



Notice
Draft Environmental Assessment Available for Public Review
and
Public Hearing
LOOP 9
From Interstate 35 East (I-35E) to Interstate 45 (I-45)
CSJ: 2964-10-005
Dallas and Ellis counties, Texas

The Texas Department of Transportation (TxDOT) proposes the construction of a six-lane new location frontage road system between Interstate 35 East (I-35E) and Interstate 45 (I-45) through Dallas and Ellis counties, Texas. The proposed right-of-way (ROW) would include a median that would accommodate the future construction of an ultimate access-controlled mainline facility. Construction of the ultimate access-controlled mainline facility would be based on projected traffic and funding and would require additional environmental analysis prior to construction. Pursuant to Texas Administrative Code, Title 43, Part 1, Chapter 2, Subchapter E, §2.107 and §2.108 and Code of Federal Regulations, Title 23, Chapter I, Subchapter H, §771.111 and Title 40, Chapter V, §1506, this notice advises the public that the draft Environmental Assessment (EA) and technical reports are available for public review and that TxDOT will be conducting a public hearing on the proposed project. The hearing will be held on **Tuesday, June 20, 2017 at Ferris High School, 1025 East 8th Street, Ferris, Texas 75125**. Displays will be available for viewing at 6:00 p.m. with the formal hearing starting at 7:00 p.m. The purpose of the hearing is to present the planned improvements and to receive public comment on the project.

Loop 9 is an approximately 10-mile proposed new location roadway intended to address population growth, transportation demand, system linkages and connectivity among the existing roadway facilities. As currently proposed, the project would consist of a single two-lane, two-way frontage road within the ultimate proposed ROW footprint for the project (Phase 1). The new location frontage road system would consist of three 12-ft lanes with a wide median, an 8-ft inside shoulders, an 8 ft outside shoulder for bicycle accommodations within the rural section of the proposed roadway, and one 14-ft-wide outside shared-use lane and a 6-ft sidewalk within the urbanized section of the roadway at I-35E. The proposed project would also construct intersections at major cross roads and grade separations at I-35E and the BNSF Railroad. The proposed ROW would include a median (200 to 364 ft wide) that would accommodate the future construction of an ultimate access-controlled mainline facility. As traffic warrants and funding becomes available, Phase 2 of the proposed project 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. As traffic warrants and funding becomes available, Phase 3 would involve the construction of a third frontage road lane in each direction and include the construction of grade separations at specific high-volume intersections. Phase 4 would involve the construction of the ultimate access-controlled mainline facility in both directions. Construction of the ultimate access-controlled mainline facility would be based on projected traffic and funding and would require additional environmental analysis prior to construction.

Approximately 541.23 acres of new ROW, to include permanent drainage easements, totaling 3.35 acres, would be necessary for the proposed project construction. The proposed project is located within the 100-year floodplain associated with five wetlands (totaling 1.38 acres) and 14 streams (11,813 linear feet and 0.46 acres) identified within the project area. The hydraulic design for the proposed project would be in accordance with current TxDOT and Federal Highway Administration (FHWA) design policies and standards. The project improvements would also result in the direct conversion of approximately 550.37 acres of vegetated areas for transportation use. The proposed project would potentially displace 25 residences, 7 commercial structures, and 68 other structures. Information about the TxDOT Relocation Assistance Program, benefits and services for displacees, as well as information about the tentative schedules for ROW acquisition and construction, can be obtained from the TxDOT Dallas District Office at the address listed below. Relocation assistance is available for displaced persons and businesses.

The draft EA, maps showing the project location and design, tentative construction schedules, and other information regarding the project are on file and available for inspection Monday through Friday between 8:00 a.m. and 5:00 p.m. at the TxDOT Dallas District Office located at 4777 E. Highway 80, Mesquite, Texas 75150, and online at www.keepitmovingdallas.com under "Public Hearings/Meetings", at www.txdot.gov under "Hearings and Meetings Schedule" and at www.loop9.org under "Public Involvement." This information also will be available for inspection at the hearing on **Tuesday, June 20, 2017**. Verbal and written comments from the public regarding the project are requested and may be presented at the hearing, or submitted in person or by mail to Mr. Travis Owens, P.E., Texas Department of Transportation Dallas District Office, 4777 E. US Highway 80, Mesquite, TX 75150. Comments must be received on or before **Wednesday, July 5, 2017** to be part of the official hearing record.

The hearing will be conducted in English. Persons interested in attending the hearing who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to contact the TxDOT Dallas District Public Information Office at (214) 320-4480. Requests should be made at least two days prior to the hearing. Every reasonable effort will be made to accommodate these needs. If you have any general questions or concerns regarding the proposed project or the hearing, please contact Travis Owens, P.E. at (214) 320-6625 or by email at Travis.Owens@txdot.gov.

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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