



TEXAS DEPARTMENT OF TRANSPORTATION



## PUBLIC HEARING LOOP 9

From Interstate (I)-35E to I-45  
Dallas and Ellis Counties, Texas



CSJ: 2964-10-005

Tuesday, June 20, 2017

### Public Hearing Introductions

***ELECTED & PUBLIC OFFICIALS***

***DISTRICT & AGENCY STAFF***


***CONSULTANTS***

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## Public Hearing Purpose

1. Inform the public of project status and present recommendations
  2. Describe the project so the public can determine how they may be affected
  3. Provide the public the opportunity to provide input
  4. Develop a record of public participation
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## Public Hearing Agenda

1	Introduction	Mo Bur, P.E.
2	Project Design Presentation	Bryan Hodges, P.E.
3	Environmental Presentation	Susan Patterson
20 Minute Recess - Questions		
4	Public Comments	Mo Bur, P.E.

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## Public Inquiries

### Project Information may be viewed at:

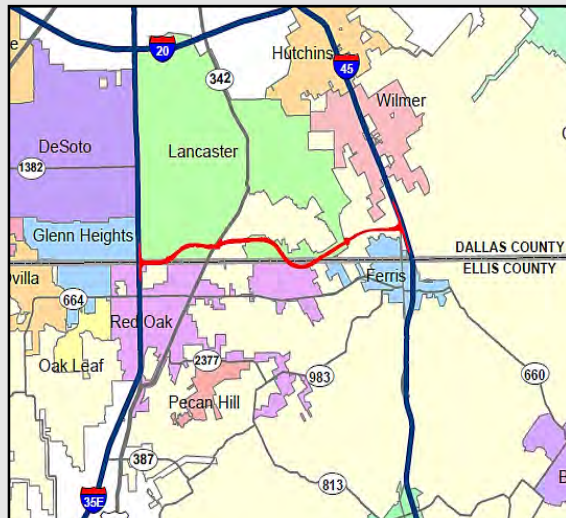
- TxDOT Dallas District Office  
4777 E. Highway 80  
Mesquite, TX 75150
- Project Information is also posted at:
  - <http://txdot.gov/inside-txdot/get-involved/about/hearing-meetings.html>
    - Under “Hearings and Meetings Schedule”
  - <http://www.keepitmovingdallas.com>
    - Under “Upcoming Public Hearing/Meeting.”
  - <http://www.loop9.org/>
    - Under “Public Involvement”

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## Project Location, Need and Purpose



### PROJECT LIMITS

- From Interstate 35 East (I-35E) to Interstate 45 (I-45)
- Approximately 10-mile new location in Dallas and Ellis Counties

### NEED FOR THE PROJECT

To address:

- Population growth;
- Transportation demand;
- System linkages; and
- Connectivity among the existing roadway facilities.

### PROJECT PURPOSE

- Provide an east-west transportation facility to serve the communities in the project area.
- Reduce local area congestion and travel time;
- Increase mobility and accessibility; and,
- Provide support for economic development within the region

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## Project History

- First conceived in 1957, the concept of an "Outer Loop" freeway around the Dallas metropolitan area was introduced in 1964 by the Greater Dallas Planning Council's Regional Transportation Highway Plan.
- In 1964, the Texas Highway Commission authorized this outer loop around Dallas and identified and designated it as a freeway facility to be known as Loop 9 pursuant to a Regional Transportation Highway Plan.
- The Loop 9 Feasibility and Route Alignment Study was authorized by Dallas County in 1995 but was never finalized.
- In 1997, study efforts resulted in a "Technically Preferred Alignment" that was approved and/or adopted by many of the cities and agencies involved in the study. However, study efforts were temporarily suspended before a "Locally Preferred Alignment" was identified.
- From 2002 to 2006, alignment and environmental constraints, coupled with the growth and desires of surrounding communities resulted in further alignment revisions to avoid and minimize impacts.
- In May 2002, the Loop 9 Feasibility Study was reinitiated to identify viable corridor alignments and modal alternatives for the study corridor.
- From September 2012 to March 2014, TxDOT conducted a Loop 9 Corridor/Feasibility Study from US 67 to I-20 in Dallas, Kaufman, and Ellis Counties, Texas. The Loop 9 Southeast Corridor/Feasibility Study proposed developing the project in three major subcorridors for up to six separate and independent projects utilizing a phased construction approach. The proposed project would be developed in four phases.
- Utilizing the currently available funding at that time, which was estimated to be approximately \$100 million, TxDOT decided to begin engineering and environmental studies for the section of Loop 9 from I-35E to I-45 (identified as Corridor B) first. It was also decided that subsequent sections would be advanced based on local needs and available funding.

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## Proposed New Location Frontage Roads System Facility

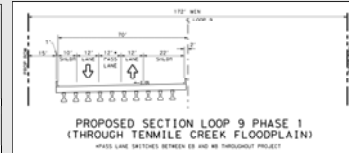
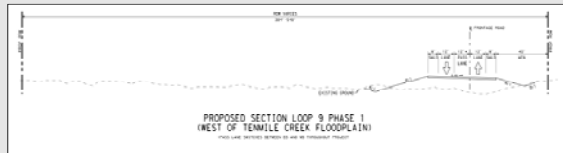
- The Loop 9 Project proposes the construction of a six-lane "New Location" Frontage Road System consisting of a median width approximately 200 to 364 foot wide, reserved for the future ultimate access-controlled facility.
- The typical right-of-way for the project would vary from approximately 384 to 548 feet in width.
- Construction of the new location frontage roads would likely be conducted in three phases based on traffic needs and project funding.
- The proposed Loop 9 facility would also include intersections at major cross roads including:
  - I-35E (grade separation, ramping and frontage road modifications)
  - Houston School Rd.
  - SH 342
  - Reindeer Rd.
  - Nokomis Rd.
  - Ferris Rd.
  - N. Central St.
  - I-45 (ramping and frontage road modifications)

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## Phase 1 - Proposed New Location Frontage Roads System Facility



Phase 1: Single Two-Lane, Two-Way Frontage Road



**PHASE 1** would construct a single two-lane, two-way frontage road, and would also acquire the proposed ROW to accommodate the frontage roads and the future ultimate access-controlled mainline facility. This frontage road facility would include:

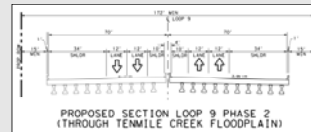
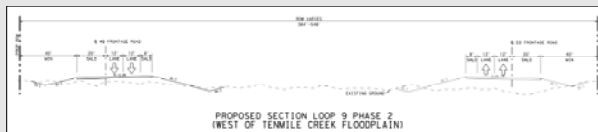
- Two 12-foot travel lanes, one in each direction;
- One 12-foot passing lane that switches between eastbound and westbound throughout the project;
- ROW varies from 384 to 584 feet within the limits from I-35E to Ferris Road. Within the limits from Ferris Road to I-45, ROW is 172 feet (reduced through flood plain);
- 8-foot outside and 8-foot inside shoulders located west of Tenmile Creek (from I-35E to Ferris Road); and,
- 22-foot inside shoulders and 110-foot outside shoulder located through Tenmile Creek floodplain (from Ferris Road to I-45).

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## Phase 2 - Proposed New Location Frontage Roads System Facility



Phase 2: Add Second Two-Lane Frontage Road and Convert Phase 1 to One-Way Operation



As traffic warrants and funding becomes available, **PHASE 2** would involve the construction of the second two-lane frontage road and the conversion of the two-way frontage road built in Phase 1 to a one-way operation. This frontage road facility would include:

- Two 12-foot travel lanes in each direction;
- 10-foot inside shoulders;
- Bridge Construction (south side) within the limits from Ferris Road to I-45 (through Tenmile Creek floodplain);
- 20-foot outside shoulder within the limits from I-35E to Ferris Road (west of Tenmile Creek); and,
- 34-foot outside shoulder within the limits from Ferris Road to I-45 (through Tenmile Creek floodplain).

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## Phase 3 - Proposed New Location Frontage Roads System Facility



### Phase 3: Add Third Frontage Road Lane in Each Direction



As traffic warrants and funding becomes available, **PHASE 3** would involve the construction of a third frontage road lane in each direction.

Based on projected traffic needs and project funding, Phase 3 would convert the 20-foot outside shoulder to a 12-foot travel lane and 8-foot shoulder.

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## Utility Adjustments

- **Underground and overhead utilities**
  - Adjustments and relocations may be required prior to and during construction of the proposed project
  - No substantial interruptions are anticipated

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## Projected Cost & Schedule

- **Current Let Date for Phase 1: March 2022**
- **Construction Duration for Phase 1: Approximately 3 years**
- **Estimated Total Project Cost: \$450 million**

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## Review and Approval of Environmental Document

***The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.***

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### **IMPACTS ADDRESSED**

Right-of-Way/Displacements	Visual/Aesthetic Impacts
Floodplains	Water Resources
Land Use	Biological Resources
Farmlands	Air Quality
Community Impacts	Hazardous Materials
Utilities/Emergency Services	Traffic Noise
Bicycle/Pedestrian Facilities	Induced Growth
Cultural Resources	Construction Phase Impacts

### **Environmental Review (continued)**

#### **Right-of-way/Displacements**

- 541.23 acres of proposed ROW (including 3.35 acres of permanent drainage easements).
- 182.44 acres of existing ROW to be utilized.
- 25 residential displacements.
- 7 commercial displacements.
- 68 other facilities (carports, storage sheds, etc).
- No public facilities would be displaced.

#### **Floodplains**

- Bear Creek and Tenmile Creek floodplains.
- Minimized ROW within Tenmile Creek floodplain.
- Would not increase base flood elevation.

#### **Community**

- Changes of access to/from I-35E and I-45 and various local streets.
- Access to some existing businesses and residences could also be altered.

#### **Cultural Resources**

- NRHP-eligible Reindeer Road bridge adjacent to proposed ROW.
- No other properties eligible for National Register are affected.
- TxDOT historian determined project activities have no adverse effects. Individual project coordination with SHPO is not required.
- Archeology survey to be completed after ROW has been acquired.



## Environmental Review (continued)

### Waters of the U.S.

- A Clean Water Act Section 404 Permit will be required for the proposed project.
- Construction activities would require compliance with the State of Texas Water Quality Certification Program.

### Biological

- Habitat for protected species within proposed ROW.
- Coordination with TPWD.

### Hazardous Materials

- One closed and abandoned landfill possibly within proposed ROW.
- Additional investigations ongoing.

### Traffic Noise

- Noise impacts identified.
- Noise abatement measures were considered.
- Abatement measures were determined to not be feasible and/or reasonable.

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## Environmental Review (continued)

### Induced Growth

- Potential encroachment alteration impacts.
- Changes to vegetation/habitat; disruption of natural process and ecosystem functioning; water quality; and socioeconomic impacts.

### Induced Growth

- Induced growth is anticipated in areas around the International Inland Port of Dallas facilities and the intersections for Loop 9 (I-35E, SH 342 [South Dallas Avenue], Houston School Road, Ferris Road and I-45).

### Air Quality

- Included in the MTP (Mobility 2040) and will be included in the 2017-2020 TIP.

### Construction Phase

- Temporary impacts to community, vegetation, wildlife, waters of the U.S., water quality, noise, air quality, hazardous materials and cultural resources.

**Conclusion: Studies, analysis, and evaluation of the proposed project indicate no significant impacts.**

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## Next Steps and Timeline

# Next Steps And Timeline

- Public Comment Period (ends July 5, 2017)
- Anticipated Environmental Clearance (September 2017)
- Plan Preparations
- Funding
- Approval of Construction Plans



## Public Comments

- 20 minute recess
- Comment period following recess

**Recess**  
**20 minutes**



**Comment Period**

– Please note that we will not attempt to respond to your comments at this time. All substantive comments will be fully considered and responded to in the project record.



## Public Comments

Questions and comments may be mailed/emailed to:

**Mailing Address**

TxDOT Dallas District Office  
Attn: Mr. Travis Owens, P.E.  
4777 E. Highway 80  
Mesquite, TX 75150-6643

Email address: <mailto:Travis.Owens@txdot.gov>

- Written/email comments must be received/postmarked by [Wednesday, July 5, 2017](#).
- Project information is available for inspection at:
  - [www.txdot.gov](http://www.txdot.gov) under “Hearings and Meetings Schedule”
  - [www.keepitmovingdallas.com](http://www.keepitmovingdallas.com) under “Upcoming Public Hearing/Meeting”
  - [www.loop9.org](http://www.loop9.org) under “Upcoming Public Hearing/Meeting”

## Public Comments

- So that everyone may speak, please limit your comments to three (3) minutes



Thank you for your interest in the

## Loop 9 Project

