



**WELCOME**

**Driven by Texans**

**US 59 Texarkana—Queen City**

**Route Study**

**OPEN HOUSE**



# TxDOT Public Involvement Policy\*

TxDOT commits to purposefully involve the public in planning and project implementation by providing for early, continuous, transparent and effective access to information and decision-making processes. TxDOT will regularly update public involvement methods to include best practices in public involvement and incorporate a range of strategies to encourage broad participation reflective of the needs of the state's population.

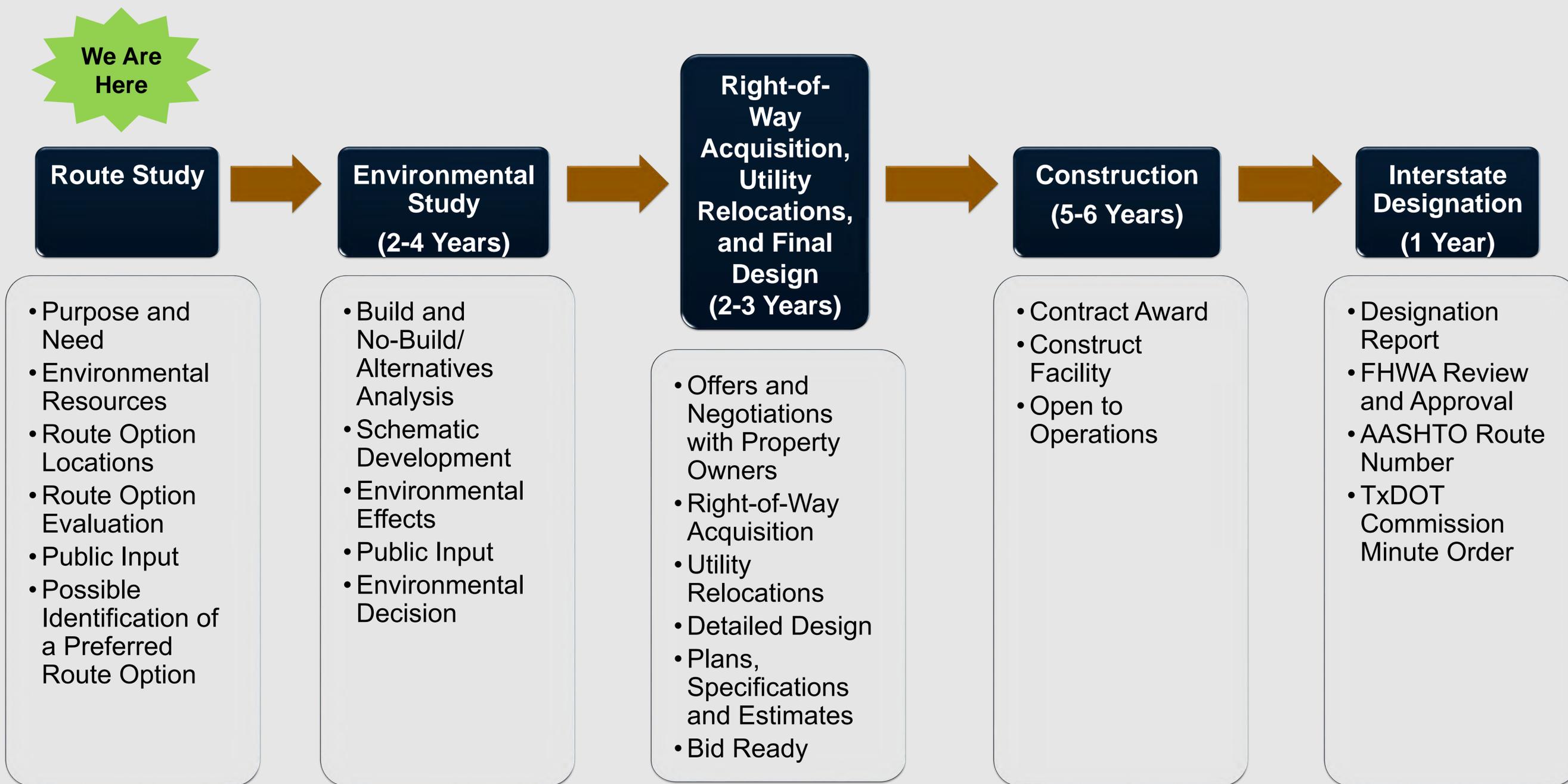


*\* As adopted by the Texas Transportation Commission on January 27, 2011*

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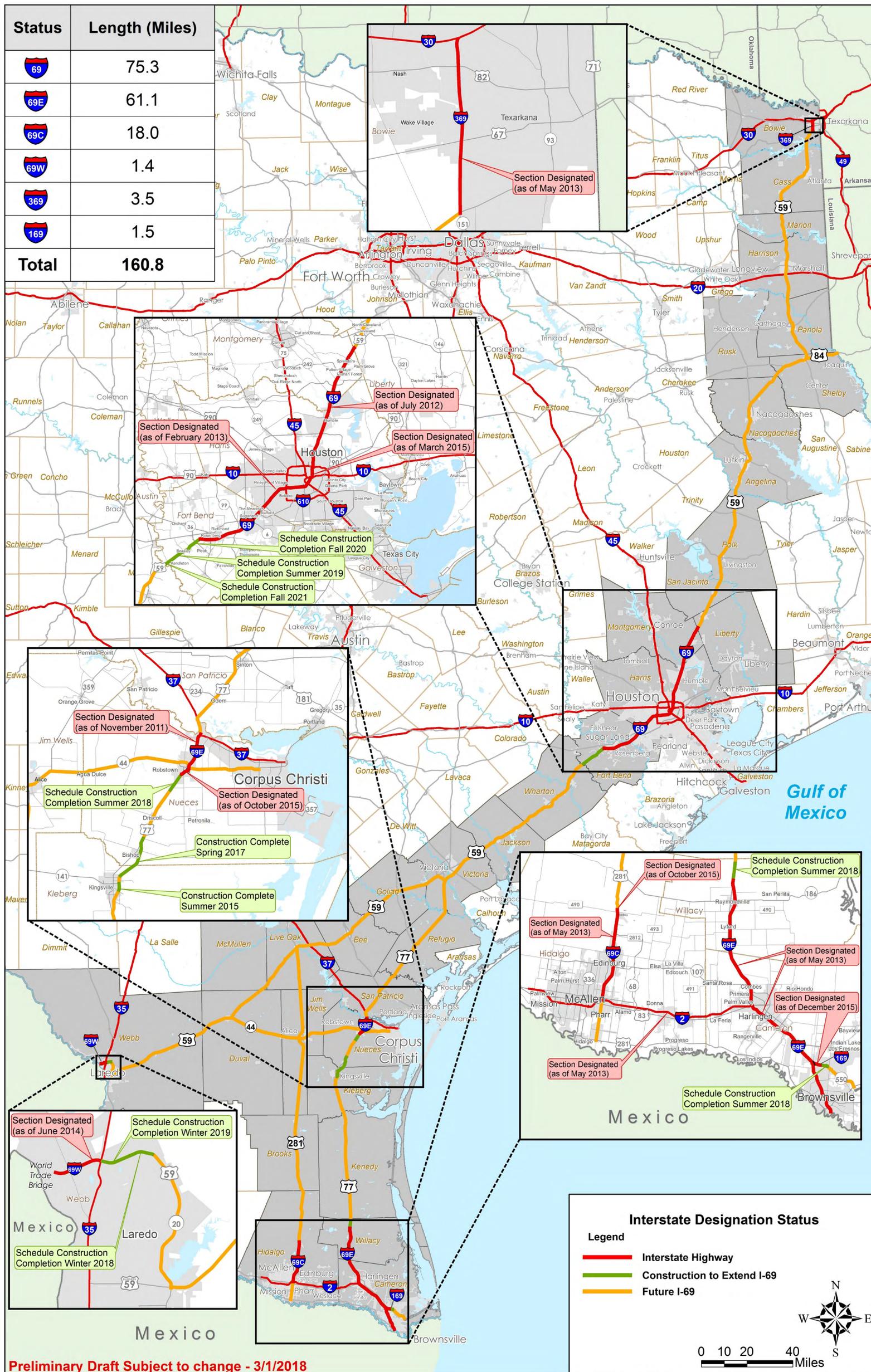
# Project Development Process



The Project Development Process timeline shown is approximate and based on available funding. The Route Study is the only phase currently funded.



# The I-69 System in Texas





## Project Purpose

Provide a continuous access controlled facility that:

- would be designated as I-369 when it meets interstate design standards;
- improves safety for local and through traffic; and
- improves mobility and connectivity.

## Project Needs

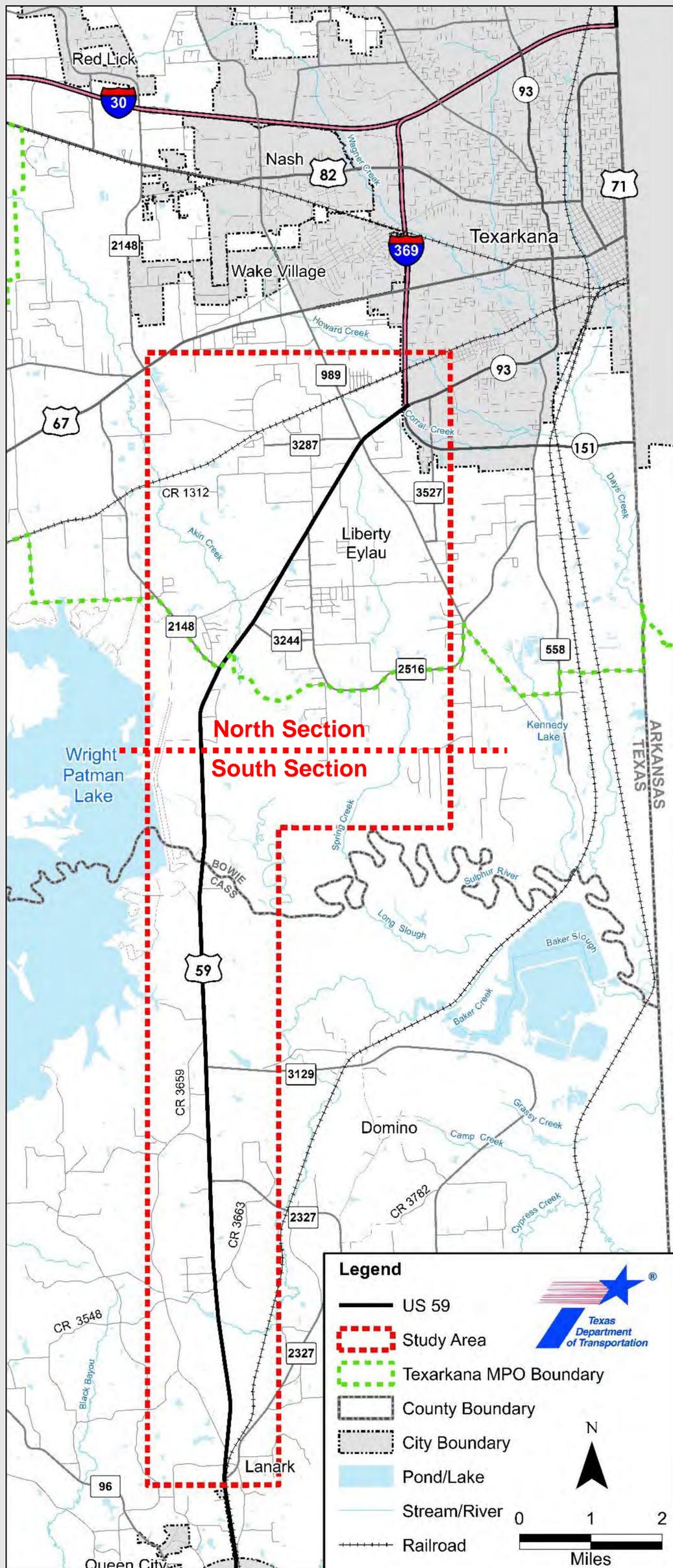
- US 59 from I-30 to Tenaha is federally classified as an interstate spur to I-69.
- US 59 in the study area does not meet interstate standards.
- The entire I-69 system in Texas is part of the Texas Highway Freight Network.



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# Study Area Characteristics



The study area is divided into a north section and a south section because of the distinctly different land uses along US 59.

## North Section

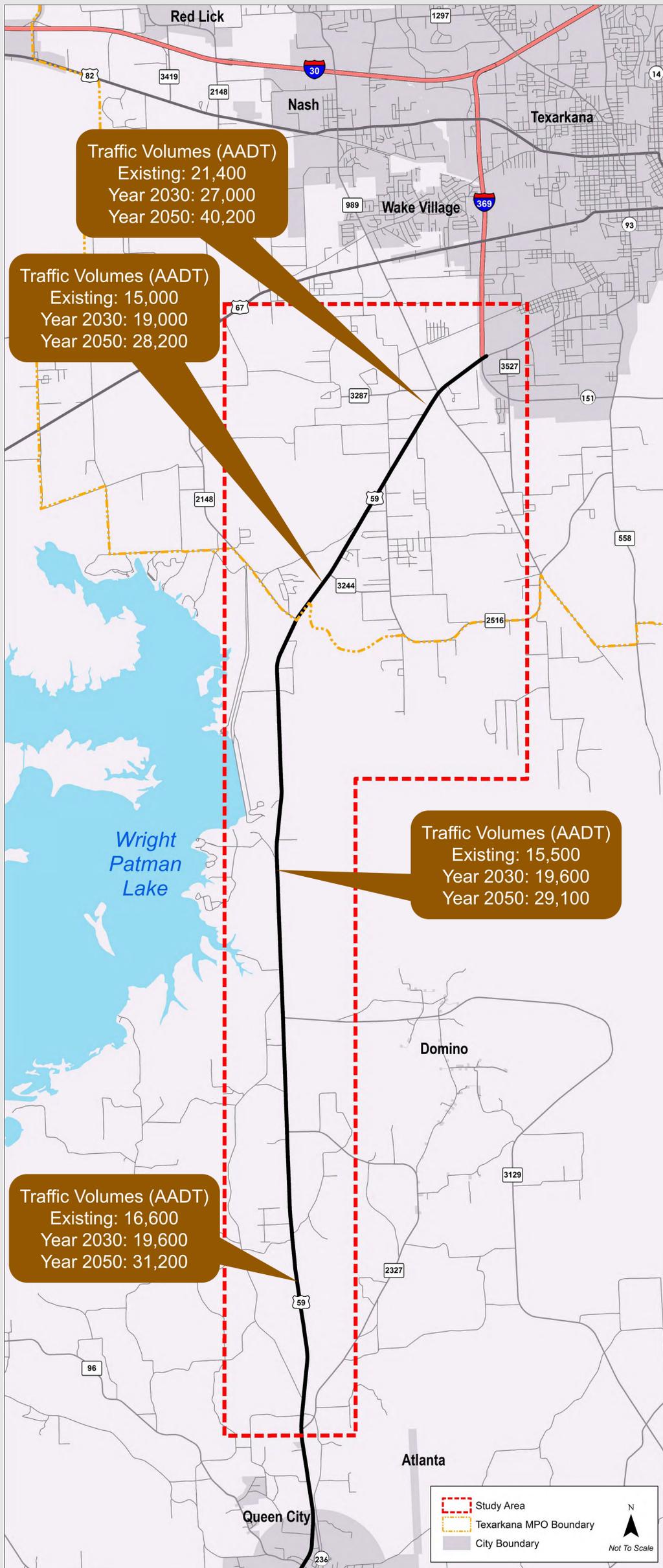
- Urban in character with many businesses, houses, and other community features along US 59.
- Is primarily within the Texarkana MPO
- **Four route options were developed** to assess which one(s) would provide the greatest potential to serve the community as well as avoid and minimize adverse impacts.

## South Section

- Rural in character with less development along US 59 than the north section.
- **An upgrade of US 59 was developed** that minimizes potential adverse impacts and the need for additional new right-of-way. The four route options in the north tie into this US 59 south common upgrade.



# US 59 Transportation Characteristics



US 59 connects directly to I-369. Once this section of US 59 meets interstate standards and is connected to an interstate, it can be designated as I-369.



US 59 is on the Texas Highway Freight Network and has 24% truck traffic, which is greater than the statewide average.



US 59 existing Average Annual Daily Traffic (AADT) along the route is between 21,400 and 15,000 vehicles per day. Traffic is projected to increase by as much as 27% by the year 2030 and almost 90% by the year 2050. Truck traffic is also projected to almost double by the year 2050.



US 59 is a Hurricane Evacuation Route.



# North Section Route Options

## Development Approach:

Develop route options that meet interstate standards and assess which one(s) would provide the greatest potential to serve the community as well as avoid and minimize adverse impacts.

## Route Options Developed and Evaluated:

### **1. At-Grade US 59 Upgrade Route Option**

- Upgrading existing US 59 at ground level from I-369 to Park Road.

### **2. Elevated US 59 Upgrade Route Option**

- Upgrading existing US 59 with an elevated bridge structure between existing I-369 and CR 1325/Rock School Road. The northbound and southbound mainlane traffic would use the bridge and local traffic would use frontage roads below the bridge.
- From CR 1325/Rock School Road to Park Road existing US 59 would be upgraded at ground level similar to North Option 1 (At-Grade US 59 Upgrade).

### **3. West Route Option**

- On new location west of US 59 from I-369 north of US 59 to near FM 3244 and includes upgrading US 59 from near FM 3244 to Park Road.

### **4. East Route Option**

- On new location east of US 59 from I-369 to near FM 2148 and includes upgrading US 59 from near FM 2148 to Park Road.



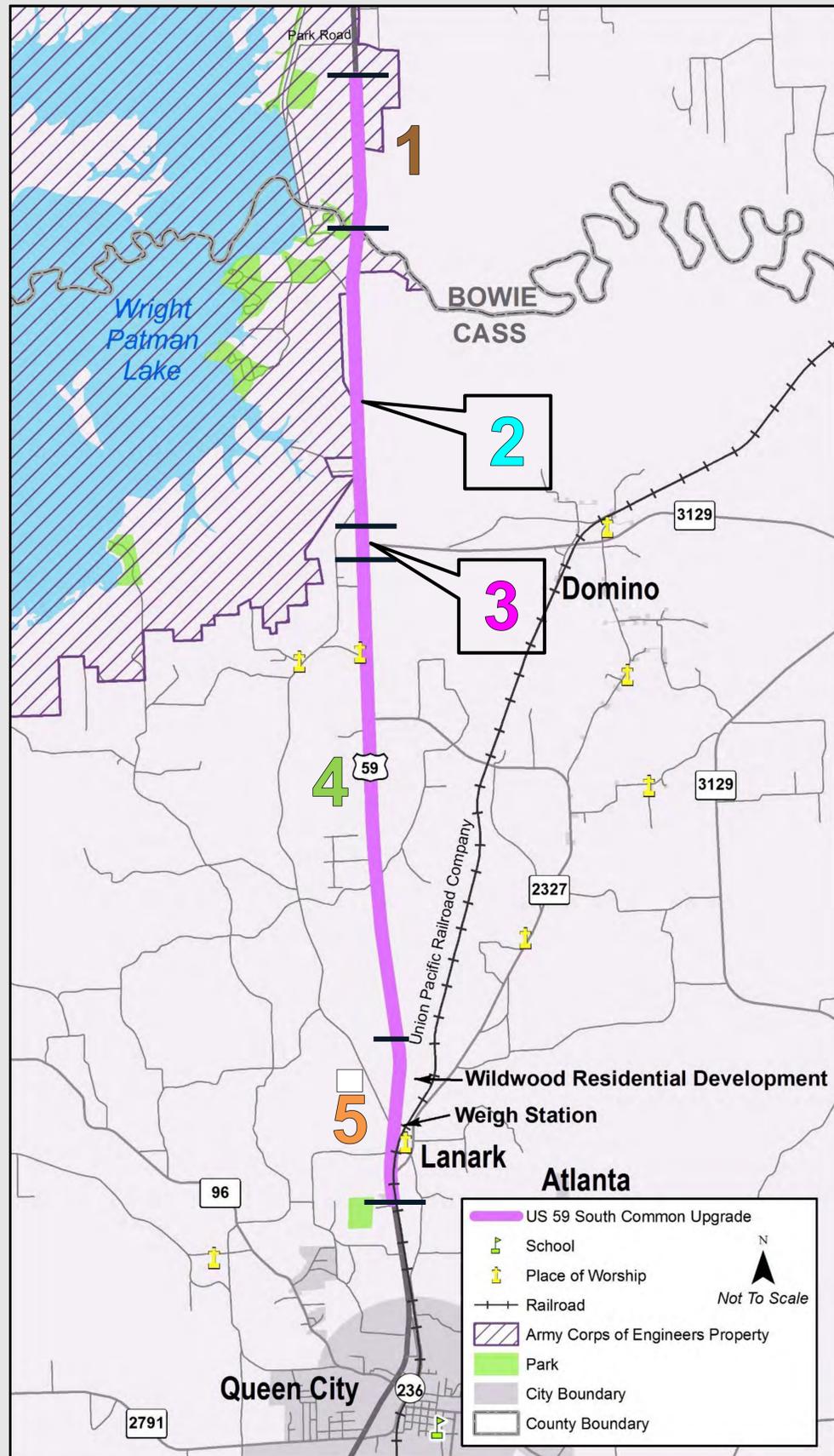


# North Section Route Options Evaluation Matrix

Key Aspects North Section Route Options	At Grade Upgrade Option	Elevated Upgrade Option	West Option	East Option
	<p><b>Benefits:</b> Maximizes use of existing US 59 right of way. Second fewest potential impacts to floodplains, forested areas and streams of the route options.</p> <p><b>Drawbacks:</b> Most potential impacts to residences and businesses and potential wetland areas. Substantial delays on US 59 and I-369 during construction.</p>	<p><b>Benefits:</b> Maximizes use of existing US 59 right of way. Fewest potential impacts to floodplains, wetlands, forested areas and streams. Accommodates mobility of local traffic.</p> <p><b>Drawbacks:</b> Second most potential impacts to businesses/residences. Substantial delays on US 59 and I-369 traffic during construction. Highest construction cost.</p>	<p><b>Benefit:</b> Second fewest potential impacts to residences and businesses.</p> <p><b>Drawbacks:</b> Longest of all the route options. Requires relocation of major utilities. Most new right of way needed. Second most potential impact to floodplains, forested areas, streams and wetland areas.</p>	<p><b>Benefits:</b> Fewest potential impacts to residences and businesses. Maximizes use of existing I-369. Lowest construction cost.</p> <p><b>Drawbacks:</b> Second most amount of new right of way needed. Most potential impact to floodplains, forested areas and streams.</p>
Potential Environmental Impacts				
National Wetlands Inventory (acres)	3.8	2.0	3.5	2.7
Hydric Soils (acres)	139	109	305	331
100-Year Floodplain (acres)	34.2	34.2	71.5	73.2
Perennial Streams (feet)	1267	1267	2049	1736
Intermittent Streams (Feet)	918	535	1847	2324
Open Water (acres)	1.8	0.5	1.4	1.6
Prime Farmlands Soils (acres)	93	68	199	282
Potential Land Use and Utility Impacts				
Residential Displacements (count)	83	73	51	45
Commercial Displacements (count)	35	28	9	7
Churches (count)	3	2	0	0
Schools (acres)	0.7	0.3	0.0	0.0
Pipelines (feet)	1980	1815	3595	4250
High Voltage Electrical Transmission Lines (feet)	2720	2745	9415	3285
Electrical Substations (count)	1	1	1	0
Oil & Gas Wells - Abandoned or Plugged within Right of Way (count)	0	0	1	1
Engineering Factors				
Estimated Construction and Right-of-Way Cost	\$450,940,000	\$739,890,000	\$490,850,000	\$399,930,000
Proposed New Right of Way (acres)	165	134	426	419
Total Length (miles)	8.6	8.6	9.5	8.7



# US 59 South Common Upgrade Development



## Development Approach:

- Maximize use of US 59 and its wider available right of way (ROW) in this rural area.
- Where additional space is needed to fit the upgraded facility (mainlanes, frontage roads, side roads, etc.), optimize upgrade layout to minimize potential for adverse impacts.
- Assess how best to provide additional space adjacent to US 59 ROW to fit upgrade.

## High Level Planning Assessment Recommendations:

- 1. South of Park Road to the Sulphur River Bridges**
  - Expand upgrade limits to the East: Minimizes Army Corps of Engineers property and park impacts. Provides boat ramp access.
- 2. Sulphur River Bridges to north of FM 3129**
  - Expand upgrade limits to the East: Avoids impacts to approximately 20 residences west of US 59.
- 3. At FM 3129**
  - No expansion required: Utilize the recently constructed FM 3129 interchange.
- 4. South of FM 3129 to approx. one mile north of FM 2327**
  - Conduct screening of three planning scenarios to fit upgrade. See "FM 3129 to One Mile North of FM 2327" display for results.
- 5. Approx. one mile north of FM 2327 to FM 2327 at Lanark**
  - Expand upgrade limits to the West: Avoids impacts to features east of existing US 59 including the railroad, weigh station, and Wildwood Residential development.

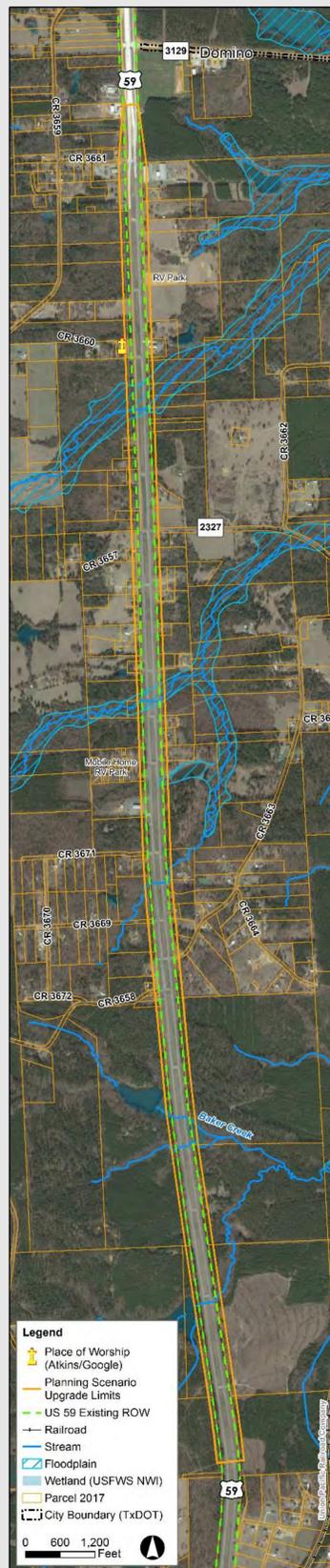


# Planning Scenario Screening Results - FM 3129 to One Mile North of FM 2327

## Expand West



## Expand Center



## Expand East



In this section, additional space was needed to fit the US 59 upgrade. Presented below are the screening results for the following three planning scenarios:

- Expand upgrade limits to the WEST of US 59
- Expand upgrade limits equally CENTER on either side of US 59
- Expand upgrade limits to the EAST of US 59

### Scenario Evaluation:

- Potential impacts of each scenario in this section were quantified and compared (see table)

### Findings:

Recommendation is to expand upgrade limits to the East between FM 3129 and one mile north of FM 2327. Provides the best balance in avoiding and minimizing impacts to residential and commercial structures, a church, and wetlands and ponds.

Features (1)	Expand West	Expand Center	Expand East
Ponds (linear feet crossing)	673	75	58
Wetlands (acres)	4.5	2.4	2.1
Floodplain Crossings (count)	2	3	3
Residential Impacts (count) (2)	18	12	14
Commercial Impacts (count) (3)	3	9	6
Churches	1	1	0
Mobile Home and RV Parks	1	2	1

#### Notes:

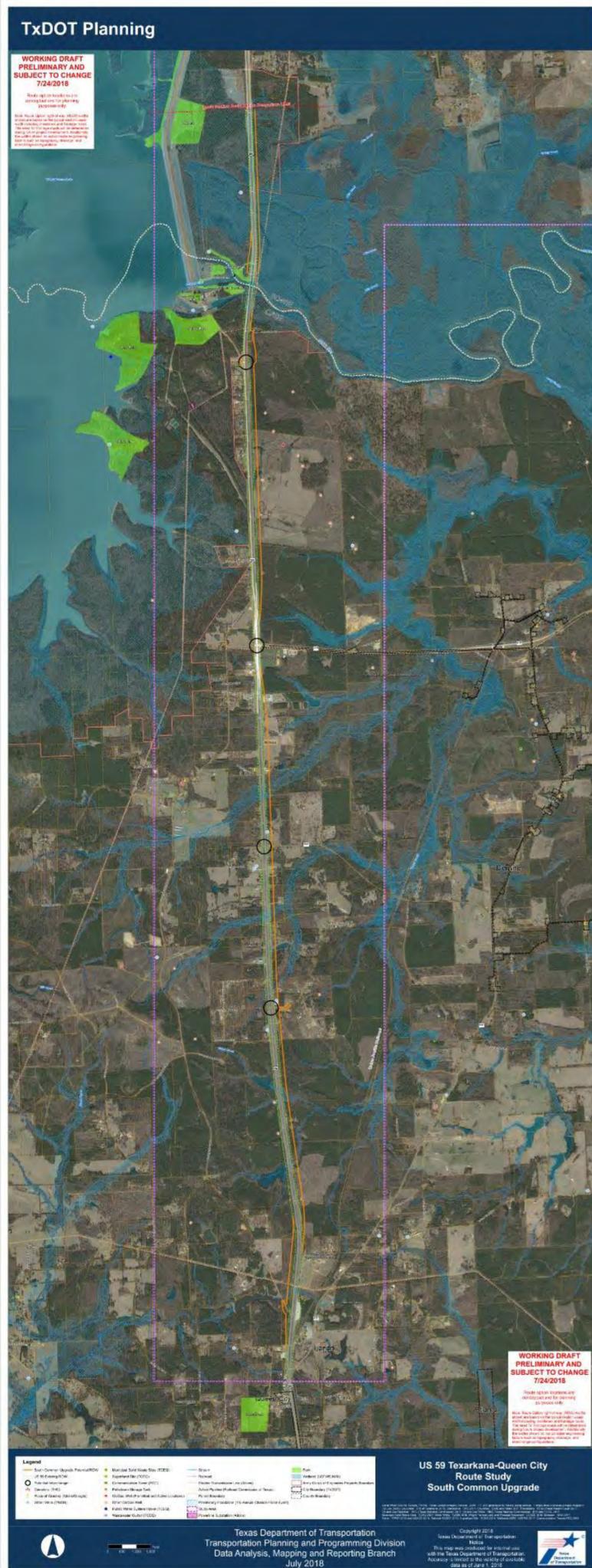
- (1) Quantities are approximate and based on measures using identified features on aerial mapping.
- (2) Includes multiple residences on a single property
- (3) Includes multiple commercial buildings on single



# US 59 South Common Upgrade Potential Impacts Matrix

The map below presents the US 59 South Common Upgrade that was developed based on the high level planning assessment and planning scenario screening recommendations.

(See large scale layout map on table.)



Potential Environmental Impacts	
National Wetlands Inventory (acres)	10.1
Hydric Soils (acres)	53
100-Year Floodplain (acres)	27.3
Perennial Streams (feet)	91
Intermittent Streams (Feet)	2068
Open Water (acres)	0.6
Prime Farmlands Soils	82
Potential Land Use and Utility Impacts	
Residential Displacements (count)	14
Commercial Displacements (count)	6
Churches (count)	0
Schools (acres)	0.0
Pipelines (feet)	1200
High Voltage Electrical Transmission lines (feet)	1550
Electrical Substations (count)	0
Oil & Gas Wells - Abandoned or Plugged within Right of Way (count)	0
Engineering Factors	
Estimated Construction and Right-of-Way Cost	\$244,501,000
Proposed New Right of Way (acres)	190
Total Length (miles)	10.3



# US 59 Texarkana—Queen City Route Study

