



Virtual Public Meeting

US 82 (CLARKSVILLE LOOP) PROJECT

From BU 82/SH 37 Junction to FM 412

Red River County, Texas

CSJ: 0045-11-042

Thursday, Aug. 13, 2020

SLIDE 1 – Title Slide

Narrator: Dan Perry, PE

Good evening ladies and gentlemen. This is the US 82 Clarksville Loop virtual public meeting, which has been pre-recorded, for proposed widening improvements to the US 82 Clarksville Loop from the junction of Business US 82 and SH 37 to FM 412 in the City of Clarksville and Red River County, Texas.

SLIDE 2 – Welcome

Narrator: Dan Perry, PE

Thank you for joining us. My name is Dan Perry and I serve as the Director of Transportation Planning and Development for the Paris District of the Texas Department of Transportation, better known as TxDOT.

This virtual public meeting, presented by TxDOT, is being provided to share information and to encourage comments from the public regarding the proposed US 82 Clarksville Loop Project. This presentation and other documents are available online and can be viewed or downloaded by visiting TxDOT's website at www.txdot.gov, then by typing "US 82 Red River County" in the keyword search. I will now pass the presentation over to Consultant Project Manager, Bill Hicks, with Halff Associates.

SLIDE 3 – Virtual Public Meeting in Response to Public Health

Narrator: Bill Hicks, PE

Thank you, Dan.

Given the unique circumstance of the COVID-19 outbreak, along with our commitment to protecting public health during this national emergency, TxDOT is conducting this virtual public meeting to avoid in-person contact. At this time, the virtual format will be in lieu of an in-person public meeting. The presentation will cover the same information the Paris District would have shared at the in-person public meeting. However, the comment process for this virtual public meeting will be different from what we normally conduct at an in-person meeting and will be explained shortly. All project information, including this presentation, can be found on the TxDOT website.

SLIDE 4 – Project Limits, Purpose and Objectives

Narrator: Bill Hicks, PE

The overall project length is approximately 4.4 miles along the US 82 Clarksville Loop from the junction of Business US 82 and SH 37 to FM 412 in the City of Clarksville and Red River County.

The purpose of the proposed improvements to the US 82 Clarksville Loop is to improve safety, improve regional mobility and regional connectivity, manage congestion, and address roadway deficiencies.

SLIDE 5 – Corridor History

Narrator: Bill Hicks, PE

The original design of the US 82 Clarksville Loop included an ultimate four-lane bypass facility on new location from SH 37 west of Clarksville, to US 82 east of Clarksville. The original design, shown on the top left figure in yellow, required an Environmental Assessment, or EA, that received a Finding of No Significant Impact, or FONSI, in 1982. Right of way was acquired only for the western section of the bypass, shown on the top right in red, and construction between SH 37 on the southwest side of Clarksville, to SH 37 on the north side of Clarksville, began in 1990. As a result, two 12-foot-wide travel lanes with 10-foot-wide shoulders were constructed for a length of approximately 3 miles. The eastern section of the bypass remained unchanged and undeveloped since 1982.

A public meeting followed in 1999 that informed the public that TxDOT would be completing the remaining eastern section of the route. In 2004, a Reevaluation of the original Clarksville By-Pass EA was conducted that included the construction of the remaining eastern section, shown on the bottom left in orange, that would match the previously constructed western section. A design change near the eastern project limits at the intersection of FM 114 was also proposed but reduced the right of way that was needed. A FONSI for the Reevaluation was issued in 2004. As a result, two 12-foot-wide travel lanes with 10-foot-wide shoulders were constructed for the remaining 2.3 miles of the US 82 Clarksville Loop.

In 2019, TxDOT entered into a contract with Halff Associates to develop a schematic for US 82 between the junction of Business US 82 and SH 37, to FM 412 (shown on the bottom right in green). As previously mentioned, the purpose of the proposed improvements to the US 82 Clarksville Loop is to improve safety, improve regional mobility and regional connectivity, manage congestion, and address roadway deficiencies.

SLIDE 6 – Existing US 82 Highway

Narrator: Bill Hicks, PE

The existing US 82 highway within the project limits is a two-lane, undivided rural highway with 12-foot-wide travel lanes (one in each direction) and 10-foot-wide outside shoulders. The typical right of way width is approximately 224 feet.

This is a visual representation of the typical section for the existing US 82 facility within the project limits.

SLIDE 7 – Proposed US 82 Highway

Narrator: Bill Hicks, PE

The proposed facility would consist of a four-lane, divided rural highway with 12-foot-wide travel lanes (two lanes in each direction), 10-foot-wide outside shoulders and 4-foot-wide inside shoulders. The proposed grass median would vary in width between 9 feet and 68 feet.

The proposed project would utilize the existing bridges and existing pavement to the maximum extent possible.

This is a visual representation of the typical section for the proposed US 82 facility within the project limits. The proposed design to date is shown on the preliminary schematic which is available for viewing and download on the project webpage.

SLIDE 8 – Proposed US 82/SH 37 Interchange

Narrator: Bill Hicks, PE

In addition to the expansion of the current US 82 facility, the proposed project includes improvements at two intersections. The first intersection is the US 82, Business US 82, and US 82, SH 37 intersection shown here on the slide. At this existing at-grade intersection, ramp connections and a grade separation between US 82 and Business US 82, and US 82 and SH 37, are proposed, consequently converting the at-grade intersection into a grade-separated interchange. The proposed US 82 and SH 37 main lanes would be constructed over US 82 and Business US 82.

Sidewalk connections are also proposed along US 82 and Business US 82.

SLIDE 9 – Proposed US 82/FM 1159 Interchange

Narrator: Bill Hicks, PE

The second intersection is the US 82/FM 1159 intersection shown here on the slide. At this existing at-grade intersection, ramp connections and a grade separation between US 82 and FM 1159, and the new Business US 82 route, are proposed, consequently converting the at-grade intersection into a grade-separated interchange. The proposed US 82 main lanes would be constructed over FM 1159 and Business US 82.

The existing Business US 82 and FM 1159 intersection would also be reconstructed. Existing Business US 82, also known as East Main Street, east of this intersection would no longer be referred to as “Business US 82” and would exclusively be referred to as “East Main Street.”

Because of the proposed interchange improvements, existing, direct access from Business US 82, or East Main Street, to US 82 would also be rerouted through the proposed FM 1159/Business US 82 interchange.

Lastly, trail accommodations for the Northeast Texas Trail are also proposed.

SLIDE 10 – Proposed Right of Way and Easements

Narrator: Bill Hicks, PE

Transportation projects are the result of cooperative efforts with local and regional partners. The department uses a systematic approach to evaluate many aspects and potential impacts of transportation project alternatives, while weighing the needs for safe and efficient travel. Some of these aspects include social, economic, adjacent property and environmental impacts. As a project is being developed, the department's systematic approach extends to informing the public and potentially affected property owners, of a project in their area. Under state and federal law, TxDOT can acquire only the right of way needed for a given project.

This is a flow chart to illustrate the numerous steps in the TxDOT process of acquiring right of way.

Approximately 0.91 acre of right of way would be required for this project. Please note that right of way needs are subject to change pending further design refinements. Additionally, no commercial structures, residential structures or public facilities would be displaced. Right of way acquisition would be completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act. More right of way information can also be found online at the address listed here on the slide.

SLIDE 11 – Environmental Process

Narrator: Bill Hicks, PE

Prior to December 16, 2014, the Federal Highway Administration, otherwise known as FHWA, reviewed and approved documents prepared under the National Environmental Policy Act, known as NEPA. However, on December 16, 2014, the Texas Department of Transportation assumed responsibility from the FHWA for reviewing and approving certain assigned NEPA environmental documents. This memorandum of understanding was renewed on December 9, 2019. This review and approval process apply to this proposed project.

SLIDE 12 – Environmental Review/Impacts Addressed

Narrator: Bill Hicks, PE

The technical documentation for this project would address the potential impacts identified during the engineering and design phase of the proposed project. These areas of potential impacts include natural, social, and cultural resources as well as potential impacts to adjacent and surrounding land use.

This slide shows a list of all resources and issues that would be evaluated during the environmental analyses.

SLIDE 13 – Projected Schedule

Narrator: Bill Hicks, PE

The anticipated project schedule includes today's August 13, 2020 Virtual Public Meeting followed by the public comment period that ends on August 28, 2020. Once public comments are addressed, the design schematic would be finalized in fall 2020. The need for a secondary public involvement opportunity would be evaluated once the environmental studies are complete, which is anticipated in Spring 2021. Environmental reviews would then be submitted for approval in Summer 2021. The timeline for right of way acquisition, utility coordination, and construction letting are to be determined. Please note that these dates are preliminary and subject to change.

SLIDE 14 – Share Your Input

Narrator: Bill Hicks, PE

TxDOT is committed to continuing our efforts to gain public feedback about this project. We understand that this virtual public meeting format is a bit different, so let's take a few minutes and explain the comment process. Please note comments can be made throughout the comment period and will be included in the meeting documentation.

Given our current COVID-19 situation, the Paris District is asking the public to provide their comments in the following ways:

1. You may email your comments to: Daniel.Taylor@txdot.gov
2. You can mail your comments to:

Texas Department of Transportation,

ATTN: Daniel Taylor, P.E.

3600 S.W. Loop 286

Paris, TX 75460

3. Additionally, you may submit your comments online by visiting the website www.txdot.gov. Type in “US 82 Red River County” in the keyword search at the top right of the TxDOT homepage, then click on the “Submit Your Comment” button on the project webpage.

The public comment period closes on Friday, August 28, 2020 which is 15 days from this virtual public meeting. Please ensure that your comment is received or postmarked by this date.

The public may call project staff at (903) 784-1357 during regular office hours or email project staff at any time in the project development process.

SLIDE 15 – Thank you!

Ladies and gentlemen, we sincerely appreciate your attendance and interest concerning the proposed US 82 Clarksville Loop Project. This concludes our presentation.