



I-69 System (I-369) Harrison County/ Marshall Route Study Public Outreach Report

December 2014

Table of Contents

INTRODUCTION	4
Purpose of the Route Study	4
Working Group	4
PUBLIC OUTREACH TOOLS	5
Fact Sheets.....	6
Frequently Asked Questions (FAQs)	6
Comment Form.....	6
PowerPoint Presentation	6
Survey	6
Figures, Boards, and Maps.....	6
Media Advisory.....	7
Website	7
Hyperlinks	7
Email Notification	8
Social Media.....	8
PUBLIC OUTREACH ACTIVITIES	8
Community/Civic Organization Outreach and Presentations	8
Social Media	8
Media Relations	9
Open House	9
Open House Notifications/Advertising.....	10
Open House Layout/Materials	11
Open House Attendance.....	12
FEEDBACK SUMMARY	12
Survey Analysis	12
Comment Summaries	13
CONCLUSION	24
List of Tables	
Table 1: I-69 System (I-369 Harrison County/Marshall Working Group).....	5
Table 2: Community/Civic Organization Outreach and Presentations.....	9
List of Figures	
Figure 1: Online Survey Results	13
Figure 2: Working Group Potential Interstate Route Options and Links	23

List of Attachments

- A Outreach Tools**
- B Public Outreach Documentation Forms**
- C Survey Analysis Report**
- D Open House Materials**
- E Original Written Comments**

Introduction

Purpose of the Route Study

United States Highway 59 (US 59), the proposed Interstate Highway 369 (I-369) route through Marshall, Texas (Marshall), does not currently meet Interstate design standards as defined in the *American Association of State Highway and Transportation Officials (AASHTO) Manual – A Policy on Design Standards-Interstate System, 5th Edition (AASHTO, 2005)*. As a result, the Texas Department of Transportation (TxDOT) is undertaking the I-69 System (I-369) Harrison County/Marshall Route Study (Route Study) to develop and evaluate options for the advancement of I-369 in the Marshall area with the eventual goal of constructing, designating and signing US 59 as I-369. Two broad options were considered:

- Upgrade of existing US 59 through Marshall to an Interstate highway (I-369), or
- Construction of I-369/US 59 on a new location and conversion of existing US 59 through Marshall to Business 59.

The proposed Interstate route option would address the transportation needs and challenges for the area identified by the I-69 System (I-369) Harrison County/Marshall Working Group (described below). These include (1) keeping up with population and traffic growth in the area as it pertains to transportation facilities; (2) providing safer travel option for the area; (3) offering options for emergency evacuation routes; and (4) providing potential economic development opportunities through access to improved transportation facilities.

Working Group

The I-69 System (I-369) Harrison County/Marshall Working Group was created to provide input to TxDOT regarding this Route Study. The Working Group (Table 1) is an entity of 15 volunteers consisting of city and county elected officials and technical staff, private business interests, and other community representatives.

Considering local citizen input, the Working Group will make recommendations to guide TxDOT on I-369 project development in the Marshall area. The Working Group has been actively engaged since February 2014 and has identified:

- Goals for establishing I-369 in the Marshall area related to traffic and safety, connectivity, and community impacts.
- Potential Interstate route options.
- An Interstate route option preliminary recommendation to be studied in detail as part of the environmental process.

Table 1: I-69 System (I-369 Harrison County/Marshall Working Group

Working Group Member	Representing
Hugh Taylor, Chair	Harrison County Judge
Chris Paddie	Texas House of Representatives
Donna Maisel	MEDCO
Jerri Medrano	City of Hallsville, Mayor
Jesse Moore	City of Waskom, Mayor
Haywood Strickland	Wiley College, President
Mark Smith	Marshall ISD, Superintendent
Russ Collier	Good Shepherd Medical Center, CEO
Ed Smith	City of Marshall, Mayor
Charley Ettinger	Sabine Mine
J.C. Hughes	City of Marshall, Public Works
James Greer	Harrison County, Commissioner
John Paul Jones	Harrison County, Engineer
Connie Ware	At-Large
Leo Morris	At-Large

As part of their charge and purpose, the Working Group was tasked with leading and conducting an extensive public outreach process to gather feedback on their Interstate route option preliminary recommendation. This report provides the details of the public outreach tools used, activities conducted, and a summary of the public input gathered by the Working Group as part of the public outreach process.

Public Outreach Tools

A variety of different tools were developed to educate, inform, and solicit citizen feedback on the Working Group Interstate route option preliminary recommendation. TxDOT created these tools with Working Group member direction and approval. Working Group members utilized these communication tools as a part of their targeted outreach efforts. All public outreach tools used by Working Group members can be found in **Attachment A**. In order to keep a record of outreach efforts, a public outreach activity summary form and a social media activity form were developed for Working Group members to use in documenting their activities. Copies of the activity forms can be found in **Attachment B**. Below are short summaries of each tool.

Fact Sheets

Two separate fact sheets were created to provide information on I-69/I-369, the Route Study, the Working Group, the route options development and evaluation, and the Working Group Interstate route option preliminary recommendation.

Frequently Asked Questions (FAQs)

FAQs and answers were developed for Working Group members to prepare for interactions with the public during outreach activities.

Comment Form

Comment forms were provided to Working Group members to distribute to the general public to collect input from the citizens.

PowerPoint Presentation

A PowerPoint presentation was created for Working Group members to use at presentations during regularly scheduled local civic group and government meetings. The presentation explained the history of I-69 and the components of an Interstate, as well as provided information on Working Group goals, potential Interstate route options, and the Interstate route option preliminary recommendation. The presentation was provided in multiple formats and versions were provided as both narrated and scripted.

Survey

An online survey was created to identify the level of support for the Working Group Interstate route option preliminary recommendation being considered for I-369. The survey began August 18, 2014, and ended November 7, 2014. One hundred and five (105) members of the public responded to the survey. It included a brief description of the steps the Working Group undertook to determine their Interstate route option preliminary recommendation. This online tool allowed for interested members of the public to quickly provide input on whether they thought the Working Group's preliminary recommended Interstate route option should be carried forward into the environmental process for further study. It also included input boxes for them to provide contact information if they wished to be placed on a contact list for future notifications and input box for their zip code to track where participants general location.

A summary of the input received is included in Section IV of this report, Summary of Public Input. A copy of the survey analysis report can be found in **Attachment C**.

Figures, Boards, and Maps

Figures, boards, and maps were developed to provide both graphical and descriptive information on the Working Group Interstate route option preliminary recommendation and the two best performing route options. These included pertinent information such as layout and typical sections of the options, general information such as route study schedule, and the Interstate designation process. These exhibits were provided in various sizes, such as 11"x17" handouts and

36"x88" maps, to Working Group members for use in their presentations at community and civic groups meetings.

Media Advisory

A media advisory was used to provide background information and inform local citizens of the open house through the local media.

Website

The project website is hosted by TxDOT on the *Driven By Texans* website. The link for the Route Study can be found at <http://www.txdot.gov/drivenbytexans> under the tab for Projects & Studies. The webpage can also be directly access at <http://www.txdot.gov/drivenbytexans/us59-harrison.htm>. This webpage served as the project website for the I-69 (I-369) Harrison County/Marshall Route Study and included information such as Route Study background, I-69 description, Working Group purpose and responsibilities, member list, and meeting dates, materials and notes, as well as TxDOT contact information.

The following information was added to the webpage for the public outreach process to serve as a virtual open house:

- Fact sheet No. 1: I-69 route study and working group
- Frequently asked questions
- Narrated presentation video
- Fact sheet No. 2: Interstate route options development, evaluation, and recommendation
- Exhibits
 - Interstate designation process | status of I-69 system | status of interstate designation
 - Working group: charge and purpose | activities and schedule | goals | issues | additional items to consider
 - Typical sections
 - Typical interchanges
 - Potential interstate routes evaluated
 - Two best-performing options map
 - Interstate route option preliminary recommendation map
- Open house purpose, date, time, and location
- Description of the next steps
- Links to the online survey, comment form, and email comment form

Hyperlinks

Logo and hyperlink information were provided to Working Group members to place on their organization/business webpages. The hyperlink allows for webpage visitors to access the I-369 project website by just clicking on the hyperlink.

Email Notification

Email templates were provided to the Working Group members to use to notify the civic groups, organizations, and the general public of the public outreach activities, including the open house. These templates also provided a background of the Route Study, Working Group, and survey and information on how to comment.

Social Media

Social media is often used as a tool to provide information quickly and efficiently to a large audience. Facebook and Twitter were used as part of the public outreach process to provide information about the study and, to photographically depict meeting activities. Working Group members were provided information to allow for ReTweets (twitter) and repurposing Facebook posts.

Public Outreach Activities

Over 1,400 individuals were touched directly through the outreach activities and this number does not include those who viewed the on-going displays, social media posts, or the webpage.

Community/Civic Organization Outreach and Presentations

Working Group members provided presentations during regularly-scheduled civic group and local government meetings (city council meetings, rotary clubs, etc.). These presentations included showing the PowerPoint presentation, providing handouts such as fact sheets, FAQs, comment forms, displaying maps (as allowable because of space) and 11"x17" exhibits. These activities are documented in Table 2, and the corresponding documentation forms are located in **Attachment B** of this report.

Additionally, emails were sent to area organizations including the Manufacturing Council and to the student body of Wiley College. Harrison County and Wiley College also provided a direct link to the study website on their homepage

Social Media

TxDOT posted six Facebook posts between the dates of August 22, 2014 and October 31, 2014. The posts advertised the project website, the online survey, and the open house. Twitter was also used to tweet information regarding the project during the same period. There were 12 tweets sent from the TxDOT Atlanta district.

TxDOT provided Working Group members examples that could be used to repost on Facebook or retweet on Twitter. Working Group members representing Harrison County and the City of Marshall as well as Representative Chris Paddie used social media to promote the study and open house. Copies of social media used during the outreach period by TxDOT and Working Group members are included in **Attachment A**.

Table 2: Community/Civic Organization Outreach and Presentations

Organization/Group	Presenter	Date/Time
City of Hallsville City Council	Jerri Medrano	August 19
Texas Municipal League – Longview	Jerri Medrano	September 3
Harrison County Commissioner’s Court	Hugh Taylor	September 8
Waskom City Council	Jesse Moore	September 9
Manufacturing Council	Donna Maisel	September 17
Historic Courthouse	Hugh Taylor	September 25
Marshall Lions Club	Hugh Taylor	September 30
Hallsville High School	Hugh Taylor	October 6
NAACP/American Legion Post 878	Leo Morris	October 7
Waskom National Night Out	Jesse Moore	October 7
Marshall City Commission	Ed Smith	October 23
Harrison County Main Courthouse	Hugh Taylor	ongoing display
Road & Bridge Office Display	John Paul Jones	ongoing display

Media Relations

Many articles were published in the local area papers regarding the Working Group activities and the Route Study. The various articles appeared in the *Longview News-Journal*, *Marshall News Messenger*, and on KYTX.com from February to October 2014.

An article providing information about the public outreach and input process was featured in the *Marshall News Messenger* on September 14, 2014, and also appeared in the *Longview News-Journal* on September 16, 2014. The article discussed the website, online survey and open house.

The *Marshall News Messenger* published an article on October 5, 2014, on the Harrison County Judge presenting the route study to the Lions Club. The open house was covered in articles in the *Marshall News Messenger* on both October 28 and 29, 2014.

Copies of these articles can be found in **Attachment A**.

Open House

An open house for the public was held on October 28, 2014. The open house was held at the Marshall Civic Center at 2501 E. End Blvd. S., Marshall, Texas 75672 from 4:00 p.m. to 7:00 p.m. The open house provided an opportunity for the public to gather information on the Route Study,

Working Group activities, Working Group Interstate route option preliminary recommendation; and talk with Working Group members, TxDOT staff, and consultants; provide comments and concerns regarding the Working Group Interstate route option preliminary recommendation, and any other issues that needed to be addressed. Additionally, laptop computers were provided so that the public could take the online survey.

Open House Notifications/Advertising

The open house was advertised through a variety of traditional and electronic media to try to reach as many local citizens as possible. The following tools were used to notify the public of the open house.

- **Postcards** – Postcards were mailed to 12,577 addresses on October 15, 2014. Postcard recipients were identified using a list of Marshall ISD property owners provided by the Harrison County Appraisal District.
- **Display ads** – Display ads were placed in the *Marshall Messenger* in both English and Spanish. The ads appeared in both the October 19 and the 26, 2014 issues of the paper.
- **Media Advisory** – A TxDOT media advisory was distributed on October 23, 2014, to local media sources regarding the open house.
- **PSAs** – Radio PSA's were distributed by TxDOT to local radio stations.
- **Emails** – An email notification template was also provided to Working Group members to use in formulating a personal message to their constituents, inviting them to the open houses. A copy of the open house display ad was emailed to individuals who provided contact information when they participated in the online survey.
- **Elected Officials Letters** – Letters were mailed to area elected officials with details of the open house.
- **Website postings** – Meeting notification and open house materials were posted on the *Driven by Texans* website as well as added to the list of TxDOT public meetings on TxDOT.gov.
- **Social media postings** – Meeting notifications were posted on both the TxDOT Facebook and Twitter pages. Several Working Group members retweeted and reposted the meeting notifications.
- **Message boards** – Message boards promoting the open house were placed along existing roadways eight days prior to the open house (October 21). The message boards were placed on US 59 southbound by the Welcome to Marshall sign and on US 59 northbound about $\frac{3}{4}$ of a mile north of FM 2625.
- **Marquees** – The open house was promoted on the Marshall ISD school marquee from October 23 to October 28 and also on the Marshall Civic Center marquee.

Screenshots of website and social media posts are located in **Attachment A**. All other copies and documentation of the various open house notifications can be found in **Attachment D**.

Open House Layout/Materials

The open house was set up in six different stations.

Station 1: Sign-in Table and Handouts

Members of the public signed in to document attendance and received a copy of the two fact sheets, FAQs, and a comment form.

Station 2: Boards

Ten boards were exhibited to provide information about the Route Study, the Working Group and the Working Group Interstate route option preliminary recommendation. The boards included:

- Welcome/Purpose of the open house
- Working Group Charge and Purpose
- Working Group Schedule and Activities
- Working Group Goals
- Working Group Issues
- Working Group Additional Items to Consider
- Working Group Potential Interstate Route Options
- Working Group Interstate Route Option Preliminary Recommendation
- Typical Sections
- Typical Interchanges

Station 3: Aerial Maps

Two identical sets of tables were set up with large scale 36"x88" large aerial maps of the Working Group Interstate Route Option Preliminary Recommendation and the Two Best Performing Options.

Station 4: Looping Presentation

This station included a PowerPoint presentation that was developed for Working Group members to use in their public outreach efforts. The narrated presentation played on a loop throughout the duration of the open house so that members of the public could listen and learn more about I-69 and the Working Group Interstate route option preliminary recommendation at their leisure.

Station 5: Comment Table

In order to encourage public feedback on the options being considered, this station consisted of a designated area for members of the public to fill out comment forms and leave them in a drop box.

Station 6: Computer Bank for Online Survey

Two computers were set up, open to the online survey page, for members of the public to complete the survey.

Copies of the sign-in sheets, handout packet, boards, maps, presentation, and photographs can be found in Attachment D.

Open House Attendance

Based on signatures on the sign-in sheets from the open house, a total of 269 people were in attendance. Copies of the sign-in sheets and photographs from the open house are located in Attachment D.

Feedback Summary

Formal input was gathered from the public through an online survey and comment forms. The comment period was from August 18, 2014 until November 7, 2014.

Survey Analysis

An online community survey was made available for public input on August 18, 2014, and remained opened through November 7, 2014. The survey included information regarding the Route Study, as well as the Working Group. The survey also provided information on the Working Group goals for establishing I-369 in the Marshall area, explained how they identified and narrowed down potential route options, and arrived at their Interstate route option preliminary recommendation.

Following the basic information and maps, a single question was posed to participants to gauge their level of support for moving the Working Group's Interstate route option preliminary recommendation forward into the environmental process for further study. Participants could select from the following answers: Strongly Agree, Agree, Disagree, and Strongly Disagree.

Throughout the course of the data collection period, 105 individuals took the survey. Survey participants were given the option of providing their contact information and/or zip code. The overall results are shown graphically on **Figure 1**. The percentages shown represent the total number of participants who answered the question. It is important to note that not all participants completed all information in the survey.

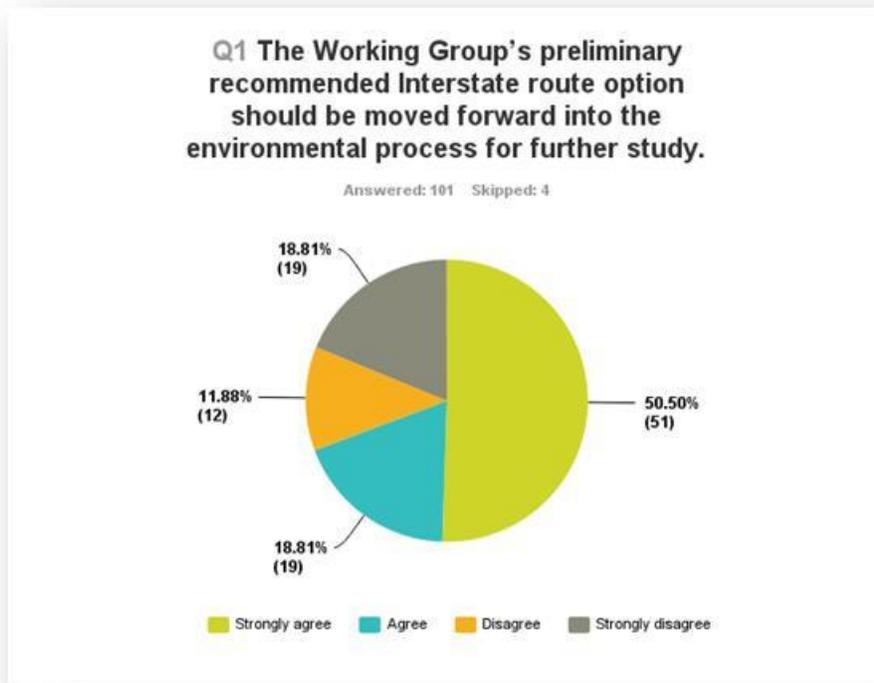


Figure 1: Online Survey Results

In addition to the survey questions, participants were given an opportunity to submit additional comments or an explanation of why they made their selection. These comments are identified as survey comments and are summarized with the remainder of the written comments in the following section. The survey analysis and data are included in **Attachment C**.

Comment Summaries

Input in the form of comments from citizens was gathered from August 18, 2014 through November 7, 2014. The comments were collected through the following formats:

- Comment forms received at the open house and through the mail
- Email comments
- Comments submitted through the input box provided in the survey

A total of 122 comments were received (57 via comment forms and emails and 65 via online survey input box).

The comments were read and summarized to help categorize them into common themes across commenters to help organize the input from the public. Comments were divided into the following eight subcategories:

- Cost/Schedule
- Economic Development/Business Related

- Personal Property Concerns
- Access/Travel Time/Traffic
- Potential Impacts/Environmental Impacts
- Route Location
- Other/General
- Map Comments

Comments that were made by more than one commenter are noted out to the side in parentheses, for example (# comments). It is important to note that many commenters expressed multiple comments within their submission.

The original comments can be found in **Attachment C** (survey) and **Attachment E** (all others). Route location comments that refer to route links can be referenced with a route study map found in this attachment as well on page 31 of **Attachment D**.

OPEN HOUSE/MAILED IN COMMENT FORM/EMAIL SUMMARY (57 submissions)

Many commenters noted more than one comment in their individual submissions. Also six comments came in outside of the comment period but near the deadline. These comments were also included in this outreach effort. Figure 2, Working Group Potential Interstate Route Options and Links, has been provided below the comment summary section in this document to serve as a geographic reference for comments that refer to links such as “E-3s.”

SUPPORT RECOMMENDED ROUTE (8 comments)

AGAINST RECOMMENDED ROUTE (4 comments)

SUPPORT I-69 (2 comments)

COST/SCHEDULE

- Supports a gas tax to help with highway costs

ECONOMIC DEVELOPMENT/BUSINESS RELATED

- Concern for decreased property values (4 comments)
- Negative economic impact (2 comments)
- Need to allow state permits for raw agriculture products on the interstate (timber)
- Good economics
- Project will create jobs
- Allows for growth in Marshall

PERSONAL PROPERTY CONCERNS

- Route includes direct impact to property (6 comments)
- Concern for home displacements (2 comments)
- Concern regarding route comes close to property (2 comments)
- Concern of property purchases not at fair market value
- Properties in the area with tracts of land so small that when bisected become useless
- Pastures used for income would be impacted
- Importance of personal property
- Do not want to move
- Pick route that doesn't affect property
- Currently has home for sale concerned about timing

ACCESS/TRAVEL TIME/TRAFFIC

- Congestion/traffic concerns on 59 (2 comments)
- Need to alleviate truck traffic through Marshall (2 comments)
- Route will solve congestion between HWY 50 and 80
- Safety concerns with commercial traffic running red lights
- Shortens drive time
- Access concern from personal property

POTENTIAL IMPACTS/ENVIRONMENTAL IMPACTS

- Noise concerns (2 comments)
- Question about what noise abatement devices (wall, etc.) are planned for the portions of the highway near residential areas.
- Historic site just north of the Henderson School House Road
- Historic Stagecoach house
- Historic church in proposed plan
- Drainage issues between US 80 and 31 (swamp)
- More oil wells going in at US 80 and 31
- Karma Farms concerns (noted tourist site, breeder for endangered Colonial Spanish horses, contains remnants of the original stagecoach road, and a Native American burial site)

- Union Baptist Church (124 years old) in proposed project are just north of FM 2625
- Forest Oil is in the process of buying right-of-way for a pipeline 1 mile north and 1 mile south of FM 2625 on the east side of HWY 59S
- Route avoids the airport

ROUTE LOCATION

- Extend the route further west on Loop 390 before veering north to join back on to HWY 59 (three specifically noted it would affect less personal property and one noted it utilizes existing roadway) (5 comments)
- Preference for east side option (3 comments)
- North 59 connect needs to run further east (2 comments)
- Utilize existing 59 and make it a straight line (2 comments)
- Have the link between 59N connecting to Loop 390 begin north of where it is proposed
- Intersection of I-369 and 59 at south side of Marshall needs to be moved at least 1 mile north of the proposed intersection
- Put the road further east by Scottsville (water and sewer already out there)
- Preference to the route (E-5) more south of the airport and closer to FM 31 (less intrusive and better for future growth of city and county)
- The planned route by the Fern Lake cutoff runs through a well-established densely populated residential area
- Have the tie-in between the route along the loop north of Marshall closer to the existing intersection of loop 360 and I59N (note assumption the commenter is talking about loop 390)
- Extend the loop from HWY 80W back to 59 S as originally planned
- Elevated facility from the hill at the convention center to the hill by Walmart
- E-2, E-4N, E-4S would help growth of Marshall, Harrison County, and the airport
- E- 5N and E-5S route is most economical route
- Preference to run east of the Fern Lake cutoff (fewer property impacts – less cost)
- Previous plan that showed route coming further south on 59 before veering to the east to the loop
- Use more of Loop 390
- Marshall would benefit for a route straight up HWY 59
- Reconsider western routes of W4-N or the W2-S routes (less residential impact)
- E-1 is more damaging to residential areas

OTHER/GENERAL

- Compliments on the work completed (6 comments)
- “Sell” (4 comments)
- Good information (3 comments)
- Appreciate the efforts to gather public feedback
- Slide presentation too long
- Treat people with respect

MAP COMMENTS

- Hand drawn location (see page 34 of Attachment E)
- Notation of gas well on personal property on route map

SURVEY COMMENT SUMMARY (105 Respondents)

Note: Not all respondents filled in all fields on the survey and many included more than one comment category in the “why” column.

Strongly Agree (51 Respondents)

Comments Associated with Strongly Agree:

COST/SCHEDULE

- Move forward and get started (6 comments)

ECONOMIC DEVELOPMENT/BUSINESS RELATED

- Encourages development
- Keeps the traffic flow closer to Marshall - economic benefit
- Many businesses will likely benefit and very few to none being hurt by this option
- Existing facility option causes many business to relocate – this option should not require relocations

PERSONAL PROPERTY CONCERNS

- Question regarding property values close to the route
- Fewest conflicts with property

ACCESS/TRAVEL TIME/TRAFFIC

- Improve traffic and relieve congestion (4 comments)

- Moves heavy truck traffic from downtown area of Marshall (2 comments)
- Route Increases safety (2 comments)
- Travel to Houston/Galveston would increase tourism with better access
- Speed limits are an issue traveling to and from Marshall
- Access to Marshall and Wiley College would be easier
- Less traffic and signal lights will improve travel time, gas mileage and safety for long distance trucks
- Traffic in Marshall has gotten worse over the last 10 years
- Route Decreases travel time
- Offers the most conducive traffic flow (I-20 option would be more turning at sharper curves, use of exits, etc.)
- Goes right by the industrial park which provides easy access for industry
- Provides easy access to Shreveport

POTENTIAL IMPACTS/ENVIRONMENTAL IMPACTS

- Believes an environmental assessment needed
- West side option goes over surface mined land for lignite – foundation not as good

ROUTE LOCATION

- Development can happen uphill from the city sewer plant and sewer service will work easy with this route on the southeast side of Marshall
- It uses the existing Loop 390 although it should use the entire existing loop from Hwy 80 instead
- Much of the recommended route already meets or has potential for Interstate development (bridges, on/off ramps, truck routes, less populated)

OTHER/GENERAL

- Best route option (6 comments)
- Most practical
- Allows for expansion later
- Route appears to address all of the major considerations (traffic & safety, connectivity, and impacts on business and residents)
- Provides for easier utilities infrastructure as well
- Appears all possibilities were considered

- Well thought out
- Some infrastructure already in place

Agree (19 Respondents)

Comments Associated with Agree:

COST/SCHEDULE

- Following existing 59 route would be costly
- Would like tolling considered for the new alignment portions
- Involve NETRMA for funding

ECONOMIC DEVELOPMENT/BUSINESS RELATED

- Following existing 59 would negatively impact businesses
- Provides more opportunities for development with growth
- Provides economic growth
- Provides employment opportunities
- Updates local infrastructure to keep Marshall attractive for employment and living
- Attracts business
- Concern of a negative impact to the economy on the west side of Marshall economy if put on the east side

ACCESS/TRAVEL TIME/TRAFFIC

- Moves HazMat out of town – avoids potential accidents and releases
- Makes a “smoother” loop allowing higher speeds even though it might be slightly longer in distance
- Construction could cause higher transit costs limiting access to lower income

POTENTIAL IMPACTS/ENVIRONMENTAL IMPACTS

- Construction could cause emissions/runoff issues related to proximity to an interstate impacting lower income communities

ROUTE LOCATION

- More eastern route might be a better option for the future depending on growth
- Preferable to any route that shares lanes with I-20
- Travel east of the city and utilize as much of the existing loop as possible

- Going east completes the eastern side of the loop and provides a connecting route to I-20

OTHER/GENERAL

- Most logical (2 comments)
- Be considerate to those impacted

Disagree (12 Respondents)

Comments Associated with Disagree:

COST/SCHEDULE

- Concern noted that cost studies have not been conducted to determine if the new location is better than existing facilities
- Concern regarding the cost associated with relocations

PERSONAL PROPERTY CONCERNS

- Doesn't want near home
- Doesn't want near nursing home (Heritage Place)
- Many homes will be affected north of Loop 390
- Existing facilities do not impact homes and communities
- Concern on how homesteads will be relocated

POTENTIAL IMPACTS/ENVIRONMENTAL IMPACTS

- Consider the water reservoir on Fern Lake cutoff (2 comments)
- Noise concerns

ROUTE LOCATION

- Prefer option south of I-20 along Highway 31
- Recommended route convoluted, prefers straight through to I-20
- Use Loop 360 all the way to Highway 59 instead of cutting through a neighborhood

OTHER/GENERAL

- Do any county or city people have monetary gains from this route?
- Route should be the least complicated
- Believes development out along this route will not occur for some time

MAP COMMENTS

- Maps are not detailed enough (2 comments)

Strongly Disagree (19 Respondents)

Comments Associated with Strongly Disagree:

ECONOMIC DEVELOPMENT/BUSINESS RELATED

- Income to many families impacted by recommended route (6 comments)
- Concern will kill downtown areas and local businesses
- Western route spurs more economic development for Harrison County serving Longview and Hallsville as well as Marshall

PERSONAL PROPERTY CONCERNS

- Concern about personal property devaluation (2 comments)
- Do not want to sell personal property

ACCESS/TRAVEL TIME/TRAFFIC

- Access will be more difficult to major roads
- Access concerns during wreck/need for evacuation
- Access concern from personal property

POTENTIAL IMPACTS/ENVIRONMENTAL IMPACTS

- Historic church in recommended option (4 comments)
- Route splits farms and ranches (3 comments)
- Recommended option uses too much pastureland
- Concern about interstate drug travel and other community issues
- Noise concern
- Concern for water safety during potential hazmat spill
- Concern for environmental impact on the community
- Concern of possible crime rate increasing

ROUTE LOCATION

- Most sensible route not evaluated - farther to east
- Less property damage to property owners if further east

- Use unimproved land (2 comments)
- Prefer route options C-2 or 20-4 (2 comments)
- Should take mine land over personal property
- Plenty of right-of-way on existing facility
- Use of existing facility would mean less work less money and less inconvenience of work
- Prefer route option C2 to 20-3
- Southern intersection needs to be moved north
- E-3s to E-3n would be a much better route(avoid a subdivision and improved pastureland)
- Do not like the proposed selected route south of I-20
- The shorter route south of I-20 would be better
- E-1 should go further east (avoid city water holding area)
- Better to go more straight from 390
- Should go further south
- Use existing facilities
- Route option E-1 affects numerous personal properties
- Question of if move east of the Fern Lake cutoff if fewer personal property impacts

OTHER/GENERAL

- Already have one interstate going east to west and I-49 in Shreveport is less than 1 hour away (2 comments)
- Recommended route is too crooked.
- Infrastructure should not dictate the best route – the city and county need to move to accommodate growth
- Posted private property, no one allowed on land without permission
- Question regarding working group member selection
- Choice to live in East Texas away from cities for many
- Buildings constructed in the 1940s impacted
- Difficulty maintaining current interstates
- Question of when TxDOT would contact landowners regarding options
- Question on how property will be purchased
- Question regarding how much right-of-way will be purchased

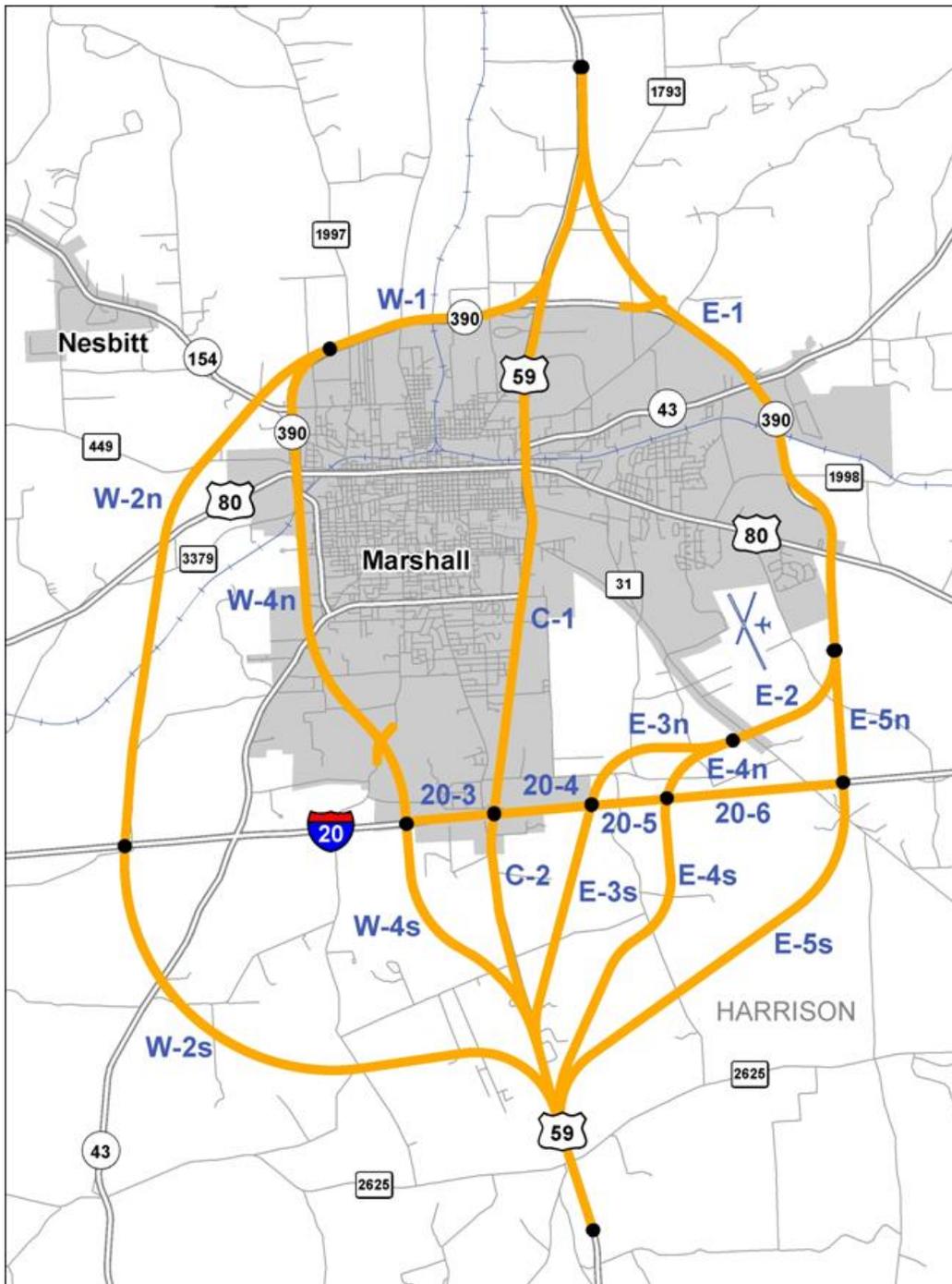


Figure 3
Working Group Potential Interstate Route Options and Links
 I-69 System (I-369)
 Harrison County/Marshall Route Study



W-1 Link

● Link Limit

— Interstate Route Option Evaluated

■ City Limit

0 1 2 Miles



Figure 2: Working Group Potential Interstate Route Options and Links

Conclusion

The majority of the public who participated in this public outreach effort support the Working Group Interstate route option preliminary recommendation. As documented by this report in the comment summary section, other issues and concerns were also articulated during the public outreach process. It is important to note that the information gathered as part of this route study will be retained for consideration during the environmental process if the route study proceeds to the environmental phase of project development.

The Working Group members will utilize the information gathered from their outreach activities and considering local citizen input will make recommendations to guide TxDOT on I-369 project development in the Marshall area.

This report was written on behalf of the Texas Department of Transportation by
Atkins North America, Inc.
6504 Bridge Point Parkway, Suite 200
Austin, TX 78730
www.atkinsglobal.com

For the complete attachments to this report, please contact:

Susan Howard
Public Involvement Specialist
Office of Public Involvement
TxDOT
Susan.Howard@txdot.gov
512-416-2030