



FAQs

PROJECT SPECIFIC

Q: What is this projects CSJ?

- 1575-05-016

Q: What is this project description?

- A new location roadway between US 80 and I-20 on the east side of Marshall. The approx. six-mile roadway, designated as State Loop 390 (SL 390)/ US 59 Relief Route, would be designed to interstate standards and would eventually become part of the future I-369 (part of the I-69 system through Texas).

RIGHT OF WAY

Q: Would the project require right of way?

- Yes
- Approximately 636 acres

Q: Would the project require displacements?

- Yes
- New location roadway in a rural area

Q: Who will be acquiring any necessary ROW?

- TxDOT

Q: What do I do if my property is affected?

- Refer to the Right of Way table.

Q: Are you going to give me fair market value for my property?

- Refer to the Right of Way table.

Q: When are you going to buy my property?

- Begin Right of Way Acquisition – Late 2022
- Finalize Design and Begin Construction – 2025

Q: Why is this project proposed?

- US 59 is the designated route for I-369.
- I-369 is an interstate spur in Texas extending from Tenaha to Texarkana.
- The entire I-69 system in Texas is part of the Texas Highway Freight Network.
- Hurricane Evacuation Route



Q: What is the purpose of the proposed project?

- Meet interstate design standards and would eventually be designated as I-369
- Enhance safety, improve mobility, and connectivity for local and through traffic
- Improve freight mobility through the Marshall area

Q: Would the proposed project increase noise to my home/business?

- TxDOT is preparing a traffic noise analysis for the project. If the analysis identifies noise impacts, TxDOT will consider noise abatement measures such as a noise wall. Noise walls would only be proposed if they would provide a perceptible reduction in noise levels, are cost reasonable, and are desired by the adjacent property owners and residents.

Q: Would the proposed project affect air quality?

- The proposed improvements will meet all federal air quality requirements as established by the Federal Highway Administration (FHWA) and the Environmental Protection Agency (EPA).

Q: When is the proposed project anticipated to have an environmental decision?

- 2022

SCHEMATIC / DESIGN INFORMATION

Q: Would the roadway be tolled?

- No

Q: Is landscaping proposed as part of this project?

- To be determined during detailed design.

Q: Are additional traffic signals proposed?

- No not at this time, but could be warranted during detailed design at Frontage road intersections.

Q: Would the project have bicycle/pedestrian accommodations?

- Yes
- 10 Ft shoulders are being provided.

Q: Will this project increase flooding?

- No, the proposed project would not increase the base flood elevation.

Q: Why do we need a raised median?

- Raised medians are not proposed.

Q: How are median openings determined?

- N/A - raised medians are not proposed.



FUNDING INFORMATION

Q: What is the anticipated total cost of the proposed project?

- \$440 Million.

Q: How is this project being funded?

- Federal and State.

CONSTRUCTION INFORMATION

Q: When is construction anticipated to begin?

- 2025

Q: What is the approximate duration of construction?

- Phased construction is proposed and phase one construction timeline has yet to be determined.

Q: Would congestion get worse during construction?

- Congestion may temporarily increase at crossroads during construction. Every effort would be made to reduce delays.

Q: Would there be detours during construction?

- No

Q: How would ingress and egress be handled during construction?

- Access to adjacent properties may temporarily be modified during construction, however, access would be provided at all times.

Q: What would be done about noise from construction at night?

- The contractor would attempt to limit most construction activities to daytime hours. If night work is necessary, provisions would be included to require the Contractor to make every reasonable effort to minimize noise.

Q: Will the construction affect safety conditions for adjacent property owners, especially children?

- Measures will be taken to notify adjacent property owners of when and where construction will take place, alternate routes, and construction timing. All construction areas will be clearly marked and qualified personnel will be on-site during construction hours.

PUBLIC INPUT

Q: Will there be another meeting?

- A public hearing will be held at a future date. If you signed in tonight, you will receive notification at the address provided.



Q: Will my comments be considered?

- All public comments received prior to the deadline are reviewed and considered.

Q: How will you keep me informed?

- If another public meeting/hearing is scheduled, you will be notified by mail at the address you provided when you signed in.

Q: How has the project changed since the last public involvement event?

- Since 2019, proposed design refinements, and proposed phasing of construction.
- We are here tonight to receive comments on the proposed recommended route.
- In April 2021, this route has been designated as US 59 Relief Route, once constructed, US 59 through Marshall will become US 59 Business.

Q: What will be the posted speed?

- A speed study will be conducted for the proposed project. It is estimated that the posted speed will be between 60 - 75 mph.

TEAM MEMBERS

- **Refer Noise Questions to:**
 - Greg Parrent
 - Samantha Hicks
 - Karen Coopersmith
- **Refer Right-of-Way Questions to:**
 - TxDOT ROW table
- **Refer Construction Questions to:**
 - Area Office Staff
- **Refer all media inquiries to:**
 - Atlanta District PIO