AGENDA

I-69 System (I-369) Harrison County/Marshall Working Group
April 15, 2014
2-4 pm
Texas State Technical College
2650 NE End Blvd, Room 515
Marshall, Texas 75672

Welcome/Introductions
Judge Taylor, Working Group Chair

Administrative
Tracy Hill, Facilitator
- Review updated schedule and activities
- Review and finalize issues and goals
- Review and finalize additional items to consider
- Discussion of sample relief route studies and results

I-20 East Texas Corridor Study overview and update
TxDOT

Harrison County/Marshall Area Characteristics
Tracy Hill, Facilitator
- Discuss traffic and travel patterns
- Review typical sections
- Review aerial maps and document environmental resources, future land use, and connection needs that could influence the development of the Interstate route options

Interstate Route Options
Tracy Hill, Facilitator
- Identify Interstate route option locations (i.e. east, west, through town)

Working Group Homework and Adjourn
Tracy Hill, Facilitator

The I-69 System (I-369) Harrison County/Marshall Working Group is comprised of fifteen (15) representatives from Harrison County. The Working Group will include citizen and community outreach as part of their work in finalizing their recommendation. The Working Group will review current transportation needs and concerns as they relate to regional mobility and local access. The review will lead to recommendations on an I-369 route location and/or improvements to US 59 to meet Interstate standards. The recommendation will guide TxDOT on future I-369 project development.
I-69 System (I-369) Harrison County/Marshall Working Group Meeting April 15, 2014

TxDOT Mission: Work with others to provide safe and reliable transportation solutions for Texas.

Agenda

• Administrative
• I-20 East Texas Corridor Study Overview and Update
• Harrison County/Marshall Area Characteristics
• Interstate Route Options
• Working Group Homework and Adjourn
Working Group Schedule and Activities

Meeting 1
February 2014
I-69 System Overview and Working Group Issues and Goals
- Background on the I-69 system
- Purpose and scope of the route study
- Working group
- Issues and goals
- Set charge and purpose

Meeting 2
April 2014
Initial Interstate Route Options Identification
- Traffic and travel patterns
- Planning and environmental features, future growth and development areas, and connection needs
- Interstate route option locations and rationale for location

Meeting 3
June 2014
Interstate Route Options Review and Preliminary Recommendation
- Review Interstate route options
- Determine an Interstate route option preliminary recommendation
- Refined Interstate route option preliminary recommendation
- Discuss public outreach methods and materials

Meeting 4
August 2014
Prepare for Public Outreach to Present Options and Recommendation
- Review and confirm refined Interstate route option preliminary recommendation
- Review of draft public outreach materials
- Prepare for public outreach

Meeting 5
November 2014
Review Public Outreach Results and Refine Option
- Review results of public outreach
- Provide refinements to the Interstate route option preliminary recommendation to address public concerns
- Provide rationale for the refinements

Meeting 6
December 2014
Finalize Recommendation and Discuss Funding and Next Steps
- Finalize working group Interstate route option recommendation
- Discuss funding
- Discuss next steps

Working Group Issues to Consider

- To be determined by working group

Note: For Working Group Report
April 15, 2014
Working Group Goals

Traffic and Safety
- Serve high traffic and truck volumes.
- Serve expected traffic growth.
- Address safety concerns.
- Improve travel times.

Connectivity
- Provide for multi-modal connections.
- Provide connection and access to major transportation facilities in the area.

Community Impacts
- Maximize the use of the existing US 59 footprint to the greatest extent possible while seeking to reduce program costs and impacts to private property.
- Incorporate public input.
- Support local economic development plans and goals, petiole, industrial and commerce, by providing access and connectivity to the regional roadway network.

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Working Group Additional Items to Consider

I-69 System (I-369) Harrison County/Marshall
Working Group

Additional Items to Consider

Connecting Facilities
- US 59
- FM 371
- FM 1626
- Toll 40 extension from Tyler/Langkip

Accessibility
- Can be located and incorporating into an existing loop around Marshall.
- An access route will provide access to the work area.

Coordination with Other Projects
- Coordinates to be developed with the US 911 Advisory Committee to maximize the potential for development, safety and connectivity.

Cultural/Historic Resources
- Potential for historic cultural significance.

Economic Development
- The business impact will be large industry and manufacturing. This will have huge truck traffic.
- Planned development.

General
- Provisions to achieve the identified goals.

Public Property Concerns
- Notification to the people that are living in the area where the road will be located.

Right of Way
- Engineering, sight of way work and touch of Marshall on US 59 would reduce construction costs.
- Future revenue estimates of the Harrison County Report need to be factored into the location determination.

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Relief Route Case Studies

Summary of Highway Bypass Studies, Longview, Texas, EDR Group, 2001

California Bypass Study: The Economic Impacts of Highway Bypasses, System Metrics Group, Inc., California Department of Transportation, 2006

The Impact of Highway Bypasses on Small Towns in Texas, Center for Transportation Research, University of Texas at Austin, 2001

Methodology for Determining the Impact of Highway Bypasses in Oklahoma, Research and Development Division, Oklahoma Department of Transportation, 2001

The Economic Impacts of Highway Bypasses on Communities, Wisconsin Department of Transportation, 1998

I-20 East Texas Corridor Study Overview
Harrison County/Marshall Area Characteristics

• Discuss traffic and travel patterns
• Review typical sections
• Review maps and document features

Interstate Route Options – East and West

• Identify environmental resources, future land use, and connection needs that could influence the development of the Interstate route options
• Identify Interstate route option locations
• Rationale for option location
Working Group Homework

• Continue community conversation about study
• Document concerns and issues
• Consider outreach techniques and opportunities – next meeting major topic

Deanne Simmons, P.E.
TxDOT Atlanta District
deanne.simmons@txdot.gov
Direct: is 903.799.1308

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I-69 System (I-369)
Harrison County/Marshall
Working Group Schedule and Activities

Meeting 1
February 2014
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Prepare for Public Outreach to Present Options and Recommendation
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- Prepare for public outreach

Meeting 5
November 2014
Working Group Conduct Public Outreach
- To be determined by working group

Meeting 6*
December 2014
Finalize Recommendation and Discuss Funding and Next Steps
- Review results of public outreach
- Provide refinements to the Interstate route option preliminary recommendation
- Review of draft public outreach materials
- Prepare rationale for the refinements

*Online meeting or conference call

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Interstate Standards

US 59 through Marshall is not access controlled and the mix of local traffic and through traffic cause congestion and delay.

US 59 does not meet Interstate standards. To establish I-369 along US 59 in the Marshall area, US 59 must meet Interstate standards and connect to an existing Interstate (i.e. I-20) by either:

- Upgrade of existing US 59 to an Interstate highway (I-369) or

Connectivity

The need for connectivity to major transportation facilities in the area.

Economic Development

The need to support local economic development plans and goals (retail, industrial and commercial) by providing access and connectivity to the regional roadway network.

Traffic

The need to improve traffic movement and safety (hazardous materials) within the US 59 corridor.

Right of Way

The need to utilize existing transportation right of way to the greatest extent possible.

Coordination with other Projects

The need to closely coordinate with area transportation projects and studies (e.g. I-20 Study).

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Note: Per Working Group Input
I-69 System (I-369) Harrison County/Marshall Working Group Goals

Traffic and Safety

Serve high traffic and truck volumes.
Serve expected traffic growth.
Address safety concerns.
Improve travel times.

Connectivity

Provide for multi-modal connections.
Provide connection and access to major transportation facilities in the area.

Community Impacts

Maximize the use of the existing US 59 footprint to the greatest extent possible while seeking to reduce program costs and impacts to private property.

Incorporate public input.

Support local economic development plans and goals (retail, industrial and commercial) by providing access and connectivity to the regional roadway network.
## I-69 System (I-369) Harrison County/Marshall Working Group
### Additional Items to Consider

#### Connecting Facilities:
- Loop 390
- FM 31
- FM 2625
- SH 43
- I-20
- US 80
- Toll 49 extension from Tyler/Longview

### Connectivity
Can be located and incorporated into an easterly loop around Marshall. An easterly route will provide additional access points for intermodal travel in the area.

### Coordination with other Projects
Concepts must be consistent with the I-20 Advisory Committee to maximize the potential for development, safety and connectivity.

### Cultural/Historic Resources
Areas that have historical/cultural significance.

### Economic Development
The businesses impacted will be large industry and warehousing. They will have large truck traffic.
Planned development.

### General
Items to achieve the identified goals.

### Personal Property Concerns
The negative effects to the people that are living in the area where the road will be located.

### Right-of-Way
Using existing right-of-way north and south of Marshall on US 59 would reduce construction costs.
Future runway extension of the Harrison County Airport need to be factored in to location determination.

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**Note: Per Working Group Input**

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Relief Route Case Studies

Summary of Highway Bypass Studies, Leong, Weisbrod, EDR Group, 2001

California Bypass Study: The Economic Impacts of Highway Bypasses, System Metrics Group, Inc., California Department of Transportation, 2006

The Impacts of Highway Relief Routes on Small Towns in Texas, Center for Transportation Research, University of Texas at Austin, 2001
http://www.utexas.edu/research/ctr/pdf_reports/1843_S.pdf

Methodology for Determining the Impact of Highway Bypasses in Oklahoma, Research and Development Division, Oklahoma Department of Transportation, 2001

The Economic Impacts of Highway Bypasses on Communities, Wisconsin Department of Transportation, 1998
IH 20 provides an important east-west connection for travel and trade in Texas. As the interstate system ages and population and trade increases, it is necessary to assess the current safety and capacity needs and plan for the future. A Corridor Assessment study will be undertaken to identify rural transportation needs along IH 20 from the Dallas/Fort Worth Metropolitan Area to the Texas/Louisiana State Line.

The study will:

- Assess current corridor conditions and identify short, intermediate and long-term needs. The needs assessment will focus on addressing safety, congestion, and system preservation concerns.
- Identify opportunities for addressing needs related to vehicular, freight and alternative transportation modes.
- Consider funding requirements for implementation of potential improvements, including alternative/non-traditional funding strategies.
- Outline next steps for TxDOT and other transportation stakeholders to consider advancing project development activities for the corridor.
Fact Sheet

Advisory Committee

An integral component of this study will be working with public and private stakeholders through an Advisory Committee. The charge of the Committee will be to assist TxDOT in assessing the rural transportation needs along I-20 by providing locally focused input and recommendations. The Committee will provide a valuable avenue for public outreach and input on issues that include:

- Rural transportation needs along the I-20 corridor
- Local planning issues (development activities, planning/environmental features)
- Opportunities for short, intermediate and long-term transportation improvements
- Recommendations for addressing freight and alternative transportation modes
- Input on the feasibility of potential alternative/non-traditional funding strategies
- Recommendations on priorities and next steps for TxDOT and other local stakeholders to consider in advancing project development activities for the corridor

The Advisory Committee will be comprised of individuals representing a cross-section of elected officials and other stakeholders along the corridor. Committee members will include representation from the following:

- Counties (Dallas, Kaufman, Van Zandt, Smith, Gregg, Harrison)
- Cities (Balch Springs, Mesquite, Forney, Terrell, Canton, Lindale, Tyler, Longview, Marshall)
- Metropolitan Planning Organizations (NCTCOG, Tyler, Longview)
- North East Texas Regional Mobility Authority
- Dallas Area Rapid Transit
- Other entities could include economic development organizations, business interests and Native American Tribes.

It is anticipated that the Advisory Committee will meet every two months.

Schedule

Expected study duration is about 18 months.
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Year 2011 Existing Level of Service

Source: 2011 average daily traffic from TxDOT RHINO road inventory database.
2057 traffic forecasts are based on an extrapolation of RHINO historic growth trends.
Level of service determination based on current type of road and number of lanes in 2014
using planning-level LOS thresholds (Highway Capacity Manual).

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Year 2057 No Build Level of Service

Source: 2011 average daily traffic from TxDOT RHNRO road inventory database. 2057 traffic forecasts are based on an extrapolation of RHNRO historic growth trends. Level of service determination based on current type of road and number of lanes in 2014 using planning-level LOS thresholds (Highway Capacity Manual).
I-69 System (I-369)
Harrison County/Marshall
Urban Typical Sections

URBAN TYPICAL SECTION
WITH ACCESS ROADS

URBAN TYPICAL SECTION
WITH MAINLANE AUXILIARY LANES

URBAN TYPICAL SECTION
WITH ACCESS ROAD AUXILIARY LANES

Working Draft
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The I-69 System (I-369) Harrison County/Marshall Working Group is comprised of fifteen (15) representatives from Harrison County. The Working Group will include citizen and community outreach as part of their work in finalizing their recommendation. The Working Group will review current transportation needs and concerns as they relate to regional mobility and local access. The review will lead to recommendations on an I-369 route location and/or improvements to US 59 to meet Interstate standards. The recommendation will guide TxDOT on future I-369 project development.
The I-69 System in Texas

In Texas, the national I-69 route is to begin along US 84 in Joaquin at the Texas-Louisiana border. It will extend south to Laredo and the Lower Rio Grande Valley via US 84, US 59, US 77, and US 281. US 59 north of Tenaha is intended to function as an Interstate spur, I-369, eventually connecting the future national I-69 route along US 59/US 84 to I-30 in Texarkana. (Note: Interstate spur routes connecting with a main Interstate route at one end are required to carry a three digit Interstate number that begins with an odd number followed by the number of the main route.) The first section of I-369, from I-30 to Loop 151 in Texarkana, was signed in May 2013. Once the remaining sections of US 59 between Tenaha and I-30 are upgraded to meet Interstate standards and are connected to or planned to connect to the existing Interstate system by July 2037, they would also be designated as I-369 (per the federal legislation Moving Ahead for Progress in the 21st Century Act (MAP-21)).

Planning and Development of the I-69 System

The I-69 Advisory and Segment Committees, led by citizen volunteers, recommended the development of the I-69 System in Texas to:

- Relieve traffic congestion caused by a growing population,
- Provide safer travel through the state,
- Improve emergency evacuation routes, and
- Support economic development.

The I-69 Advisory Committee proposed a two-pronged approach to developing the I-69 System:

- First, identify those sections of existing highways along the I-69 System that meet Interstate standards and designate them as Interstate (e.g., I-69, I-69E, I-69C, and I-369). TxDOT is continuing to work with the Federal Highway Administration and other partners to designate those “Interstate-ready” sections.
- Second, identify those sections that do not meet Interstate standards and begin the project development process, which includes identifying community and environmental concerns and needed improvements to meet Interstate standards. TxDOT has initiated several studies to identify projects along the I-69 System. Ultimately, these identified projects will be constructed as funding becomes available.

The I-69 System (I-369) Harrison County/Marshall Route Study

US 59, the proposed I-369 route through Marshall, does not currently meet Interstate standards (for example, local driveways and cross roads intersect the mainlanes). As such, TxDOT is undertaking an I-69 System (I-369) Harrison County/Marshall 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 are under consideration:

- Upgrade of existing US 59 through Marshall to an Interstate highway (I-369), or
The I-69 System (I-369) Harrison County/Marshall Working Group

As a continuation of the citizen-led I-69 development effort, an I-69 System (I-369) Harrison County/Marshall Working Group was created to provide input to the I-69 System (I-369) Harrison County/Marshall Route Study, the Interstate route options to be considered, and the merits of those options. This working group will present the Interstate route options to local citizens to learn about any concerns and issues that may need to be addressed. Considering local citizen input, the working group will make recommendations that will guide TxDOT on I-369 project development in the Marshall area.

The study will include working group input on:

- Identification of working group goals and issues for establishing I-369 along US 59 in the Marshall area
- Determination of travel and traffic patterns, and identification of high level environmental and planning features
- Determination of access needs, future growth, and development that could influence the Interstate route options
- Development of Interstate route options to meet Interstate standards
- Evaluation of the Interstate route options including potential environmental effects (historic, archeological, potential residential and business displacements, wetlands and streams, community features, utilities and railroad), right-of-way needs, and costs
- Refinements to the route options
- Determination of public outreach methods and development of materials to gather citizen input on the route options
- Innovative funding and project development strategies and priorities for TxDOT and local partners to consider in advancing projects for I-369 development in Harrison County and the Marshall area

Ultimately, this route study and the working group’s efforts will result in the identification of an Interstate route option that will then be studied in detail as part of the environmental process.

The I-69 System (I-369) Harrison County/Marshall Route Study is anticipated to be completed in late fall 2014.

Comments or questions can be submitted online at www.txdot.gov/drivenbytexans/ or by mail to:

Texas Department of Transportation
Attn: Deanne Simmons, P.E.
701 E Main Street
Atlanta, Texas 75551

For further information, please refer to the website: www.txdot.gov/drivenbytexans, or contact Deanne Simmons, TxDOT Atlanta District at Deanne.Simmons@txdot.gov and (903) 799-1308.
PUBLIC COMMENT FORM

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

DATE: __________________________ MEETING LOCATION: __________________________

(optional contact information)

NAME: __________________________________________________________________________

EMAIL: __________________________ PHONE NUMBER: __________________________

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

❑ I am employed by TxDOT.

❑ I do business with TxDOT.

❑ I could benefit monetarily from the project or other item about which I am commenting.

COMMENT:
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Comments will be accepted through November 1, 2014.

Mail to: TxDOT Atlanta District
701 E Main Street
Atlanta, Texas 75551
Attn: Deanne Simmons, PE