

## **Appendix E**

### **Major Stakeholder Meeting Summaries**

E1: Ash Grove Cement Company

E2: Holcim

E3: UPRR

E3: BNSF

E4: IIIPOD

E5: Skyline Landfill

E6: Oncor

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E1: Ash Grove Cement Company

# Major Stakeholder Meeting Summary

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**Date:** April 5, 2013 **Time:** 1:00 PM – 2:00 PM

**Project:** Loop 9 Southeast

**Location:** Ash Grove Cement Company  
900 Gifco Road  
Midlothian, TX 76065

**Purpose:** Provide Project Status of Loop 9 Corridor/Feasibility Study

**Attendees:** See Attachment A for sign-in sheet of all attendees.

**Attachment A:** Sign-in Sheet

**Attachment B:** PowerPoint Presentation/Handout

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**1. Introductions** (see **Attachment A** for the Sign-in Sheet)

- Representatives from the Ash Grove Cement Company were in attendance to receive an update on the status of the Loop 9 Corridor/Feasibility Study.

**2. Presentation** (see **Attachment B** for the PowerPoint Presentation/Handout).

- Loop 9 project team presented the following:
  - Introduction
  - Evolution of Loop 9
  - Scope of Loop 9 DEIS
  - Review of 2035 Traffic Projections
  - New Approach – Corridor Feasibility Study
  - Study Area
  - Goals of the Study
  - Establish New Vision
  - New Potential Design
  - Outcome
  - Project Status
  - Efforts to Date
  - Loop 9 Near Ash Grove Quarry
  - Future Efforts

**3. Questions/Comments**

- Kevin Blankenship, Plant Manager, asked if the project was still being considered as a tollway. Brian Clark stated that when the traffic counts were updated, the project type changed and a fully tolled facility is no longer considered a viable option. He also discussed the traffic projections being conducted by the North Central Texas Council of Governments.
- Kevin Blankenship asked if the timeframe was still within the next few years. Brian Clark discussed the current project status and schedule.
- Kevin Blankenship asked what the future Loop 9 would connect with. Brian Clark explained that the need for the fully circumferential Regional Outer Loop is no longer there, based on traffic projections. He explained the planned connections for the current Loop 9 Corridor/Feasibility Study and that the proposed project is now only approximately 35 miles long. Brian Clark also discussed the recent Task Force Meetings and local municipal

interviews and how that has changed the original alignments. He showed an exhibit of Loop 9 near US 67 and discussed the different alternatives shown on the exhibit, including Lake Ridge Parkway.

- Kevin Blankenship stated that the cement plant is currently under expansion and has moved further to the east than is currently shown on the project aerial photographs. Ash Grove is required to stay 200 ft from any state right-of-way. Also stated the quarry will be active for the next 50 years. They are also currently constructing a new kiln and a 340 ft tower to be completed May 2014.
- Kevin Blankenship stated that the plant has donated land for Midlothian Parkway.
- The team discussed changing the name on project exhibits to “Ash Grove Cement Company”.

**Attachment A:**  
**Sign-in Sheet**

## Loop 9 Corridor Major Stakeholder Meeting

April 5, 2013, 1pm

## Ashgrove Quarry

900 Gifco Rd, Midlothian, TX

## Sign In

[illegible]

**Attachment B:**

**PowerPoint Presentation/Handout**

# LOOP 9 CORRIDOR FEASIBILITY STUDY

## ASHGROVE QUARRY STAKEHOLDER MEETING

4/5/2013

### Topics

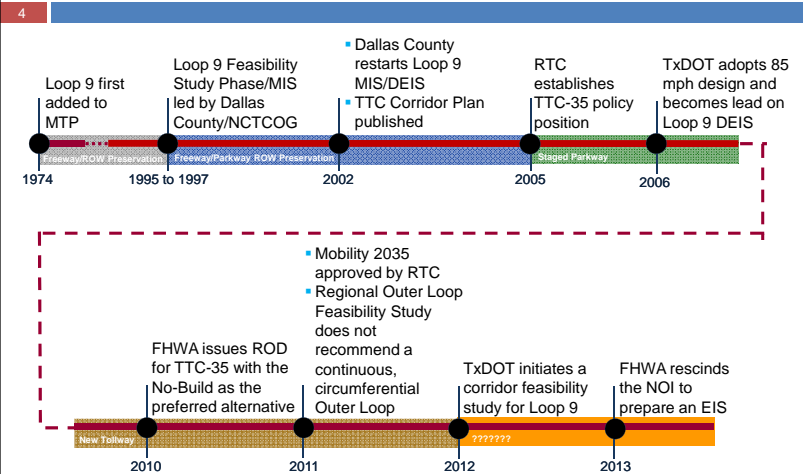
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- Introduction
- Evolution of Loop 9
- New Approach – Corridor Feasibility Study
- Project Status
- Comments and Questions

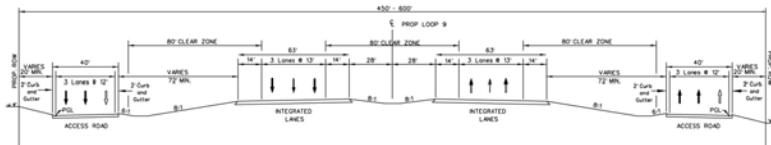


# EVOLUTION OF LOOP 9

## Evolution of Loop 9



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- 
- Roadway Vision Considerations**
- Legend**
- Complimentary Projects
  - Mobility 2035
  - Transportation Alternatives
  - Major Road
- Past Mobility 2035  
Dallas 2035
- Mobility recommendations indicate transportation alternatives. Consider specific alignments, design, and funding for the Transportation Alternatives program as well as the alternative through existing project developments.
- mobility 2035
- Dallas County Board of Commissioners

But...

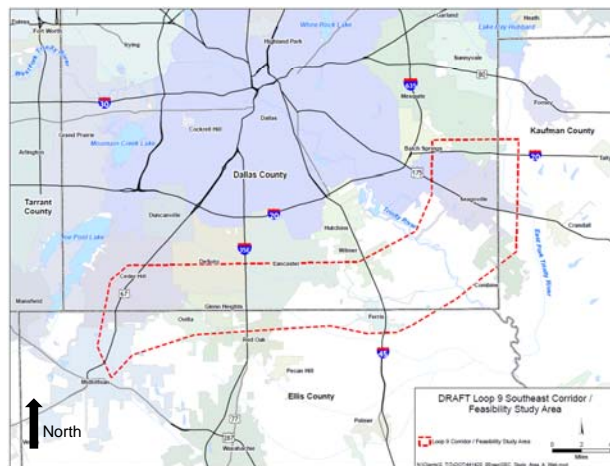
7

- There still is a need for a east-west facility in South Dallas/North Ellis Counties to provide:
  - ▣ Connectivity
  - ▣ Travel time savings
  - ▣ Potential economic development opportunities

CORRIDOR FEASIBILITY  
STUDY

## Study Area

9



## Goals of the Study

10

- Solicit input from local and community leaders on specific transportation facility needs
- Determine the transportation problems within the study area
- Identify a corridor where transportation projects could be developed to address area problems
- Identify specific transportation projects to advance in the corridor while considering the potential for impacts on the natural, socio-economic, and cultural environments
- Recommend a program of transportation projects to advance by priority within the corridor as funding becomes available

## Corridor Feasibility Study

11

- Establish new vision
- Use information developed for the DEIS
- Conduct engineering/right-of-way studies for priority sections
- Emphasis on the section with the highest traffic volumes (from US 67 to IH 45) and adjacent development potential
- Follow Planning and Environmental Linkages methodology

## Establish New Vision

12

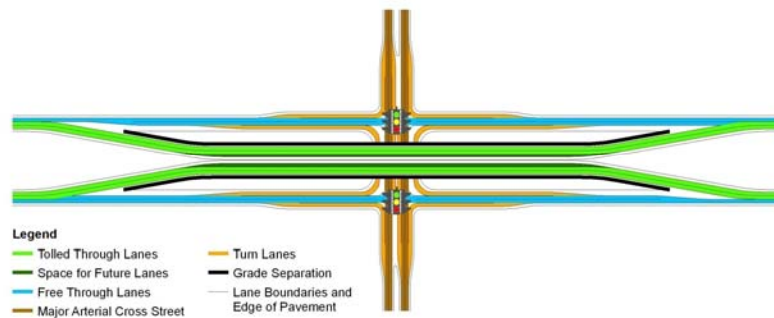
- Elements to include:
  - ▣ Narrower right-of-way (350 feet vs. 600 feet)
  - ▣ Lower design speed (70 mph vs. 85 mph)
  - ▣ Context sensitive solutions
  - ▣ Access management
  - ▣ Flexibility to convert to a full, controlled access facility, if needed



## New Potential Design

13

- Could allow for innovative finance approach by including toll bridges at cross streets



## Outcome

14

- What type of facility is needed
- Determine effect to other planned transportation facilities
- Corridor alignment
- Logical termini
- Prioritization based on traffic, local needs, and funding
- Staging (i.e., construction vs. right-of-way preservation)

## PROJECT STATUS

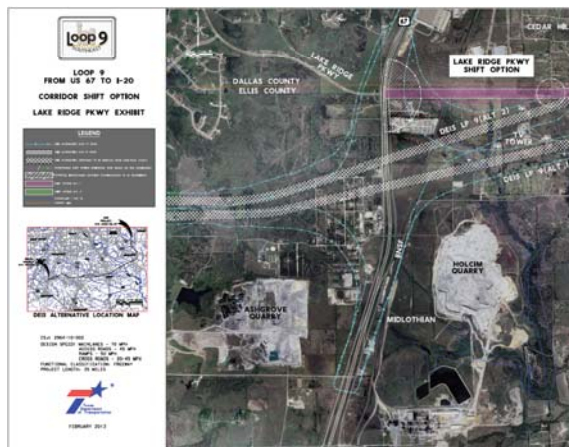
### Efforts to Date

16

- NOI to prepare an EIS rescinded March 20, 2013
- Corridor alignments and data from preliminary DEIS are being used and updated
- Study team has interviewed staff and elected officials from all local governments in the corridor
- Refinement of corridor alignments is underway
- Travel demand modeling nearing completion

## Loop 9 Near Ashgrove Quarry

17



## Future Efforts

18

- Continue efforts to refine the corridor alignment(s) based on community comments
- Analyze travel demand modeling data to help determine the type of roadway needed, location, and staging
- Meetings with other stakeholders (e.g., IIPOD, quarries, landfill)
- Public meeting



COMMENTS &  
QUESTIONS

E2: Holcim

# Major Stakeholder Meeting Summary

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**Date:** April 10, 2013 **Time:** 10:00 AM – 11:00 AM  
**Project:** Loop 9 Southeast  
**Location:** Holcim  
1800 Dove Lane  
Midlothian, TX 76065  
**Purpose:** Provide Project Status of Loop 9 Corridor/Feasibility Study  
**Attendees:** See Attachment A for sign-in sheet of all attendees.  
**Attachment A:** Sign-in Sheet  
**Attachment B:** PowerPoint Presentation/Handout

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1. **Introductions** (see **Attachment A** for the Sign-in Sheet)
  - The Plant Manager, Michel Moser, from Holcim was in attendance to receive an update on the status of the Loop 9 Corridor/Feasibility Study.
2. **Presentation** (see **Attachment B** for the PowerPoint Presentation/Handout).
  - Loop 9 project team presented the following:
    - Introduction
    - Evolution of Loop 9
    - Scope of Loop 9 DEIS
    - Review of 2035 Traffic Projections
    - New Approach – Corridor Feasibility Study
    - Study Area
    - Goals of the Study
    - Establish New Vision
    - New Potential Design
    - Outcome
    - Project Status
    - Efforts to Date
    - Loop 9 Near Ash Grove Quarry
    - Future Efforts
3. **Discussion**
  - Mr. Moser heard about project in 2005 and discussed plans with Barbara Leftwich (Dallas County, now with Ellis County) during that time.
  - Brian Clark discussed history of project since 2005 based on the timeline slide and other slides in the handout. Also discussed that the study area limits are shorter than before.
  - Discussed meetings with stakeholders and changes over time.
  - Mr. Moser stated that Holcim is in favor of improvements to help provide mobility within and around their plant.
  - Discussed previous alignments from DEIS north of Holcim and new alignment at Lake Ridge Parkway.
  - Brian Clark told Mr. Moser that the updated website is now available for more information.
  - Mr. Moser explained that the plant uses a blasting method to mine.

- Property line extends just north of the small road around the north of the plant. No plans to mine north of that road. They blast approximately once a week. Mr. Moser noted several seismic measuring locations on the map - they have 3 on their property.
- Bruce Nolley explained that new interchanges will be much smaller than previously considered during the DEIS. Shouldn't interfere with blasting and construction of pilings.
- Holcim owns additional property (agricultural) to the north of the plant. They do not currently have mining rights on that property, but could in the future.



- Discussed Lake Ridge Parkway as a potential interchange location which would allow truck access to Loop 9 for the plant.

**Attachment A:**  
**Sign-in Sheet**

## Loop 9 Corridor Major Stakeholder Meeting

April 9, 2013, 10am  
Holcim Quarry  
1800 Dove Ln, Midlothian, TX

## Sign In

[illegible]

**Attachment B:**

**PowerPoint Presentation/Handout**

# LOOP 9 CORRIDOR FEASIBILITY STUDY

## HOLCIM QUARRY STAKEHOLDER MEETING

4/5/2013

### Topics

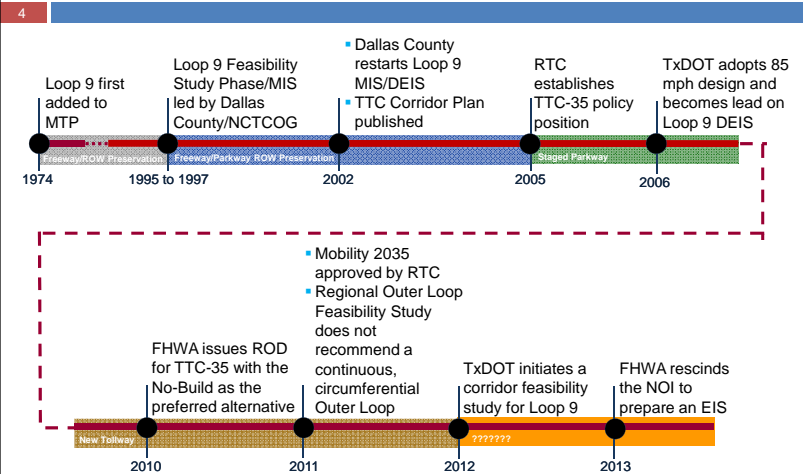
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- Introduction
- Evolution of Loop 9
- New Approach – Corridor Feasibility Study
- Project Status
- Comments and Questions



# EVOLUTION OF LOOP 9

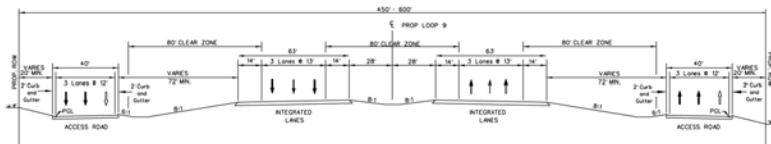
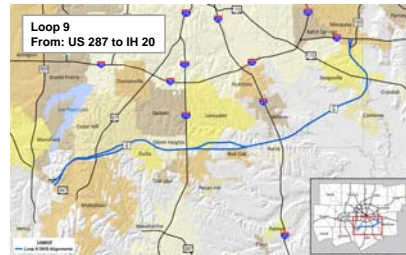
## Evolution of Loop 9



## Scope of Loop 9 DEIS

5

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



## Review of 2035 Traffic Projections

6

- Based on *Mobility 2035*, estimated traffic volumes were less than half of the previously projected volumes based on *Mobility 2030*
- Reasons for low projected traffic on Loop 9
  - ▢ Toll
  - ▢ Lack of Regional Outer Loop to the west
  - ▢ Lack of connection to statewide TTC-35
  - ▢ Revised regional demographics
  - ▢ Changes to the travel model network
  - ▢ New travel model and MPA boundary



But...

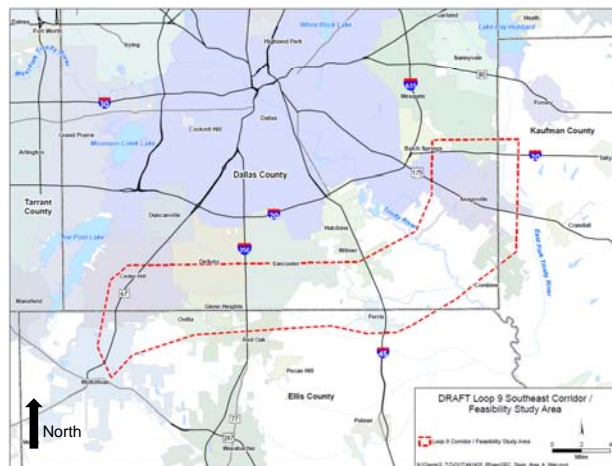
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- There still is a need for a east-west facility in South Dallas/North Ellis Counties to provide:
  - ▣ Connectivity
  - ▣ Travel time savings
  - ▣ Potential economic development opportunities

CORRIDOR FEASIBILITY  
STUDY

## Study Area

9



## Goals of the Study

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- Solicit input from local and community leaders on specific transportation facility needs
- Determine the transportation problems within the study area
- Identify a corridor where transportation projects could be developed to address area problems
- Identify specific transportation projects to advance in the corridor while considering the potential for impacts on the natural, socio-economic, and cultural environments
- Recommend a program of transportation projects to advance by priority within the corridor as funding becomes available

## Corridor Feasibility Study

11

- Establish new vision
- Use information developed for the DEIS
- Conduct engineering/right-of-way studies for priority sections
- Emphasis on the section with the highest traffic volumes (from US 67 to IH 45) and adjacent development potential
- Follow Planning and Environmental Linkages methodology

## Establish New Vision

12

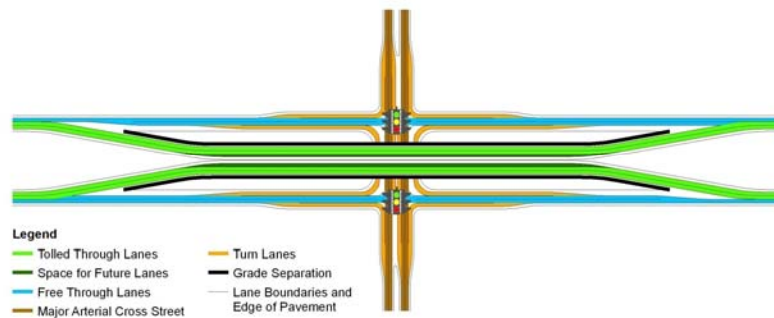
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  - ▣ Narrower right-of-way (350 feet vs. 600 feet)
  - ▣ Lower design speed (70 mph vs. 85 mph)
  - ▣ Context sensitive solutions
  - ▣ Access management
  - ▣ Flexibility to convert to a full, controlled access facility, if needed



## New Potential Design

13

- Could allow for innovative finance approach by including toll bridges at cross streets



## Outcome

14

- What type of facility is needed
- Determine effect to other planned transportation facilities
- Corridor alignment
- Logical termini
- Prioritization based on traffic, local needs, and funding
- Staging (i.e., construction vs. right-of-way preservation)

## PROJECT STATUS

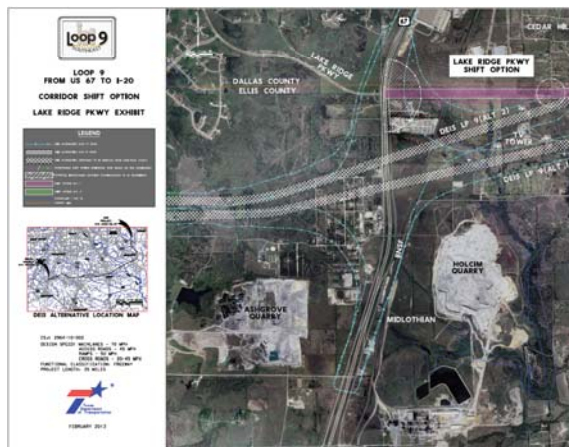
### Efforts to Date

16

- NOI to prepare an EIS rescinded March 20, 2013
- Corridor alignments and data from preliminary DEIS are being used and updated
- Study team has interviewed staff and elected officials from all local governments in the corridor
- Refinement of corridor alignments is underway
- Travel demand modeling nearing completion

## Loop 9 Near Ashgrove Quarry

17



## Future Efforts

18

- Continue efforts to refine the corridor alignment(s) based on community comments
- Analyze travel demand modeling data to help determine the type of roadway needed, location, and staging
- Meetings with other stakeholders (e.g., IIPOD, quarries, landfill)
- Public meeting



COMMENTS &  
QUESTIONS

E3: UPRR

# Major Stakeholder Meeting Summary

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**Date:** April 16, 2013 **Time:** 10:00 AM – 11:00 AM  
**Project:** Loop 9 Southeast  
**Location:** UPRR  
101 S. Watson Rd,  
Arlington, TX 76010  
**Purpose:** Provide Project Status of Loop 9 Corridor/Feasibility Study  
**Attendees:** See Attachment A for sign-in sheet of all attendees.  
**Attachment A:** Sign-in Sheet  
**Attachment B:** PowerPoint Presentation/Handout

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**1. Introductions** (see **Attachment A** for the Sign-in Sheet)

- A representative from the UPRR was in attendance to receive an update on the status of the Loop 9 Corridor/Feasibility Study.

**2. Presentation** (see **Attachment B** for the PowerPoint Presentation/Handout).

- Loop 9 project team presented the following:
  - Introduction
  - Evolution of Loop 9
  - Scope of Loop 9 DEIS
  - Review of 2035 Traffic Projections
  - New Approach – Corridor Feasibility Study
  - Study Area
  - Goals of the Study
  - Establish New Vision
  - New Potential Design
  - Outcome
  - Project Status
  - Efforts to Date
  - Loop 9 Near Ash Grove Quarry
  - Future Efforts

**3. Questions/Comments**

- Steve Martchenke stated that UPRR shares trackage rights with BNSF on track adjacent to I-45.
- Brian Clark stated the project anticipates two crossings for UPRR and one for BNSF
- The team looked at the exhibit near Red Oak (SH 342 at UPRR). Steve Martchenke thinks the UPRR line on our exhibit is actually a BNSF line. UPRR took it over from the Katy Railroad in 1988 and BNSF took it over from UPRR from (est. 2004).
- The team looked at the exhibit for the UPRR line near Skyline Landfill. They discussed two locations of possible crossings. Steve Martchenke requested the project to span the entire UPRR ROW. The team determined the proposed crossing is 1700-2100 feet north of the Waste Management driveway crossing. MP 247.07.

- Steve Martchenke requested the project team utilize a standard subject line in emails to UPRR (MP 247.25-Ennis Sub).
- The railroad needs 24 foot of vertical clearance and no at grade frontage road crossings.
- The team can email a request to Steve Martchenke for the exact ROW width at this location. Usually takes a week to get data back.
- Brian Clark informed Steve Martchenke of the upcoming public meetings.
- The team discussed the current project on US 67 frontage roads at Lake Ridge Parkway. Those are UPRR lines, not BNSF. MP 23.65 on Midlothian Subdivision. It was later determined that the UPRR tracks are located south of the Loop 9 study area. Loop 9 would not utilize an at-grade crossing for any proposed UPRR crossings.
- MP numbers increase from Fort Worth to Waxahachie.
- Lighting is required if crossing is over 88 feet.
- Steve Martchenke asked about funding. Brian stated \$100M has been set aside for this project. UPRR would receive the Letter of Authority LOA and 30% schematics from TxDOT.
- TxDOT may have railroad data on their website to download with correct names.
- The team can request a system map from UPRR to make sure owners are accurate.

**Attachment A:**  
**Sign-in Sheet**

UPRR

## Sign In

[illegible]

**Attachment B:**

**PowerPoint Presentation/Handout**

# LOOP 9 CORRIDOR FEASIBILITY STUDY

## UPRR STAKEHOLDER MEETING

4/16/2013

### Topics

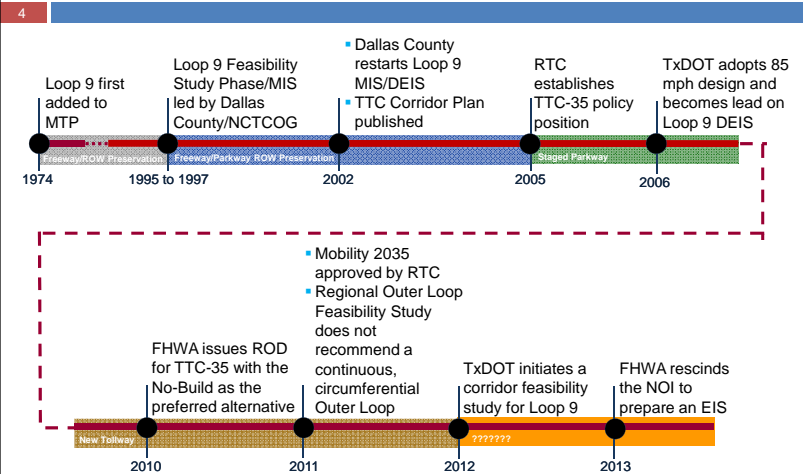
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# EVOLUTION OF LOOP 9

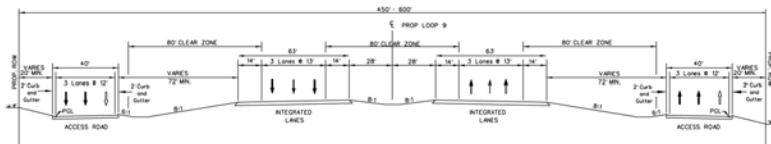
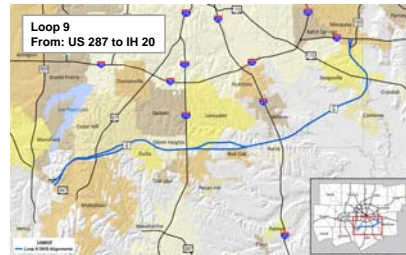
## Evolution of Loop 9



## Scope of Loop 9 DEIS

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



## Review of 2035 Traffic Projections

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- Based on *Mobility 2035*, estimated traffic volumes were less than half of the previously projected volumes based on *Mobility 2030*
- Reasons for low projected traffic on Loop 9
  - ▣ Toll
  - ▣ Lack of Regional Outer Loop to the west
  - ▣ Lack of connection to statewide TTC-35
  - ▣ Revised regional demographics
  - ▣ Changes to the travel model network
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But...

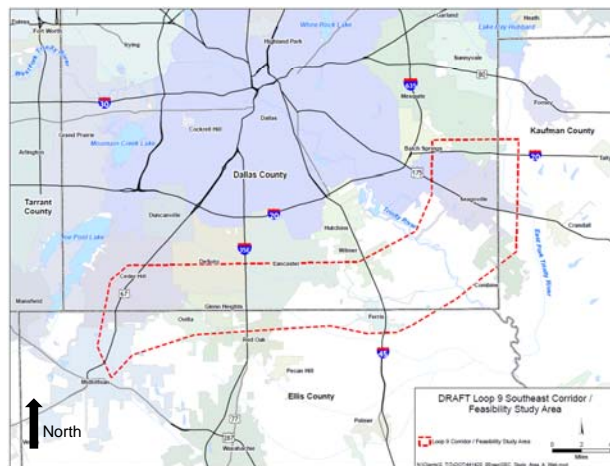
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- There still is a need for a east-west facility in South Dallas/North Ellis Counties to provide:
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CORRIDOR FEASIBILITY  
STUDY

## Study Area

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## Goals of the Study

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- Solicit input from local and community leaders on specific transportation facility needs
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- Establish new vision
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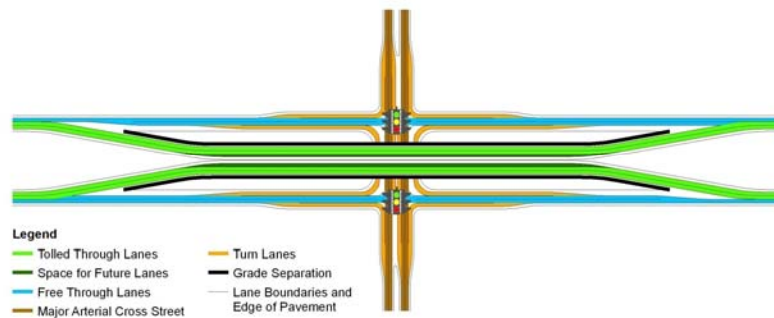
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## New Potential Design

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- Could allow for innovative finance approach by including toll bridges at cross streets



## Outcome

14

- What type of facility is needed
- Determine effect to other planned transportation facilities
- Corridor alignment
- Logical termini
- Prioritization based on traffic, local needs, and funding
- Staging (i.e., construction vs. right-of-way preservation)

## PROJECT STATUS

### Efforts to Date

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- NOI to prepare an EIS rescinded March 20, 2013
- Corridor alignments and data from preliminary DEIS are being used and updated
- Study team has interviewed staff and elected officials from all local governments in the corridor
- Refinement of corridor alignments is underway
- Travel demand modeling nearing completion





## Updated Loop 9 Website

19

<http://www.loop9.org/>

- As of April 9, 2013, the Loop 9 website has been updated to include all of the information included within this presentation.

## Future Efforts

20

- Continue efforts to refine the corridor alignment(s) based on community comments
- Analyze travel demand modeling data to help determine the type of roadway needed, location, and staging
- Meetings with other stakeholders (e.g., IIPOD, quarries, landfill)
- Public meeting

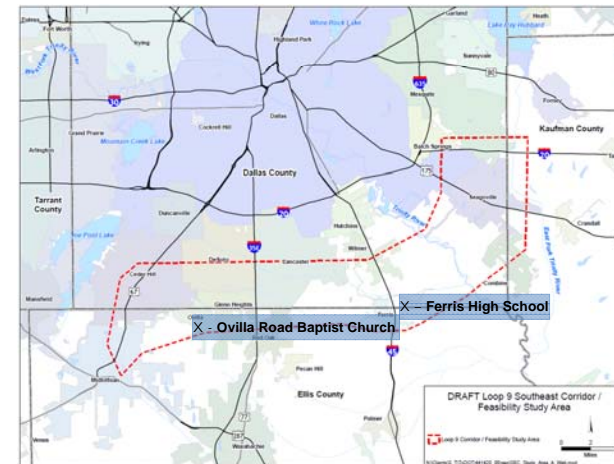
## Public Meetings

21

- Thurs, May 16<sup>th</sup>, 2013 from 5:30pm to 7:30pm
  - ▣ Ferris High School  
1025 E. 8<sup>th</sup> Street  
Ferris, TX 75125
- Thurs, May 23<sup>rd</sup>, 2013 from 5:30pm to 7:30pm
  - ▣ Ovilla Road Baptist Church  
3251 Ovilla Road  
Ovilla, TX 75154

## Public Meetings

22



COMMENTS &  
QUESTIONS

E4: BNSF

# Major Stakeholder Meeting Summary

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**Date:** April 17, 2013 **Time:** 11:00 AM – 12:00 AM  
**Project:** Loop 9 Southeast  
**Location:** BNSF  
5800 N. Main  
Ft. Worth, TX  
**Purpose:** Provide Project Status of Loop 9 Corridor/Feasibility Study  
**Attendees:** See Attachment A for sign-in sheet of all attendees.  
**Attachment A:** Sign-in Sheet  
**Attachment B:** PowerPoint Presentation/Handout

---

- 1. Introductions** (see **Attachment A** for the Sign-in Sheet)
  - Two representatives from BNSF were in attendance to receive an update on the status of the Loop 9 Corridor/Feasibility Study.
- 2. Presentation** (see **Attachment B** for the PowerPoint Presentation/Handout).
  - Loop 9 project team presented the following:
    - Introduction
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    - Scope of Loop 9 DEIS
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    - Goals of the Study
    - Establish New Vision
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    - Outcome
    - Project Status
    - Efforts to Date
    - Loop 9 Near US 67
    - Loop 9 Near SH 342
    - Loop 9 at I-45
    - Updated Loop 9 Website
    - Future Efforts
- 3. Questions/Comments**
  - Brian Clark provided hard copy printouts of the presentation.
  - Brian Clark stated the project anticipates two crossings for BNSF and one for UPRR
  - Brian Large confirmed that BNSF shares trackage rights with UPRR, adjacent to I-45.
  - The team looked at the exhibit near Red Oak (SH 342 at UPRR). Brian Large confirmed that BNSF owns the line adjacent to SH 342.
  - The railroad needs 23.5 foot of vertical clearance and no at grade frontage road crossings.
  - The team can email a request to Brian Large for the exact ROW width at this location.
  - Brian Clark provided information for the upcoming public meetings.

- BNSF explained that they would like to receive a courtesy copy of the schematic design when the time comes, however, they would not officially need to be updated until final design plans are being developed.

**Attachment A:**  
**Sign-in Sheet**

## Loop 9 Corridor Major Stakeholder Meeting

April 17, 2013, 11am

BNSF

5800 N. Main, Ft. Worth, TX

## Sign In

[illegible]



**Attachment B:**

**PowerPoint Presentation/Handout**

# LOOP 9 CORRIDOR FEASIBILITY STUDY

## BNSF STAKEHOLDER MEETING

4/17/2013

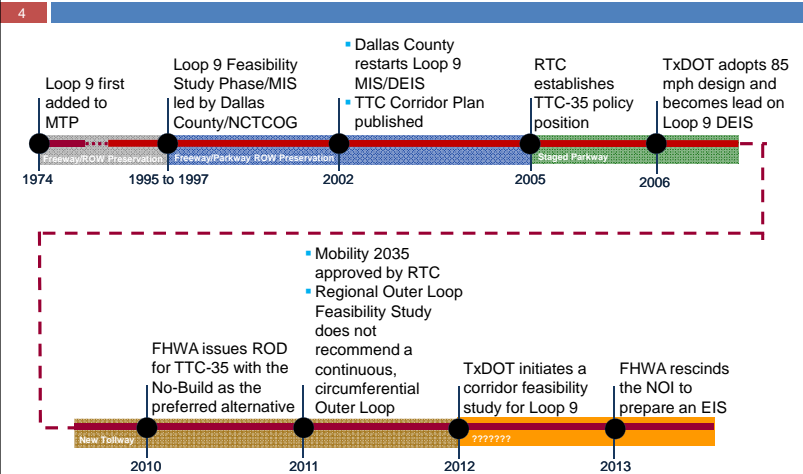
### Topics

2

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# EVOLUTION OF LOOP 9

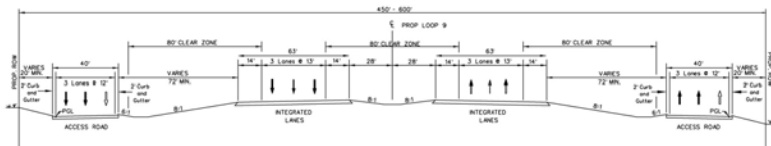
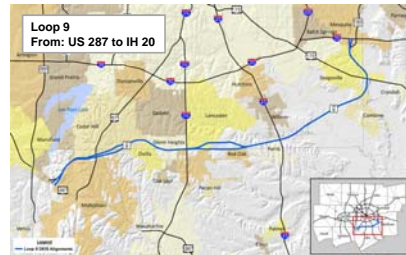
## Evolution of Loop 9



## Scope of Loop 9 DEIS

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## Review of 2035 Traffic Projections

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- Based on *Mobility 2035*, estimated traffic volumes were less than half of the previously projected volumes based on *Mobility 2030*
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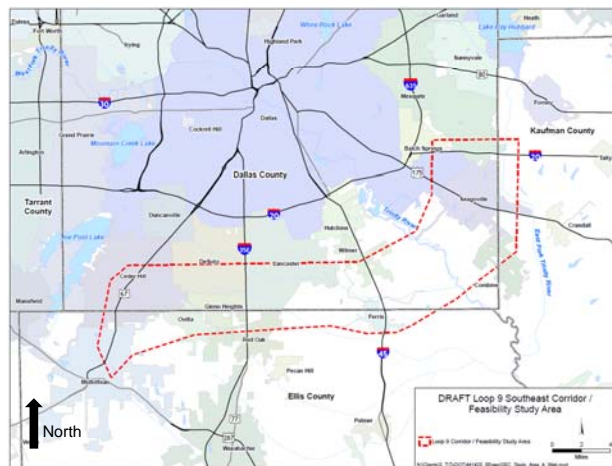
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- There still is a need for a east-west facility in South Dallas/North Ellis Counties to provide:
  - ▣ Connectivity
  - ▣ Travel time savings
  - ▣ Potential economic development opportunities

CORRIDOR FEASIBILITY  
STUDY

## Study Area

9



## Goals of the Study

10

- Solicit input from local and community leaders on specific transportation facility needs
- Determine the transportation problems within the study area
- Identify a corridor where transportation projects could be developed to address area problems
- Identify specific transportation projects to advance in the corridor while considering the potential for impacts on the natural, socio-economic, and cultural environments
- Recommend a program of transportation projects to advance by priority within the corridor as funding becomes available

## Corridor Feasibility Study

11

- Establish new vision
- Use information developed for the DEIS
- Conduct engineering/right-of-way studies for priority sections
- Emphasis on the section with the highest traffic volumes (from US 67 to IH 45) and adjacent development potential
- Follow Planning and Environmental Linkages methodology

## Establish New Vision

12

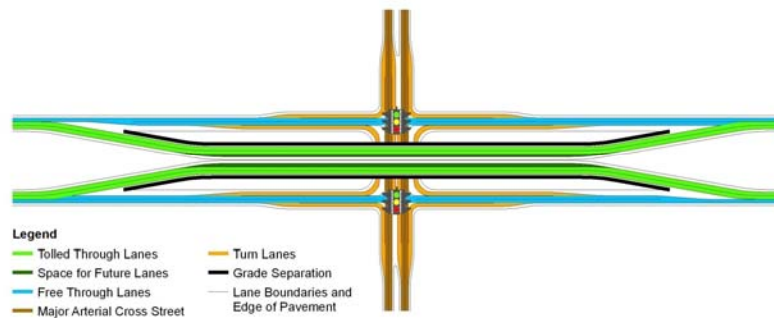
- Elements to include:
  - ▣ Narrower right-of-way (350 feet vs. 600 feet)
  - ▣ Lower design speed (70 mph vs. 85 mph)
  - ▣ Context sensitive solutions
  - ▣ Access management
  - ▣ Flexibility to convert to a full, controlled access facility, if needed



## New Potential Design

13

- Could allow for innovative finance approach by including toll bridges at cross streets



## Outcome

14

- What type of facility is needed
- Determine effect to other planned transportation facilities
- Corridor alignment
- Logical termini
- Prioritization based on traffic, local needs, and funding
- Staging (i.e., construction vs. right-of-way preservation)



## PROJECT STATUS

### Efforts to Date

16

- NOI to prepare an EIS rescinded March 20, 2013
- Corridor alignments and data from preliminary DEIS are being used and updated
- Study team has interviewed staff and elected officials from all local governments in the corridor
- Refinement of corridor alignments is underway
- Travel demand modeling nearing completion





## 20

- As of April 9, 2013, the Loop 9 website has been updated to include all of the information included within this presentation.

## Future Efforts

21

- Continue efforts to refine the corridor alignment(s) based on community comments
- Analyze travel demand modeling data to help determine the type of roadway needed, location, and staging
- Meetings with other stakeholders (e.g., IIPOD, quarries, landfill)
- Public meeting

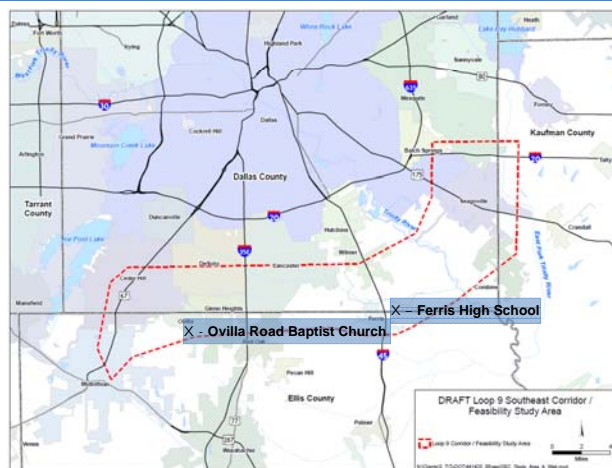
## Public Meetings

22

- Thurs, May 16<sup>th</sup>, 2013 from 5:30pm to 7:30pm
  - ▣ Ferris High School  
1025 E. 8<sup>th</sup> Street  
Ferris, TX 75125
- Thurs, May 23<sup>rd</sup>, 2013 from 5:30pm to 7:30pm
  - ▣ Ovilla Road Baptist Church  
3251 Ovilla Road  
Ovilla, TX 75154

## Public Meetings

23



COMMENTS &  
QUESTIONS

E5: IIIPOD

# Major Stakeholder Meeting Summary

---

**Date:** May 10, 2013 **Time:** 9:00 AM – 10:00 AM

**Project:** Loop 9 Southeast

**Location:** North Central Texas Council of Governments Office  
Six Flags Conference Room  
616 Six Flags Drive  
Arlington, TX 76011

**Purpose:** Meeting with developers associated with the International Inland Port of Dallas (IIPOD) to provide a status update on the Loop 9 Corridor/Feasibility Study

**Attendees:** See Attachment B for sign-in sheet of all attendees.

**Attachment A:** Invitee List  
**Attachment B:** Sign-in Sheet  
**Attachment C:** PowerPoint Presentation/Handout

---

1. **Introductions** (see **Attachment A** for the Invitee List and **Attachment B** for the Sign-in Sheet)
  - Representatives from various entities associated with the IIPOD were in attendance to receive an update on the status of the Loop 9 Corridor/Feasibility Study.
2. **Presentation** (see **Attachment C** for the PowerPoint Presentation/Handout).
  - Loop 9 project team presented the following:
    - Introduction
    - Evolution of Loop 9
    - Scope of Loop 9 DEIS
    - Review of 2035 Traffic Projections
    - New Approach – Corridor Feasibility Study
    - Study Area
    - Goals of the Study
    - Establish New Vision
    - New Potential Design
    - Outcome
    - Project Status
    - Efforts to Date
    - Future Efforts
3. **Discussion:**
  - The group asked about the proposed project schedule and when land acquisition would occur. Brian Clark stated that the first project could be developed within 5-6 years, with land acquisition within the next 2-3 years.
  - A representative from Trammell Crow asked how many stop signs would be located between IH 35 and IH 45. Brian Clark stated that type of design information has not been developed yet.
  - Sandy Wesch discussed the future connections to existing facilities would provide more mobility for the next 20-30 years and the group discussed how the project would impact the trucking industry.

- A group member asked where possible truck weigh stations would be located along the corridor. The team discussed future technology for the trucking industry and stated that TxDOT may no longer require weigh stations.
- The group members stated there was a lot of development potential between Ferris and Red Oak and that they were glad to see movement on the proposed project.



**Attachment A:**  
**Invitee List**

## Patterson, Susan K

---

**Subject:** Loop 9 Feasibility Study  
**Location:** NCTCOG Offices - Six Flags Conference Room  
  
**Start:** Fri 5/10/2013 9:00 AM  
**End:** Fri 5/10/2013 10:00 AM  
  
**Recurrence:** (none)  
  
**Meeting Status:** Accepted  
  
**Organizer:** Sandy Wesch

Invitee List:

Jeffrey Neal  
Jacob Asplund  
[dan.tatsch@hillwood.com](mailto:dan.tatsch@hillwood.com)  
[djohnson@idi.com](mailto:djohnson@idi.com)  
[brice@weeksrobinson.com](mailto:brice@weeksrobinson.com)  
[jeff.thornton@dukerealty.com](mailto:jeff.thornton@dukerealty.com)  
[dan@allengroup.com](mailto:dan@allengroup.com)  
[danschlachter@hotmail.com](mailto:danschlachter@hotmail.com)  
[cwill@sbcglobal.net](mailto:cwill@sbcglobal.net)  
[jgriffin@abtexas.com](mailto:jgriffin@abtexas.com)  
[chris.teesdale@colliers.com](mailto:chris.teesdale@colliers.com)  
[tom.pearson@colliers.com](mailto:tom.pearson@colliers.com)  
[randyk@xebecllc.com](mailto:randyk@xebecllc.com)  
[jnapper@courtlanddev.com](mailto:jnapper@courtlanddev.com)  
[jack.todd@trin.net](mailto:jack.todd@trin.net)  
[ssanders@iwm-llc.com](mailto:ssanders@iwm-llc.com)  
[jswope@championpartners.com](mailto:jswope@championpartners.com)  
[asorrels@majesticrealty.com](mailto:asorrels@majesticrealty.com)  
[mikerader@sbcglobal.net](mailto:mikerader@sbcglobal.net)  
[knewsom@rptrust.com](mailto:knewsom@rptrust.com)  
[smeyer@prologis.com](mailto:smeyer@prologis.com)  
Hilary Crowell  
Bruce Nolley  
Patterson, Susan K  
Clark, Brian C  
Karla Weaver  
[skrikorian@trammellcrow.com](mailto:skrikorian@trammellcrow.com)

The Texas Department of Transportation (TxDOT) and North Central Texas Council of Governments (NCTCOG), in cooperation with local government officials, are working together to conduct a corridor feasibility study for the Loop 9 Southeast study area from I-20 to US 67 in Dallas, Ellis, and Kaufman Counties. As part of this study, we would like to provide you and members of your organization with an update on the status of the project and solicit your input. The meeting will be held at the NCTCOG Office located at 616 Six Flags Drive, Arlington, TX 76011.

For more information on the project, please visit [www.loop9.org](http://www.loop9.org).

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The IS team in Atkins has scanned this email and any attachments for viruses and other threats; however no technology can be guaranteed to detect all threats. Always exercise caution before acting on the content of an email and before opening attachments or following links contained within the email.

**Attachment B:**  
**Sign-in Sheet**



North Central Texas  
Council of Governments

Loop 9 Southeast Corridor/Feasibility Study  
IIPD Stakeholder Meeting  
May 10, 2013 - 9:00 AM



Name	Affiliation	Phone	E-mail
Terry Griffin Mailing Address:	American Bartlett Trans	(903) 813-5917	jeffx-griffin@abtrans.com
Dan Anderson Mailing Address:	Trinity Industries	214-589-8966	daniel.anderson@trin.net
Take Marks Mailing Address:	2525 Stemmons Fwy, Dallas, TX 75207		
	Trammell Crow Company	214-562-5471	jmarks@trammellcrow.com
	2100 McKinney Avenue	Dallas, Texas 75201	
Jacob Asplund Mailing Address:	NCTCOG	817 608 2367	jaspund@nctcog.org
Brian Clark Mailing Address:	616 SK FLAG DR, ARLINGTON, TX		
	ATKINS	972-588-3124	brian.clark@atkinsglobal.com
	18383 Preston Rd, Ste 500, Dallas, TX 75252		
Susan Patterson Mailing Address:	ATKINS	936-935-5793	Susan.patterson@atkinsglobal.com
	1250 April Wood Branch Park Suite 300 Houston TX 77079		
Tom Pearson Mailing Address:	Colliers Int'l	214-217-1237	tom.pearson@colliers.com
Mike Rader Mailing Address:	Prime Real Interest	817-310-5595	MIKE-RADE@SBCGLOBAL.NET
JEFF NEAL Mailing Address:	NCTCOG		
SANDY WESCH Mailing Address:	NCTCOG		

**Attachment C:**

**PowerPoint Presentation/Handout**

# LOOP 9 CORRIDOR FEASIBILITY STUDY

5/10/2013

# Topics

2

- Introduction
- Evolution of Loop 9
- New Approach – Corridor Feasibility Study
- Project Status
- Comments and Questions

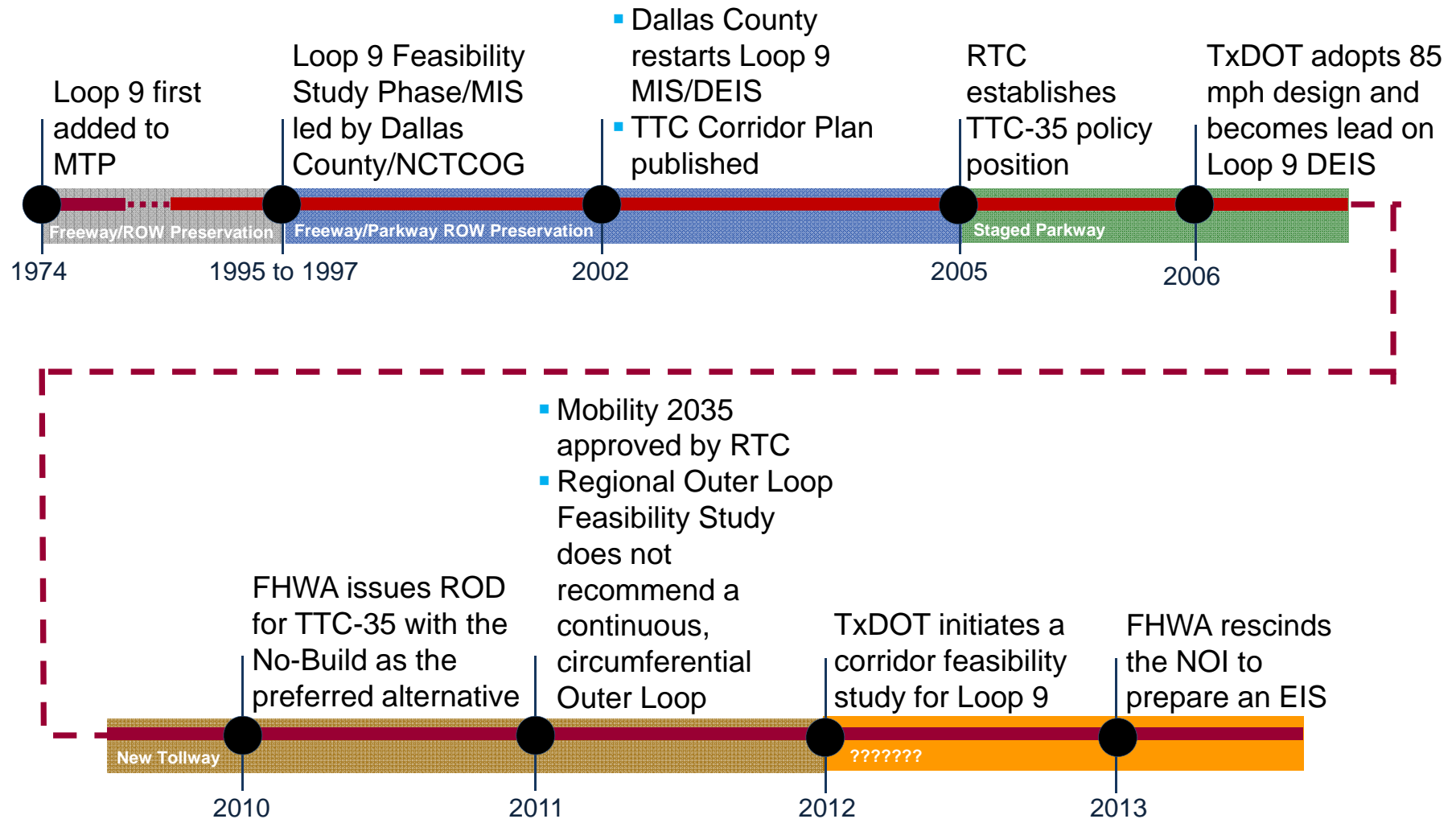
# EVOLUTION OF LOOP 9





# Evolution of Loop 9

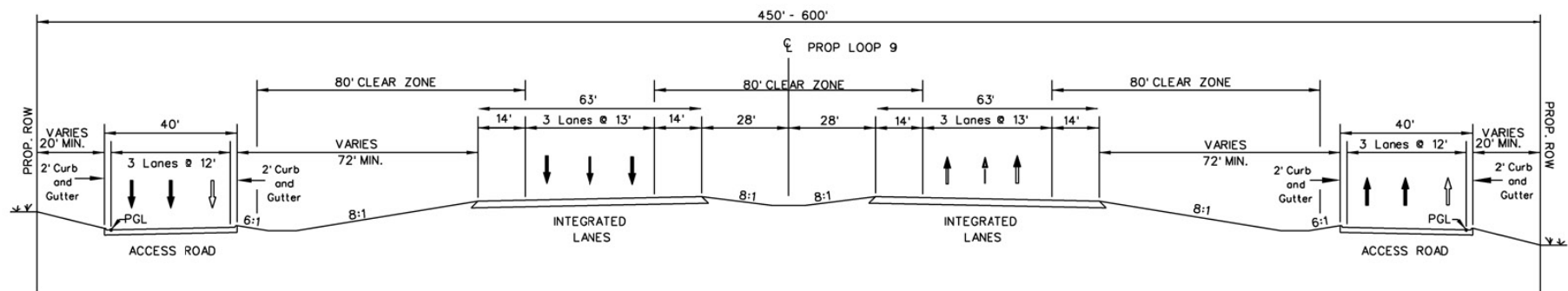
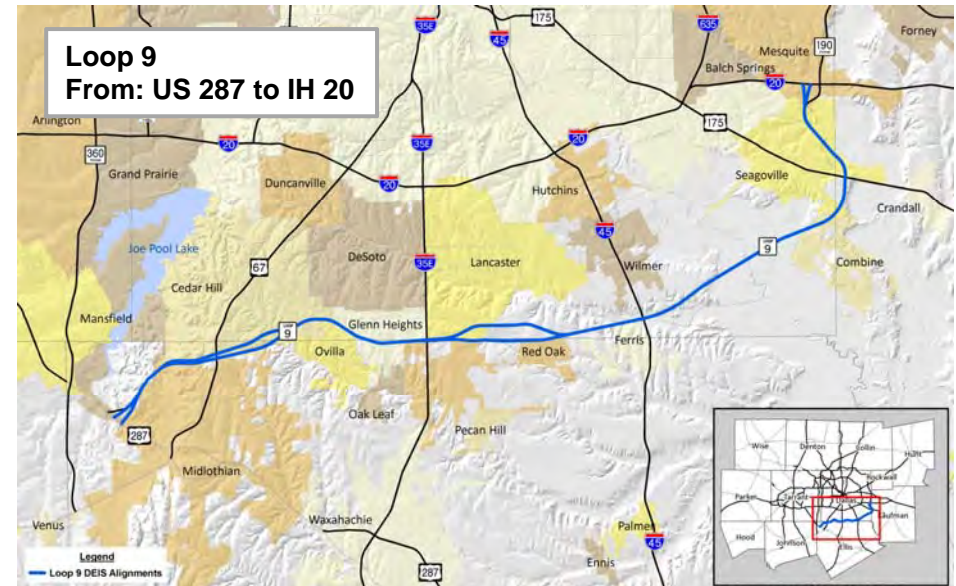
4



# Scope of Loop 9 DEIS

5

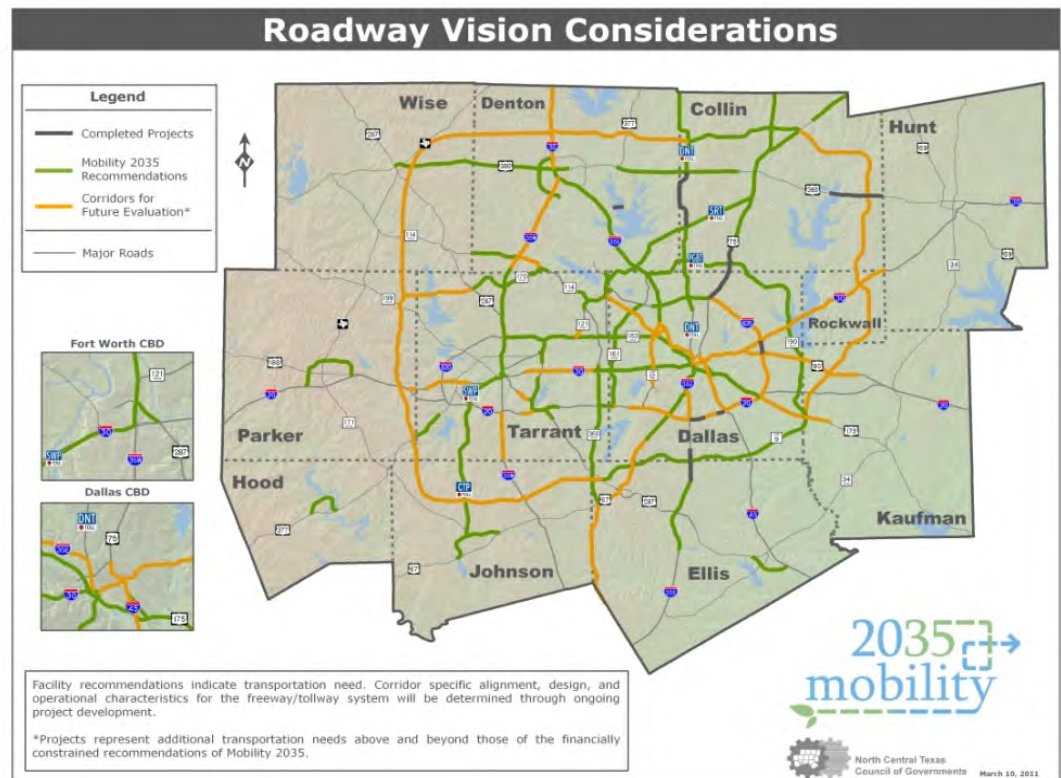
- 44 miles long
- Proposed 450 to 600-foot right-of-way
- 85 mph design speed
- Cost: \$5.7 billion



# Review of 2035 Traffic Projections

6

- Based on *Mobility 2035*, estimated traffic volumes were less than half of the previously projected volumes based on *Mobility 2030*
- Reasons for low projected traffic on Loop 9
  - ▣ Toll
  - ▣ Lack of Regional Outer Loop to the west
  - ▣ Lack of connection to statewide TTC-35
  - ▣ Revised regional demographics
  - ▣ Changes to the travel model network
  - ▣ New travel model and MPA boundary



# But...

7

- There still is a need for a east-west facility in South Dallas/North Ellis Counties to provide:
  - ▣ Connectivity
  - ▣ Travel time savings
  - ▣ Potential economic development opportunities

# CORRIDOR FEASIBILITY STUDY



# Study Area

9



# Goals of the Study

10

- Solicit input from local and community leaders on specific transportation facility needs
- Determine the transportation problems within the study area
- Identify a corridor where transportation projects could be developed to address area problems
- Identify specific transportation projects to advance in the corridor while considering the potential for impacts on the natural, socio-economic, and cultural environments
- Recommend a program of transportation projects to advance by priority within the corridor as funding becomes available

# Corridor Feasibility Study

11

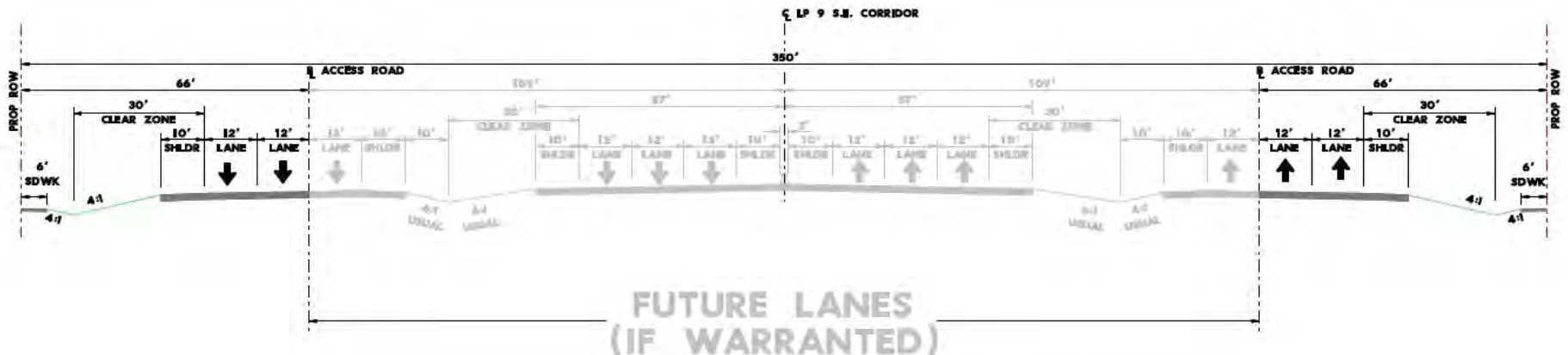
- Establish new vision
- Use information developed for the DEIS
- Conduct engineering/right-of-way studies for priority sections
- Emphasis on the section with the highest traffic volumes (from US 67 to IH 45) and adjacent development potential
- Follow Planning and Environmental Linkages methodology



# Establish New Vision

12

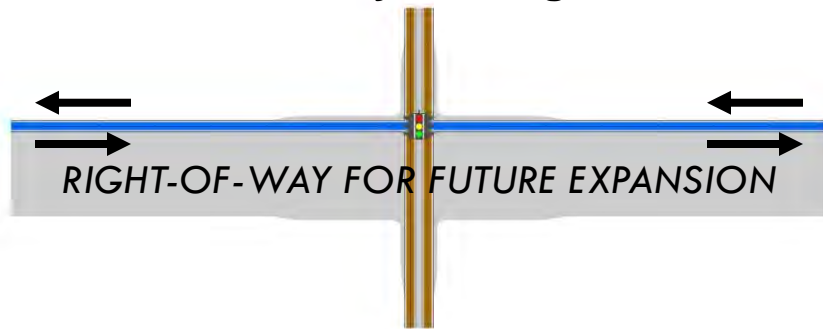
- Elements to include:
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  - ▣ Lower design speed (70 mph vs. 85 mph)
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  - ▣ Access management
  - ▣ Flexibility to convert to a full, controlled access facility, if needed



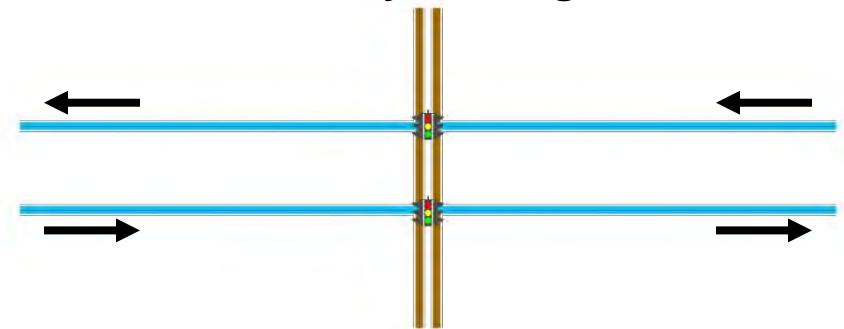
# Potential Phased Approach to Allow for Innovative Financing

13

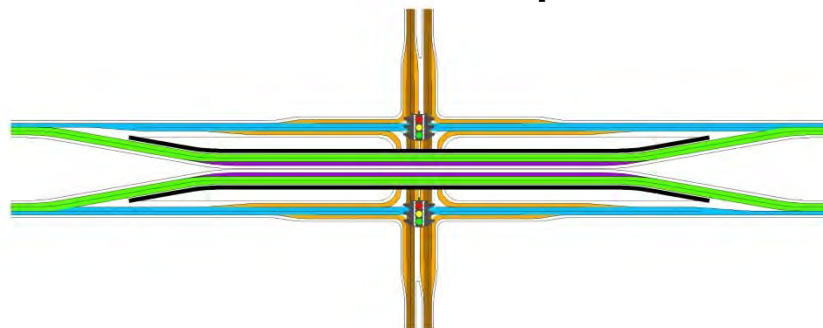
**PHASE 1: Two-Way Frontage Road**



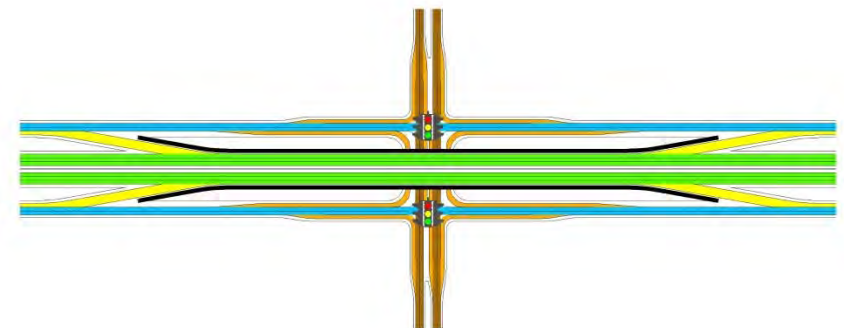
**PHASE 2: One-Way Frontage Roads**



**PHASE 3: Tolloed Grade Separation**



**PHASE 4: Continuous Toll Road**



**Legend**

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

# Outcome

14

- What type of facility is needed
- Determine effect to other planned transportation facilities
- Corridor alignment
- Logical termini
- Prioritization based on traffic, local needs, and funding
- Staging (i.e., construction vs. right-of-way preservation)

# PROJECT STATUS

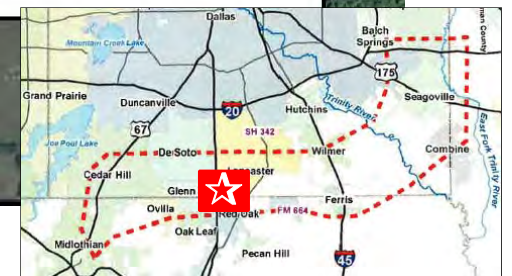
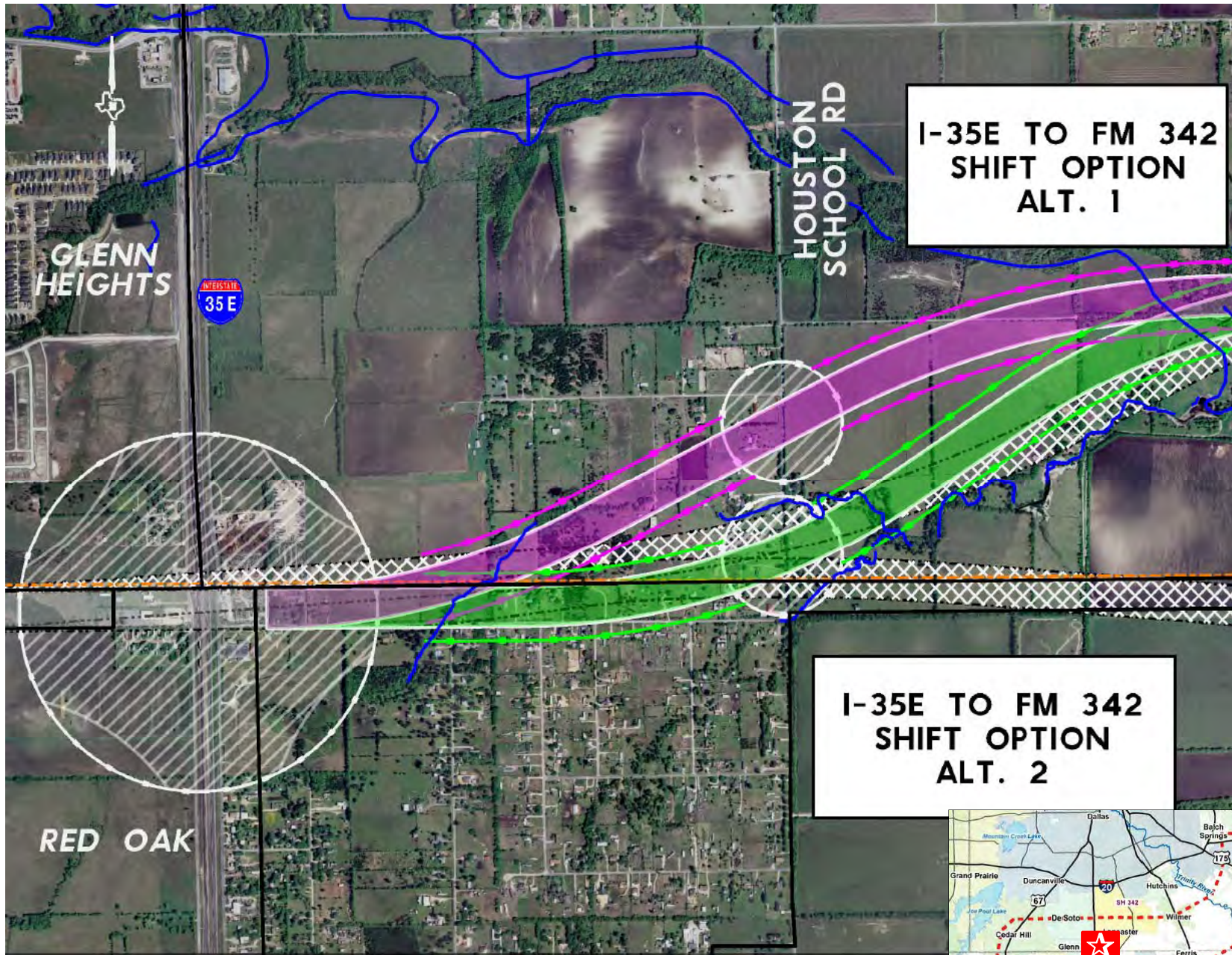


# Efforts to Date

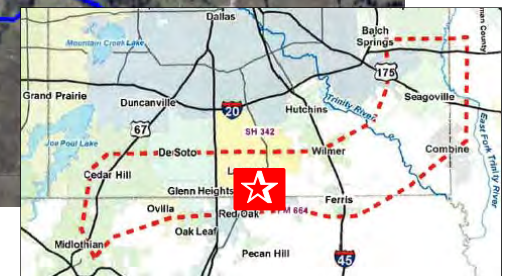
16

- NOI to prepare an EIS rescinded March 20, 2013
- Corridor alignments and data from preliminary DEIS are being used and updated
- Study team has interviewed staff and elected officials from all local governments in the corridor
- Refinement of corridor alignments is underway
- Travel demand modeling nearing completion

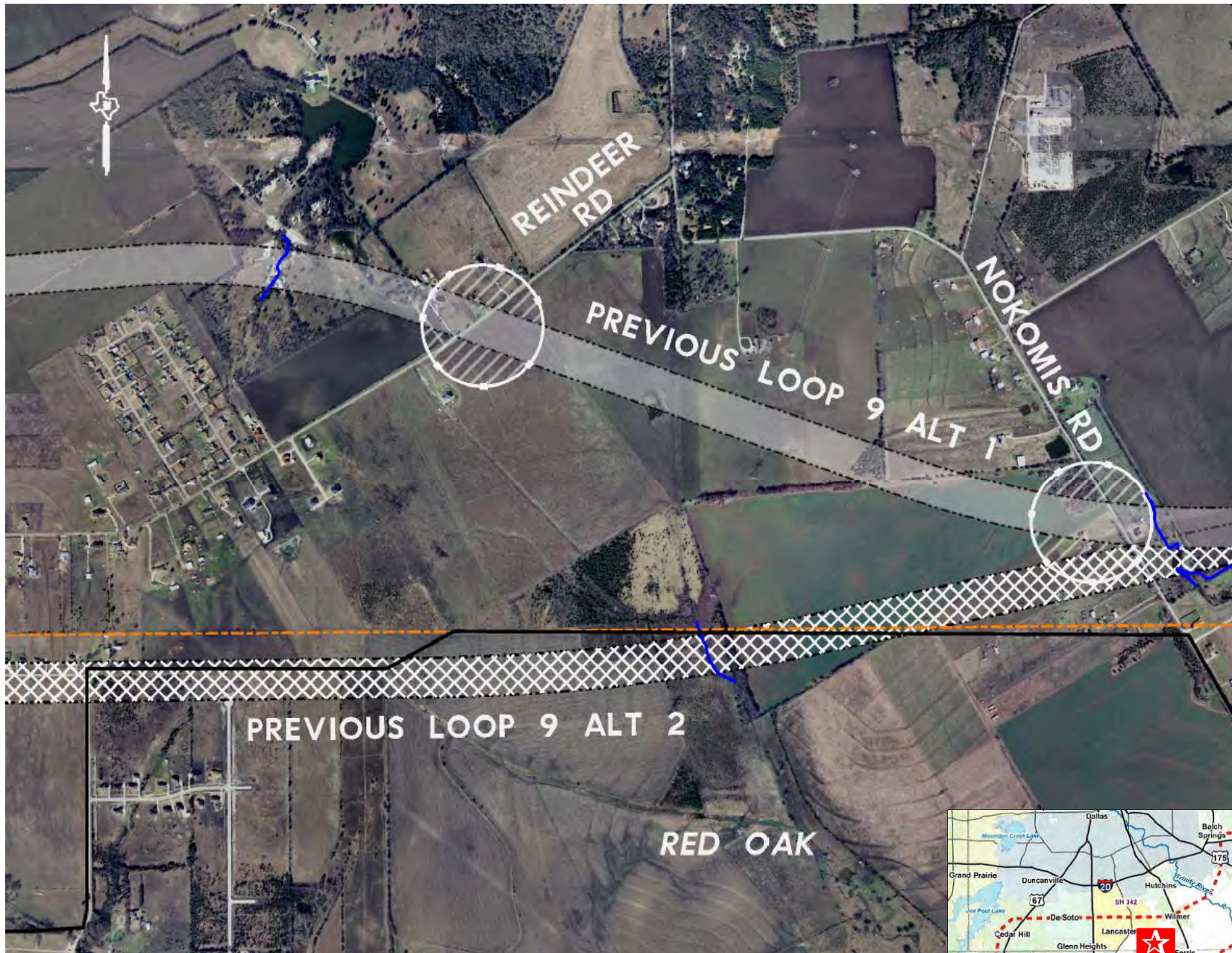




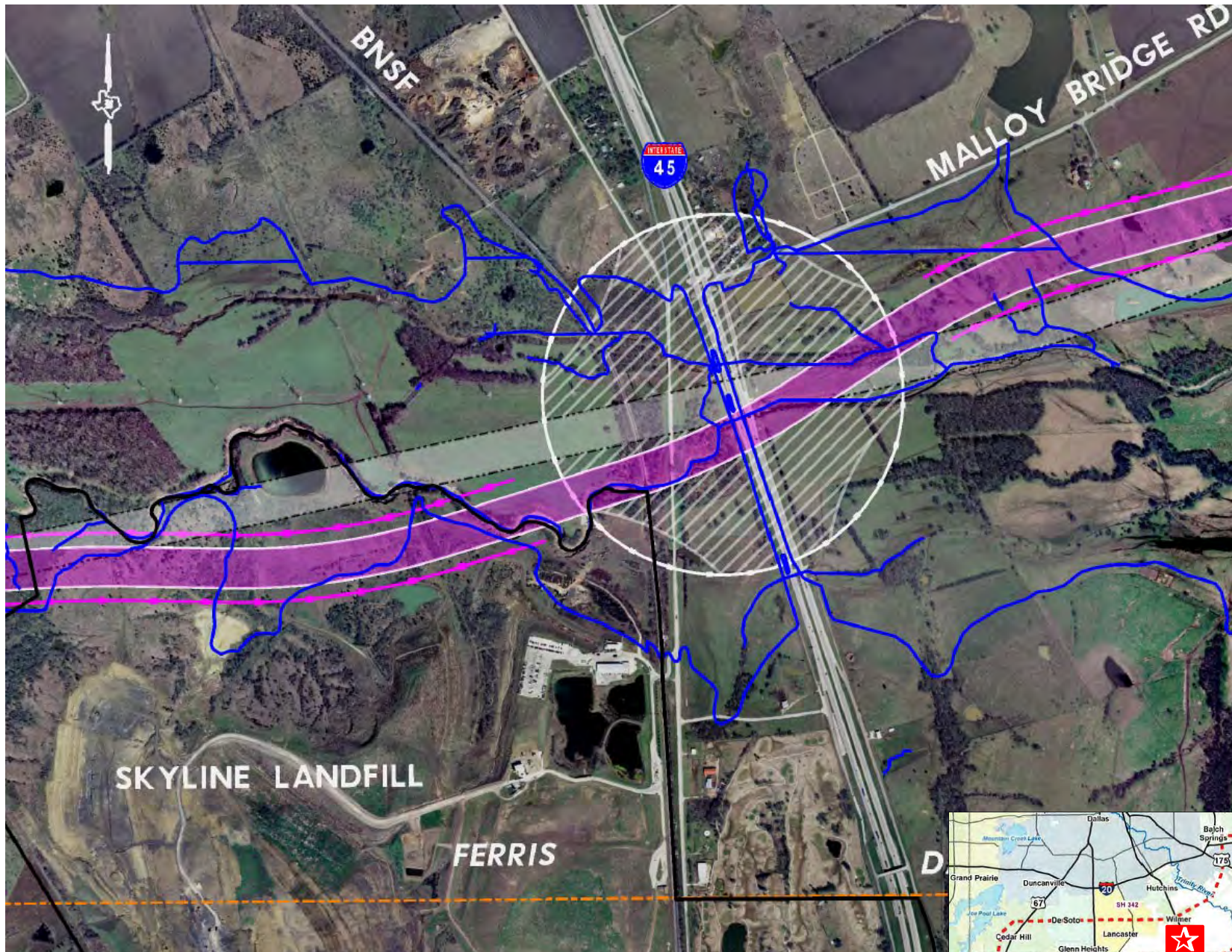












# Future Efforts

21

- Continue efforts to refine the corridor alignment(s) based on community comments
- Analyze travel demand modeling data to help determine the type of roadway needed, location, and staging
- Upcoming public meetings:

**Thursday, May 16, 2013**

5:30 p.m. to 7:30 p.m.

Ferris High School

1025 E. 8th Street

Ferris, TX 75125

**Thursday, May 23, 2013**

5:30 p.m. to 7:30 p.m.

Ovilla Road Baptist Church

3251 Ovilla Road

Ovilla, TX 75154

COMMENTS &  
QUESTIONS

E6: Skyline Landfill

# Major Stakeholder Meeting Summary

---

**Date:** May 16, 2013 **Time:** 2:00 PM – 3:00 PM

**Project:** Loop 9 Southeast

**Location:** Skyline Landfill  
1201 N Central Street  
Ferris, TX 75125

**Purpose:** Provide Project Status of Loop 9 Corridor/Feasibility Study

**Attendees:** See Attachment A for sign-in sheet of all attendees.

**Attachment A:** Sign-in Sheet

**Attachment B:** PowerPoint Presentation/Handout

---

1. **Introductions** (see **Attachment A** for the Sign-in Sheet)
  - Representatives from Waste Management were in attendance to receive an update on the status of the Loop 9 Corridor/Feasibility Study.
2. **Presentation** (see **Attachment B** for the PowerPoint Presentation/Handout).
  - Loop 9 project team presented the following:
    - Introduction
    - Evolution of Loop 9
    - Scope of Loop 9 DEIS
    - Review of 2035 Traffic Projections
    - New Approach – Corridor Feasibility Study
    - Study Area
    - Goals of the Study
    - Establish New Vision
    - New Potential Design
    - Outcome
    - Project Status
    - Efforts to Date
    - Loop 9 Near Skyline Landfill
    - Future Efforts
3. **Discussion:** The group reviewed the proposed project location layout and discussed the following:
  - Ruth Muelker asked why the pink alternative was created to the south of the previous alternatives they had seen. Brian Clark explained it was another option created to avoid the high power transmission lines located north of the landfill.
  - Landfill representatives stated the property boundaries for the landfill have not changed since the last meeting.
  - Ruth Muelker stated that their concerns are the same as previously discussed and they are still considered significant impacts to their facility. She asked if the team had met with the City of Ferris since the impacts to the landfill would impact their revenue (they currently receive \$1M/year). Brian Clark summarized the Task Force Meetings held in 2012. Representatives from the City of Ferris were in attendance.

- Charles Rivette stated that their preference is to move the alignment as far north as possible to avoid financial, regulatory, and planning impacts to their facility.
- Brian Clark asked the group if the structure was elevated would the impacts be the same. Ruth Muelker stated the impacts would still be problematic due to groundwater issues, environmental regulations, and buffer distances.
- Waste Management presented a map showing the property boundaries and current landfill areas and stated they would send a copy to Atkins for their files.
- Ruth Muelker stated that if the landfill was to be impacted by the roadway, they would have to apply for a revised landfill permit with different buffer and drainage requirements. The group also discussed the location of a USACE permitted wetland mitigation area on the site. The group was unsure of the location on the area but would notify TxDOT of its location.
- Waste Management has already submitted a revised permit for the landfill to accommodate the original alignment for Loop 9 and for their future planning purposes (relocation of power lines to the south, revised buffers, etc.). The permit is in review and has not been approved yet. The permit approval can take 18 months to 5 years.
- Waste Management stated they preferred Alternative G at a 350 foot ROW width. Alternative H would impact the landfill and trigger additional permit revisions.
- Three water monitoring wells are located along the north side of the landfill within Alternative H alignment. Alternative H would also impact the Waste Management hauling facility.
- Ruth Muelker expressed concern that TxDOT would have to assume responsibility for the landfill property to be impacted, including closure and post-closure care and monitoring plans. She stated the responsibility would be for at least 20 years.
- Waste Management stated they felt the project was important and their facility would benefit from better access in the future.

**Attachment A:**  
**Sign-in Sheet**



May 16, 2013, 2pm  
Skyline Waste Management  
1201 N Central St, Ferris, TX 75125

[illegible]



**Attachment B:**

**PowerPoint Presentation/Handout**

# LOOP 9 CORRIDOR FEASIBILITY STUDY

## SKYLINE LANDFILL STAKEHOLDER MEETING

5/16/2013

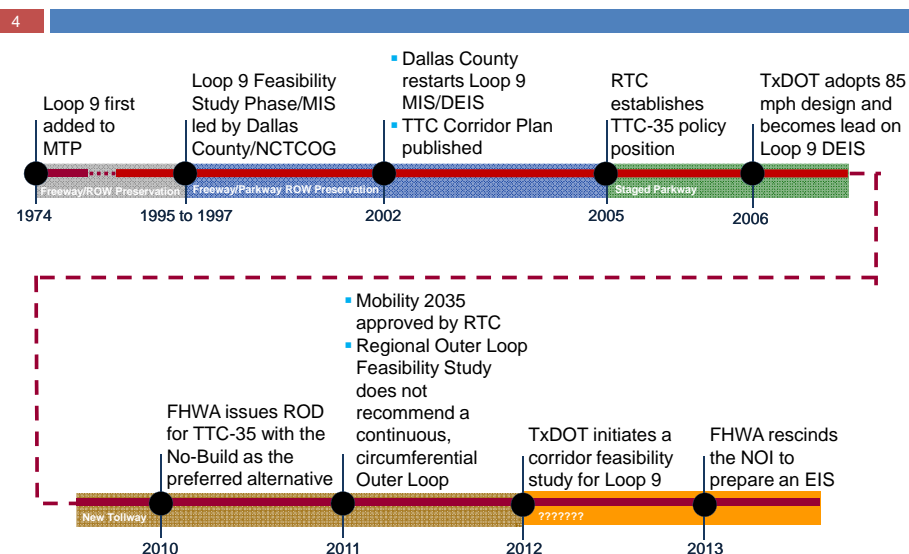
### Topics

2

- Introduction
- Evolution of Loop 9
- New Approach – Corridor Feasibility Study
- Project Status
- Comments and Questions

## EVOLUTION OF LOOP 9

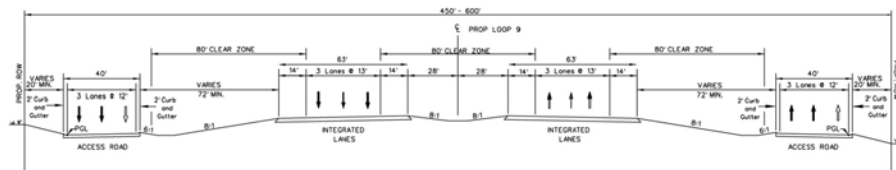
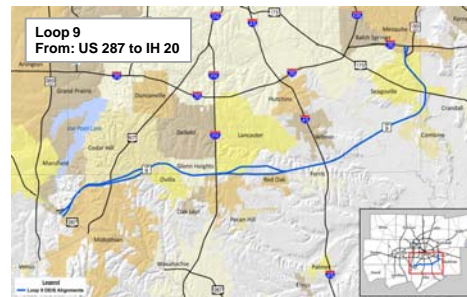
### Evolution of Loop 9



## Scope of Loop 9 DEIS

5

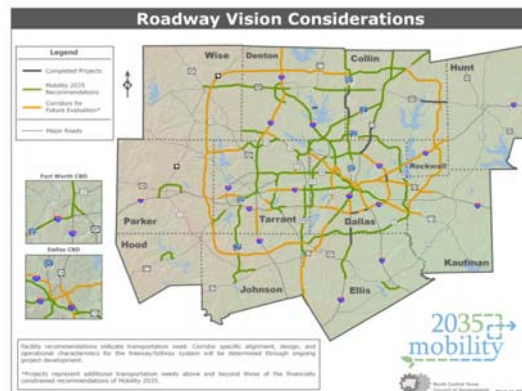
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- Proposed 450 to 600-foot right-of-way
- 85 mph design speed
- Cost: \$5.7 billion



## Review of 2035 Traffic Projections

6

- Based on *Mobility 2035*, estimated traffic volumes were less than half of the previously projected volumes based on *Mobility 2030*
- Reasons for low projected traffic on Loop 9
  - ▣ Toll
  - ▣ Lack of Regional Outer Loop to the west
  - ▣ Lack of connection to statewide TTC-35
  - ▣ Revised regional demographics
  - ▣ Changes to the travel model network
  - ▣ New travel model and MPA boundary



## But...

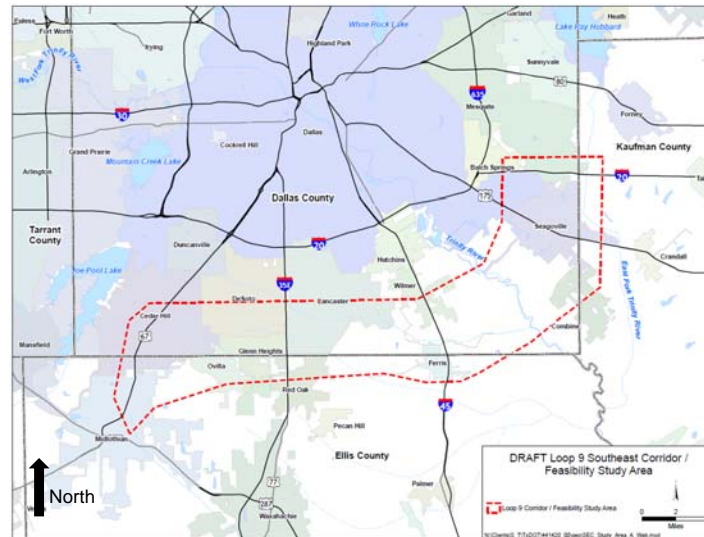
7

- There still is a need for a east-west facility in South Dallas/North Ellis Counties to provide:
  - ▣ Connectivity
  - ▣ Travel time savings
  - ▣ Potential economic development opportunities

CORRIDOR FEASIBILITY  
STUDY

## Study Area

9



## Goals of the Study

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- Solicit input from local and community leaders on specific transportation facility needs
- Determine the transportation problems within the study area
- Identify a corridor where transportation projects could be developed to address area problems
- Identify specific transportation projects to advance in the corridor while considering the potential for impacts on the natural, socio-economic, and cultural environments
- Recommend a program of transportation projects to advance by priority within the corridor as funding becomes available

# Corridor Feasibility Study

- Establish new vision
- Use information developed for the DEIS
- Conduct engineering/right-of-way studies for priority sections
- Emphasis on the section with the highest traffic volumes (from US 67 to IH 45) and adjacent development potential
- Follow Planning and Environmental Linkages methodology

## Establish New Vision

12

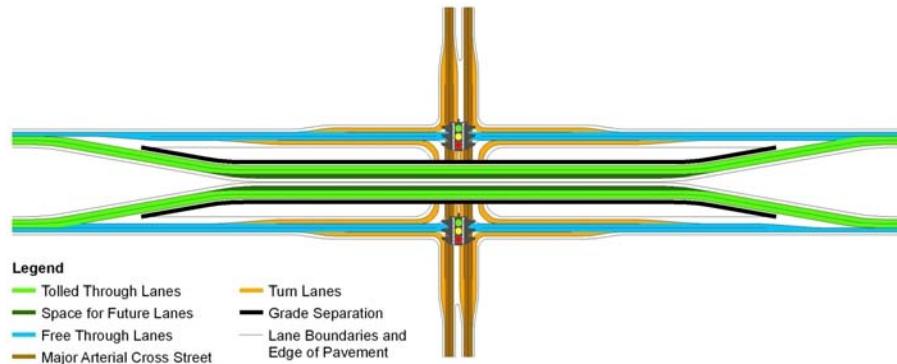
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  - ▣ Context sensitive solutions
  - ▣ Access management
  - ▣ Flexibility to convert to a full, controlled access facility, if needed



## New Potential Design

13

- Could allow for innovative finance approach by including toll bridges at cross streets



## Outcome

14

- What type of facility is needed
- Determine effect to other planned transportation facilities
- Corridor alignment
- Logical termini
- Prioritization based on traffic, local needs, and funding
- Staging (i.e., construction vs. right-of-way preservation)



## PROJECT STATUS

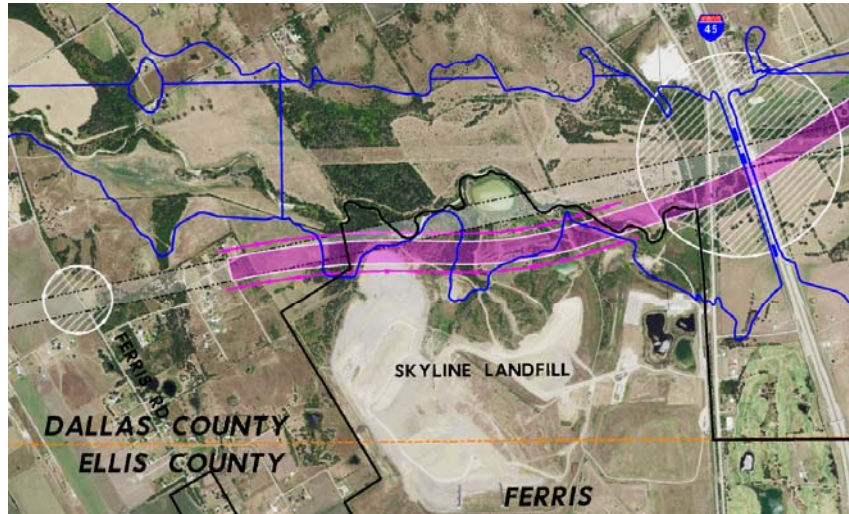
### Efforts to Date

16

- NOI to prepare an EIS rescinded March 20, 2013
- Corridor alignments and data from preliminary DEIS are being used and updated
- Study team has interviewed staff and elected officials from all local governments in the corridor
- Refinement of corridor alignments is underway
- Travel demand modeling nearing completion

## Loop 9 near I-45

17



## Updated Loop 9 Website

18

<http://www.loop9.org/>

- As of April 9, 2013, the Loop 9 website has been updated to include all of the information included within this presentation.

## Future Efforts

19

- Continue efforts to refine the corridor alignment(s) based on community comments
- Analyze travel demand modeling data to help determine the type of roadway needed, location, and staging
- Meetings with other stakeholders (e.g., IIPOD, quarries, landfill)
- Public meeting

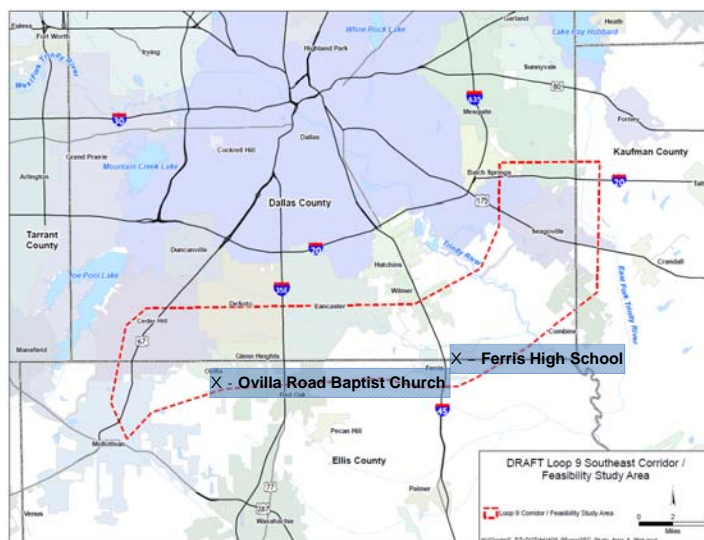
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20

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  - ▣ Ferris High School  
1025 E. 8<sup>th</sup> Street  
Ferris, TX 75125
- Thurs, May 23<sup>rd</sup>, 2013 from 5:30pm to 7:30pm
  - ▣ Ovilla Road Baptist Church  
3251 Ovilla Road  
Ovilla, TX 75154

## Public Meetings

21



## COMMENTS & QUESTIONS

E7: Oncor

# Major Stakeholder Meeting Summary

---

**Date:** August 5, 2013 **Time:** 2:00 PM – 3:00 PM

**Project:** Loop 9 Southeast

**Location:** Oncor  
115 W. 7<sup>th</sup> Street, Suite 625  
Fort Worth, TX 76102

**Purpose:** Provide Project Status of Loop 9 Corridor/Feasibility Study

**Attendees:** Bruce Nolley, TxDOT  
Brian Clark, Atkins  
Susan Patterson, Atkins  
Jeff Neal, NCTCOG  
Jim Chase, Oncor  
Bryan Williams, Oncor

**Attachment A:** PowerPoint Presentation/Handout

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## 1. Introductions

- Representatives from Oncor were in attendance to receive an update on the status of the Loop 9 Corridor/Feasibility Study.

## 2. Presentation (see **Attachment B** for the PowerPoint Presentation/Handout).

- Loop 9 project team presented the following:
  - Introduction
  - Evolution of Loop 9
  - Scope of Loop 9 DEIS
  - Review of 2035 Traffic Projections
  - New Approach – Corridor Feasibility Study
  - Study Area
  - Goals of the Study
  - Establish New Vision
  - New Potential Design
  - Outcome
  - Project Status
  - Efforts to Date
  - Future Efforts

## 3. Questions/Comments

- Jim Chase stated that the original cost for Loop 9 was \$5.7 billion and asked what is the cost now. Brian Clark stated that cost estimates are currently being evaluated.
- Jim Chase asked which segment would be first. Bruce Nolley stated that is still to be determined.
- Jim Chase stated that ROW acquisition would drive the schedule for Oncor's relocation efforts.

- Bryan Williams stated that TxDOT would not want a Oncor structures within their ROW and they might need an exception to TxDOT policy.
- The team discussed the process of realigning the utilities and timing. Oncor must request the alignment change from the Public Utility Commission (PUC).
- The team discussed how far the utility lines can be spanned. Oncor stated that the large towers can span 1400-1500 ft. The smaller H frame ones can span 900-1000 ft.
- Brian Clark asked if the utility lines can be raised. Bryan Williams stated that some can be raised, but there are limitations. There is a 200 ft ceiling height.
- The team agreed that coordination of impacts can occur at any time, but they can't do anything until the ROW acquisition process begins and TxDOT owns the ROW.
- Jim Chase noted approximately a dozen locations of impacts to distribution lines and 8-10 locations of impacts for transmission lines.

**Attachment A:**

**PowerPoint Presentation/Handout**



# LOOP 9 CORRIDOR FEASIBILITY STUDY

## ONCOR STAKEHOLDER MEETING

8/05/2013

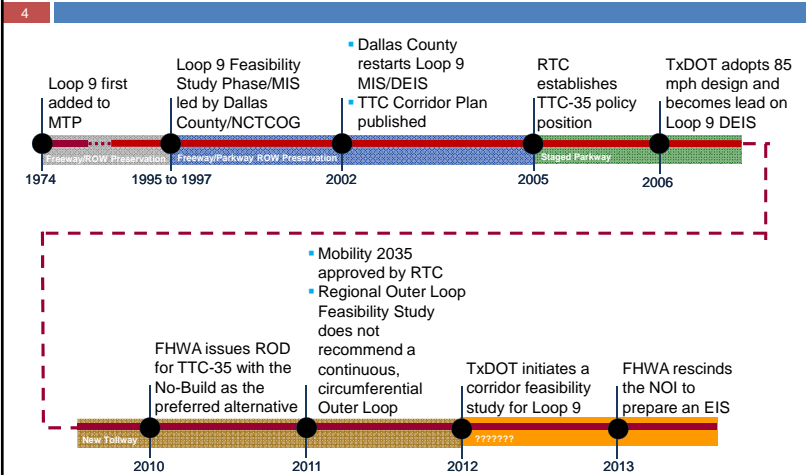
### Topics

2

- Introduction
- Evolution of Loop 9
- New Approach – Corridor Feasibility Study
- Project Status
- Comments and Questions

# EVOLUTION OF LOOP 9

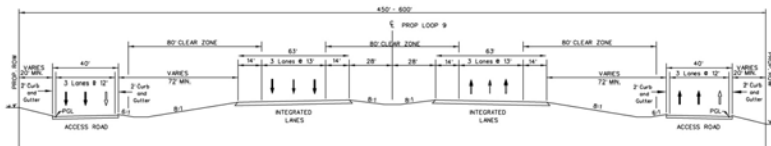
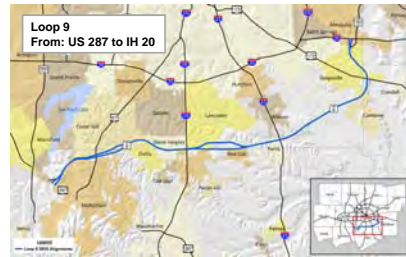
## Evolution of Loop 9



## Scope of Loop 9 DEIS

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



## Review of 2035 Traffic Projections

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- Based on *Mobility 2035*, estimated traffic volumes were less than half of the previously projected volumes based on *Mobility 2030*
- Reasons for low projected traffic on Loop 9
  - ▢ Toll
  - ▢ Lack of Regional Outer Loop to the west
  - ▢ Lack of connection to statewide TTC-35
  - ▢ Revised regional demographics
  - ▢ Changes to the travel model network
  - ▢ New travel model and MPA boundary



## But...

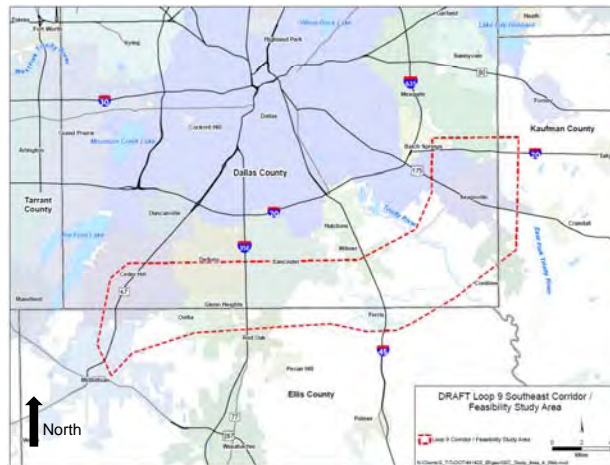
7

- There still is a need for a east-west facility in South Dallas/North Ellis Counties to provide:
  - ▣ Connectivity
  - ▣ Travel time savings
  - ▣ Potential economic development opportunities

## CORRIDOR FEASIBILITY STUDY

## Study Area

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## Goals of the Study

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- Solicit input from local and community leaders on specific transportation facility needs
- Determine the transportation problems within the study area
- Identify a corridor where transportation projects could be developed to address area problems
- Identify specific transportation projects to advance in the corridor while considering the potential for impacts on the natural, socio-economic, and cultural environments
- Recommend a program of transportation projects to advance by priority within the corridor as funding becomes available

## Corridor Feasibility Study

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- Establish new vision
- Use information developed for the DEIS
- Conduct engineering/right-of-way studies for priority sections
- Emphasis on the section with the highest traffic volumes (from US 67 to IH 45) and adjacent development potential
- Follow Planning and Environmental Linkages methodology

## Establish New Vision

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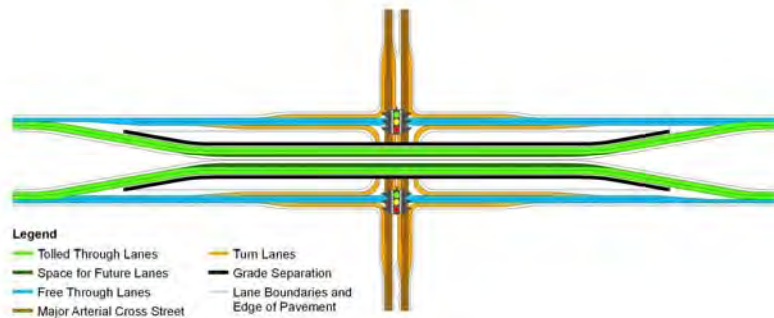
- Elements to include:
  - ▣ Narrower right-of-way (350 feet vs. 600 feet)
  - ▣ Lower design speed (70 mph vs. 85 mph)
  - ▣ Context sensitive solutions
  - ▣ Access management
  - ▣ Flexibility to convert to a full, controlled access facility, if needed



## New Potential Design

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- Could allow for innovative finance approach by including toll bridges at cross streets



## Outcome

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- What type of facility is needed
- Determine effect to other planned transportation facilities
- Corridor alignment
- Logical termini
- Prioritization based on traffic, local needs, and funding
- Staging (i.e., construction vs. right-of-way preservation)

## PROJECT STATUS

### Efforts to Date

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- NOI to prepare an EIS rescinded March 20, 2013
- Corridor alignments and data from preliminary DEIS are being used and updated
- Study team has interviewed staff and elected officials from all local governments in the corridor
- Refinement of corridor alignments is underway
- Travel demand modeling nearing completion



## Efforts to Date

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- Refined the corridor alignment(s) based on community comments
- Analyzed travel demand modeling data to help determine the type of roadway needed
- Met with other stakeholders (IIPOD, UPRR, BNSF, Skyline Landfill, Trinity River Authority)
- Held two public meetings (Ferris and Ovilla)

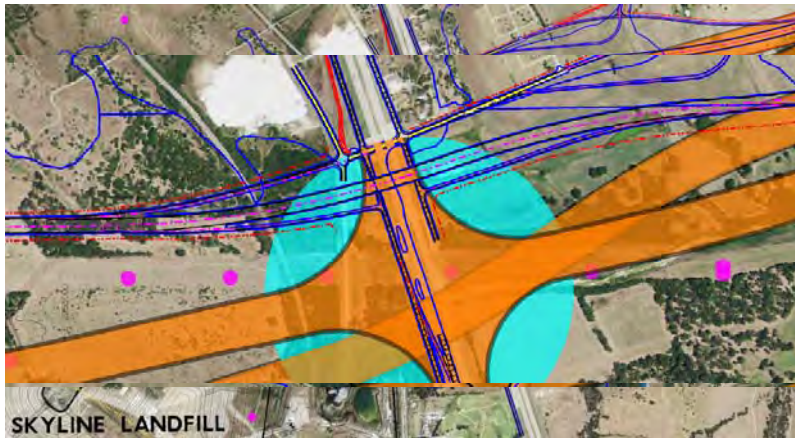
## Loop 9 near I-45 – DEIS Concept

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## Loop 9 near I-45 – Feasibility Study

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## Updated Loop 9 Website

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<http://www.loop9.org/>

- As of April 9, 2013, the Loop 9 website has been updated to include all of the information included within this presentation.

## Future Efforts

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- Continue efforts to refine the corridor alignment(s) based on community comments
- Continue to analyze travel demand modeling data to help determine the type of roadway needed, location, and staging
- 2<sup>nd</sup> set of public meetings (early Fall 2013)

COMMENTS &  
QUESTIONS