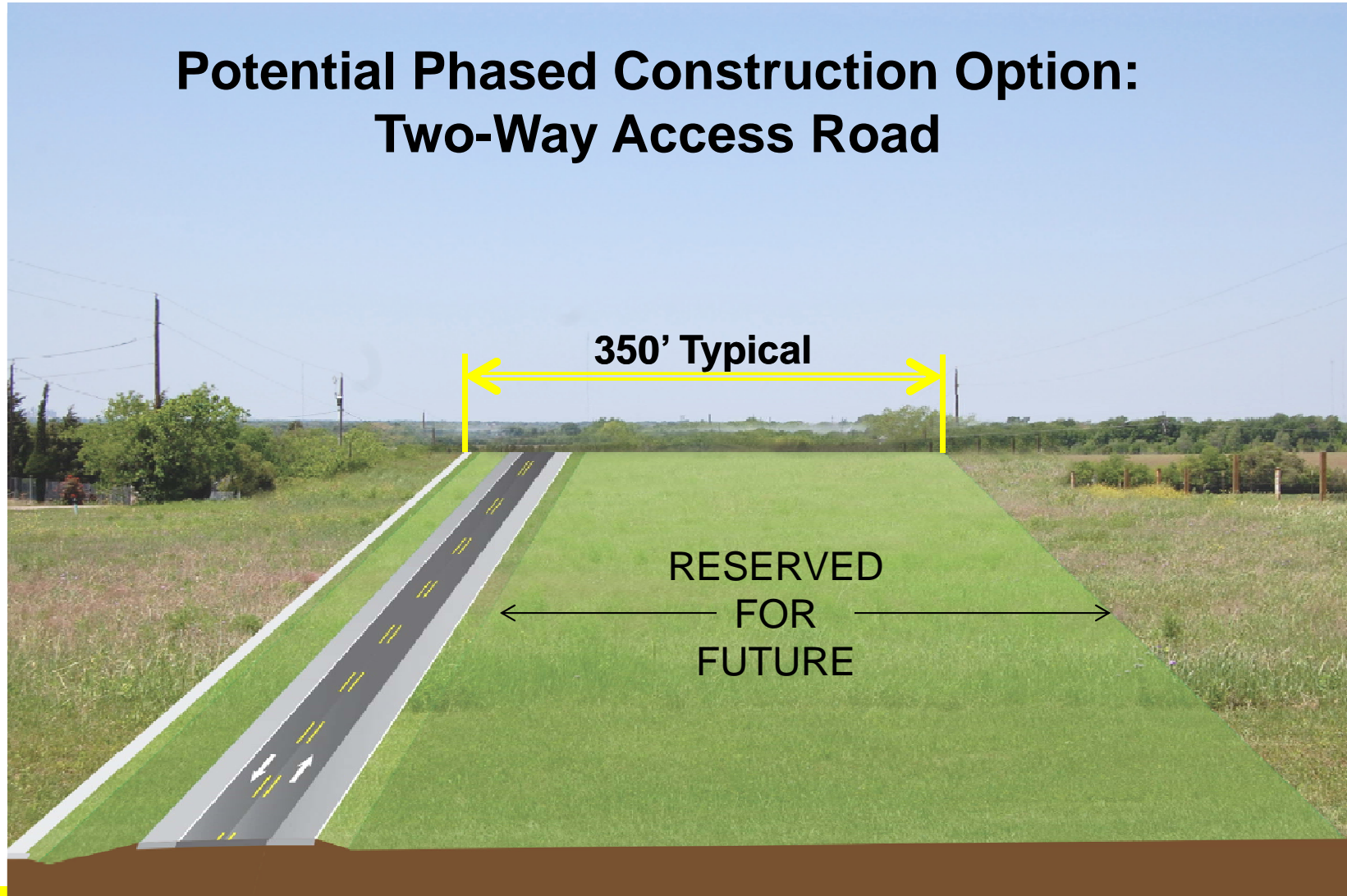
LOOP 9 SOUTHEAST

Potential Phased Construction Option: Two-Way Access Road



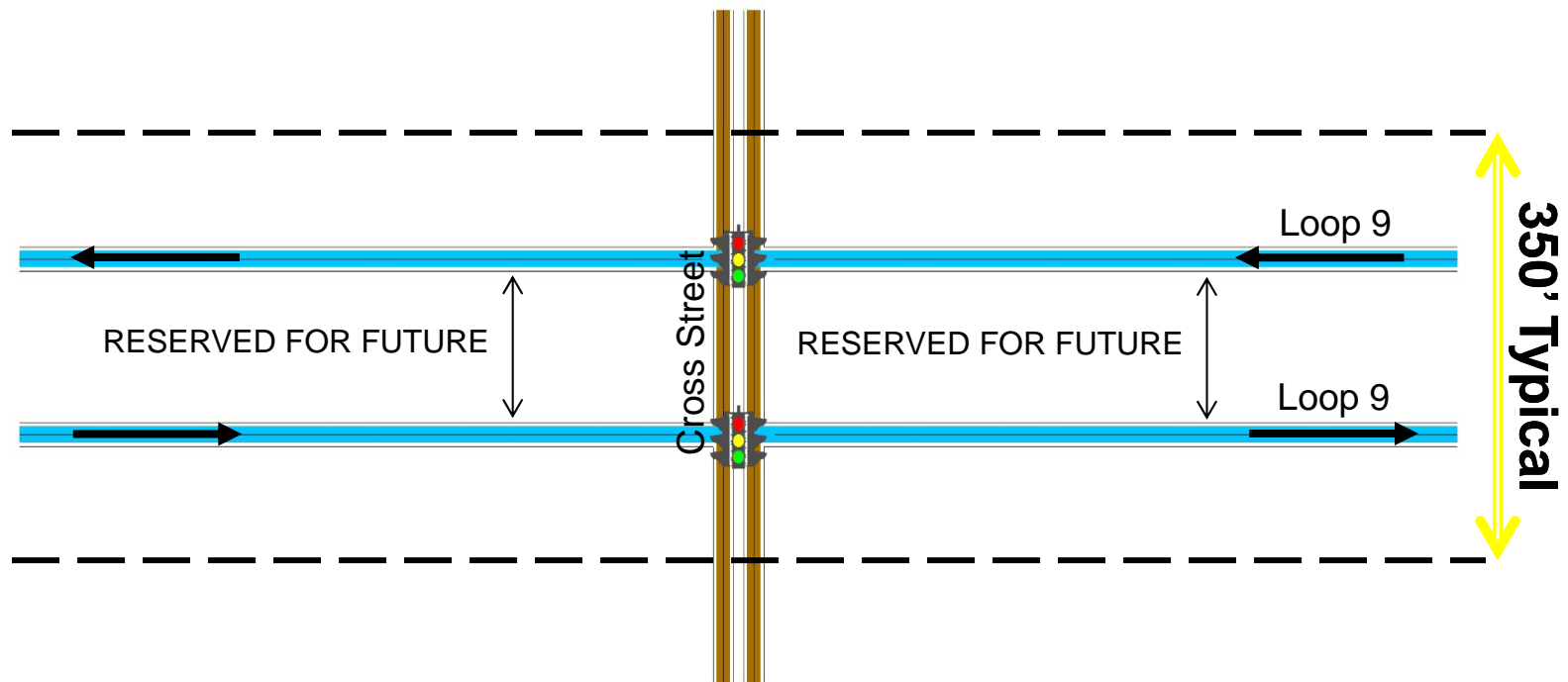
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Potential Phased Construction Option: Two-Way Access Road



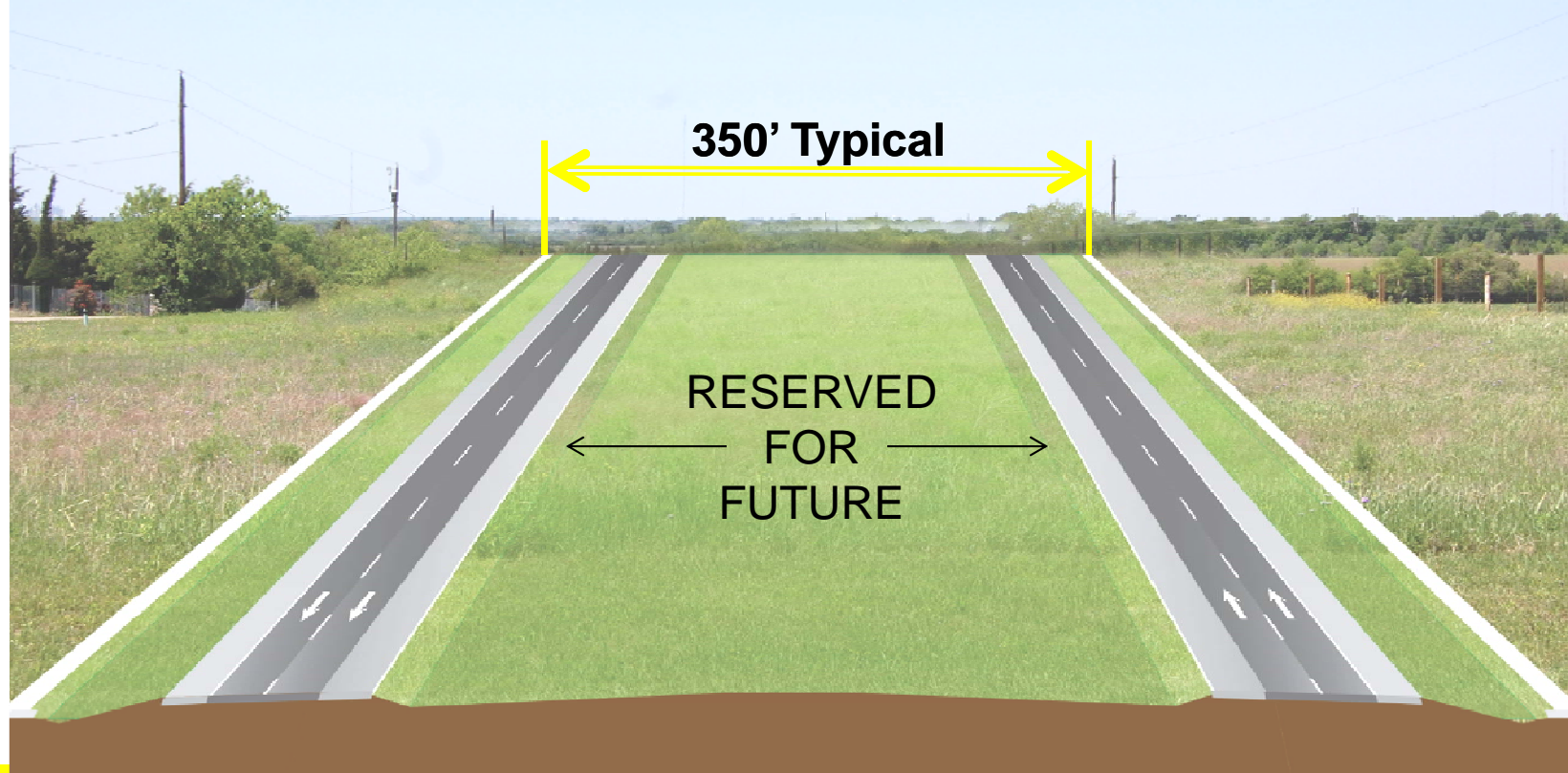
LOOP 9 SOUTHEAST

Potential Phased Construction Option: One-Way Access Roads



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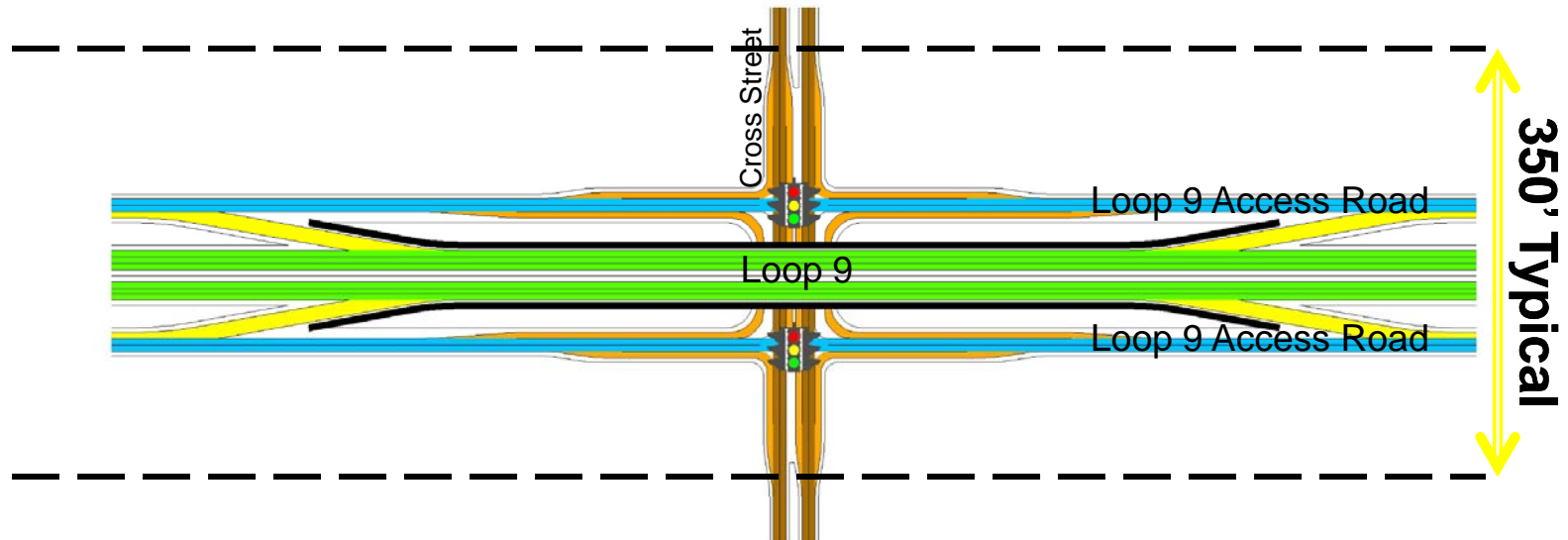
Potential Phased Construction Option: One-Way Access Roads



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Potential Phased Construction Option: Continuous Toll Road

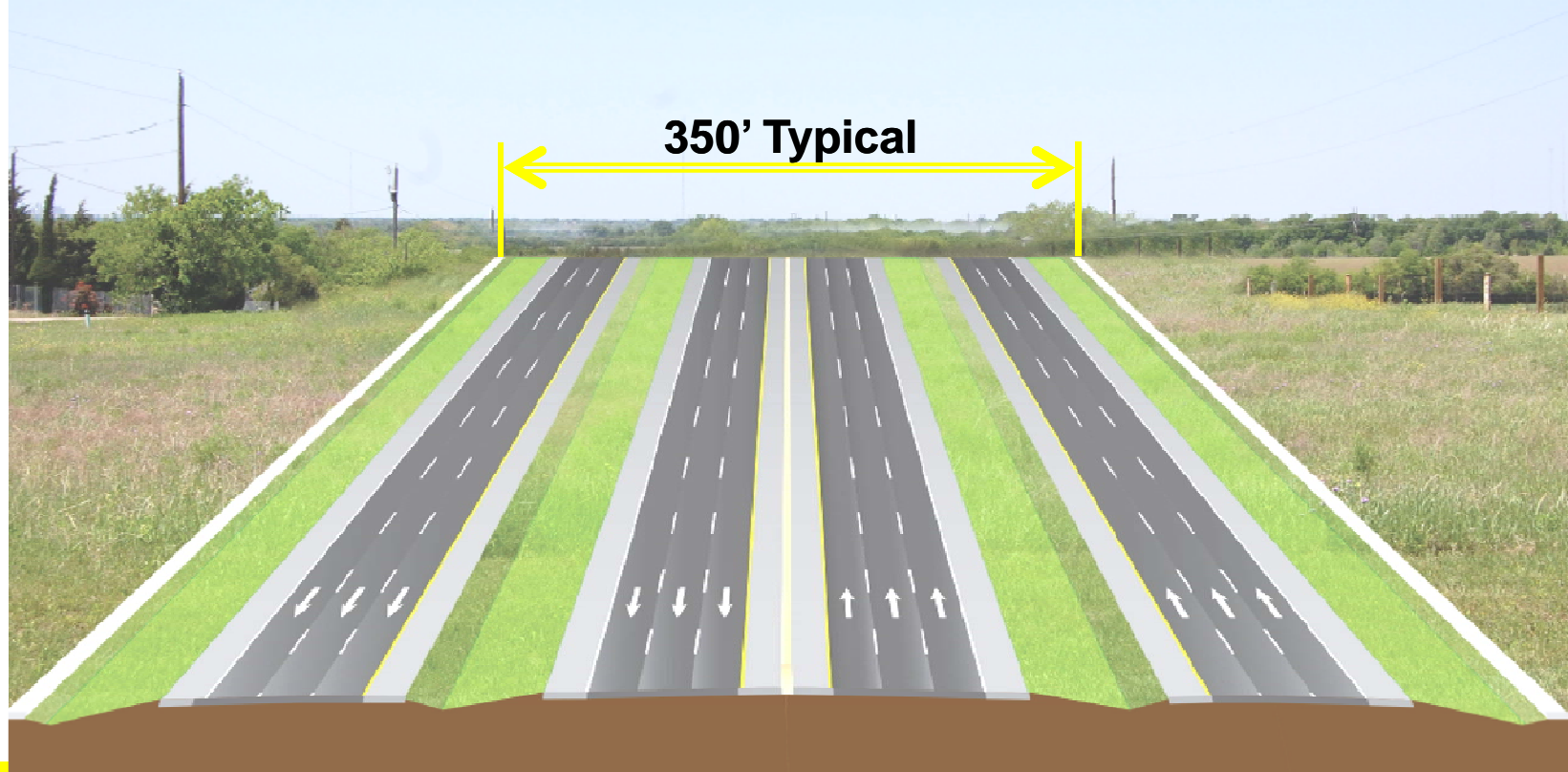
(FUTURE LANES – IF WARRANTED - full, controlled access facility)



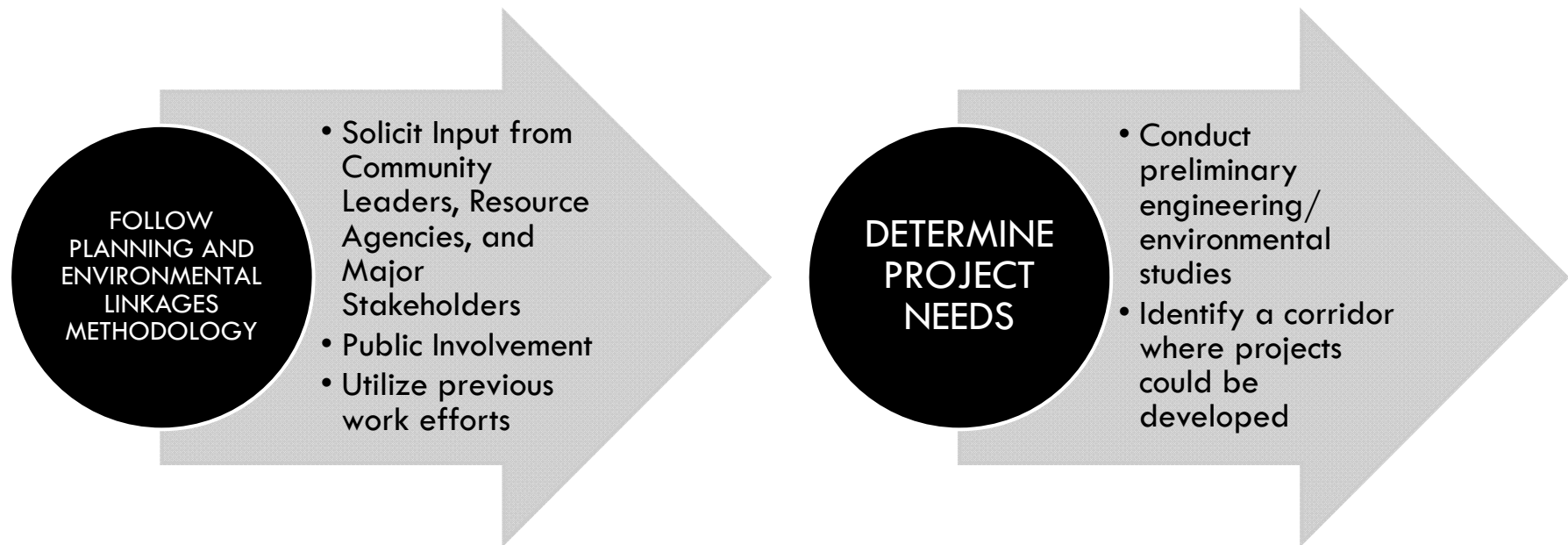
LOOP 9 SOUTHEAST

Potential Phased Construction Option: Continuous Toll Road

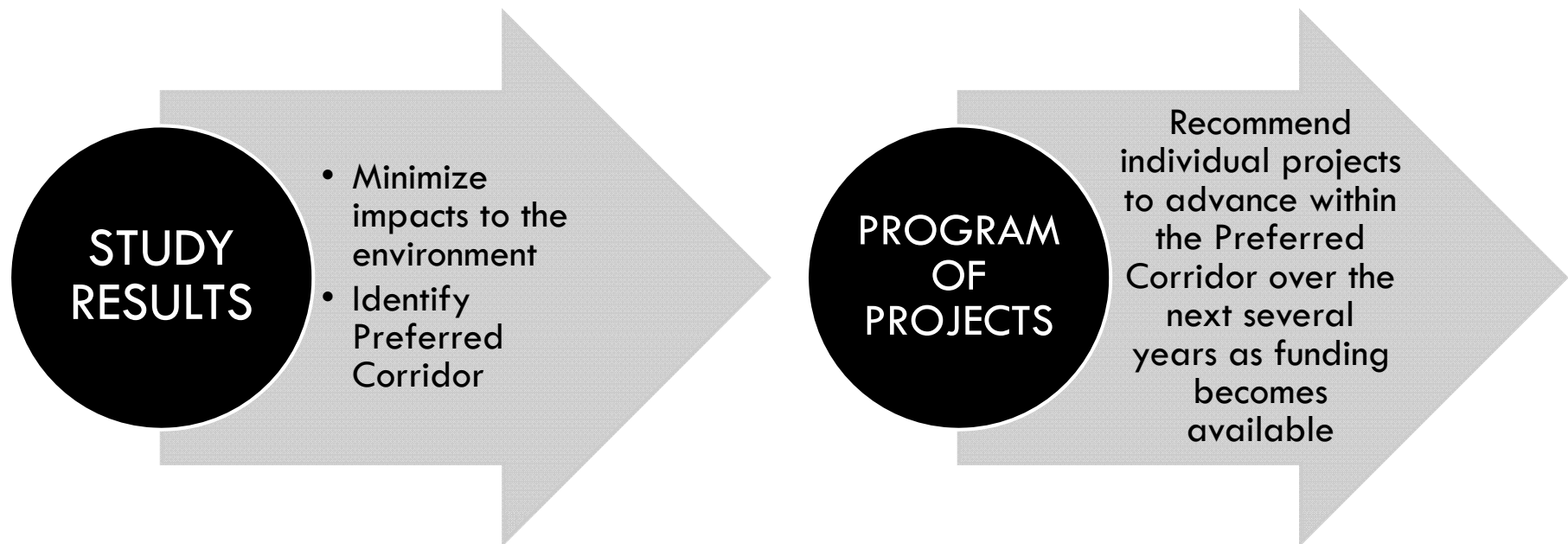
(FUTURE LANES – IF WARRANTED - full, controlled access facility)



The Corridor/Feasibility Study Process



The Corridor/Feasibility Study Process



The Corridor/Feasibility Study Process

FUTURE PROJECTS

- Prioritize projects based on traffic, local needs, and funding
- Initiate project-specific engineering and environmental studies
- Further refine the proposed right-of-way during individual projects



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ONGOING COORDINATION ACTIVITIES

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Numerous meetings have been held to date:

- Local Officials
- Cities and Counties
- Federal and State Resource Agencies
- Major Stakeholders

The meetings provided information about the new approach for the project and discussed ways to make the Loop 9 project more responsive to local transportation needs.





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WHAT'S NEXT?

WHAT'S NEXT?

- Review and evaluate public comments
- Continue on-going coordination and public involvement activities
- Second round of Public Meetings in Fall 2013 – present Corridor/Feasibility Study Results
- Finalize Corridor/Feasibility Study
- Recommend a Program of Projects for advancement when transportation demand and funding becomes available
- Initiate project-specific preliminary engineering and environmental studies



LOOP 9 SOUTHEAST



HOW TO COMMENT ON THE PROPOSED PROJECT

Public Meeting Comment Form Loop 9 Southeast Corridor/Feasibility Study

From: US 67 in Ellis County
To: I-20 in Dallas County
CSJs: 2964-10-002, 003
Thursday, May 16, 2013 and
Thursday, May 23, 2013



The Texas Department of Transportation is seeking your comments on the proposed project. All verbal and written comments are welcome. Maps are available tonight to provide specific comments and illustrations about the proposed corridor. **All written comments must be postmarked by Monday, June 3, 2013.**

Please Print

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

HOW TO COMMENT ON THE PROPOSED PROJECT

Tonight: Drop forms in the comment boxes provided





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HOW TO COMMENT ON THE PROPOSED PROJECT

By Mail:

Loop 9
Attn: Bruce Nolley, P.E.
Texas Department of Transportation
Dallas District Office
4777 East Highway 80
Mesquite, Texas 75150

By E-mail: comments@loop9.org

All comments must be hand-delivered or postmarked on or
before **Monday, June 3, 2013.**



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

Welcome to the Official Loop 9 Transportation Study Website



HOME
CORRIDOR/FEASIBILITY STUDY
PROJECT HISTORY
PROJECT INFORMATION
PUBLIC INVOLVEMENT
CONTACT INFORMATION
OTHER RESOURCES



This site contains current information as confirmed on May 7, 2013.

Changes to the Loop 9 Southeast project are underway

While Loop 9 has been identified in transportation planning efforts for a number of years, changes in demographics; traffic growth and forecast; and potential to connect to other major facilities has driven the need to re-evaluate the overall concept of the facility. Between 2006 and 2011, TxDOT developed schematic plans and evaluated potential natural, cultural, and socio-economic impacts for the Loop 9 Southeast project. The proposed project was evaluated as a 6-lane new location controlled access tollway with intermittent access roads between US 287 and I-20 within a 450- to 600-foot corridor depending on interchange location.

While the Loop 9 Southeast study was under review, TxDOT released a new vision for their corridor development process which resulted in the elimination of the Trans-Texas Corridor (TTC) concept. North Central Texas Council of Governments (NCTCOG) prepared the Regional Outer Loop Corridor Feasibility Study which did not recommend a continuous, circumferential outer loop because of expected low traffic volumes and a lack of statewide connections. The changes in TxDOT policy, funding constraints for transportation projects, and the current economic climate impacted the funding and advancement of transportation projects in the region which resulted in the suspension of the Loop 9 Southeast study until a determination on how the project should proceed was resolved ([see Project History](#)).

However if you live or drive in southern Dallas County or northern Ellis County, you know that traveling through the area can still be a challenge. I-20, the closest east-west freeway, lies miles to the north. Arterial streets like Bear Creek Road and Belt Line Road are growing more congested as the area adds residential, commercial, and industrial development. More people living, shopping and working in the area means more vehicles on the roads. Heavy truck traffic from the Inland Port inter-modal freight facility near I-45 coupled with ongoing international freight movement may put even more pressure on the local transportation system. To address these transportation concerns, a new direction has been identified for the Loop 9 Southeast project. TxDOT and NCTCOG in cooperation with local government officials are working together to conduct a Corridor/Feasibility Study for the Loop 9 Southeast study area from US 67 to I-20 ([more information about the Corridor/Feasibility Study](#)).

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