

Appendix C

Local Government Interviews and Meeting Summaries

- C1: City of Balch Springs
 - C2: City of Cedar Hill
 - C3: City of Combine
 - C4: City of DeSoto
 - C5: City of Ferris
 - C6: City of Glenn Heights
 - C7: City of Lancaster
 - C8: City of Mesquite
 - C9: City of Midlothian
 - C10: City of Oak Leaf
 - C11: City of Ovilla
 - C12: City of Red Oak
 - C13: City of Seagoville
 - C14: City of Wilmer
 - C15: Dallas County
-

C16: Ellis County
C17: Kaufman County

C1: City of Balch Springs

City of Balch Springs Interview Summary

Date: November 20, 2012 **Time:** 11:00 AM – 12:00 PM

Project: Loop 9 Southeast

Location: City of Balch Springs
3117 Hickory Tree Road
Balch Springs, Texas 75180

Purpose: Allow local officials within the corridor/feasibility study area to provide comments on and provide suggestions regarding the currently proposed Loop 9 Project via an interview

Attachments: Attachment A – Interview Sign-in Sheet
Attachment B – Interview Questionnaire (Responses provided by The City of Balch Springs on November 21, 2012 and documented per the interview discussions)
Attachment C – DEIS Alignment Centerline with a 300- to 350-foot ROW

Attendees: See **Attachment A** for a PDF of the actual Sign-in Sheet

Name	Email/Telephone	Telephone	Title	Organization
Dr. Carrie Gordon (Attended by Teleconference)	Cgordon@cityofbalchsprings.com	972-557-6070	Mayor	City of Balch Springs
ED Morris	Morris399@balchsprings.com	972-557-6063	City Manager / Police Chief	City of Balch Springs
Chris Dyser	Cdyser@cityofbalchsprings.com	972-557-6082	City/EDC Planner /Asst to the City Manager	City of Balch Springs
John Hubbard	John@balchspringsedc.org	972-913-3009	Director, Balch Springs EDC	City of Balch Springs
Bruce Nolley	Bruce.nolley@txdot.gov	214-320-6156	Project Manager	TxDOT
Brian Clark	Brian.clark@atkinsglobal.com	972-818-7275	Project Manager	Atkins
Callie Barnes	Callie.barnes@atkinsglobal.com	281-529-4221	Senior Transportation Planner	Atkins
Abe Bekele	Abe@civilassociates.com	214-703-5151	Senior Engineer	Civil Associates

1. Introductions

2. Handouts and Presentation

- *Exhibits, Questionnaire and Presentation*
 - Brian Clark provided attendees hard copies of the Interview Questionnaire (**Attachment B**)
 - Brian Clark presented an Exhibit showing the DEIS Alignment Centerline with a 300- to 350-foot ROW (**Attachment C**)
 - Callie Barnes presented environmental constraints information obtained as a part of the DEIS efforts as well as the DEIS alignment centerline with a 300- to 350-foot ROW

3. Project Overview – New Direction

- Brian Clark presented the current Loop 9 concept
 - Due to the reduction in projected traffic data since the DEIS was prepared, the former 450- to 600- foot typical section has been reduced to a conceptual 300- to 350-foot typical section
 - The former 44-mile long corridor has been reduced to exclude the alignment from US 287 to US 67
 - New direction in response to lack of funding & to move forward with the project quicker – Phased Approach
 - Initial and Ultimate Design Concept
 - Develop a Program of Projects (prioritize certain sections of the project) per results of the Feasibility Study and priorities within the study area
 - Corridor/Feasibility Study (6-8 month schedule) will occur after local official interviews
 - Program of Projects as a result of Corridor/Feasibility Study
 - Environmental Assessment (EA) process (16-18 months) will occur (provided FHWA approves EA classification) after the Program of Projects
- Brian Clark discussed potential of renaming Loop 9. He stated that Bruce Nolley from TxDOT Dallas District is leading the renaming efforts.

4. Interview Questionnaire

- The City of Balch Springs provided responses to the interview questionnaire on November 21, 2012. For those responses provided by The City of Balch Springs on November 21, 2012 and those that were discussed and noted during the November 20, 2012 interview, please refer to **Attachment B**.

5. Additional Comments/Discussion

- Mayor Gordon asked about the time frame for completion of the feasibility studies and Brian Clark responded it would be approximately six to eight months.
- Ed Morris asked where the northern end of the current Loop 9 concept terminates. Bruce Nolley responded that it will be at or near the location shown on the exhibit provided in the meeting.
- Mayor Gordon asked how the highest priority segments of the project would be determined. Brian Clark responded that the results of interviews that are being conducted with each city and county within the corridor/feasibility study area would be among the factors to help determine priorities. In addition, environmental constraints would be a consideration in determining the priorities.
- Mayor Gordon asked if the feasibility study on the entire corridor would be completed within a two year time frame. Callie Barnes responded that the corridor/feasibility study has an anticipated 6-8 month timeframe and the EA (if the projects are granted EA classification by FHWA) process is anticipated to take approximately 16 to 18 months.
- With regard to major utilities, Chris Dyser stated that Dallas Water Utility (DWU) 10-foot water supply line is planned along and south of I-20.
- Bruce Nolley stated that he would provide the contact name for an employee of DWU regarding the planned 10-foot water supply line

6. Action Items

List of Action Items and Responsible Parties
November 20, 2012

NO	ACTION ITEM	RESPONSIBLE PARTY	DUE DATE	COMPLETE
1	Provide DWU 10' waterline data	TxDOT	N/A	Yes
2	Provide proposed I-20 ramp improvements design	TxDOT	N/A	
3				
4				
5				
6				

Attachment A

Loop 9 Corridor Local Interview Meeting

November 20, 2012, 11-12am

City of Balch Springs

3117 Hickory Tree Rd, Balch Springs, TX 75180

Sign in

[illegible]

Attachment B

Loop 9 Corridor Interview Questionnaire

The City of Balch Springs

November 20, 2012

Note: Responses (in black text) below were provided by The City of Balch Springs on November 21, 2012 after the November 20, 2012 interview. Responses below (in blue text) were additional comments noted per discussions during the Balch Springs interview.

- 1) What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?

The City of Balch Springs envisions connectivity derived from the Loop 9 project to the city's I-20 highway corridor from Beltline Road to the eastern city limit. The connectivity to the suggested corridor will help to spur economic development for vacant land along the corridor.

Little or no impact to our City given the current alignment location. That said however, connectivity to I-20 would benefit Balch Springs.

- 2) In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?

Connection to major interstate access along I-20 and I-635.

- 3) Are there any areas within your community that you are planning long-term infrastructure improvements that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?

The need for wastewater infrastructure to extend along the I-20 corridor (city limit to city limit). The city envisions big box commercial development along the I-20 corridor.

The City and TxDOT are looking at reversing and adding new ramps on I-20 in Balch Springs. Additionally, improvements to Beltline Road are planned.

- 4) What projects are included in your Capital Improvement Plan relative to local roadways and utilities?

Water and wastewater infrastructure along the I-20 corridor and the existing trailer park area near Beltline Road and McKenzie.

- 5) Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?

The existing comprehensive plan and zoning regulations are adequate for commercial development along the I-20 corridor.

Loop 9 Corridor Interview Questionnaire

The City of Balch Springs

November 20, 2012

- 6) Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?

There are preliminary discussion to update the zoning in terms of land use along the southwest and southeast corridors (I-20 to I-635) of the city to accommodate mixed use and commercial development.

Haymarket area; however, this is not in the Loop 9 project area. Other than the Haymarket area, there are no planned changes.

- 7) Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?

Not at this time.

- 8) Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?

Yes, the need for major interstate highway access along I-20 and I-635 to promote economic development of vacant land along the two main highway corridors.

We are addressing connectivity issues at the I-635/I-20 area with the new ramps currently under construction as well as along I-20 for Haymarket Road just south of US 175.

- 9) Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?

The primary land stakeholders along the I-20 corridor including William Hooper, ETC Sales, etc@airmail.net; Mike Anderson, FC Properties One LTD, mike@bjanderson.net.

Mr. Hooper. The former Mayor of Mesquite, Mike Anderson is a majority stakeholder along the I-20 corridor.

- 10) Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?

None.

Loop 9 Corridor Interview Questionnaire

The City of Balch Springs

November 20, 2012

11) Are there any areas with heavy utilities that you know of within or near the proposed ROW?

The plan and construction of a 10ft water line stretching 32 miles from Sunnyvale to Grand Prairie.

12) Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?

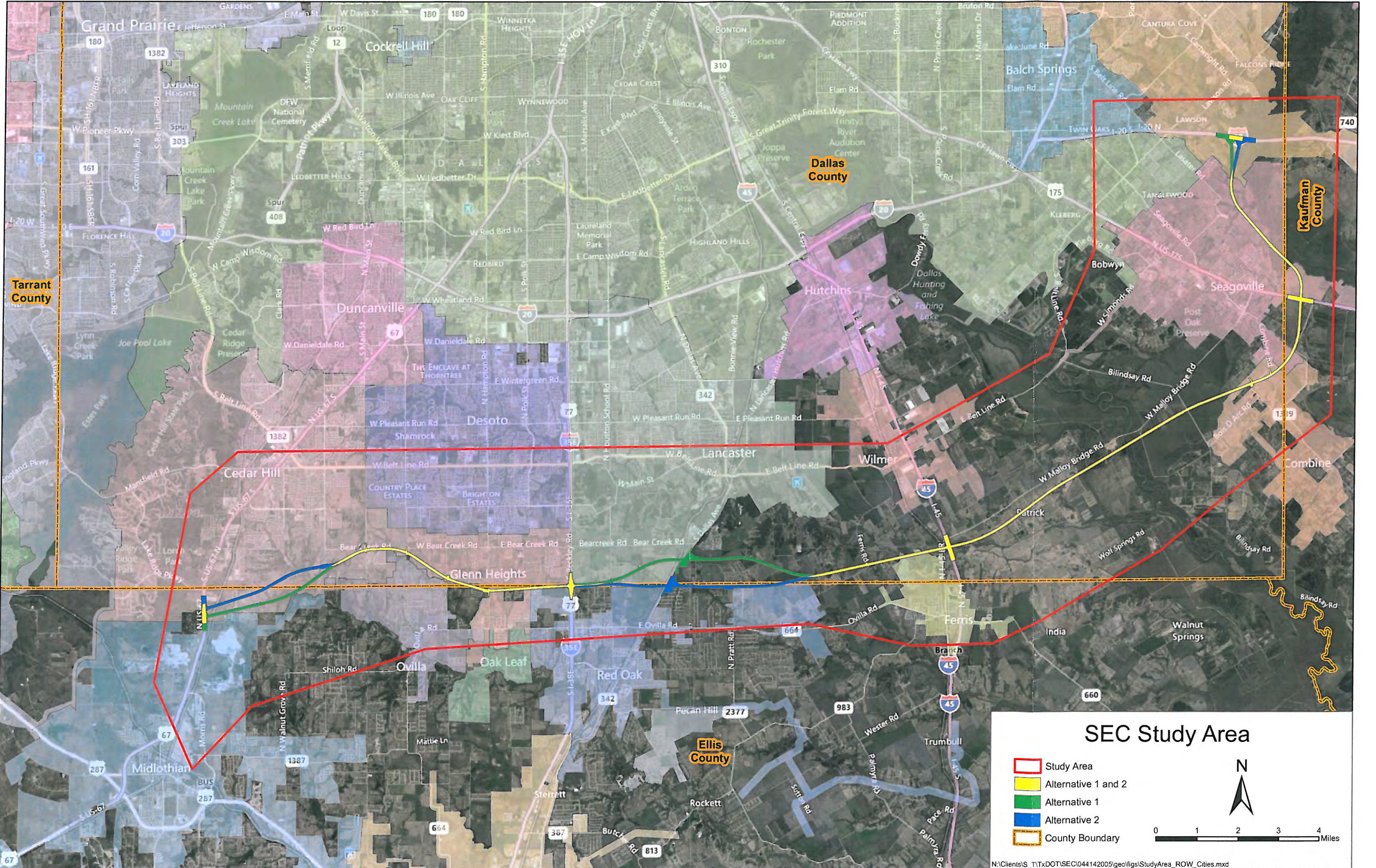
None within the City of Balch Springs jurisdiction. However there are park restricted land owned by the City of Mesquite near the intersection of Mercury Road and Beltline Road. There is also ball park operated by the City of Mesquite near McKenzie and Mercury Roads.

[A 10-foot waterline is in progress by DWU from Sunnyville to stretch 32 miles long.](#)

13) Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?

The priority is to spur economic development along the city's I-20 corridor and an alignment near Lassatter Road and Beltline at I-20 would help to achieve this goal.

Attachment C



SEC Study Area

Study Area

Alternative 1 and 2

Alternative 1

Alternative 2

County Boundary

N

0

1

2

3

4

Miles

N:\Clients\SEC\TxDOT\SEC\044142005\geoligs\StudyArea_ROW_Cities.mxd

C2: City of Cedar Hill

City of Cedar Hill Interview Summary

Date: November 7, 2012

Time: 3:30 PM – 4:30 PM

Project: Loop 9 Southeast

Location: Cedar Hill City Hall
285 Uptown Boulevard
Cedar Hill, TX 75104

Purpose: Allow local officials within the corridor/feasibility study area to provide comments on and provide suggestions regarding the currently proposed Loop 9 Project via an interview

Attachments: Attachment A – Interview Sign-in Sheet

Attachment B – The City of Cedar Hill Completed Interview Questionnaire (Responses Provided by Cedar Hill and documented per interview discussions)

Attachment C – Previous Proposed Alignments through Cedar Hill

Attachment D – Previous Proposed Design of Intersection at US 67

Attachment E – DEIS Alignment Centerline with a 300- to 350-foot ROW

Attendees: See **Attachment A** for a PDF of the actual Sign-in Sheet

Name	Email/Telephone	Telephone	Title	Organization
Rob Franke	Rob.franke@cedarhilltx.com	972-655-9606	Mayor	City of Cedar Hill
Alan E. Sims	Alan.sims@cedarhilltx.com	972-291-5100 x1012	City Manager	City of Cedar Hill
Greg Porter	Greg.porter@cedarhilltx.com	972-293-1467	Deputy City Manager	City of Cedar Hill
Elias Sassoon	Elias.sassoon@cedarhilltx.com	214-291-5126	Director of Public Works	City of Cedar Hill
Don Gore	Don.gore@cedarhilltx.com	972-291-5100 x1076	Planner	City of Cedar Hill
Brian Clark	Brian.clark@atkinsglobal.com		Project Manager	Atkins
Callie Barnes	Callie.barnes@atkinsglobal.com	281-529-4221	Senior Transportation Planner	Atkins
Abe Bekele	Abe@civillassociates.com	214-703-5151	Senior Engineer	Civil Associates
Teresa Barlow	Teresa@civillassociates.com	214-703-5151	Senior Environmental Planner	Civil Associates

1. Introductions

2. Handouts and Presentation

- *Exhibits, Questionnaire and Presentation*
 - Elias Sassoon provided copies of their completed questionnaire (**Attachment B**)
 - Brian Clark provided attendees four exhibits (**Attachments C through D**) of the previously proposed alignment (as analyzed in the preliminary DEIS)
 - Callie Barnes presented an Exhibit showing the DEIS Alignment Centerline with a 300- to 350-foot ROW (**Attachment E**)
 - Callie Barnes presented environmental constraints information obtained as a part of the DEIS efforts as well as the DEIS alignment centerline with a 300- to 350-foot ROW

3. Project Overview – New Direction

- Brian Clark presented the current Loop 9 concept
 - Due to the reduction in projected traffic data since the DEIS was prepared, the former 450- to 600-foot typical section has been reduced to a conceptual 300- to 350-foot typical section
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 - New direction in response to lack of funding & to move forward with the project quicker – Phased Approach
 - Initial and Ultimate Design Concept
 - Develop a Program of Projects (prioritize certain sections of the project) per results of the Feasibility Study and priorities within the study area
 - Corridor/Feasibility Study (6-8 month schedule) will occur after local official interviews
 - Program of Projects as a result of Corridor/Feasibility Study
 - Environmental Assessment (EA) process (16-18 months) will occur (provided FHWA approves EA classification) after the Program of Projects

4. Interview Questionnaire

The City of Cedar Hill provided responses to the questionnaire at the time of the interview. For those responses provided by Cedar Hill as well as responses that were discussed and noted during the November 7, 2012 interview, please refer to **Attachment B**.

5. Additional Comments/Discussion

- Cedar Hill supports the Loop 9 Project
- US 67 Interchange
 - The city indicated concern that the proposed Loop9/US 67 interchange is close to the existing US 67/Lake Ridge Parkway intersection
 - Major planning initiatives occurring around Lake Ridge Parkway
 - Suggested Loop 9 connect to US 67 at Lake Ridge Parkway
 - Lake Ridge Parkway will be improved with hike and bike trail, lights and landscaping
 - If Loop 9 connected at Lake Ridge Parkway, study would need to be done to consider impacts to the residential areas off of Lake Ridge Parkway
 - Terminating the proposed Loop 9 at US 67 will create congestion problems for the City of Cedar Hill.
 - The TV tower located east of US 67 is not impacted.
 - The City would like to see a Complete Streets concept utilized during the Loop 9 design.
- Loss of US 287 Connection
 - Mayor requested that Loop 9 study limits extend south along US 67 to US 287 – it is unlikely the existing US 287/US 67 interchange could handle the additional traffic expected once Loop 9 is completed. In addition, US 67 does not have the capacity to handle the additional future traffic between Loop 9 and US 287.

6. Action Items

List of Action Items and Responsible Parties November 7, 2012

NO	ACTION ITEM	RESPONSIBLE PARTY	DUE DATE	COMPLETE
1	Discuss extension of study limits with TxDOT	Atkins	N/A	

Attachment A

Loop 9 Corridor Local Interview Meeting

November 7, 2012, 3:30pm

City of Cedar Hill

285 Uptown Blvd., Bldg. 100 , Cedar Hill, TX 75104

4th Floor in the Administration Conference Room

Sign In

[illegible]

Attachment B

Loop 9 Corridor Interview Questionnaire

City of Cedar Hill

November 7, 2012

Note: Responses (in black text) below were provided by City of Cedar Hill prior to the interview conducted on November 7, 2012. Responses below (in blue text) were noted per discussions during the interview with City of Cedar Hill.

- 1) What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?
 - Provide needed east / west connectivity for existing residents and businesses
 - Provide access to areas with limited access, opening new land for development
 - Provide multimodal transportation connections across Hwy 67 including bike / ped options and context sensitive design solutions
 - Enhance economic development activity in the southern and southeastern portions of the city
 - Hike and bike trail to be constructed soon along Lake Ridge Parkway
- 2) In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?
 - Access and connectivity is of prime concern at this point in time.
 - Further, alternate transportation routes are needed to offset congestions and provide a major interstate connection needed for safe traffic flow and enhanced traffic patterns
- 3) Are there any areas within your community that you are planning long-term infrastructure improvements for that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?
 - Loop-9's crossing of the RR track is planned as a future TOD. Access to this area will be paramount. No specific plans have been prepared yet.
 - Loop 9 will provide an important alternate transportation opportunity for industrial traffic originating east of the BNSF tracks
 - Additionally, in general, it will enable industrial traffic to travel east bound without going north to I-20. This is important given that the City's industrial areas are on the southern side.
 - The City recently approved a comprehensive trails and bikeway plan which has major core trails along the BNSF Railroad, and Lake Ridge Parkway. Loop 9 should enhance these opportunities along desired routes. The BNSF Railroad will probably be both cargo and transit in the future.

Loop 9 Corridor Interview Questionnaire
City of Cedar Hill
November 7, 2012

- 4) What projects are included in your Capital Improvement Plan relative to local roadways and utilities?
- Nothing is programmed in this area at this time.
 - Nothing is planned for the next 5 years, but improvements are planned beyond 5 years.
- 5) Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?
- The current Comprehensive Plan recommends an alignment and land uses in the area. A change in the nature of Loop-9 will likely necessitate changes in the Comp Plan.
- 6) Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?
- Multimodal transportation options and streetscape alternatives recently approved by the City as part of the Park Master Plan need to be considered.
- 7) Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?
- Major Update of the City's Parks and Trails Plan adopted in 2012
 - City Center plan currently in process – between Pleasant Run and Tidwell, approximately 3.5 miles north of the proposed alignment
- 8) Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?
- The southern sector of Cedar Hill has very limited access which Loop-9 is expected to remedy
 - Cedar Hill has very limited east/west connections which Loop-9 is expected to remedy
- 9) Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?
- Area residents, business leaders, property owners and the general population.
- 10) Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?
- The alignment of the roadway should strongly consider the impact on existing, established neighborhoods in an attempt to minimize any adverse impacts on them.
 - Bear Creek neighborhood already has some dedicated ROW for Loop 9.

Loop 9 Corridor Interview Questionnaire

City of Cedar Hill

November 7, 2012

- In addition, the alignment should be conducive to future commercial/local retail developments being provided at the outermost city limits rather than in areas that bisect neighborhoods.

11) Are there any areas with heavy utilities that you know of within or near the proposed ROW?

- TV broadcast tower in Ellis County west of Tar Road – [in between proposed north and south alignments](#)
- There is an existing 36" gas line which potentially may play a role in the alignment study and analysis.
- [A gas pumping station is present in the NW quadrant of the Lake Ridge Parkway and US 67 intersection](#)

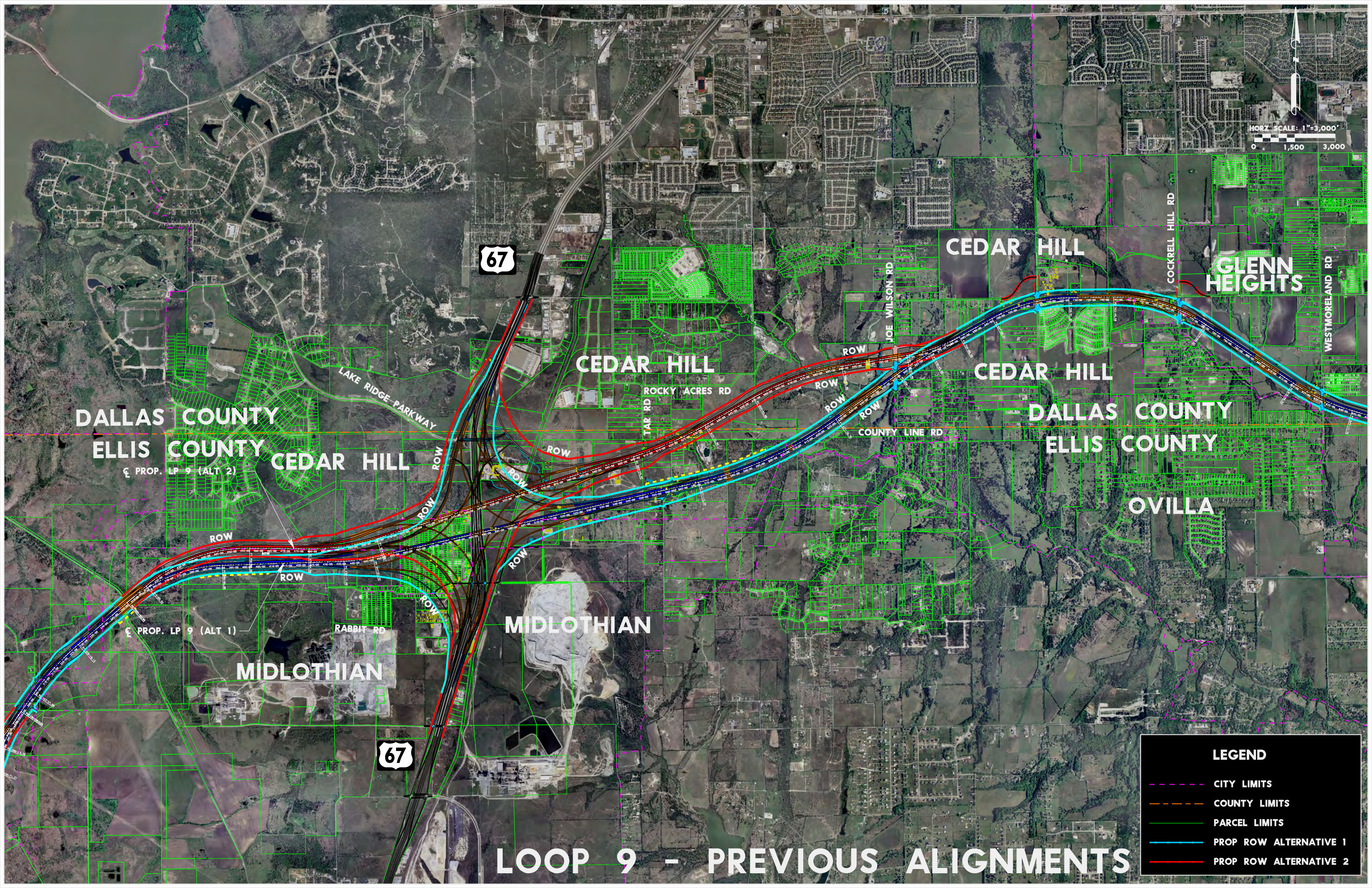
12) Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?

- The southeast quadrant of Cedar Hill is the location where a future community park (or two) will be developed.
- In addition, there are several future neighborhood parks, open space, and regional detention/retention opportunities that need to be identified and considered

13) Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?

- Must provide access to/from Lake Ridge Parkway and US 67

Attachment C



HORZ SCALE: 1"=3,000'
0 1,500 3,000

DALLAS COUNTY
ELLIS COUNTY
CEDAR HILL
§ PROP. LP 9 (ALT 2)

CEDAR HILL

CEDAR HILL

CEDAR HILL

GLENN HEIGHTS

CEDAR HILL

DALLAS COUNTY
ELLIS COUNTY
OVILLA

MIDLOTHIAN

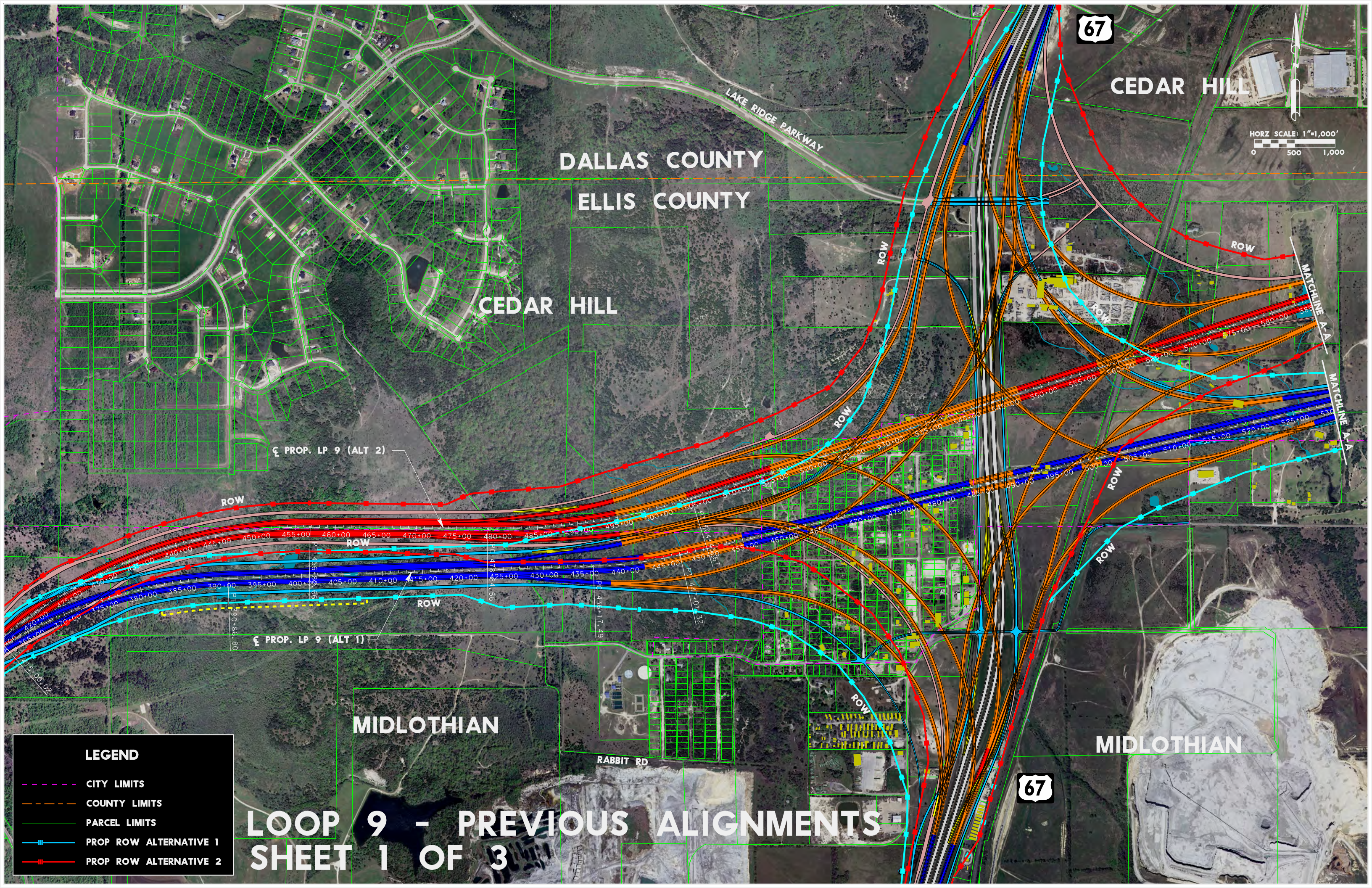
MIDLOTHIAN

LOOP 9 - PREVIOUS ALIGNMENTS

LEGEND

- CITY LIMITS
- COUNTY LIMITS
- PARCEL LIMITS
- PROP ROW ALTERNATIVE 1
- PROP ROW ALTERNATIVE 2

Attachment D



67

CEDAR HILL

DALLAS COUNTY
ELLIS COUNTY

CEDAR HILL

HORZ SCALE: 1"=1,000'
0 500 1,000

ξ PROP. LP 9 (ALT 2)

ROW

ROW

ξ PROP. LP 9 (ALT 1)

ROW

RABBIT RD

MIDLOTHIAN

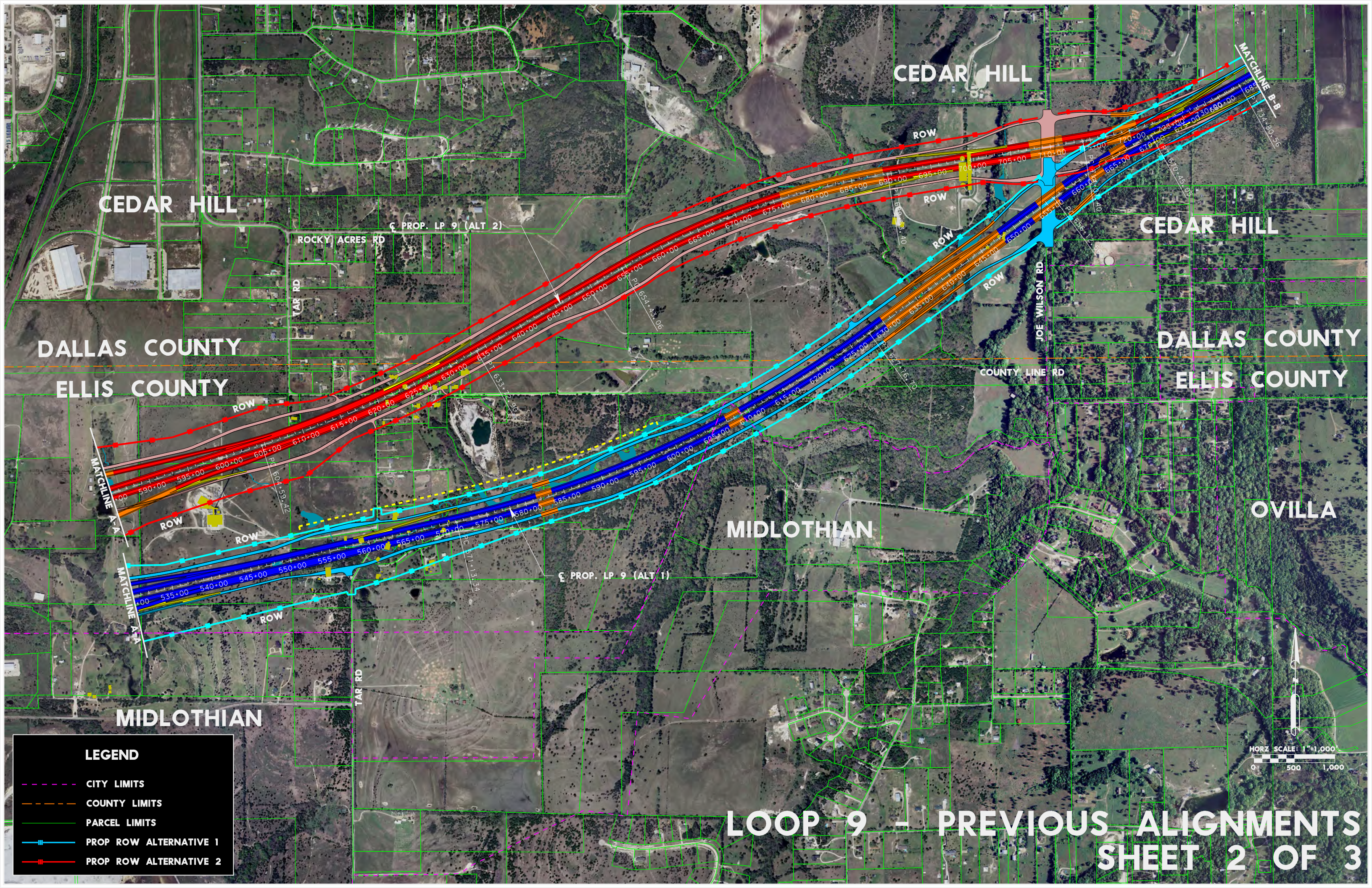
MIDLOTHIAN

67

LEGEND

- CITY LIMITS
- COUNTY LIMITS
- PARCEL LIMITS
- PROP ROW ALTERNATIVE 1
- PROP ROW ALTERNATIVE 2

LOOP 9 - PREVIOUS ALIGNMENTS
SHEET 1 OF 3



CEDAR HILL

CEDAR HILL

CEDAR HILL

DALLAS COUNTY

DALLAS COUNTY

ELLIS COUNTY

ELLIS COUNTY

MIDLOTHIAN

OVILLA

MIDLOTHIAN

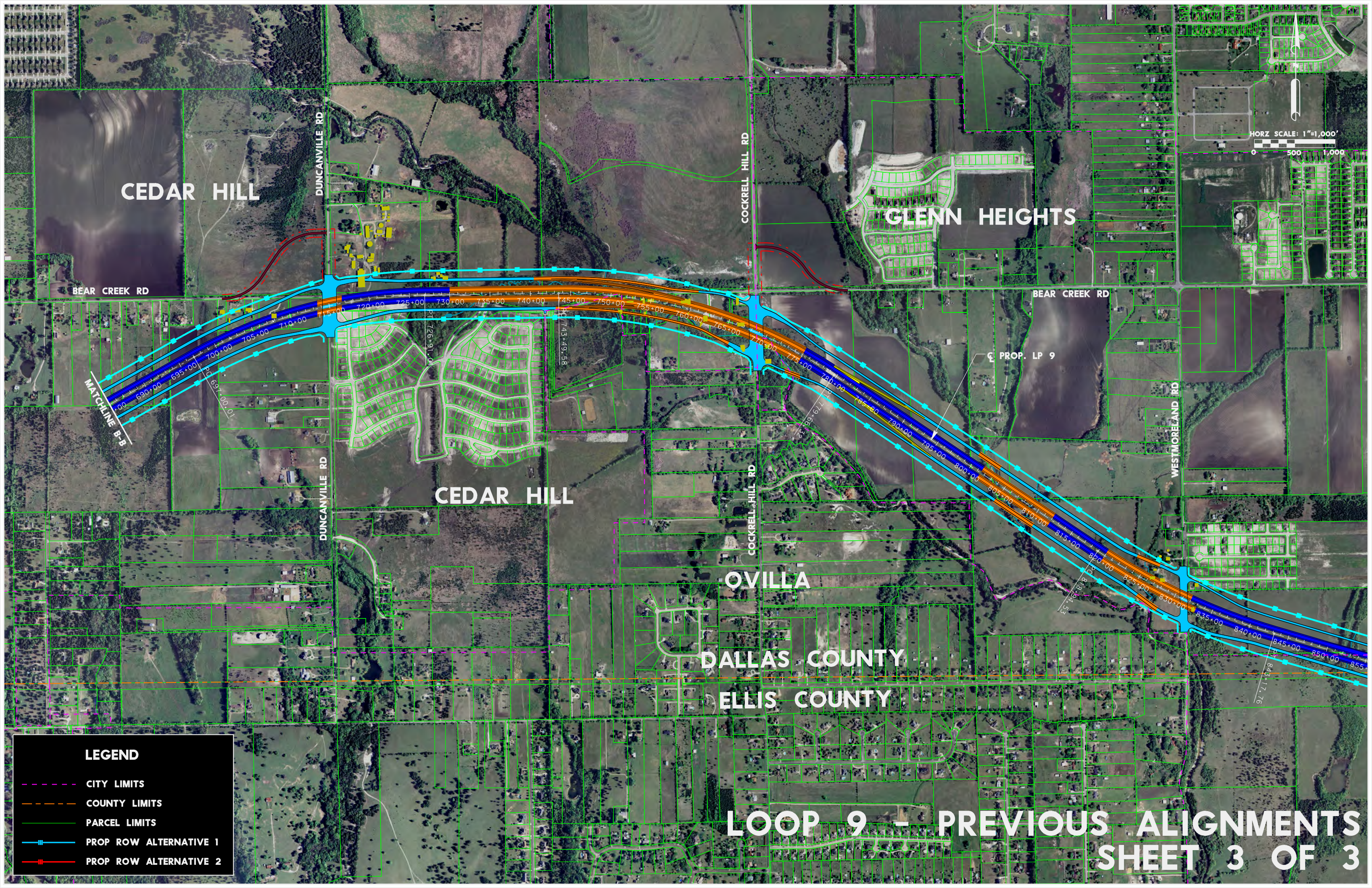
LOOP 9 - PREVIOUS ALIGNMENTS
SHEET 2 OF 3

LEGEND

- CITY LIMITS
- COUNTY LIMITS
- PARCEL LIMITS
- PROP ROW ALTERNATIVE 1
- PROP ROW ALTERNATIVE 2

HORIZ SCALE: 1"=1,000'

0 500 1,000



CEDAR HILL

GLENN HEIGHTS

CEDAR HILL

OVILLA

DALLAS COUNTY

ELLIS COUNTY

LOOP 9 - PREVIOUS ALIGNMENTS
SHEET 3 OF 3

BEAR CREEK RD

DUNCANVILLE RD

COCKRELL HILL RD

BEAR CREEK RD

WESTMORELAND RD

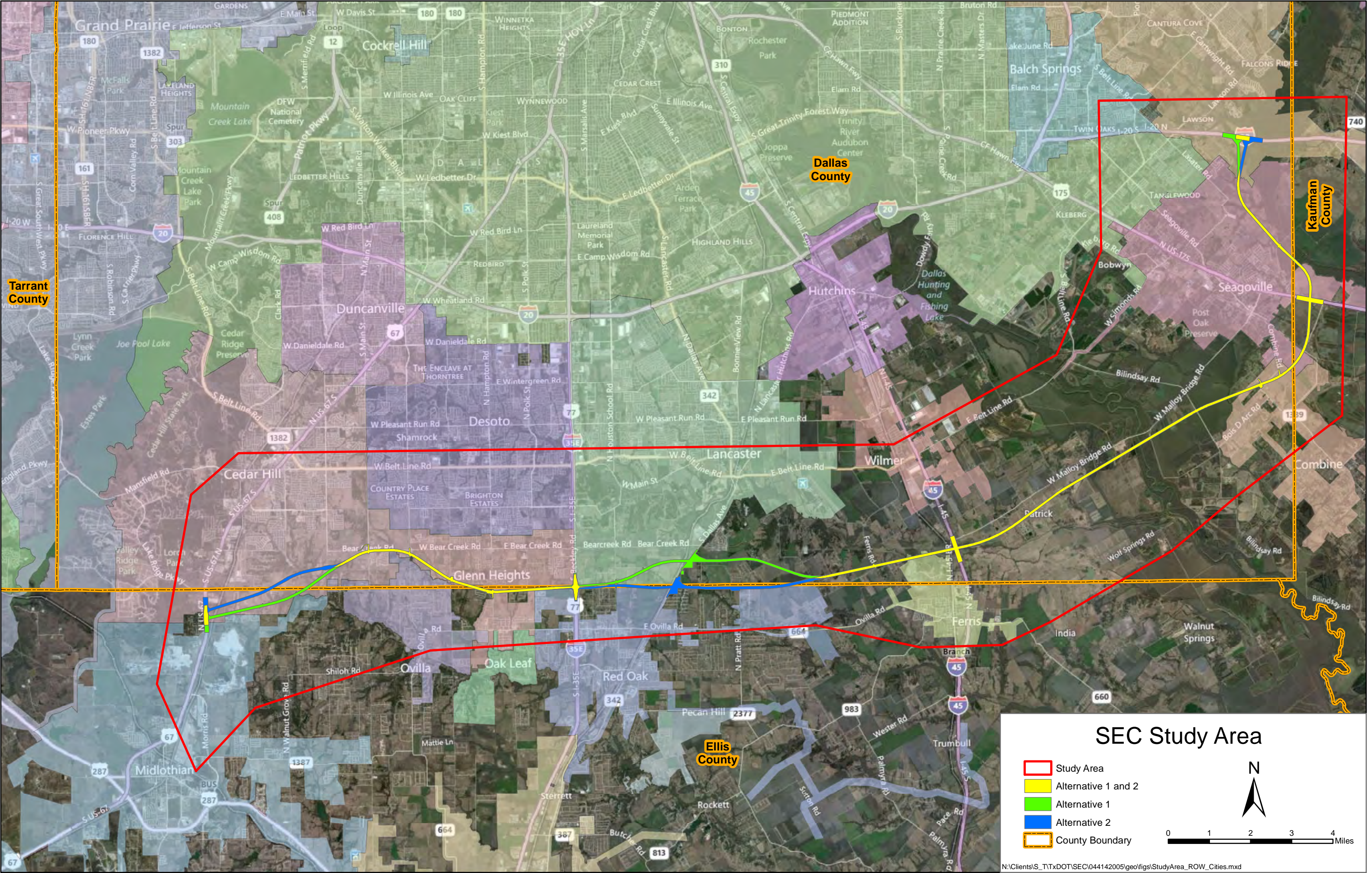
Q PROP. LP 9

MATCHLINE B-B

LEGEND

- CITY LIMITS
- COUNTY LIMITS
- PARCEL LIMITS
- PROP ROW ALTERNATIVE 1
- PROP ROW ALTERNATIVE 2

Attachment E



C3: City of Combine

City of Combine Interview Summary

Date: November 7, 2012

Time: 1:30 PM – 2:30 PM

Project: Loop 9 Southeast

Location: Combine Fire Department
123 Davis Road
Seagoville, TX 75104

Purpose: Allow local officials within the corridor/feasibility study area to provide comments on and provide suggestions regarding the currently proposed Loop 9 Project via an interview

Attachments: Attachment A – Interview Sign-in Sheet

Attachment B – Interview Questionnaire (Responses documented per interview discussions)

Attachment C – Previous Proposed Alignment through Combine and US 175 Intersection

Attachment D – Previous Proposed Alignment through Combine

Attendees: See **Attachment A** for a PDF of the actual Sign-in Sheet

Name	Email	Telephone	Title	Organization
Tonya Ratcliff	Tonyajo@me.com	972-287-9550	Mayor	City of Combine
Sharon Carrier	Sharoncarrier@clsandassociates.com	214-677-7749	Councilwoman	Combine City Council
Barbara McBurney	Barbaramcburney@gmail.com	972-287-4345	Combine Judge	City of Combine
Ed McBurney	Edmcburney@gmail.com	972-672-5448	Fire Marshall	City of Combine
Teresa West	City@combinetx.com	972-476-1532	City Secretary	City of Combine
Tim Ratcliff	Printserv@mac.com	214-280-6455		
Brian Clark	Brian.clark@atkinsglobal.com		Project Manager	Atkins
Callie Barnes	Callie.barnes@atkinsglobal.com	281-529-4221	Senior Transportation Planner	Atkins
Abe Bekele	Abe@civilassociates.com	214-703-5151	Senior Engineer	Civil Associates
Teresa Barlow	Teresa@civilassociates.com	214-703-5151	Senior Environmental Planner	Civil Associates

1. Introductions

2. Handouts and Presentation

- *Exhibits, Questionnaire and Presentation*
 - Brian Clark provided attendees hard copies of the Interview Questionnaire (not completed by the City of Combine prior to the meeting) (**Attachment B**)
 - Brian Clark provided attendees two exhibits (**Attachments C and D**) of the previously proposed alignment (as analyzed in the preliminary DEIS)

3. Project Overview – New Direction

- Brian Clark presented the current Loop 9 concept
 - Due to the reduction in projected traffic data since the DEIS was prepared, the former 450- to 600-foot typical section has been reduced to a conceptual 300- to 350-foot typical section
 - The former 44-mile long corridor has been reduced to exclude the alignment from US 287 to US 67
 - New direction in response to lack of funding & to move forward with the project quicker – Phased Approach
 - Initial and Ultimate Design Concept
 - Develop a Program of Projects (prioritize certain sections of the project) per results of the Feasibility Study and priorities within the study area
 - Corridor/Feasibility Study (6-8 month schedule) will occur after local official interviews
 - Program of Projects as a result of Corridor/Feasibility Study
 - Environmental Assessment (EA) process (16-18 months) will occur (provided FHWA approves EA classification) after the Program of Projects

4. Open Table Discussions

- *City of Combine*
 - Combine is a bedroom community which commutes to Dallas – requires quick access to US 175 since most commuters between Combine and Dallas use US 175.
 - Most commercial activities conducted by Combine residents occur in Seagoville. Access ramps from Loop 9 to Seagoville important for this reason.
 - As shown, proposed Loop 9 alignment is outside the City of Combine and would not provide economic benefit to the city. The city originally requested the alignment be shifted southeast, closer to Parsons Slough and their northwest city limit. However, towards the end of the interview, after looking closer at the constraints in the area where they suggested the shift, it was determined this shift would occur within the floodplain so no economic benefit of development would be achieved.
- *FM 1389*
 - Proposed alignment passes directly over FM 1389 and Kaufman Road intersection which is a concern for Combine because FM 1389 is very important road for area residents.
 - The main access road from Loop 9 for the City of Combine should be FM 1389 with a secondary access at Bilindsay Road.
 - Previous TxDOT design showed FM 1389 as a T-intersection east of the Loop 9 alignment to remove the existing curve. This is a high priority for Combine.
 - Existing FM 1389 contains a long S-curve that has led to many traffic accidents because of the sharp, unexpected curves. Improvements to FM 1389 were part of the DEIS. The City wants to see those improvements included in the Revised Loop 9 concept as well.

5. Interview Questionnaire

- The City of Combine did not provide responses to the questionnaire prior to the November 7, 2012 interview. For responses to the questionnaire as discussed and noted during the interview, please refer to **Attachment B**.

6. Additional Comments/Discussion

- It was noted that most of the alignment near Combine is located in a floodplain. If the alignment passes through floodplain and no development can occur, then Combine is indifferent to the placement of the alignment.
- The most important access points for the City of Combine are FM 1389 and Bilindsay Road. First and foremost they request access at FM 1389.
- Seagoville Airport is located near intersection of FM 1389 and Combine Road. Small, private airport owned by George Tenell.

7. Action Items

List of Action Items and Responsible Parties
November 7, 2012

NO	ACTION ITEM	RESPONSIBLE PARTY	DUE DATE	COMPLETE
1				
2				
3				
4				
5				
6				

Attachment A

Loop 9 Corridor Local Interview Meeting

November 7, 2012, 1:30pm
City of Combine
123 Davis Road, Seagoville, TX
Combine Fire Dept

Sign In

[illegible]

Attachment B

Loop 9 Corridor Interview Questionnaire

City of Combine

November 7, 2012

Note: Responses to this interview questionnaire were not provided by Combine prior to the interview conducted on November 7, 2012; therefore, responses below (in blue text) were noted per discussions during the Combine interview.

- 1) What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?

Economic development and possibly connectivity, depending on where it goes. This is a bedroom community and 75% of residents head north to work, so access to US 175 is essential.

- 2) In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?

Connection to US 175. Also need to straighten FM 1389 b/c where FM 1389 curves, it is very dangerous.

- 3) Are there any areas within your community that you are planning long-term infrastructure improvements for that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?

No. No money for improvements. No development plans. There is only about \$25K/year budget available to help with maintenance.

- 4) What projects are included in your Capital Improvement Plan relative to local roadways and utilities?

None. See #3.

- 5) Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?

No. Combine has a zoning plan from 1988 but this needs to be re-evaluated. City requires residences to be on one-acre lots which keeps the city from growing.

- 6) Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?

Not at this time.

- 7) Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?

Water lines are being added south of the town and south of the current concept alignment near Haines Road and Jimmy Lane.

Loop 9 Corridor Interview Questionnaire

City of Combine

November 7, 2012

- 8) Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?

Current alignment isolates Combine because it primarily passes through Seagoville. Also the current concept alignment would isolate Combine if access road were not provided.

- 9) Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?

Mickey Koller – owns a majority of Koller properties. Also Jerold (Jerry) Koller. You may want to talk with Seagoville airport.

- 10) Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?

Private airport. John Bunker Sands Wetland Center off Martin Lane used for educational purposes. Also see #9.

- 11) Are there any areas with heavy utilities that you know of within or near the proposed ROW?

Major power lines. A 30-inch high-pressure gas line. A substation is located near FM 1389 and the US 175 intersection.

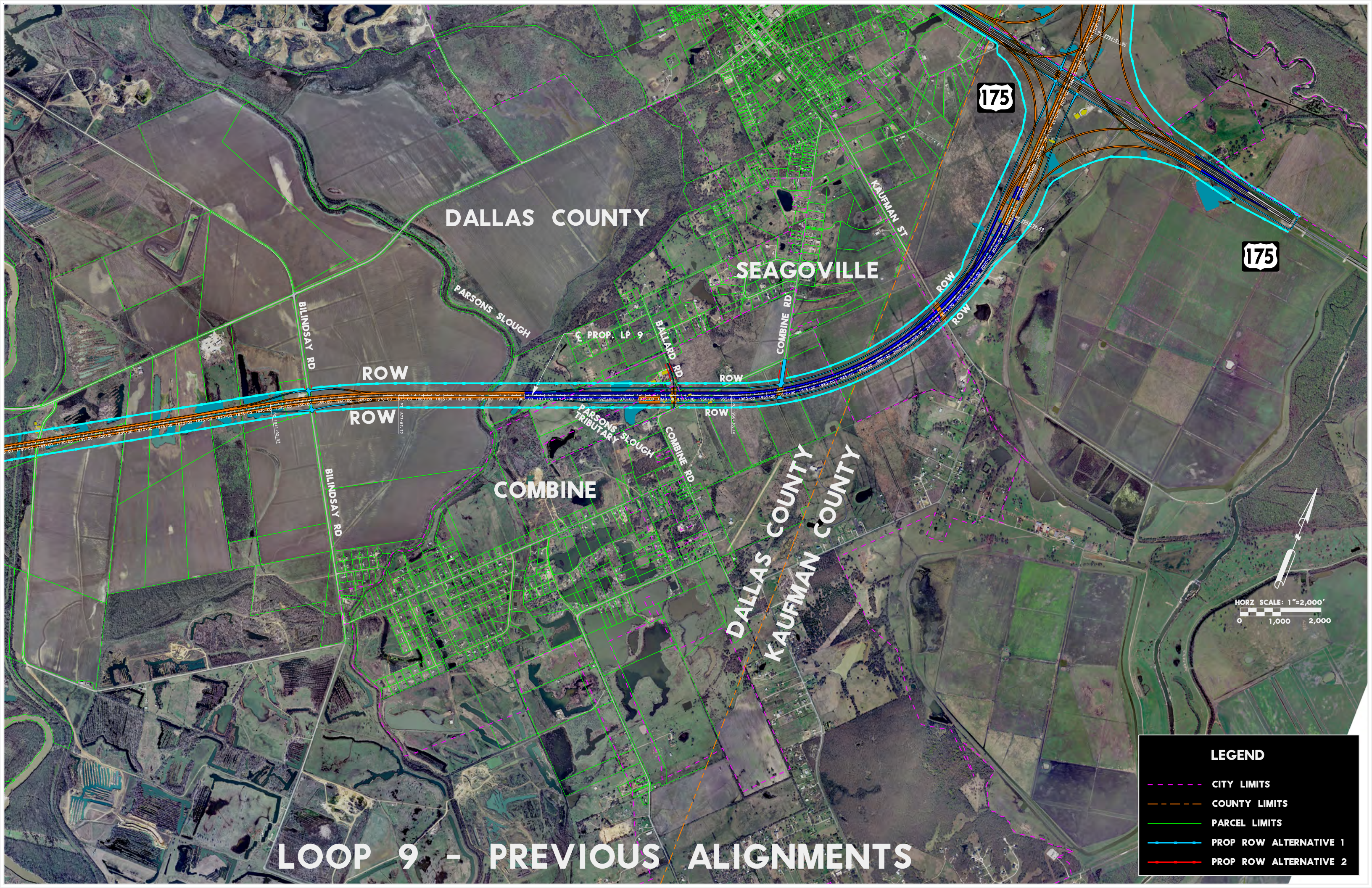
- 12) Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?

Pleasant Grove Cemetery. Raines Hall Cemetery on Combine Road next to the airport. John Bunker Sands Wetland Center off Martin Lane used for educational purposes.

- 13) Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?

Shift south to follow city limits; however, since the area that would be shifted south further into Combine is floodplain, there may not be any benefit to a shift south. Access needs to be on a state-maintained road (preferably FM 1389).

Attachment C



DALLAS COUNTY

SEAGOVILLE

COMBINE

DALLAS COUNTY
KAUFMAN COUNTY

175

175

BILINDSAY RD

ROW

ROW

BILINDSAY RD

PARSONS SLOUGH

PROP. LP 9

BALLARD RD

COMBINE RD

KAUFMAN ST

ROW

ROW

PARSONS TRIBUTARY SLOUGH

COMBINE RD

ROW

LOOP 9 - PREVIOUS ALIGNMENTS

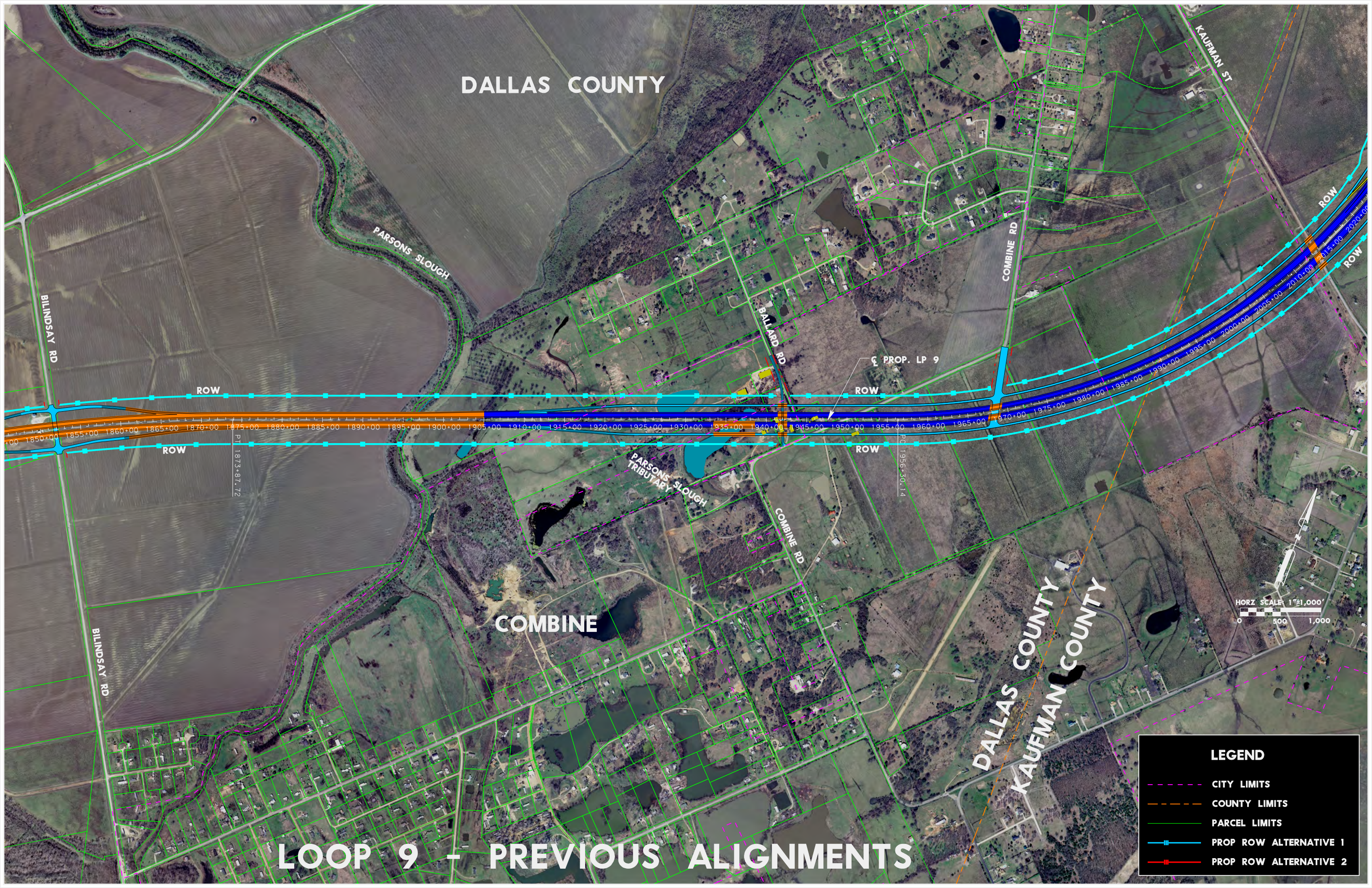
LEGEND

- CITY LIMITS
- COUNTY LIMITS
- PARCEL LIMITS
- PROP ROW ALTERNATIVE 1
- PROP ROW ALTERNATIVE 2

HORZ SCALE: 1"=2,000'
0 1,000 2,000

Attachment D

DALLAS COUNTY



BILINDSAY RD

PARSONS SLOUGH

BALLARD RD

COMBINE RD

KAUFMAN ST

ROW

ROW

℄ PROP. LP 9

ROW

ROW

ROW

ROW

PT 1873+87.72

PC 1956+30.14

PARSONS TRIBUTARY SLOUGH

COMBINE RD

BILINDSAY RD

COMBINE

DALLAS COUNTY
KAUFMAN COUNTY

HORZ SCALE 1"=1,000'

LEGEND

- CITY LIMITS
- COUNTY LIMITS
- PARCEL LIMITS
- PROP ROW ALTERNATIVE 1
- PROP ROW ALTERNATIVE 2

LOOP 9 - PREVIOUS ALIGNMENTS

C4: City of DeSoto

City of DeSoto Interview Summary

Date: December 10, 2012

Time: 2:30 PM – 3:30 PM

Project: Loop 9 Southeast

Location: City of Desoto
211 E. Pleasant Run Road
DeSoto, Texas 75149

Purpose: Allow local officials within the corridor/feasibility study area to provide comments on and provide suggestions regarding the currently proposed Loop 9 Project via an interview

Attachments: Attachment A – Interview Sign-in Sheet
Attachment B – Interview Questionnaire (Reponses documented per interview discussions)
Attachment C – DEIS Alignment Centerline with a 300- to 350-foot ROW

Attendees: See **Attachment A** for a PDF of the actual Sign-in Sheet

Name	Email/Telephone	Telephone	Title	Organization
Tom Johnson	Tjohnson@desototexas.gov	972-2309614	Managing Director Development Services	City of DeSoto
Edlyn Vathauer	Evathauer@desototexas.gov	972-230-9626	City Planner	City of DeSoto
Brian Clark	Brian.clark@atkinsglobal.com	972-818-7275	Project Manager	Atkins
Callie Barnes	Callie.barnes@atkinsglobal.com	281-529-4221	Senior Transportation Planner	Atkins
Abe Bekele	Abe@civilassociates.com	214-703-5151	Senior Engineer	Civil Associates
Teresa Barlow	Teresa@civilassociates.com	214-703-5151	Senior Environmental Planner	Civil Associates

1. Introductions

2. Handouts and Presentation

- *Exhibits, Questionnaire and Presentation*
 - Brian Clark provided attendees with the Interview Questionnaire (not completed by the City of DeSoto prior to the meeting) (**Attachment B**)
 - Brian Clark presented an Exhibit showing the DEIS Alignment Centerline with a 300- to 350-foot ROW (**Attachment C**)
 - Callie Barnes presented environmental constraints information obtained as a part of the DEIS efforts as well as the DEIS alignment centerline with a 300- to 350-foot ROW

3. Project Overview – New Direction

- Brian Clark presented the current Loop 9 concept
 - Due to the reduction in projected traffic data since the DEIS was prepared, the former 450- to 600- foot typical section has been reduced to a conceptual 300- to 350-foot typical section
 - The former 44-mile long corridor has been reduced to exclude the alignment from US 287 to US 67
 - New direction in response to lack of funding & to move forward with the project quicker – Phased Approach
 - Initial and Ultimate Design Concept
 - Develop a Program of Projects (prioritize certain sections of the project) per results of the Feasibility Study and priorities within the study area
 - Corridor/Feasibility Study (6-8 month schedule) will occur after local official interviews
 - Program of Projects as a result of Corridor/Feasibility Study
 - Environmental Assessment (EA) process (16-18 months) will occur (provided FHWA approves EA classification) after the Program of Projects
- Brian Clark discussed the renaming of Loop 9. He stated that Bruce Nolley from TxDOT Dallas District is leading the renaming efforts.

4. Interview Questionnaire

- The City of Desoto did not provide responses to the questionnaire prior to the December 10, 2012 interview. For those responses discussed and noted during the December 10, 2012 interview, please refer to **Attachment B**.

5. Additional Comments/Discussion

- Tom Johnson asked if the crossing of the proposed Loop 9 at the major arterials, specifically Hampton Road and Cockrell Hill Road, would remain the same as what was in the DEIS study. Brian Clark explained that the proposed Loop 9 project is not final and that the previously proposed major arterials crossing designs would be analyzed as part of the ongoing Corridor/Feasibility Study. Tom Johnson stated that he would like to know, once determined, the proposed design for Hampton Road and Cockrell Hill.
- Tom Johnson stated that the City prefers the DEIS interchange configuration at I-35E with direct connectors at I-35E. He also stated that he understands that the Loop 9 alignment location would have to be at about where it is shown in the exhibit.
- The City expressed support for the new Loop 9 concept with reduced ROW.
- The City believes that Loop 9 will help to reduce traffic traveling through the town.

6. Action Items

**List of Action Items and Responsible Parties
December 10, 2012**

NO	ACTION ITEM	RESPONSIBLE PARTY	DUE DATE	COMPLETE
1				

Attachment A

City of DeSoto	Name	Org / Title	email	phone
12-10-12	Teresa Barlow	CAI - Sr. Env. Planner	teresa@civilassociates.com	214-703-5151
2:30pm	BRIAN CLARK	ATKINS Proj. MGR	brian.clark@atkinglobal.com	(972) 588-3124
	Callie Barnes	ATKINS	callie.barnes@atkins.com	281-529-4201
	Tom Johnson	DeSoto	tjohnson@desotakeras.gov	(972) 230-9614
	Abe Bekele	CAI	abe@civilassociates.com	214-703-5151
	Edwin Vattayar	C. & L. Planner	evattayar@desotakeras.gov	

Attachment B

Loop 9 Corridor Interview Questionnaire

The City of DeSoto

December 10, 2012

Note: The City of DeSoto did not provided responses prior to the interview conducted on December 10, 2012. Responses below (in blue text) were comments noted per discussions during the interview with City of DeSoto.

- 1) What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?

Connectivity. We believe peak traffic generated from south of the City and wanting to access US 67 or I-35E will not have to use DeSoto's arterials when LP 9 is completed. There is growth potential in the south of the City.

- 2) In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?

Congestion relief on the City's arterials. Allow commuters to by-pass City's signalized intersections which improves travel time for commuters.

- 3) Are there any areas within your community that you are planning long-term infrastructure improvements for that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?

The projects are unfunded; however, the City is in support of the Hampton Road widened project (from Parkerville Road to Glen Creek Road) from 2 lanes to a 4-lane divided. The City hopes this improvement of Hampton Road will be included in the Dallas County MCIP funding.

- 4) What projects are included in your Capital Improvement Plan relative to local roadways and utilities?

See #3. Also Cockrell Hill Road is under construction – widening from two lane to four lane divided from Beltline Road to Parkerville Road.

- 5) Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?

We are updating the Comprehensive Plan.

- 6) Are they any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?

No.

Loop 9 Corridor Interview Questionnaire
The City of DeSoto
December 10, 2012

- 7) Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?

[The Hampton redevelopment between Pleasant Run and Beltline.](#)

- 8) Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?

[No.](#)

- 9) Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?

[No.](#)

- 10) Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?

[No. However there is a school proposed on the corner of Cockrell Road and West Parkerville Road.](#)

- 11) Are there any areas with heavy utilities that you know of within or near the proposed ROW?

[No.](#)

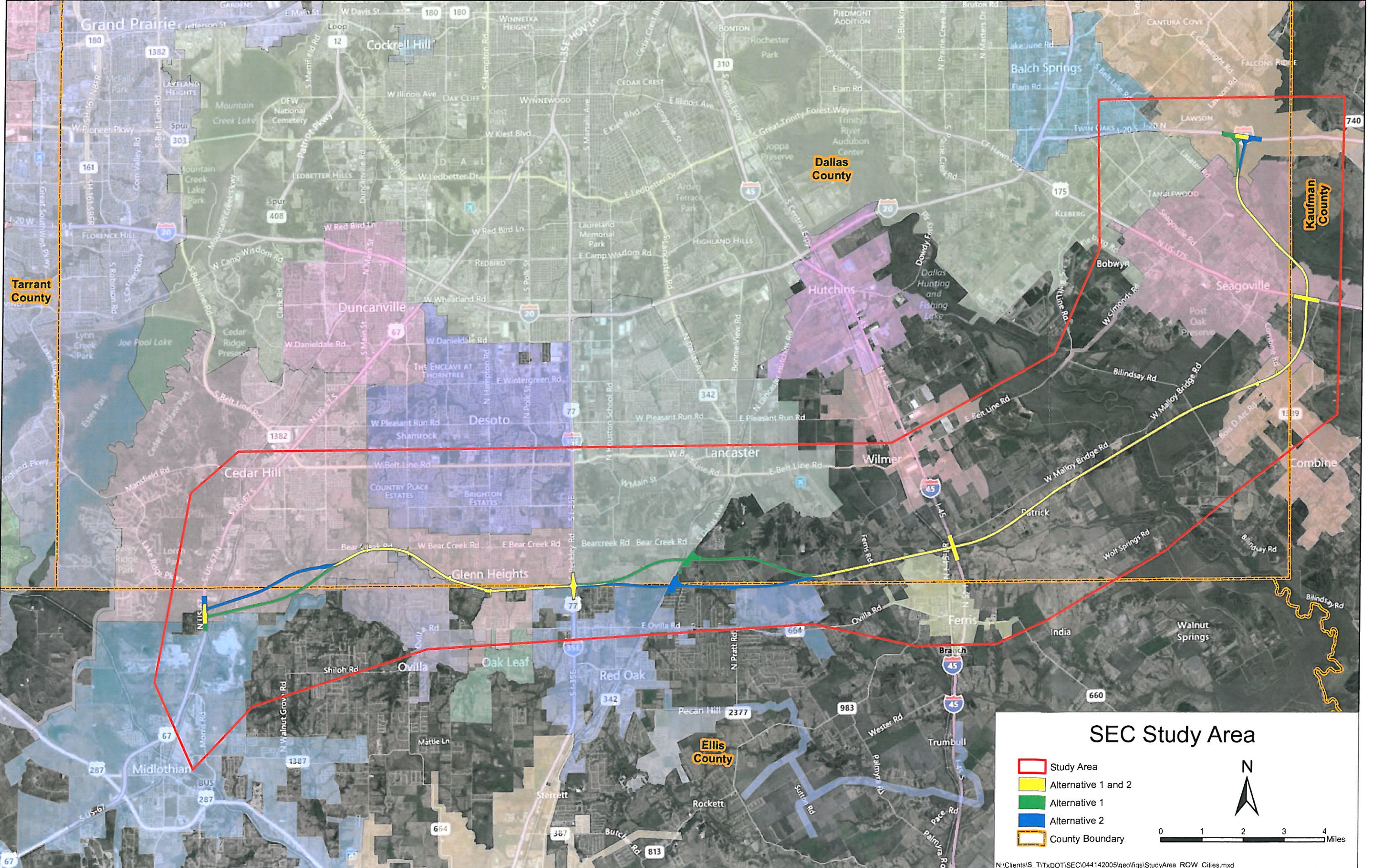
- 12) Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?

[No.](#)

- 13) Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?

[No.](#)

Attachment C



SEC Study Area

Study Area

Alternative 1 and 2

Alternative 1

Alternative 2

County Boundary

N

0

1

2

3

4

Miles

N:\Clients\S_TTx\DOT\SEC\044142005\geo\figs\StudyArea_ROW_Cities.mxd

C5: City of Ferris

City of Ferris Interview Summary

Date: November 7, 2012

Time: 10:00 AM – 11:30 PM

Project: Loop 9 Southeast

Location: City Council Chambers
215 West 6th Street
Ferris, Texas

Purpose: Allow local officials within the corridor/feasibility study area to provide comments on and provide suggestions regarding the currently proposed Loop 9 Project via an interview

Attachments: Attachment A – Interview Sign-in Sheet

Attachment B – The City of Ferris Completed Interview Questionnaire (Responses provided by Ferris and documented per interview discussions)

Attachment C – Previous Proposed Design of Intersection at I-45

Attachment D – Previous Proposed Design of Intersection at I-45

Attachment E – DEIS Alignment Centerline with a 300- to 350-foot ROW

Attendees: See **Attachment A** for a PDF of the actual Sign-in Sheet

Name	Email	Telephone	Title	Organization
Bill Pardue	Billpardue7@gmail.com	972-743-8820	Mayor	City of Ferris
Eric Strong	Eric.strong@ci.ferristx.us	972-842-5761	City Manager	City of Ferris
Dennis Burn	Dennis.burn@ci.ferristx.us	972-544-2965	Public Works Director	City of Ferris
Charles Dart	Chuck.dart@ci.ferristx.us	972-842-8323	Economic Development Director	City of Ferris
Bruce Nolley	Bruce.nolley@txdot.gov	214-320-6156	Project Manager	TxDOT
Brian Clark	Brian.clark@atkinsglobal.com	972-588-3124	Project Manager	Atkins
Callie Barnes	Callie.barnes@atkinsglobal.com	281-529-4221	Senior Transportation Planner	Atkins
Abe Bekele	Abe@civilassociates.com	214-703-5151	Senior Engineer	Civil Associates

1. Introductions

2. Handouts and Presentation

- *Exhibits, Questionnaire and Presentation*
 - Brian Clark provided attendees hard copies of the Interview Questionnaire (already completed by The City of Ferris prior to the meeting) (**Attachment B**)

- Brian Clark provided attendees two exhibits (**Attachments C and D**) of the previously proposed alignment (as analyzed in the preliminary DEIS) at I-45
- Callie Barnes presented an Exhibit showing the DEIS Alignment Centerline with a 300- to 350-foot ROW (**Attachment E**)
- Callie Barnes presented environmental constraints information obtained as a part of the DEIS efforts as well as the DEIS alignment centerline with a 300- to 350-foot ROW

3. Project Overview – New Direction

- Brian Clark presented the current Loop 9 concept
 - Due to the reduction in projected traffic data since the DEIS was prepared, the former 450- to 600-foot ROW has been reduced to a conceptual 300- to 350-foot ROW
 - The former 44-mile long corridor has been reduced to exclude the alignment from US 287 to US 67
 - New direction in response to lack of funding & to move forward with the project quicker – Phased Approach
 - Initial and Ultimate Design Concept
 - Develop a Program of Projects (prioritize certain sections of the project) per results of the Feasibility Study and priorities within the study area
 - Corridor/Feasibility Study (6-8 month schedule) will occur after local official interviews
 - Program of Projects as a result of Corridor/Feasibility Study
 - Environmental Assessment (EA) process (16-18 months) will occur (provided FHWA approves EA classification) after the Program of Projects
- Brian Clark discussed potential of renaming Loop 9. He stated that Bruce Nolley from TxDOT Dallas District is leading the renaming efforts.

4. Interview Questionnaire

- The City of Ferris provided responses to the questionnaire prior to the November 7, 2012 interview. For those responses provided by Ferris as well as responses that were discussed and noted during the November 7, 2012 interview, please refer to **Attachment B**.

5. Additional Comments/Discussion

- There is good potential for development east of I-45.
- I-45 is not good for development b/c floodplains at this intersection – west of I-45 to Ferris Rd.
- Prefer at-grade frontage roads, particularly at I-45 and Ferris Road intersections to provide major access points to and from Ferris.
- Concerns were voiced about the need for access points to Ferris Road.
- Currently there is high truck traffic volume using I-20 to access I-45. The proposed Loop 9 route to I-45 will provide a better E/W truck route than I-20.
- The proposed route will provide a better route for trucks coming to and from the landfill which currently use downtown as a main thoroughfare.
- There is a Feasibility Study conducted for FM 664 approximately 1 year old that was done in conjunction with Red Oak and Ovilla.
- The City prefers the revised interchange concept at I-45 due to a reduced right-of-way impact that will attract potential developments at the interchange.
- The City would like to know proposed access locations early in the process.
- The City prefers a three-level interchange concept with a frontage road box at I-45.

- There is an existing Sanitary Sewer Line (size could be a 30" but not sure) along Tenmile Creek Road that goes to the Trinity Wastewater Treatment facility.
- The City would like to be provided with the entire alignment on an Aerial.

6. Action Items

List of Action Items and Responsible Parties
November 7, 2012

NO	ACTION ITEM	RESPONSIBLE PARTY	DUE DATE	COMPLETE
1	Provide FM 664 Feasibility Study	City of Ferris	N/A	
2	Entire Alignment on an Aerial to Dennis Burn	Atkins	N/A	
3				
4				
5				
6				

Attachment A

Loop 9 Corridor Local Interview Meeting

November 7, 2012, 10am

City of Ferris

215 West 6th Street, Ferris, Tx

City Council Chambers

Sign in

[illegible]

Attachment B

Loop 9 Corridor Interview Questionnaire

City of Ferris

November 7, 2012

Note: Responses (in black text) below were provided by City of Ferris prior to the interview conducted on November 7, 2012. Responses below (in blue text) were noted per discussions during the interview with City of Ferris.

- 1) What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?

Our primary goals for Loop 9 are two fold: primarily, we see it as a way to help develop the northern part of our city from an economic development standpoint. Loop 9 will bring increased traffic through the area and we see the opportunity for major commercial development to occur along the route if it is routed correctly. We would be curious to discuss frontage roads as well as on ramps and exits from Loop 9 and where they might be located.

The second objective is connectivity. Loop 9 will make Ferris more accessible due to the proximity of the road to our city and the various connections to other roads.

- 2) In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?

The immediate need that Loop 9 will solve for us will be to take major truck traffic out of our downtown area. Currently we have a lot of FM 664 truck traffic that winds through a very narrow road in our downtown, being forced to stop at stop signs and make tight turns on surface streets as they navigate to and from I-45 and to and from Waste Management on the north side of the city. Loop 9 will give them a way to directly connect to I-45 on a high speed connection and to access Waste Management easily. -Also, we expect Loop 9 to reduce the number of accidents that occur each year on FM 664. FM 664 is used extensively by northern Ellis County residents who prefer driving on I-45.

- 3) Are there any areas within your community that you are planning long-term infrastructure improvements for that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?

We are currently working with other local cities on a redesign/reroute of FM 664. In Ferris, this would create southern bypass of FM 664.

Ferris is working with Red Oak and Ovilla on the proposed FM 664 project. HDR is contracted for this work. There is a Public Meeting for FM 664 scheduled on December 11, 2012 from 5:00 – 7:00 at Red Oak City Hall.

- 4) What projects are included in your Capital Improvement Plan relative to local roadways and utilities?

NA

Loop 9 Corridor Interview Questionnaire

City of Ferris

November 7, 2012

- 5) Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?

This year we have funded a new Comprehensive Plan study. We have never formally adopted a Comprehensive Plan, although we have several of the pieces of a Comprehensive Plan. Part of that process will involve updating land use controls and zoning. Our subdivision regulations were modified within the last five years and we feel that they are currently adequate.

There is a RFQ out to conduct a Comprehensive Plan. This work is anticipated to start in January and last 8-12 months. The last Comprehensive Plan was adopted 5-6 years ago. There are a lot of changes coming with this new Comprehensive Plan.

- 6) Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?

See above. Our zoning and land development regulations are all being re-evaluated as part of our Comprehensive Plan study, which will be initiated in January.

See #5.

- 7) Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?

We are currently working with a developer who owns land that is just outside our city limits. They are proposing developing their land utilizing a Fresh Water Supply District. This will not be in the City Limits, but it will be a significant development which projects adding approximately 3,000 single family residences over a 22 year period.

- 8) Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?

No.

There is high truck traffic thru downtown Ferris (FM 664) which is dangerous.

- 9) Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?

Depending on the alignment, Waste Management might need to be consulted. They are currently undergoing an expansion permit that pushes parts of the landfill slightly north.

Ray Wallace owns most of the property east of I-45. Kenneth Johnson owns the area east of Ferris Rd. and property at the I-45 interchange. John Hall owns property along Malloy Bridge Road.

Waste Management property is adjacent to the ROW.

Loop 9 Corridor Interview Questionnaire
City of Ferris
November 7, 2012

There is a permit application to expand the landfill.

- 10) Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?

Not to our knowledge.

Trinity River Authority is considering expansion to the south. They are proposing surge ponds south of current alignment.

- 11) Are there any areas with heavy utilities that you know of within or near the proposed ROW?

Potentially the Trinity River Authority Wastewater Treatment Plant.

There is an existing 30" wastewater line following Tenmile Creek.

- 12) Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?

No.

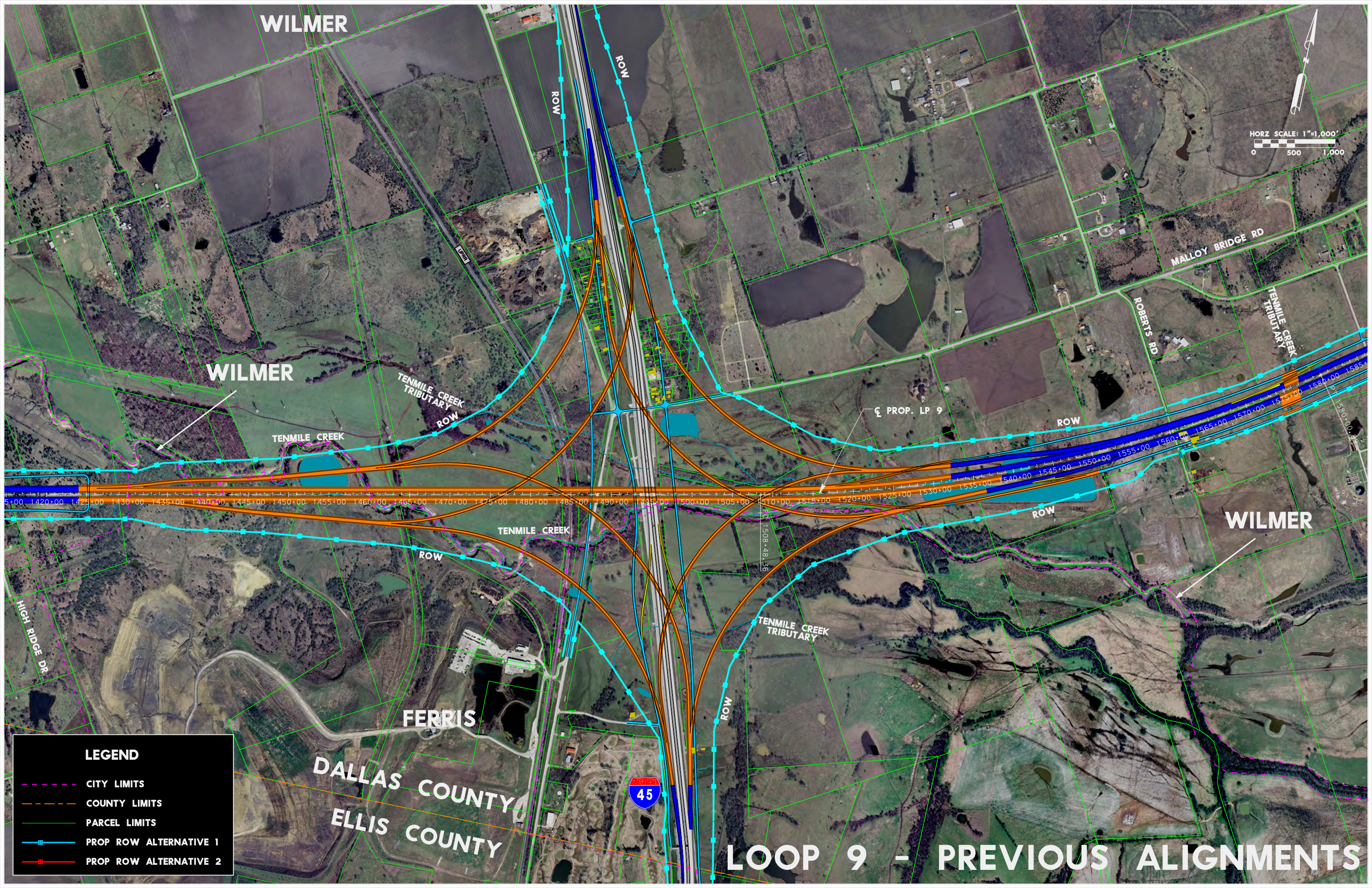
Would prefer if the alignment crossed Tenmile Creek as few times as possible. Right now the proposed alignment crosses Tenmile Creek two or three times.

- 13) Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?

No.

We are happy with the current alignment as proposed.

Attachment C



WILMER

WILMER

MALLOY BRIDGE RD

ROBERTS RD

TENMILE CREEK TRIBUTARY

TENMILE CREEK

TENMILE CREEK TRIBUTARY

TENMILE CREEK

TENMILE CREEK TRIBUTARY

WILMER

FERRIS

DALLAS COUNTY
ELLIS COUNTY



LOOP 9 - PREVIOUS ALIGNMENTS

LEGEND

- CITY LIMITS
- COUNTY LIMITS
- PARCEL LIMITS
- PROP ROW ALTERNATIVE 1
- PROP ROW ALTERNATIVE 2

HORZ SCALE: 1"=1,000'

Attachment D



WILMER

WILMER

FERRIS

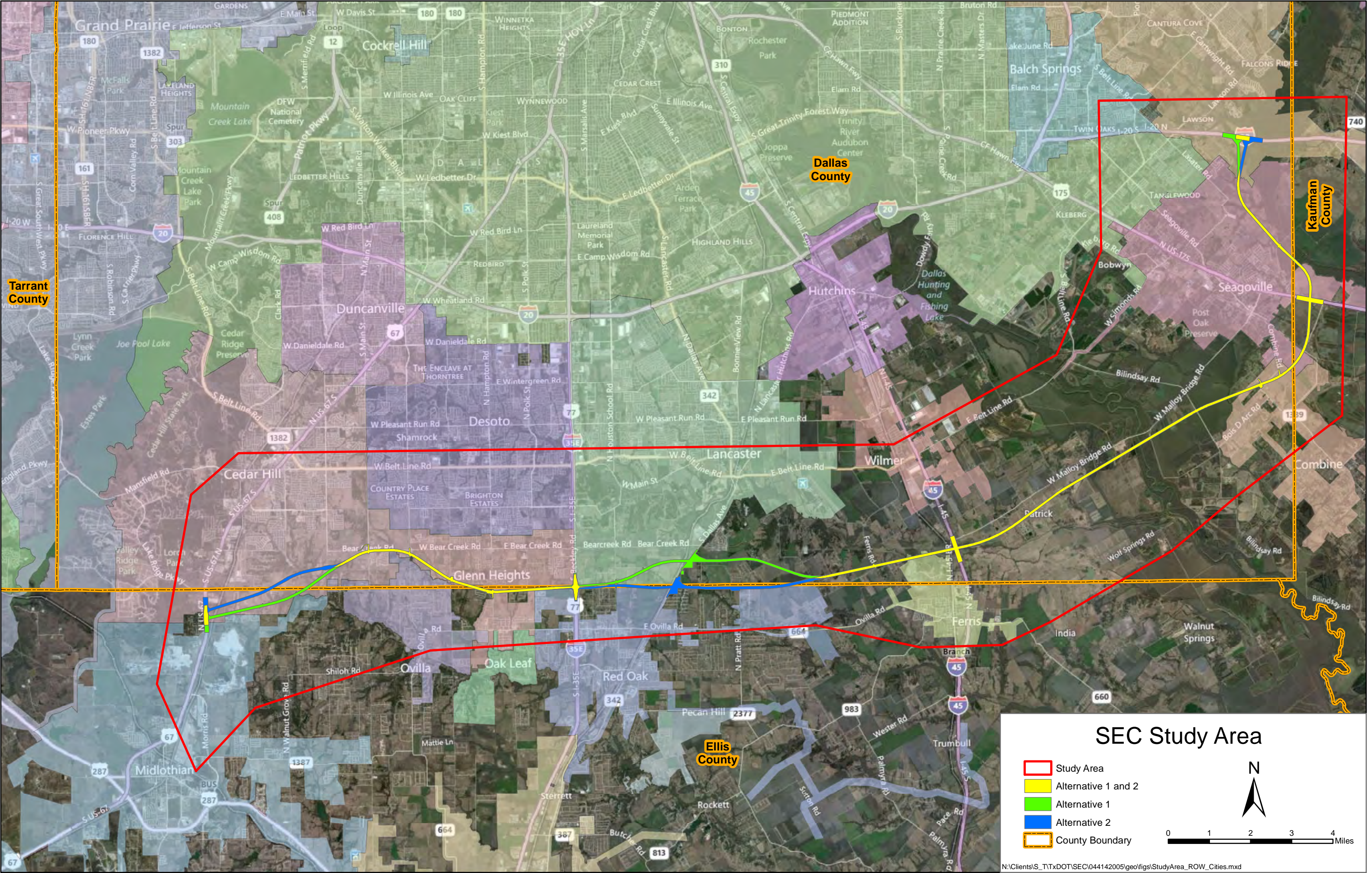
DALLAS COUNTY
ELLIS COUNTY

LOOP 9 - PREVIOUS ALIGNMENTS

LEGEND

- CITY LIMITS
- COUNTY LIMITS
- PARCEL LIMITS
- PROP ROW ALTERNATIVE 1
- PROP ROW ALTERNATIVE 2

Attachment E



C6: City of Glenn Heights

City of Glenn Heights Interview Summary

Date: November 13, 2012 **Time:** 9:00 AM – 10:00 PM

Project: Loop 9 Southeast

Location: City Hall – Council Chambers
1938 S Hampton Road
Glenn Heights, Texas 75154

Purpose: Allow local officials within the corridor/feasibility study area to provide comments on and provide suggestions regarding the currently proposed Loop 9 Project via an interview

Attachments: Attachment A – Interview Sign-in Sheet
Attachment B – The City of Glenn Heights Completed Interview Questionnaire
(Responses provided by Glenn Heights and documented per interview discussions)
Attachment C – Previous Proposed Design of Intersection at I-35E
Attachment D – Previous Proposed Design of Intersection at I-35E and Westmoreland,
S Hampton, and S Uhl Road
Attachment E – DEIS Alignment Centerline with a 300- to 350-foot ROW

Attendees: See **Attachment A** for a PDF of the actual Sign-in Sheet

Name	Email/Telephone	Telephone	Title	Organization
Steve Chutchian	publicworksdirector@gleannheights.com	214-213-7824	Public Works Director	City of Glenn Heights
Othel Murphree	citysecretary@glennheights.com	972-2231690	City Secretary	City of Glenn Heights
Surupa Sen	cityplanner@glennheights.com	972-223-1690	City Planner	City of Glenn Heights
Connie Hearne	chearne@glennheights.com	972-223-1690	Administration - Management Analyst	City of Glenn Heights
Bruce Nolley	Bruce.nolley@txdot.gov	214-320-6156	Project Manager	TxDOT
Abe Bekele	Abe@civilassociates.com	214-703-5151	Senior Engineer	Civil Associates
Teresa Barlow	Teresa@civilassociates.com	214-703-5151	Senior Environmental Planner	Civil Associates
Callie Barnes	Callie.barnes@atkinsglobal.com	281-529-4221	Senior Transportation Planner	Atkins
Brian Clark	Brian.clark@atkinsglobal.com	972-818-7275	Project Manager	Atkins

1. Introductions

2. Handouts and Presentation

- *Exhibits, Questionnaire and Presentation*

- Brian Clark provided attendees hard copies of the Interview Questionnaire (completed by The City of Glenn Heights prior to the meeting) (**Attachment B**)
- Brian Clark provided attendees two exhibits (**Attachments C and D**) of the previously proposed alignment (as analyzed in the preliminary DEIS)
- Brian Clark presented an Exhibit showing the DEIS Alignment Centerline with a 300- to 350-foot ROW (**Attachment E**)
- Callie Barnes presented environmental constraints information obtained as a part of the DEIS efforts as well as the DEIS alignment centerline with a 300- to 350-foot ROW

3. Project Overview – New Direction

- Brian Clark presented the current Loop 9 concept
 - Due to the reduction in projected traffic data since the DEIS was prepared, the former 450- to 600-foot typical section has been reduced to a conceptual 300- to 350-foot typical section
 - The former 44-mile long corridor has been reduced to exclude the alignment from US 287 to US 67
 - New direction in response to lack of funding & to move forward with the project quicker – Phased Approach
 - Initial and Ultimate Design Concept
 - Develop a Program of Projects (prioritize certain sections of the project) per results of the Feasibility Study and priorities within the study area
 - Corridor/Feasibility Study (6-8 month schedule) will occur after local official interviews
 - Program of Projects as a result of Corridor/Feasibility Study
 - Environmental Assessment (EA) process (16-18 months) will occur (provided FHWA approves EA classification) after the Program of Projects
- Brian Clark discussed potential of renaming Loop 9. He stated that Bruce Nolley from TxDOT Dallas District is leading the renaming efforts.

4. Interview Questionnaire

- The City of Glenn Heights provided responses to the questionnaire prior to the November 13, 2012 interview. For those responses provided by Glenn Heights as well as responses that were discussed and noted during the November 13, 2012 interview, please refer to **Attachment B**.

5. Additional Comments/Discussion

- The City has expressed concerns about impacts to the City's water tower located at the corner of South Uhl Road and proposed Loop 9. The City wants to ensure that the proposed Loop 9 does not impact the water tower.
- The City indicated a large property near the intersection of Cocker Hill Road and Bear Creek Road within the proposed ROW was future planned commercial property.
- The City supports the new design concept at the I-35E interchange. The revised design concept will attract more developments in the area.
- The City prefers to have full access to and from the proposed Loop 9 at S. Hampton Road. Exit ramp from the proposed westbound Loop 9 to South Hampton Road was not proposed in the DEIS – The city would like to see this access being provided as part of the revised design preferably as a full Diamond interchange.

- The parcel located at the southeast quadrant of the proposed Loop 9 alignment intersection with S. Hampton Road has been planned to be developed for a Town Center. The City prefers impacts to this parcel be minimized if it could not be avoided completely.
- The City has completed a modified Master Plan which included widening of South Hampton Road, South Uhl Road and Westmoreland Road. The City would like to see the proposed Loop 9 design finalized before the next City Bond election in about 2 years.
- The City's CIP includes the proposed Loop 9 corridor and as such the City would like to see the project expedited to the implementation phase.
- The City prefers all communications with the City be through the City Manager's office until the January election when the next Mayor will be voted in.

6. Action Items

**List of Action Items and Responsible Parties
November 13, 2012**

NO	ACTION ITEM	RESPONSIBLE PARTY	DUE DATE	COMPLETE
1	Provide City GIS Map of Glenn Heights City Boundaries	City of Glenn Heights	N/A	
2	Revised City Master Plan	City of Glenn Heights	N/A	
3				
4				
5				
6				

Attachment A

Loop 9 Corridor Local Interview Meeting

November 13, 2012, 9-10am

Glenn Heights

1938 S. Hampton Rd, Glenn Heights, Texas

Sign In

[illegible]

Attachment B

Loop 9 Corridor Interview Questionnaire

The City of Glenn Heights

November 13, 2012

Note: Responses (in black text) below were provided by City of Glenn Heights prior to the interview conducted on November 13, 2012. Responses below (in blue text) were noted per discussions during the interview with City of Glenn Heights.

- 1) What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?

The current Loop 9 alignment will affect 120+ acres of prime real estate along I-35E and south of Bear Creek Road. This site has been identified by staff as a great opportunity for big box retail coupled with multiple co-site stores and our restaurant(s).

Additionally, the current iteration of Loop 9 will affect future residential development to the far west of our city- specifically, near Cockrell Hill Road. As of late there has been several inquiries from developers interested in building. However, they have been hesitant until further notice regarding final plans to Loop 9.

- 2) In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?

Construction of S. Hampton Road ingress and egress at Loop 9 will relieve congestion at Bear Creek and DART Park-n-Ride.

Currently there is heavy traffic on Bear Creek Road due to the DART Park & Ride Station location on Bear Creek Road.

- 3) Are there any areas within your community that you are planning long-term infrastructure improvements that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?

Following City's Capital Improvement Program (CIP) for roadways and utilities (S. Hampton Road, S. Uhl Road, and Westmoreland Road) there are plans for constructing four-lane divided concrete roadways with utilities along the major arterials that are within the path of Loop 9 alignment.

- 4) What projects are included in your Capital Improvement Plan relative to local roadways and utilities?

Roadways in CIP include S. Hampton Road from E Bear Creek to Ovilla Road, S. Uhl Road from E Bear Creek to Ovilla Road, and Westmoreland Road from W Bear Creek to the City Limits; subdivisions that will be affected by Loop 9 and take are included in the CIP are Mesa Addition and Morgan Heights.

Loop 9 Corridor Interview Questionnaire

The City of Glenn Heights

November 13, 2012

- 5) Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?

If the alignment for proposed Loop 9 is above grade then the zoning designations of the properties along the corridor will not be affected. City of Glenn Heights Comprehensive Plan and Future Land Use maps includes the proposed Loop 9 alignment and resulting commercial land use along the corridor.

- 6) Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?

There aren't major changes planned in zoning or land development regulation in near future that would affect the Loop 9 corridor planning. However, once the new alignment and design for Loop 9 corridor is near final stage, the City would like to initiate a zoning/land use update reflecting the changed potential for the vacant land along the freeway.

- 7) Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?

City of Glenn Heights Comprehensive Plan was updated in January 2011 that includes demographic and existing conditions analysis for the City. Plan for proposed Town Center property within the alignment of Loop 9 at the Hampton Road interchange projects future mixed use/commercial development in that area.

- 8) Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?

Transportation relief is a factor due to no internal highway access within the community.

- 9) Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?

N/A

- 10) Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?

The City of Glenn Heights would like to recommend avoiding the proposed 70-acre Town Center property along Hampton Road if at all possible. Also the Hillwood property along I-35E frontage next to Gateway Estates subdivision is a critical piece of real estate from planning and economic development standpoint. We would like to recommend that the final alignment try to minimize impact on the Hillwood property along I-35E frontage.

Loop 9 Corridor Interview Questionnaire

The City of Glenn Heights

November 13, 2012

Mesa residential development is located north of the proposed Town Center. The Lindale residential area east of the proposed Town Center is an area that could be impacted. There is a commercial project east of Cockrell Hill Road, south of Bear Creek Road that is important.

- 11) Are there any areas with heavy utilities that you know of within or near the proposed ROW?

The City's 1 million gallon elevated water storage reservoir is located within the proposed Loop 9 alignment on S. Uhl Road. Future large water mains are scheduled along the parkway of S. Uhl Road, S. Hampton Road and Westmoreland Road. These mains must be installed during or prior construction of Loop 9.

Bruce Nolley stated that he has been contacted already by Hillwood Development Company regarding the revised Loop 9 concept.

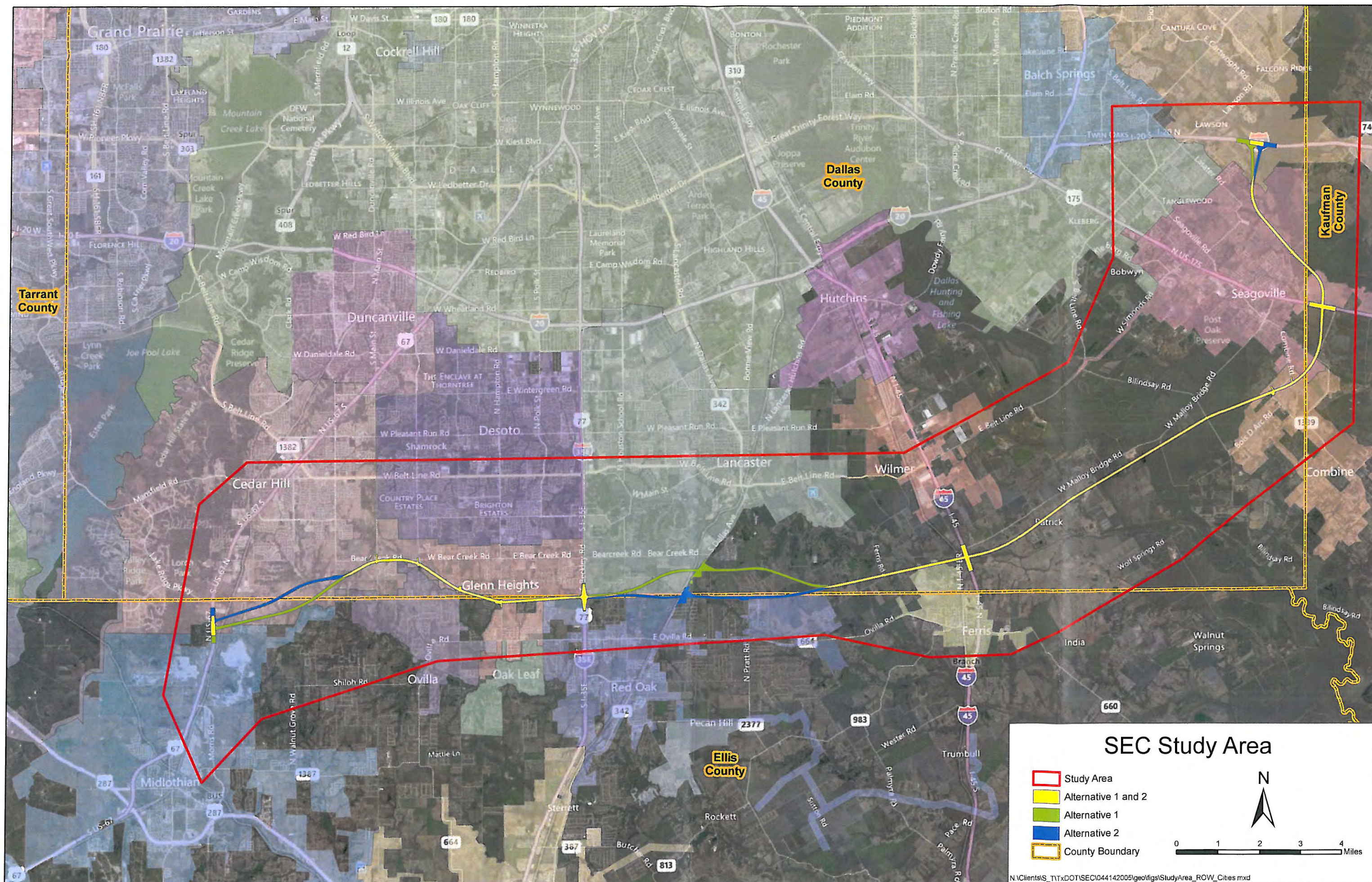
- 12) Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?

N/A

- 13) Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?

Widening and upgrade of S. Uhl Road and S. Hampton Road through the proposed alignment of Loop 9 should be improved during construction.

Attachment C



SEC Study Area

- Study Area
- Alternative 1 and 2
- Alternative 1
- Alternative 2
- County Boundary



0 1 2 3 4 Miles

Attachment D

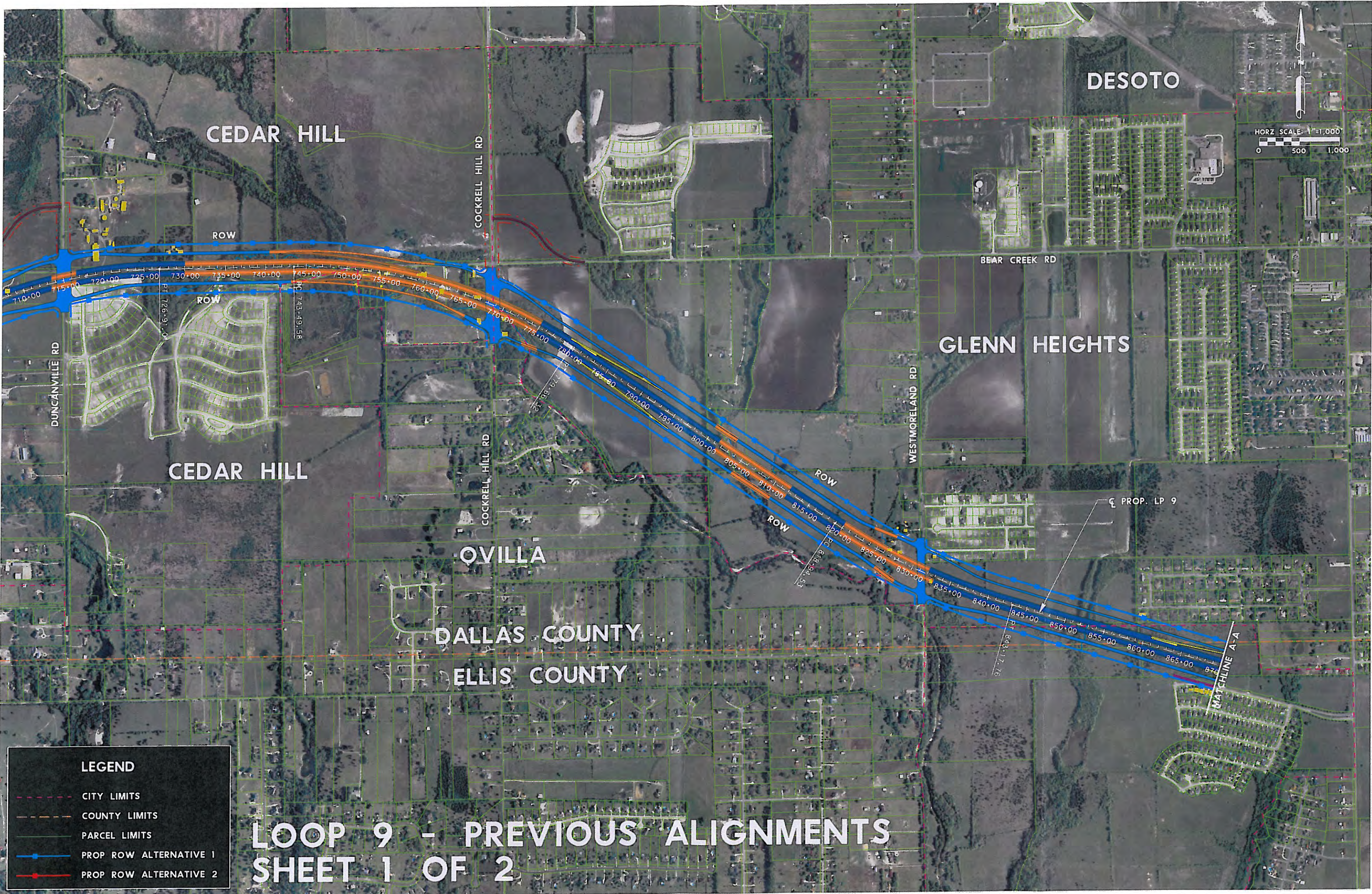


LEGEND

- CITY LIMITS
- COUNTY LIMITS
- PARCEL LIMITS
- PROP ROW ALTERNATIVE 1
- PROP ROW ALTERNATIVE 2

LOOP 9 - PREVIOUS ALIGNMENTS

Attachment E



CEDAR HILL

DESOTO

GLENN HEIGHTS

Ovilla

DALLAS COUNTY

ELLIS COUNTY

CEDAR HILL

LEGEND

- CITY LIMITS
- COUNTY LIMITS
- PARCEL LIMITS
- PROP ROW ALTERNATIVE 1
- PROP ROW ALTERNATIVE 2

LOOP 9 - PREVIOUS ALIGNMENTS

SHEET 1 OF 2



BEAR CREEK RD

BEAR CREEK RD

UHL RD

RED OAK

ROW



LOOP 9 - PREVIOUS ALIGNMENTS
SHEET 2 OF 2

LEGEND

- CITY LIMITS
- COUNTY LIMITS
- PARCEL LIMITS
- PROP ROW ALTERNATIVE 1
- PROP ROW ALTERNATIVE 2

C7: City of Lancaster

City of Lancaster Interview Summary

Date: November 9, 2012

Time: 3:30 PM – 4:30 PM

Project: Loop 9 Southeast

Location: Lancaster City Hall
211 N. Henry Street
Lancaster, Texas 75146

Purpose: Allow local officials within the corridor/feasibility study area to provide comments on and provide suggestions regarding the currently proposed Loop 9 Project via an interview.

Attachments: Attachment A – Interview Sign-in Sheet

Attachment B – The City of Lancaster Completed Interview Questionnaire (Responses provided by Lancaster and documented per interview discussions)

Attachment C – Previous Proposed Design Alternatives through Lancaster

Attachment D – Previous Proposed Design at the Interchange of South Dallas Avenue (TX 342)

Attachment E - DEIS Alignment Centerline with a 300- to 350-foot ROW

Attendees: See **Attachment A** for a PDF of the actual Sign-in Sheet

Name	Email/Telephone	Telephone	Title	Organization
Rona Stringfellow	rgovan@lancaster-tx.com	972-275-1722	Managing Director Public Works/Development Services	City of Lancaster
Shwetha Pandurangi	spandurangi@lancaster-tx.com	972-218-1206	City Engineer	City of Lancaster
Jim Brewer	jbrewer@lancaster-tx.com	972-218-1208	Assistant Director Public Works/Development Services	City of Lancaster
Opal Robertson	orobertson@lancaster-tx.com	972-218-1304	City Manager	City of Lancaster
Callie Barnes	Callie.barnes@atkinsglobal.com	281-529-4221	Senior Transportation Planner	Atkins
Abe Bekele	Abe@civilassociates.com	214-703-5151	Senior Engineer	Civil Associates
Teresa Barlow	Teresa@civilassociates.com	214-703-5151	Senior Environmental Planner	Civil Associates

1. Introductions

2. Handouts and Presentation

- *Exhibits, Questionnaire and Presentation*
 - Rona Stringfellow provided attendees hard copies of the Interview Questionnaire (already completed by The City of Lancaster prior to the meeting) (**Attachment B**).

- Teresa Barlow provided attendees two exhibits (**Attachments C, D**) of the previously proposed alignment (as analyzed in the preliminary DEIS).
- Callie Barnes presented an Exhibit showing the DEIS Alignment Centerline with a 300- to 350-foot ROW (**Attachment E**)
- Callie Barnes presented environmental constraints information obtained as a part of the DEIS efforts as well as the DEIS alignment centerline with a 300- to 350-foot ROW

3. Project Overview – New Direction

- Callie Barnes provided a Power Point presentation of the current Loop 9 concept
 - Due to the reduction in projected traffic data since the DEIS was prepared, the former 450- to 600-mile typical section has been reduced to a conceptual 300- to 350-foot typical section
 - The former 44-mile long corridor has been reduced to exclude the alignment from US 287 to US 67
 - Feasibility Study (6-8 month schedule) will occur after local official interviews
 - New direction in response to lack of funding & to move forward with the project quicker – Phased Approach
 - Initial and Ultimate Design Concept
 - Develop a Program of Projects (prioritize certain sections of the project) per results of the Feasibility Study and priorities within the study area
- Callie Barnes discussed about renaming Loop 9. She stated that Bruce Nolley from TxDOT Dallas District is leading the renaming efforts. However, the City does not see changing the name would be necessary. Lancaster prefers to keep the name the same.

4. Interview Questionnaire

- The City of Lancaster provided responses to the questionnaire prior to the November 9, 2012 interview. For those responses provided by Lancaster as well as responses that were discussed and noted during the November 9, 2012 interview, please refer to **Attachment B**.

5. Additional Comments/Discussions

- Lancaster supports the Loop 9 Project
- A number of the City streets are also planned for improvements but none will adversely impact the proposed Loop 9 project.
- Lancaster has completed the airport expansion Master Plan – it was concluded in the master plan study that the air traffic does not support the expansion of the facility to a commercial airport.
- Lancaster Regional Airport runway is currently 5,000 feet, but is planned to be expanded to a 6,500-foot runway and eventually to an 8,000-foot runway. However this expansion would not adversely impact implementation of the proposed Loop 9 project.
- Lancaster would like to see all inputs provided by the City during the DEIS process maintained going forward.
- Lancaster would like to know if both of the alignments presented in **Attachment D** and **Attachment E** are still being considered.
- Lancaster is not aware of the presence of any historical resources in the proposed study corridor inside Lancaster. However, would like to be notified in advance if such resources are identified inside Lancaster.
- Lancaster would like to be provided with a copy of the Power Point presentation.
- Lancaster will provide with a revised map showing the latest annexations in GIS format.

- Lancaster prefers the north alignment (depicted in blue in Attachment D).
- Rona Stringfellow stated that the current City Master Plan was developed with the Loop 9 alignment factored in.
- Rona Stringfellow stated that when constructed, the Loop 9 project will help service truck traffic in the City.

6. Action Items

List of Action Items and Responsible Parties
November 9, 2012

NO	ACTION ITEM	RESPONSIBLE PARTY	DUE DATE	COMPLETE
1	Provide Historical Resources inside Lancaster (if any)	Atkins	N/A	
2	Provide Power Point Presentation	Atkins	N/A	
3	Provide Latest City Map in GIS format	City of Lancaster	N/A	
4				
5				
6				

Attachment A

Loop 9 Corridor Local Interview Meeting

November 9, 2012, 3:30-4:30pm

City of Lancaster

211 N. Henry St, Lancaster, Tx 75146

Sign In

[illegible]

Attachment B

Loop 9 Corridor Interview Questionnaire

The City of Lancaster

November 9, 2012

Note: Responses (in black text) below were provided by City of Lancaster prior to the interview conducted on November 9, 2012. Responses below (in blue text) were noted per discussions during the interview with Lancaster.

- 1) What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?

It is an economic development engine as it will provide future connectivity from the Lancaster portion of the Inland port to both I-45 and I-35E with minimal impact for citizens and residents.

- 2) In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?

Once the industrial area to the east develops, it will be for future congestion relief and connection to major interstates.

- 3) Are there any areas within your community that you are planning long-term infrastructure improvements that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?

Yes, on the east side of the City to provide potential water and sewer connections to Wilmer and Ferris.

There are existing water line along Beltline Road.

- 4) What projects are included in your Capital Improvement Plan relative to local roadways and utilities?

Ferris Road.

Ferris Road is planned to be reconstructed from the current undivided two lanes to a divided four lane facility.

- 5) Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?

Somewhat, we are in the process of updating Comprehensive Plan to address.

18-24 Month process will start in January 2013.

Loop 9 Corridor Interview Questionnaire

The City of Lancaster

November 9, 2012

- 6) Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?

Zoning to the annexed area and the update to the Comprehensive Plan.

[Zoning of the annexed area will show as zone AO \(agricultural\) until rezoned in the future.](#)

- 7) Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?

South Dallas County Infrastructure Analysis (SDCIA).

- 8) Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?

No.

- 9) Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?

Property owners at the intersection of Bear Creek and I-35E and the Bear Creek Ranch Subdivision in ETJ.

[The property at Bear Creek and I-35E is zoned residential/mixed use.](#)

[Bear Creek Ranch Subdivision at FM 342, the property may develop further south in the future.](#)

- 10) Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?

Bear Creek Ranch Subdivision (Lancaster MUD #1)

[Potential development to the south.](#)

- 11) Are there any areas with heavy utilities that you know of within or near the proposed ROW?

No.

[City will provide Utility files in GIS format – Contact Shwetha Pandurangi.](#)

- 12) Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?

No.

Loop 9 Corridor Interview Questionnaire
The City of Lancaster
November 9, 2012

- 13) Are there specific alignment locations that need to be considered or reconsidered in your area?
What are the reasons?

North of Ellis County line because the City of Lancaster would be better alignment to assist in feeding into Airport and East Industrial area.

The North alignment (shown on the exhibit) is the preferred alignment by the City of Lancaster.

Attachment C



HORZ SCALE: 1"=2,000'
0 1,000 2,000

GLENN
HEIGHTS

LANCASTER



BEAR CREEK RD



ξ PROP. LP 9 (ALT 1)

ξ PROP. LP 9

HOUSTON SCHOOL RD

DALLAS COUNTY

RED OAK

ξ PROP. LP 9 (ALT 2)

ROW

RED OAK

ELLIS COUNTY



RED OAK



METHODIST ST

LOOP 9 - PREVIOUS ALIGNMENTS

LEGEND

- - - CITY LIMITS
- - - COUNTY LIMITS
- - - PARCEL LIMITS
- PROP ROW ALTERNATIVE 1
- PROP ROW ALTERNATIVE 2

Attachment D

GLENN HEIGHTS

35 E

BEAR CREEK RD

LANCASTER

HOUSTON SCHOOL RD

PROP. LP 9 (ALT 1)

ROW

ROW

MATCHLINE A-A

PROP. LP 9 (ALT 2)

ROW

DALLAS COUNTY

ELLIS COUNTY

RED OAK

METHODIST ST

HORZ SCALE 1"=1,000'

TEXAS 342

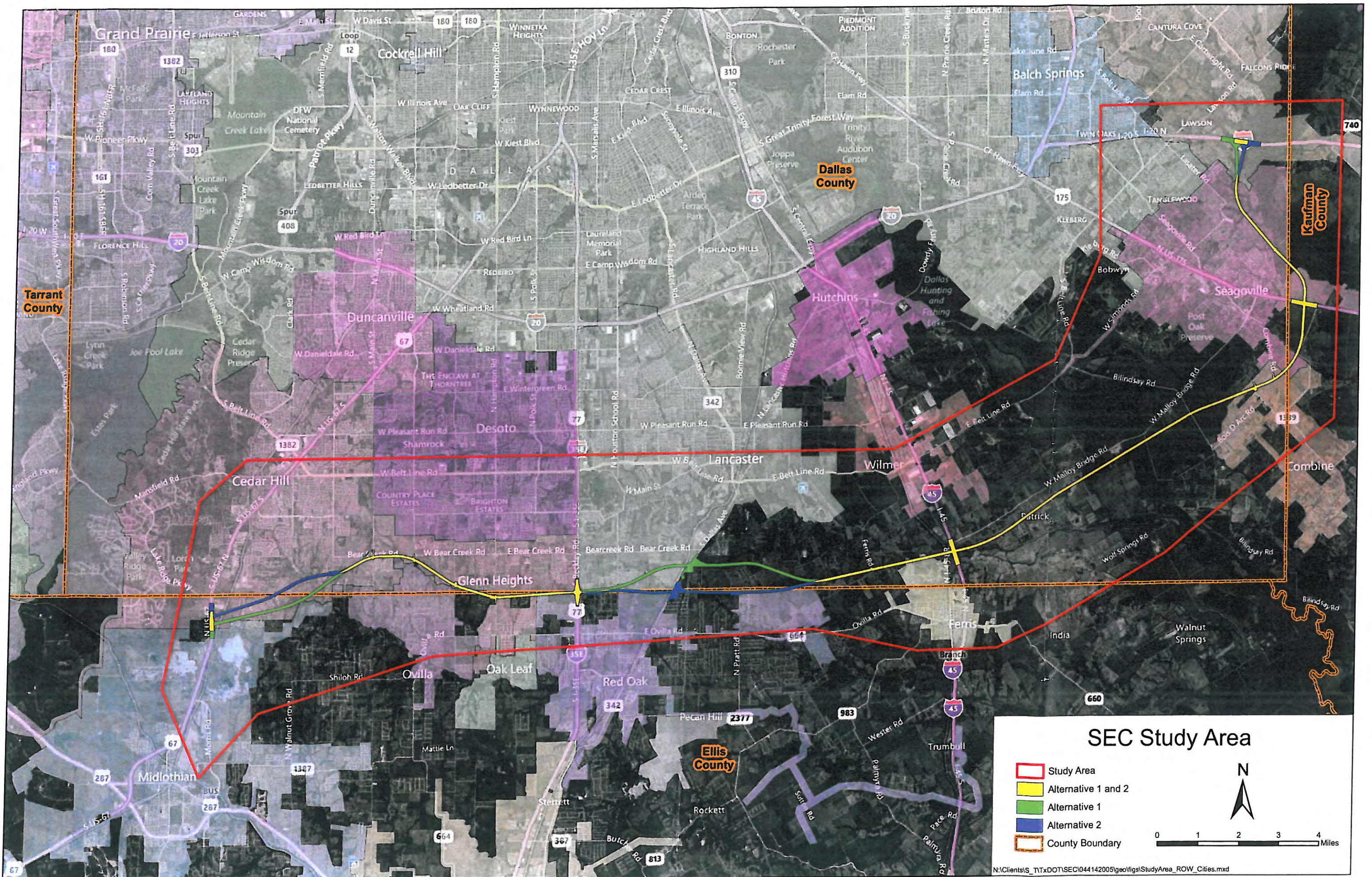
TEXAS 342

LOOP 9 - PREVIOUS ALIGNMENTS

LEGEND

- CITY LIMITS
- COUNTY LIMITS
- PARCEL LIMITS
- PROP ROW ALTERNATIVE 1
- PROP ROW ALTERNATIVE 2

Attachment E



SEC Study Area

- Study Area
- Alternative 1 and 2
- Alternative 1
- Alternative 2
- County Boundary



0 1 2 3 4 Miles

N:\Clients\S_TTX\DOT\SEC\044142005\geotiffs\StudyArea_ROW_Cities.mxd

C8: City of Mesquite

City of Mesquite Interview Summary

Date: December 10, 2012

Time: 9:00 AM – 9:30 AM

Project: Loop 9 Southeast

Location: City of Mesquite
1515 North Galloway Avenue
Mesquite, Texas 75149

Purpose: Allow local officials within the corridor/feasibility study area to provide comments on and provide suggestions regarding the currently proposed Loop 9 Project via an interview

Attachments: Attachment A – Interview Sign-in Sheet

Attachment B – Interview Questionnaire (Reponses provided by The City of Mesquite prior to the interview)

Attachment C – DEIS Alignment Centerline with a 300- to 350-foot ROW

Attendees: See **Attachment A** for a PDF of the actual Sign-in Sheet

Name	Email/Telephone	Telephone	Title	Organization
John Monaco	Not provided	972-216-6400	Mayor	City of Mesquite
Ted Barron	Not provided	972-216-6404	City Manager	City of Mesquite
Jerry Dittman	Jdittman@cityofmesquite.com	972-216-6403	Assistant City Manager	City of Mesquite
Tom Palmer	Tpalmer@cityofmesquite.com	972-216-6340	Manager of Economic Development	City of Mesquite
Richard Gertson	Rgertson@cityofmesquite.com	972-216-6346	Director of Community Development	City of Mesquite
Bruce Nolley	Bruce.nolley@txdot.gov	214-320-6156	Project Manager	TxDOT
Brian Clark	Brian.clark@atkinsglobal.com	972-818-7275	Project Manager	Atkins
Callie Barnes	Callie.barnes@atkinsglobal.com	281-529-4221	Senior Transportation Planner	Atkins
Abe Bekele	Abe@civilassociates.com	214-703-5151	Senior Engineer	Civil Associates
Teresa Barlow	Teresa@civilassociates.com	214-703-5151	Senior Environmental Planner	Civil Associates

1. Introductions

2. Handouts and Presentation

- *Exhibits, Questionnaire and Presentation*

- Jerry Dittman provided attendees completed copies of the Interview Questionnaire (**Attachment B**)
- Brian Clark presented an Exhibit showing the DEIS Alignment Centerline with a 300- to 350-foot ROW (**Attachment C**)
- Callie Barnes presented environmental constraints information obtained as a part of the DEIS efforts as well as the DEIS alignment centerline with a 300- to 350-foot ROW

3. Project Overview – New Direction

- Brian Clark presented the current Loop 9 concept
 - Due to the reduction in projected traffic data since the DEIS was prepared, the former 450- to 600- foot typical section has been reduced to a conceptual 300- to 350-foot typical section
 - The former 44-mile long corridor has been reduced to exclude the alignment from US 287 to US 67
 - New direction in response to lack of funding & to move forward with the project quicker – Phased Approach
 - Initial and Ultimate Design Concept
 - Develop a Program of Projects (prioritize certain sections of the project) per results of the Feasibility Study and priorities within the study area
 - Corridor/Feasibility Study (6-8 month schedule) will occur after local official interviews
 - Program of Projects as a result of Corridor/Feasibility Study
 - Environmental Assessment (EA) process (16-18 months) will occur (provided FHWA approves EA classification) after the Program of Projects
- Brian Clark discussed the renaming of Loop 9. He stated that Bruce Nolley from TxDOT Dallas District is leading the renaming efforts. Jerry Dittman stated that the City is aware that it will be renamed.

4. Interview Questionnaire

- The City of Mesquite provided responses to the questionnaire prior to the December 10, 2012 interview. For those responses provided by Mesquite during the December 10, 2012 interview, please refer to **Attachment B**.

5. Additional Comments/Discussion

- The City expressed support for the new Loop 9 concept with reduced ROW.
- Jerry Dittman stated that the City wants SH 190 and Loop 9 be connected to I-20 at the same location with a grade separated interchange.
- Jerry Dittman stated that he recalls that previously there was an idea to connect Loop 9 and SH 190 to I-20 at two different locations on I-20. He stated that the City would not support this concept.
- Mayor Monaco asked what is the status of SH 190? Bruce Nolley explained that SH 190 is still being developed and TxDOT is working to resolve outstanding decisions regarding the alignment location.
- Richard Gertson stated that data such as the City's CIP could be downloaded from the City of Mesquite website.
- Mayor Monaco stated that he would like to see both SH 190 and Loop 9 projects be expedited.

- Mayor Monaco and Jerry Dittman stated that the City would like to know as soon as the final alignment location is established. The City is flexible with the alignment locations so long as SH 190 and Loop 9 connect to I-20 at a same location.
- Jerry Dittman indicated that a 404 permit application (permit application # 198600927) for a previously planned development called Falcon's Lair (in the corridor study area) which is no longer being considered was submitted in 2010. Dave Madden was the USACE representative that dealt with the permit. There was a Categorical Exclusion (CSJ: 0095-13024) prepared for the site as well. The information gathered as part of the Categorical Exclusion and the USACE permit application may be useful for the Loop 9 project.

6. Action Items

List of Action Items and Responsible Parties December 10, 2012

NO	ACTION ITEM	RESPONSIBLE PARTY	DUE DATE	COMPLETE
1	If determined helpful, TxDOT will provided USACE permit prepared for Falcon's Lair formerly planned development	TxDOT	N/A	
2				

Attachment A

MESQUITE

12-10-12

9am

Name	Org / Title	email	phone
Teresa Barlow	CAI - Sr. Env. Planner	teresa@civillasociates.com	214-703-5151
Callie Barner	Atkins Sr. Transp. Planner	calliebarner@atkinsglobal.com	281-529-1222
Ted Barrow	CITY MANAGER		972-216-6404
John Musteen	MAYOR		972-216-6404
Jerry Dittman	AVCMGR -	jdittman@cityofmesquite.com	972-216-6403
Tom Palmer	Econ. Devel.	tpalmer@cityofmesquite.com	972-216-6340
Richard Gertson	Community Development	rgertson@cityofmesquite.com	972-216-6346
Timothy M Turnulty	City of Mesquite / Public Works	tturnulty@cityofmesquite.com	972-216-6332
BRUCE NOLLEY	TXDOT	BRUCE.NOLLEY@txdot.gov	(214) 320-6156
Abe Bekele	CAI	abe@civillasociates.com	214-703-5151

Attachment B

Loop 9 Corridor Interview Questionnaire

The City of Mesquite

December 10, 2012

Note: Responses (in black text) below were provided by the City of Mesquite prior to the interview conducted on December 10, 2012.

- 1) What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?

The Loop 9 project could potentially serve multiple City goals. First and foremost, it would provide connectivity to Southeast Mesquite, which is largely isolated by the lack of direct, convenient access from the north and south. This would spawn opportunities for industrial development in the direct path of Loop 9 and residential development supporting employment centers within easy commute distance. With improved access the region, the project could possibly induce growth further east along I-20. The city of Mesquite has four square miles of territory just east of the East Fork of the Trinity River and an extraterritorial jurisdiction of approximately twenty square miles that is unreachable except via I-20. These areas would be more attractive to development with improved access.

- 2) In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?

Our most immediate transportation need is the reconstruction of our existing roadway infrastructure that has far exceeded its life expectancy, followed by a north-south connection along our eastern corporate limit.

- 3) Are there any areas within your community that you are planning long-term infrastructure improvements that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?

The major project is the extension of the SH 190/PBGT south from I-30 to I-20, connecting hopefully to Loop 9.

- 4) What projects are included in your Capital Improvement Plan relative to local roadways and utilities?

There is a planned water main and sanitary sewer main line extensions to serve our annexed area east of the East Fork of the Trinity River along I-20 and possible future annexations in our ETJ in Kaufman County.

Loop 9 Corridor Interview Questionnaire

The City of Mesquite

December 10, 2012

- 5) Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?

No. The Comprehensive Plan designates the entire area impacted by Loop 9 as appropriate for a special industrial park district. This is not market realistic, even assuming that Loop 9 materializes. Loop 9 would impact the surrounding area positively by opening up more diverse development opportunities, and the Comprehensive Plan and implementing land use controls would require amendment at that time.

- 6) Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?

Yes. The current land use regulations on properties affected by the proposed path of Loop 9 are antiquated. The regulations are over ten years old and no longer reflect the substance or preferred design of development taking place elsewhere in the City of Mesquite. The City is currently working on a Unified Development Ordinance that will update the Zoning Ordinance and amend standards for the uses proposed in the Loop 9 corridor.

- 7) Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?

Except for the special industrial park district noted in Question 5, there are no special plans relevant projections or land use studies for the area immediately impacted by the Loop 9 project. There are plans for key residential development further north of I-20. Further east, the City has adopted a special zoning district to promote the development of largely sustainable mixed use communities. The Mesquite Independent School District has developed a detailed demographic report that may be of some use to the Loop 9 project.

- 8) Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?

Yes. The portion of Southeast Mesquite centered on the I-20 corridor has no convenient access from north or south. This gap in the local transportation network has impeded development of Southeast Mesquite where the vast majority of available land still exists in the community. Now that the SH 190 extension between interstate Highways 30 and 20 has been indefinitely delayed, there are no improvements to the network on the horizon that would end the relative isolation of the area. In addition, Mesquite Metro Airport has poor access to the freeway system even though it is the second busiest General Aviation Airport in the region.

Loop 9 Corridor Interview Questionnaire

The City of Mesquite

December 10, 2012

- 9) Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?

No. Mesquite lies at the far eastern terminus of Loop 9 where the bulk of the land is undeveloped lowlands and river bottom.

- 10) Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?

There is no existing development within the proposed pathway of the Loop 9 project. However, the projected path takes Loop 9 through a zoned but underdeveloped industrial park district adjacent to I-20. The Loop 9 project would potentially benefit the special district or other development envisioned for the area. Therefore, the project should NOT avoid the proposed pathway.

- 11) Are there any areas with heavy utilities that you know of within or near the proposed ROW?

There are three heavy utilities owned or controlled by the North Texas Municipal Water District running east of the East Fork of the Trinity River: 1) the District Reuse Water Line; 2) the Lower East Fork Wastewater Interceptor System; 3) a 24-in diameter water line running along the north side of I-20 to the Heartland Development.

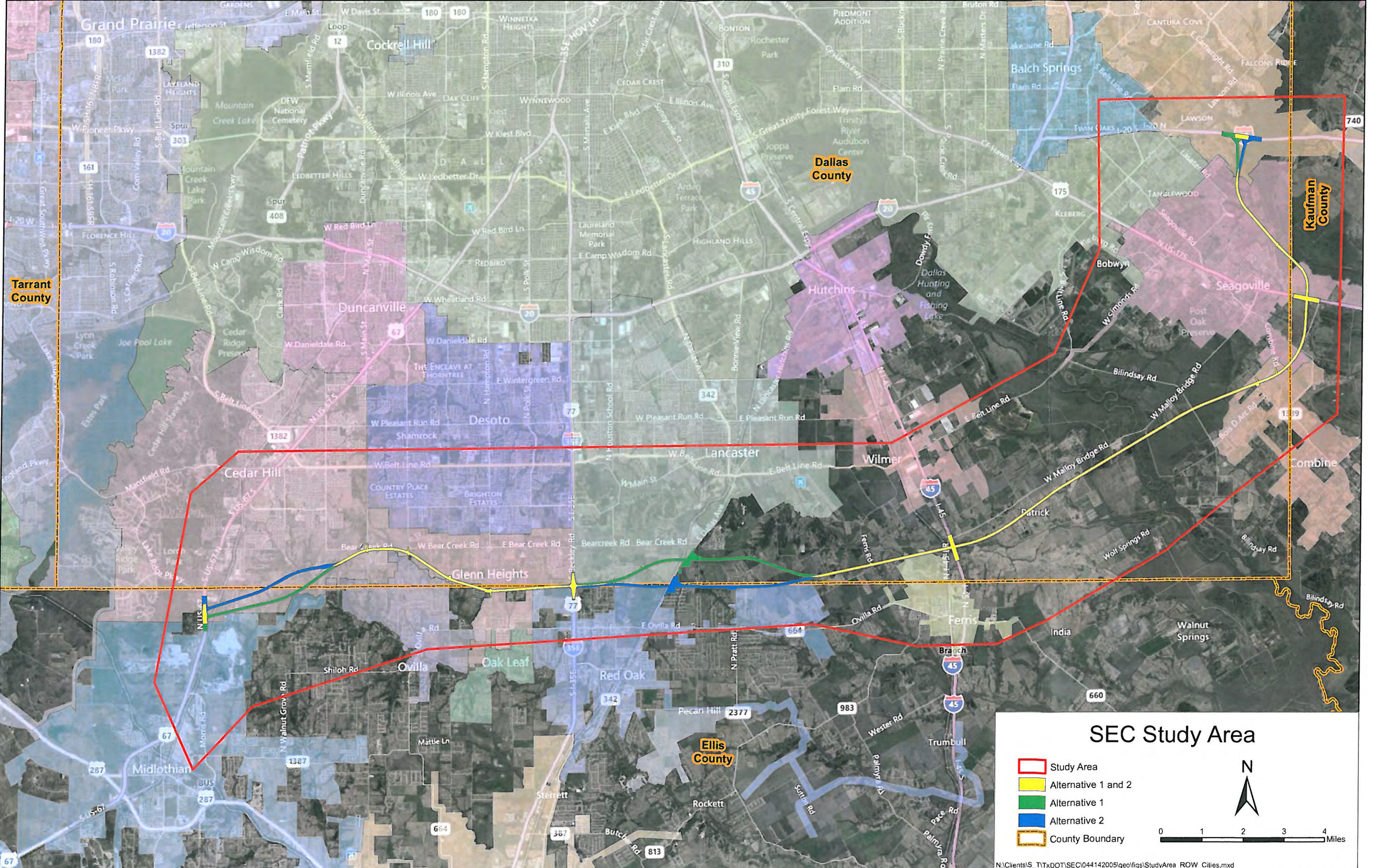
- 12) Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?

No.

- 13) Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?

Loop 9 should connect to SH 190 along I-20 for regional connectivity.

Attachment C



SEC Study Area

Study Area

Alternative 1 and 2

Alternative 1

Alternative 2

County Boundary

N

0

1

2

3

4

Miles

N:\Clients\S_T\Tx\DOT\SEC\044142005\geo\figs\StudyArea_ROW_Cities.mxd

C9: City of Midlothian

City of Midlothian Interview Summary

Date: November 26, 2012

Time: 3:00 PM – 4:00 PM

Project: Loop 9 Southeast

Location: Administrative Conference Room
104 W. Avenue E
Midlothian, Texas 76065

Purpose: Allow local officials within the corridor/feasibility study area to provide comments on and provide suggestions regarding the currently proposed Loop 9 Project via an interview.

Attachments: Attachment A – Interview Sign-in Sheet

Attachment B – The City of Midlothian Completed Interview Questionnaire (Responses provided by Midlothian and documented per interview discussions)

Attachment C – Previous Proposed Design of Intersection at US 67

Attachment D – DEIS Alignment Centerline with a 300- to 350-foot ROW

Attendees: See **Attachment A** for a PDF of the actual Sign-in Sheet

Name	Email/Telephone	Telephone	Title	Organization
Don Hastings	Don.hastings@midlothian.tx.us	972-775-7195	City Manager	City of Midlothian
Mike Adams	Mike.adams@midlothian.tx.us	972-775-7105	Executive Director of Engineering & Utilities	City of Midlothian
John Taylor	John.taylor@midlothian.tx.us	972-775-7172	Planning Director	City of Midlothian
Alberto Mares	Alberto.mares@midlothian.tx.us	972-775-7169	Planning Manager	City of Midlothian
Brian Clark	Brian.clark@atkinsglobal.com	972-818-7275	Project Manager	Atkins
Callie Barnes	Callie.barnes@atkinsglobal.com	281-529-4221	Senior Transportation Planner	Atkins
Abe Bekele	Abe@civilassociates.com	214-703-5151	Senior Engineer	Civil Associates

1. Introductions

2. Handouts and Presentation

- *Exhibits, Questionnaire and Presentation*
 - The City of Midlothian provided attendees hard copies of the Interview Questionnaire (completed by the Midlothian prior to the meeting) (**Attachment B**).

- Brian Clark provided an exhibit (**Attachments C**) of the previously proposed alignment (as analyzed in the preliminary DEIS) between US 287 and US 67.
- Brian Clark presented an Exhibit showing the DEIS Alignment Centerline with a 300- to 350-foot ROW.
- Callie Barnes presented environmental constraints information obtained as a part of the DEIS efforts as well as the DEIS alignment centerline with a 300- to 350-foot ROW

3. Project Overview – New Direction

- Brian Clark provided a Power Point presentation of the current Loop 9 concept
 - Due to the reduction in projected traffic data since the DEIS was prepared, the former 450- to 600-mile typical section has been reduced to a conceptual 300- to 350-foot typical section
 - The former 44-mile long corridor has been reduced to exclude the alignment from US 287 to US 67
 - New direction in response to lack of funding & to move forward with the project quicker – Phased Approach
 - Initial and Ultimate Design Concept
 - Develop a Program of Projects (prioritize certain sections of the project) per results of the Feasibility Study and priorities within the study area.
 - Corridor/Feasibility Study (6-8 month schedule) will occur after local official interviews
 - Program of Projects as a result of Corridor/Feasibility Study
 - Environmental Assessment (EA) process (16-18 months) will occur (provided FHWA approves EA classification) after the Program of Projects
- Brian Clark discussed about renaming Loop 9. She stated that Bruce Nolley from TxDOT Dallas District is leading the renaming efforts.

4. Interview Questionnaire

- The City of Midlothian provided responses to the questionnaire prior to the November 26, 2012 interview. For those responses provided by Midlothian as well as responses that were discussed and noted during the November 26, 2012 interview, please refer to **Attachment B**.

5. Additional Comments/Discussion

- The City expressed support for the Loop 9 project.
- Don Hasting stated the City does not agree with eliminating the Loop 9 segment between US 67 and US 287 especially considering the residential growth occurring in the area (refer to response to #10 of **Attachment B**).
- Don Hasting stated his understanding was that the US 67 to US 287 segment was previously a priority during the DEIS study and he does not understand why this segment is no longer part of the proposed Loop 9 project.
- Mike Adams suggested using existing Malloy Bridge Road as part of the Loop 9 alignment.
- Don Hasting stated he will meet with NCTCOG in order to find out why the US 67 to US 287 segment was eliminated from the Loop 9 proposed project.

6. Action Items

List of Action Items and Responsible Parties
November 26, 2012

NO	ACTION ITEM	RESPONSIBLE PARTY	DUE DATE	COMPLETE
1	Provide City Residential Development Map	Midlothian	N/A	Yes
2				
3				
4				
5				
6				

Attachment A

November 26, 2012, 3-4pm

Administrative Conference Room - 104 W. Avenue E, Midlothian, TX 76065

[illegible]

Attachment B

Loop 9 Corridor Interview Questionnaire

The City of Midlothian

November 26, 2012

Note: Responses (in black text) below were provided by City of Midlothian prior to the interview conducted on November 26, 2012. Responses below (in blue text) were noted per discussions during the interview with City of Midlothian.

This Survey is completed with the assumption that Loop 9 will stop at 67 near Shiloh and continue down 67.

- 1) What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?

Economic development, serving the existing community, and connectivity.

- 2) In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?

In general, capacity improvements and safety.

Specifically, grade separation at Walnut Grove/287.

- 3) Are there any areas within your community that you are planning long-term infrastructure improvements that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?

Loop 9 stopping at 67 – none.

Loop 9 going west 67 – Windsor Hills.

- 4) What projects are included in your Capital Improvement Plan relative to local roadways and utilities?

In relation to Loop 9 – Railport parkway grade separation and access roads on 67.

Access improvement.

Industrial Park near US 67.

- 5) Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?

Yes.

City will provide electronic copy of the City map.

- 6) Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?

No.

Loop 9 Corridor Interview Questionnaire
The City of Midlothian
November 26, 2012

- 7) Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?

No.

- 8) Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?

Yes.

US 67 need improvements.

US 287 need to be converted to a controlled access facility due to safety concerns.

- 9) Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?

Holcim Industrial development.

If loop 9 goes west of 67 – Ashgrove.

Ashgrove is a quarry.

Limestone reserve northeast of active quarry.

- 10) Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?

Holcim Industrial development

Shiloh Road – Bill Monte

US 67 and Shiloh Rd intersection, northeast corner – Potential development.

There are 12,000 homes in the area planned. Neighborhoods include Windsor Manor, Prairie Ridge and Grand Prairie.

- 11) Are there any areas with heavy utilities that you know of within or near the proposed ROW?

No.

- 12) Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?

No.

Loop 9 Corridor Interview Questionnaire
The City of Midlothian
November 26, 2012

13) Are there specific alignment locations that need to be considered or reconsidered in your area?

What are the reasons?

Interchange improvements 67/287.

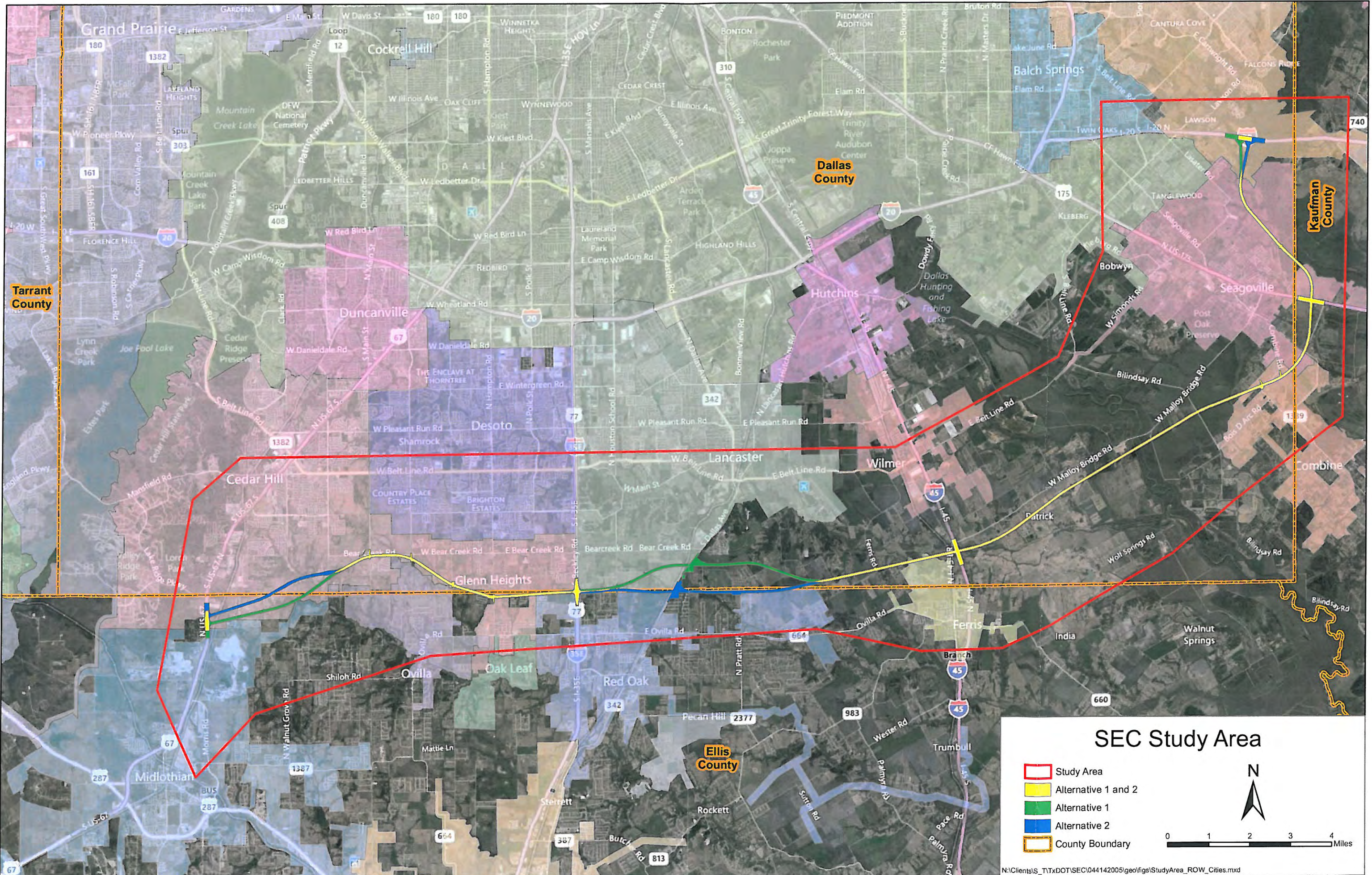
General questions or concerns:

The section of Loop 9 between 287 and 67 why was it cancelled when originally it was of the highest priority?

If Loop 9 goes down 67 other capacity improvements may be needed such as a direct ramp or flyover from 67 to 287 northbound.

Attachment C

Attachment D



SEC Study Area

- Study Area
- Alternative 1 and 2
- Alternative 1
- Alternative 2
- County Boundary



0 1 2 3 4 Miles

C10: City of Oak Leaf

City of Oak Leaf Interview Summary

Date: December 12, 2012

Time: 8:00 AM – 9:00 AM

Project: Loop 9 Southeast

Location: City of Oak Leaf
301 Locust Drive
Oak Leaf, Texas 75154

Purpose: Allow local officials within the corridor/feasibility study area to provide comments on and provide suggestions regarding the currently proposed Loop 9 Project via an interview

Attachments: Attachment A – Interview Sign-in Sheet
Attachment B – Interview Questionnaire (Responses documented per interview discussions)
Attachment C – DEIS Alignment Centerline with a 300- to 350-foot ROW
Attachment D – Presentation (Hard Copy)

Attendees: See **Attachment A** for a PDF of the actual Sign-in Sheet

Name	Email	Telephone	Title	Organization
Craig Wilson	Cwilson@oakleaftexas.org	214-769-2542	Mayor	City of Oak Leaf
James Pierce	Jpierce@oakleaftexas.org	214-728-8559	Mayor Pro Tem	City of Oak Leaf
Bruce Nolley	Bruce.nolley@txdot.gov	214-320-6156	Project Manager	TxDOT
Brian Clark	Brian.clark@atkinsglobal.com	972-818-7275	Project Manager	Atkins
Abe Bekele	Abe@civilassociates.com	214-703-5151	Senior Engineer	Civil Associates
Teresa Barlow	Teresa@civilassociates.com	214-703-5151	Senior Environmental Planner	Civil Associates

1. Introductions

2. Handouts and Presentation

- *Exhibits, Questionnaire and Presentation*
 - Brian Clark provided attendees with the Interview Questionnaire (**Attachment B**)
 - Brian Clark presented an Exhibit showing the DEIS Alignment Centerline with a 300- to 350-foot ROW (**Attachment C**)
 - Brian Clark provided attendees with a copy of presentation (**Attachment D**)

3. Project Overview – New Direction

- Brian Clark presented the current Loop 9 concept
 - Due to the reduction in projected traffic data since the DEIS was prepared, the former 450- to 600- foot typical section has been reduced to a conceptual 300- to 350-foot typical section
 - The former 44-mile long corridor has been reduced to exclude the alignment from US 287 to US 67

- New direction in response to lack of funding & to move forward with the project quicker – Phased Approach
 - Initial and Ultimate Design Concept
 - Develop a Program of Projects (prioritize certain sections of the project) per results of the Feasibility Study and priorities within the study area
- Corridor/Feasibility Study (6-8 month schedule) will occur after local official interviews
- Program of Projects as a result of Corridor/Feasibility Study
- Environmental Assessment (EA) process (16-18 months) will occur (provided FHWA approves EA classification) after the Program of Projects
- Brian Clark discussed the renaming of Loop 9. He stated that Bruce Nolley from TxDOT Dallas District is leading the renaming efforts.

4. Interview Questionnaire

- The City of Oak Leaf did not provide responses to the questionnaire prior to the December 12, 2012 interview. For those responses discussed and noted during the December 12, 2012 interview, please refer to **Attachment B**.

5. Additional Comments/Discussion

- The City expressed support of the new Loop 9 concept with reduced ROW.
- Brian Clark stated the possibility that tolled bridges at major grade separations could be constructed together with the frontage roads.
- Brian Clark explained the revised concept at the interchange with I-35E. He explained the reduction of the proposed ROW width with the current design concept in comparison to the DEIS design concept.
- Mayor Craig Wilson mentioned the ongoing FM 664 design process and reminded the Loop 9 team to coordinate with the FM 664 team. Bruce Nolley stated that his office is managing both projects and coordination is occurring.
- Mayor Craig Wilson stated that Loop 9 is a great project and that Oak Leaf is on the fringe of the study area which would reduce impacts to the city. The FM 664 widening would act as a buffer between Loop 9 and the city.
- Mayor Pro-Tem James Pierce stated concern regarding the timing of when the Loop 9 project will be constructed.
- Mayor Craig Wilson stated the City of Oak Leaf supports the Loop 9 Project.
- The Mayor suggested the study team could meet with the North Ellis County Coalition of Cities (NECCC) in January to provide an update and gather information from numerous cities in the study area at one time.

6. Action Items

**List of Action Items and Responsible Parties
December 12, 2012**

NO	ACTION ITEM	RESPONSIBLE PARTY	DUE DATE	COMPLETE
1	Provide Interview Summary to Mayor Craig Wilson	Atkins		

Attachment A

December 12, 2012, 8-9am

City Hall - 301 Locust Dr., Oak Leaf, Tx 75154

[illegible]

Attachment B

Loop 9 Corridor Interview Questionnaire

The City of Oak Leaf

December 12, 2012

Note: The City of Oak Leaf did not provided responses prior to the interview conducted on December 12, 2012. Responses below (in blue text) were per discussions during the interview with City of Oak Leaf.

- 1) What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?

Connectivity to US 67; FM 664 does not provide good east-west connectivity because of school zones and stop lights.

- 2) In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?

Connection to Loop 9.

- 3) Are there any areas within your community that you are planning long-term infrastructure improvements that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?

No.

- 4) What projects are included in your Capital Improvement Plan relative to local roadways and utilities?

None. Hampton Road would be a priority but it is controlled by Glenn Heights. Areas in southern Oak Leaf are available for development, but no plans exist currently.

- 5) Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?

N/A.

- 6) Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?

N/A.

- 7) Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?

N/A.

Loop 9 Corridor Interview Questionnaire
The City of Oak Leaf
December 12, 2012

- 8) Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?

[We need an east to west corridor and Loop 9 will serve that need.](#)

- 9) Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?

[N/A.](#)

- 10) Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?

[N/A.](#)

- 11) Are there any areas with heavy utilities that you know of within or near the proposed ROW?

[The City's water supply comes from the City of Glenn Heights so there are waterlines from Glenn Heights to Oak Leaf along Hampton Road and Uhl Road. There are electrical lines along FM 664.](#)

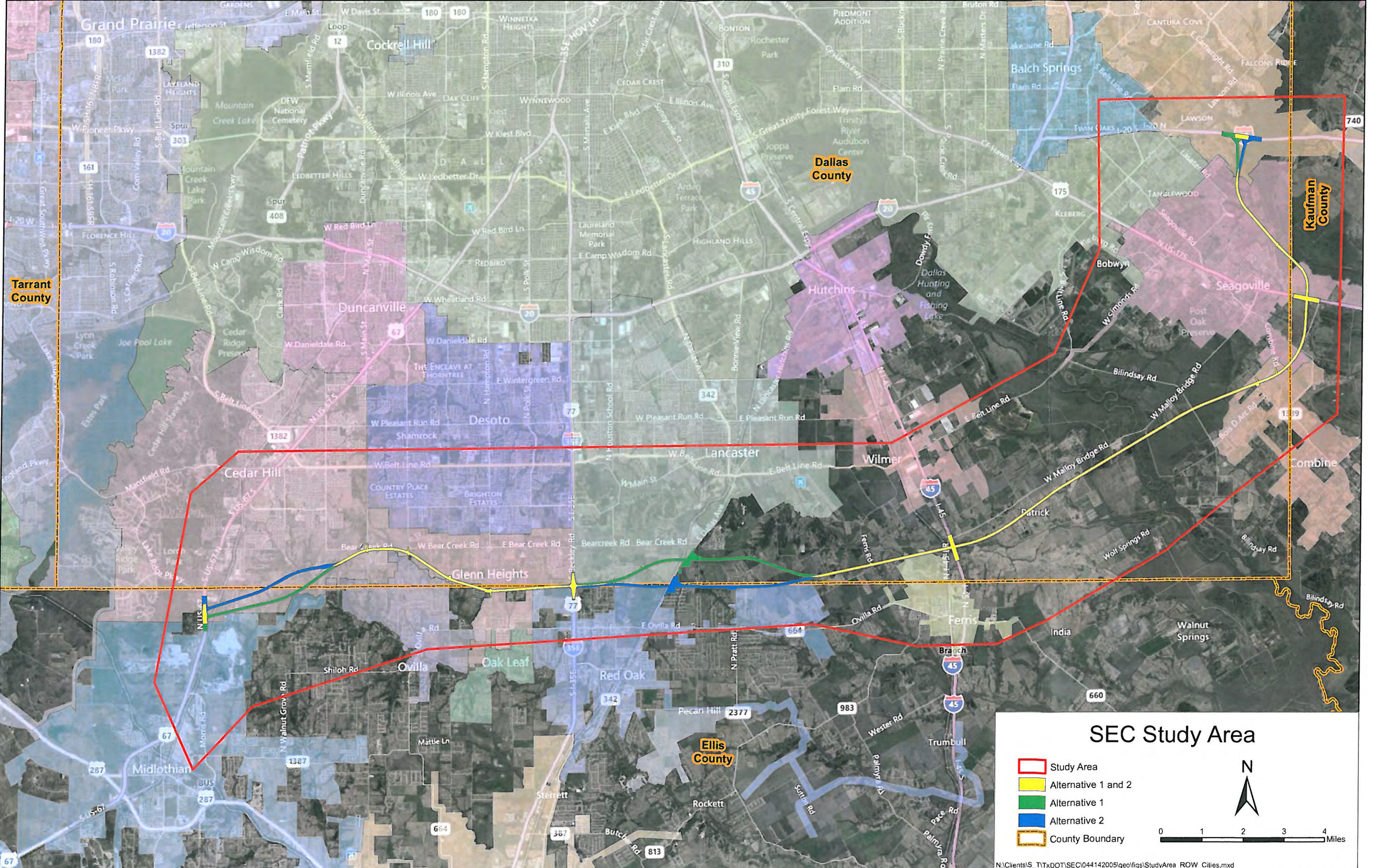
- 12) Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?

[N/A.](#)


- 13) Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?


[N/A.](#)


Attachment C





SEC Study Area


 Study Area

 Alternative 1 and 2


 Alternative 1

 Alternative 2

 County Boundary



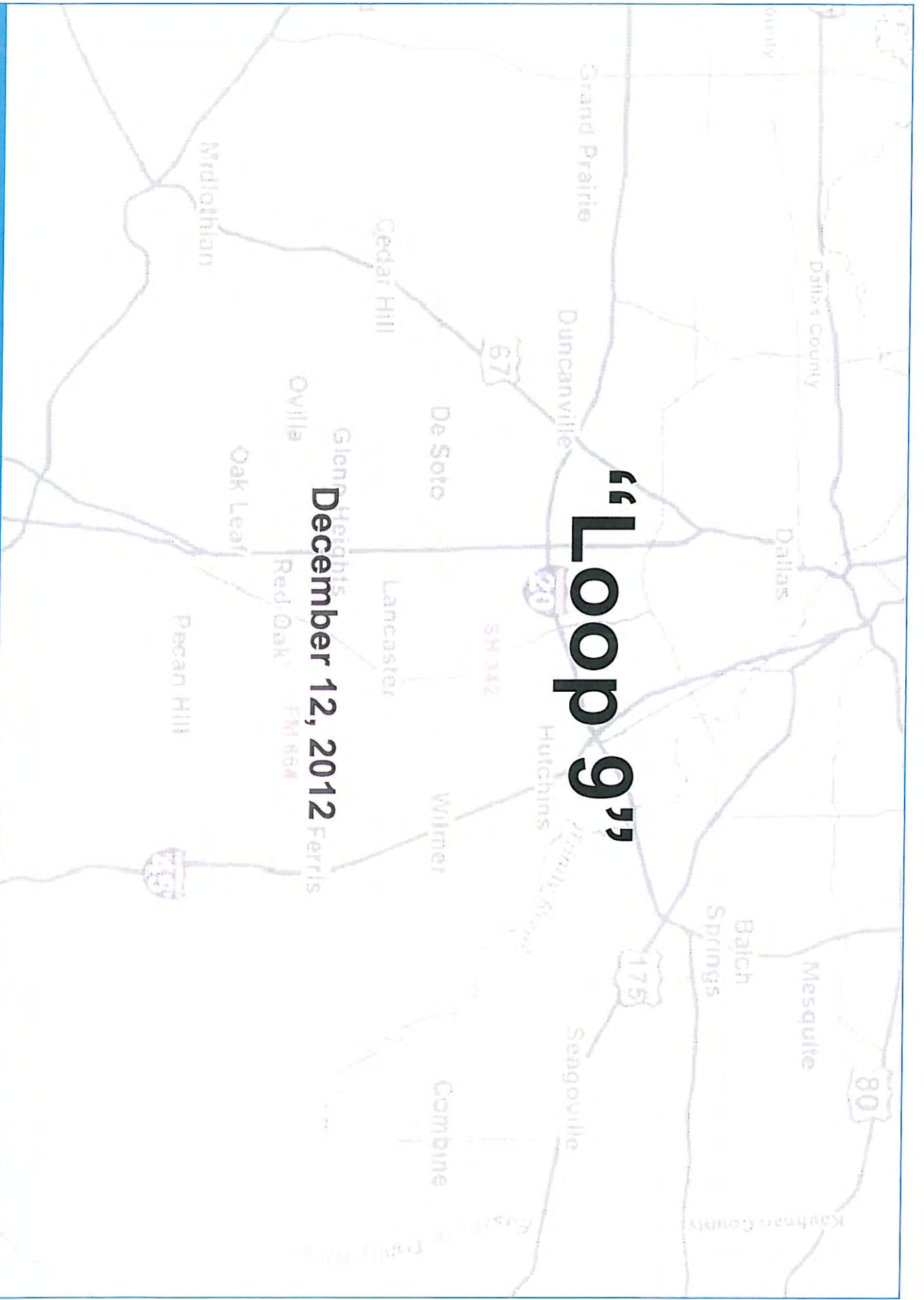
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Attachment D



December 12, 2012

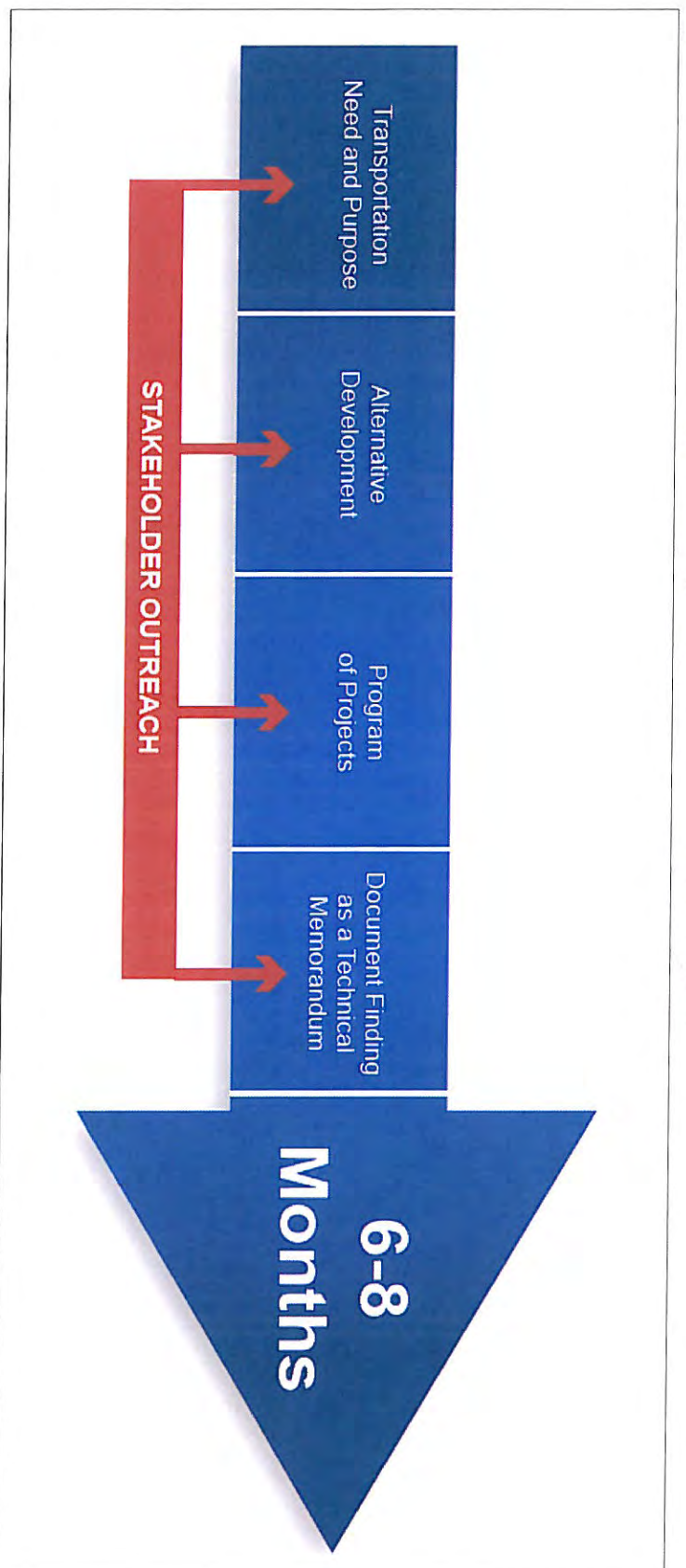
“Loop 9”

December 12, 2012

Loop 9

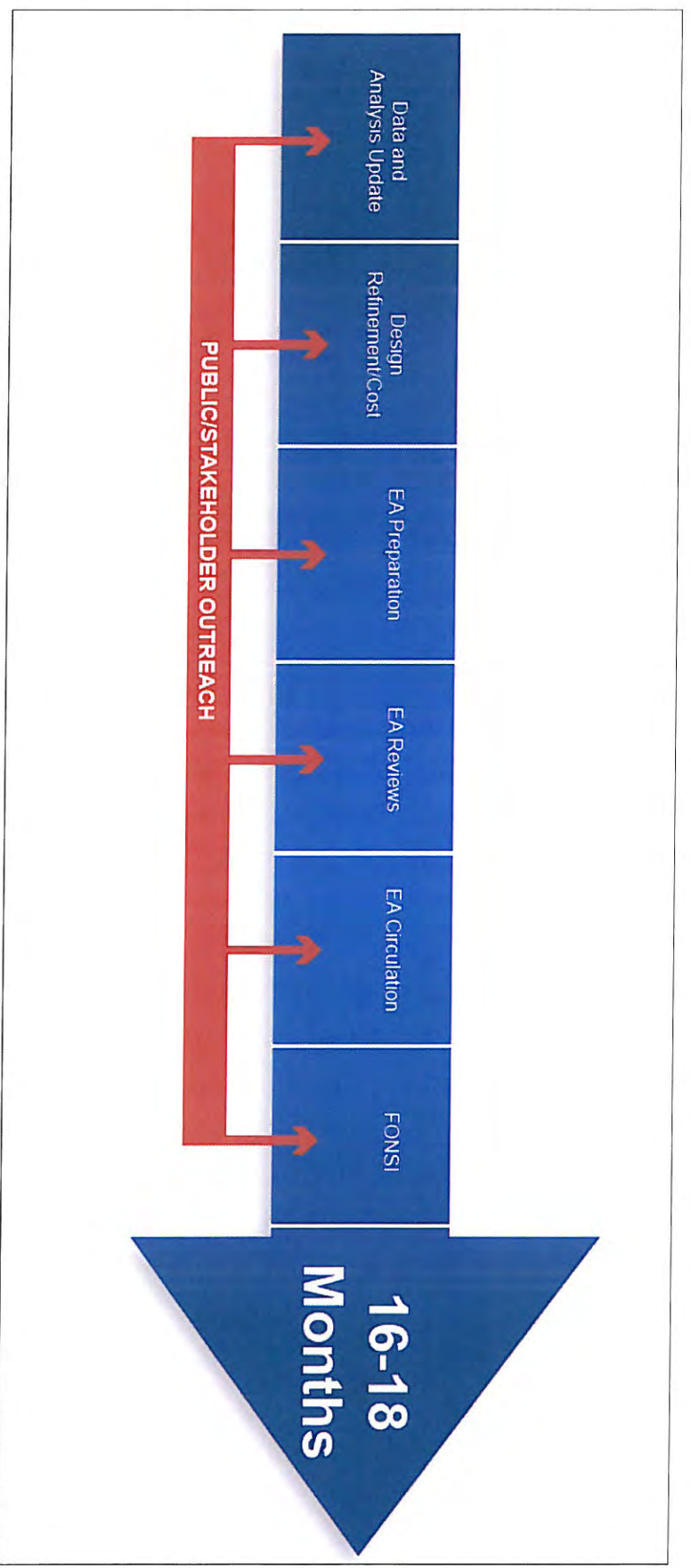
Schedule

Corridor/Feasibility Study Process Timeline



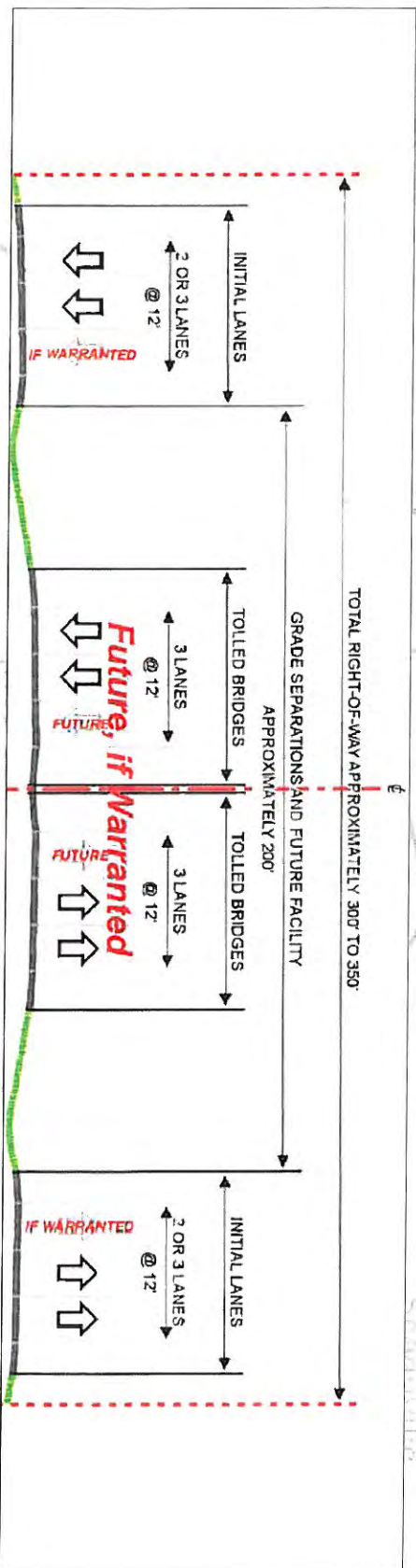
Schedule

EA Process Timeline

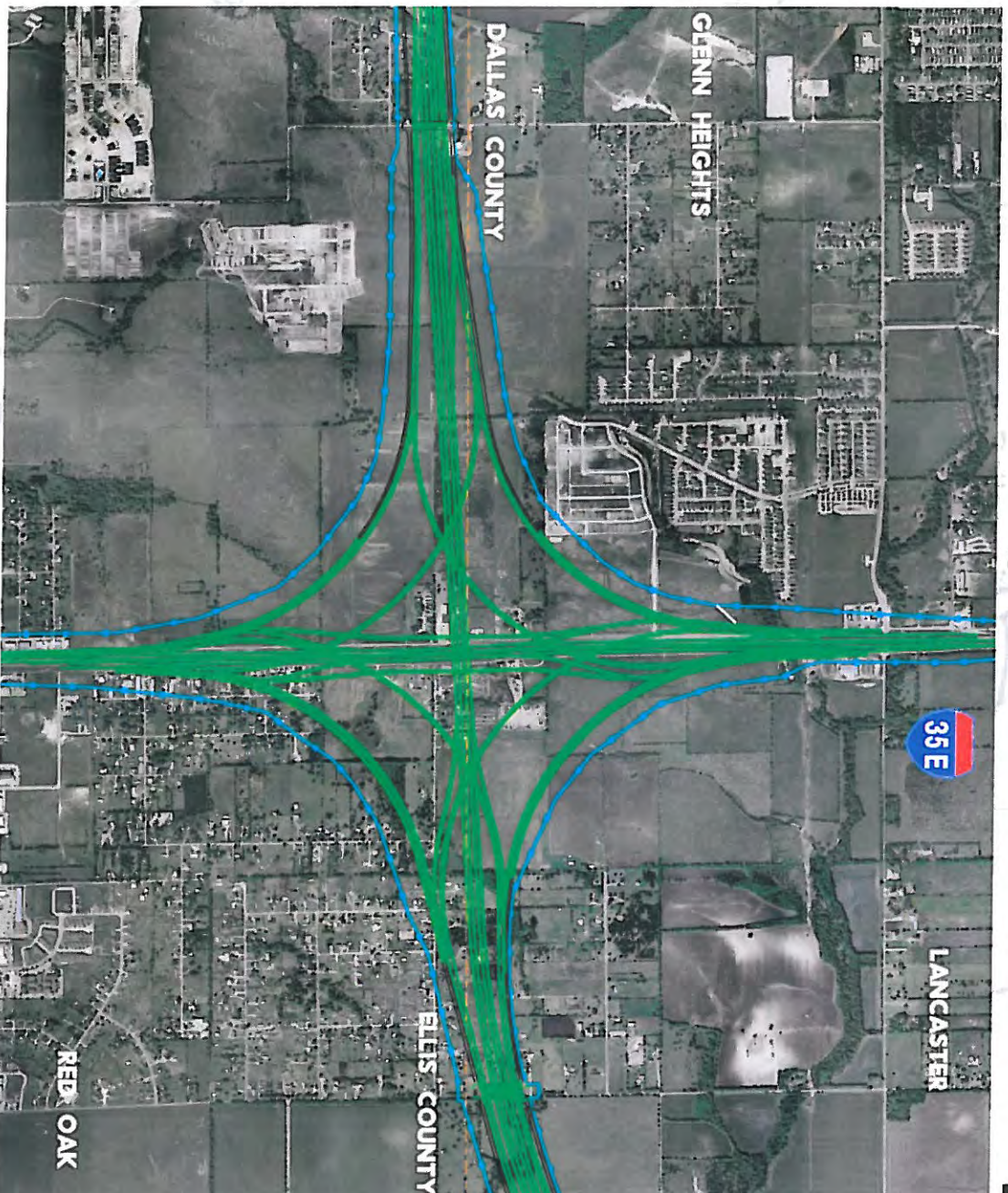


Potential Typical Section

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



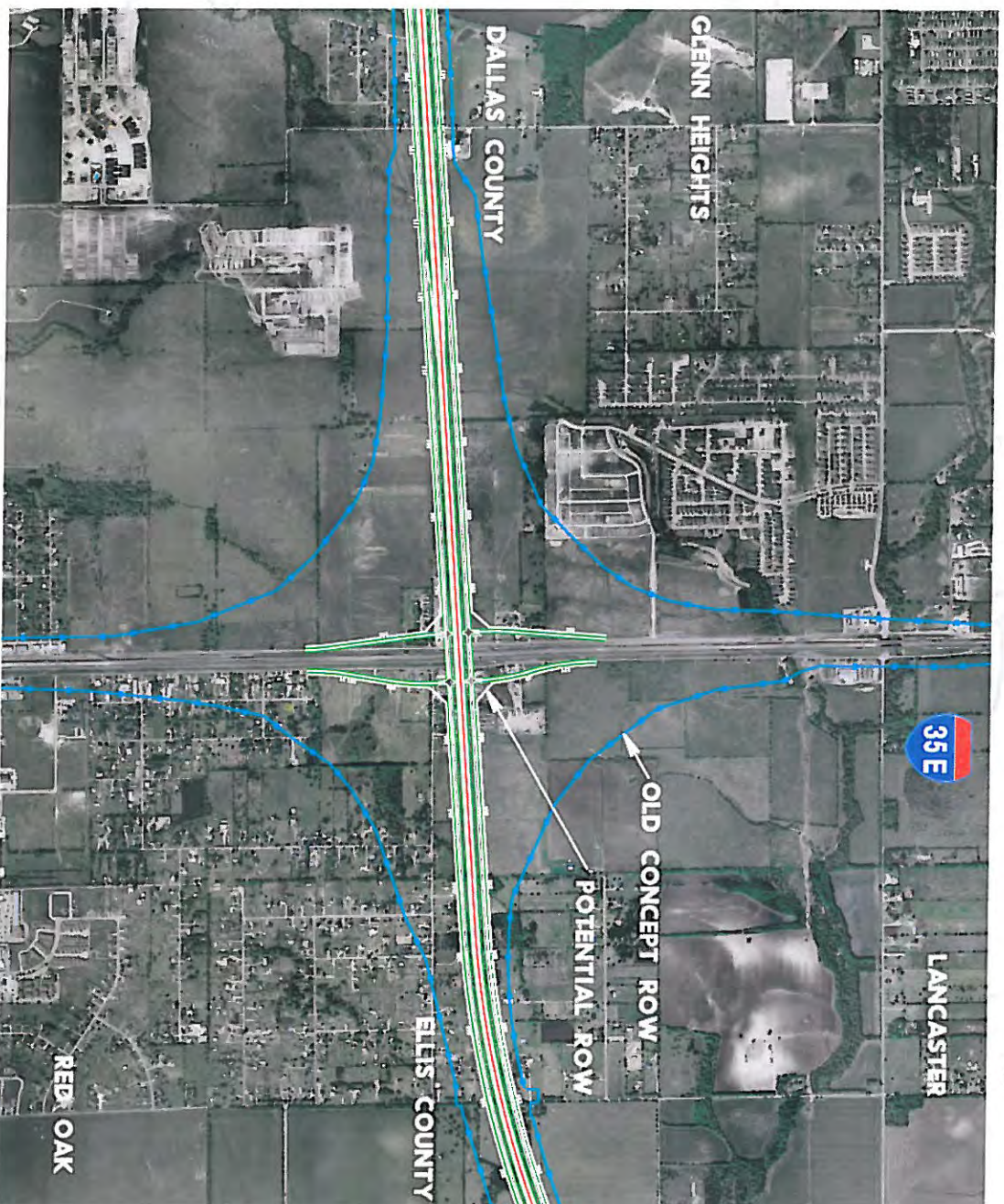
I-35 Interchange – Old Concept



December 12, 2012

Loop 9

Potential I-35 Interchange



Potential I-35 Close-Up



Re-branding Ideas for Loop 9



C11: City of Ovilla

City of Ovilla Interview Summary

Date: November 9, 2012

Time: 10:00 AM – 11:00 PM

Project: Loop 9 Southeast

Location: Ovilla City Hall
105 Cockrell Hill Road
Ovilla, Texas 75154

Purpose: Allow local officials within the corridor/feasibility study area to provide comments on and provide suggestions regarding the currently proposed Loop 9 Project via an interview.

Attachments: Attachment A – Interview Sign-in Sheet

Attachment B – The City of Ovilla Completed Interview Questionnaire (Responses provided by Ovilla and documented per interview discussions)

Attachment C – Previous Proposed Alignments near Ovilla

Attachment D – Previous Proposed Alignment at Intersection of Cockrell Hill Road and Duncanville Road

Attachment E – DEIS Alignment Centerline with a 300- to 350-foot ROW

Attendees: See **Attachment A** for a PDF of the actual Sign-in Sheet

Name	Email/Telephone	Telephone	Title	Organization
Tom Leverentz	Leverentz@asplundh.com	817-271-9276	Mayor	City of Ovilla
Brad Piland	Bpiland@cityofovilla.org	972-617-7262	Public Works Director	City of Ovilla
Randy Whiteman	Rwhiteman@cityofovilla.org	972-617-7262	City Administrator	City of Ovilla
Richard Dormier	Richard@fmi-dallas.com	972-489-6523	Not Provided.	City of Ovilla
Bruce Nolley	Bruce.nolley@txdot.gov	214-320-6156	Project Manager	TxDOT
Callie Barnes	Callie.barnes@atkinsglobal.com	281-529-4221	Senior Transportation Planner	Atkins
Abe Bekele	Abe@civilassociates.com	214-703-5151	Senior Engineer	Civil Associates
Teresa Barlow	Teresa@civilassociates.com	214-703-5151	Senior Environmental Planner	Civil Associates

1. Introductions

2. Handouts

- *Exhibits and Questionnaire*

- Tom Leverentz provided attendees hard copies of the Interview Questionnaire (already completed by The City of Ovilla prior to the meeting) (**Attachment B**)
- Teresa Barlow provided attendees two exhibits (**Attachments C and D**) of the previously proposed alignment (as analyzed in the preliminary DEIS) at the intersection with Cockrell Hill Road.

3. Project Overview – New Direction

- Callie Barnes provided a Power Point presentation of the current Loop 9 concept
 - Due to the reduction in projected traffic data since the DEIS was prepared, the former 450- to 600-foot typical section has been reduced to a conceptual 300- to 350-foot typical section
 - The former 44-mile long corridor has been reduced to exclude the alignment from US 287 to US 67
 - Feasibility Study (6-8 month schedule) will occur after local official interviews
 - New direction in response to lack of funding & to move forward with the project quicker – Phased Approach
 - Initial and Ultimate Design Concept
 - Develop a Program of Projects (prioritize certain sections of the project) per results of the Feasibility Study and priorities within the study area
- Callie Barnes discussed renaming Loop 9. She stated that Bruce Nolley from TxDOT Dallas District is leading the renaming efforts.

4. Interview Questionnaire

- The City of Ovilla provided responses to the questionnaire prior to the November 9, 2012 interview. For those responses provided by Ovilla as well as responses that were discussed and noted during the November 9, 2012 interview, please refer to **Attachment B**.

5. Additional Comments/Discussions

- Ovilla supports the Loop 9 Project
- FM/664 Ovilla Road currently has a large volume of truck traffic and the proposed Loop 9 would help to reduce truck traffic on FM 664/Ovilla Road.
- Expressed concern that a segment of the alignment that goes through the flood plain might potentially take longer to secure environmental clearance for the project.
- Suggested as much of the work done for the DEIS be used again to expedite the project, going forward.
- Prefers the new concept for proposed Loop 9 interchange with I-35E as shown in the presentation.
- Prefers Westmoreland to be the major access point from and to the proposed Loop 9 to the City of Ovilla.
- Prefers to have an at grade intersections at Cockrell Hill Road and the proposed Loop 9 frontage Roads with a grade separation at the proposed Loop 9.
- Does not want the alignment be pushed south in order to provide interchange at Ovilla Road.
- Prefers the alignment to be at the same location as it was in the DEIS through Ovilla - The City worked closely with TxDOT during the DEIS process and concurred with the alignment through Ovilla.

- If revisions to the alignment will be warranted at Cockrell Hill Road, the City's preference will be to shift the alignment further north of the location shown in the exhibit presented at the meeting.

6. Action Items

**List of Action Items and Responsible Parties
November 9, 2012**

NO	ACTION ITEM	RESPONSIBLE PARTY	DUE DATE	COMPLETE
1	Provide City of Ovilla Revised ETJ	City of Ovilla	N/A	No
2	Will Request Copy of Interview Summary	City of Ovilla	N/A	
3				
4				
5				
6				

Attachment A

Loop 9 Corridor Local Interview Meeting

November 9, 2012, 10-11am
City Hall - 105 Cockrell, Ovilla, Tx

Sign In

[illegible]

Attachment B

Loop 9 Corridor Interview Questionnaire

Note: Responses (in black text) below were provided by City of Ovilla prior to the interview conducted on November 9, 2012. Responses below (in blue text) were noted per discussions during the interview with the City of Ovilla.

- 1) What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?

Connectivity with an emphasis on relieving the stress on existing roads are only concern is ease of access so that commuters are neither isolated from or dumped on our roads.

The City of Ovilla prefers existing Westmoreland Road bridge be widened. Also the existing intersection of Westmoreland Road with FM 664/Ovilla Road should be improved for safety and efficiency.

- 2) In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?

Congestion relief on Hwy 664

Fm 664/Ovilla Rd has several sharp curves and as such it is slow and congested most of the time.

- 3) Are there any areas within your community that you are planning long-term infrastructure improvements that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?

Expansion of Hwy 664 and realignment of Hwy 664 Westmoreland Rd. intersection.

Expansion of FM 664/Ovilla Road is being improved to a 6-lane facility.

- 4) What projects are included in your Capital Improvement Plan relative to local roadways and utilities?

Relocation of utilities in FM 664/Ovilla Road ROW.

- 5) Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?

Yes.

- 6) Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?

The 3 parcels that front Bear Creek are to be rezoned industrial.

At Bear Creek Road and the proposed alignment intersection, no developers on board.

Loop 9 Corridor Interview Questionnaire

- 7) Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?

None in house.

- 8) Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?

No.

- 9) Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?

No.

[Utilities.](#)

- 10) Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?

No.

- 11) Are there any areas with heavy utilities that you know of within or near the proposed ROW?

Our 30" Water Line from Dallas Water Utilities crosses the proposed ROW at Duncanville Rd.

[Our 18" sewer line at Cockrell Hill North/South, and 12" water line at Cockrell Hill and Bear Creek North/South.](#)

- 12) Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?

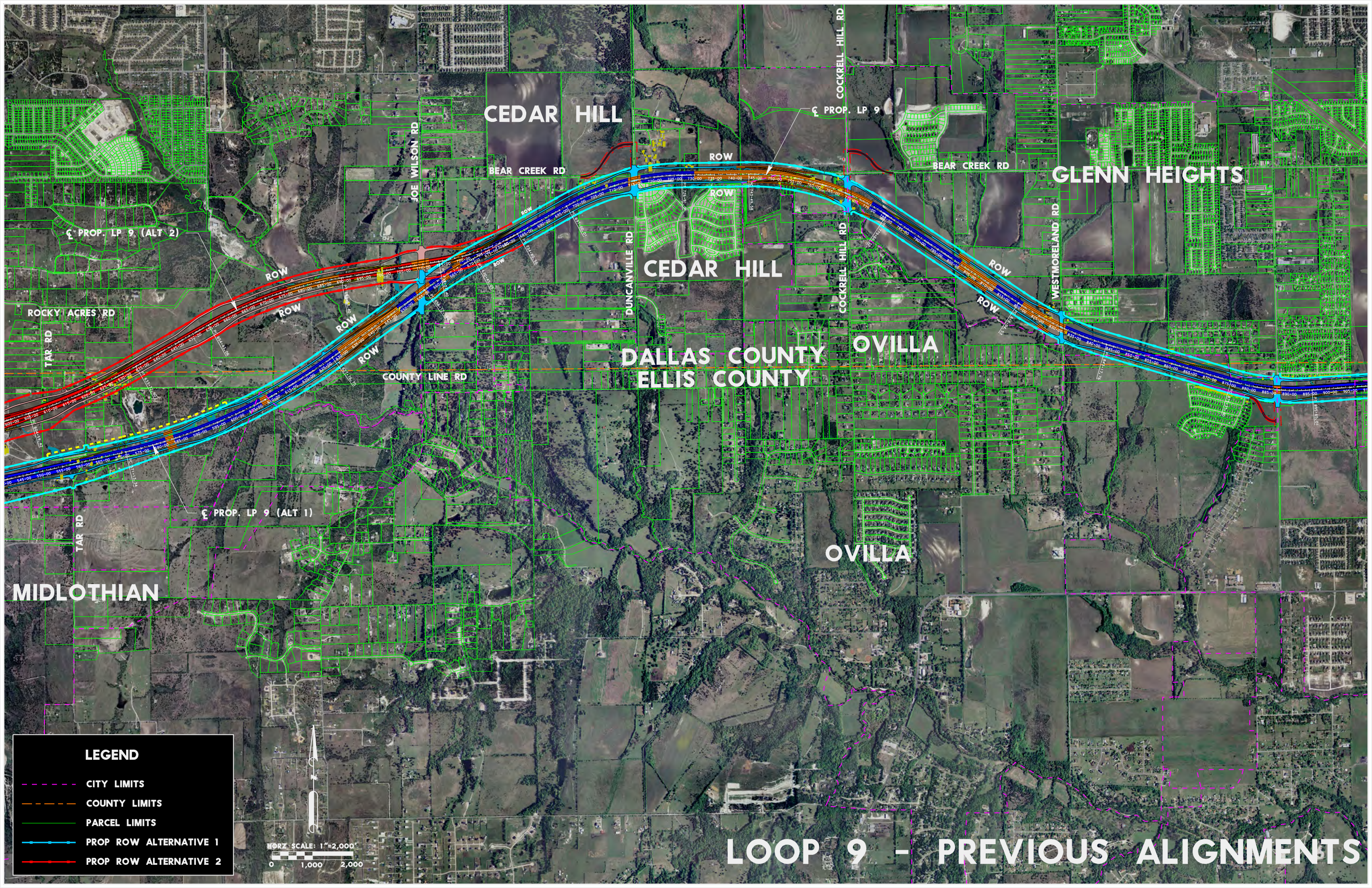
No.

[The City has a vision to construct a public park adjacent to FM 664/Ovilla Road.](#)

- 13) Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?

The proposed location along Bear Creek has been approved any alternatives would have to be discussed.

Attachment C



CEDAR HILL

GLENN HEIGHTS

CEDAR HILL

DALLAS COUNTY
ELLIS COUNTY
OVILLA

OVILLA

MIDLOTHIAN

LOOP 9 - PREVIOUS ALIGNMENTS

LEGEND

- CITY LIMITS
- COUNTY LIMITS
- PARCEL LIMITS
- PROP ROW ALTERNATIVE 1
- PROP ROW ALTERNATIVE 2



Attachment D



CEDAR HILL

GLENN HEIGHTS

CEDAR HILL

OVILLA

DALLAS COUNTY

ELLIS COUNTY

OVILLA

LOOP 9 - PREVIOUS ALIGNMENTS

BEAR CREEK RD

BEAR CREEK RD

COCKRELL HILL RD

DUNCANVILLE RD

COCKRELL HILL RD

WESTMORELAND RD

COUNTY LINE RD

ξ PROP. LP 9

ξ PROP. LP 9 (ALT 2)

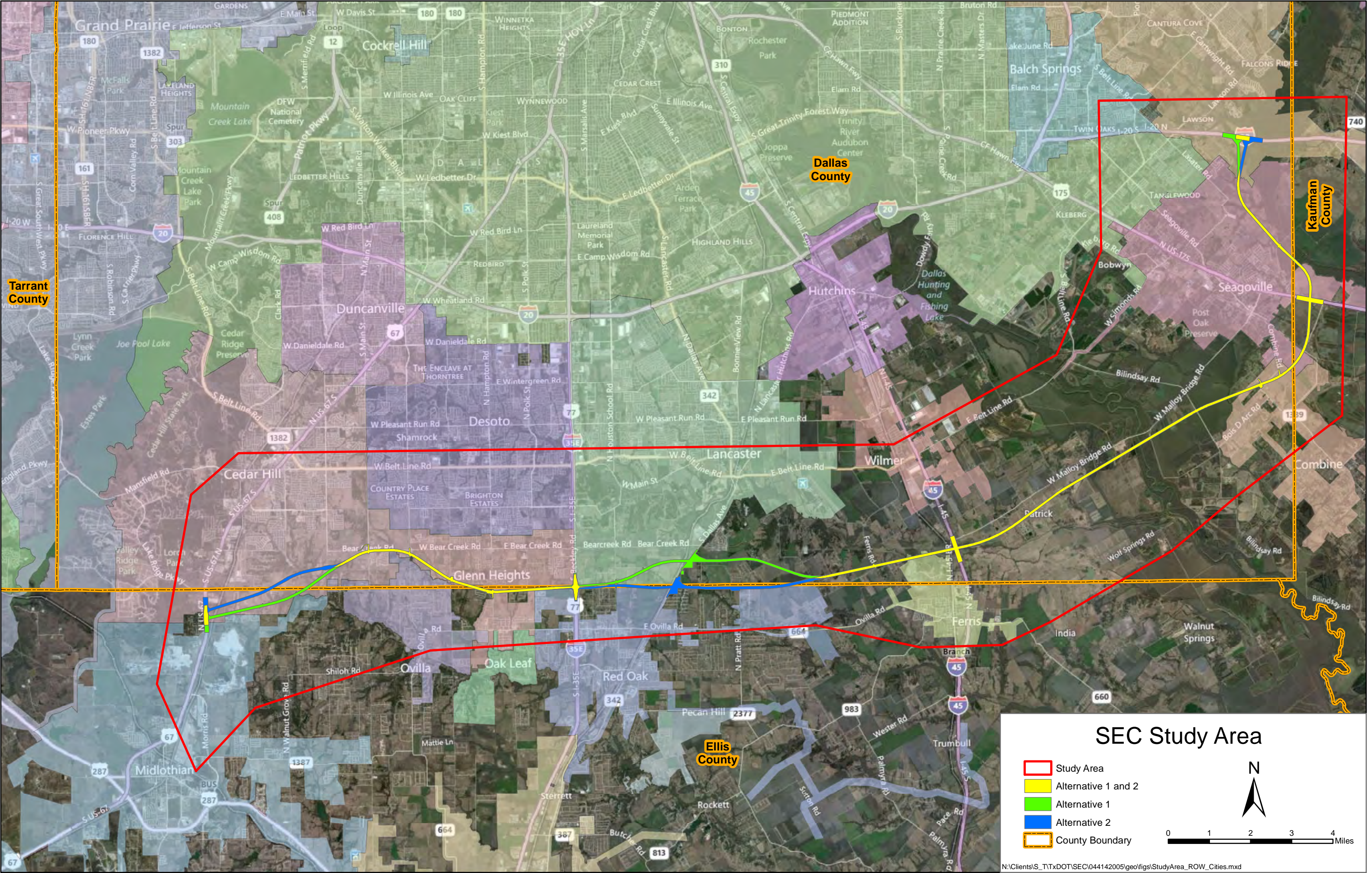
ξ PROP. LP 9 (ALT 1)

HORZ SCALE: 1"=1,000'

LEGEND

- CITY LIMITS
- COUNTY LIMITS
- PARCEL LIMITS
- PROP ROW ALTERNATIVE 1
- PROP ROW ALTERNATIVE 2

Attachment E



C12: City of Red Oak

City of Red Oak Interview Summary

Date: November 20, 2012

Time: 3:00 PM – 4:00 PM

Project: Loop 9 Southeast

Location: City of Red Oak
200 Lakeview Pkwy
Red Oak, Texas 75154

Purpose: Allow local officials within the corridor/feasibility study area to provide comments on and provide suggestions regarding the currently proposed Loop 9 Project via an interview

Attachments: Attachment A – Interview Sign-in Sheet

Attachment B – Interview Questionnaire (Responses documented per interview discussions)

Attachment C – Previous Proposed Design of Intersection at I-35E and near Red Oak

Attachment D – DEIS Alignment Centerline with a 300- to 350-foot ROW

Attendees: See **Attachment A** for a PDF of the actual Sign-in Sheet

Name	Email/Telephone	Telephone	Title	Organization
Alan Hugley	Ahugley@redoaktx.org	214-968-9956	Mayor	City of Red Oak
Todd Fuller	Tfuller@redoaktx.org	972-617-6831	City Manager	City of Red Oak
Brian Clark	Brian.clark@atkinsglobal.com	972-818-7275	Project Manager	Atkins
Callie Barnes	Callie.barnes@atkinsglobal.com	281-529-4221	Senior Transportation Planner	Atkins
Abe Bekele	Abe@civilassociates.com	214-703-5151	Senior Engineer	Civil Associates

1. Introductions

2. Handouts and Presentation

- *Exhibits, Questionnaire and Presentation*
 - Brian Clark provided attendees hard copies of the Interview Questionnaire (**Attachment B**)
Brian Clark provided attendees hard copies of the Previous Proposed Design of Intersection at I-35E and the Previous Proposed Alternatives near Red Oak (**Attachment C**)
 - Brian Clark presented an Exhibit showing the DEIS Alignment Centerline with a 300- to 350-foot ROW (**Attachment D**)
 - Callie Barnes presented environmental constraints information obtained as a part of the DEIS efforts as well as the DEIS alignment centerline with a 300- to 350-foot ROW

3. Project Overview – New Direction

- Brian Clark presented the current Loop 9 concept
 - Due to the reduction in projected traffic data since the DEIS was prepared, the former 450- to 600- foot typical section has been reduced to a conceptual 300- to 350-foot typical section
 - The former 44-mile long corridor has been reduced to exclude the alignment from US 287 to US 67
 - New direction in response to lack of funding & to move forward with the project quicker – Phased Approach
 - Initial and Ultimate Design Concept
 - Develop a Program of Projects (prioritize certain sections of the project) per results of the Feasibility Study and priorities within the study area
 - Corridor/Feasibility Study (6-8 month schedule) will occur after local official interviews
 - Program of Projects as a result of Corridor/Feasibility Study
 - Environmental Assessment (EA) process (16-18 months) will occur (provided FHWA approves EA classification) after the Program of Projects
- Brian Clark discussed potential of renaming Loop 9. He stated that Bruce Nolley from TxDOT Dallas District is leading the renaming efforts.

4. Interview Questionnaire

- The City of Red Oak did not provide responses to the questionnaire prior to the November 20, 2012 interview. For those responses that were discussed and noted during the November 20, 2012 interview, please refer to **Attachment B**.

5. Additional Comments/Discussion

- The City expressed support for the revised I-35E and Loop 9 interchange concept.
- The City prefers Loop 9 cross I-35E at the County Line (consistent with the current alignment).
- The City prefers minimal impacts along I-35E in order to attract more development.
- East of I-35E, the City prefers the northern alignment (as shown in blue in **Attachment C**) since there is not much for the City of Red Oak to gain from the southern alignment (as shown in red in **Attachment C**) east of I-35E. However, just east of I-35E (from I-35E east to Houston School Road, see **Attachment C**), the City or Red Oak prefers the northern alignment shift further south to follow the county line.
- The City prefers a four-way frontage road box at the proposed I-35E interchange.
- The City does not want tolled Loop 9 frontage roads.
- The City prefers the revised concept as it will have less ROW impacts at the proposed interchange with I-35E. This will allow development at the I-35E interchange, particularly at the southwest corner where a major retail center is planned.
- Mayor Hugley stated that the north/south arterials need improvement.
- Mayor Hugley suggested the Loop 9 project team coordinate with the ongoing FM 664 project consultant team to ensure that the Loop 9 project works collaboratively with the proposed FM 664 project.

6. Action Items

List of Action Items and Responsible Parties
November 20, 2012

NO	ACTION ITEM	RESPONSIBLE PARTY	DUE DATE	COMPLETE
1	Provide latest CIP	City of Red Oak	N/A	Yes
2	Request 2010 City of Red Oak Comprehensive Plan including Freese and Nichols Study	City of Red Oak	N/A	Yes
3	Request FM 664 Schematic from TxDOT	TxDOT	N/A	No

Attachment A

November 20, 2012, 3-4 pm
City of Red Oak
200 Lakeview Parkway, Red Oak, TX 75154
Sign In

[illegible]

Attachment B

Loop 9 Corridor Interview Questionnaire

The City of Red Oak

November 20, 2012

Note: Responses to this interview questionnaire were not provided by Red Oak prior to the interview conducted on November 20, 2012; therefore, responses below (in blue text) were noted per discussions during the Red Oak interview.

- 1) What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?

Economic development and better regional transportation grid.

- 2) In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?

Loop 9 development will provide better east-west connectivity for truck traffic. FM 664 project, planned from two lanes to six-lane, curb and gutter from US 287 to I-45, will allow for the development (commercial, residential, etc.) along FM 664. Loop 9 would greatly benefit the areas where FM 664 widening would occur by keeping the truck traffic off of FM 664 where the development would occur.

- 3) Are there any areas within your community that you are planning long-term infrastructure improvements that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?

Commercial development proposed on the northwest corner of the I-35E and Loop 9 intersection.

- 4) What projects are included in your Capital Improvement Plan relative to local roadways and utilities?

FM 342 proposed improvements are very important to the surrounding area for better north/south connectivity. Improvements to Houston School Road are also important.

- 5) Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?

Yes.

- 6) Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?

The area near the intersection of Bear Creek Road and FM 342 is planned to be re-zoned from Agricultural to Commercial; however, the regulations will not change.

Loop 9 Corridor Interview Questionnaire

The City of Red Oak

November 20, 2012

- 7) Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?

The I-35E Plan and the City of Red Oak Comprehensive Plan.

- 8) Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?

Yes, most of Red Oak. There is a lack of regional connectivity. The city population had doubled in the last ten years. Most of the people from Red Oak commute to Dallas for work and the connectivity for those commuters is a major problem.

- 9) Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?

Various developers have inquired with the City regarding future available land for development taking into consideration the Loop 9 alignment and ROW. However, since the City collaborates directly with the interested developers, there is no one the project team should contact.

- 10) Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?

An industrial development is proposed on the SW corner of FM 342 and Loop 9 (South alignment) intersection. Retail/commercial development is proposed on the NW corner of the I-35E and proposed Loop 9 intersection. Harmony Estates is a growing residential development located just SW of the intersection of Loop 9 and I-35E. There is also potential future development on the NW corner of the FM 342 and Reindeer Road intersection.

- 11) Are there any areas with heavy utilities that you know of within or near the proposed ROW?

Power station near Houston School Road.

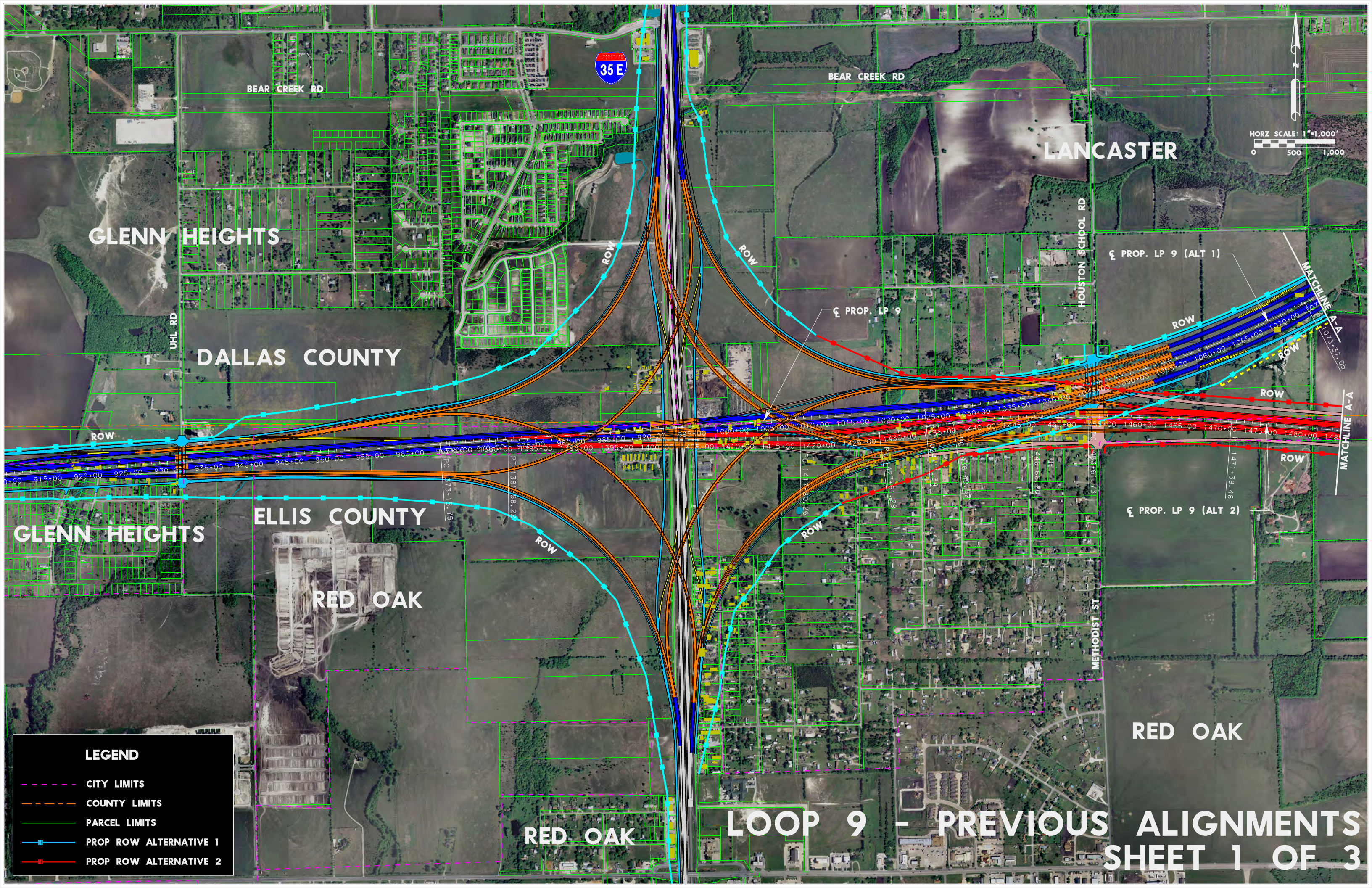
- 12) Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?

No.

- 13) Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?

The Loop 9 project should follow the county line from I-35E until the point which Loop 9 crosses Houston School Road to provide the best connectivity and protection of developable land.

Attachment C



35 E

BEAR CREEK RD

LANCASTER

HORZ SCALE: 1"=1,000'
0 500 1,000

GLENN HEIGHTS

DALLAS COUNTY

ELLIS COUNTY

GLENN HEIGHTS

RED OAK

RED OAK

RED OAK

LOOP 9 - PREVIOUS ALIGNMENTS
SHEET 1 OF 3

LEGEND

- CITY LIMITS
- COUNTY LIMITS
- PARCEL LIMITS
- PROP ROW ALTERNATIVE 1
- PROP ROW ALTERNATIVE 2

ξ PROP. LP 9 (ALT 1)

ξ PROP. LP 9

ξ PROP. LP 9 (ALT 2)

MATCHLINE A-A
1073+31.05

MATCHLINE A-A
1480+00

ROW

ROW

ROW

ROW

ROW

ROW

UHL RD

HOUSTON SCHOOL RD

METHODIST ST

PC 1273+15.75

PT 138+58.22

PC 141+80.26

PT 142+61.29

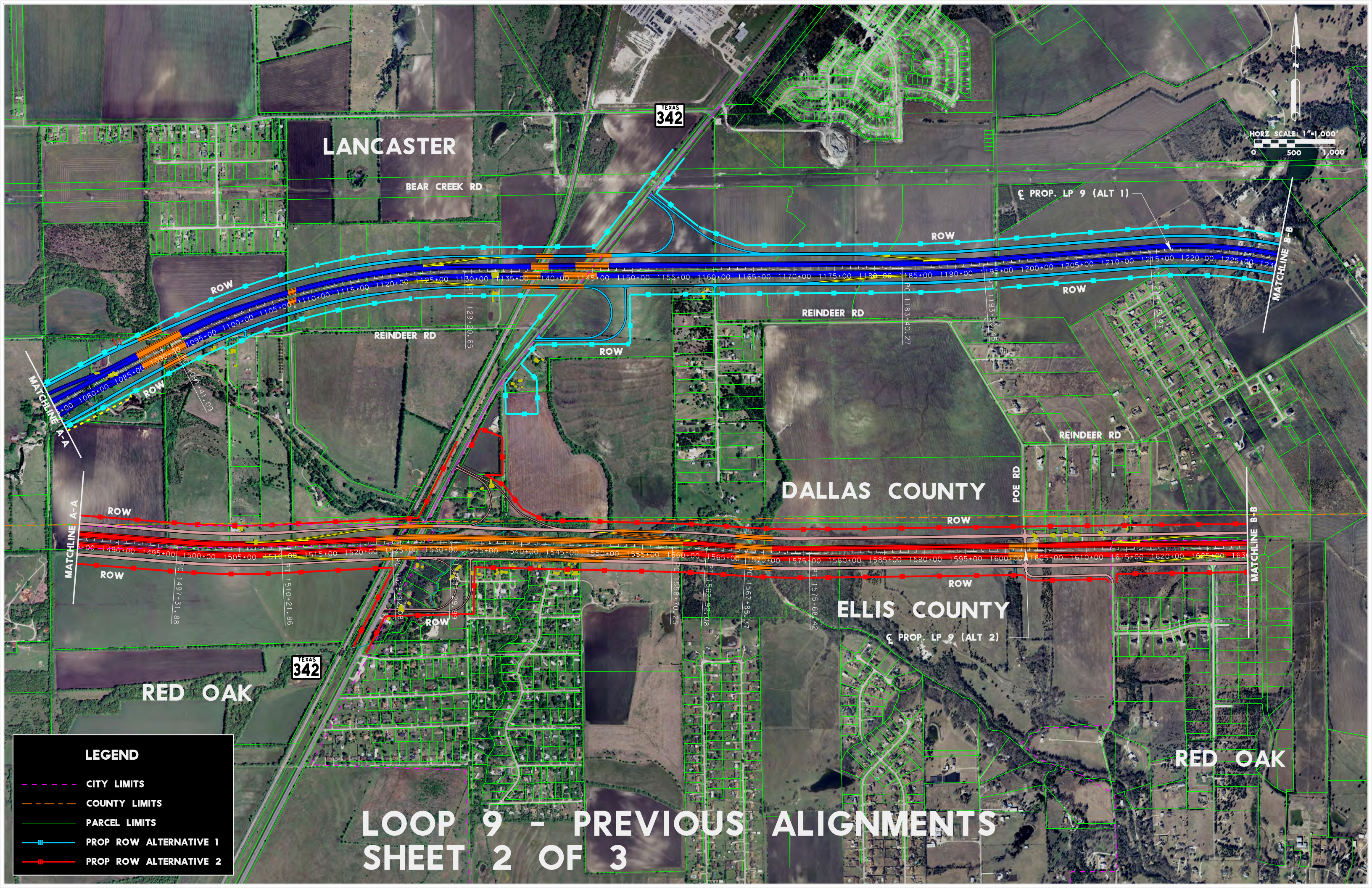
PC 143+34.34

PT 146+89.32

PC 146+66.20

PT 148+61.33

PT 1471+39.46



LANCASTER

BEAR CREEK RD

TEXAS
342

HORZ SCALE: 1"=1,000'
0 500 1,000

℄ PROP. LP 9 (ALT 1)

ROW

ROW

MATCHLINE B-B

REINDEER RD

ROW

REINDEER RD

ROW

ROW

MATCHLINE A-A

DALLAS COUNTY

POE RD

REINDEER RD

ROW

ELLIS COUNTY

℄ PROP. LP 9 (ALT 2)

ROW

MATCHLINE B-B

RED OAK

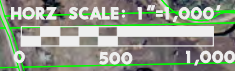
TEXAS
342

RED OAK

LEGEND

- CITY LIMITS
- COUNTY LIMITS
- PARCEL LIMITS
- PROP ROW ALTERNATIVE 1
- PROP ROW ALTERNATIVE 2

LOOP 9 - PREVIOUS ALIGNMENTS
SHEET 2 OF 3



MATCHLINE B-B

FERRIS RD

HASH RD

NOKOMIS RD

STAINBACK RD

DALLAS COUNTY

DALLAS COUNTY

ELLIS COUNTY

ELLIS COUNTY

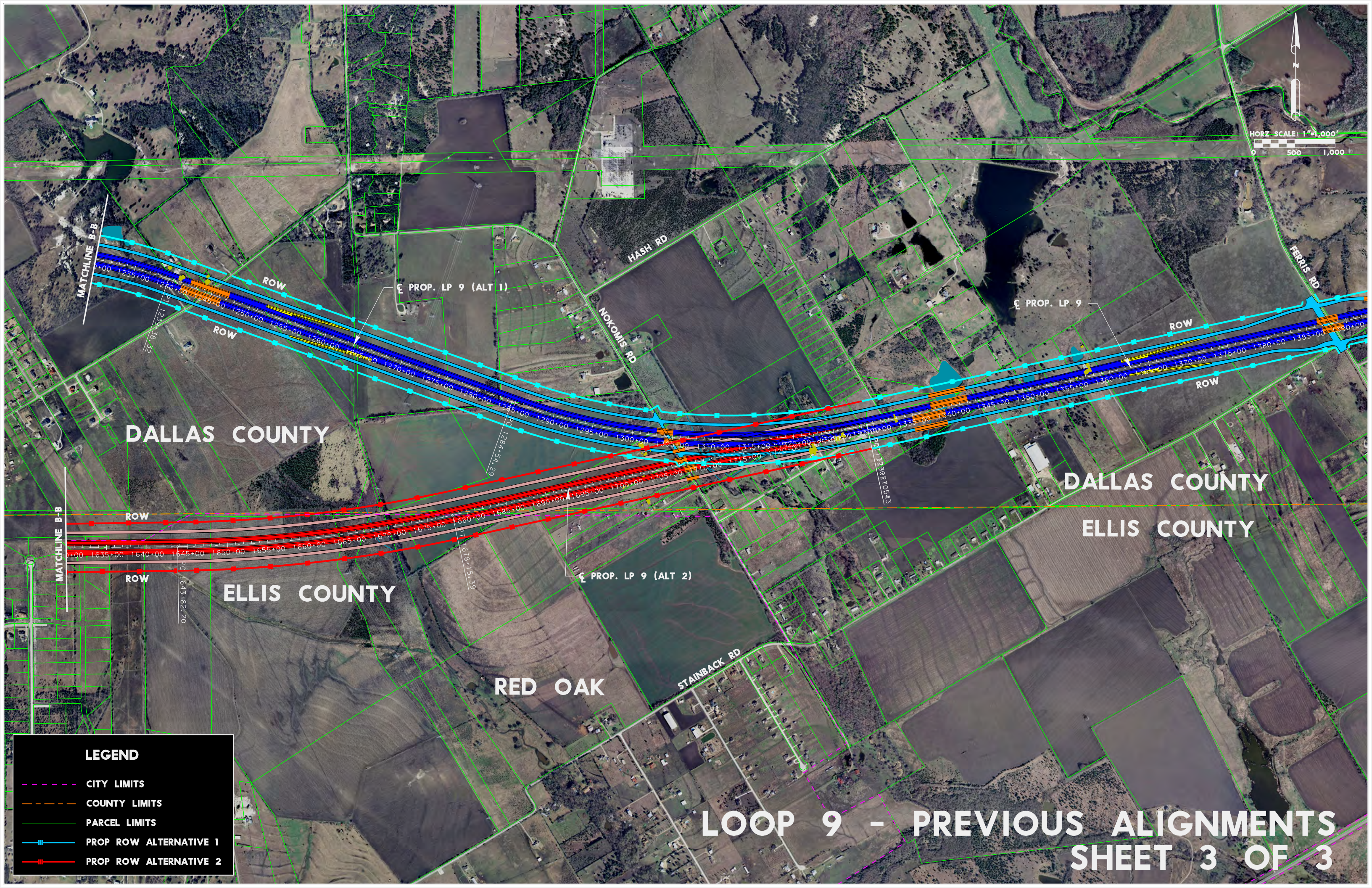
RED OAK

MATCHLINE B-B

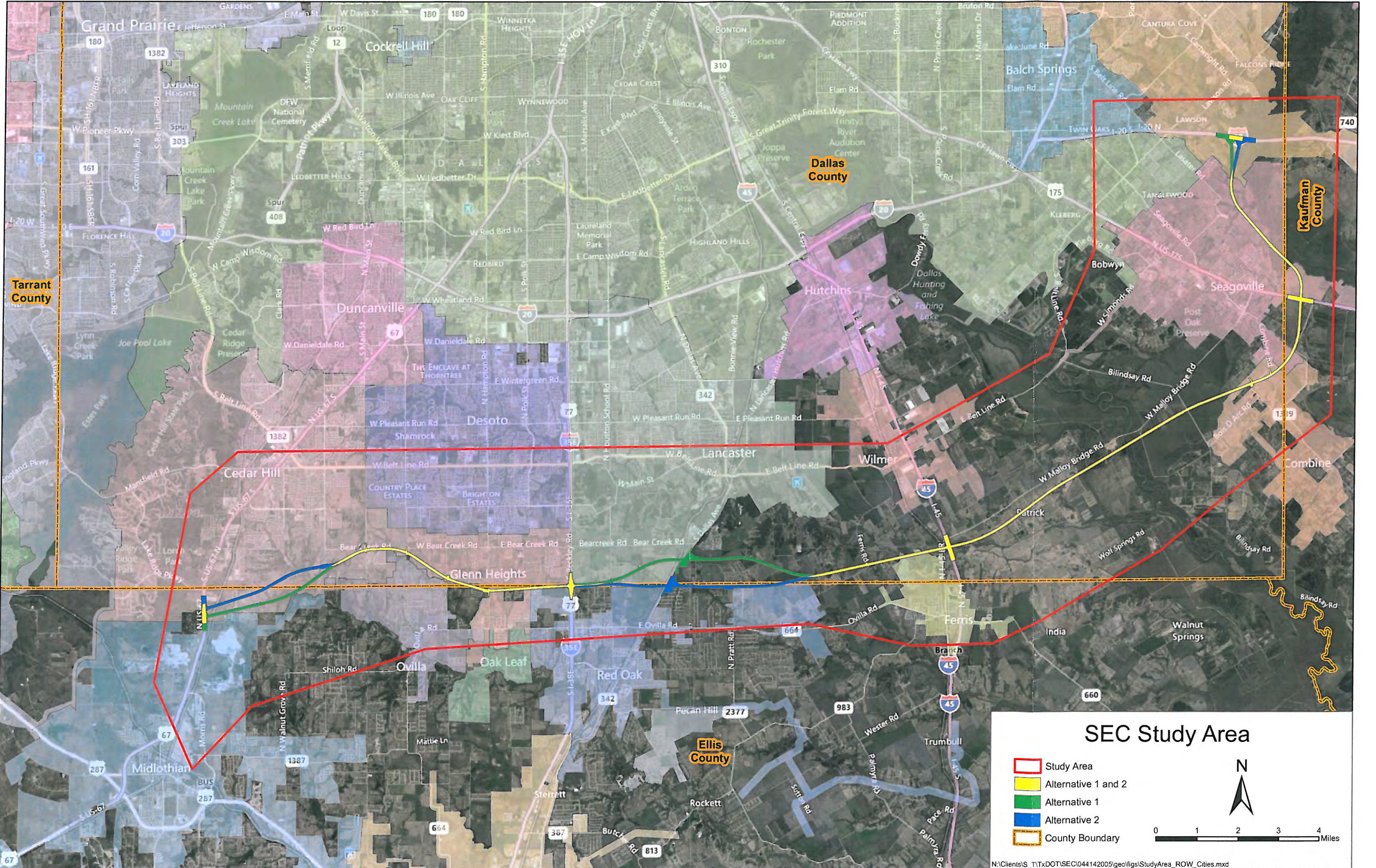
LEGEND

- CITY LIMITS
- COUNTY LIMITS
- PARCEL LIMITS
- PROP ROW ALTERNATIVE 1
- PROP ROW ALTERNATIVE 2


LOOP 9 - PREVIOUS ALIGNMENTS
SHEET 3 OF 3





Attachment D





SEC Study Area


 Study Area

 Alternative 1 and 2


 Alternative 1

 Alternative 2

 County Boundary



N



0 1 2 3 4 Miles

N:\Clients\SEC\TxDOT\SEC\044142005\geoligs\StudyArea_ROW_Cities.mxd

C13: City of Seagoville

City of Seagoville Interview Summary

Date: November 6, 2012 **Time:** 10:00 AM – 11:30 PM
Project: Loop 9 Southeast
Location: Seagoville City Hall
702 North Highway 175
Seagoville, TX 75159

Purpose: Allow local officials within the corridor/feasibility study area to provide comments on and provide suggestions regarding the currently proposed Loop 9 Project via an interview

Attachments: Attachment A – Interview Sign-in Sheet
Attachment B – Interview Questionnaire (Responses documented per interview discussions)
Attachment C – Previous Proposed Design of Intersection at US175 and I-20
Attachment D – DEIS Alignment Centerline with a 300- to 350-foot ROW

Attendees: See **Attachment A** for a PDF of the actual Sign-in Sheet

Name	Email/Telephone	Telephone	Title	Organization
Sidney M. Sexton, Jr.	Smsexton@sbcglobal.net	972-287-6819	Mayor	City of Seagoville
Larry Graves	Lgraves@seagoville.us	972-287-2050	City Manager	City of Seagoville
Jim Berman	Jberman@seagoville.us	214-505-7199	Director of Public Works	City of Seagoville
Brian Clark	Brian.clark@atkinsglobal.com	972-588-3124	Project Manager	Atkins
Callie Barnes	Callie.barnes@atkinsglobal.com	281-529-4221	Senior Transportation Planner	Atkins
Abe Bekele	Abe@civilassociates.com	214-703-5151	Senior Engineer	Civil Associates

1. Introductions

2. Handouts and Presentation

- *Exhibits, Questionnaire and Presentation*
 - Brian Clark provided attendees hard copies of the Interview Questionnaire (not completed by The City of Seagoville prior to the meeting) (**Attachment B**)
 - Brian Clark provided attendees three exhibits (**Attachments C**) of the previously proposed alignment (as analyzed in the preliminary DEIS) at US 175 and I-20
 - Callie Barnes presented an Exhibit showing the DEIS Alignment Centerline with a 300- to 350-foot ROW (**Attachment D**)
 - Callie Barnes presented environmental constraints information obtained as a part of the DEIS efforts as well as the DEIS alignment centerline with a 300- to 350-foot ROW

3. Project Overview – New Direction

- Brian Clark presented the current Loop 9 concept
 - Due to the reduction in projected traffic data since the DEIS was prepared, the former 450- to 600-foot ROW has been reduced to a conceptual 300- to 350-foot ROW
 - The former 44-mile long corridor has been reduced to exclude the alignment from US 287 to US 67
 - New direction in response to lack of funding & to move forward with the project quicker – Phased Approach
 - Initial and Ultimate Design Concept
 - Develop a Program of Projects (prioritize certain sections of the project) per results of the Feasibility Study and priorities within the study area
 - Corridor/Feasibility Study (6-8 month schedule) will occur after local official interviews
 - Program of Projects as a result of Corridor/Feasibility Study
 - Environmental Assessment (EA) process (16-18 months) will occur (provided FHWA approves EA classification) after the Program of Projects

4. Interview Questionnaire

- The City of Seagoville did not provide responses to the questionnaire prior to the November 6, 2012 interview. For responses to the questionnaire as discussed and noted during the interview, please refer to **Attachment B**.

5. Additional Comments/Discussion

- Discussions regarding improving Malloy Bridge Road as part of the Loop 9 improvements and have Malloy Bridge Road widened to a six-lane section through town until the proposed Loop 9 will be constructed in the future.
- Since most of the proposed Loop 9 alignment and adjacent properties is within floodplain and wetland areas, the clearance process and possible construction of Loop 9 could be 20 years away. In the interim, the immediate community need is to add a lane on both sides of existing US 175 from Seagoville to I-635.
- The City is in favor of the current concept configuration – a previous version of the alignment was impacting Wal-Mart located at the corner of US 175 and Malloy Bridge Road) and the city would not support any alternative that would impact Wal-Mart.
- The City prefers the revised proposed typical section with narrow, barrier separated mainlanes – this will help reduce impacts through town. Would like to be provided a copy of the revised barrier separated typical section.
- There is a major need for transportation improvement in the City – quality of life is limited with the city's capability of getting goods and services in and out of the City hampered by traffic congestions. Widening US 175 would improve quality of life and reduce commuters travel time.
- With regard to current traffic issues in and around Seagoville, heavy trucks use Malloy Bridge Road as a short cut route to travel between I-45 and I-20.
- Since Seagoville is in a non-attainment area, the widening of US 175 should be a priority.
- The city of Seagoville is mainly a blue-collar community with significant percentage commutes to Dallas for work.
- The growth of the City is wide spread and in all directions.

- The City identified Wal-Mart, ACE Hardware (planned to be constructed in front of Wal-Mart), a proposed new school to be constructed (east of Seagoville Road and north of E. Simonde Road), a proposed development (retail / residential) along existing Malloy Bridge Road between US 175 and I 20 to be the additional major stakeholders along the proposed Loop 9 corridor.
- The City of Seagoville supports the Loop 9 project.

6. Action Items

List of Action Items and Responsible Parties
November 6, 2012

NO	ACTION ITEM	RESPONSIBLE PARTY	DUE DATE	COMPLETE
1	Provide ETJ Map	City of Seagoville	N/A	
2	Provide Revised Typical Section	Atkins	N/A	
3				
4				
5				
6				

Attachment A

November 6, 2012, 10am
Seagoville City Hall - 702 North Highway 175, Seagoville, TX 75159
Sign In

[illegible]

Attachment B

Loop 9 Corridor Interview Questionnaire

City of Seagoville

November 6, 2012

Note: Responses to this interview questionnaire were not provided by Seagoville prior to the interview conducted on November 6, 2012; therefore, responses below (in blue text) were noted per discussions during the Seagoville interview.

- 1) What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?

All the above. The main goal of this community is to provide residents a quick/safe route to and from jobs. Particularly, the community needs capacity improvements on Highway 175.

- 2) In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?

See comment #1.

- 3) Are there any areas within your community that you are planning long-term infrastructure improvements that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?

No. The City is in the process of renovating the old downtown.

- 4) What projects are included in your Capital Improvement Plan relative to local roadways and utilities?

There are no proposed roadway improvements in the Loop 9 study area.

- 5) Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?

Yes.

- 6) Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?

No.

- 7) Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?

No.

- 8) Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?

Yes, see #2.

Loop 9 Corridor Interview Questionnaire
City of Seagoville
November 6, 2012

- 9) Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?

Wal-mart, ACE (planned construction in front of Wal-Mart), a proposed new school to be constructed (approximately 2 ½ miles west-northwest near East Simonds Road), a proposed development (retail / residential) along existing Malloy Bridge Road between Highway 175 and I-20 near crossing of East Fork Trinity tributary.

- 10) Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?

Church on Malloy Bridge Road (Rock Church) and another church on Kaufman and Malloy Bridge Road.

Do not impact Wal-mart.

There are Historic Churches in the area that need to be avoided.

- 11) Are there any areas with heavy utilities that you know of within or near the proposed ROW?

No.

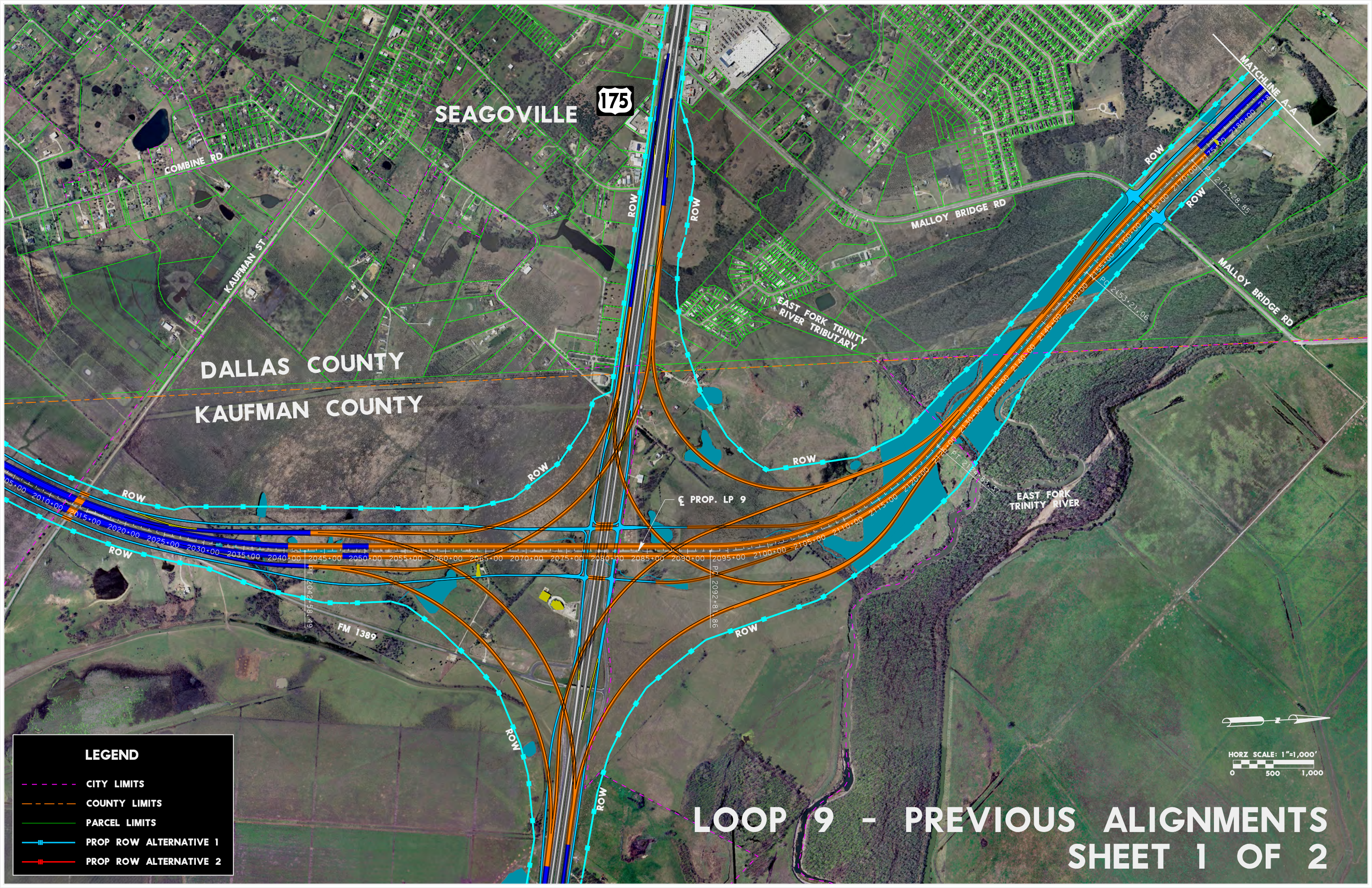
- 12) Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?

Yes, there is a cemetery at Highway 175 that should be protected as well as John Bunker Sands Wetland Area.

- 13) Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?

No problems were voiced regarding the DEIS alignment location with the 300- to 350-foot shown in the exhibit (provided in the meeting today).

Attachment C



SEAGOVILLE



COMBINE RD

KAUFMAN ST

MALLOY BRIDGE RD

EAST FORK TRINITY RIVER TRIBUTARY

DALLAS COUNTY
KAUFMAN COUNTY

MATCHLINE A-A

ROW

ROW

MALLOY BRIDGE RD

ROW

ROW

EAST FORK TRINITY RIVER

PROP. LP 9

FM 1389

ROW

ROW

ROW

LEGEND

- CITY LIMITS
- COUNTY LIMITS
- PARCEL LIMITS
- PROP ROW ALTERNATIVE 1
- PROP ROW ALTERNATIVE 2



HORZ SCALE: 1"=1,000'
0 500 1,000

LOOP 9 - PREVIOUS ALIGNMENTS
SHEET 1 OF 2

SEAGOVILLE

SIMONDS RD

LASATER RD

SHANNON RD

EAST FORK TRINITY
RIVER TRIBUTARY

EAST FORK TRINITY
RIVER TRIBUTARY

20

HORZ SCALE 1"=1,000'

MESQUITE

END PROJECT
CSJ: 2964-10-002
STA 2322+26.97

℄ PROP. LP 9

℄ PROP. LP 9 (ALT 2)

℄ PROP. LP 9 (ALT 1)

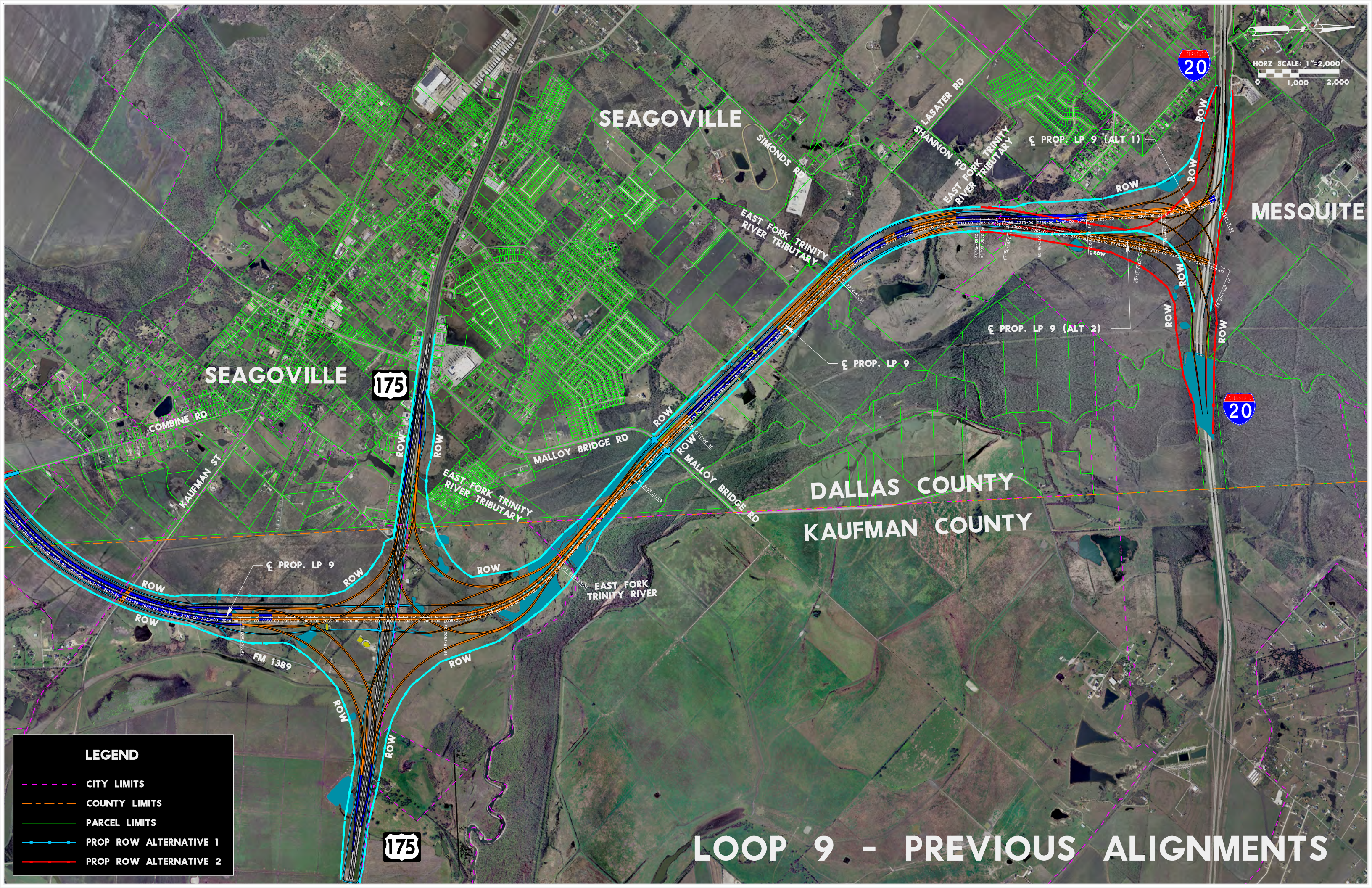
MATCHLINE A-A

LEGEND

- CITY LIMITS
- COUNTY LIMITS
- PARCEL LIMITS
- PROP ROW ALTERNATIVE 1
- PROP ROW ALTERNATIVE 2

DALLAS COUNTY
KAUFMAN COUNTY

LOOP 9 - PREVIOUS ALIGNMENTS
SHEET 2 OF 2



SEAGOVILLE

MESQUITE

SEAGOVILLE

DALLAS COUNTY
KAUFMAN COUNTY

LOOP 9 - PREVIOUS ALIGNMENTS

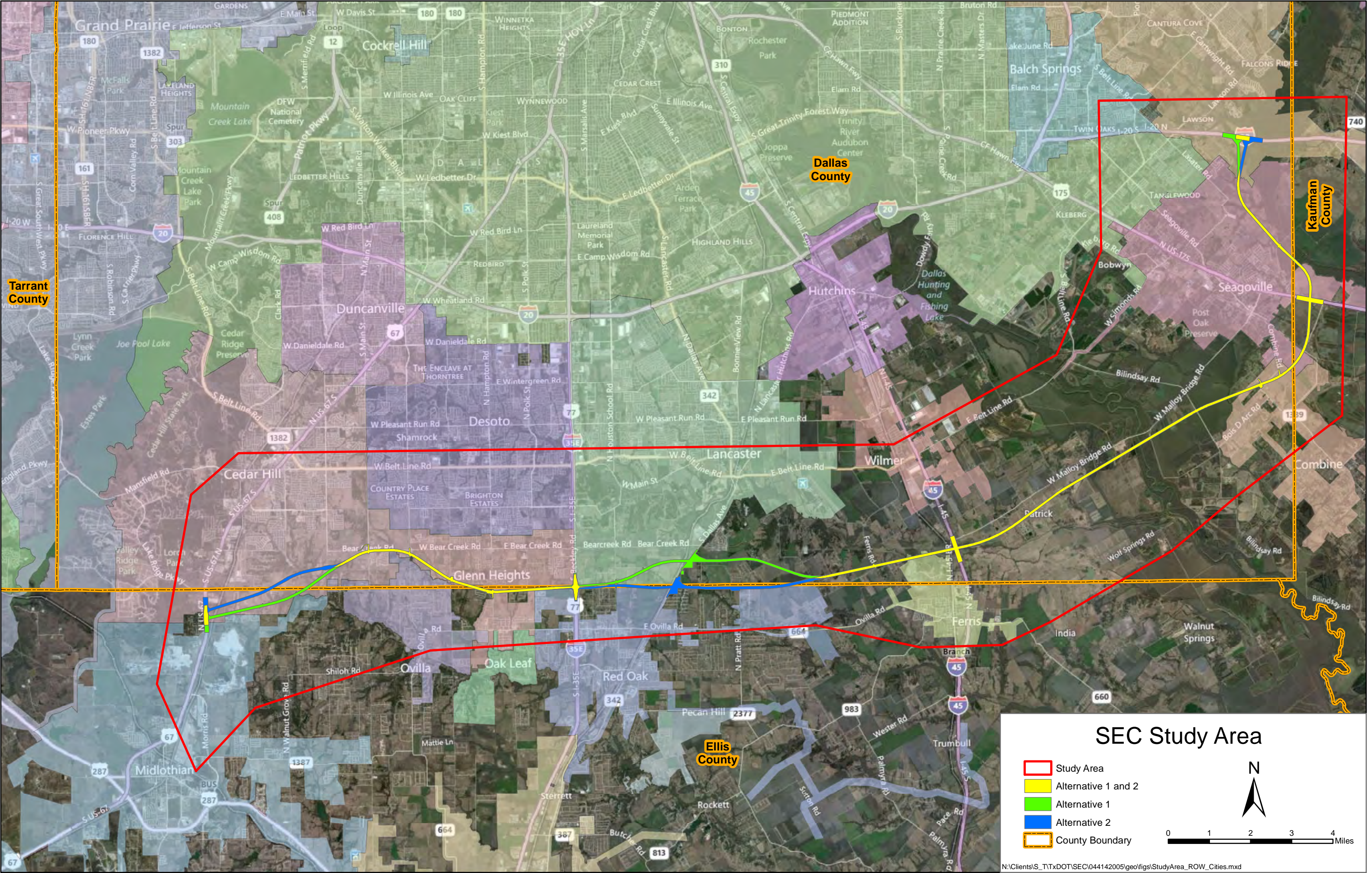
LEGEND

- CITY LIMITS
- COUNTY LIMITS
- PARCEL LIMITS
- PROP ROW ALTERNATIVE 1
- PROP ROW ALTERNATIVE 2

HORZ SCALE: 1"=2,000'

0 1,000 2,000

Attachment D



C14: City of Wilmer

City of Wilmer Interview Summary

Date: November 5, 2012

Time: 9:00 AM – 10:30 AM

Project: Loop 9 Southeast

Location: Wilmer City Hall
128 North Dallas Ave
Wilmer, Texas 75172

Purpose: Allow local officials within the corridor/feasibility study area to provide comments on and provide suggestions regarding the currently proposed Loop 9 Project via an interview

Attachments: Attachment A – Interview Sign-in Sheet

Attachment B – The City of Wilmer Completed Interview Questionnaire (Responses provided by Wilmer and documented per interview discussions)

Attachment C – Previous Proposed Design of Intersection at I-45

Attachment D – Previous Proposed Design of Intersection at I-45

Attendees: See **Attachment A** for a PDF of the actual Sign-in Sheet

Name	Email	Telephone	Title	Organization
A. Hector Casarez	AHCasarez@cityofwilmer.com	972-441-6373	Mayor	City of Wilmer
Rene Revilla	RRevilla@cityofwilmer.com/	972-979-4747	Water Superintendent	City of Wilmer
Douglas Jistel	DJistel@cityofwilmer.com	214-728-6952	Public Works	City of Wilmer
Brian Clark	Brian.clark@atkinsglobal.com	972-588-3124	Project Manager	Atkins
Callie Barnes	Callie.barnes@atkinsglobal.com	281-529-4221	Senior Transportation Planner	Atkins
Abe Bekele	Abe@civilassociates.com	214-703-5151	Senior Engineer	Civil Associates
Teresa Barlow	Teresa@civilassociates.com	214-703-5151	Senior Environmental Planner	Civil Associates

1. Introductions

2. Handouts

- *Exhibits and Questionnaire*
 - Brian Clark provided attendees hard copies of the Interview Questionnaire (already completed by The City of Wilmer prior to the meeting) (**Attachment B**)
 - Brian Clark provided attendees two exhibits (**Attachments C and D**) of the previously proposed alignment (as analyzed in the preliminary DEIS) at the intersection of I-45

3. Open Table Discussions

- *Wilmer supports the Loop 9 Project*
 - The project could encourage economic development in southwest Wilmer
- *Cemetery – Carver Memorial Park*
 - Located along Malloy Bridge Road (just north of current conceptual design)
- *Access Roads*
 - Plans exist to improve (widen) Belt Line Road and Pleasant Run Road
 - Pleasant Run Road improvement (at-grade railroad crossing reconstructed to overpass) is scheduled to be let before the end of 2012
 - The largest truck traffic generator is Whirlpool Distribution Center (1.2 million SF)
 - The largest traffic issue/concern is the large trucks driving through town
 - Relief arteries are needed to address truck traffic
 - Wilmer requested access roads connecting the proposed Loop 9 frontage roads to existing Beltline Road and Pleasant Run Road
 - The City does not have the capacity to fund the construction of needed access roads
 - Currently the City's budget for streets maintenance mainly comes from Dallas County grants
 - With Beltline Road and Pleasant Run access roads in place, the Mayor thinks that will allow Wilmer to attract new business since Wilmer has the lowest tax rate in the area
- *Water Supply*
 - Discussion are ongoing with the Wilmer, Dallas County and the City of Lancaster regarding a new water supply line to Wilmer
 - The city would like to have water supply from the City of Lancaster (short term) and ultimately a 30" line from Dallas County to meet City's future water demands
 - The exact locations of the planned water lines TBD
 - Above-ground water storage facility at Pleasant Run and Pinto
- *Airport*
 - Wilmer does not anticipate the City of Lancaster municipal airport growing to a distribution center - the airport will most likely service corporate jets only
- *Preference of Alignment Shift*
 - Prefer shift north of Tenmile Creek to keep with Wilmer ETJ
 - A 5-ft strip of the existing Tenmile Creek is inside the City of Wilmer – existing lawsuit between Wilmer and Ferris b/c Ferris fighting to annex this property; hearing will occur in mid-January
 - Sanitary Sewer line exists south of Tenmile Creek
 - Trinity River Authority water treatment plant exists north of Tenmile Creek on Malloy Bridge Circle

4. Project Overview – New Direction

- Brian Clark presented the current Loop 9 concept
 - Due to the reduction in projected traffic data since the DEIS was prepared, the former 450- to 600-foot ROW has been reduced to a conceptual 300- to 350-foot ROW
 - The former 44-mile long corridor has been reduced to exclude the alignment from US 287 to US 67

- New direction in response to lack of funding & to move forward with the project quicker – Phased Approach
 - Initial and Ultimate Design Concept
 - Develop a Program of Projects (prioritize certain sections of the project) per results of the Feasibility Study and priorities within the study area
- Corridor/Feasibility Study (6-8 month schedule) will occur after local official interviews
- Program of Projects as a result of Corridor/Feasibility Study
- Environmental Assessment (EA) process (16-18 months) will occur (provided FHWA approves EA classification) after the Program of Projects

5. Interview Questionnaire

- The City of Wilmer provided responses to the questionnaire prior to the November 5, 2012 interview. For those responses provided by Wilmer as well as responses that were discussed and noted during the November 5, 2012 interview, please refer to **Attachment B**.

6. Action Items

**List of Action Items and Responsible Parties
November 5, 2012**

NO	ACTION ITEM	RESPONSIBLE PARTY	DUE DATE	COMPLETE
1	Provide City of Wilmer Zoning Maps	City of Wilmer	N/A	
2	Provide City of Wilmer Conceptual Planner Locations of Access Roads	City of Wilmer	N/A	
3	Provide Most Current City Limit Maps (including annexed land not including in Atkins maps)	City of Wilmer	N/A	
4				
5				
6				

Attachment A

Name	Title/Co.	email	phone
Teresa Barlow	Sr. Env. Planner - CAL	terga@civilassociates.com	214-703-5151
Rene Revilla	Water Superintendent	rrevilla@cityofwslwr.com	972-929-4787
Douglas Bristol	Public Works	—	214-728-6955
J. Hector Casarez	Major	ATTCasarez@cityofwslwr.com	972-441-6322
Brian Clark	Proj. Mgr	brian.clark@atkins global.com	972-588-3124
Callie Barner	Sr. Transp. Planner	callic.barner@atkins	281-529-5221
Abe Bekele	Sr. Engineer	abe@civilassociates.com	214-703-5151

Attachment B

Loop 9 Corridor Interview Questionnaire

City of Wilmer

November 5, 2012

Note: Responses (in black text) below were provided by City of Wilmer prior to the interview conducted on November 5, 2012. Responses below (in blue text) were noted per discussions during the interview with City of Wilmer.

- 1) What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?

Wilmer has the largest amount of developable land in the Dallas Inland Port area. Connecting I-35E and 1-45 increases development opportunity for industrial, retail, and residential.

- 2) In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?

Improving major thoroughfares like Pleasant Run Road and Beltline Road.

The population is projected to increase drastically.

- 3) Are there any areas within your community that you are planning long-term infrastructure improvements that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?

Western part of Wilmer needs north/south artery connecting Loop 9 to Pleasant Run Road west of 1-45. Also there needs to be a north/south on the east side of 1-45 connecting Loop 9 to Beltline Road.

Residential properties exist and are planned south of Belt Line Road on the east side of I-45.

- 4) What projects are included in your Capital Improvement Plan relative to local roadways and utilities?

Refer to NCTCOG Infrastructure study and Wilmer Comprehensive Plan

- 5) Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?

Currently adequate but need continuous review.

The 2030 Land Use Plan will provide useful information – City of Wilmer will provide this Plan.

- 6) Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?

No

Loop 9 Corridor Interview Questionnaire

City of Wilmer

November 5, 2012

- 7) Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?

Refer to NCTCOG study.

- 8) Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?

City growth creates new roads and need for improving existing network. Most of existing is old and in need of major repair.

- 9) Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?

Yes, refer to Mike Rader and major landowners on west side of I-45.

City wants to make sure that Loop 9 provides frontage road with access on both sides of Loop 9 that allow for highest level of development and that connection at 1-45 provides development on all four corners.

[Mike Radar is one of the largest \(if not the largest\) landowner since the 1980s – he owns Sun Bridge Business Park, Arch Chemicals on Pleasant Road \(east side\).](#)

- 10) Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?

There is a cemetery on the east side of 1-45 and Loop 9 alignment appears to border the south boundary of the cemetery. This is not desired as it limits economic development.

- 11) Are there any areas with heavy utilities that you know of within or near the proposed ROW?

There are high voltage transmission lines but not sure if they impact the ROW.

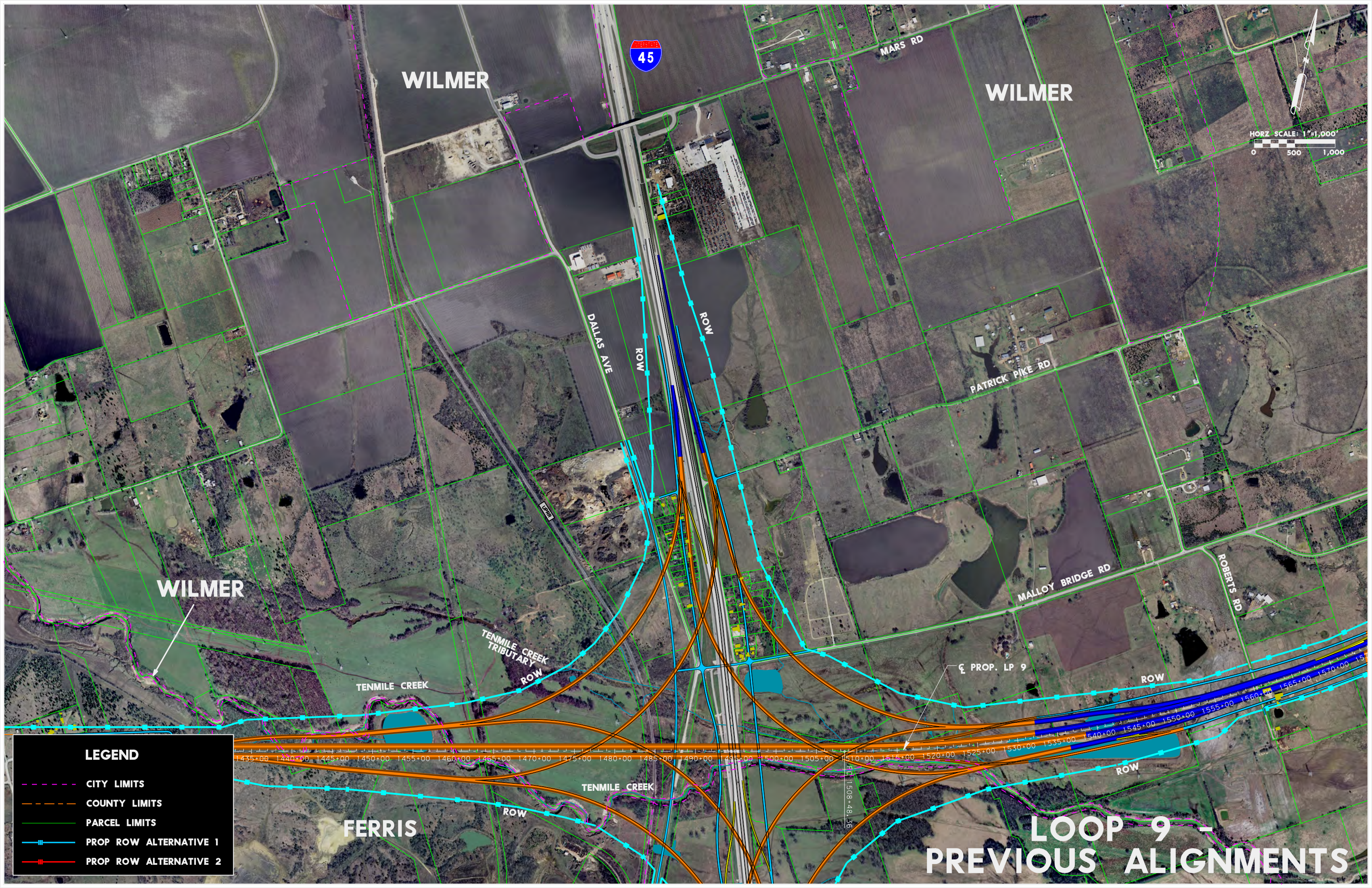
- 12) Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?

No

- 13) Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?

Refer to comment #10

Attachment C



WILMER

WILMER

WILMER

FERRIS

LOOP 9 -
PREVIOUS ALIGNMENTS

45

MARS RD

DALLAS AVE

PATRICK PIKE RD

MALLOY BRIDGE RD

ROBERTS RD

TENMILE CREEK
TRIBUTARY

TENMILE CREEK

TENMILE CREEK

PROP. LP 9

LEGEND

- CITY LIMITS
- COUNTY LIMITS
- PARCEL LIMITS
- PROP ROW ALTERNATIVE 1
- PROP ROW ALTERNATIVE 2

HORZ SCALE: 1"=1,000'

1435+00 1440+00 1445+00 1450+00 1455+00 1460+00 1465+00 1470+00 1475+00 1480+00 1485+00 1490+00 1495+00 1500+00 1505+00 1510+00 1515+00 1520+00 1525+00 1530+00 1535+00 1540+00 1545+00 1550+00 1555+00 1560+00 1565+00 1570+00 1575+00

FC 1508+48.36

Attachment D



HORZ SCALE: 1"=2,000'

0 1,000 2,000

WILMER

WILMER

WILMER

WILMER

FERRIS

DALLAS COUNTY
ELLIS COUNTY

LOOP 9 -
PREVIOUS ALIGNMENTS



LEGEND

- CITY LIMITS
- COUNTY LIMITS
- PARCEL LIMITS
- PROP ROW ALTERNATIVE 1
- PROP ROW ALTERNATIVE 2

C15: Dallas County

Dallas County Interview Summary

Date: November 9, 2012

Time: 1:00 PM – 2:00 PM

Project: Loop 9 Southeast

Location: Dallas County
411 Elm Street
Dallas, Texas 75202

Purpose: Allow local officials within the corridor/feasibility study area to provide comments on and provide suggestions regarding the currently proposed Loop 9 Project via an interview

Attachments: Attachment A – Interview Sign-in Sheet

Attachment B – Interview Questionnaire (Responses documented per interview discussions for I-45 to I-35E segment only as well as responses provided in a follow-up correspondence for the entire Loop project within Dallas County)

Attachment C – Overall Previous Proposed Loop 9 Corridor Map

Attendees: See **Attachment A** for a PDF of the actual Sign-in Sheet

Name	Email/Telephone	Telephone	Title	Organization
Judge Clay Jenkins	Not provided	214-653-7949	County Judge	Dallas County
John Wiley Price	John.Price@Dallascounty.org	214-653-6671	Commissioner, District 3	Dallas County
Lauren Mish	Lauren.Mish@Dallascounty.org	214-653-7949	Chief of Staff	Dallas County
Rick Loessberg	Rloessberg@Dallascounty.org	214-653-7601	Director, Planning & Development	Dallas County
Alberta Blair	Alberta.Blair@Dallascounty.org	214-653-7151	Director of Public Works	Dallas County
Darryl Martin	Darryl.Martin@Dallascounty.org	214-653-7327	Administrator	Dallas County
Jonathan Toffer	Jtoffer@dallascounty.org	214-653-6417	E.I.T., Senior Transportation Planner	Dallas County
Micah Baker	Micah.Baker@Dallascounty.org	Not Provided	Transportation Planner	Dallas County
Callie Barnes	Callie.barnes@atkinsglobal.com	281-529-4221	Senior Transportation Planner	Atkins
Abe Bekele	Abe@civilassociates.com	214-703-5151	Senior Engineer	Civil Associates
Teresa Barlow	Teresa@civilassociates.com	214-703-5151	Senior Environmental Planner	Civil Associates

1. Introductions

2. Handouts

- *Exhibits and Questionnaire*
 - Teresa Barlow provided attendees hard copies of the Interview Questionnaire (not completed by the Dallas County prior to the meeting) (**Attachment B**)
 - Teresa Barlow provided attendees one exhibit (**Attachments C**) of the previously proposed alignment (as analyzed in the preliminary DEIS).

3. Project Overview – New Direction

- Callie Barnes provided a Power Point presentation of the current Loop 9 concept
 - Due to the reduction in projected traffic data since the DEIS was prepared, the former 450- to 600-foot typical section has been reduced to a conceptual 300- to 350-foot typical section
 - The former 44-mile long corridor has been reduced to exclude the alignment from US 287 to US 67
 - Feasibility Study (6-8 month schedule) will occur after local official interviews
 - New direction in response to lack of funding & to move forward with the project quicker – Phased Approach
 - Initial and Ultimate Design Concept
 - Develop a Program of Projects (prioritize certain sections of the project) per results of the Feasibility Study and priorities within the study area
- Callie Barnes discussed renaming Loop 9. She stated that Bruce Nolley from TxDOT Dallas District is leading the renaming efforts.

4. Open Table Discussions

- *Dallas County supports the Loop 9 Project*
- *Timing Concerns*
 - Concerns were voiced regarding the time frame by Commissioner Price for the new direction of Loop 9. The anticipated time frame was provided in the presentation by Callie Barnes and explained during the open table discussions.
 - Concerns were voiced regarding if the alignment shifts significantly in such a way that it would initiate additional studies that would potentially delay the approval time frame further out. Callie explained that the environmental impacts would need to be reanalyzed regardless (and existing data is and can be used). Also making sure to stay consistent with Local Thoroughfare Plans, etc. is extremely important.
 - Alberta Blair suggested if segments of the Loop 9 corridor could be cleared as a Categorical Exclusion (CE) instead of an Environmental Assessment (EA), these projects should be identified to help expedite the environmental clearance process.
- *Funding*
 - Judge Jenkins suggested separating the corridor into different phases – this would allow the County to plan for funding. Callie explained this is the part of the current approach.
 - Judge Jenkins indicated there will likely be funds available in about 18 months and as such, he would like to see the project environmentally cleared by then so they can take advantage of available funds. An alternative would be to have an interim phase set

where the County could use the funds as they become available to start working on projects that would support/enhance the interim phase.

- Judge Jenkins would like to know what the County Government could do to help expedite the project so that it will be ready to be funded when the money is available in about 16 to 18 months .
- Judge Jenkins indicated that it is important to tie down exactly where Loop 9 is proposed very soon so he can secure the available funding (to become available in about 16-18 months) for projects that would support/enhance Loop 9.
- Judge Jenkins suggested to TxDOT consultant team to coordinate/work with Alberta Blair to expedite the project.

- *Local Plans*

- Commissioner John Wiley Price stated local government in the county has been developing their local thoroughfare plans in advance and have integrated with the proposed Loop 9 DEIS alignment. As such, any major revisions to the alignment should be coordinated with cities.
- Suggested a meeting with the City of Mesquite would be beneficial to the City as they are working toward finalizing design on at least one of their arterials to ensure their planning is consistent with the revised Loop 9 alignment and design concepts.
- A local developer is anxious for the portion of Loop 9 near I-35E to be built.

- *Alignment*

- The County will support an option of the alignments that goes through the Dallas County at all locations.
- Constructing a two-lane frontage road will not help move the truck traffic off of the local roads.
- Judge Jenkins indicated that the possible design shift to use Malloy Bridge Road should be analyzed in the Corridor/Feasibility Study. This could allow the opportunity to utilize upcoming funds to improve/enhance Malloy Bridge Road while the rest of the project is obtaining environmental clearance. Dallas County cautioned that the existing Malloy Bridge Road floods frequently and thus, has to be raised to get it out of design year water surface elevation.

5. Interview Questionnaire

- Dallas County provided responses to the questionnaire as related to the portion of Loop 9 from I-35E to I-45 in the November 9, 2012 during the interview. Additional responses were provided by Dallas County on November 19, 2012 as related to the entire Loop 9 project within Dallas County. All responses are noted in **Attachment B**.

6. Action Items

**List of Action Items and Responsible Parties
November 9, 2012**

NO	ACTION ITEM	RESPONSIBLE PARTY	DUE DATE	COMPLETE
1	Response for Loop 9 Corridor Interview Questionnaire – For the rest of the corridor	Dallas County	N/A	Yes
2				

Attachment A

November 9, 2012, 1-2pm
Dallas County
411 Elm St, Dallas, Tx 75202
Fox Conference Room

[illegible]

Attachment B

Loop 9 Corridor Interview Questionnaire

Dallas County

November 9, 2012

Note: Responses below in blue were noted per discussions during the interview with the Dallas County on November 9, 2012 as related to the portion of Loop 9 from I-35E to I-45. Responses in black text below were provided by Dallas County on November 20 and 21, 2012 after the interview.

- 1) What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?

Serving the existing communities for economic development.

Economic Development and Connectivity.

- 2) In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?

East – west connections/access to the major interstates.

Connection to major interstate and Economic Development.

- 3) Are there any areas within your community that you are planning long-term infrastructure improvements that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?

Yes, proposed waterline in the planning stages – to Wilmer and Hutchins.

From US 67 to I-35E Segment - N/A.

From I-35E to I-45 Segment - The area of the Inland Port. Also some water line infrastructure improvements will be needed; especially in the area of Hutchins and Wilmer. Dallas County is in the process of evaluating infrastructure for water, waste water, and drainage in the Inland Port area including Lancaster.

From I-45 to I-20 Segment - Some water line infrastructure improvements will be needed; especially in the area of Hutchins and Wilmer.

- 4) What projects are included in your Capital Improvement Plan relative to local roadways and utilities?

A number of 6th Call projects, Dallas County recommended the team coordinate with the local cities regarding additional major utilities in the proposed corridor.

From US 67 to I-35E Segment - Dallas County is participating with the City of Cedar Hill on the Red Oak Trail project located in the southeast part of Cedar Hill west of Joe Wilson Road and north of the County line. Additionally, a number of proposed projects submitted in the Dallas County MCIP 6th Call for Projects on Hampton Road and Bear Creek Road pending selection in 2013.

Loop 9 Corridor Interview Questionnaire

Dallas County

November 9, 2012

From I-35E to I-45 Segment - There are ongoing roadway projects near the Inland Port area and a planned waterline project. Additionally, a number proposed projects submitted in the Dallas County MCIP 6th Call for Projects pending selection in 2013.

From I-45 to I-20 Segment - Malloy Bridge Road from US 175 to Crestview in the City of Seagoville.

- 5) Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?

N/A.

N/A.

- 6) Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?

N/A.

N/A.

- 7) Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?

N/A.

N/A.

- 8) Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?

Yes, most of the proposed Loop 9 corridor and southeast Dallas in particular.

Yes, Southern Dallas County. Loop 9 could help provide a better alternative for current truck traffic through cities.

- 9) Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?

Trinity, Duke Realty, Hillwood Development, Mr. Slackmon who owns about 800 acres near the airport.

From US 67 to I-35E Segment - The Cities of Cedar Hill, Glenn Heights and Ovilla within or near this segment of Loop 9.

From I-35E to I-45 Segment and From I-45 to I-20 Segment - Nearby cities and also landowners, especially those with acreage in the thousands.

Loop 9 Corridor Interview Questionnaire

Dallas County

November 9, 2012

- 10) Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?

[The Landfill. Also these should be verified with individual cities ETJs.](#)

From US 67 to I-35E Segment - Several existing neighborhoods lie in this area.

From I-35E to I-45 Segment - Bear Creek Subdivision near SH 342. Proposed expansion of the Skyline Landfill in Ferris. Potential future development southeast of the Bear Creek and Houston School intersection that was identified during the previous Loop 9 DEIS.

From I-45 to I-20 Segment - The Highland Meadows development as well as the future developments of Falcon's Lair, Camaro 375, and Hunter's Ridge.

- 11) Are there any areas with heavy utilities that you know of within or near the proposed ROW?

[Yes, Oncor has a main station along Bear Creek Road near Lancaster. See Response to #4.](#)

From US 67 to I-35E Segment - Please inquire with the Cities of Cedar Hill, Glenn Heights and Ovilla.

From I-35E to I-45 Segment - Oncor transmission lines, and Skyline Landfill north of Ferris.

From I-45 to I-20 Segment - The Trinity River Authority (TRA) of Texas Treatment Plant @ 1430 Malloy Bridge Circle.

- 12) Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?

[This needs to be coordinated with municipalities.](#)

From US 67 to I-35E Segment - As mentioned previously there is an ongoing Red Oak Trail project with the City of Cedar Hill.

From I-35E to I-45 Segment - Existing Skyline Landfill.

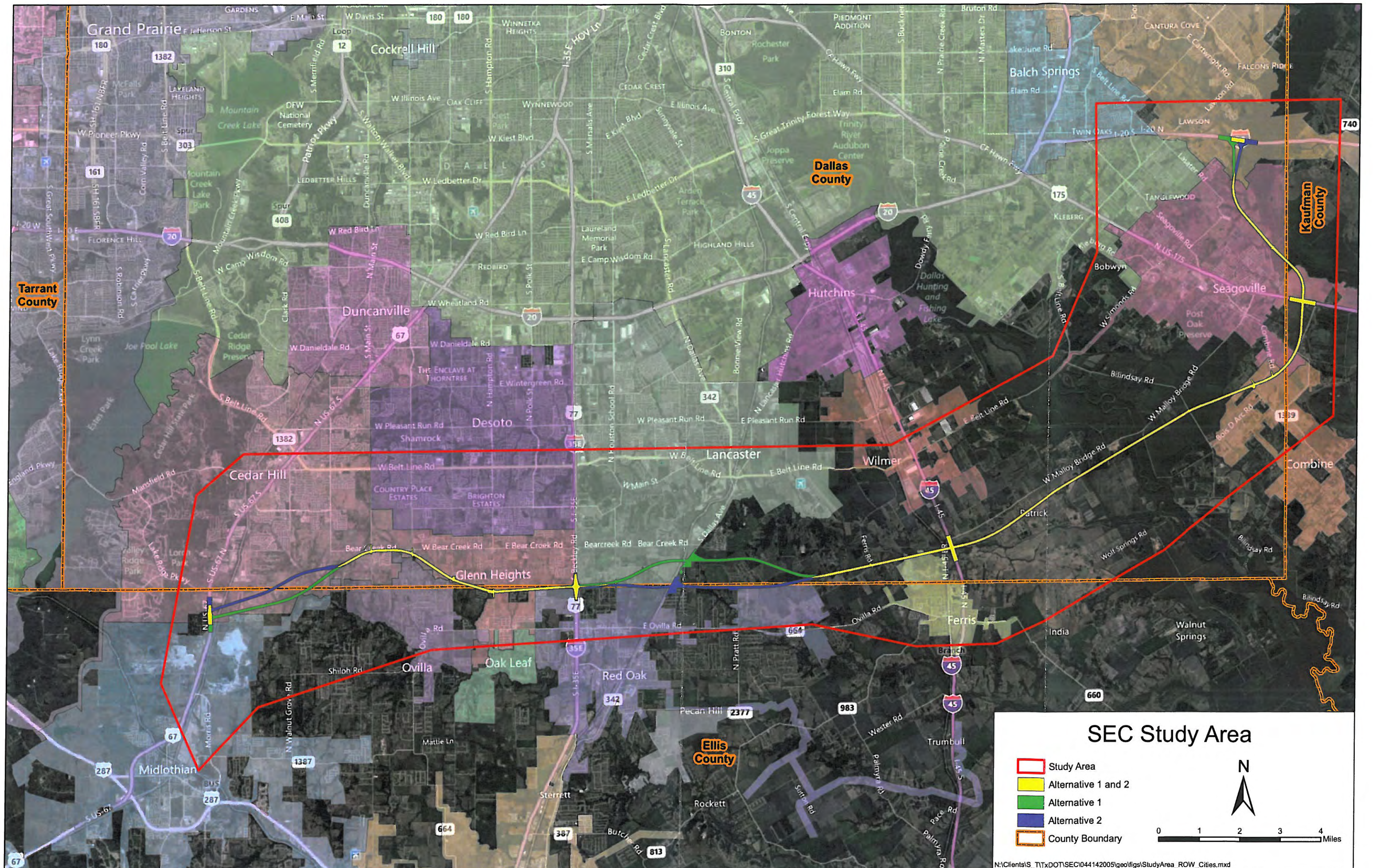
From I-45 to I-20 Segment - The Trinity River Authority (TRA) of Texas Treatment Plant @ 1430 Malloy Bridge Circle. Additionally, the County's 518-acre River Bend open space preserve that is located at Malloy Bridge Road and the Trinity River need to be avoided.

- 13) Are there specific alignment locations that need to be considered or reconsidered in your area? What are the reasons?

[No, but the County prefers as much of the alignment to be located in Dallas County as possible.](#)

When possible keep alignment in Dallas County.

Attachment C



C16: Ellis County

Ellis County Interview Summary

Date: November 13, 2012

Time: 11:00 AM – 12:00 PM

Project: Loop 9 Southeast

Location: Ellis County Court
101 West Main Street
Waxahachie, Texas 75165

Purpose: Allow local officials within the corridor/feasibility study area to provide comments on and provide suggestions regarding the currently proposed Loop 9 Project via an interview

Attachments: Attachment A – Interview Sign-in Sheet
Attachment B – Ellis County Completed Interview Questionnaire (Responses provided by Ellis County and documented per interview discussions)
Attachment C – Exhibit Overall Loop 9 Study Area

Attendees: See **Attachment A** for a PDF of the actual Sign-in Sheet

Name	Email/Telephone	Telephone	Title	Organization
Carol Bush	Countyjudge@co.ellis.tx.us	972-825-5011	County Judge	Ellis County
Dennis Robinson	Dennis.robinson@co.ellis.tx.us	972-845-2119	Commissioner	Ellis County
Bill Dodson	Bill.dodson@co.ellis.tx.us	972-825-3241	Commissioner	Ellis County
Heath Sims	Heath.sims@co.ellis.tx.us	972-483-7477	Commissioner	Ellis County
Ron Brown	Ron.brown@co.ellis.tx.us	972-723-8017	Commissioner	Ellis County
Judy Armstrong	Judy.armstrong@co.ellis.tx.us	972-825-5200	Director	Ellis County
Barbra Leftwich	B.leftwich@co.ellis.tx.us	972-825-5112	Ellis County Planner	Ellis County
Lee Auvenshine	Lee.auvenshine@co.ellis.tx.us	972-825-5035	Assistant Ellis County and District Attorney	Ellis County
Joseph A White	Joe.white@co.ellis.tx.us	972-825-5112	Civil Engineer	Ellis County
Cindy Polley	Cindy.polley@co.ellis.tx.us	972-825-5070	County Clerk	Ellis County
Brian Clark	Brian.clark@atkinsglobal.com	972-818-7275	Project Manager	Atkin
Callie Barnes	Callie.barnes@atkinsglobal.com	281-529-4221	Senior Transportation Planner	Atkins
Teresa Barlow	Teresa@civilassociates.com	214-703-5151	Senior Environmental Planner	Civil Associates
Abe Bekele	Abe@civilassociates.com	214-703-5151	Senior Engineer	Civil Associates

1. Introductions

2. Handouts and Presentation

- *Exhibits, Questionnaire and Presentation*
 - Brian Clark provided attendees hard copies of the Interview Questionnaire (completed by the Ellis County prior to the meeting) (**Attachment B**)
 - Brian Clark provided exhibit (**Attachments C**) of the previously proposed alignment (as analyzed in the preliminary DEIS)
 - Brian Clark presented an Exhibit showing the DEIS Alignment Centerline with a 300- to 350-foot ROW
 - Callie Barnes presented environmental constraints information obtained as a part of the DEIS efforts as well as the DEIS alignment centerline with a 300- to 350-foot ROW

3. Project Overview – New Direction

- Brian Clark presented the current Loop 9 concept
 - Due to the reduction in projected traffic data since the DEIS was prepared, the former 450- to 600-foot ROW has been reduced to a conceptual 300- to 350-foot ROW
 - The former 44-mile long corridor has been reduced to exclude the alignment from US 287 to US 67
 - New direction in response to lack of funding & to move forward with the project quicker – Phased Approach
 - Initial and Ultimate Design Concept
 - Develop a Program of Projects (prioritize certain sections of the project) per results of the Feasibility Study and priorities within the study area
 - Corridor/Feasibility Study (6-8 month schedule) will occur after local official interviews
 - Program of Projects as a result of Corridor/Feasibility Study
 - Environmental Assessment (EA) process (16-18 months) will occur (provided FHWA approves EA classification) after the Program of Projects
- Brian Clark discussed about renaming Loop 9. He stated that Bruce Nolley from TxDOT Dallas District is leading the renaming efforts.

4. Interview Questionnaire

- Ellis County provided responses to the questionnaire prior to the November 13, 2012 interview. For those responses provided by Ellis County as well as responses that were discussed and noted during the November 13, 2012 interview, please refer to **Attachment B**.

5. Additional Comments/Discussion

- The County would like to know the locations of planned access to Loop 9 at Westmoreland and S. Hampton.
- Commissioner Bill Dodson wants to know the traffic projection numbers that were used as a basis to justify the Loop 9 project.
- Commissioner Bill Dodson stated the Loop 9 project is intended to move traffic around Dallas and not necessary help traffic move to and from Dallas; therefore, it is going to cost the tax payers more than it would benefit us.

- Commissioner Bill Dodson stated that there are other projects that are higher priority than the Loop 9 project. He also stated current traffic congestions are in the north-south direction more so than in the east-west directions.
- Commissioner Bill Dodson Stated the Loop 9 project is politically driven. In his view, there is too much political influence involved with the Loop 9 project; however, the project does not solve the traffic congestion issues of the communities that it is supposed to help.
- Commissioner Bill Dodson commented that the political agendas should be set aside to do what is good for the tax payers and what is good for the country.
- Barbara Leftwich commented that the county is concerned that the location of the Loop 9 and US 67 interchange may impact existing industries located in the US 67 area. Ashgrove and Holcim both have quarry permits to mine future adjacent land. Both firms also blast on a daily basis which could impact construction of an elevated interchange. She recommended the study consider these factors when deciding on the location of the US 67 and Loop 9 interchange.
- Commissioner Bill Dodson stated if the intent of the proposed Loop 9 is to serve truck traffic, then he suggested the Loop 9 project be pushed further south and connect I-35W, I-35E, and I-45 at a minimum.
- Both Commissioner Bill Dodson and Commissioner Heath Sims agreed that Dallas does need a loop around the city; however, they both agreed there are several other projects that are greater priorities.

6. Action Items

List of Action Items and Responsible Parties
November 13, 2012

NO	ACTION ITEM	RESPONSIBLE PARTY	DUE DATE	COMPLETE
1	Provide with a copy of the Power Point presentation and a copy of the Sign In sheet to Cindy Polly	Atkins	N/A	Yes
2	Provide Traffic Data	Atkins	N/A	
3				
4				
5				
6				

Attachment A

Loop 9 Corridor Local Interview Meeting

November 13, 2012, 11am-12pm

Ellis County

101 West Main St, Waxahachie, Texas

Sign In

Name	Organization	Phone Number	Email Address
Cindy Polley	Ellis County	972-825-5070	cindy.polley@co.ellis.tx.us
Dennis Robinson	Ellis County	972-845-2119	Dennis.Robinson@Co.Ellis.TX.US
Bill Dodson	" "	972-825-2241	bill.dodson@Co.ellis.tx.us
Carol Bush	Ellis County	972-825-5011	CountyJudge@co.ellis.tx.us
Heath Sims	E.C.	972-483-7477	heath heath.sims@co.ellis.tx.us
Ron Brown	Ellis Co	972-723-8017	ron.brown@co.ellis.tx.us
LEE AUVERSHINE	Ellis County	972-825-5055	lee.auvershine@co.ellis.tx.us
BARBRA LEFTWICH	ELLIS Co	972-825-5112	B. LEFTWICH@CO.ELLIS.TX.US
Joseph A White	Ellis County	972-825-5112	Joe. White@Co.Ellis.TX.US
Judy Armstrong	Ellis County	972-825-5200	Judy.Armstrong@Co.Ellis.tx.us
Teresa Barlow	CAI	214-703-5151	teresa@civillassociates.com
Abe Bekele	CAI	214-703-5151	abe@civillassociates.com
BRUCE NOLLEY	TXDOT	214-320-6154	Bruce.Nolley@txdot.gov
Callie Barner	Att'ns	281-529-4221	callie.barner@adamslegal.com
Brian Clark	Att'ns		brian.clark@adamslegal.com

Attachment B

Loop 9 Corridor Interview Questionnaire

Ellis County

November 13, 2012

Note: Responses (in black text) below were provided by City of Ferris prior to the interview conducted on November 13, 2012. Responses below (in blue text) were noted per discussions during the interview with Ellis County.

- 1) What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?

Ellis County has no official goal for this project. Unofficially, we strive to be at team player in the region, a good neighbor to Dallas County and to promote the plans of our member cities.

- 2) In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?

Funding for transportation needs in the county is paramount. Safety throughout the county is as important. Congestion relief, especially along major arterials in our northern sector and additional ramps along I-35E in the southern half of the county is also important.

- 3) Are there any areas within your community that you are planning long-term infrastructure improvements that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?

None at this time.

Note: TxDOT Dallas District has contracted with HDR to conduct a Corridor Study along FM 664. Project limits are from US 287 (Waxahachie) to I45 (Ferris).

- 4) What projects are included in your Capital Improvement Plan relative to local roadways and utilities?

See above note. No other projects are planned from a County standpoint. Each city should provide CIP plans and timing directly to you concerning projects within their boundaries.

- 5) Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?

The County does not have the authority to zone or prescribe density. The County may allow one d.u./ac. if sewer system available.

- 6) Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?

Yes, Ellis County is in the process of revising our existing Subdivision Regulation. Revisions should not impact your study.

Thoroughfare Plan Update:

Loop 9 Corridor Interview Questionnaire

Ellis County

November 13, 2012

- SE Corridor (Loop9) from US 67 south to US 287- reclassify from Proposal Freeway to Principle Arterial (controlled access) constructed in a 120-130 ft. row.
- SE Corridor (Loop9) from US 67 north to Ellis/ Dallas County line—revise proposed freeway ROW to 300-350 ft.
- Remove proposed freeway SH 360 Extension from US 67 south to I-35E near Milford.
- Other modification will be evaluated based on the My35 Corridor CSC 2 project modifications; Mobility 2035 Regional Outer Loop (ROL); Regional Thoroughfare Plan and various cities Thoroughfare Plan changes.

- 7) Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?

Not within the County at this time.

- 8) Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?

Not to our knowledge.

- 9) Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?

It is our understanding a location for the US 67 & SE Corridor interchange has not been determined at this time.

Areas within the potential connection are City of Cedar Hill (Lakeridge Parkway); Holcim Ltd and Ashgrove Texas LP.

[Need to verify with the EPA with regard to quarry permits.](#)

[The county does not want to see the Quarry operation being negatively impacted by the Loop 9 project.](#)

- 10) Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?

Holcim- permitted to quarry future lands north of existing quarry.

Ashgrove- uncertain of EPA/TCEQ permits issued.

Locating multi-level interchange near the quarries should consider daily blasting schedules and radius vibration(s) which may affect curing of concrete structures.

Loop 9 Corridor Interview Questionnaire
Ellis County
November 13, 2012

11) Are there any areas with heavy utilities that you know of within or near the proposed ROW?

None the county is aware of at this time. Gas transmission lines as well as water transmission lines, etc. were identified in the DEIS.

Note: the County has not seen the latest plans for the SE Corridor. Our responses are based on the information provided on the project website.

12) Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?

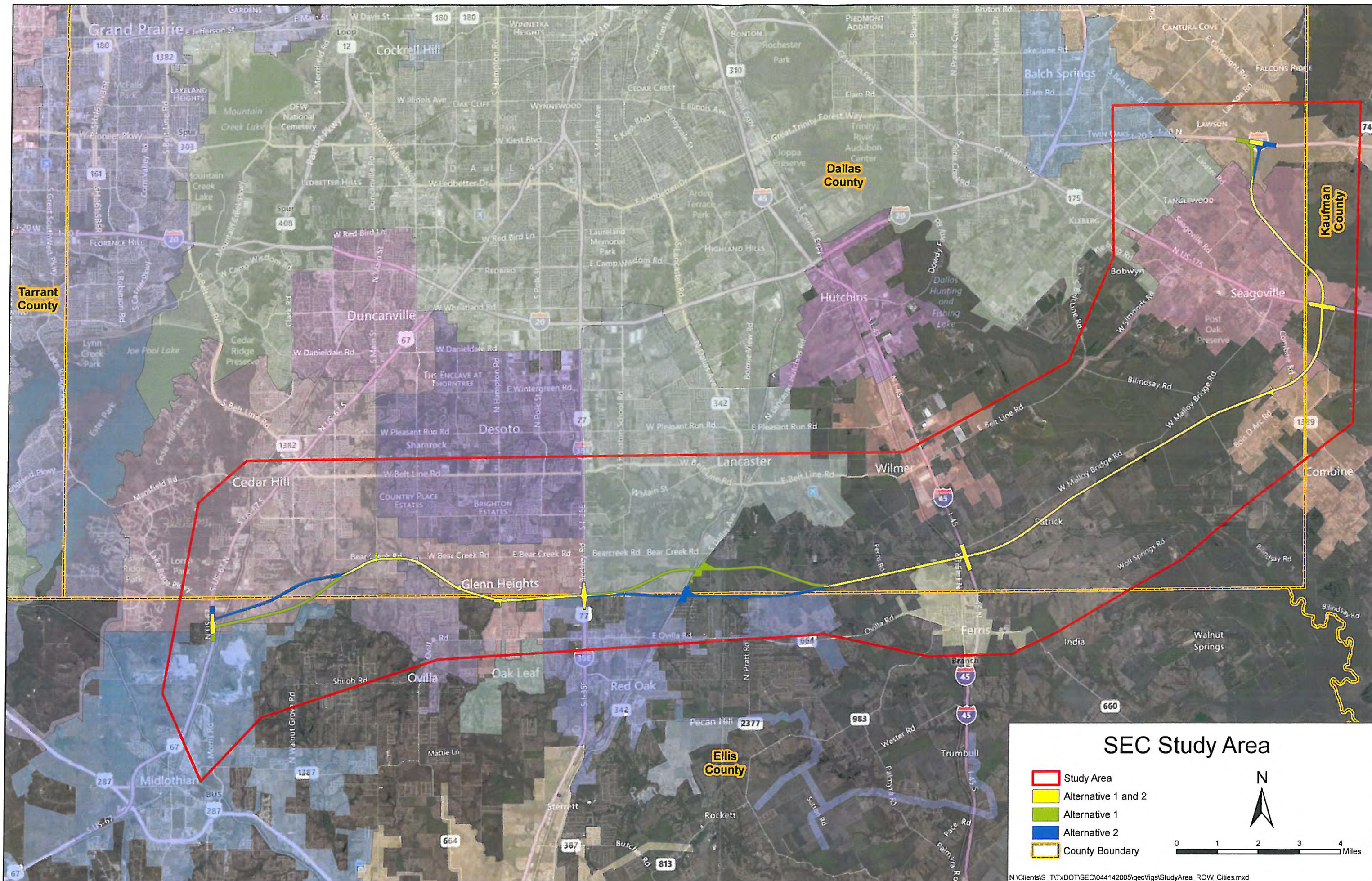
Not to our knowledge. Refer to the above note.

13) Are there specific alignment locations that need to be considered or reconsidered in your area?

What are the reasons?

Not to our knowledge. Refer to the above note.

Attachment C



SEC Study Area

- Study Area
- Alternative 1 and 2
- Alternative 1
- Alternative 2
- County Boundary



0 1 2 3 4 Miles

C17: Kaufman County

Kaufman County Interview Summary

Date: November 8, 2012

Time: 8:30 AM – 10:00 AM

Project: Loop 9 Southeast

Location: 2125 South Houston Street
Kaufman, Texas

Purpose: Allow local officials within the corridor/feasibility study area to provide comments on and provide suggestions regarding the currently proposed Loop 9 Project via an interview

Attachments: Attachment A – Interview Sign-in Sheet
Attachment B – Kaufman County Completed Interview Questionnaire (Responses provided by Kaufman County Commissioner, Precinct 1 as well as Kaufman County Commissioner, Precinct 2 and documented per interview discussions)
Attachment C – Exhibit 3 DEIS Alignment Centerline with a 300- to 350-foot ROW

Attendees: See **Attachment A** for a PDF of the actual Sign-in Sheet

Name	Email	Telephone	Title	Organization
Bruce Wood	Countyjudge@kaufmancounty.net	972-932-0218	Judge	Kaufman County
Jerry Rowden	Jrowden@kaufmancounty.net	972-932-0285	Commissioner Precinct 1	Kaufman County
Ray Clark	Rayclark@kaufmancounty.net	972-564-4054	Commissioner Precinct 2	Kaufman County
J.C. Jackson	Jcjackson@kaufmancounty.net	972-563-5362	Commissioner Precinct 3	Kaufman County
Tom Manning	Tommanning@kaufmancounty.net	972-268-5563	Commissioner Precinct 4	Kaufman County
Jamie Swagerty	Jamie@kaufmancounty.net	972-932-0200	Deputy Clerk	Kaufman County
Angie Tijerina	Countyjudge@kaufmancounty.net	972-932-0218	Court Coordinator	Kaufman County
Jimmy Vrzalik	Jimmyjvrzalik@hotmail.com	214-498-0053		Not provided.
Karen Cooper	Kcooper@kaufmancounty.net	832-623-0094	Auditor	Kaufman County
David Byrnes	Not provided.	972-932-4337	Sheriff	Kaufman County
Gary E. Lindsley	Reporter@terrelltribune.com	972-563-6476	Reporter	Terrell Tribune
Brian Clark	Brian.clark@atkinsglobal.com	972-588-3124	Project Manager	Atkins
Callie Barnes	Callie.barnes@atkinsglobal.com	281-529-4221	Senior Transportation Planner	Atkins
Teresa Barlow	Teresa@civilassociates.com	214-703-5151	Senior Environmental Planner	Civil Associates, Inc.

1. Introductions

2. Handouts and Presentation

- *Exhibits, Questionnaire and Presentation*
 - Brian Clark provided attendees hard copies of the Interview Questionnaire (Commissioner Rowden, Precinct 1 and Commissioner Clark, Precinct 2 provided responses for his Precinct prior to the interview; however, no other responses were provided prior to the interview) (**Attachment B**)
 - Callie Barnes presented an Exhibit showing the DEIS Alignment Centerline with a 300- to 350-foot ROW (**Attachment C**)
 - Callie Barnes presented environmental constraints information obtained as a part of the DEIS efforts as well as the DEIS alignment centerline with a 300- to 350-foot ROW

3. Project Overview – New Direction

- Brian Clark presented the current Loop 9 concept
 - Due to the reduction in projected traffic data since the DEIS was prepared, the former 450- to 600-foot ROW has been reduced to a conceptual 300- to 350-foot ROW
 - The former 44-mile long corridor has been reduced to exclude the alignment from US 287 to US 67
 - New direction in response to lack of funding & to move forward with the project quicker – Phased Approach
 - Initial and Ultimate Design Concept
 - Develop a Program of Projects (prioritize certain sections of the project) per results of the Feasibility Study and priorities within the study area
 - Corridor/Feasibility Study (6-8 month schedule) will occur after local official interviews
 - Program of Projects as a result of Corridor/Feasibility Study
 - Environmental Assessment (EA) process (16-18 months) will occur (provided FHWA approves EA classification) after the Program of Projects

4. Interview Questionnaire

- Commissioner Rowden, Precinct 1 and Commissioner Clark, Precinct 2 provided responses for his Precinct prior to and after the interview; however, no other responses were provided prior to the interview provided responses for his Precinct prior to the November 8, 2012 interview; however, no other responses were provided prior to the interview. For those responses provided by Commissioner Rowden as well as responses that were discussed and noted during the November 8, 2012 interview, please refer to **Attachment B**.

5. Additional Comments/Discussion

- A question was asked regarding how Loop 9 would cross several streams.
- A concern was presented regarding if adequate drainage facilities would be provided for the proposed Loop 9 project, especially in the area of Combine where there would be high potential for flooding.
- Commissioner Tom Manning noted that he had seen a couple velvet tail rattlesnakes (state-threatened timber canebrake) in the area.
- It was mentioned that the Economic Development Directors of Crandall and Forney could provide information about surrounding growth

- The entrance to John Bunker Sands Wetlands Center should be maintained
- The Judge stated that this project is a plus for Kaufman County – the project can't do anything but help the county.

6. Action Items

**List of Action Items and Responsible Parties
November 8, 2012**

NO	ACTION ITEM	RESPONSIBLE PARTY	DUE DATE	COMPLETE
1				
2				
3				
4				
5				
6				

Attachment A

Loop 9 Corridor Local Interview Meeting

November 8, 2012, 8:30am

Kaufman County

2125 South Houston St, Kaufman, Tx

Sign In

Name	Organization	Phone Number	Email Address
Bruce Wood	Kaufman County	972-932-2818	countyjudge@kaufmancounty.net
Rae Clark	"	972-564-4054	Rae.Clark@kaufmancounty.net
Debra Bowda	"	972-932-0285	18000054 @KAUFMAN COUNTY NET
Tom Manning	"	972-268-5863	Tom.Manning@kaufmancounty.net
S.L. Jackson	"	972-563-5342	S.L.Jackson@kaufmancounty.net
Jamie Slaughter	"	972-932-0200	jamie@kaufmancounty.net
Angie Tigerina	"	972-932-0218	countyjudge@kaufmancounty.net
Jimmy Verzalet	"	214-448-0053	jimmy.verzalet@hotmail.com
Karen Cooper	KC-Auditor	832-623-0094	KCooper@kaufmancounty.net
Gary E. Lindsay	Tovell Tribune	972-563-6476	reporter@tovelltribune.com
Teresa Burke	CAI	214-703-5151	teresa@civilliasociates.com
David G. Brown	Kaufman Co. S.O.	972-932-4337	
Callie Barnes	Attainr	281-529-9001	callie.barnes@attainr.com
Bruce Clark	Attainr		bruce.clark@attainr.com

Attachment B

Loop 9 Corridor Interview Questionnaire

Kaufman County

November 8, 2012

Note: Responses (in black text) below were provided by Kaufman County Commissioner Jerry Rowden, Precinct 1 prior to the interview conducted on November 8, 2012. Responses provided (in green text) below were provided by Kaufman County Commissioner Ray Clark, Precinct 2 after the interview conducted on November 8, 2012. Responses below (in blue text) were noted per discussions during the interview (with local officials of Kaufman County including Commissioners Rowden and Clark).

- 1) What is your community's goal for the Loop 9 project (economic development, serving the existing community, connectivity, etc.)?

Safety – traffic to move more efficiently.

Connectivity.

Kaufman County is in favor of the proposed Loop 9 project.

- 2) In your opinion, what is the immediate transportation need for your community (congestion relief, connection to major interstate, safety in one or multiple areas)?

No.

Congestion relief.

Bridge over Highway 175 at FM 1895.

- 3) Are there any areas within your community that you are planning long-term infrastructure improvements that the proposed project should consider providing access to as part of this Loop 9 Feasibility Study? If so, can you please explain the concept of development, plan or phasing of the development?

No.

N/A.

- 4) What projects are included in your Capital Improvement Plan relative to local roadways and utilities?

None.

N/A.

- 5) Do you think the local comprehensive plan and land use controls (zoning, subdivision regulations, etc.) are currently adequate?

Yes.

No.

No. An engineering firm will be hired to conduct a Comprehensive Plan.

Loop 9 Corridor Interview Questionnaire
Kaufman County
November 8, 2012

- 6) Are there any major changes in zoning or land development regulations likely to occur in the near or distant future? If so, can you please elaborate?

No.

No.

- 7) Other than your community's comprehensive plan, are there existing special area redevelopment plans, build out analysis, demographic projections, or any other studies of future land use/development patterns?

No.

N/A.

- 8) Has any part of your community been poorly served by or isolated from the transportation network? How do you expect that to change in the future?

No.

Yes, in the process of utilizing a consultant to determine needs.

- 9) Are there any other major stakeholders within your community that could provide specific information pertinent to the development of the alignment location for the proposed Loop 9 project?

EDC.

City of Combine Council.

- 10) Are there any residential, commercial or industrial developments near or within the proposed ROW that are planned or proposed that should be avoided? If so, why should these developments be avoided?

No.

No.

- 11) Are there any areas with heavy utilities that you know of within or near the proposed ROW?

No.

No.

- 12) Are there any points of interest or areas of environmental concern (recreation areas, parks, historic structures, lakes, etc.) that are important to avoid and/or maintain access? If so, can you explain the importance of these areas?

No.

Wetlands.

Loop 9 Corridor Interview Questionnaire
Kaufman County
November 8, 2012

13) Are there specific alignment locations that need to be considered or reconsidered in your area?
What are the reasons?

No.

N/A.

Attachment C

