



# Online Engagement Results

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US 59 Texarkana—Queen City  
Route Study  
Atlanta District

September 2018

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## Introduction

Texas Department of Transportation (TxDOT) has conducted a US 59 Texarkana–Queen City Route Study from I-369 in Texarkana (Bowie County) south to Farm-to-Market Road (FM) 2327 north of Queen City near the community of Lanark in Cass County. The intent of this planning-level study was to establish the purpose and need for the project, characterize the environmental setting and develop and screen options for upgrading US 59 to meet interstate standards, including potential new route options to extend I-369 to FM 2327 north of Queen City. As part of this study, a robust public outreach process was implemented to provide citizens a chance to review materials and provide input on those materials. This process included both traditional public involvement implemented through two open houses and an online engagement including MetroQuest Survey tool. The purpose of this document is to provide the results of the online engagement.



## Online Engagement



An online engagement tool, MetroQuest, was developed for the US 59 Texarkana-Queen City Route Study. It was used to capture additional public input and provide further insight into important environmental, community, and planning features that will be retained for use during the next phase of project development. Also, the priorities expressed for developing the project and the ratings given to the northern route options were assessed and considered as part of the planning

efforts to extend I-369. A link was posted on [txdot.gov](http://txdot.gov) from July 24, 2018 through Aug. 10, 2018. Also, during the two open houses, laptop computers were available for those who wished to take the survey at that time. The site consisted of five screens, which can also be found on Appendix E of the Open House Summary Report:

- Welcome
- Priorities
- Roadway Options
- Corridor Map
- Stay Involved



The following presents the details of the data results.

## ***Survey Summary***

There were a total of 169 survey participants. Of those that identified a project priority, the survey results indicated that the top three priorities for the project, in order of importance, include reducing community impacts, protecting the environment and ensuring good local access.

The participants could then rank the four northern route options using a 1 to 5 star scale with the opportunity to provide comments on their rankings. The options included North Option 1 (At-grade of US 59 Upgrade Route Option), North Option 2 (Elevated US 59 Upgrade Route Option), North Option 3 (West Route Option), and North Option 4 (East Route Option). The ranking results indicated that North Option 1 (At-Grade US 59 Upgrade Route Option) received the greatest number of 5-star rankings. The North Option 4 (East Route Option) received the greatest number of 1-star rankings. Consequently, these results correlate with the open house commenter preferences indicating that there is greater preference for the US 59 upgrade route options and greater opposition to the east and west route options. Of those that commented on their rankings, a majority noted positive aspects of the US 59 upgrade route options and disapproval of the East Route Option and its negative impacts.

Participants were also given the opportunity to provide input on a map to note specific features including: cemeteries, flooding, new development, safety issues and other issues. Demographics were also collected from individuals who agreed to share that information.

The following information sections provide more details related to the data collected for each screen.

## ***Screen 2: Priorities***

The Priority Ranking screen asked participants to identify what was important to them by ordering the top three priority issues to consider when developing potential improvements for the US 59 Corridor. The eight priorities ranking is shown in figure 1 and include:

1. Reduces community impacts

2. Extend I-369 south
3. Protects the environment
4. Supports development
5. More efficient route
6. Ensures good local access
7. Enhances safety
8. Reliable travel times

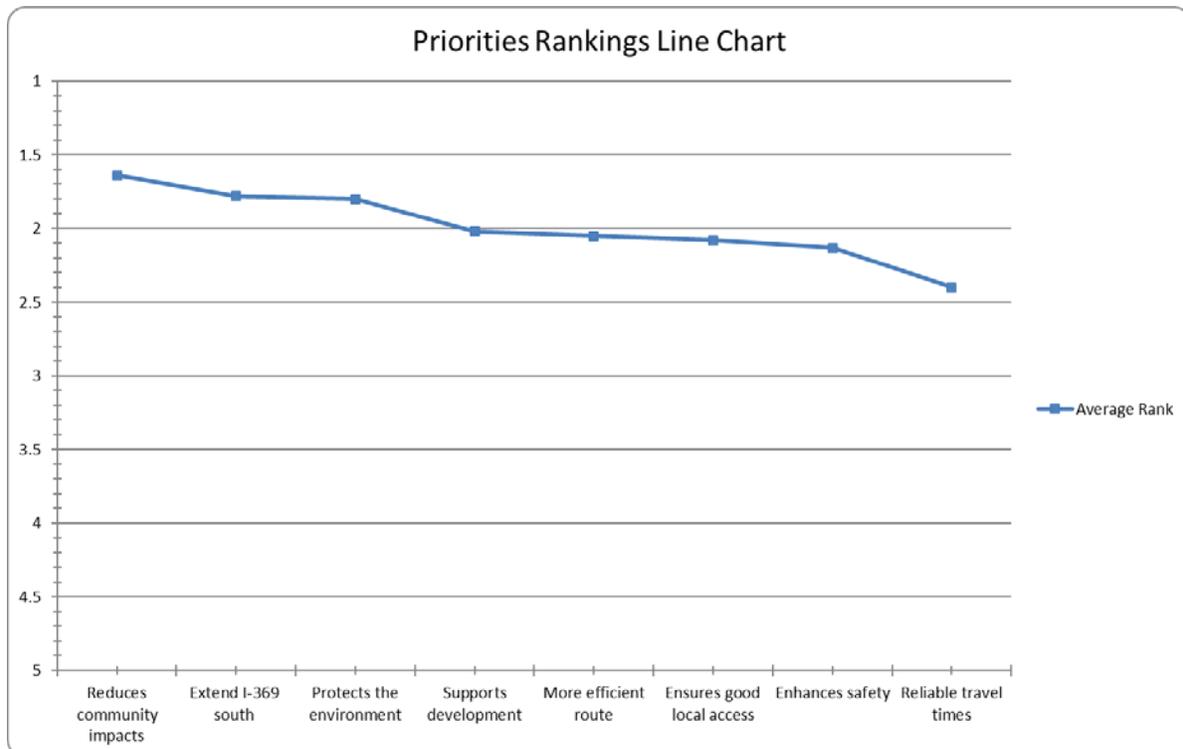


Figure 1

**Screen 2 – Priorities Ranking Summary of Comments (51 comment entries total)**

- Recommend TxDOT use existing US 59 route to minimize impacts/displacements and support local businesses (29)
- Current US 59 route should be improved (better signage, etc.) but not expanded (4)
- Support for east option (3)
- Opposed to east option (3)
- Personal property concern (3)
- Against the project in general (2)
- Property value will drop (2)
- Crime will increase (2)
- Project is not needed (2)
- Do not impact Aiken Creek bottom (2)
- Maintaining property access is important (2)

- Support for west option
- Impacts to pipelines
- Impacts to schools
- Impacts to prison
- Support the elevated existing US 59 route

***Screen 2 - Actual Comments (comments are verbatim)***

- access into property
- Using existing Hwy 59 route
- Be cost efficient by using existing US-59 route.
- Use current road
- us current 59 road
- only use existing HWY 59 route for improvement
- Utilize the existing highway 59 infrastructure.
- Utilize existing roads only
- I would suggest the West side
- use existing hwy 59 route to the loop as the expansion route; any other option would be devastating to the community and be a deterrent for future residential growth and hurt the district with tax payer dollars
- I don't want any of it.
- Use the existing route on 59. I am new to the LE community and moved here due to the small town environment and to be in the country. Hwy 59 expanded is a good idea, but it would be terrible to run another major highway through this community and destroy the beauty
- Uses already available space and nothing more. Y'all could design something that uses the existing road and then do another one over it and just using the existing little public land like the ditches for on/ off ramps that lead to the already existing road
- I am against the project. It will literally be in my backyard. I've lived here my whole life.
- Following existing Hwy 59 infrastructure as it pertains to the Northern route study connecting to loop 369
- Utilize the existing highway 59 infrastructure to minimize impact to any residential, agricultural, and forestry areas.
- Utilization existing Hwy 59 route to support small business located there and not take any additional homes/property through the use of alternative routes
- do not make any impact to the Aiken creek bottom! Do NOT take any additional pasture, farmland, wooded areas not on current 59hwy route
- Utilize the existing Hwy 59 infrastructure to minimize impact of other community members housing and property.
- Do not use the Aiken Creek bottom and disrupt the wildlife, duck migration and roosting areas, and heavily saturated Native American artifact areas
- the existing 59 route has least unchanged environmental issues
- current 59 route is best route to schools and residences without creating excessive roadways
- keeping this on the existing 59HWY route is essential
- Use existing 59 route by any means possible. The east option will devastate the community economically!
- If the eastern option is chosen, my family will lose our land and home. So will my parents. We have built our future out here in this quiet community, and this would wipe it out.
- This will impact my property on Cummings Lane, a gas pipe line, oil pumpers, schools and the prison near the school. I would think there would be a route that would impact less people
- The route with less impact to private property. Families have lived on land for generations in the Liberty Eylau community. Don't take away their traditions
- existing 59 route has best local access
- Schools, churches & businesses should to be able to access route without trouble
- curreant 59 route has good local access without changing environmental issues
- route currently existing keeps community intact without creating repetitive roadways
- Like over hey 59 route
- why make another route when Hwy 59 is there already. Use Hwy 59.
- Eastern route is the best
- Eastern route is the best

- Using Hwy 59 supports business that are already on, and close to the HWY. Taking another route leads people away from established business.
- I am very much against the east option.
- A change in route would hurt the current businesses on Route 59, but keeping it on the same route will encourage support and encourage more to build in that area.
- We need the Eastern option
- 59 hwy needs to be upgraded rather than adding more roads
- we do not need more of a concrete jungle in our front yards, use system already in place
- we do not need more concrete, we need to repair what we already have
- property value will drop and crime will increase. we as a community do not want to be between 2 loops
- Protects my property value, (which it will not).Prevents crime escalation.
- Bring current route up to standard without adding, exits and loops.
- More visible signage along current HWY59
- I believe this project is not needed. If I wanted to live in the city I would have bought a house in the city. We do not have road issues in the country.
- Up existing route
- Utilize what is already there and expand on that by staying on US-59 to the Loop.
- utilize existing infrastructure wherever possible as to not displace any new residents, mass acreage, and wreck havoc on the community for future growth and development, which is what funds our school. Do not bypass our new elementary. It was placed there for visibility. In addition, businesses and areas zoned for commercial development will suffer! Stay on Hwy 59
- It is clear even to a layman that the existing ROW is the best, least expensive, most direct route to Texarkana

### Screen 3: North Route Option Rankings

Each of the four route options for the northern portion of the route study were ranked by participants 1 to 5. North Option 1 (upgrade US 59 at-grade) ranked the highest with the most rankings of 5 and North Option 4 (East Route Option) had the lowest rank with the most rankings of 1. North Option 2 (upgrade US 59 elevated) and North Option 3 (West Route Option) ranked similarly but no significant differences in those rankings are noted. The participants had the opportunity to provide comments on their rankings. As noted and presented in Figure 2, the ranking results indicated that the At-Grade US 59 Upgrade Route Option received the greatest number of 5-star rankings. The East Route Option received the greatest number of 1-star rankings.

Consequently, these results correlate with the open house commenter preferences indicating that there is greater preference for the US 59 upgrade route options and greater opposition to the east and west route options.

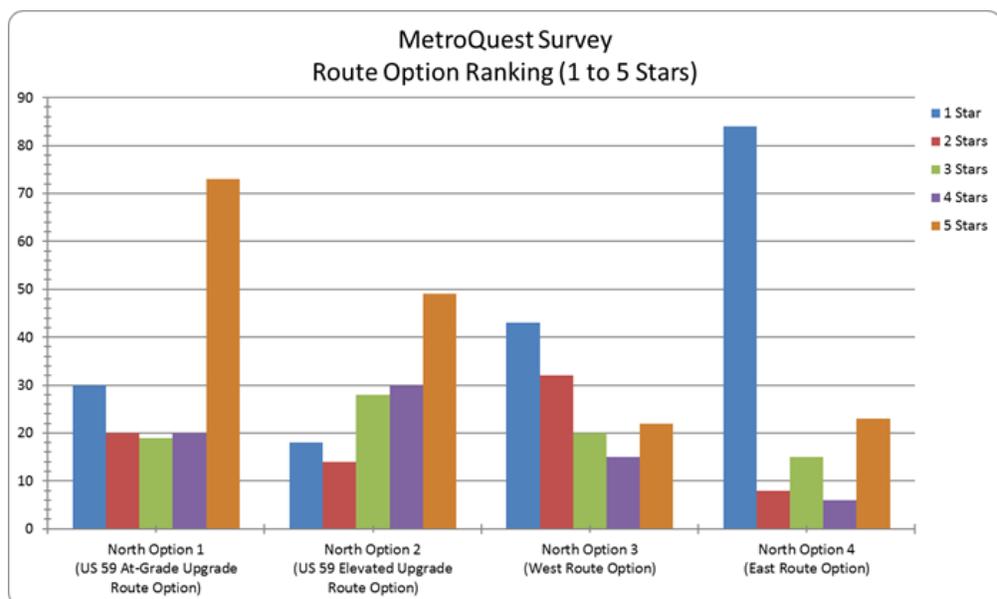


Figure 2

Of those that commented on their rankings, a majority noted positive aspects of the US 59 upgrade route options and disapproval of the East Route Option and its negative impacts.

### ***Screen 3 – Options Comment Summaries***

#### **North Option 1 (upgrade US 59 at-grade) –25 total comment entries**

- Minimizes impacts and uses existing infrastructure (11)
- Minimizes impacts and brings traffic through established parts of town (6)
- Personal property concern (3)
- Impacts to businesses (3)
- Impacts to the new elementary school (3)
- All options still bypass the city and increase traffic on I-30
- Use Interstate 49
- The East alignment is the worst option

#### **North Option 2 (upgrade US 59 elevated)—17 total comment entries**

- Makes use of existing infrastructure, minimizes impacts (4)
- Best option (3)
- Second-best option (3)
- Minimize width (3)
- Use Interstate 49 (2)
- Will TxDOT be able to fund this option? (2)
- Recommend TxDOT acquire as little private property as possible
- All options still bypass the city and increase traffic on I-30
- Impact to existing businesses, and residences will be short term

#### **North Option 3 (West Option)—20 total comment entries**

- Impact to homes/properties (7)
- Using existing US 59 alignment is best, but of the two alternatives which deviate from the existing route, this is the better option (6)
- Diverts traffic from existing businesses (2)
- Live nearest to this route (2)
- 3Best route for new land development
- Waste of money, upgrade what we have
- All options still bypass the city and increase traffic on I-30

#### **North Option 4 (East Option)—32 total comment entries**

- The worst option; has the greatest impacts and would negatively impact the community (19)
- Requires significant ROW (9)
- Would negatively impact community/tax base (8)
- Requires too many displacements (7)
- Would negatively impact schools/tax base (6)
- Would kill all current/future development around the area (4)
- Would negatively impact environment (3)
- Impacts environment/undeveloped area, agricultural uses (3)
- Diverts traffic from established businesses (3)
- Would impact me/my property directly (3)
- Would lower property values (2)
- The best option (2)
- Would like this option if it continued south instead of curving back onto US 59

- Has TxDOT considered a route that branches off around Domino and connects between Buchanan and Stateline? It would minimize residential impacts and provide a direct connection downtown
- Waste of money, upgrade what we have
- All options still bypass the city and increase traffic on I-30
- Will impact Indian burial ground

### ***Screen 3 - Actual Comments (comments are verbatim)***

#### **North Option 1 (upgrade US 59 at-grade)**

- This option is the least disruptive to locals who might be impacted by the other options.
- People shouldn't have to stress about whether or not they are going to be forced to move out of their homes. It's not right.
- best route for school, businesses, and residents in our community
- best option that makes the most sense
- This route keeps bringing traffic through south Texarkana, LE community. Will possibly bring businesses to the industrial park located on the loop between Hwy 67 and 59.
- Best route to take with minimizing impact on the community and tax revenue for the district. This should be the other option. We do not need to wipe out any additional properties and business with either diversion option.
- best option is use the existing route in place; any other alternative route would devastate the community. The Eastern option is the worst possible scenario as it would drive all of the middle class out, and take the most land limiting any possibility for residential growth, which is the lifeblood of our predominantly residential tax base drive community
- The impact to all businesses will extremely disruptive. The North - Option 2 serves all businesses. And this is what feeds out city and the residents along the corridor.
- Best & most economical for both school district and Txdot
- Don't take people's property and if you have to take as little as property.
- The new elementary school would be affected significantly by the construction.
- The new elementary school would be affected by the construction.
- Does not waste current route or destroy more land
- This plan makes the most sense. Use the existing infrastructure!!
- wetlands are minimal residences are mostly substandard businesses can be relocated without disturbing local communities
- It is the best for growing businesses once 369 is complete. The other routes cut out or greatly reduce any business in this area.
- best option if elevated option is not utilized.
- The best option for efficiency, cost, and local access. Why only 4 stars? Because it is going to cost far more to widen the loop and I-30 for the increased traffic than a direct route along the old 59 corridor into the city, south of the rail yards downtown and connecting to I-49 on the other side. It is also less direct. The route I recommended would vastly improve the economic outlook of Texarkana and help the impoverished and isolated southern third of the city.
- best option, upgrade what we have
- This one, my main concern is residential property value
- All of these options will still bypass the city and increase traffic on I-30. It may need 8 lanes.
- this affects my property
- Makes use of pre-existing roads, does not have large impact local community or displace local residents, does not have a large impact on local ecosystems
- use interstate 49
- Makes use of pre-existing roads, does not have large impact local community or displace local residents, does not have a large impact on local ecosystems or local animal populations

#### **North Option 2 (upgrade US 59 elevated)**

- Makes use of pre-existing roadways, Does not displace current local residents, no large impact on local ecosystems or animal populations
- use interstate 49

- use interstate 49 but if you must use 59 that is already there.
- Does not displace current local residents, no large impact on local ecosystems or animal populations
- All of these options will still bypass the city and increase traffic on I-30. It may need 8 lanes.
- best option. In the cost analysis, money could be saved if this were not elevated until immediately prior to Kings Hwy starting around the old sale barn where storage buildings are being sold. Going down 59 would clean up the mess and old abandoned houses in the ROW, make our new school look much more attractive, and ultimately help business thrive and develop in the area we need it to the most
- mostly sub standard housing rental property
- May be the most expensive option, but in the long run, this option is best for all involved. It will support the businesses on Hwy 59 and the ones that feed off of the Hwy.  
Why take a route away from businesses?? This will hurt all the local businesses in the future pulling traffic away.
- Impact to existing business, and residences will be short term
- Make use of the already public property and use as little private property as possible on this one.
- Like the idea to keep width to a minimum, but will Txdot be able to get the funding?
- next best option to limit impact to current residents on 59. I like this idea to minimize the width, however, the question is can this be funded and will TxDOT fight to do the right thing?
- This would be the best option. Less destruction of land (because it already exist) This option will allow semi trucks and through traffic to keep moving and make it less dangerous on local traffic entering and exiting 59 of businesses, schools, churches and neighborhoods.
- Next best option and would essentially minimize footprint to current ROW's currently established.
- My second choice. This will still possibly bring businesses to LE.
- 2nd best
- 2nd best option to minimize width of ROW on 59

### North Option 3 (West Option)

- 2nd least favorable route. Takes 2nd most amount of total acreage
- This displaces many residents.
- This will go through a lot of people's homes.
- out of the two options that deviate from the current existing route, this one makes the most sense if one has to be done. it minimizes less acreage, farm land, beautiful houses, timber land, and wetlands
- We live nearest to this route.
- We live nearest to this option.
- out of the two options that deviate from the current existing route, this one makes the most sense if one has to be done. it uses less acreage, farm land, beautiful houses, timber land, and wetlands than the east option
- Don't like this route. Takes too much land and property tax dollars from the school that can never be replaced.
- This is not as good as the at grade and above grade options, but is the only other option without catastrophically hurting the community for prime housing real estate growth.
- only real option if you had to deviate from the existing route. They are less impacted by this route and this side DOES NOT have the same residential growth opportunities as the east side of 59.
- I DO NOT like the idea of deviating from the existing hwy 59 infrastructure, however, this is the only alternative route that makes sense, takes less acreage, has the least environmental impact, and doesn't kill LEISD's current and future tax base with residential housing expansion.
- Takes the traffic away from established businesses. Disrupts land that is untouched by such.
- Diverts traffic from main traffic route that has existed for years. Will negatively impact businesses on US 59 long term.
- best route for development of new land for business and residential
- You need to add impact to property owners also and loss of tax base for LEISD
- If Hwy 59 was not an option (obviously it is because two are listed) this would be the least evasive route to use. It would take less acreage than the East #4, affect substantially less housing (all the current, potential, and future residential growth is in or immediately surrounding the East option)
- will have impact on out neighborhoods
- waste of money, upgrade what we have
- All of these options will still bypass the city and increase traffic on I-30. It may need 8 lanes.

- I am never a supporter of eminent domain that would disrupt long held properties to supply a more convenient and efficient highway system.

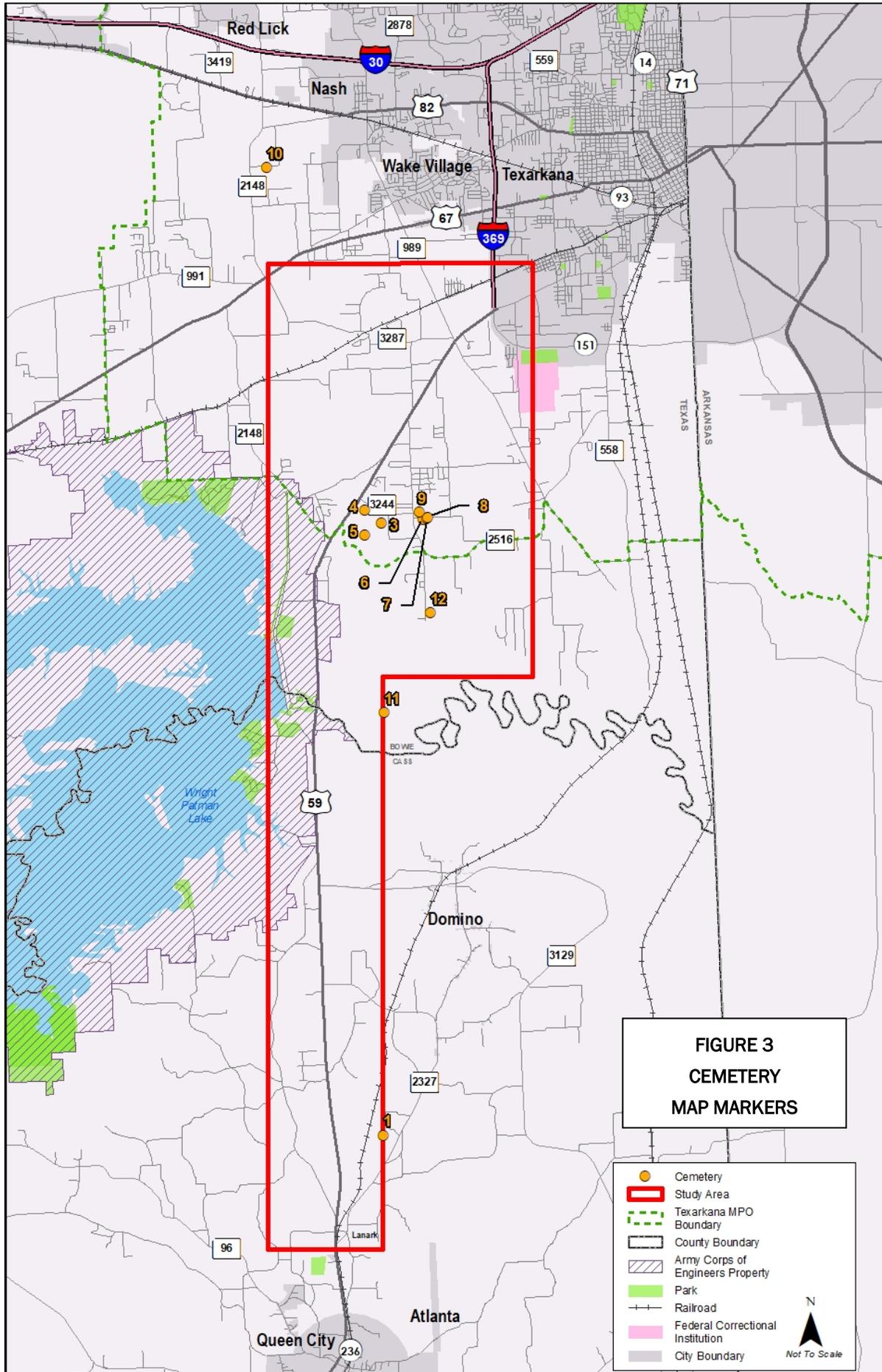
#### North Option 4 (East Route)

- cattle farms will be affected
- will hurt the schools development because it will remove future home lands and also will take away kids/future and current from the school district.
- All of these options will still bypass the city and increase traffic on I-30. It may need 8 lanes.
- waste of money, upgrade what we have
- still impacts community, and original hwy 59 businesses suffer as well
- I am never a supporter of eminent domain that would disrupt long held properties to supply a more convenient and efficient highway system.
- The is absolutely without a doubt the worst option to utilize. It would kill all current and future development in or around the area, take way to much land generating tax revenue, drive out the existing residents on both sides of the ROW, and turn this area into a slum within 20 years. I have talked to many residents in the area, and everyone agrees that this is a terrible idea and would devastate the community. Please do NOT use this route!
- too many people being displaced and loss of tax base for LEISD
- It will kill the Liberty Eylau community. The impact to the environment is unthinkable! The curent infrastructure should be utilized!
- to much impact on enviroment & community & creating routes when current ones do least impact on community
- Please don not destroy what little undeveloped land is left is this area. We love living in the non-congested area.
- Diverts traffic from main traffic route that has existed for years. Will negatively impact businesses on US 59 long term.
- This cuts right through my subdivision. How is it possible that this is the LEAST impactful to residences. There are NO businesses in this area period.
- Takes the traffic away form established businesses. Disrupts land that is untouched by such.
- I feel this is the best option. It is the least expensive and seems to affect the least amount of people. Sure, some may have to move, but in the long run it seems the most beneficial to the roadway.
- Would like this option if it was a straight shot down. Seems redundant to curve back up into 59 at the end
- Greatest negative impact to community,environment, and the WORST option. This should not even be an option considered.
- If TxDOT's goal is to truly limit the impact to the citizens of the community, and not kill this district financially, morally, and for future growth, then this proposed route SHOULD NOT even be an option!
- This will impact neighborhoods, including mine. We moved to the country and do not want an interstate in our front yards.
- This is the worst option as there are many generational land plots here. Taking this route will take out a lot of heritage. Forcing these people to move will impact more than just land. The community, schools, everything will change. This would be devastating. Use the existing roadway! 85 yr old grandmothers should not be forced to move from the only land they've ever known!
- This option would have the most effect on me personally. It would seriously lower my property value and those around me, taking homes and land that have been in families for decades and longer.
- I would like to you know why if a route that branches off around Domino and connects between Buchanan and Stateline has been studied? There would be minimum residential impact and connect directly with the loop. Plus it would allow for a future direct connection to downtown, which has been shown to be a deep concern for our residents.
- This option affects me and my neighbors the most personally. It will reduce property values and take land that has been in families for generations.
- It is really hard to understand why this route is an option after seeing the map tonight at the community open house. This takes the largest amount of land, will have the biggest adverse effect on the community and school district economically, and kill the best potential for residential growth in the most attractive area of the district. Hands down, this should NOT be considered a viable and sustainable option period!

- I am at 28 Quailbrook Dr, Texarkana, Tx, 75501. I like the East option best because I don't want to live extremely close to the interstate. I don't want to hear the noise from all the traffic or see an elevated road from my yard.
- This is my least favorite route. This route takes in the most land. That's more property tax money than any other route that the school will lose. Money lost to educate our kids. Money that won't be replaced. This route takes away too many potential home sites. For instance acreage on FM 3244 that is already divided up for 20 homes will be gone along with many other sites along this route. Not counting the environmental impact on the wetlands. There's also an Indian burial ground located on this route. If this route takes in much more acres of land than the other routes, then how can it cost the least?
- terrible idea to go this route. destroys the most land, homes, farms, and residential developments. not a good idea for this community and tax dollars
- Affects multiple members of my family and disrupts our rural lifestyle
- No. Worst option
- terrible idea to go this route. destroys the most land, homes, farms, and residential developments. not a good idea for this community
- This route goes right through our property and would destroy our ranch and livelihood. It would devastate our family.
- Not a viable option! 100% against. Too much ecological and environmental impact, takes away too much and most acreage including farm and pasture properties, takes away from current housing developments that are essential to produce the most amount of revenue and tax dollars for the school. Also impacts through traffic for our small business on Hwy 59.

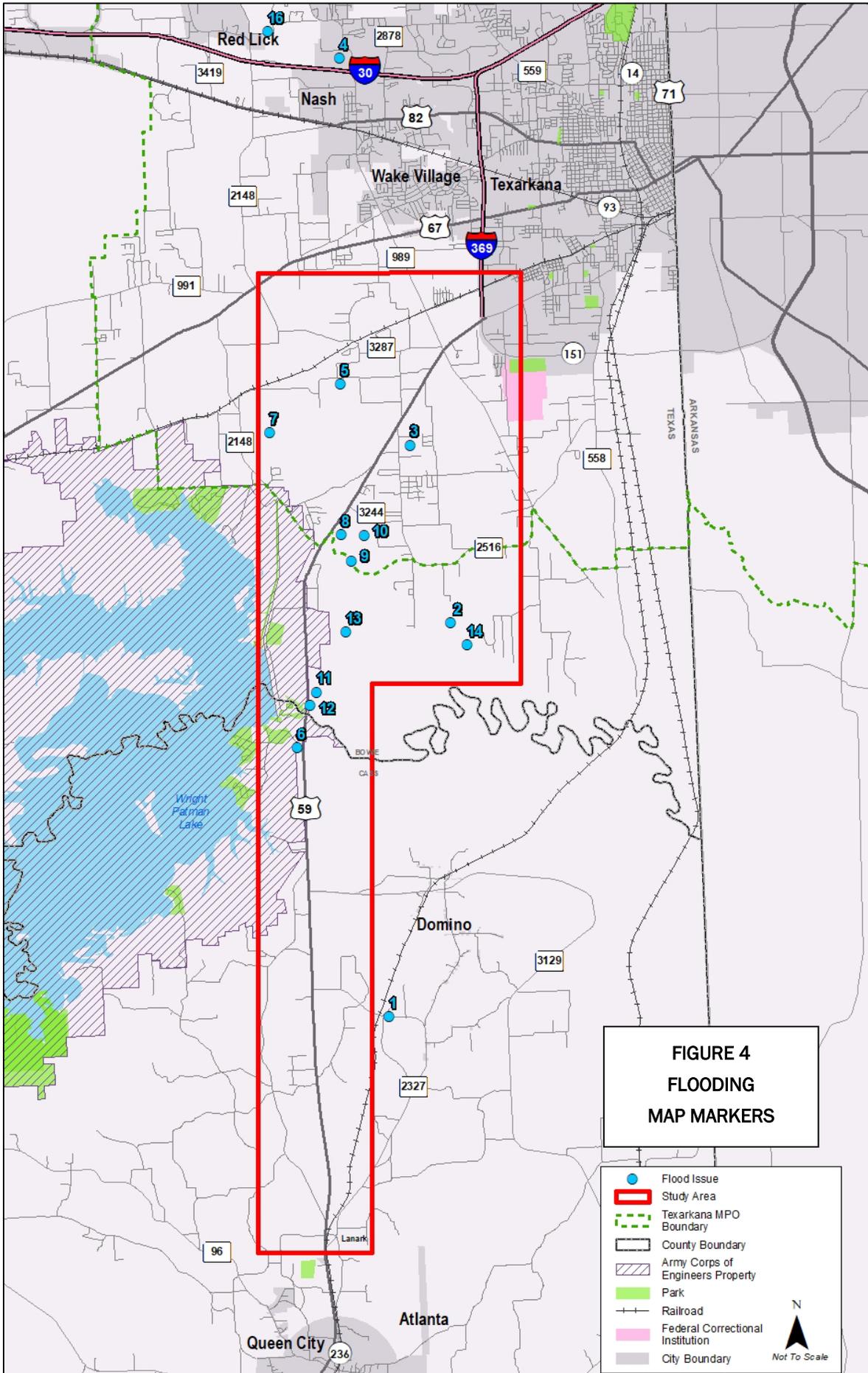
### ***Screen 4: Map Markers***

The Map Marker screen allowed for participants to place notations on the map regarding the following topics: cemeteries, flooding, new development, safety and other issues. Participants noted locations on the map for each of these categories and gave the following feedback/comments for each category (comments are verbatim from survey).



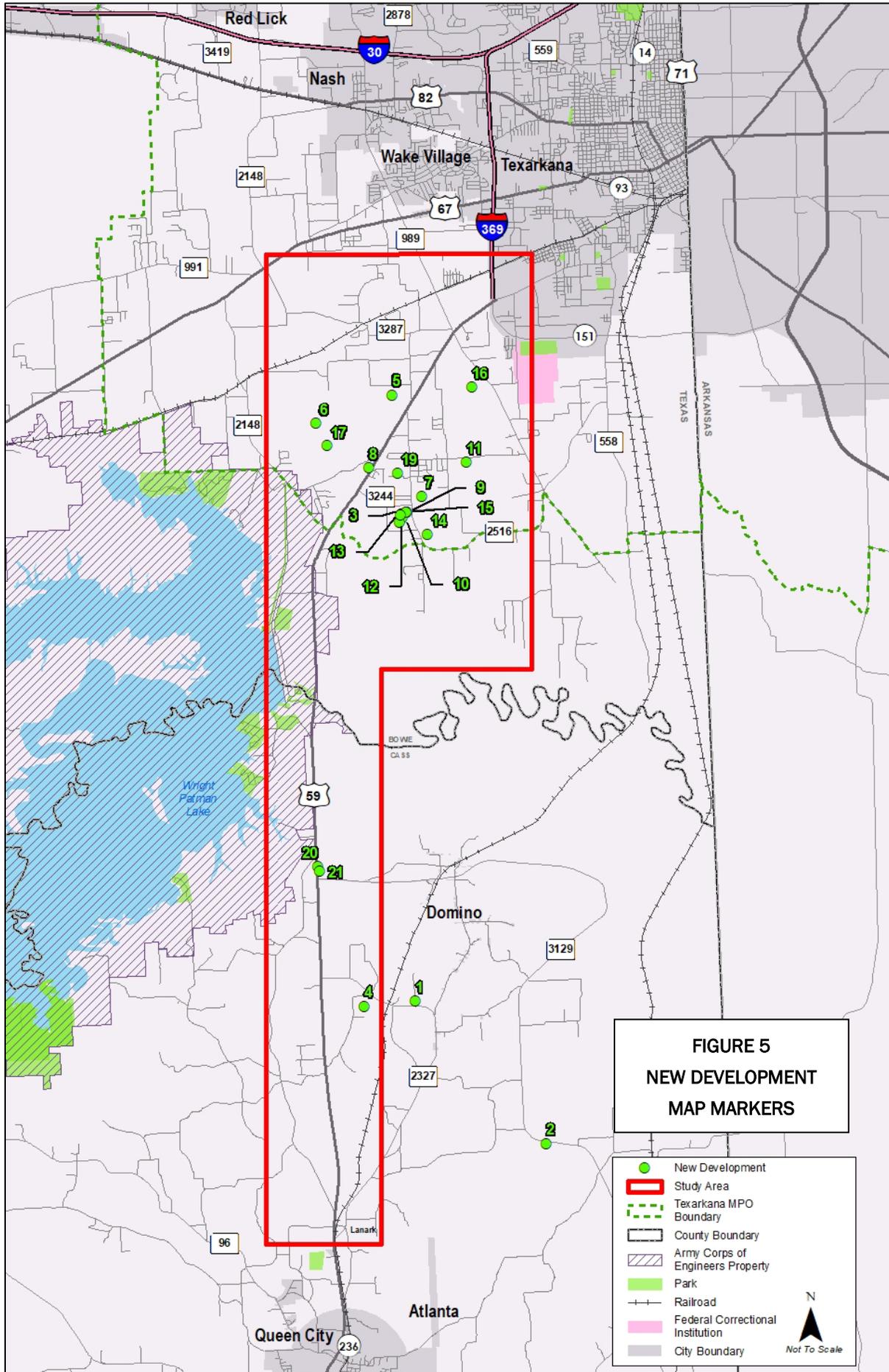
Cemetery Map Marker Comments (comments are verbatim)

1	----
2	----
3	indian burial grounds
4	----
5	Cardi Indian haven
6	Great aunt and uncle have lived here for many many years
7	----
8	10th generation to live on land
9	Great neighbors loved there for 50 or more years
10	----
11	----
12	There is at least one (somewhat abandoned) family cemetery in this general vicinity.



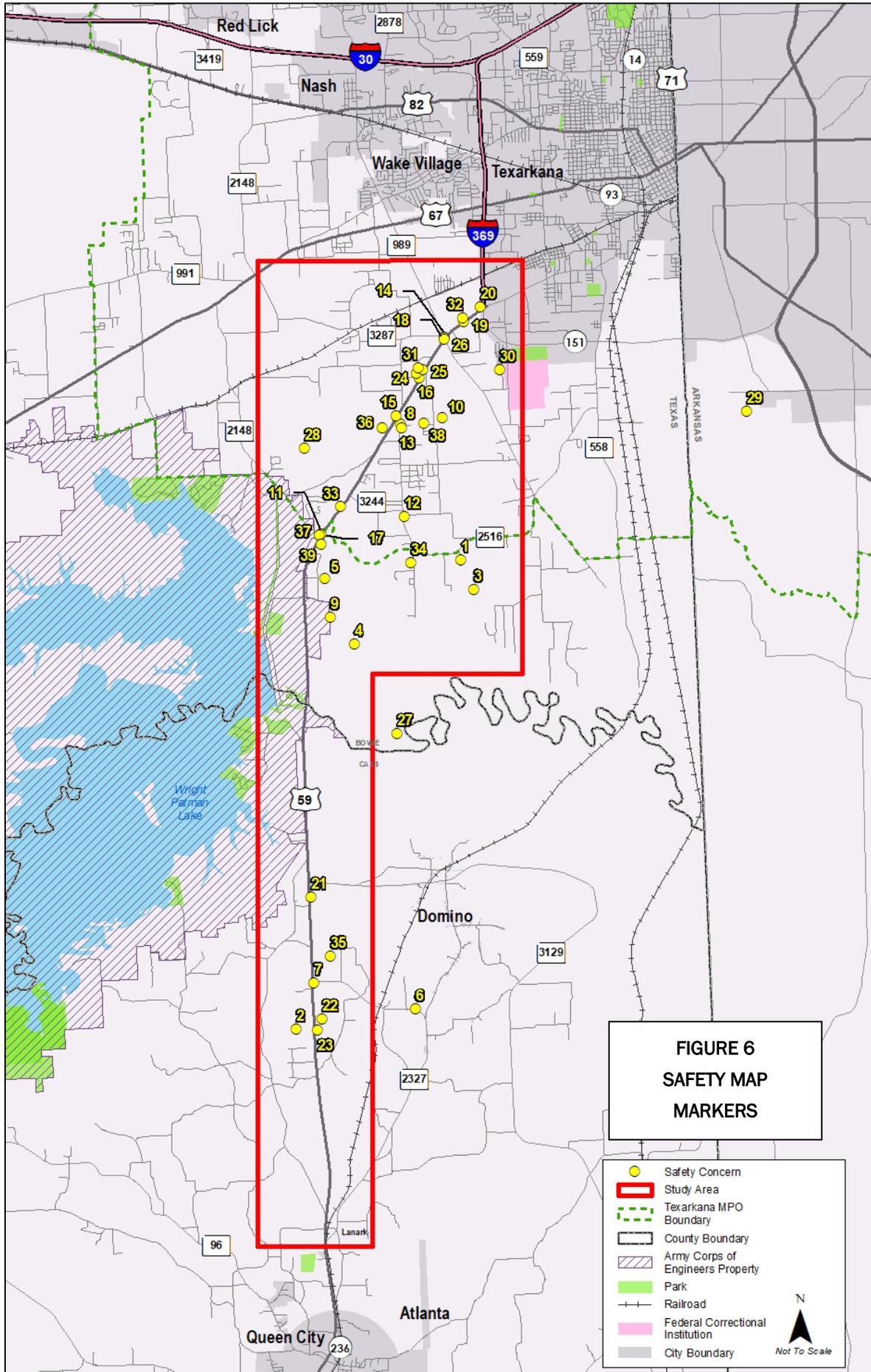
*Flooding Map Marker Comments (comments are verbatim)*

1	----
2	Locals call this The Backwater. Sulphur River floods this area
3	----
4	----
5	----
6	----
7	Akin Creek has always tended to flood quickly and easily in heavy rains, even in short amounts of time. I have lived near Akin Creek for over 25 years and have experienced it many times, and Akin Creek's water level near each small bridge going under HWY 59 rises VERY quickly, fast and can be easily seen by driving by it on 59. The flood plains near and around Akin Creek tend to accumulate rainwater quickly as well, and any small creeks, ponds, valleys and low lying open fields retain that water for days. I happen to live on 30 acres that has all of the above areas where rainwater accumulates either from lower elevation and/or runoff from Akin Creek and have seen it happen many, many, many times. This is only one of the biggest concerns for placing a new interstate near these places on HWY 59. My property is not affected by any new, possible construction of this project and I'm purely stating this information from an objective opinion.
8	akin creek will backup more if they raise the lake level in the future.
9	new roads would disrupt wetlands
10	----
11	----
12	----
13	----
14	----
15	----
16	----



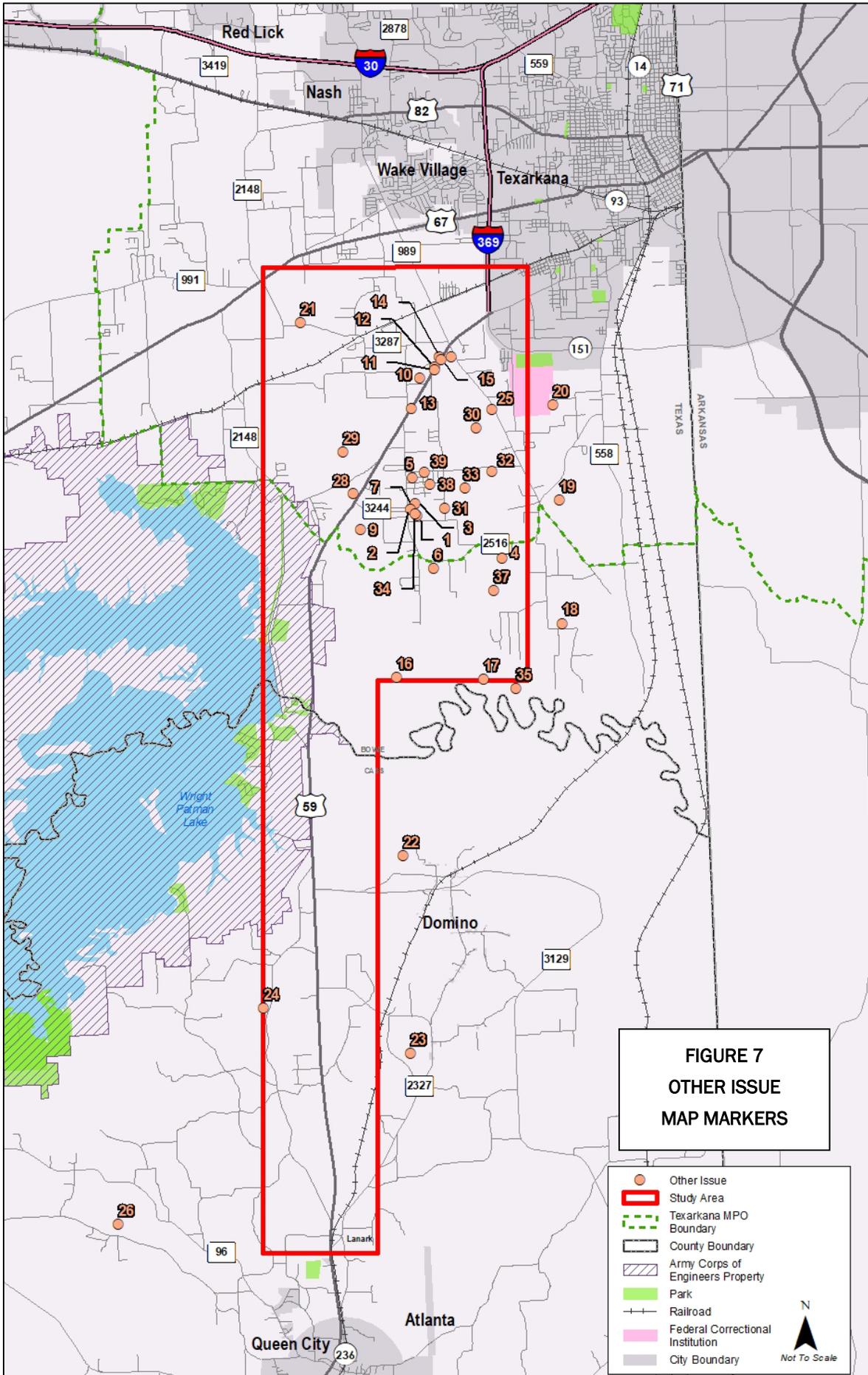
*New Development Map Marker Comments (comments are verbatim)*

1	----
2	current location 310 CR 3667 property value, Highway noise,
3	New residential housing development providing much needed tax revenue to district.
4	New development of residence homes and helps grow our district.
5	----
6	new housing addition
7	new house
8	This will keep business along 59 from having to close There is a truck stop propsoed to be built at the corner of Kings Hwy and 59 This would benefit Liberty Eylau ISD.
9	some starting development
10	We need to keep this area free and clear of a major hwy for residential growth.
11	People are building new houses on both sides and we need to keep this area open for growth. A new road would KILL the most attractive side of this community and detour anyone from want to live here!
12	House Development
13	----
14	----
15	New housing
16	----
17	new land made available for use
18	Will kill new developement with east route
19	East route is bad for much needed new developement
20	----
21	----



Safety Map Marker Comments (comments are verbatim)

1	flow of traffic and how much at certain times of the day. it is very difficult for now for CR 3657 to pull out on 59 south with traffic speed limit at 75 coming over a blind hill is very dangerous at the present moment.
2	I live on a hill where CR 3657 enters Hwy 59. There is a blind spot when entering the highway and traffic is approaching at a fast speed.
3	concerns of being able to enter onto hwy 59 there is already a concern with being able to pull out from CR 3657 now with speed at 75 cars are on your vehicle before making speed of 50mph. this has been an issue for years and seems like no one is concerned but those that live on hwy.
4	tight turns
5	For those turning onto 2148 off of 59, that turn can be dangerous as oncoming traffic is already going very fast.
6	----
7	traffic being routed during and after construction
8	Already high traffic area at excessively high speed near residences.
9	----
10	hi volume of traffic on 2148
11	The way the road is set up for entering 59 from 2148
12	land owners have farmed this land for generations
13	There is a lot of traffic from FM 2516 to Hwy 59 at the EZ Mart. Having an access to the interstate here may cause more accidents.
14	This is a busy intersection, If this was elevated for North/South through traffic the amount of flow would be reduced lessing wrecks.
15	If elevated for North/South through traffic this make for easier access to local traffic
16	School
17	This design is terrible. It is difficult to enter on to northbound Hwy 59 because traffic does not have to stop. The speed limit is way too high and not at all enforced.
18	Too many accidents at this intersection. Speed limit is too high and is not enforced.
19	Not enough signage to advise drivers to merge onto the bridge to get onto the loop 151. Several miss the exit completely or get on the exit without intending to and swerve over to get off the exit, and could cause accidents.
20	18 wheelers come through here and have to slow down to make the turn. Causes traffic back up and could cause accidents.
21	----
22	----
23	----
24	Elementary school
25	Small children next to a major interstate
26	This intersection is always dangerous as semi trucks have a very difficult time stopping at the red light where kings highway intersects.
27	----
28	----
29	----
30	two school zones will be disrupted
31	best entry to loop 151
32	The exit off I-369 onto US 59 toward Atlanta –dangerous intersection right now
33	dangerous intersection right now at kings hwy/59 intersection
34	----
35	----
36	congested area
37	The traffic light at this location is not necessary and causes more problems than it solved.
38	Congested and too much converging traffic at the moment. The upgrade will fix this.
39	need warning light that a signal light is upcoming, seen to many diesels almost not be able to stop



**FIGURE 7  
OTHER ISSUE  
MAP MARKERS**

- Other Issue
- Study Area
- Texarkana MPO Boundary
- County Boundary
- Army Corps of Engineers Property
- Park
- Railroad
- Federal Correctional Institution
- City Boundary

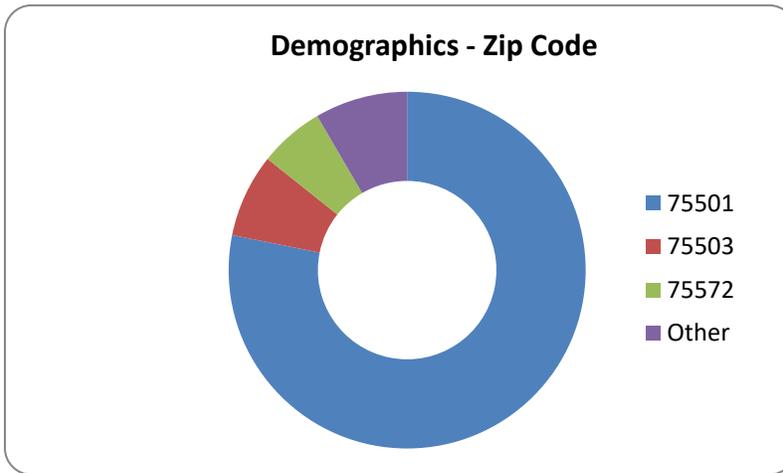


Other Issue Map Marker Comments (comments are verbatim)

1	Lots of wildlife live in this area.
2	Residents
3	Homes
4	My home
5	My daughter's home
6	Unless the crosstown option is developed, maximum impact on I-30 and much less economic impact on the city.
7	would harm livestock and farmland
8	already have an interstate from texarkana to shreveport. yall could save money from not builing onto 59 and build 49 out further. and building onto 59 would hurt texarkana more than anything else. please consider this.
9	The Aiken creek bottom supports the most wildlife in the proposed areas. It would be a catastrophe for federal migratory birds that depend on and thrive in this area. Do not disrupt please
10	Elevating the road would keep the children safer coming and going from school, since the trucks would be on the new Interstate and the children would be on the LOCAL access frontage roads.
11	Church
12	Church
13	Church
14	Little Leopard not in correct location on map.
15	Missing a church location
16	People losing their land
17	People losing land
18	People losing land
19	Losing land
20	People losing land
21	Losing land
22	Losing land
23	People losing land
24	People losing land
25	homes destroyed
26	I am concerned that this would impact my home on CR 3437 and other homes on FM 96
27	Heavy traffic area. Backs up at signals.
28	----
29	There are many high electrical lines, substations and easement lines throughout this area of projected, possible interstate construction that would need to be replaced. This would affect MANY homes and businesses in the area if any of these needed to be moved. There are also MANY oil/petroleum wells and storage stations located in many various places all around this area.
30	oil wells or gas wells in area
31	changes local traffic flow to school & houses
32	more tax income will be lossed
33	Impact on existing community.
34	This is where I live. This route will take my house and land. That concerns me.
35	This is our home on 25 acres of land that we love.
36	----
37	----
38	being between 2 loops will reduce property value and increase crime in our communities
39	Property value loss

## Screen 5: Demographics

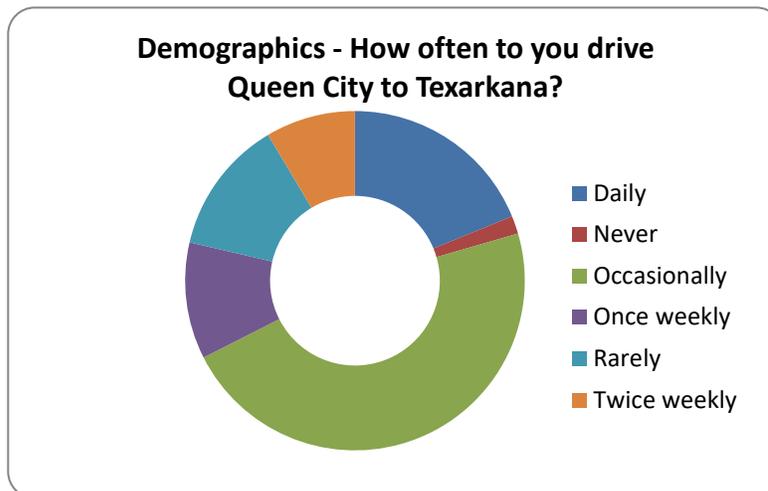
Demographics were collected from participants at their discretion and the following information was collected:



### Participant Zip Code

75501 – 93 participants  
75503 – 9 participants  
75572 – 7 participants  
Other – 10 participants

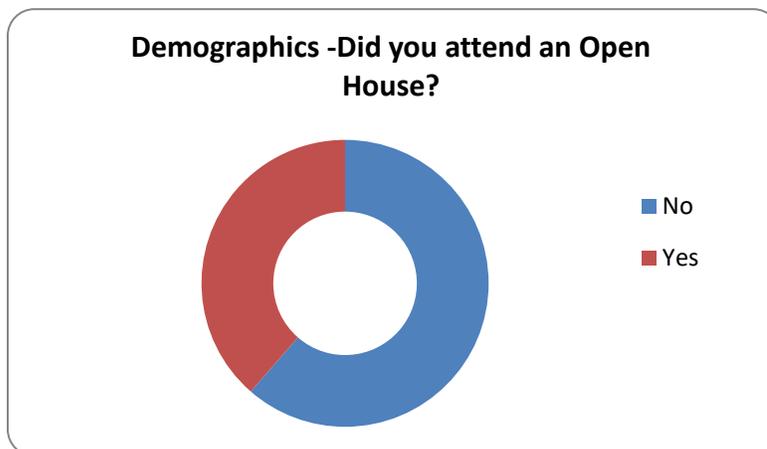
Figure 8



### How often do you drive Queen City to Texarkana?

Daily – 22 participants  
Never – 2 participants  
Occasionally – 55 participants  
Once weekly – 13 participants  
Rarely – 15 participants  
Twice weekly – 10 participants

Figure 9

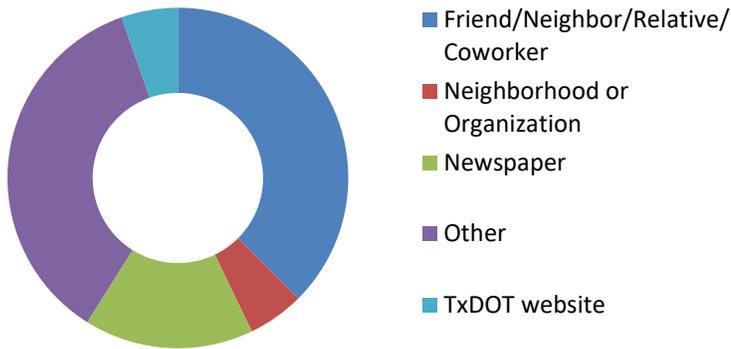


### Did you attend the Open House?

Yes – 44 participants  
No – 70 participants

Figure 10

**Demographics - How did you hear about the open house?**

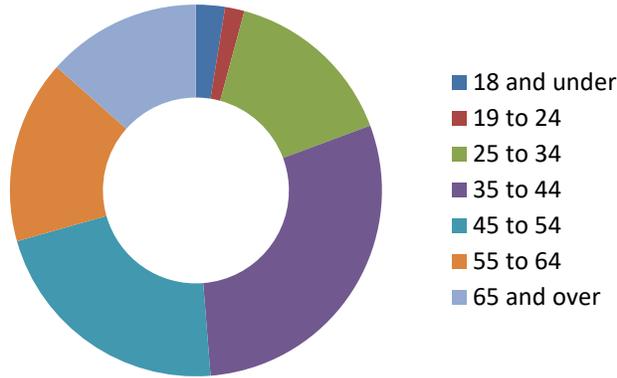


How did you hear about the open house?

Friend/Neighbor/Relative/Co-worker – 42 participants  
 Neighborhood or Organization – 6 participants  
 Newspaper – 18 participants  
 Other – 40 participants  
 TxDOT website – 6 participants

**Figure 11**

**Demographics - Age Range**

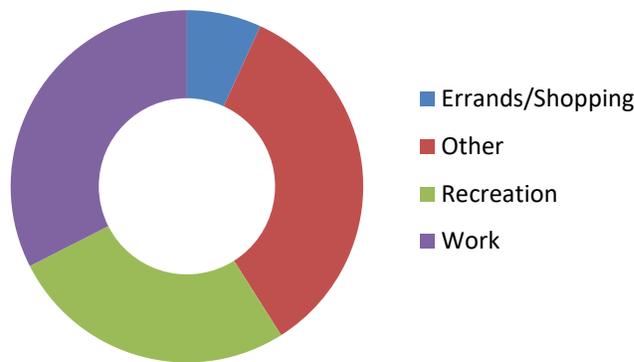


What is your age?

19 to 24 – 2 participants  
 25 to 34 – 18 participants  
 35 to 44 – 35 participants  
 45 to 54 – 26 participants  
 55 to 64 – 19 participants  
 65 and over – 16 participants

**Figure 12**

**Demographics - Reason for travel from Queen City and Texarkana**



Reason for travel from Queen City and Texarkana

Errands/Shopping – 8 participants  
 Other – 40 participants  
 Recreation – 31 participants  
 Work – 38 participants

**Figure 13**