



## 3 MAJOR CORRIDORS (EVALUATED 6 LOGICAL TERMINI SECTIONS | SOME SECTIONS HAVE TWO OPTIONS)

### PRIORITY CORRIDORS:

- Corridor A** | Loop 9: from US 67 to I-35E
- Corridor B** | Loop 9: from I-35E to I-45

**Corridor B** – will develop schematic and environmental assessment.

**Corridor A** – will develop as project needs increase and additional funding becomes available.

### PROJECT PHASES:

- **Portions of Phase 1** are warranted by 2025
- **The rest of Phase 1** and portions of phase 2 are warranted by 2035
- **The rest of phase 2** and all of Phases 3 and 4 are warranted beyond 2035 and considered long term projects
- **Subsequent sections** will be further evaluated based on needs and available funding



NOTE: Highlighted areas are not drawn to scale.

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SOURCE: Texas Department of Transportation.

### CORRIDOR/FEASIBILITY STUDY

The Corridor/Feasibility Study evaluating traffic modelling and project needs; identifying logical termini; evaluating potential social, economic, and environmental effects; evaluating possible phased development; developing a preliminary program of projects; and prioritizing individual projects.

### ENVIRONMENTAL PROCESS

The identified individual projects will be advanced for environmental study and engineering design in the order listed in the program of projects. The final alignment and access points for each portion of Loop 9 would be chosen during this future environmental analysis process. The environmental process for each programmed project will provide an opportunity for more involvement even after this Corridor/Feasibility Study is concluded.

### CURRENT EFFORTS

To address the local and regional transportation concerns, a new approach has been identified for the Loop 9 Southeast project. In September 2012, a Loop 9 Corridor/Feasibility Study began for the revised Loop 9 project concept from US 67 to I-20. The Corridor/Feasibility Study incorporates more flexible design standards, a reduced right-of-way, a shorter project length, and minimizes the overall impacts when compared to past studies.

### PROJECT HISTORY

First conceived in 1957 as part of an outer loop around the City of Dallas, Loop 9 has a long project history. The project has been studied at various times by local, regional and state agencies. During the most recent study, ending in 2011, TxDOT prepared a draft environmental impact statement for the Loop 9 project. That study envisioned Loop 9 as a wide, high-speed toll facility from US 287 near Mansfield to I-20 in Mesquite. Based on several factors including the elimination of the Trans-Texas Corridor from statewide plans and the Regional Outer Loop from regional plans, a new approach was needed for the Loop 9 Southeast project.

### PROJECT NEED AND PURPOSE

Traveling through the Dallas, Ellis, and Kaufman county study area can be a challenge. I-20, the closest east-west freeway, lies miles to the north. There are gaps in the arterial street network that force east-west traffic to take circuitous routes that use I-20 or US 287. In addition, arterial roadways are growing more congested as the area adds residential, commercial, and industrial development. Loop 9 would provide important east-west connectivity, reduce travel times, and support economic development opportunities in the study area.

### PROGRAMMING STATUS

- **MTP** (2035 Metropolitan Transportation Plan, 2014 Amendment): **YES**
- **UTP** (2015 Unified Transportation Program): **YES** (2015)

- **STIP** (Statewide Transportation Implementation Program, 2015-2018): **YES** (FY 2015)

### PROJECT FUNDING

Funding sources would need to be identified for right-of-way acquisition and construction of the programmed projects cleared through the environmental process. TxDOT and North Central Texas Council of Governments would work together with state and local officials to ensure that the most needed portions of the Loop 9 corridor are constructed quickly, while preserving space to build the full design.

#### I-35E to I-45

- **Phase 1** (2-lane 2-way FR): Constr. Est. - \$130.5 M; ROW Est. - \$111.6 M

- **Ultimate Constr. Est.** - \$480M

#### US 67 to I-20

- **Ultimate** (minus I-35E to I-45 section) Constr. Est. - \$1,625 M; ROW Est. - \$280.5 M

### PROJECT TIMELINE

Loop 9 SW Corridor/ Feasibility Study begins	Late '12
1st set of Public Meetings	May '13
2nd set of Public Meetings	Sept. '13
Corridor/Feasibility Study results: Identify program of projects; Environmental process; Identify funding	Mar. '14
Begin 1st project	Mar. '14
Additional projects would begin once funding has been identified	TBD
Environmental Clearance/Schematic Design – (Approx. 18 - 24 months)	2015 - 2016 +
ROW Acquisition – (Approx. 2 years)	2016 +
Construction – (Approx. 2 years)	2018 +

NOTE: Dates subject to change.

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### PHASE 1: TYPICAL SECTION

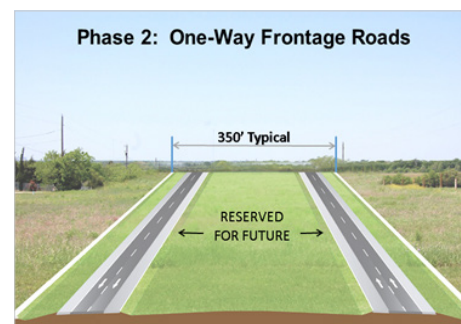
**Phase 1** will consist of one Two-Way frontage road. The right-of-way (ROW) for all phases will be purchased during Phase 1. The decision regarding which side will be built first would be made in the next study.



NOTE: Illustrations depict examples of lane design only. Not to scale.

### PHASE 2: TYPICAL SECTION

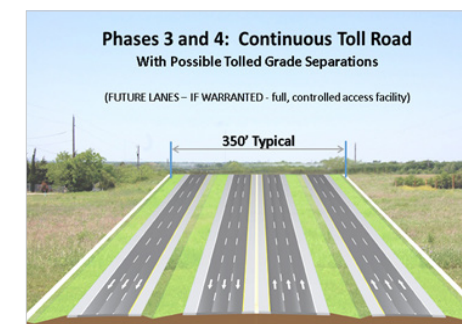
**Phase 2** will construct the other side of the paired frontage road. Each side of the frontage road will be converted to one-way operation. The median will be left open for the future Phases 3 & 4.



### PHASES 3 & 4: TYPICAL SECTIONS

**Phase 3** would be isolated grade separations at specific high-volume intersections.

**Phase 4** would be continuous tolled mainlanes in both directions.



### CONTACT INFORMATION

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