



# *Appendix B*

## Public Meeting Summaries

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Lubbock Outer Route Study



# **TxDOT Lubbock Outer Route**

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## **Public Meetings**

**February 25, 2014**

**(with February 4, 2014 Town Hall)**

**Lubbock District**

**Lubbock Outer Router Study  
Public Meeting Summary  
February 25, 2014  
Lubbock-Cooper Performing Arts Center**

**Purpose and Outreach**

This meeting was originally scheduled to take place on February 4, 2014 but was postponed in the early morning of February 4<sup>th</sup> due to freezing inclement weather. However, as the day progressed, the weather improved, prompting TxDOT Lubbock District to make the decision to conduct an altered version of the original meeting to accommodate those community members who did not receive notice of the cancellation. The February 4<sup>th</sup> meeting collected additional comments and feedback on the proposed route. Please see the town hall summary for more information on the February 4<sup>th</sup> meeting. The original meeting, with the original format, was rescheduled to Tuesday, February 25, 2014. This is a record of that make-up meeting.

Outreach for the meeting was conducted using a variety of methods. A press release was distributed to local media outlets. Direct mail notices were sent to stakeholders and the public using registration information from the February 4<sup>th</sup> meeting as well as the previous TxDOT efforts related to this study. The meeting was posted on the Get Involved link of [www.txdot.gov](http://www.txdot.gov) and social media tools were also used.

**Attendance and Participation**

Approximately 190 members of the public registered at the meeting. For details, see the attached sign-in sheets. There were seven TxDOT personnel and five consultants staffing the meeting. Media representatives from FOX 34, KAMC, and KLBK also attended.

**Meeting Summary**

The meeting was formatted to provide an open house, presentation, and comment period. TxDOT staff had exhibits available, throughout the foyer and in the auditorium of the performing arts building, illustrating the proposed outer route options. Staff provided information and answered questions during the 30-minute open house. Following the open house, Steve Warren with the TxDOT Lubbock District conducted a short presentation on the current Route Study and the previous Feasibility Study completed in 2010. The current route study consists of four primary segments, which make up an outer route, extending south from US 84/87 in Shallowater to near Wolfforth, then turning eastbound with a terminus along US 84/87 near Slaton. The outer route is being planned proactively to accommodate future projected growth. Mr. Warren emphasized the study is only in the conceptual stages now. The purpose of the current study is to identify a preferred route. The study must progress into a project and go through an environmental clearance process before any action can take place (i.e. design, right-of-way acquisition, and

construction). Currently, there is no funding identified for construction. However, this study allows for TxDOT to continue the planning stages, so that when future funding is available, the project can progress into the next phase. Warren emphasized it is not unusual for a major roadway improvement process to take many years to progress from planning to environmental to construction. The full presentation given to the public on February 25<sup>th</sup> is attached.

### **Verbal Comments Summary**

Following the presentation, attendees were asked to register to speak to have their comments heard and their questions answered. Thirteen attendees took advantage of this opportunity. The majority of the comments and questions pertained to the timing of the project and impacts specific to each speaker's property. Several speakers have homes on acreage in Shallowater as well as homes in the south and southwest areas of Lubbock where some of the route options would significantly impact them. There were several questions about potential displacements and the acquisition process. Mr. Warren explained that land acquisition, if needed, would be many years in the future. The acquisition process will use an independent appraiser for the initial valuation, negotiations, and, if necessary, judicial adjudication in the event the property owner is not satisfied with the offer. When asked about flooding impacts, Mr. Warren expressed that by law TxDOT is required to maintain or improve drainage when constructing new projects. Additional comments supported the early planning and urged continued public involvement and information.

### **Written Comments Summary**

Comment cards were collected at the meeting as well as received by TxDOT Lubbock District. Comments are inclusive of those received at the February 4<sup>th</sup> meeting as well as the February 25<sup>th</sup> meeting. To date, eighty-four (84) comment cards, emails, and letters have been received.

Of the 84 written comments received, the following represents general comments:

- 30 respondents indicated one of the routes would negatively impact their residence or farmland;
- Two suggested using a route that would facilitate trips to the airport;
- Two listed concerns about impacts to wildlife and horned toads;
- Two listed concerns about affecting playas and potential flooding;
- Four responders stated understanding of the need and appreciated the early planning;
- A few suggested looking at additional routes including FM 41 and Woodrow Road;
- A couple had concerns about mineral rights being retained if property acquisition was required;
- A couple stated 1585 as the preferred route because it is an established roadway with continued development;
- 146<sup>th</sup> Street was supported for similar reasons as well as less disruption to residential areas; and

- A request to study and consider the northeast side of Lubbock.

The various route options were outlined on the comment card. Responders were asked to select the route option(s) they were most willing to support as well as the reasons behind their selection. The proposed route alternatives were divided into four segments with various alternatives within each segment. The two alternatives for each segment that garnered the most support are stated below. Each of the route alternatives is illustrated on the attached presentation.

The first segment was divided by east and west. The east and west route had seven alternatives for each. Of 31 responses on the eastern alternative, 16 selected segment "1Ae", followed by eight selecting "1Fe". On the western segment, 29 responses were returned and 17 of them supported the "1Aw" alternative.

The second segment was divided by east and west with two alternatives each. Seven responses were collected with the eastern segment showing 4 preferring the "2Ae" route and 3 showing preference for "2Be". Thirty-six (36) responses were collected on the western segment with a 18/18 split between "2Aw" and 2Bw.

The third segment presented six options. Of the 87 responses collected, "3C" – received 33, followed by 27 responses supporting "3A".

The fourth segment presented five options and received 54 responses. Of the 54, 20 supported the "4A" option and 19 supported the "4C" option. Reasons for supporting the selected options mostly involved reducing potential displacement of homes, property, utility relocation, and environmental impacts (playa lakes and wildlife). Additional reasons included direct access to the airport as well as Slaton, current development patterns, particularly commercial development, and utilizing an existing roadway to make the connections. For details on results for all segments refer to the attached Comment Matrix.

### **Next Steps**

TxDOT will consider all the comments received and refine the route options further. Another public meeting will be held this summer to present the study findings as well as collect additional feedback and input.

### **Attachments**

- February 4, 2014 Meeting Summary and Sign-In Sheets
- Notices
- Exhibits
- Presentation
- Speaker Registration Cards
- Sign-in Sheets
- Comment Matrix, Verbal Comments Summary, and Scanned Comments Received by TxDOT

**February 4, 2014 Meeting Summary and Sign-In Sheets**

**Lubbock Outer Router Study  
Town Hall Meeting Summary  
February 4, 2014  
Lubbock-Cooper Performing Arts Center**

**Purpose and Outreach**

This meeting was originally slated to be an open house with a presentation and public comment period. Unfortunately, the original meeting was postponed in the early morning of February 4<sup>th</sup> due to freezing inclement weather. Cancellation notices were published in the Lubbock Avalanche Journal, posted to the Texas Department of Transportation (TxDOT) study page, e-mailed to previously identified stakeholders, and broadcasted via TxDOT Lubbock District Twitter account. However, as the day progressed, the weather improved. TxDOT Lubbock District made the decision to conduct an altered version of the original meeting to accommodate those community members who did not receive notice of the cancellation. The original meeting, with the original format, was rescheduled to Tuesday, February 25, 2014.

**Attendance**

Fifty-two members of the public registered on the sign-in sheets.

**Meeting Summary**

The meeting was presented in an informal open house format. TxDOT staff had exhibits available illustrating the proposed options for the Lubbock Outer Route. Staff provided information, answered questions, and collected comments on comment cards. Attendees were informed this meeting was not the official public meeting for the study and they would be informed of the official new date. The open house closed at approximately 8:30 p.m.

**Comments Summary**

Four comment cards were submitted at the open house. Three of the respondents were residents and business owners; the other one self-identified as a resident only. One suggested Segment 1 on the east follow alternative 1Ae, 1Be, or 1Ce to avoid his property on FM 2641. The others did not select a preferred alternative. Comments included preference to stay closer to the city to avoid farmland on Alcove and agricultural, environmental, and increased road hazards if the dirt road is converted to a highway.

Five comments were received via email and USPS mail. Two of them were from the same members of the public and another was a duplicate sent via email and USPS. Concerns stated in these comments included displacing and bisecting a family estate located at CR1540 and CR 6100 as well as potential impacts to the Texas Horned Frogs and livestock. Additional comments included a suggested route utilizing CR 7500 on the western edge to connect to FM 1585 and FM 179. This proposed route would minimize impacts to a City of Wolfforth Section 19 sewage effluent application area as well as an established pecan orchard. The final comment was

received on behalf of the Reese Technology Center. This comment inquired about a previously considered (in the Feasibility Study) route option outside or West of the center.

TxDOT replied to the Reese Technology Center inquiry. It was explained that the proposed route option to the west of the center was eliminated due to distance from the city. Additionally, the proposed route options should not have any impact to the Reese Center.

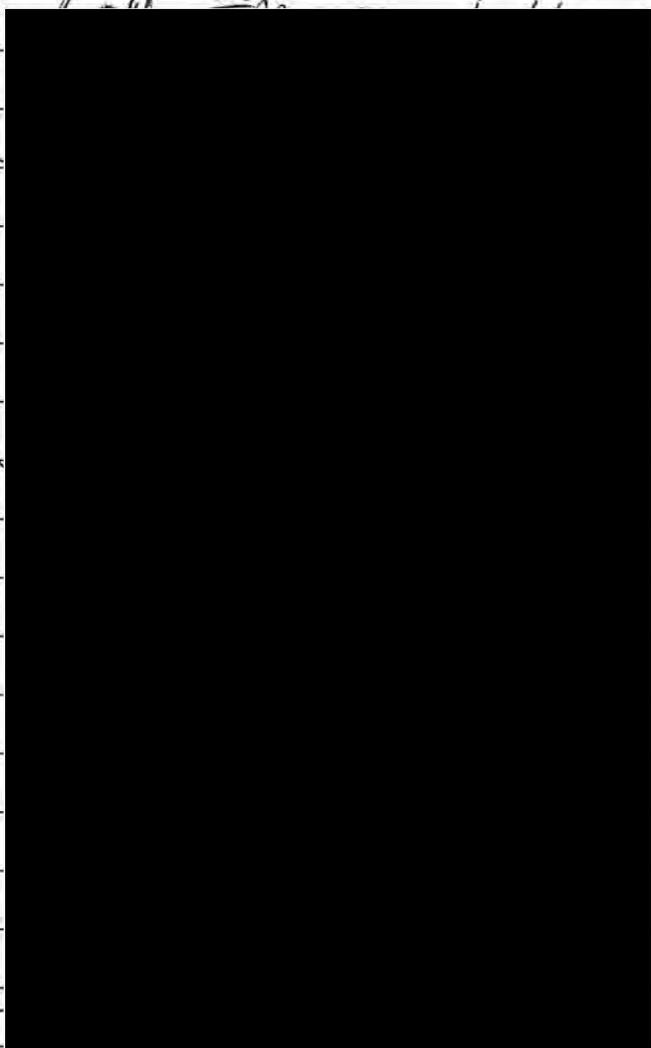
**Next Steps**

The official public meeting has been rescheduled for Tuesday, February 25, 2014.

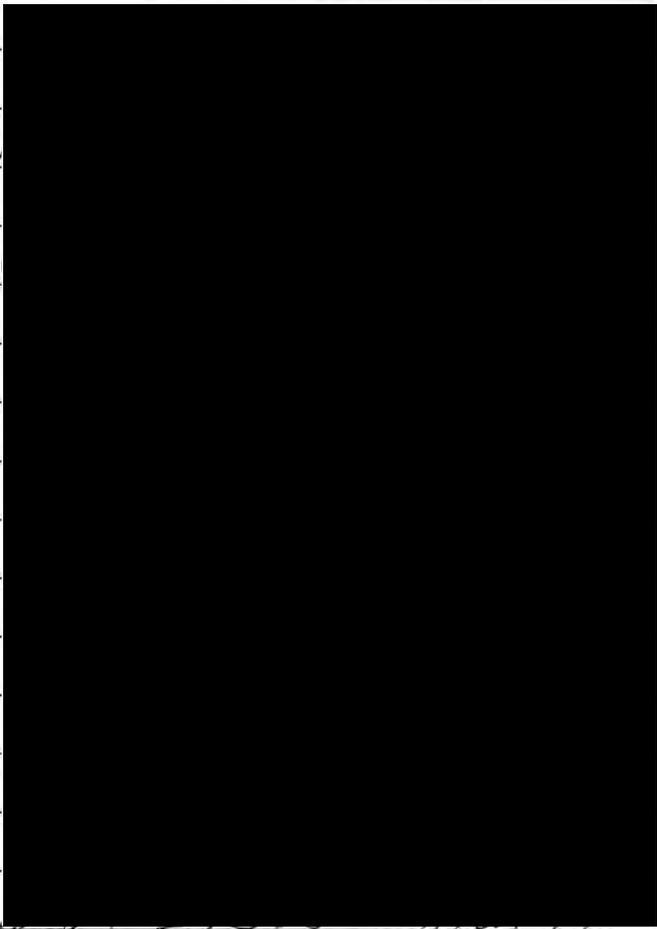
**Attachment**

- Sign-In Sheets

Lubbock Outer Route Study Public Meeting & Open House  
 Tuesday, February 4, 2014, 5:30 PM  
 Lubbock-Cooper Performing Arts Center  
 16302 Loop 493, Lubbock, TX 79423  
**General Sign-in**

Name (Please Print)	Address	Zip Code	E-mail address (optional)
1 UNSH Norma		79423	
2 Norma NASH			
3 Merry & Tonya Wit			
4 Kaylyn Gray		79423	
5 W.D. CURRY		79423	
6 Sosie Bankston Scherer		79416	
7 David Bankston		79416	
8 John M. Scherer Jr		79416	
9 Keith Vardeman		79364	
10 W.D. Vardeman		79364	
11 Dean Vardeman		79364	
12 Mike Chapman		79423	
13 Sammy Martinez		79423	
14 James Rhoads		79423	
15 THOMAS PAYNE		79423	
16 LARRY BARNER		79423	
17 LARRY LUTTRELL		79424	
18 Van Wilson		79424	

Name (Please Print)	Address	Zip Code	E-mail address (optional)
1 Robert (deceased) Nancy Fehleison		<del>79</del>	
2 Tom Mitt and Scherry Searborough		79382	
3 Julie Barnhill		79423	
4 BUZZ W. MASTERS		79493	
5 Doug & Penny Wunsche		79423	
6 MARK PINICIO			
7 JEROME Schwertwed		79364	
8 Dale Townsley		79363	
9 David & Lesa Ramby		79424	
GANT BARNHILL		79423	
Mike Rebbel	79423		

Name (Please Print)	Address	Zip Code	E-mail address (optional)
1 Bill & Karen Jones		79382	
2 Armando & Debbie Rodriguez		79363	
3 TRUMAN Kirby & TRUMAN		79424	
4 STEPHEN & RITA SMITH		79424	
5 ROSE JACKSON		79364	
6 Doug Hlavaty		79423	
7 Frank Kubacak		79423	
8 Carroth Hughes		79382	
9 JAY STANTON		79424	
10 Lee Roy Fulford		79423	
11 Joyce Schwertner		79364	
12 MITCH HUBSON		79423	
13 Heather Fanta		79423	
14 Eugene Solas		79424	
15 Roger Deaithy		79423	
16 Paul D. Sitchum		79364	
17			
18			
19			
20			
21			

## **Notices**



## MEMORANDUM

Re: Lubbock Outer Route Study – Rescheduled Public Meeting

The Texas Department of Transportation (TxDOT) originally scheduled a public meeting for the above-referenced study for Tuesday, February 4, 2014. Unfortunately, the meeting was postponed due to inclement weather and overall concern for the safety of the community. TxDOT sincerely apologizes for any inconvenience due to the postponement.

The meeting has been rescheduled to Tuesday, February 25, 2014. The open house and presentation will be held at the Lubbock-Cooper Performing Arts Center located at 16302 Loop 493, Lubbock, TX 79423. The meeting will begin at 6:30 p.m. with an open house followed by a short presentation at 7:00 p.m. Staff will be available at all times to answer questions and collect comments.

Written comments may be emailed to [steven.warren@txdot.gov](mailto:steven.warren@txdot.gov), faxed to (806) 748-4380, or mailed to Steven Warren, P.E. at 135 Slaton Road, Lubbock, TX 79404-5201. All comments must be submitted or postmarked by March 7, 2014. The presentation can be found online, after the public meeting, at <http://www.txdot.gov/inside-txdot/projects/studies/lubbock/outer-route.html>, or requested by calling (806) 748-4490.



## MEMORANDUM

Re: Estudio del Libramiento Vial para la Ciudad de Lubbock – Junta Publica Reprogramada.

El Departamento de Transporte de Texas (TxDOT) originalmente había programado una junta pública para el día martes, 4 de febrero del 2014 para el estudio anteriormente mencionado. Desafortunadamente tomando en cuenta el bienestar del público en general y debido al mal tiempo la junta pública fue pospuesta. El Departamento de Transporte de Texas se disculpa por las molestias que este cambio pudo haberle ocasionado.

La junta ha sido reprogramada para el martes 25 de febrero del 2014. La exhibición y junta pública será llevada a cabo en el Lubbock-Cooper Performing Arts Center localizado en 16302 Loop 493, Lubbock, TX 79423. La junta comenzara a las 6:30 p.m. con una exhibición, seguida de una breve presentación a las 7:00 p.m. Personal estará disponible en todo momento para contestar sus preguntas y recibir comentarios.

Comentarios escritos pueden ser enviados por correo electrónico a [steven.warren@txdot.gov](mailto:steven.warren@txdot.gov), por fax al teléfono (806) 748-4380 o por correo a nombre de Steven Warren, P.E., 135 Slaton Road Lubbock, TX 79404-5201. Todos los comentarios deberán ser recibidos o enviados antes del 7 de Marzo del 2014. La presentación estará disponible en línea, después de la junta pública, en <http://www.txdot.gov/inside-txdot/projects/studies/lubbock/outer-route.html>, o puede ser solicitada llamando al (806) 748-4490.



Texas Department of Transportation  
**NOTICE OF RESCHEDULED PUBLIC MEETING**  
**LUBBOCK OUTER ROUTE STUDY**

The Texas Department of Transportation (TxDOT) will host a public open house and presentation for the Lubbock Outer Route Study to gather public comment on alternative routes for the proposed new roadway. The open house and presentation was originally scheduled for Tuesday, February 4, 2014 and was postponed due to bad weather. The rescheduled meeting will be held on Tuesday, February 25, 2014 from 6:30 p.m. to 8:00 p.m. at Lubbock-Cooper Performing Arts Center located at 16302 Loop 493, Lubbock, TX 79423. A short presentation by TxDOT personnel will be conducted at 7:00 p.m. Staff will be available at all times to answer individual questions.

The Lubbock Outer Route Study is currently in its second phase of development. The first phase, known as the Lubbock Outer Route Feasibility Study, was initiated to determine the feasibility of an outer route around Lubbock from US 84 Northwest of Lubbock to US 84 southeast of Lubbock. The first phase concluded in 2010 with a finding of feasibility for a 4-lane divided highway in 2030. This finding has allowed for the study to progress into Phase 2. During this current phase, additional analysis is being conducted to identify a specific route for the proposed highway facility. Information may be found on the project website <http://www.txdot.gov/inside-txdot/projects/studies/lubbock/outer-route.html>

The open house will provide information and exhibits related to the study area and the proposed routes as well as a formal presentation.

Written comments may be emailed to [steven.warren@txdot.gov](mailto:steven.warren@txdot.gov), faxed to (806) 748-4380, or mailed to Steven Warren, P.E. at 135 Slaton Road, Lubbock, TX 79404-5201. All comments must be submitted or postmarked by March 7, 2014. The presentation can be found online, after the public meeting, at <http://www.txdot.gov/inside-txdot/projects/studies/lubbock/outer-route.html>, or requested by calling (806) 748-4490.

Persons who plan to attend and have special communication or accommodation needs are encouraged to call Dianah Ascencio at (806) 748-4472 at least five business days prior to the open house to request assistance. TxDOT will make every reasonable effort to accommodate these needs.



El Departamento de Transporte de Texas  
**AVISO DE CAMBIO DE FECHA DE JUNTA PÚBLICA**  
**ESTUDIO DEL LIBRAMIENTO VIAL PARA LA CIUDAD DE LUBBOCK**

El Departamento de Transporte de Texas (TxDOT) convocará una exhibición y presentación pública para el Estudio del Libramiento Vial para la Ciudad de Lubbock. El propósito es de reunir información sobre la opinión pública en cuanto a las alternativas de ruta propuestas para la carretera nueva. La exhibición pública y la presentación estaban programadas para el martes, 4 de febrero de 2014, pero se pospuso por las condiciones del clima. La nueva fecha para la junta es el martes, 25 de febrero de 2014 de las 6:30 p.m. a las 8:00 p.m. en el Lubbock-Cooper Performing Arts Center localizado en 16302 Loop 493, Lubbock, TX 79423. Personal de TxDOT llevará a cabo una breve presentación a las 7:00 p.m. El personal estará disponible en todo momento para responder a sus preguntas.

El Estudio del Libramiento Vial para la Ciudad de Lubbock se encuentra actualmente en su segunda etapa de desarrollo. La primera etapa, el Estudio de Factibilidad para el Libramiento Vial de Lubbock, fue elaborado para determinar la factibilidad de una ruta periférica alrededor de la ciudad de Lubbock desde la carretera US 84 al noroeste de la ciudad hasta la carretera US 84 al sureste de la misma. La primera fase terminó en 2010, concluyendo que una carretera de 4 carriles dividida será factible en el año 2030. Con esta conclusión, el estudio ha progresado a su segunda etapa. Durante ésta, se analizarán diferentes opciones para identificar una ruta específica para la nueva vialidad. Para información adicional sobre este proyecto visite el sitio: <http://www.txdot.gov/inside-txdot/projects/studies/lubbock/outer-route.html>

La exhibición pública proveerá más información y materiales relacionados con el área de estudio y las rutas propuestas, así como una presentación formal por parte del personal de TxDOT.

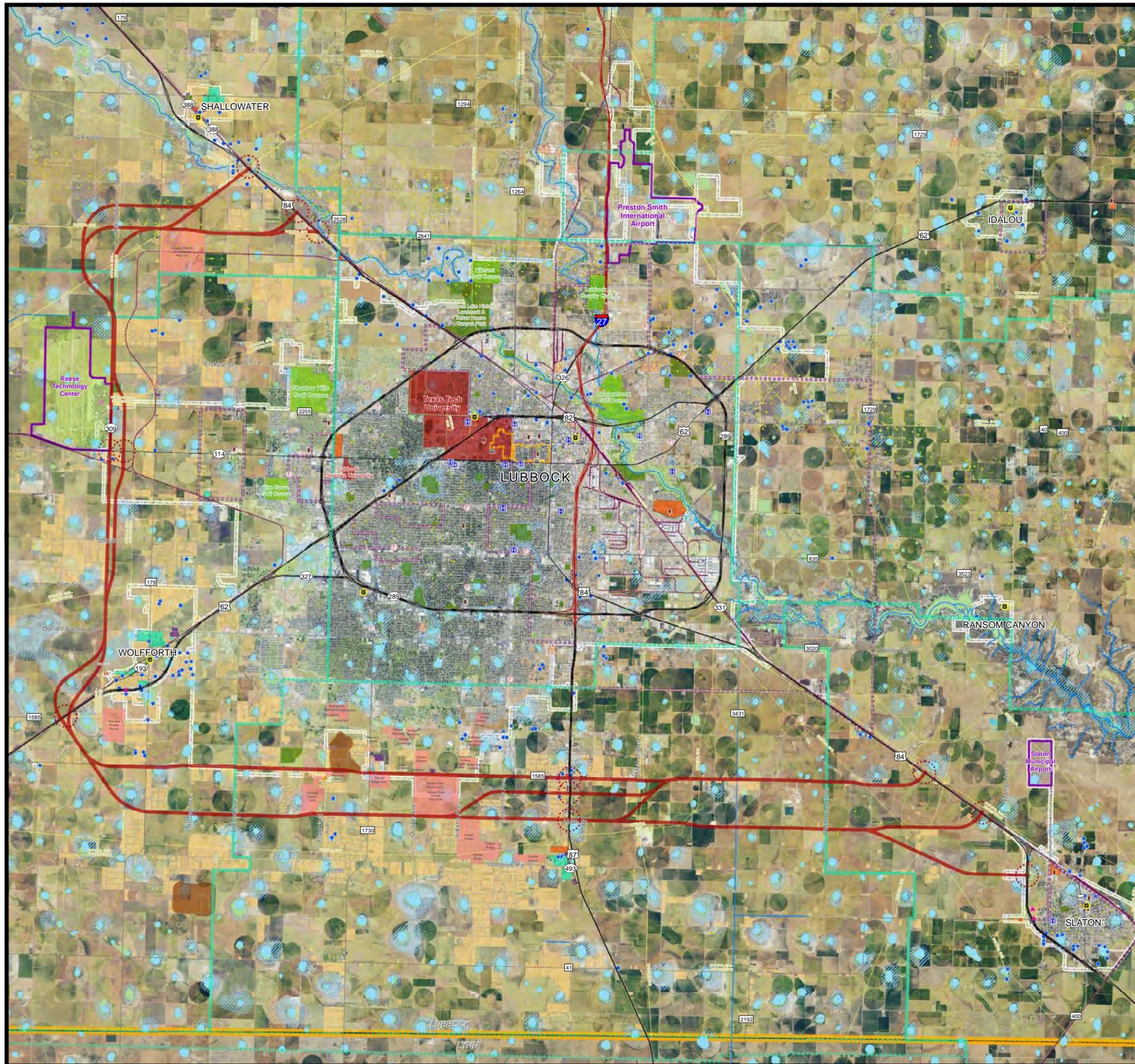
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Personas con necesidad de asistencia o con necesidades especiales que van a asistir a la junta favor de llamar a Dianah Ascencio al teléfono (806) 748-4472 por lo menos 5 días hábiles antes de la junta para solicitar asistencia. TxDOT hará lo posible para atender sus necesidades.

## **Exhibits**

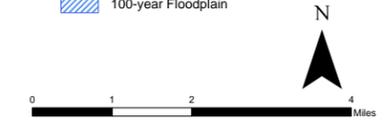
# Preliminary Route Options Map

## Lubbock Outer Route DRAFT

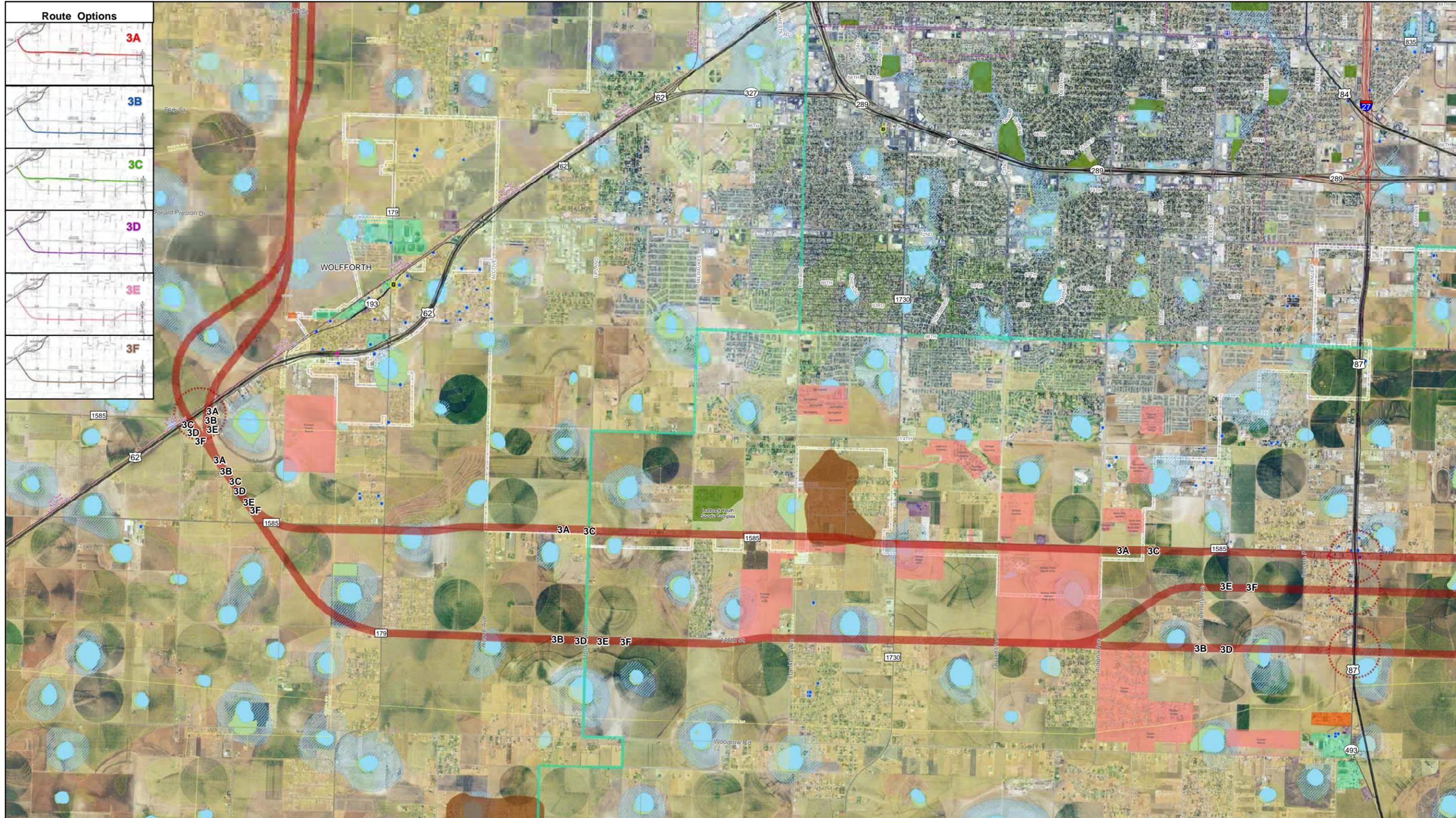


### Legend

- Preliminary Route Options
- Potential Interchanges
- Transportation**
- 7 Interstate
- 84 US Highway
- 288 State Highway
- County Roads
- Local Roads
- Active Railroad
- Airports
- Community Resources**
- Fire Stations
- Police Stations
- Hospitals
- City Boundaries
- School District Boundaries
- County Boundary
- Land Use**
- Residential
- Schools
- Houses of Worship
- Colleges & Universities
- Future Development
- Cultural Resources**
- National Register of Historic Places
- Texas Historical Markers
- Historic District
- Cemeteries
- Low Income & Minority Populations**
- Low Income & Minority Populations
- Hazardous Materials**
- Landfills
- Electric Substations
- Oil/Gas Surface Wells
- Oil & Gas Pipelines
- Prime Farmland**
- Prime Farmland
- Parks & Conservation Areas**
- Parks
- Golf Courses
- Local Conservation Lands
- Wildlife**
- Prairie Dog Towns
- Water Resources**
- Public Water Supply Wells
- Streams
- National Hydrography Dataset Features
- Playa Lakes
- National Wetland Inventory Features
- 100-year Floodplain



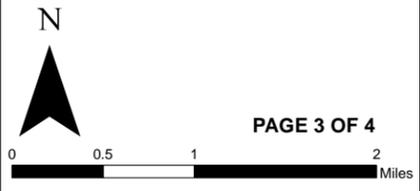
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# Preliminary Route Options Map

## Lubbock Outer Route DRAFT

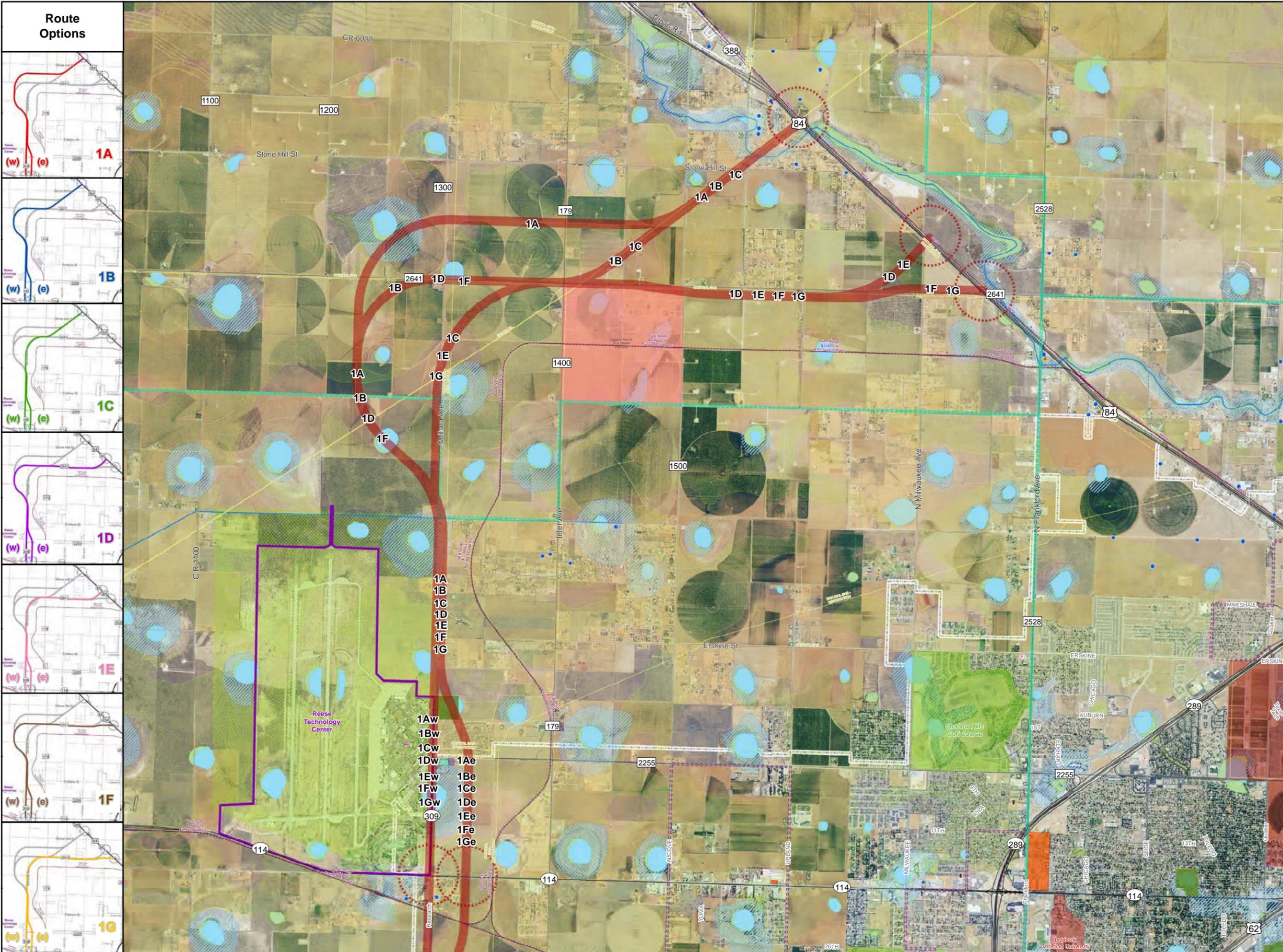
- Legend**
- Route Options (400 ROW)**
    - Preliminary Options (400 ROW)
  - Potential Interchanges**
    - Potential Interchanges
  - Transportation**
    - Interstate
    - US Highway
    - State Highway
    - County Roads
    - Local Roads
    - Active Railroad
    - Airports
  - Community Resources**
    - Fire Stations
    - Police Stations
    - Hospitals
    - City Boundaries
    - School District Boundaries
    - County Boundary
    - Historic District
    - Cemeteries
  - Low Income & Minority Populations**
    - Low Income & Minority Populations
  - Hazardous Materials**
    - Landfills
    - Electric Substations
    - Oil & Gas Pipelines
    - Municipal Landfill Sites
    - Leaking Petroleum Storage Tanks
    - US Biennial Reporting System
    - Environmental Response System
    - EPA Docket Data
    - RCRA Corrective Action Facilities
    - RCRA Generator Facilities
    - RCRA Sites With Controls
  - Prime Farmland**
    - Prime Farmland
  - Parks & Conservation Areas**
    - Parks
    - Golf Courses
    - Local Conservation Lands
    - Pasture Dog Towns
  - Water Resources**
    - Public Water Supply Wells
    - Streams
    - Playa Lakes
    - National Wetland Inventory Features
    - 100-year Floodplain



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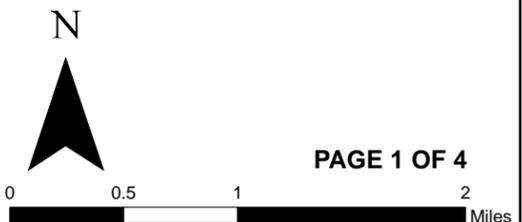


# Preliminary Route Options Map

## Lubbock Outer Route DRAFT

**Legend**

Preliminary Options (400' ROW)	Potential Interchanges	Low Income & Minority Populations
Interstate	US Highway	State Highway
State Highway	County Roads	Local Roads
Active Railroad	Airports	Fire Stations
City Boundaries	School District Boundaries	County Boundary
Residential	Schools	Houses of Worship
Schools	Colleges & Universities	Future Development
Houses of Worship	Cultural Resources	National Register of Historic Places
Colleges & Universities	Texas Historical Markers	Historic District
Future Development	Cemeteries	Landfills
Future Development	Electric Substations	Oil & Gas Pipelines
Future Development	Municipal Landfill Sites	Leaking Petroleum Storage Tanks
Future Development	Environmental Response System	RCRA Corrective Action Facilities
Future Development	RCRA Generator Facilities	RCRA Sites With Controls
Future Development	Prime Farmland	Parks
Future Development	Golf Courses	Local Conservation Lands
Future Development	Prairie Dog Towns	Public Water Supply Wells
Future Development	Streams	Playa Lakes
Future Development	National Wetland Inventory Features	100-year Floodplain



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Date: 1/28/2014

# Typical Sections



**Initial Construction\*: Four-lane Divided Highway (2030)**



**Ultimate Construction\*: Freeway with Frontage Roads (2050)**

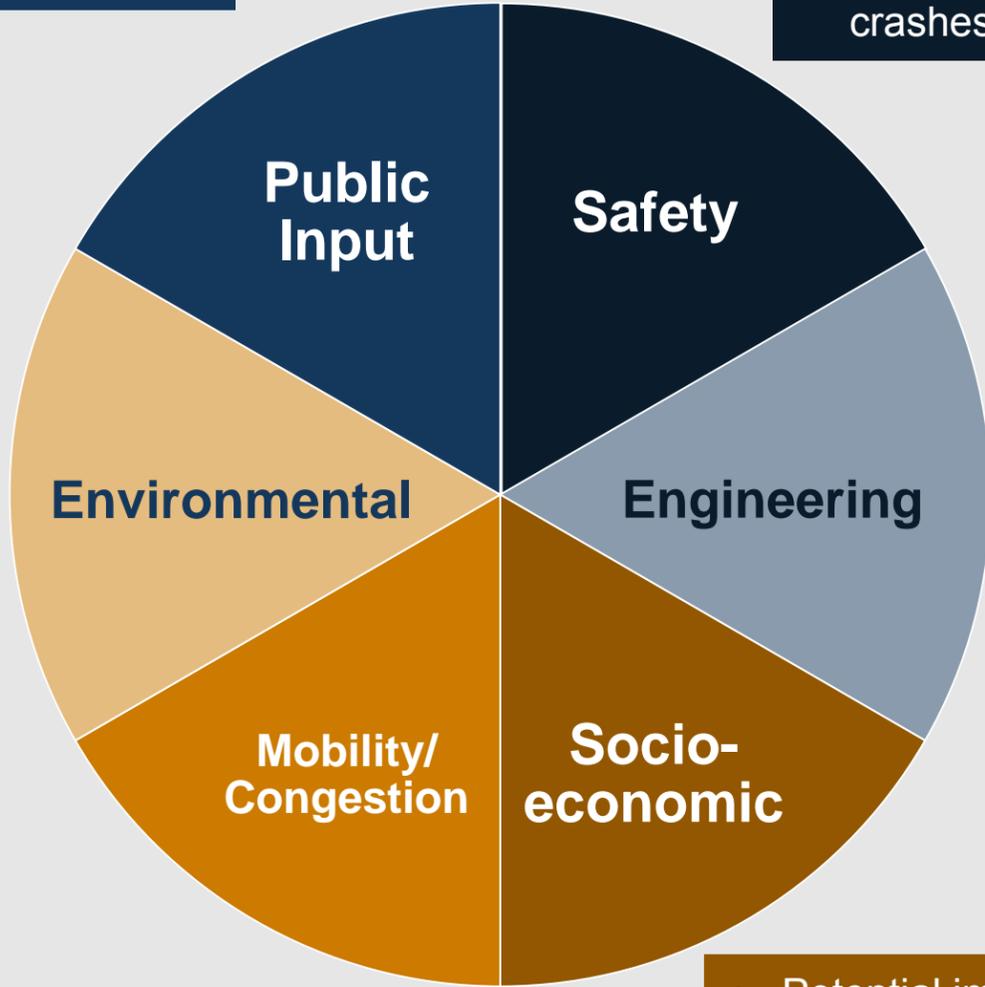
\*Draft for illustrative purposes only; subject to change based on funding availability and actual site conditions

# Evaluation Criteria

- Input from stakeholders
- Public Comments

- Potential for reduction in crashes (2035)

- Floodplains
- Additional impervious cover
- Wetlands, Playa lakes & stream crossings
- Water wells
- Wildlife habitat
- Cemeteries
- Historic structures, sites, and resources
- Parks
- Potential archaeological resources
- Potential hazmat sites
- Prime farmland
- Potential traffic noise receptors
- Oil/gas wells & pipeline crossings

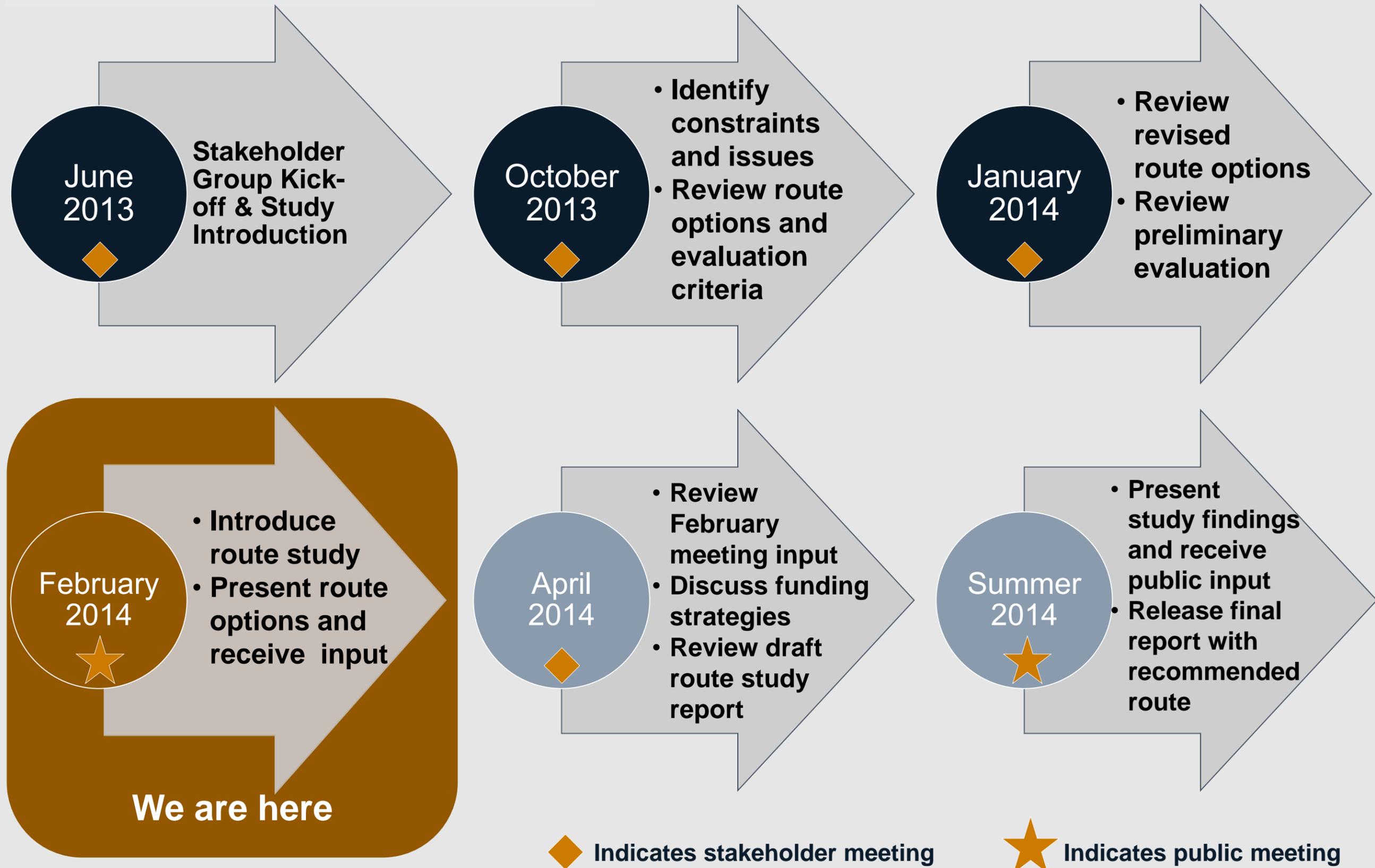


- Amount of existing pavement utilized
- Total right-of-way required (acres)
- Construction cost (2013 dollars)
  - Interim
  - Ultimate
- Stream crossings
- Number of bridges
- Segment length

- Average Daily Traffic (2035)
- Population served (within 5 miles)

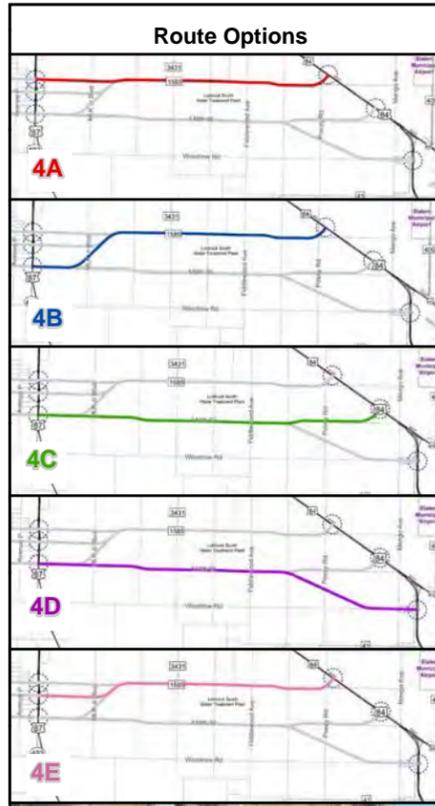
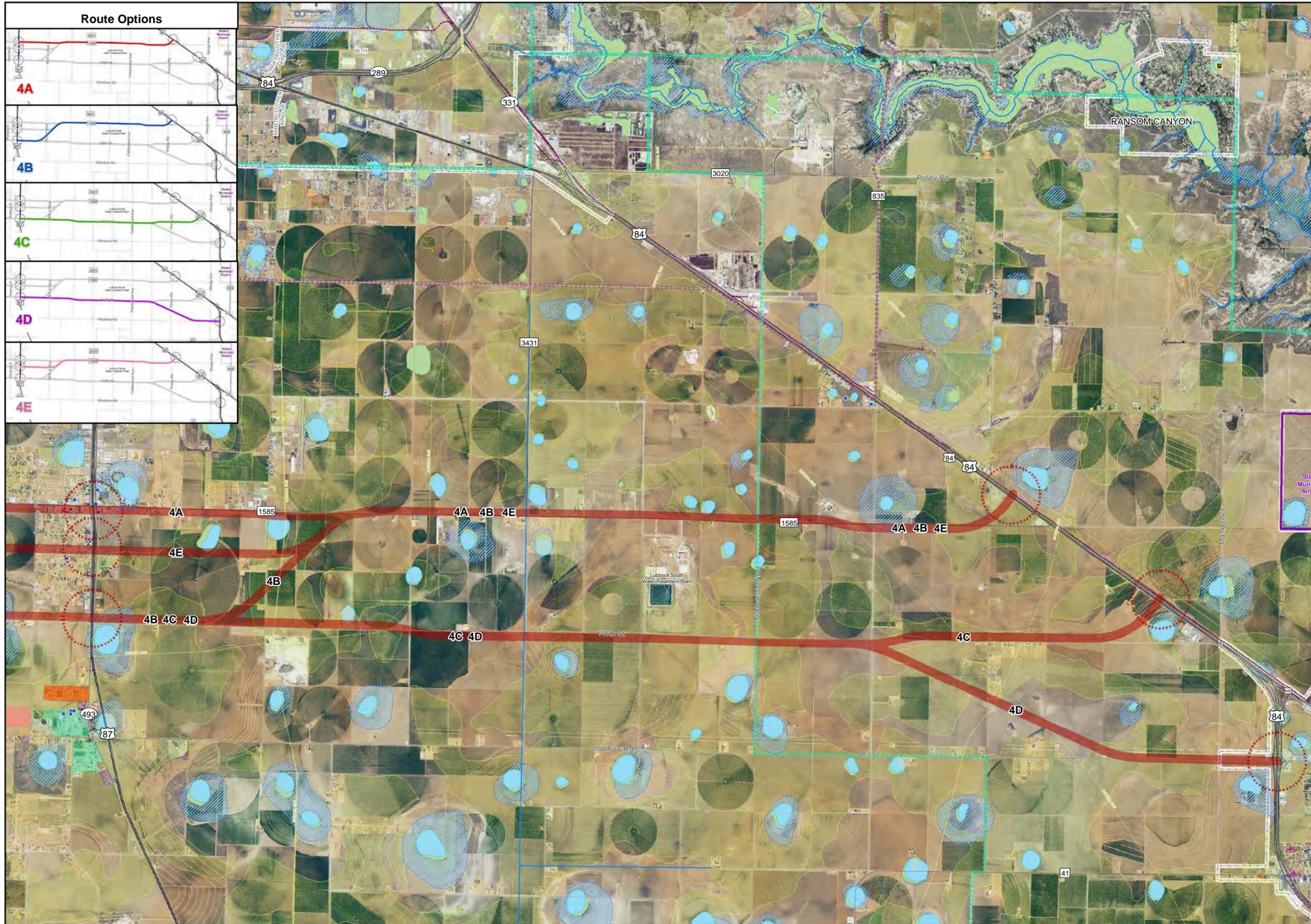
- Potential impact to tax rolls (reduction in taxable value, based on 2012 data)
- Number of intersecting parcels
- Potential residential displacements
- Land use (acreage impacted by segment)
  - Residential
  - Commercial
  - Agricultural
  - Other

# Schedule & Next Steps



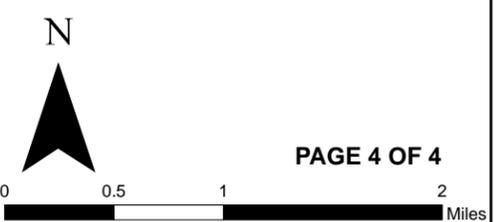
# Preliminary Route Options Map

## Lubbock Outer Route DRAFT



**Legend**

Preliminary Options (400' ROW)	Low Income & Minority Populations
Potential Interchanges	Low Income & Minority Populations
Interstate	Landfills
US Highway	Electric Substations
State Highway	Oil & Gas Surface Wells
County Roads	Oil & Gas Pipelines
Local Roads	Municipal Landfill Sites
Active Railroad	Leaking Petroleum Storage Tanks
Airports	US Biennial Reporting System
Fire Stations	Environmental Response System
Police Stations	EPA Docket Data
Hospitals	RCRA Corrective Action Facilities
City Boundaries	RCRA Generator Facilities
School District Boundaries	RCRA Sites With Controls
County Boundary	Prime Farmland
Residential	Prime Farmland
Schools	Parks & Conservation Areas
Houses of Worship	Golf Courses
Colleges & Universities	Local Conservation Lands
Future Development	Prairie Dog Towns
Texas Historical Markers	Public Water Supply Wells
Historic District	Streams
Cemeteries	Playa Lakes
	National Wetland Inventory Features
	100-year Floodplain



**PAGE 4 OF 4**

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Texas Department of Transportation

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Date: 1/22/2014

**Route Options**

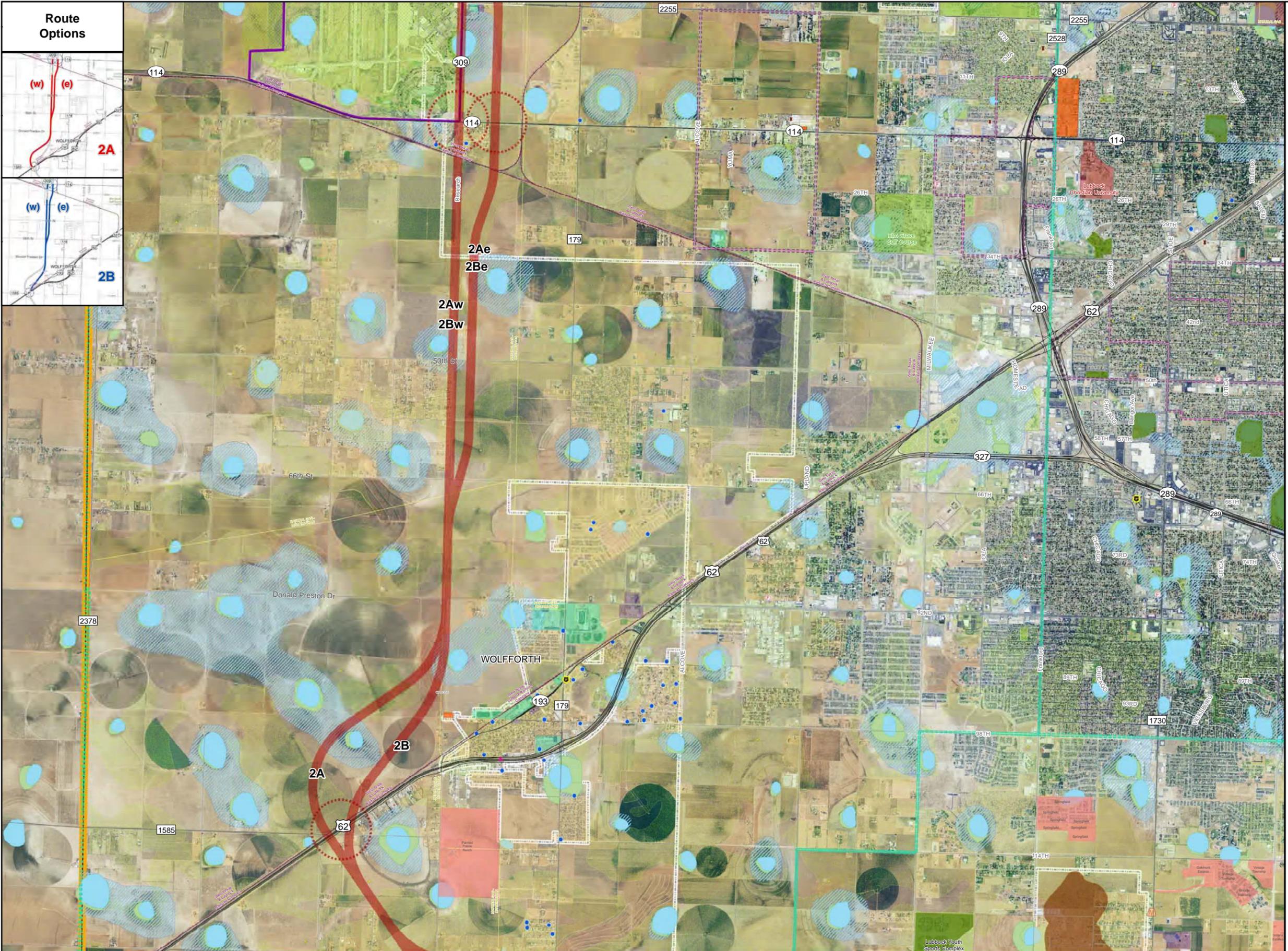
**2A**

**2B**

# Preliminary Route Options Map

## Lubbock Outer Route

### DRAFT



**Legend**

Preliminary Options (400' ROW)	Low Income & Minority Populations	
Potential Interchanges	Low Income & Minority Populations	
<b>Transportation</b>		
Interstate	Landfills	
US Highway	Electric Substations	
State Highway	Oil & Gas Surface Wells	
County Roads	Oil & Gas Pipelines	
Local Roads	Municipal Landfill Sites	
Active Railroad	Leaking Petroleum Storage Tanks	
Airports	US Biennial Reporting System	
<b>Community Resources</b>		
Fire Stations	Environmental Response System	
Police Stations	EPA Docket Data	
Hospitals	RCRA Corrective Action Facilities	
City Boundaries	RCRA Generator Facilities	
School District Boundaries	RCRA Sites With Controls	
County Boundary	<b>Prime Farmland</b>	
Land Use	Prime Farmland	
Residential	<b>Parks &amp; Conservation Areas</b>	
Schools	Parks	
Houses of Worship	Golf Courses	
Colleges & Universities	Local Conservation Lands	
Future Development	Prairie Dog Towns	
<b>Cultural Resources</b>		Water Resources
National Register of Historic Places	Public Water Supply Wells	
Texas Historical Markers	Streams	
Historic District	Playa Lakes	
Cemeteries	National Wetland Inventory Features	
	100-year Floodplain	

N

0 0.5 1 2 Miles

PAGE 2 OF 4

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Date: 1/28/2014

# **Presentation**



TEXAS DEPARTMENT OF TRANSPORTATION



# LUBBOCK OUTER ROUTE

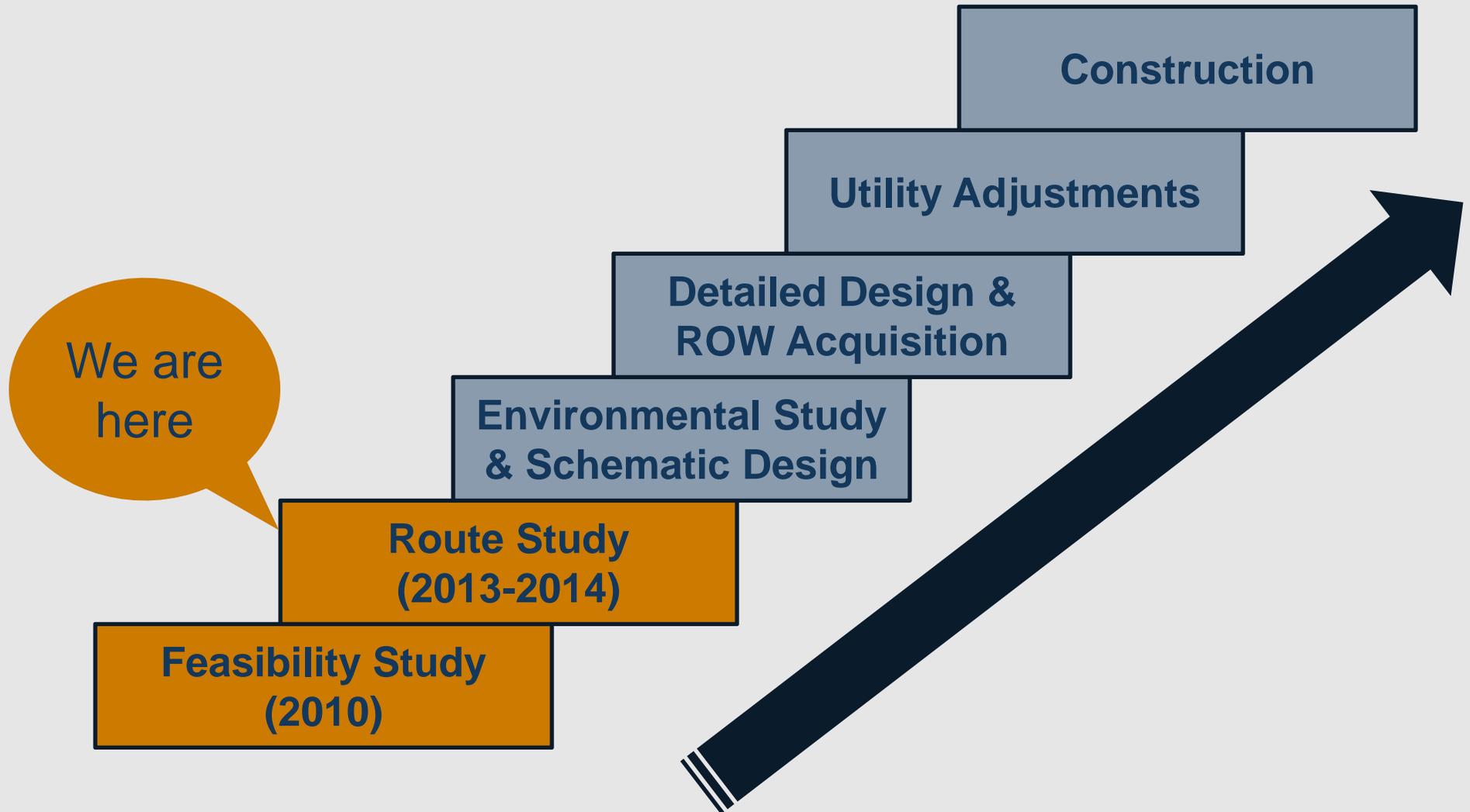
Public Meeting  
February 25<sup>th</sup>, 2014



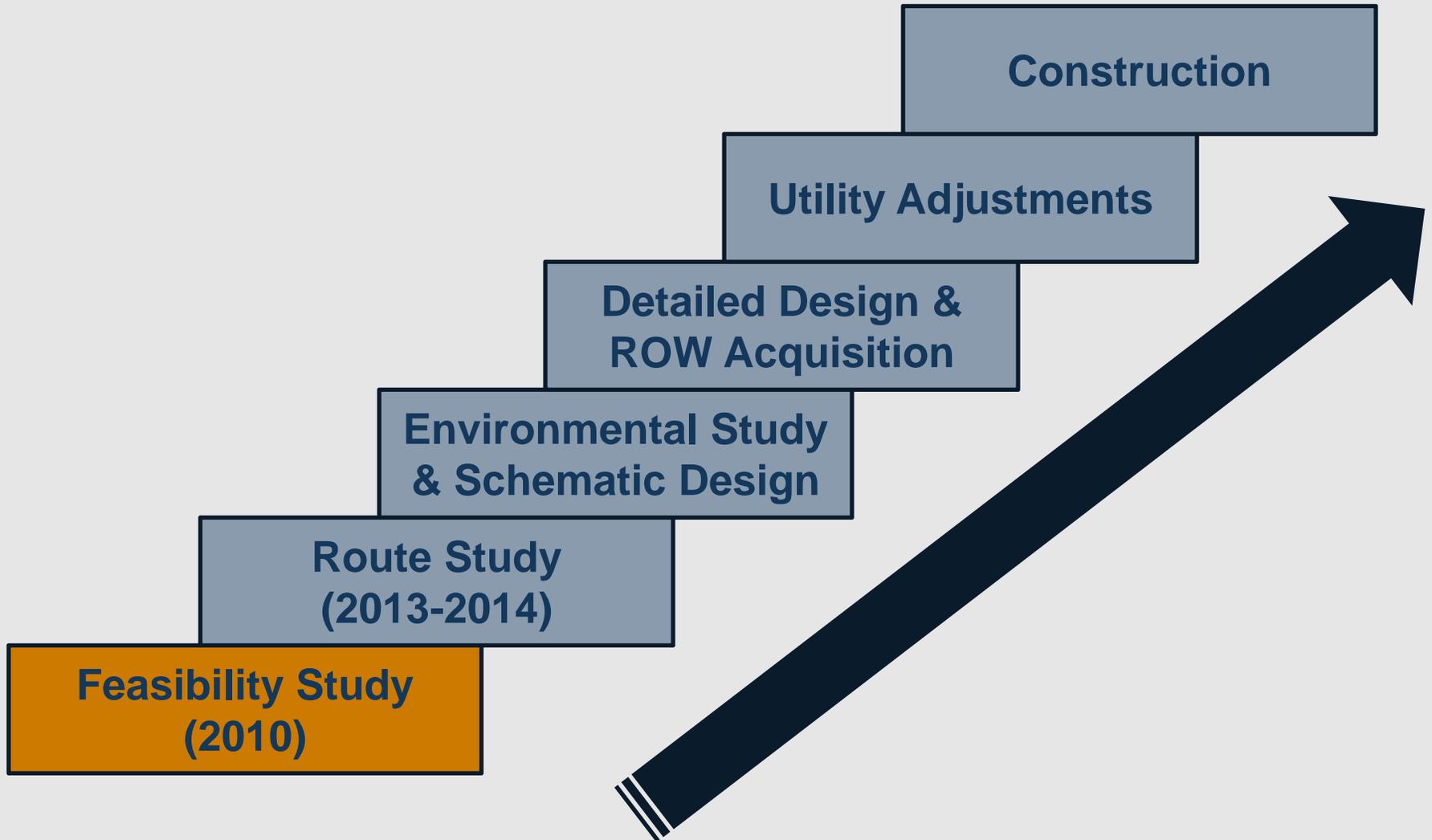
# Table of Contents

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3	Route Study – Overview	9-10
4	Route Study – Stakeholder Group	11-12
5	Route Study – Preliminary Options	13-18
6	Route Study – Preliminary Evaluation Criteria	19
7	Route Study – Next Steps	20
8	Questions and Open Comments	21-22

# Project Background – Steps for Project Development



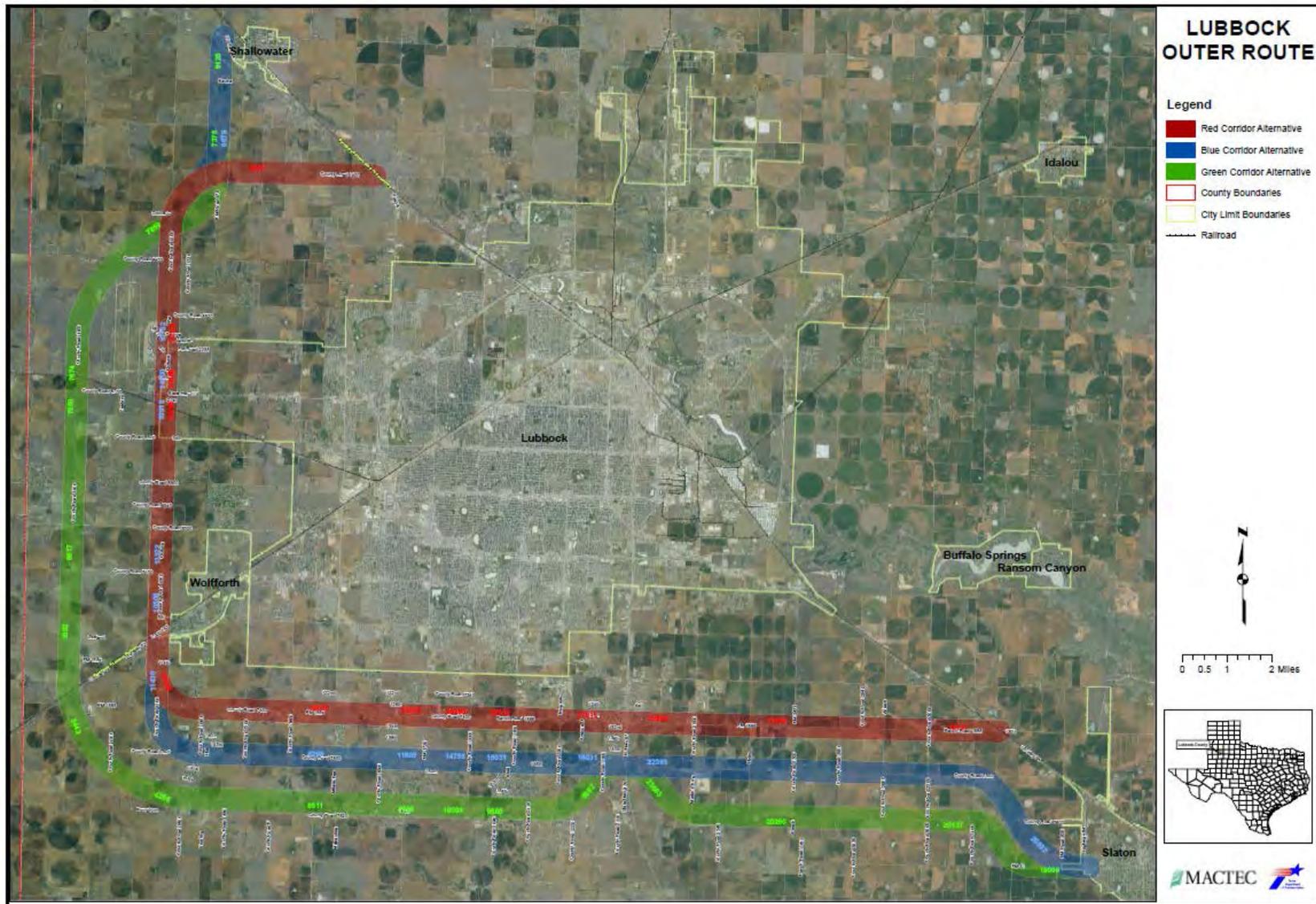
# 2010 Feasibility Study



## 2010 Feasibility Study – Approach

- The study was undertaken using a stepwise interdisciplinary approach and “fatal flaw analysis”
- Evaluation of alternatives was based on:
  - Traffic, access, and safety issues
  - Engineering issues
  - Social and economic conditions
  - Agricultural impacts
  - Rare, threatened, or endangered species
  - Cultural resources
  - Floodway/floodplains

# 2010 Feasibility Study – Project Map

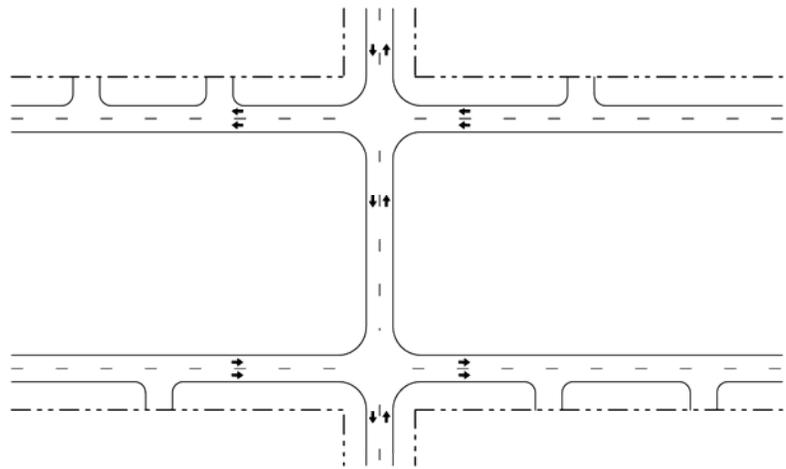


## 2010 Feasibility Study – Conclusion and Recommendations

- The preferred corridor was the Red Corridor
- Further evaluation of the Red and Blue Corridors at the Route Study Level was recommended
- Elimination of the Green Corridor alternatives from further evaluation was recommended
- The proposed Lubbock Outer Route was feasible as a 4-lane divided highway in 2030
- The proposed Lubbock Outer Route was marginally feasible as a freeway in 2050

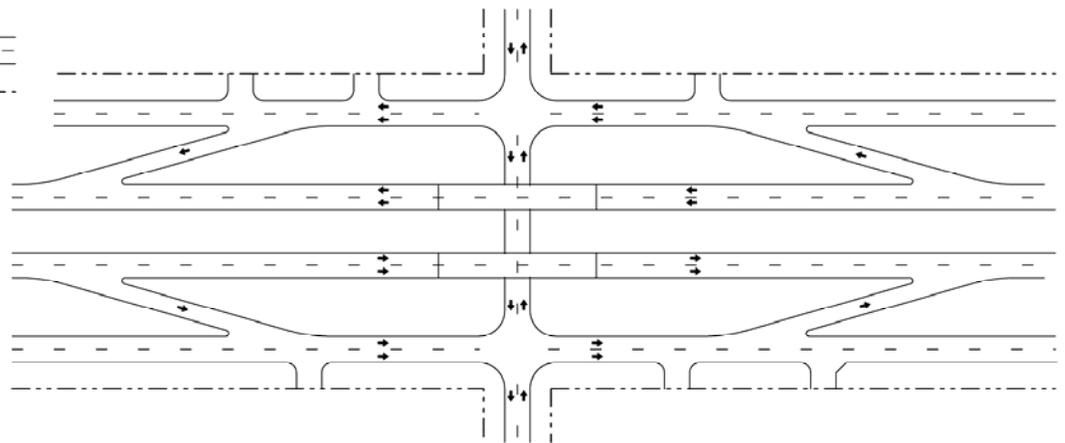
# 2010 Feasibility Study – Conclusion and Recommendations

- Preferred facility type was the interim 4-lane divided highway for the design year 2030 while preserving right-of-way needed for a future freeway

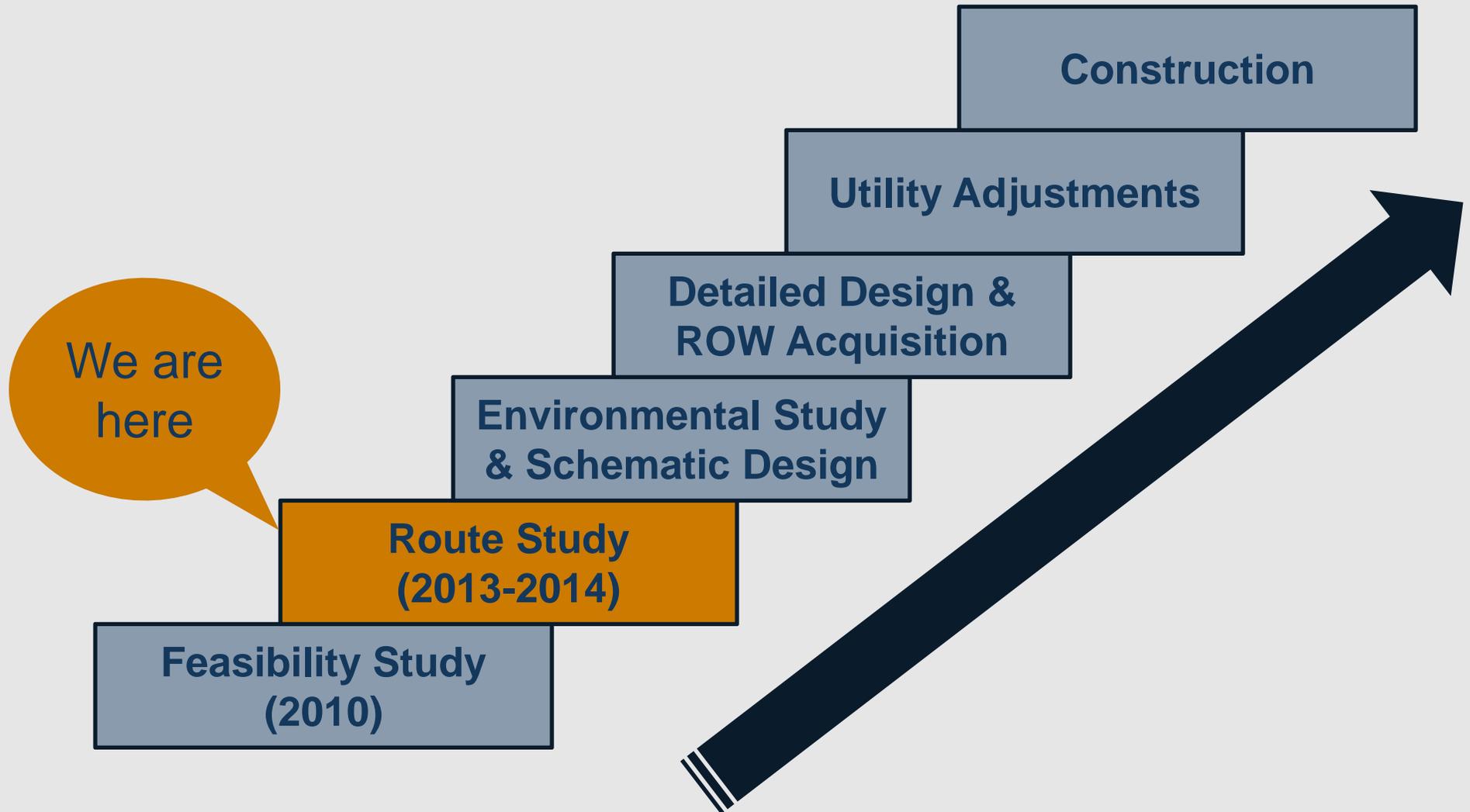


Four-Lane Divided  
Interim - 2030

Freeway  
Final - 2050



# Route Study



## Route Study – Overview

- More detailed investigation to determine specific routes within the corridor(s)
  - Traffic
  - Safety
  - Socio-economic
  - Environmental
  - Engineering
  - Public Involvement
- 12-month study time frame (Summer 2013 to Summer 2014)
- Four stakeholder meetings
- Two public meetings

## Route Study – Stakeholder Group

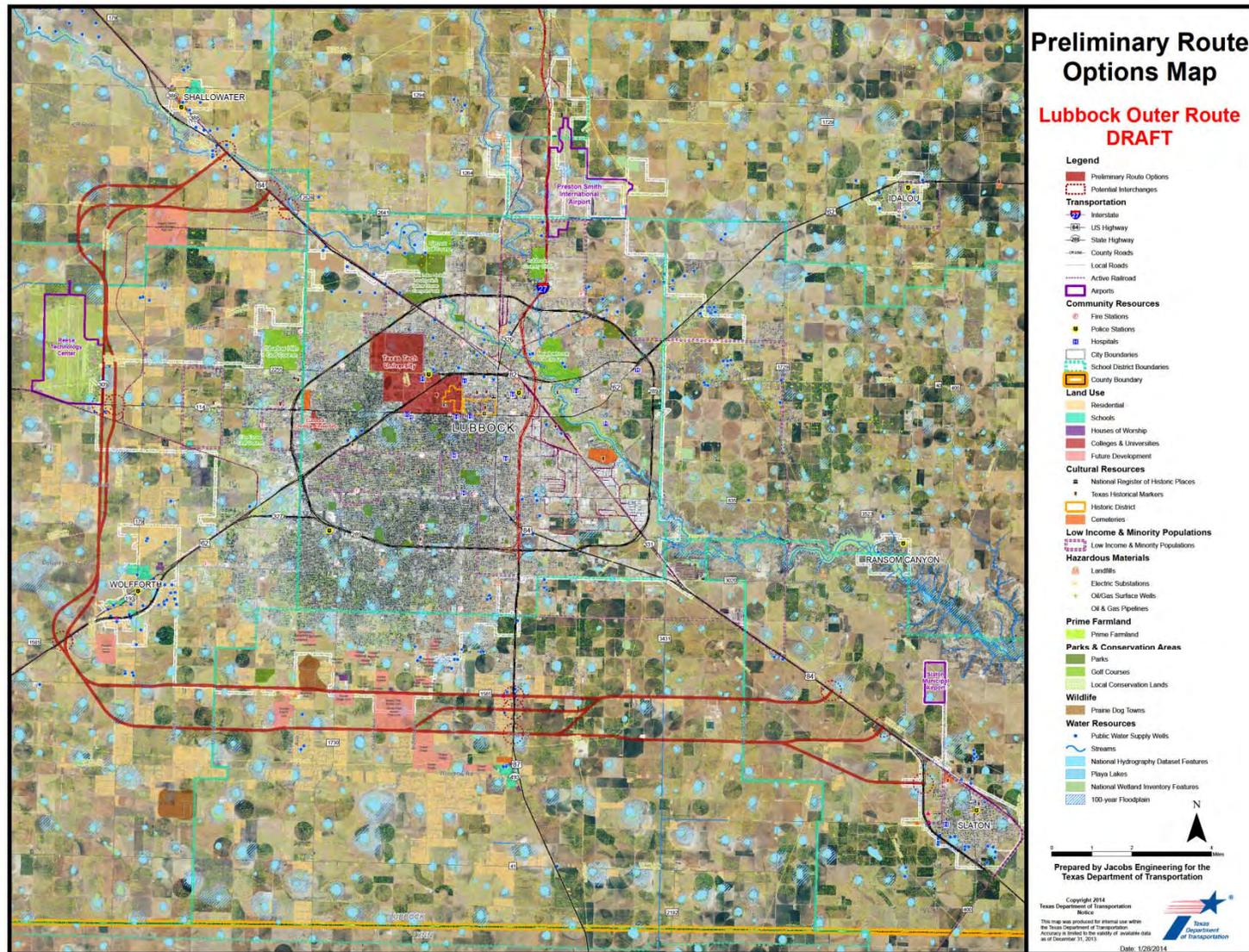
Name	Organization
Brian Baker	South Plains Community Action Association
Mark Heinrich	Lubbock County
Pat Henderson	Cooper ISD
H. David Jones	Lubbock Metropolitan Planning Organization
Mike Lamberson	City of Slaton
George McMahan	West Texas Home Builders Association
Darrell Newsom	City of Wolfforth
Nick Olenik	Lubbock County
Drew Paxton	City of Lubbock
Mayor Glen Robertson	City of Lubbock
Stacy Smith	Plains Cotton Growers
Dr. David Vroonland	Frenship ISD
Neil Welch	City of Lubbock
Mayor Robert Olmsted Jr.	City of Shallowater

# Route Study – Stakeholder Meetings

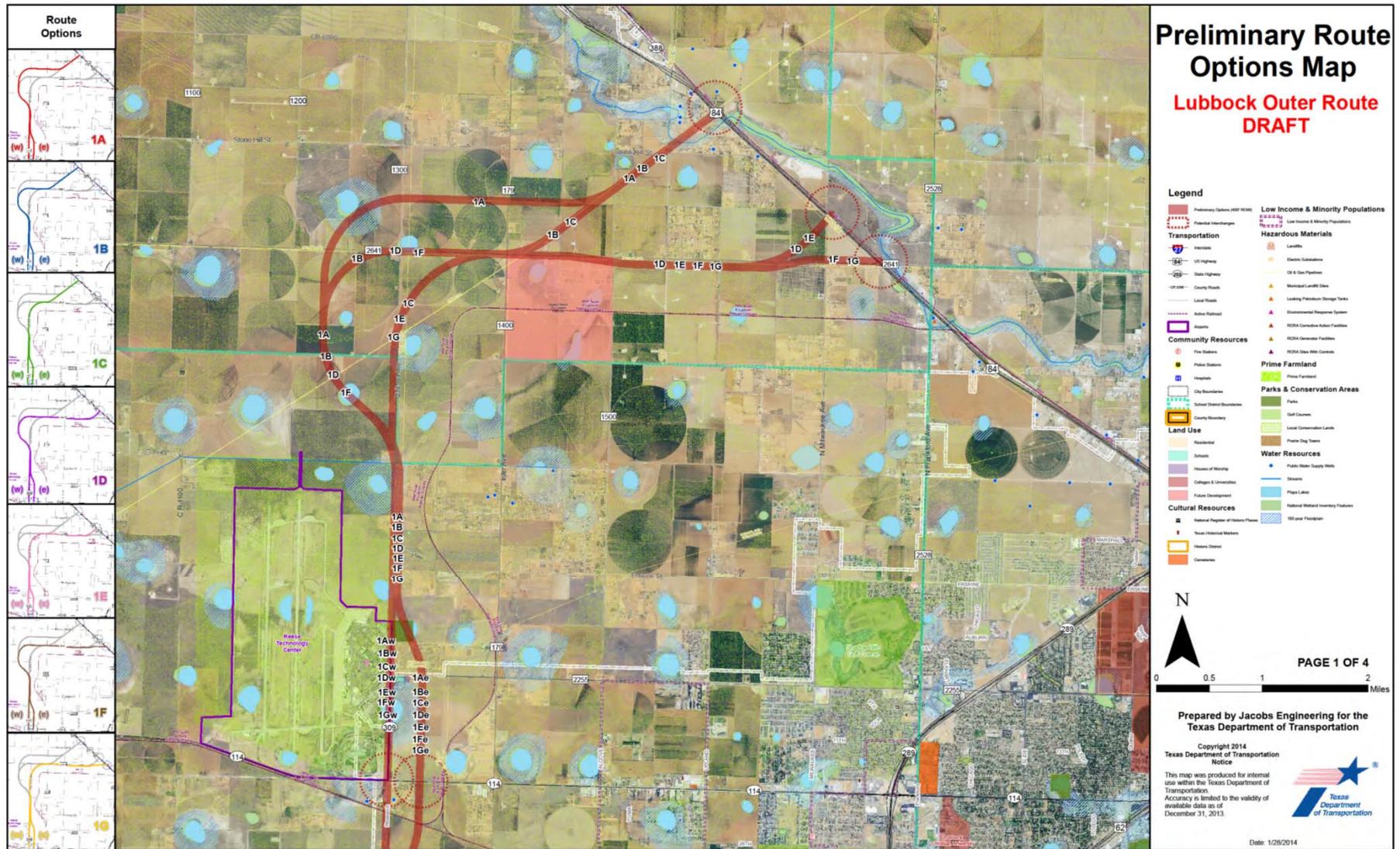
- **Kick-off Meeting – July 2013**
  - History and Overview of the Study
  - Discuss Project Schedule
- **Second Meeting – October 2013**
  - Identify Constraints and Features
  - Review Preliminary Options
  - Review Draft Evaluation Criteria
  - Determine Date and Location of Public Meeting
- **Third Meeting – January 2014**
  - Review Revised Options for Public Meeting



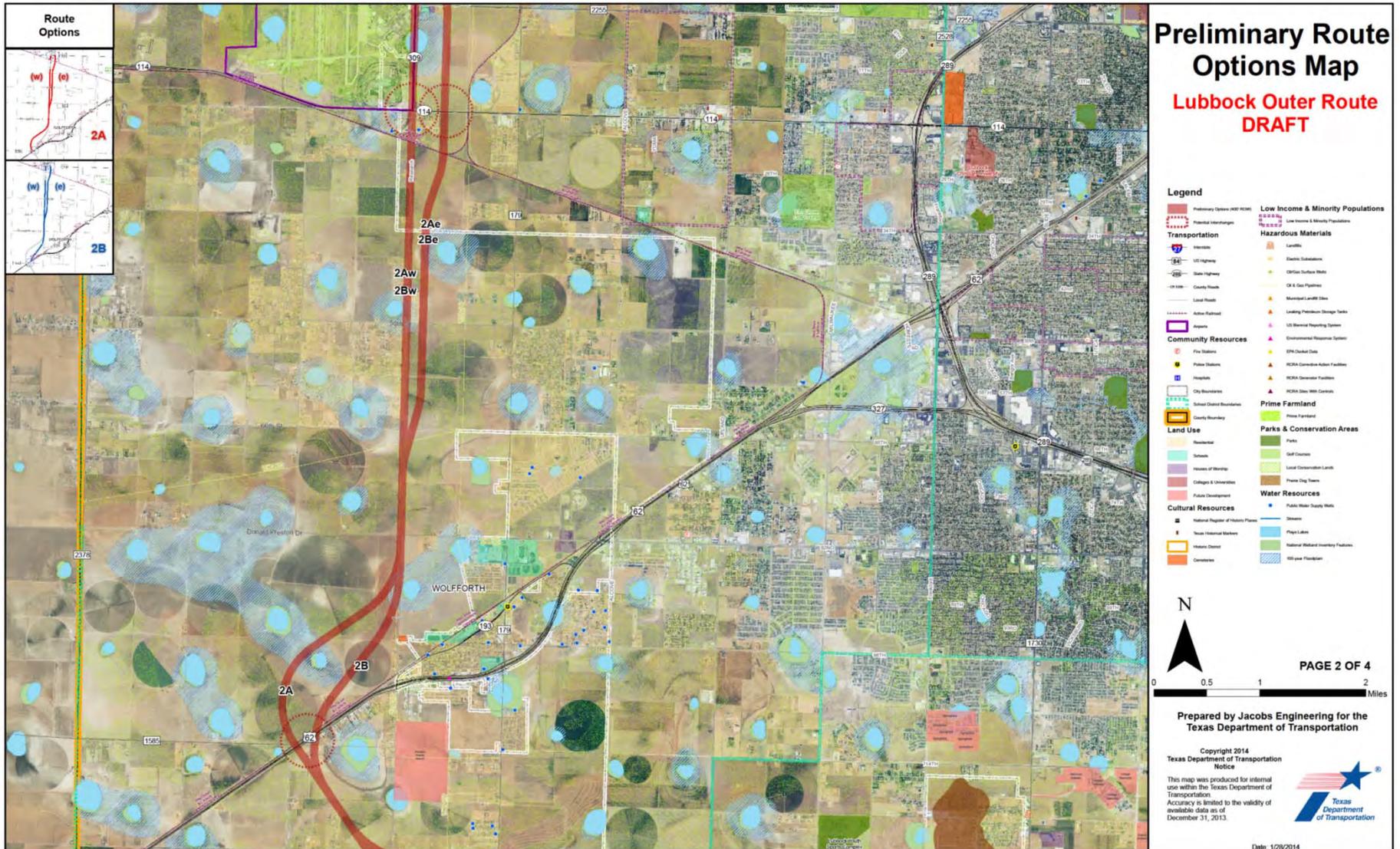
# Route Study – Preliminary Options



# Route Study – Segment 1 Options

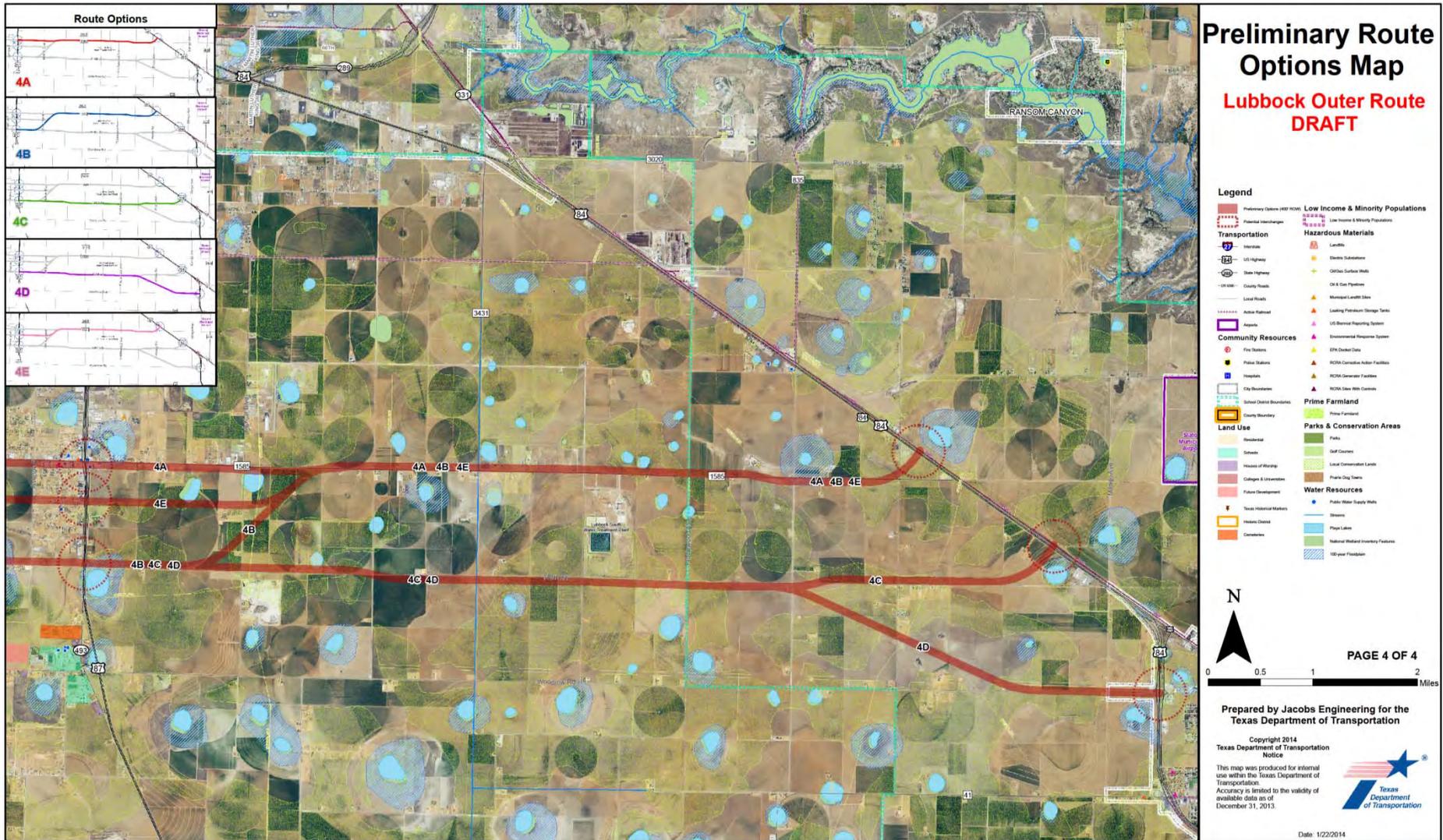


# Route Study – Segment 2 Options





# Route Study – Segment 4 Options



# Route Study – Typical Sections

## Lubbock Outer Route



### Initial Construction\*: Four-lane Divided Highway (2030)



### Ultimate Construction\*: Freeway with Frontage Roads (2050)

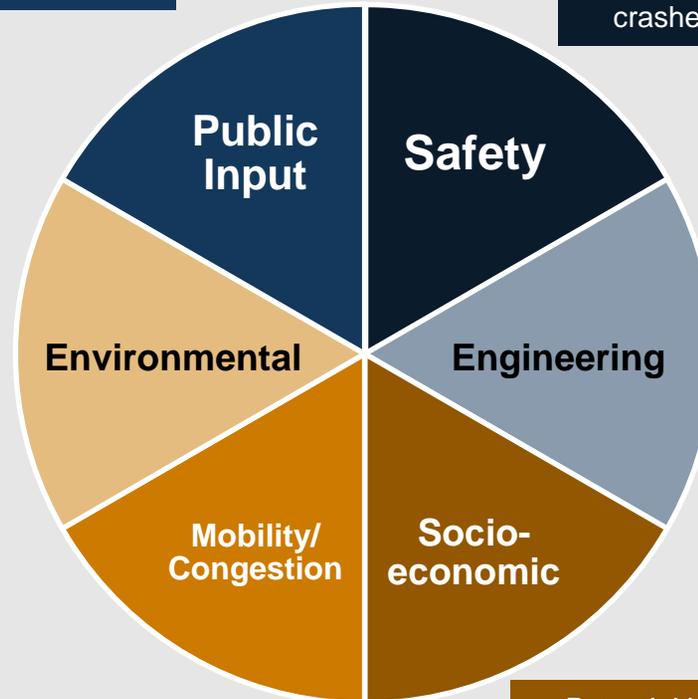
\*Draft for illustrative purposes only; subject to change based on funding availability and actual site conditions

# Route Study – Evaluation Criteria

- Input from stakeholders
- Public Comments

- Potential for reduction in crashes (2035)

- Floodplains
- Additional impervious cover
- Wetlands, Playa lakes & stream crossings
- Water wells
- Wildlife habitat
- Cemeteries
- Historic structures, sites, and resources
- Parks
- Potential archaeological resources
- Potential hazmat sites
- Prime farmland
- Potential traffic noise receptors
- Oil/gas wells & pipeline crossings

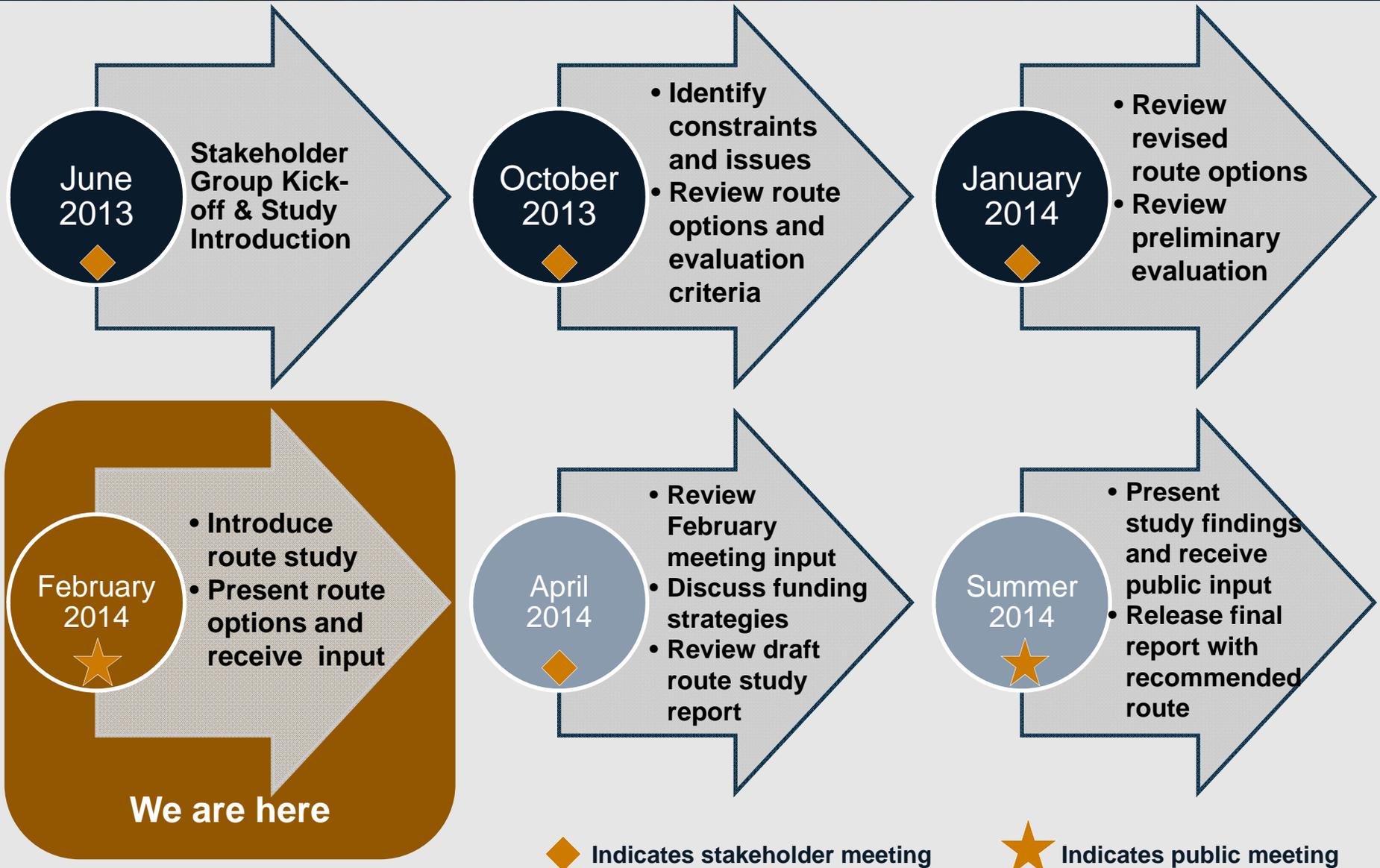


- Amount of existing pavement utilized
- Total right-of-way required (acres)
- Construction cost (2013 dollars)
  - Interim
  - Ultimate
- Stream crossings
- Number of bridges
- Segment length

- Average Daily Traffic (2035)
- Population served (within 5 miles)

- Potential impact to tax rolls (reduction in taxable value, based on 2012 data)
- Number of intersecting parcels
- Potential residential displacements
- Land use (acreage impacted by segment)
  - Residential
  - Commercial
  - Agricultural
  - Other

# Route Study – Schedule & Next Steps



## Questions ?

- Written comments to be sent by March 7, 2014

Submit a comment card at the meeting today or send your comments by:

- E-mail: [steven.warren@txdot.gov](mailto:steven.warren@txdot.gov)
- Fax: (806) 748-4380
- Mail: 135 Slaton Road, Lubbock, TX 79404-5201
- Website: <http://www.txdot.gov/inside-txdot/projects/studies/lubbock/outer-route.html>
  
- Please provide your name and address at the sign-in table if you would like to be included on the project mailing list.

# Open Comments

- To present your comments related to the Lubbock Outer Route, please fill out a speaker card and return it at the sign-in table

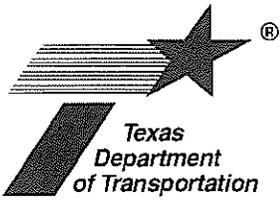
TARJETA DE REGISTRO PARA ORADORES	
	Libramiento Vial p Desde el noroeste de l Exhibició 25 de F
Instrucciones: Si desea participar como y regrésela a la Mesa de Registro para	
Nombre (completo): _____	
Dirección: _____	
Institución que representa (opcional): _	
Cada orador será limitado a tres (3) minutos s	
(Según el Código de Transporte de Texas, § 2	
<input type="checkbox"/> Soy empleado de TxDOT.	
<input type="checkbox"/> Podría beneficiar monetariamente del proyect	

SPEAKER REGISTRATION CARD	
	Lubbock Outer Route Study: US84 northwest to US84 southeast of Lubbock Open House Public Meeting February 25, 2014
Instructions: If you wish to speak, please complete this card and return it to the Speaker Registration Table.	
Name (print): _____	
Address: _____	
Representing (optional): _____	
Each speaker will be limited to three (3) minutes and there is no transferring of time to others.	
Check each of following that apply to you: (Per Texas Transportation Code, §201.811(a) (5))	
<input type="checkbox"/> I am employed by TxDOT. <input type="checkbox"/> I do business with TxDOT.	
<input type="checkbox"/> I could benefit monetarily from the project or other items about which I am commenting.	

## **Speaker Registration Cards**

# SPEAKER REGISTRATION CARD

1



Lubbock Outer Route Study:  
US84 northwest to US84 southeast of Lubbock  
Open House Public Meeting  
February 25, 2014

Instructions: If you wish to speak, please complete this card and return it to the Speaker Registration Table.

Name (print): Tom Blewett

Add: [REDACTED]

Representing (optional): \_\_\_\_\_

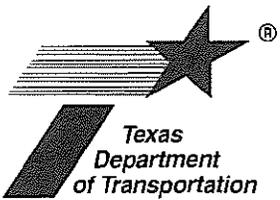
**Each speaker will be limited to three (3) minutes and there is no transferring of time to others.**

Check each of following that apply to you: (Per Texas Transportation Code, §201.811(a) (5))

- I am employed by TxDOT.                       I do business with TxDOT.                      N/A  
 I could benefit monetarily from the project or other items about which I am commenting.

# SPEAKER REGISTRATION CARD

2



Lubbock Outer Route Study:  
US84 northwest to US84 southeast of Lubbock  
Open House Public Meeting  
February 25, 2014

Instructions: If you wish to speak, please complete this card and return it to the Speaker Registration Table.

Name (print): Sean Rich

Address: [REDACTED]

Representing (optional): \_\_\_\_\_

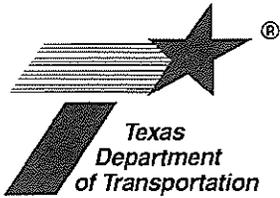
**Each speaker will be limited to three (3) minutes and there is no transferring of time to others.**

Check each of following that apply to you: (Per Texas Transportation Code, §201.811(a) (5))

- I am employed by TxDOT.                       I do business with TxDOT.  
 I could benefit monetarily from the project or other items about which I am commenting.

# SPEAKER REGISTRATION CARD

3



Lubbock Outer Route Study:  
US84 northwest to US84 southeast of Lubbock  
Open House Public Meeting  
February 25, 2014

Instructions: If you wish to speak, please complete this card and return it to the Speaker Registration Table.

Name (print): Jeannie Jones

Address: [REDACTED]

Representing (optional): \_\_\_\_\_

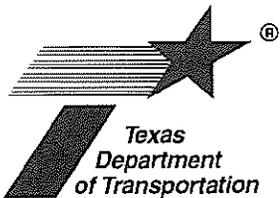
**Each speaker will be limited to three (3) minutes and there is no transferring of time to others.**

Check each of following that apply to you: (Per Texas Transportation Code, §201.811(a) (5))

- I am employed by TxDOT.                       I do business with TxDOT.  
 I could benefit monetarily from the project or other items about which I am commenting.

# SPEAKER REGISTRATION CARD

4



Lubbock Outer Route Study:  
US84 northwest to US84 southeast of Lubbock  
Open House Public Meeting  
February 25, 2014

Instructions: If you wish to speak, please complete this card and return it to the Speaker Registration Table.

Name (print): Randle Moore

Address: [REDACTED]

Representing (optional): \_\_\_\_\_

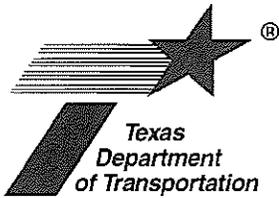
**Each speaker will be limited to three (3) minutes and there is no transferring of time to others.**

Check each of following that apply to you: (Per Texas Transportation Code, §201.811(a) (5))

- I am employed by TxDOT.                       I do business with TxDOT.  
 I could benefit monetarily from the project or other items about which I am commenting.

# SPEAKER REGISTRATION CARD

5



Lubbock Outer Route Study:  
US84 northwest to US84 southeast of Lubbock  
Open House Public Meeting  
February 25, 2014

Instructions: If you wish to speak, please complete this card and return it to the Speaker Registration Table.

Name (print): Sissy Moore

Address: 

Representing (optional): \_\_\_\_\_

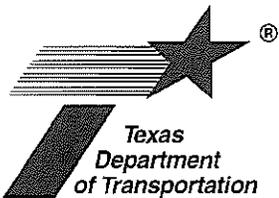
Each speaker will be limited to three (3) minutes and there is no transferring of time to others.

Check each of following that apply to you: (Per Texas Transportation Code, §201.811(a) (5))

- I am employed by TxDOT.                       I do business with TxDOT.  
 I could benefit monetarily from the project or other items about which I am commenting.

# SPEAKER REGISTRATION CARD

6



Lubbock Outer Route Study:  
US84 northwest to US84 southeast of Lubbock  
Open House Public Meeting  
February 25, 2014

Instructions: If you wish to speak, please complete this card and return it to the Speaker Registration Table.

Name (print): Rita R. Elliott

Address: 

Representing (optional): Land Owners

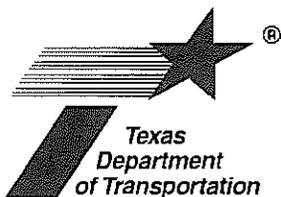
Each speaker will be limited to three (3) minutes and there is no transferring of time to others.

Check each of following that apply to you: (Per Texas Transportation Code, §201.811(a) (5))

- I am employed by TxDOT.                       I do business with TxDOT.  
 I could benefit monetarily from the project or other items about which I am commenting.

# SPEAKER REGISTRATION CARD

7



Lubbock Outer Route Study:  
US84 northwest to US84 southeast of Lubbock  
Open House Public Meeting  
February 25, 2014

Instructions: If you wish to speak, please complete this card and return it to the Speaker Registration Table.

Name (print): KEITH SNOWDEN

Address: \_\_\_\_\_

Representing (optional): W

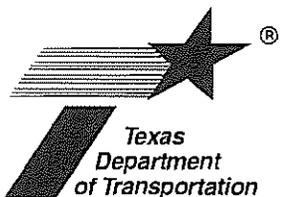
**Each speaker will be limited to three (3) minutes and there is no transferring of time to others.**

Check each of following that apply to you: (Per Texas Transportation Code, §201.811(a) (5))

- I am employed by TxDOT.                       I do business with TxDOT.  
 I could benefit monetarily from the project or other items about which I am commenting.

# SPEAKER REGISTRATION CARD

8



Lubbock Outer Route Study:  
US84 northwest to US84 southeast of Lubbock  
Open House Public Meeting  
February 25, 2014

Instructions: If you wish to speak, please complete this card and return it to the Speaker Registration Table.

Name (print): KERRY MILLER

Address: \_\_\_\_\_

Representing (optional): \_\_\_\_\_

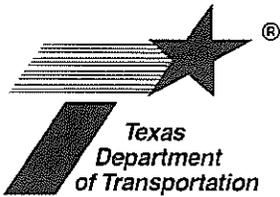
**Each speaker will be limited to three (3) minutes and there is no transferring of time to others.**

Check each of following that apply to you: (Per Texas Transportation Code, §201.811(a) (5))

- I am employed by TxDOT.                       I do business with TxDOT.  
 I could benefit monetarily from the project or other items about which I am commenting.

# SPEAKER REGISTRATION CARD

9



Lubbock Outer Route Study:  
US84 northwest to US84 southeast of Lubbock  
Open House Public Meeting  
February 25, 2014

Instructions: If you wish to speak, please complete this card and return it to the Speaker Registration Table.

Name (print): KEVIN SEHON

Address: [REDACTED]

Representing (optional): \_\_\_\_\_

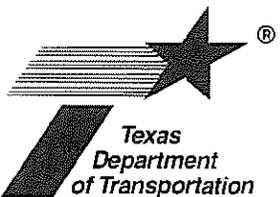
**Each speaker will be limited to three (3) minutes and there is no transferring of time to others.**

Check each of following that apply to you: (Per Texas Transportation Code, §201.811(a) (5))

- I am employed by TxDOT.  I do business with TxDOT.  
 I could benefit monetarily from the project or other items about which I am commenting.

# SPEAKER REGISTRATION CARD

10



Lubbock Outer Route Study:  
US84 northwest to US84 southeast of Lubbock  
Open House Public Meeting  
February 25, 2014

Instructions: If you wish to speak, please complete this card and return it to the Speaker Registration Table.

Name (print): Davis Melton

Address: \_\_\_\_\_

Representing (optional): \_\_\_\_\_

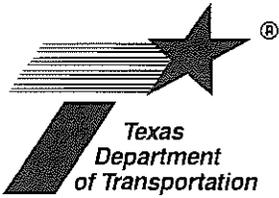
**Each speaker will be limited to three (3) minutes and there is no transferring of time to others.**

Check each of following that apply to you: (Per Texas Transportation Code, §201.811(a) (5))

- I am employed by TxDOT.  I do business with TxDOT.  
 I could benefit monetarily from the project or other items about which I am commenting.

# SPEAKER REGISTRATION CARD

11



Lubbock Outer Route Study:  
US84 northwest to US84 southeast of Lubbock  
Open House Public Meeting  
February 25, 2014

Instructions: If you wish to speak, please complete this card and return it to the Speaker Registration Table.

Name (print): NORMA Nash

Address: [REDACTED]

Representing (optional): \_\_\_\_\_

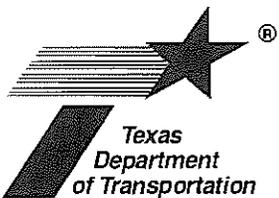
**Each speaker will be limited to three (3) minutes and there is no transferring of time to others.**

Check each of following that apply to you: (Per Texas Transportation Code, §201.811(a) (5))

- I am employed by TxDOT.  I do business with TxDOT.  
 I could benefit monetarily from the project or other items about which I am commenting.

# SPEAKER REGISTRATION CARD

12



Lubbock Outer Route Study:  
US84 northwest to US84 southeast of Lubbock  
Open House Public Meeting  
February 25, 2014

Instructions: If you wish to speak, please complete this card and return it to the Speaker Registration Table.

Name (print): DAVID Loker

Address: [REDACTED]

Representing (optional): A, B, C, Rowe

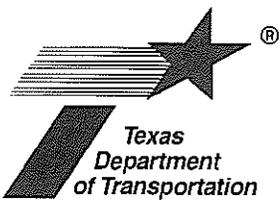
**Each speaker will be limited to three (3) minutes and there is no transferring of time to others.**

Check each of following that apply to you: (Per Texas Transportation Code, §201.811(a) (5))

- I am employed by TxDOT.  I do business with TxDOT.  
 I could benefit monetarily from the project or other items about which I am commenting.

# SPEAKER REGISTRATION CARD

13



Lubbock Outer Route Study:  
US84 northwest to US84 southeast of Lubbock  
Open House Public Meeting  
February 25, 2014

Instructions: If you wish to speak, please complete this card and return it to the Speaker Registration Table.

Name (print): Brian Wise

Address: [REDACTED]

Representing (optional): \_\_\_\_\_

**Each speaker will be limited to three (3) minutes and there is no transferring of time to others.**

Check each of following that apply to you: (Per Texas Transportation Code, §201.811(a) (5))

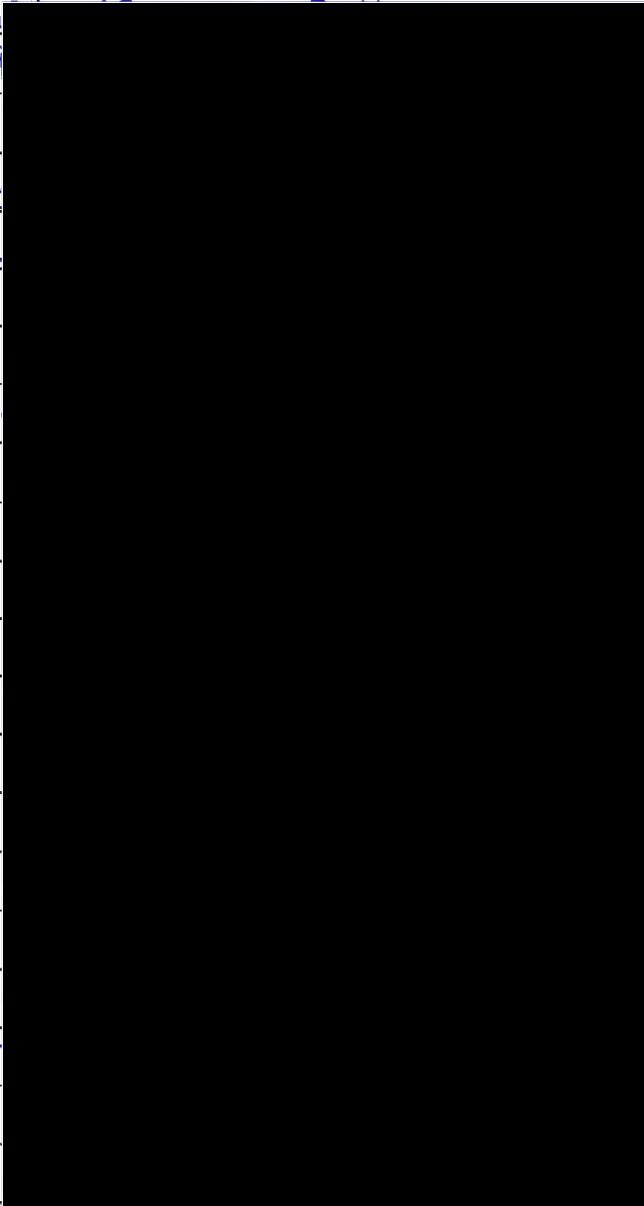
- I am employed by TxDOT.  I do business with TxDOT.  
 I could benefit monetarily from the project or other items about which I am commenting.

## **Sign-in Sheets**



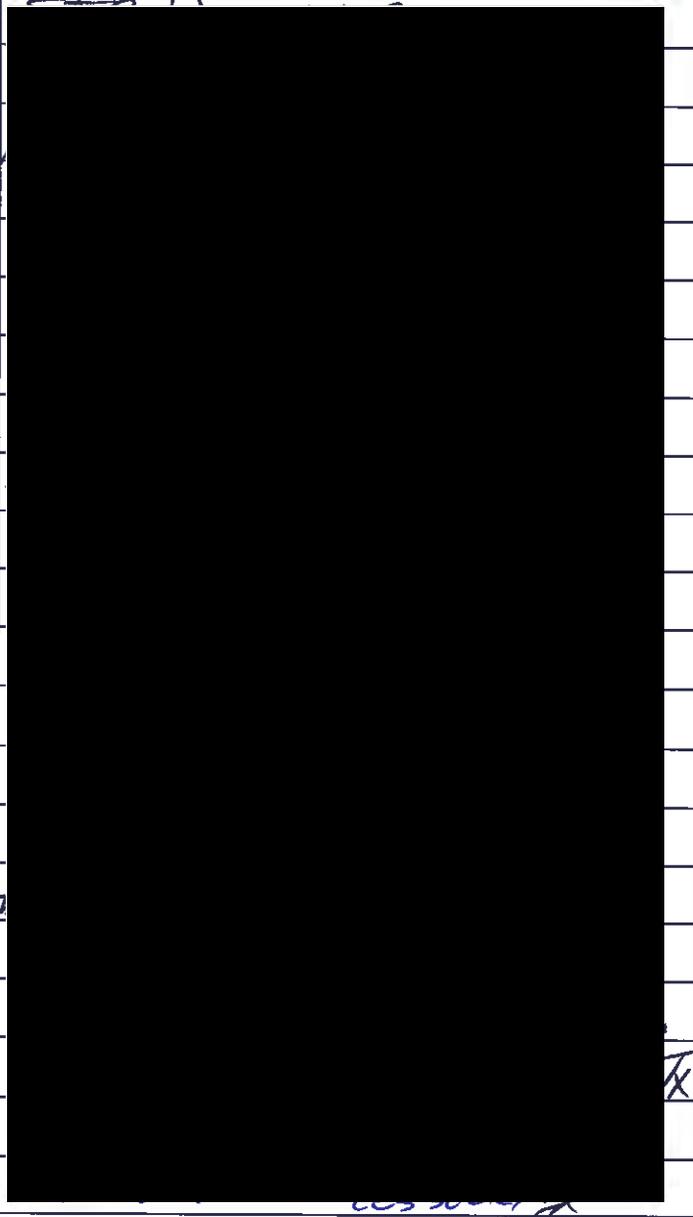
Lubbock Outer Route Study Public Meeting & Open House  
 Tuesday, February 25, 2014, 6:30 PM  
 Lubbock-Cooper Performing Arts Center  
 16302 Loop 493, Lubbock, TX 79423  
**General Sign-in**

Name (Please Print)	Address	Zip Code	E-mail address (optional)
MaryLou Dorsett		79364	
Larry & Janice Barrow		79423	
Bill Fuller		79373	
Cleo BOTTOMS		79382	
Cherie Blewett		79423	
Scott Brewer		79363	
Shannon Henzler		79364	
Pat OBrien		79423	
Bill HATCHETT		79464	
Maxine McKelvy		79423	
Doug & Penny Wensele		79423	
Garland Boozer		79363	
Rosa Landin		79416	
Thomas LARSON		79424	
Garrett (Frank)		79409	
CJ Wheeler		79424	
Donna Burnett		79416	
Jacquetta Posey		79413	

Name (Please Print)	Address	Zip Code	E-mail address (optional)
Bruce Huseman		79382	
Joe Stanton		79363	
Richard Edwards		79364	
Dean Iardeman		79364	
Mr & Mrs Childers		79382	
Tom Woodruff		79382	
Sammy Martinez		79423	
Vance Wilson		79464	
Linda Schoonover		79423	
Tom and Cherry Scarborough		79382	
Denny Lee Pontre			
Greg Gorman		79423	
Steve Mattox		79423	
Terry Iardeman		79401	
Dave Rieker			
Darrell Westmoreland		79401	
Ann Heinrich Lusk		23 79423	
Glenn Goldwater		79423	
Archie Clanton	79423		
John Boling	79424		
Alex Scarborough			

24

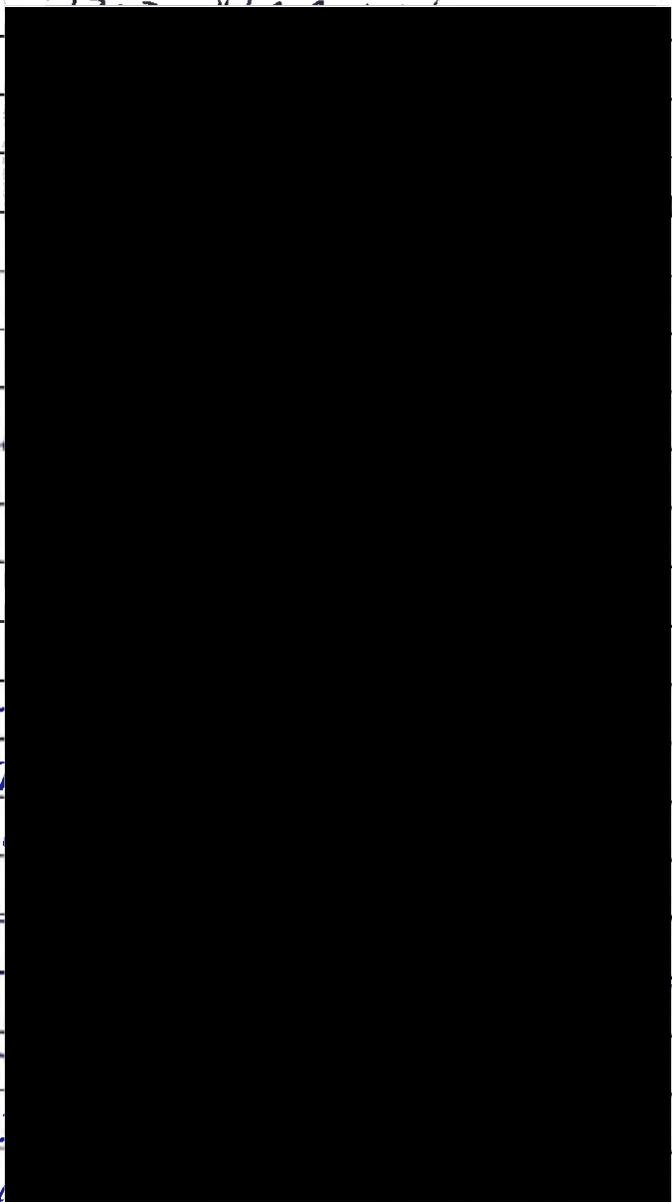
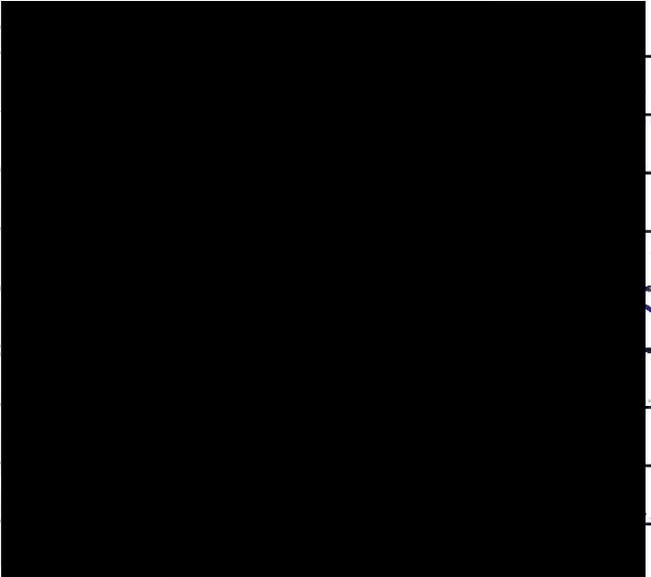
Name (Please Print)	Address	Zip Code	E-mail address (optional)
Cindy Holcomb		79382	
Karen Gibson		79424	
Keith Vardeman	3	79364	
Gant + Julie Barnhill	3	79423	
Samantha Estrella	9	79424	
James Rhodes		79423	
dallas greer	5	7	
Larry Luttrell	5		
Jan Delay	3	79422	
NORMAN BRUNET	1	79382	
Mary Ann Bridges			
PAUL GBS		79407	
Brian Wise	4E	79404	
Katee Edwards	13	79416	
Ronald Greer	7	79382	
Brandy Ammons	11	79423	
Jim + Renee Bell		79423	
ANNIE HEINRICH	1	79423	
Burt Heinrich	3	79423	
KERRY MILLER	9	79424	
Tom/Jo Killian	6	79424	

Name (Please Print)	Address	Zip Code	E-mail address (optional)
MARK PINICK			
Bruce Mac Nair		79382	
DAVID B. COKER		35748	
Pete Riojas		79363	
Tom Ghewett		79363	
Johnny & Gal Frilly		79363	
Sissy <sup>Randle</sup> Moore		79363	
Kent SAN Kubica		79423	
Jennifer Robby Mossett		79364	
A David Jones		79423	
Thomas Adewski		78722	
Aaron Petty		78756	
Mike Chapman		79423	
Chris Jondri		79416	
EMMA LARSON		79424	
H. H. [unclear]		79313	
Pat Coleman	79582		
Jenny Aleman	79423		
Patricia Mills	79416		
Nick OLENIK	79424		
Lee Morales	79423		

Name (Please Print)	Address	Zip Code	E-mail address (optional)
Nancy Coker	[REDACTED]	79363	
Malcolm Felt	[REDACTED]		
Mae Lopez	[REDACTED]	79404	
Diana Lopez	[REDACTED]		
Paul Thompson	[REDACTED]	79382	
Christi Cargill	[REDACTED]	79424	
CARY KAMUSANT	[REDACTED]		
RaeAnn Elder	[REDACTED]		
Robert Cousins	[REDACTED]	79364	
Ely Co	[REDACTED]	79423	
Kim Snow	[REDACTED]		
King Morris	[REDACTED]		
Kenneth Ellis	[REDACTED]		
Pedro Trevino	[REDACTED]		
Ed GARRISON/THORPE	[REDACTED]	79423	
MIKE KING	[REDACTED]	79423	
Cindy Dunlap	[REDACTED]	79424	
DAVID GORRER	[REDACTED]	79382	
Mike Wright	[REDACTED]	79382	
Leland Fellows	[REDACTED]	79382	
David Pastor	[REDACTED]	79424	

Yak  
Eau

21

Name (Please Print)	Address	Zip Code	E-mail address (optional)
Marsha Hargrave		79363	
Billy Barron		79363	
Norma Favens			
Rita R. Elliott		79363	
Diana + Marvin Damm		79424	
Robert Christopher		79424	
Gary + Karen Batenhorst		79364	
Sean Rich		79362	
Jane McLaughlin			
Kathryn Curry		79423	
Walter Ann		79423	
Bill + Theresa Drewell		79364	
Joe + Mickie Fondy		79364	
Stan Bradbury		79364	
Janus Stewart		79424	
Jon Matthews		79424	
★ Bill Miller		79416	
Wilbur Jones		79416	
Stevance Littlejohn	79382		
Jim BARTOS	79364		
KEVIN SEYEN	79382		

Name	Address	Zip	Email
Steve Couch *	[REDACTED]	79364	[REDACTED]
Jude Eide		79423	
Judy Briggs		79423	
Drew Paxton			
AUBREY STARK		79424	
Dale Townsend			
MITCH HOBSON WAYNE COLLINGS	79423 79424		
Shane Mancer			
Jan Roberts			
Ashley Husley		79423	
Jason Cargill		79423	
Mark Drake		79404	
Gary Lewis ←		79407 ←	
Jarell Newson		79382	
John P. Lee		79412	
James Elliott Getz		79424	

never received any notices

Name (Please Print)	Address	Zip Code	E-mail address (optional)
Ray Short	[REDACTED]	79423	[REDACTED]
THOMAS PAYLE	[REDACTED]	79424	[REDACTED]
R. KEITH SMITH	[REDACTED]		[REDACTED]
Greg & Gina Milford	[REDACTED]	79412	[REDACTED]
Virginia Williamson	[REDACTED]	79363	[REDACTED]
Haley Buske	[REDACTED]	79423	[REDACTED]
FRANK & MARGARET SEHW	[REDACTED]	79382	[REDACTED]
Martha Simmons	[REDACTED]	79364	[REDACTED]
GANT BARNHILL	[REDACTED]	79423	[REDACTED]
Allen Teinert	[REDACTED]		[REDACTED]
Alan C UNDERWOOD	[REDACTED]	79423	[REDACTED]
Kelly Oaks	[REDACTED]	79424	[REDACTED]
Jerry Tommie Hine	[REDACTED]	79424	[REDACTED]
IA Schooler	[REDACTED]	79423	[REDACTED]
J.D. Sindr	[REDACTED]	79423	[REDACTED]
Robert C. Bishop	[REDACTED]	79423	[REDACTED]
TRAVIS WATKINS	[REDACTED]	X	[REDACTED]
Paul D. Stephens	[REDACTED]	79364	[REDACTED]
Gary Schwede	[REDACTED]	79424	[REDACTED]
Jimmy Hardem	[REDACTED]	79423	[REDACTED]
Amanda Williamson	[REDACTED]		[REDACTED]

Name

Address

Zip

Email

Ken McCabe

79424

Ging Foush

7936

Kapi Ma

79423

Anthony Esquivel

79423

Norma Nash ★

79423

Ray Carrasco

79423

Charles S. Chambers

79423

JAMES VARDY

79382

Chris Lazaro

Nair Barrios

Nishant Kukadia

Michael Sexton

Julie Jerome

Sonia Jimenez

Steven Warren

Joni Hutson

Karen Bradshaw

Dianah Ascensio

Jerry Cash

**Comment Matrix, Verbal Comments Summary, and  
Scanned Comments Received by TxDOT**









**Lubbock Outer Route  
Public Meeting #1  
February 25, 2014  
Verbal Comment Summary**

**#1 Tom Blewett:** Do any of the stakeholders gain monetarily from these developments? If the route near Shallowater (Options 1a, 1b or 1c) is ever going to be a loop, it is going to dead end into an oil field pipeline system. And the route is already running across the top line with the underground pipeline that goes into my sister's house. We all live on that property where those routes go all the way to US 84. That is going to disrupt a lot of people right there. There's already a big pipeline running through it. There's a petroleum pipeline and TxDOT is going to have to deal with that too. Is that going to be a consideration on whether the routes go through there? The routes go through a flood plain. It is going across Stone Hill Road and my grandfather was J. B. Stone. He was the one that ran the pipeline out there for the gas. That's the reason they call it Stone Hill Road. I mean it just seems like you are tearing apart something. We've already had to deal with the pipeline for years. Now we are going to have to deal with the highway. That's just one blow after another.

**#2 Sean Rich:** If a route crosses private property that is already leased to an oil company, would TxDOT also acquire mineral rights? As far as evaluating the value of that private property, does the potential lease revenue get included in the purchase price of the right of way? Our family farm was cut down when the highway came through 6282 way back in the 50's. We had to relocate all our family farmhouses. I'm down here representing both generations that aren't able to come to the meeting and here again the State's cut into our farm right now. So, it's two shots. How many times does it take to cut through a family farm? A waste of time and effort. I put my comments down on paper.

**#3 Jeannie Jones:** How does the State determine the worth of my land? I have a little farm out on 71, North of Reese. The road's going to be there. The right of way is going to take the front 200 feet or so of my property there as well as my son's house. But what determination does the State use for the value of that land? Also, when might the acquisition take place? Is it five years down the road or ten years?

**#4 Randle Moore:** I know you don't have a route or a particular route. From what I can tell, I drove this route, and it goes into water flow areas and the hundred-year floodplain. My question is you have no financing for this yet from the State, right? As far as money goes, the State has nothing for it. My question is and I know that TxDOT is doing little to no highway repairs. I want to know why Lubbock is looking at this project right now. How come we aren't going after that? We are looking more at programs we can't pay for. We can't pay for the roads to be fixed around Lubbock; I don't know how are we going to pay for this. I know you all are going to do it. I don't have any complaint about what you all are going through and all that but I still want to know how you are going to pay for it and what we are looking at. We have an unfinished interstate right now. I don't understand the purpose of this road or what's TxDOT's idea on this highway. Why are we doing this highway? We're talking about doing another big road and we have no funding for it at this point. It looks that Lubbock County is involved in this study. I live in Lubbock County, but I don't live in Lubbock. I

don't live in the city of Lubbock. Is Lubbock looking at this as something to bring these certain areas into the city? Do you all have any idea about anything like that?

**#5 Sissy Moore:** We live right between 82 and Stone Hill Road. And we live down at the very bottom of the Yellow House Canyon. If you all build this highway and I have never flooded, but I am at a very low point. So if you build this highway and you build it up and its floods me, then who would take responsibility or would anyone? Would the State of Texas be responsible for it? Another question I want to ask is on the second route (2641), the one that goes down Milwaukee. It goes straight to the airport, so I don't understand why, unless you just have to show two routes just to say possibilities. Cause if one goes straight to the airport, it looks like to me like it would be a good route to use.

**#6 Rita Elliott:** We have always lived in the country. We are used to living in the country. My grandpa is Mr. Stone; the road is named after him. Where you all are planning on one of the routes to come thru, exactly thru my sister's house. She has lived there all her life. She is 70 years old right now. Me and my brother live this way from her and my other brother and sister live that way from her-- all on the family farm which is going to go right through the middle. 2641 would be a pretty good idea, but if you go straight down that you are going to be right beside the ABC Ranch which I am sure would be a real eye sore for the owner. We all live in homes that are paid for, they are not very outlandish, but they are our homes and they are our livelihoods. In each one of our houses, we have a handicapped or a person that needs special help and it is going to be very difficult for us to relocate. Let's see what else I have right here. I've lived there for 65 years. I've heard some people out there saying, that they live in shacks that we wouldn't even dream of living in and they hope you all come through their property. I'm just making a statement that we don't feel that way. We want to keep ours exactly like it is. 2641 is fine. You can come straight down there and not have to cut anybody's house down.

**#7 Keith Snowden:** My question was like when you cross 6282 at the interchange, how much circumference or territory would that cover? Would it be just the 400 feet or is it to be a circle? What if the railroad and highway went over 6282?

**#8 Kerry Miller:** Thank you. I just want to say it's difficult for me to conceive of Lubbock ever growing to a point that this road would be warranted. Having said that I had to move away from Lubbock in 1984 and remember turning on the TV seeing a report about how TxDOT was going to put in a new interstate north south thru Lubbock along Avenue H and I couldn't even fathom that. I just couldn't visualize it. And I moved away, and while I was moved away TxDOT built it and I came back and reaped the benefits of it. Now I can't visualize Lubbock without the interstate. The same with Marsha Sharp Freeway. A lot of people were disrupted by doing that, but we all benefit from it. And so, I've seen old photographs of Lubbock when Loop 289 was built back in the 60's. And I've heard some of the controversy that went on when that was built. And that was a lot of controversy that it was being built so far outside of Lubbock. Today, I can't fathom not having Loop 289. I know it disrupted a lot of people's farms, a lot of people's businesses, a lot of people's homes that had to be moved, but I feel that we are all benefiting from the fact that Lubbock transportation planners had this vision for where the city was going to go. And today we all benefit and can get in our cars and be anywhere in town in fifteen minutes. So while I had trouble seeing how Lubbock could grow

this much to warrant this roadway, I've seen just over the past ten, fifteen years, 15 years ago at 82<sup>nd</sup> Street that the seven lanes stopped at Frankfort and it became a two-lane highway all the way to Brownfield Highway. We had some students killed on that road because of all the traffic going to Frenship Schools, and now you've got Cooper out here and all this new residential growth into the county and so what I want to do is commend you for making this study and trying to plan and grow wisely, because without a plan this area is just going to continue to develop as people move out here. Then there will be just all this traffic and then when you try to do something, there's going to be ten times as much disruption to people's lives. So what I want to do is encourage you all to keep moving forward with this study so you can get a line on the map just as quickly as possible so that people can then start planning and getting their lives in order and having an idea of where the roads were going to be and then let the planning and development happen around that.

**#9 Kevin Sehon:** To be a stakeholder you have to have a financial stake in it so basically what that is is a steering committee. And they are trying to route it to where it will be effective for schools and things like that and I understand that. Something we all need to understand, the roads are going to come whether we like it or not. There's more than 150 people here. All they've got to do is just put it up for a vote and everybody is going to want it. Just like a school bond. Even though they don't pay property taxes they don't care. "Let's build a swimming pool." Look at this place. One hundred million dollars and the guys that are paying it are you. It's going to come either way, so I'll just help you out with that. What I'm curious about is like when you go to a farm—I know you guys are trying to avoid some things—and that's good. Your job has got to be hard cause it's like refereeing a little league basketball game or baseball game. Like if you go through a farm and you cut off some wells, are we going to be able to pipe that water underneath to get it on the side of the farm where we can use it and things like that? Or will that water have to stay on the other side of the road that it's on being built? I'm just saying if some well is on one side of the farm and you move the irrigation system away, could it be piped underneath the road if TxDOT did it? Another question, are they going to be able to build it inside the 400 foot or will it be 600 or 800 foot to get it built and then inch it back to 400? I do enjoy the Marsha Sharp Freeway, even though the railroad went through two of my farms at Shallowater and I have to drive a mile to get on the other side of my farm. We need to get some overpasses in on the Brownfield Highway. I know that's what's probably coming but I kind of agree with them to take care of first things first, but I know this is a long way down the road. How many people do I need to have buried on my farm for you to go around it? I'm just curious cause you say you will go around a cemetery.

**#10 Davis Melton:** On this handout, there's no place here for a no-build option that I can see. Now, I know that this is early in the process and a no-build option is not a big deal at this stage, but still TxDOT must consider the no-build option. And by not putting it on here, it's just taking it out of your hands it seems to me. We're going to need something out there eventually. Why doesn't TxDOT consider Slide Rd, Indiana, something like that rather than a freeway? It will require some pretty good moving around to miss those sprinkler systems with a 400-foot footprint. The definition of a stakeholder is you've got to have a financial stake in the project. But they need to get some private individuals. I hate to say for example a neighborhood association. You guys have a stake in this project. Whether you admit to the exact definition of stakeholders or not.

**#11 Norma Nash:** This is coming. You've got to think about it. It's 18 years between now and what you are talking about is a possible conclusion for the first process. In the 18 years, I'm on 1585, we've grown so much there is so much traffic. For you people up at Shallowater, I don't know how close you all are to the traffic they are talking about assisting. What do we do for the next eighteen years with the amount of overflow we've got now with the School District? With the overflow that we've got now from this I-27 corridor that's coming through like crazy. I know you are looking at a long-term thing 18 years down the road. Ken and I and Jan, we look at this everyday. 18-wheelers go in and we are in a double-stripe no-passing zone and I don't know how many times we've nearly been rear-ended. There's got to be growth on 1585. We know Woodrow Rd is too far out, but that's got to grow too. So who do we talk to in the meantime because you are focused on this big project and I understand that? Do we go back to our county commissioners and march in right there on our end of it and go okay we've got so much traffic and congestion out there now; what do we do with what we've got now and we're not 18 years down the road right now? In the meantime, it doesn't make sense to pour money into a temporary fix on widening, straitening whatever we have to do to the roads that are out there. Is it just simply going to take a county commissioner having to attend another set of funerals for this traffic? Well, you can have my property. Just pay me.

**#12 David Coker:** The first series of speakers were my aunts and uncle and the sister they are talking about is my mother. She's back at the house. She's not feeling well. Been sick for a while. The lady just mentioned that, I lived out in Shallowater in 1979 and then went to the Marine Corps for 20 years. And every time I come back to Lubbock County and Lubbock, Shallowater, it is growing like crazy. The growth is unbelievable in this area. And it's good because it shows that people are enjoying our area, but the growth is fast. Is that 2030, could that be moved up? I mean funding could be-- there's money found in town every day. Is there something that the money could be found and the year 2030 moved up to a 2020? We may not be able to stop growth. We need to ask TxDOT that this be communicated to us in a fair manner. We received a letter only a week or so prior to the February meeting. I hope you all can do a little better in the future. We have another milestone, if you will, for summer for the proposed preferred route. We'd ask that we get that letter a little earlier so we are able to plan to attend your meeting so we can have good attendance here. The routes study to construction, our farms at Shallowater is right off 84, so if you were to start at Shallowater and come around back over to Slaton, that would hit us pretty quick I would think. In summer time, the preferred route, is that also going to be explained where you are going to start? One last question, if the route was to start in the Shallowater area, we are also owners of the land and we also own all the mineral rights. The appraisers that are coming out, would they provide prior notice of that as well?

**#13 Brian Wise:** I just have a question if you're going to acquire a property. My wife and I we've only got 10 acres of land. As it's projected now, you're going to take 1/3 of my land which would put the right of way about ten feet in front of our actual home. Will they only pay us for the right of way so that our home value is nothing because nobody is going to live ten feet off of it? Are they going to pay us for our whole ten acres or only for the 400 [feet] they are going to take away from us?



**COMMENT FORM**  
 Lubbock Outer Route Study  
 US84 northwest to US84 southeast  
 Open House Public Meeting  
 February 25, 2014

Thank you for attending our open house and presentation for the Lubbock Outer Route Study. We are in the process of evaluating route options. We want your thoughts and opinions!

The main reason for my interest in the Outer Route Study is I am a(n):  
 Residential property owner or renter  Business property owner or lessee  Other (Please explain): \_\_\_\_\_

Please consider the various route options from the exhibits and the presentation and let us know which route option(s) you prefer. Circle one or more preferred route option(s) for each segment.

Segment 1		Segment 2		Segment 3	Segment 4
East	West	East	West		
<u>1Ae</u>	<u>1Aw</u>	2Ae	<u>2Aw</u>	<u>3A</u>	<u>4A</u>
1Be	1Bw	2Be	<u>2Bw</u>	<u>3B</u>	<u>4B</u>
1Ce	1Cw			<u>3C</u>	<u>4C</u>
1De	1Dw			3D	4D
1Ee	1Ew			3E	4E
1Fe	1Fw			3F	
1Ge	1Gw				

Why did you choose the route option(s) above? Please be as specific as possible. \_\_\_\_\_

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Additional comments, concerns or suggestions: This is a waste of money

\_\_\_\_\_  
 \_\_\_\_\_

Check each of following that apply to you (per Texas Transportation Code, §201.811(a) (5)):

- I am employed by TxDOT.  I do business with TxDOT  
 I could benefit monetarily from the project or other items about which I am commenting.

**Name and Contact Information (Optional):**

Name: Aaron Watson Business Name: \_\_\_\_\_  
 Address: \_\_\_\_\_ Business Address: \_\_\_\_\_  
 \_\_\_\_\_ Phone Number: \_\_\_\_\_  
 Email: \_\_\_\_\_

Please leave your completed form with the Project Team at today's public meeting, mail the form to TxDOT Lubbock District Office Attn: Steven Warren 135 Slaton Road Lubbock, TX 79404-5201. or email your comments to [steven.warren@txdot.gov](mailto:steven.warren@txdot.gov). Comments will be accepted through Friday, March 7, 2014.







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Segment 1		Segment 2		Segment 3	Segment 4
East	West	East	West		
1Ae	1Aw	2Ae	2Aw	3A	4A
1Be	1Bw	2Be	2Bw	3B	4B
1Ce	1Cw			3C	4C
1De	1Dw			3D	4D
1Ee	1Ew			3E	4E
1Fe	1Fw			3F	
1Ge	1Gw				

Why did you choose the route option(s) above? Please be as specific as possible. \_\_\_\_\_

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Additional comments, concerns or suggestions: \_\_\_\_\_

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 \_\_\_\_\_

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

**Name and Contact Information (Optional):**

Name: JANET K WATSON Business Name: \_\_\_\_\_  
 Add: [REDACTED] Business Address: \_\_\_\_\_  
 \_\_\_\_\_ Phone Number: \_\_\_\_\_  
 Email: \_\_\_\_\_

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1Be	1Bw	2Be	<u>2Bw</u>	3B	4B
1Ce	1Cw			<u>3C</u>	<u>4C</u>
1De	1Dw			3D	4D
1Ee	1Ew			3E	4E
1Fe	1Fw			3F	
1Ge	1Gw				

Why did you choose the route option(s) above? Please be as specific as possible. \_\_\_\_\_

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Additional comments, concerns or suggestions:

*Before we worry about a loop, let's worry about the water.*

Check each of following that apply to you (per Texas Transportation Code, §201.811(a) (5)):

- I am employed by TxDOT.  I do business with TxDOT  
 I could benefit monetarily from the project or other items about which I am commenting.

Name and Contact Information (Optional):

Name: Linda Hampton

Address: [REDACTED]

Business Name: \_\_\_\_\_

Business Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_

Email: \_\_\_\_\_

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1Be	1Bw	2Be	<u>2Bw</u>	3B	4B
1Ce	1Cw			<u>3C</u>	<u>4C</u>
1De	1Dw			3D	4D
1Ee	1Ew			3E	4E
1Fe	1Fw			3F	
1Ge	1Gw				

Why did you choose the route option(s) above? Please be as specific as possible. \_\_\_\_\_  
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Additional comments, concerns or suggestions: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Check each of following that apply to you (per Texas Transportation Code, §201.811(a) (5)):  
 I am employed by TxDOT.  I do business with TxDOT  
 I could benefit monetarily from the project or other items about which I am commenting.

**Name and Contact Information (Optional):**

Name: Cornie Watson Business Name: \_\_\_\_\_  
 Address: [REDACTED] Business Address: \_\_\_\_\_  
 Email: \_\_\_\_\_ Phone Number: \_\_\_\_\_

Please leave your completed form with the Project Team at today's public meeting, mail the form to TxDOT Lubbock District Office Attn: Steven Warren 135 Slaton Road Lubbock, TX 79404-5201, or email your comments to [steven.warren@txdot.gov](mailto:steven.warren@txdot.gov). Comments will be accepted through Friday, March 7, 2014.



.....



# PROFESSIONAL TAX CONSULTANTS

03/05/2014

Steve Warren  
Texas Highway Dept.  
135 Slaton Road  
Lubbock, Texas 79404

RE: Outer Loop

Dear Mr. Warren,

This letter is in response to the meeting I attended on 2/25/14. I listened to what you had to say and I do not feel that all of the facts were presented to the group. You see I have driven the proposed route and have seen several items that you neglected to present to the group.

I would like to go over some of these items.

One of the first things you said to me when we met, that going any further than 146<sup>th</sup> or Farm Road 1585 was too far on the south side.

After taking the map and driving it, I found that argument a little weak since at several other areas the distance was almost 5 miles out from Loop 289 while 146<sup>th</sup> is 4 miles from Loop 289.

You were concerned about moving a pivot system. I have spoken to several clients that are farmers and they said it is hard but they can be moved.

Then you were concerned about Kelsey Park a new subdivision and you did not want to run the road through there. However, you did not mention Indiana South, a subdivision that has been there for over 30 years, which you are proposing taking out a whole street of existing homes.

The majority of this proposed route is dirt roads and very limited residential until you get to the south part Segment 3. This area has already shown growth and this proposed route will disturb not only residential but commercial. I feel that this area compared to the other parts of this proposed route has already out grown the route and the route should be pushed further south. The majority of the other segments are basically farm land. Granted there is some residential but very little commercial.

What I am saying that if an outer loop was needed there should have already been planning since the growth has already started. If the growth continues in this area then this area will have grown beyond the outer loop and a loop further out will be needed even before this one breaks ground.

.....

March 5, 2014

Page 2

There is no any other part of this proposed route that has a residential growth problem except segment 3 subdivisions such as Windsor Park, Highland Oaks, Indiana South, Saddleback (Woodrow Road) and the area east of Indiana between 146<sup>th</sup> and Woodrow. Also several others that are building close to Cooper ISD campuses

Of course I do not feel that this is an issue that really needs to be addressed with other problems that are of grave concerns for this area and that is the water situation. Without water this area's growth is going to be very limited and making the need for another road very questionable.

Forgive me for being stupid, but looking at the existing Loop 289 at this time traffic is bad from about 7:15-8:30 am and 4:30-5:30 pm. The rest of the time traffic is very limited. It seems that the bulk of the traffic is coming from the feeder streets such as University, Indiana, Quaker, and Slide. Looking into other cities in Texas that have 2 loops such as, San Antonio, Dallas, and Austin, have populations that are much larger than Lubbock. I do not think our population will grow that much even in 50 year. So how can we justify this when we do not even have a population of over 500,000? I do not think in 50 years we will have that many when we have no real industry outside of medical, Texas Tech, and farm related. Maybe we need a reality check.

As a tax payer I feel that the monies that is to go to this project can be better spent on other projects in this area-heck it would be nice for the Highway Department to pick up the tumbleweeds on the West Loop.

What about the cemetery that is that just west of Wolfforth how is that going to be addressed? Is this really the best for Lubbock and this area? Maybe a little more time and thought needs to be done with this project before you start distributing people's lives.

Sincerely,

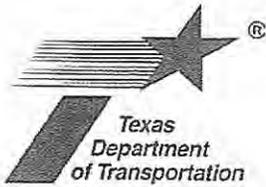
Kaylynn Curry

A large, stylized handwritten signature in black ink, appearing to be 'Kaylynn Curry', written over the printed name.









**COMMENT FORM**  
 Lubbock Outer Route Study  
 US84 northwest to US84 southeast  
 Open House Public Meeting  
 February 25, 2014

Thank you for attending our open house and presentation for the Lubbock Outer Route Study. We are in the process of evaluating route options. We want your thoughts and opinions!

The main reason for my interest in the Outer Route Study is I am a(n):

Residential property owner or renter  Business property owner or lessee  Other (Please explain): \_\_\_\_\_

Please consider the various route options from the exhibits and the presentation and let us know which route option(s) you prefer. Circle one or more preferred route option(s) for each segment.

Segment 1		Segment 2		Segment 3	Segment 4
East	West	East	West		
1Ae	1Aw	2Ae	2Aw	3A	4A
1Be	1Bw	2Be	2Bw	3B	4B
1Ce	1Cw			3C	4C
1De	1Dw			3D	4D
1Ee	1Ew			3E	4E
<b>1Fe</b>	1Fw			3F	
1Ge	1Gw				

Why did you choose the route option(s) above? Please be as specific as possible. If you don't choose 1Fe it will affect me

Because I live in the yellow house canyon, and I'm afraid the outer loop will cause me to flood out due to change in the natural water way flow, when it rains. I would be at the lowest point from the road.

Additional comments, concerns or suggestions:

You should go down 2641 because it goes straight to Preston Smith Int'l Airport, which would benefit people coming into Lubbock.

Check each of following that apply to you (per Texas Transportation Code, §201.811(a) (5)):

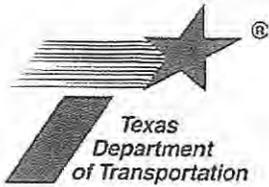
I am employed by TxDOT.  I do business with TxDOT

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

Name and Contact Information (Optional):

Name: Randle Sissy Moore Business Name: \_\_\_\_\_  
 Ad: [Redacted] Business Address: \_\_\_\_\_  
 S: [Redacted] Phone Number: [Redacted]  
 Em: [Redacted]

Please leave your completed form with the Project Team at today's public meeting, mail the form to **TxDOT Lubbock District Office Attn: Steven Warren 135 Slaton Road Lubbock, TX 79404-5201**, or email your comments to **steven.warren@txdot.gov**. Comments will be accepted through **Friday, March 7, 2014**.



**COMMENT FORM**  
 Lubbock Outer Route Study  
 US84 northwest to US84 southeast  
 Open House Public Meeting  
 February 25, 2014

Thank you for attending our open house and presentation for the Lubbock Outer Route Study. We are in the process of evaluating route options. We want your thoughts and opinions!

The main reason for my interest in the Outer Route Study is I am a(n):

Residential property owner or renter  Business property owner or lessee  Other (Please explain): \_\_\_\_\_

+ do NOT want 1A-1D

Please consider the various route options from the exhibits and the presentation and let us know which route option(s) you prefer. Circle one or more preferred route option(s) for each segment.

Segment 1		Segment 2		Segment 3	Segment 4
East	West	East	West		
1Ae	1Aw	2Ae	2Aw	3A	4A
1Be	1Bw	2Be	2Bw	3B	4B
1Ce	1Cw			3C	4C
1De	1Dw			3D	4D
1Ee	1Ew			3E	4E
1Fe	1Fw			3F	
1Ge	1Gw				

Why did you choose the route option(s) above? Please be as specific as possible.

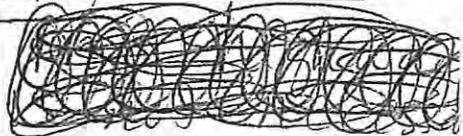
~~It will not destroy my house & family land.~~  
 It will not destroy my house & family land. I live on FM 2641 & FM 1540 where our family lives in 7 homes. Our land is in the 100 yr. flood plain & diverting the water to other homes that are left would destroy our family.

Additional comments, concerns or suggestions:

My family will be split across a highway and one sister will lose her home. Building on top of a pipeline is unsafe!

Check each of following that apply to you (per Texas Transportation Code, §201.811(a) (5)):

- I am employed by TxDOT.
- I do business with TxDOT
- I could benefit monetarily from the project or other items about which I am commenting.



Name and Contact Information (Optional):

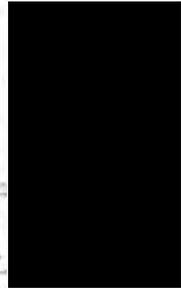
Name: Marsha Hargrave



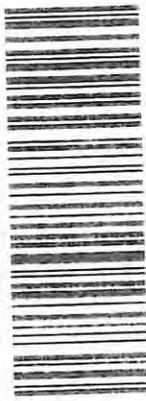
Business Name: \_\_\_\_\_  
 Business Address: \_\_\_\_\_  
 Phone Number: \_\_\_\_\_

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Hargrave



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Steven Warren - TxDot  
135 Slaton Rd  
Lubbock TX

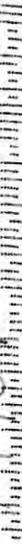
RECEIVED TXDOT

FEB 07 2014

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Dist 05



Hello,

My name is Marsha Hargrove. I live on the land located at CR1540 and CR6100 that is one of the options for the Lubbock Outer Loop Project. Six years ago, my family moved here to join my sister and brother-in-law, along with his four siblings, who lived on the homestead. We spent a considerable amount of money (dug well and septic system) in preparation for everyone's retirement.

The land has been in the family for more than 63 years. Their grandfather Mr. J.B. Stone is the man for which the Stone Hill St (CR6100) is named. Grandpa Stone was responsible for having utilities (gas and electric) run to the property when he moved here. Now there are seven homes on the land. At any given time, there is anywhere from 13 to 17 people living on the homestead. My brother-in-law's parent's home was here when he was born 52 years ago. He lived here as a child and has lived in his own home here for over 21 years, currently being the third generation to live in the original family home. Each sibling's home was strategically placed so that the front of each is facing one of the perpendicular roads (CR6100 and CR1540) leaving the back sides facing the pasture. This is so that at any given time, in any emergency, someone can jump on a golf cart, Kawasaki mule or ATV and get to any other family member quickly. This has happened more than a few times over the years. It also gives protection to the livestock on the land.

If the road goes through the pasture, there will be one home (where one 71 year old sister lives) lost for sure and two others that are in danger (mine included) of being destroyed. This will leave us having to find a place to start over. The rest of the family that would remain on the land would then be divided across a highway and no longer have access to each other which is extremely important with older people and two other people in wheelchairs that sometimes need assistance. The road would not just divide a pasture it would divide a family and their way of life. Each family member has a purpose and place on the homestead. One sister grows a garden, one brother and two sisters raise chickens (providing eggs), we raise pigs, a horse, four donkeys, three dogs, and we are trying to acquire a calf. A highway would require relocation of these animals; not to mention the **Texas Horned frogs**, aka horny toads, that live around the barn that are native and threatened according to Texas Parks and Wildlife website:

([http://www.tpwd.state.tx.us/gis/ris/es/GetMap.aspx?cname=Texas horned lizard&desc=open, arid and semi-arid regions with sparse vegetation, including grass, cactus, scattered brush or scrubby trees; soil may vary in texture from sandy to rocky; burrows into soil, enters rodent burrows, or hides under rock when inactive; breeds March-](http://www.tpwd.state.tx.us/gis/ris/es/GetMap.aspx?cname=Texas%20horned%20lizard&desc=open,%20arid%20and%20semi-arid%20regions%20with%20sparse%20vegetation,%20including%20grass,%20cactus,%20scattered%20brush%20or%20scrubby%20trees;%20soil%20may%20vary%20in%20texture%20from%20sandy%20to%20rocky;%20burrows%20into%20soil,%20enters%20rodent%20burrows,%20or%20hides%20under%20rock%20when%20inactive;%20breeds%20March-)

September&parm=ARACF12010&sname=Phrynosoma cornutum&usesa=&sprot=T). We have researched and found through National Geographic Magazine that a horny toad's major diet is ants and they must have them in order to survive. For the last several years, we have made sure not to destroy ant beds in the open areas and attempted to relocate ant beds in order to provide food for the horny toads. This past summer, my fourteen year old nephew came from Tennessee and got to see horny toads in person for the first time ranging from approximately ½" to 4". While these beautiful creatures were plentiful when I was a child, many children have never seen one. Horny toads now are very hard to spot which is why the state of Texas has placed them on the threatened species list. My children have even been able to learn about the Burrowing Owls that land in the pasture certain times of the year to make homes in old fox holes. They have also learned about various pieces of flint and flint tools found on the land. My children are very blessed to live in a place where they get to experience nature.

Not only would a highway totally destroy the family, it would destroy precious pasture land. The land in question has native prairie grass, bear grass (native Yucca), and mesquite trees. The highway would also limit the amount of land for livestock. The low spot collects water runoff and running a highway would change the natural water flow not to mention limit the access to any oil, minerals, and caliche under the property which each sibling owns the mineral rights.

Please reconsider this Outer Loop option and run the new highway on one of the other routes where there is an existing road that people have already built around rather than have a road built through the middle of a cohesive, supportive family unit that would be displaced and destroyed. Family has become something people don't put importance on but we, as a collective family, have found a way to stay together. Please do not destroy my family and take away the possible future home of my kids and grandkids.

Sincerely,

Marsha Hargrove



**From:** Marsha Hargrove [REDACTED]

**Sent:** Wednesday, February 05, 2014 9:32 PM  
**To:** Steven Warren; Russell Zapalac

**Subject:** Lubbock Outer Loop Project Comment

*[Also received via USPS as a letter]*

Hello,

My name is Marsha Hargrove. I live on the land located at CR1540 and CR6100 that is one of the options for the Lubbock Outer Loop Project. Six years ago, my family moved here to join my sister and brother-in-law, along with his four siblings, who lived on the homestead. We spent a considerable amount of money (dug well and septic system) in preparation for everyone's retirement.

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Sincerely,  
Marsha Hargrove



"Kukadia, Nishant N." <Nishant.Kukadia@jacobs.com>  
To: Sylvia K. [mailto:sk@jacobs.com] and 2 others  
FW: Comments and Concerns - Lubbock Outer Loop Project

Microsoft Word

FYI...

-----Original Message-----

From: Steven Warren [mailto:Steven.Warren@txdot.gov]  
Sent: Monday, March 03, 2014 10:19 AM  
To: Marsha Hargrove  
Cc: Jefferson Grimes; Russell Zapalac; Kristi Schwartz; Julia Jerome; Kukadia, Nishant N.; Doug Eichorst  
Subject: RE: Comments and Concerns - Lubbock Outer Loop Project

Ms. Hargrove,

Thank you for taking the time to submit your concerns regarding this project. They will be included in our documentation and analysis. Public comments are very important to TxDOT, and will be taken into consideration as we continue to develop the route study.

Steven P. Warren, P.E.  
Director of Transportation Planning  
& Development – Lubbock District  
806-748-4490 (Office)  
806-773-9684 (Mobile)

-----Original Message-----

From: Marsha Hargrove [mailto:marsha.hargrove@jacobs.com]  
Sent: Sunday, March 02, 2014 5:41 PM  
To: thead@co.lubbock.us; nolenik@co.lubbock.us; grobertson@mylubbock.us; djones@mylubbock.us; Eddie.McBride@lubbockbiz.org; george@wthba.com; denglund@cityofslaton.com; mayor@wolfforthx.us; citsec@hotmail.com; tricia.buck@jacobs.com; Cary Karnstadt; Russell Zapalac; rod.reyna@txdot.gov; nishant.kukadia@jacobs.com; Jefferson Grimes; Kristi Schwartz; Jerry Cash; doug.elchorst@txdot.gov; Steven Warren; sjimenez@xa-sa.com; Joni Hutson; Karen Bradshaw; mheinrich@co.lubbock.tx.us; chris.lazaro@jacobs.com  
Subject: Comments and Concerns - Lubbock Outer Loop Project

March 1, 2014

Stakeholders, TxDot, and attendees of the Lubbock Outer Loop Project meetings.

Attached you will find a copy of the letter that I have already submitted requesting that the land section in question (corner of CR 1540 and CR 6100 – sections 1A 1B 1C) for possible development of the Lubbock Outer Loop Project be reconsidered. In addition, I have other concerns and comments after the February 25th Public Meeting.

1. The land in question has a petroleum pipeline through the property. According to the American Petroleum Institute in Washington DC, roadways should only cross perpendicular to the pipeline (as close to 90 degrees as possible) and not run on the pipeline in order to minimize damage to the pipeline and surrounding areas. Additional safety guidelines say there should be a minimum of 25 – 50 feet between the pipeline and houses, barns, sheds, septic leach lines, playa lakes and water wells.  
[http://www.chevronpipeline.com/pdf/Guidelines\\_for\\_Property\\_Development.pdf](http://www.chevronpipeline.com/pdf/Guidelines_for_Property_Development.pdf) How can it be safe for heavy traffic to vibrate up and down on the pipeline if a stable house should not be closer than 50 feet? If damage is caused to the pipeline by the roadway, the lives of my family could be in danger. Leaving the pipeline undisturbed is the best way to minimize danger to the entire neighborhood.
2. In the presentation, Steven Warren stated that the roadway path was trying to avoid existing center pivot irrigation well systems. Just north of the land in question, there are 10 public use water wells. On the property itself, there are six private water wells that exist. Road construction or damage caused by road construction could jeopardize the drinking water not only for the 7 homes on the property but the surrounding properties.
3. The land in question is also a low lying floodplain where current water runoff is collected. Building up the area for a roadway would displace the water flow causing flood potential to the houses on the property that are not destroyed.
4. Steven Warren stated that when planning the road, the route was to avoid "possible future home development areas". Nothing is in these "possible" areas now but there is our 7 home family homestead on the property in question that has been part of the family for over 63 years. Some of our children and grandchildren are continuing this family homestead. It is not a "possible development" rather an established developed family homestead where now the fifth generation is living.
5. When Norma Nash from Woodrow asked about receiving help with road access and congestion in her area, Steven Warren stated that was not a TxDot issue but a county issue. He said TxDot was building a highway and if she felt other roadways were needed in Cooper and Woodrow to alleviate congestion, she should contact her county commissioner and the Lubbock Metropolitan Planning Organization. TxDot should be helping build roads in areas that people are begging for new roads rather than build through family homes where a roadway is unwanted and unnecessary.
6. Janie Jones asked how property value is determined. Steven Warren stated that an independent appraiser would determine value. When she asked what would happen if she didn't think the amount was appropriate, Steven Warren told her she had the right to decline but TxDot lawyers would just then begin imminent domain and condemnation proceedings in court to obtain property. Basically property owners are left with no option but to take what is offered. He showed no compassion toward people who do not want to lose their homes and land.
7. Steven Warren stated that there is currently no funding for the project therefore; TxDot would need to seek alternative funding options. Personally I do not wish to pay higher taxes, higher registration fees, higher vehicle inspection fees, and higher gas taxes to build an unnecessary roadway. There are plenty of farm to market roads that already exist in the county that allow people to freely get from place to place in an adequate time and manner. The roadway not only is unnecessary but would divert people around the shopping and restaurant hub of Lubbock that Lubbock Economic Development Alliance is promoting.
8. A roadway would not only displace and destroy our family but would also require sale or relocation of livestock. We currently have 5 donkeys (a new baby donkey was born this morning), a horse, chickens, and three dogs. We have raised pigs and are trying to acquire a calf. The burrowing owl would no longer have a place to land in old fox holes, there would be no rabbits, and the honey toads we have been trying to help thrive would be disrupted.
9. We have already experienced my husband's grandmother losing her home in east Lubbock to the building of I27 that was suppose an amazing road connecting the coast to Canada. I27 only goes to Amarillo and has no real benefit for Lubbock. Especially when CR 2641 already connects directly to the airport.
10. My husband and I have already lost everything once when he lost his job and had to start over. We moved into the country to be with family who all planned ahead for retirement where they can help each other. The two teachers and two nurses knew that serving the community as a profession was their calling and they would not be able to retire in a lavish lifestyle. Therefore, everyone planned many years in advance and set up property that would be affordable on a small teacher retirement or social security income. All of the homes on the property may not be big and expensive but are paid in full and affordable. Relocating would also involve the expense of setting up the handicap accessibility that is already in place. We do not just have houses – we have homes. Homes where generations have been raised, parents have been buried, children have been buried, and babies born.

In conclusion, there are 3 reasons that there should not be a roadway built on this property. First, environmentally it would be disruptive to nature, animals, water and land. Second, economically it is not funded and not feasible to fund without more taxation. Third, morally it is wrong to displace people from their home and only given one meeting to actually voice opinion. As one speaker said, there was not even an option for the public to say they did not want a new roadway. The second meeting is simply to inform people of what the stakeholders want and can benefit from. Therefore, I am again asking to please remove CR1540 and CR 6100 (Stone Hill Road)— section 1A 1B 1C option and allow our family to stay together in our own homes.

Sincerely,

Marsha Hargrove



[Drink. Drive. Go to Jail.]<<http://www.txdot.gov/driver/sober-safe/nascar-drink-drive-go-to-jail.html>>

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Tommy Blewett <[REDACTED]>  
To: Sonja J. [redacted]@lubbock.com, Cary [redacted]@texas.gov and 11 more  
(No Subject)

March 6, 2014 6:34 PM

03/01/2014

Tom Blewett

To whom it may concern:

The following is a letter to inform you of my concerns regarding the Lubbock Outer Loop Project and the impact it will have on my property, my life style, family and future.

I was born here and spent most of my life on this property. For the last 21 years I have lived here preparing for my retirement in a manner in which I am comfortable. My plan is to spend the rest of my life here and pass this place on to another generation for them to be as happy as I have been.

The public meeting was more a way to tell property owners what was happening versus an input situation. All questions were met with disdain and palatable irritation. The person that bothered me the most was the citizen Kerry Miller who was the only one to tout the project as needed and an advisable idea for the public good. Upon Google search of him he is a former TXDOT employee. That to me speaks to collusion and underhanded tactics.

My main concern is the petroleum pipeline the bisects my property. The engineering constraints could to an allowable legal degree be deemed "safe" but to what cost? There could be more road built for the money in a place more sensible following an existing roadway --2641.

The road 2641 already exists, is the outer line of the Lubbock Metropolitan planning boundry and goes straight to the Lubbock International Airport. If 2641 is not utilized then the low income and minority populations of East Lubbock would lose easy access to the new loop. According to Steve Warren at the public meeting on February 25, 2014 in Cooper, that section of the loop project was deemed unnecessary for that portion of Lubbock's population.

To build here would require engineering through a floodplain that is a part of the Yellow House Canyon Riverbed. I have witnessed excessive amounts of water flow through, destroy and then settle for months on end. According to any topical map including the one on the TXDOT website and the ones provided for viewing at the public meetings clearly show the flooding area and the outlines of a lake bed.

I have spent the last 15 years facilitating the survival of the endangered Horned Toad. I have relocated ant beds and no longer kill out the ant hills on my outlying areas. I see Horny Toads of all sizes every summer sunning on the ramp to my shop and the sidewalk in my front yard.

In conclusion, the route that utilizes co. rd. 1540 and 1294 makes the least amount of fiscal sense. It appears to be promoted by people with ulterior motives that are not based on tax payer wants but rather to promote and protect "future home development" (2-25-14 Steve Warren Cooper meeting) while destroying an existing family farm with 7 homesteads.

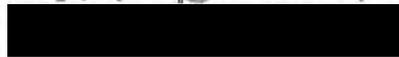
Respectfully,

Thomas W. Blewett III



For Mark:

Tom Blewett



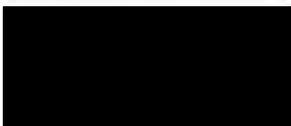
About new loop around  
Lubbock.

Stopped by AT 118,  
3/18/14, @ 3:40 to see  
you.

Roger B

03/16/2014

Tom Blewett



To whom it may concern:

The following is a letter to inform you of my concerns regarding the Lubbock Outer Loop Project and the impact it will have on my property, my life style, family and future.

I was born here and spent most of my life on this property at county road 1540 and Stone Hill road. The road named for my grandfather J.B. Stone. For the last 21 years I have lived here preparing for my retirement in a manner in which I am comfortable. My plan is to spend the rest of my life here and pass this place on to another generation for them to be as happy as I have been.

The public meeting was more a way to tell property owners what was happening versus an input situation. All questions were met with disdain and palatable irritation. The person that bothered me the most was the citizen Kerry Miller who was the only one to tout the project as needed and an advisable idea for the public good. Upon google search of him he is a former TXDOT employee. That to me speaks to collusion and underhanded tactics.

My main concern is the petroleum pipeline the bisects my property. The engineering constraints could to an allowable legal degree be deemed "safe" but to what cost? There could be more road built for the money in a place more sensible following an existing roadway -- 2641.

The road 2641 already exists, is the outer line of the Lubbock Metropolitan planning boundary and goes straight to the Lubbock International Airport. If 2641 is not utilized then the low income and minority populations of East Lubbock would lose easy access to the new loop. According to Steve Warren at the public meeting on February 25, 2014 in Cooper, that section

of the loop project was deemed unnecessary for that portion of Lubbock's population.

To build on my property would require engineering through a floodplain that is a part of the Yellow House Canyon Riverbed. I have witnessed excessive amounts of water flow through, destroy and then settle for months on end. According to any topical map including the one on the TXDOT website and the ones provided for viewing at the public meetings clearly show the flooding area and the outlines of a lakebed.

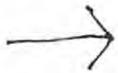
The more I read on the internet about this project and the people involved, there seems to me to be too many close relationships socially and fiscally. Enclosed in this envelope there are just a few random samples I ran across by accident. Please consider addressing this matter for it greatly concerns me and the people to whom I have mentioned this.

In conclusion, the route that utilizes co. rd. 1540 and 1294 makes the least amount of fiscal sense. It appears to be promoted by people with ulterior motives that are not based on tax payer wants but rather to promote and protect "future home development" (2-25-14 Steve Warren Cooper meeting) while destroying an existing family farm with 7 homesteads.

Respectfully,

Thomas W. Blewett III

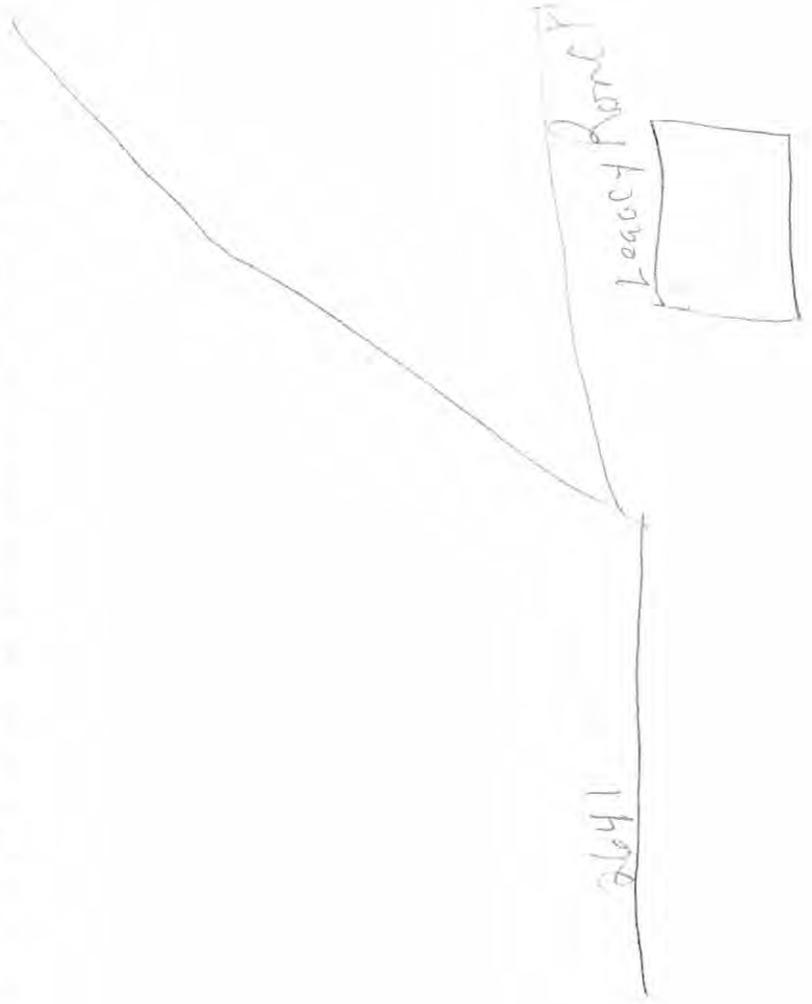
Stakeholder For loop



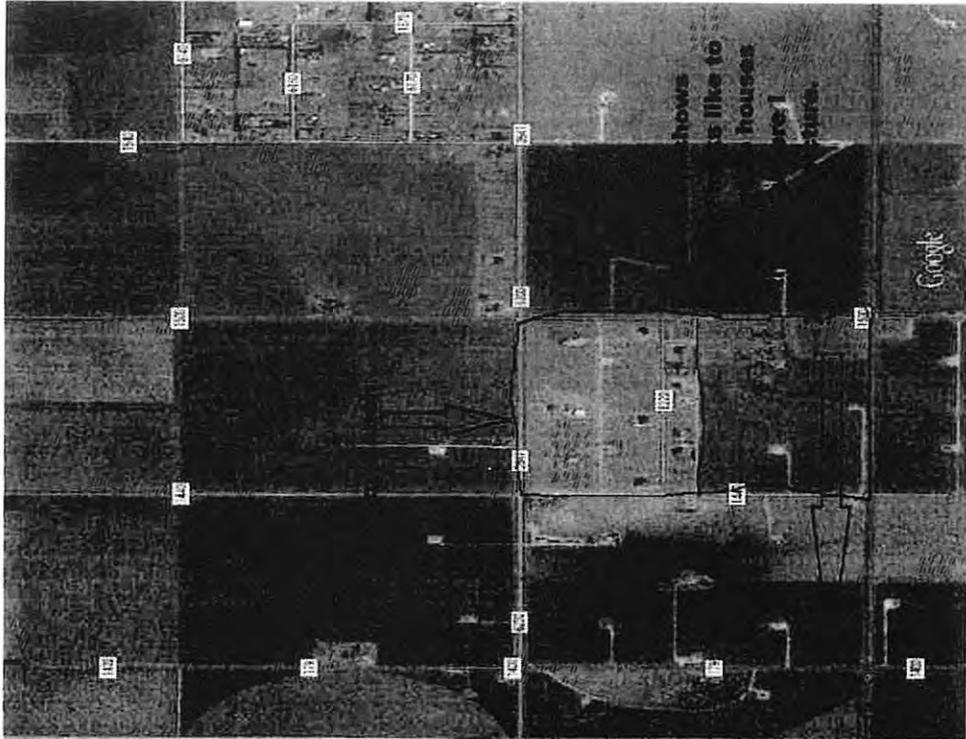
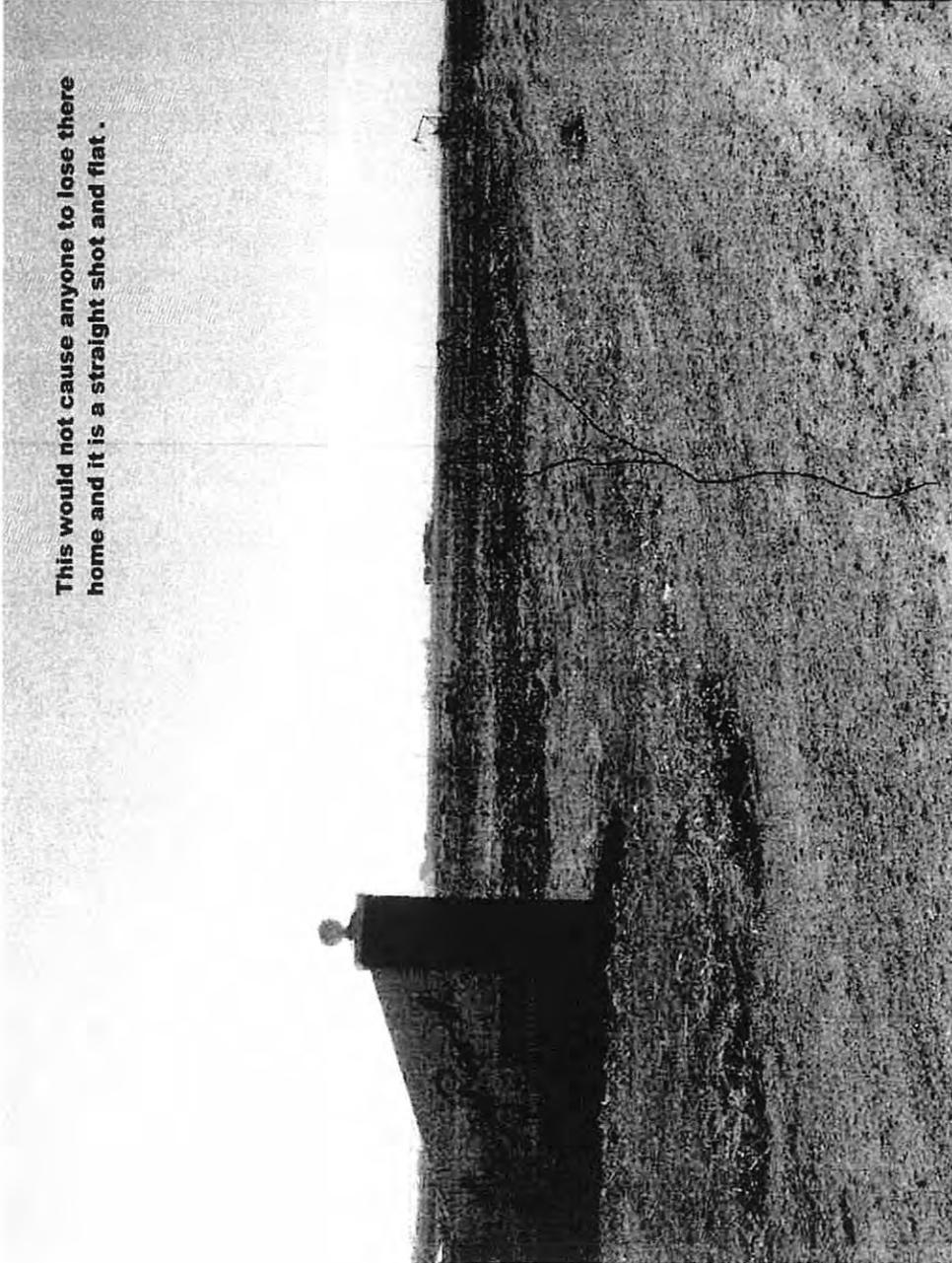
Owner Legacy Ranch



Dolter credits George McMahan, Robin Henson and Lynn Harrison as the developers and contractors who made the Wells Fargo Amphitheater a pet project.



**This would not cause anyone to lose there home and it is a straight shot and flat .**







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# Officers, Directors & Staff

## 2013 WTHBA Officers

**George McMahon - President**

Larry Driskill - Vice President

Shane Salyer - Secretary/Treasurer

Trey Strong - Immediate Past President

## 2013 WTHBA Board of Directors

Mitchell Anderson - Anderson Fine Homes

Mike Becknal - Mike Becknal & Company

**Tim Green - Tim Green Homes, Inc.**

**Robin Henson - Robin Henson Development**

Carol Lindsey - Morrison Showroom

Tim Rapp - Edge Concepts

Veronica Rodriguez - Ferguson Enterprises

David Rogers, Jr. - David Rogers Homes

Tim Roten, Jr. - Mystique Homes

Kyle Schmitz - Stock Building Supply

Jeff Seal - Ventura Homes

Scott Self - Elite Homes

Wayne Ware - Overhead Door Company

Jordan Wheatley - Jordan Wheatley Custom Homes

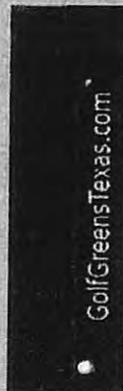
## WTHBA Office Staff

Gena Godinez - Executive Officer

Amy Harbin - Executive Assistant

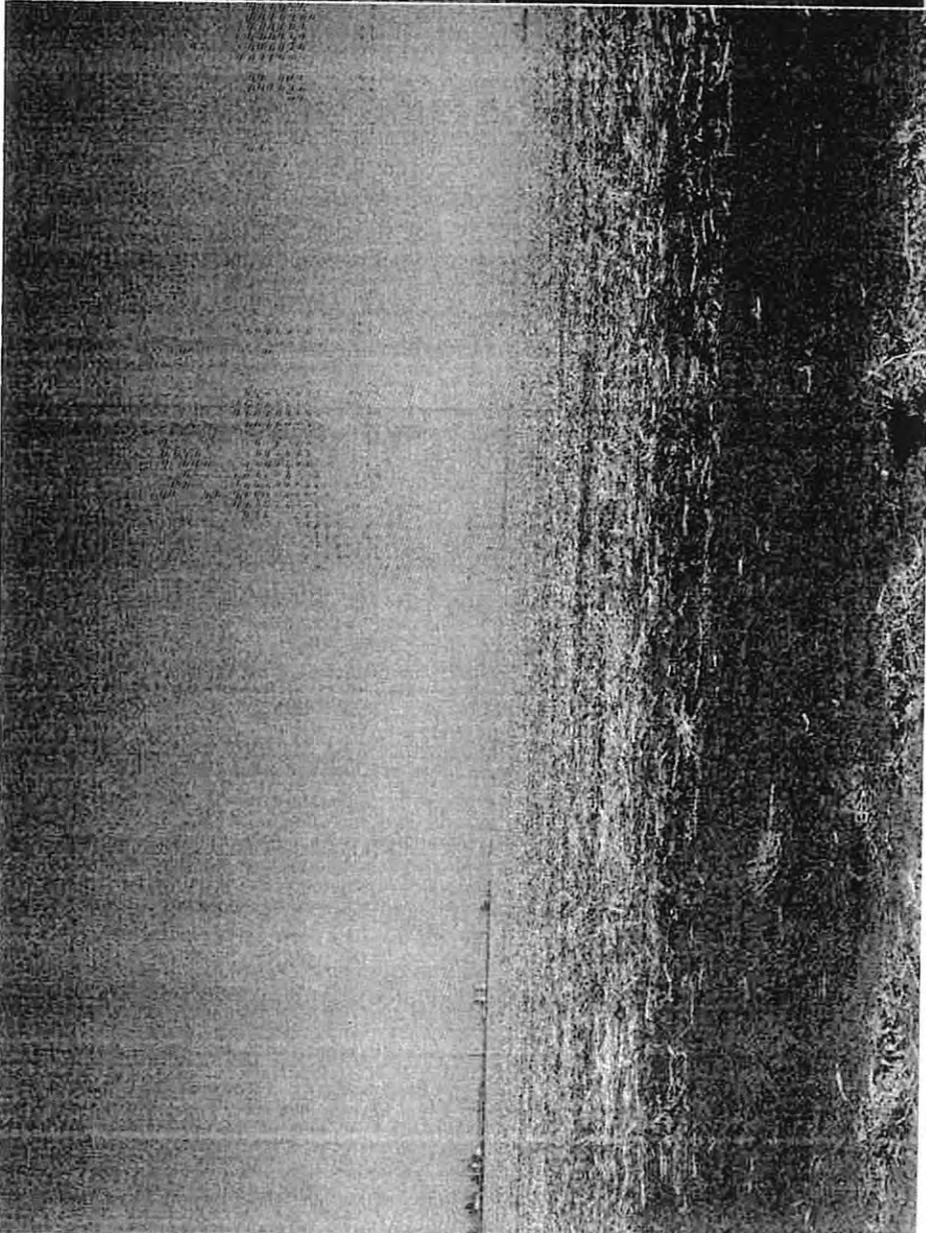
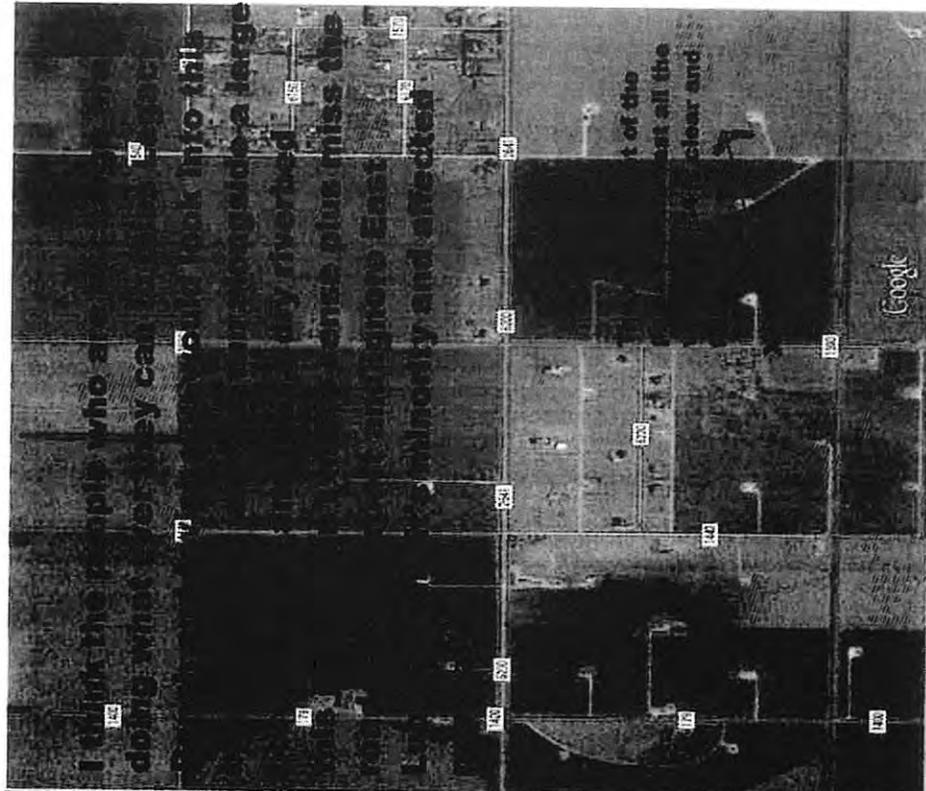
DeAnn Sheehan - Administrative Assistant

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**Friends**

**I think that it is strange that this road turns right before Legacy Ranch and these people would benefit I asked Steve Warren if this would happen and he said no.**



# SPICE CLUB

Fred Wilson	371	Life	Roger Billingsley	46	Life	Garrett Lassiter	15
David Tate	286	Life	Cory Dulin	42	Life	Veronica Rodriguez	15
Glen Cummings	273	Life	Dan Wilson	39	Life	Cindy Carver	15
David Miller	271	Life	Scott Self	38	Life	David Rogers	13
Mark Anderson	240	Life	Stewart Townsen	34	Life	Ron Bassinger	13
Phebe Ellis-Roach	236	Life	Marinda Heinrich	33	Life	Greg Turner	13
Robert Wood	215	Life	Jo Chapman	33	Life	Brenda Hawkins	12
John Sweeney	212	Life	Jeff Jackson	34	Life	Keith Hart	12
Dan Hines	193	Life	Jack Strong	33	Life	Jim Elliott	12
Randy Neugebauer	190	Life	Lary Driskill	33	Life	Jim Billings	11
Stan Angelley	187	Life	Wayne Ware	32	Life	Daniel Biase	11
Delbert McDougal	186	Life	John Ferguson	36	Life	Mark Maxey	10
James Hurt	175	Life	Tim Rapp	41	Life	Terry Colley	10
Kim Craig	173	Life	Rex Andrews	31	Life	Jaime Martinez	10
Truett Craft	166	Life	Robin Henson	33	Life	Cameron Kulbeth	9
Art Cuevas	158	Life	Jordan Wheatley	32	Life	Chad Waller	9
Harold Long	150	Life	Sarah Pachall	28	Life	Shari Flynn	9
Rick McGuire	150	Life	Jacob Jones	29	Life	Marcus Reed	9
Andy Hutchison	144	Life	Tiffany Acree	27	Life	Donald Bland	8
Carl Russell	139	Life	Stan Cribbs	26	Life	Van Wilson	8
Zelda Cuevas	135	Life	Gaylon Kerr	24	Life	Clay Leaverton	8
Gary Rothwell	136	Life	Tony Privett	23	Life	Cody McCravey	8
Joanie Coles	123	Life	Bud Venable	22	Life	Natalie Craig	8
Steve Hill	118	Life	Shay Exum	21	Life	Anthony Canchola	7
Jan Self	112	Life	Kelvin Parsons	21	Life	Jerry White	7
Marc McDougal	104	Life	Carol Lindsey	20	Life	Craig Gilbert	7
Mitchell Anderson	101	Life	Bernie Gradel	19	Life	Brandi Stauffer	7
Trey Strong	96	Life	Elaene Salyer	19	Life	Tony Lopez	6
Bob Hutson	92	Life	Shane Salyer	18	Life	Becky Postar	6
Loyell Bowman	91	Life	Jeff Sweat	18	Life	Tim Roten, Jr.	6
George McMahan	88	Life	Milad Fakhreiddine	18	Life	David Riley	6
Tammie Wood	87	Life	Freida Henderson	18	Life	Bill Luce	6
Joe Stetheimer	85	Life	Sandra Reasoner	18	Life	Gail Wilson	6
Randy McGuire	82	Life	Jack Chapman	17	Life		
Sam Reyes	79	Life					
Chuck Key	77	Life					
Kevin Reed	77	Life					
Richard Webb	75	Life					
Tim Green	72	Life					
Laundon Black	62	Life					
Henry Humeke	59	Life					
Bill Deal	48	Life					
Ted Craft	45	Life					
Tom Moreland	45	Life					

Updated  
June 30, 2013

## Overview of Music Lubbock, Inc. in Lubbock, TX

Music Lubbock Inc. filed as a **Domestic Nonprofit Corporation** in the **State of Texas** and is **no longer active**. This corporate entity was filed approximately four years ago on **Tuesday, February 23, 2010**, according to public records filed with **Texas Secretary of State**. There are a couple of officers known to have been associated with this organization.

### Key People

Robin Henson served as the **Director** and has interests in other corporate entities including **Lockettville Golf and Mc Legacy Ranch Land Management LLC** and ten more corporations.

George McMahan was the **Director** of Music Lubbock Inc. George's additional corporate interests include **Grim Operating LLC**, **George McMahan Development LLC** and four more corporations. George's past corporate affiliations include **George H. McMahan Inc.**

George H. McMahan is also the registered agent for the company. Also known as a **statutory or resident agent**, the registered agent is responsible for receiving legal notifications regarding court summons, lawsuits, and other legal actions involving the corporate entity.

nc.



Barber Coder, Inc.



Robin Henson



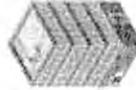
Mc Legacy Ranch Land M...



George H. McMahan



Mc Legacy Ranch Land M...



Music Lubbock, Inc.



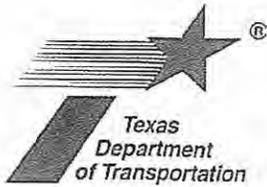












**COMMENT FORM**  
 Lubbock Outer Route Study  
 US84 northwest to US84 southeast  
 Open House Public Meeting  
 February 25, 2014

Thank you for attending our open house and presentation for the Lubbock Outer Route Study. We are in the process of evaluating route options. We want your thoughts and opinions!

The main reason for my interest in the Outer Route Study is I am a(n):

Residential property owner or renter  Business property owner or lessee  Other (Please explain): \_\_\_\_\_

Please consider the various route options from the exhibits and the presentation and let us know which route option(s) you prefer. Circle one or more preferred route option(s) for each segment.

Segment 1		Segment 2		Segment 3	Segment 4
East	West	East	West		
1Ae	1Aw	2Ae	2Aw	3A	4A
1Be	1Bw	2Be	2Bw	3B	4B
1Ce	1Cw			3C	4C
1De	1Dw			3D	4D
1Ee	1Ew			3E	4E
<b>1Fe</b>	1Fw			3F	
1Ge	1Gw				

Why did you choose the route option(s) above? Please be as specific as possible.

*So it wont plow v our family farm - which all 5 of my siblings live on.*  
*I Do not want my Family - without a home that they have lived in most of their lives.*

Additional comments, concerns or suggestions:

*My son is in a wife - Honor / yard / Drage / Shop all accessible for him. This is simple but it not work for us! My Grand father name was Stone*

Check each of following that apply to you (per Texas Transportation Code, §201.811(a) (5)):

I am employed by TxDOT.  I do business with TxDOT *when Stone Hill Rd. get its name.*  
 I could benefit monetarily from the project or other items about which I am commenting.

Name and Contact Information (Optional):

Name: *RITA R ELLIOTT*



Business Name: \_\_\_\_\_

Business Address: \_\_\_\_\_

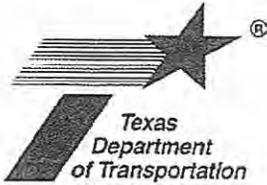
Phone Number: \_\_\_\_\_

Email: \_\_\_\_\_

Please leave your completed form with the Project Team at today's public meeting, mail the form to TxDOT Lubbock District Office Attn: Steven Warren 135 Slaton Road Lubbock, TX 79404-5201, or email your comments to [steven.warren@txdot.gov](mailto:steven.warren@txdot.gov). Comments will be accepted through Friday, March 7, 2014.







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Segment 1		Segment 2		Segment 3	Segment 4
East	West	East	West		
1Ae	1Aw	2Ae	2Aw	3A	4A
1Be	1Bw	2Be	2Bw	3B	4B
1Ce	(1Cw)			3C	4C
1De	1Dw			3D	4D
1Ee	(1Ew)			3E	4E
1Fe	1Fw			3F	
1Ge	(1Gw)				

Why did you choose the route option(s) above? Please be as specific as possible.

*Route 1Aw and 1Bw would go through the middle of 100ac of sub surface drip including an irrigation well.*

Additional comments, concerns or suggestions: \_\_\_\_\_

Check each of following that apply to you (per Texas Transportation Code, §201.811(a) (5)):

I am employed by TxDOT.

I do business with TxDOT

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

Name and Contact Information (Optional):

Name: Garland Boozer, Jr

Business Name: \_\_\_\_\_

Address: [Redacted]

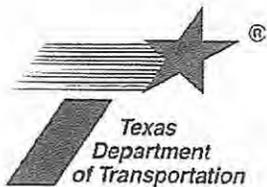
Business Address: \_\_\_\_\_

Phone Number: [Redacted]

Email: [Redacted]

Please leave your completed form with the Project Team at today's public meeting, mail the form to TxDOT Lubbock District Office Attn: Steven Warren 135 Slaton Road Lubbock, TX 79404-5201, or email your comments to [steven.warren@txdot.gov](mailto:steven.warren@txdot.gov). Comments will be accepted through Friday, March 7, 2014.





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The main reason for my interest in the Outer Route Study is I am a(n):

Residential property owner or renter     Business property owner or lessee     Other (Please explain): *acquire east of road to railroad*

Please consider the various route options from the exhibits and the presentation and let us know which route option(s) you prefer. Circle one or more preferred route option(s) for each segment.

*P 300*

Segment 1		Segment 2		Segment 3	Segment 4
East	West	East	West		
1Ae	1Aw	2Ae	2Aw	3A	4A
1Be	1Bw	2Be	2Bw	3B	4B
1Ce	1Cw			3C	4C
1De	1Dw			3D	4D
1Ee	1Ew			3E	4E
1Fe	1Fw			3F	
1Ge	1Gw				

*No Option*

Why did you choose the route option(s) above? Please be as specific as possible. \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Additional comments, concerns or suggestions:

- *Determining factors for property value -- i.e. 200 ft of front of property*
- *Acquisition timeline?*

Check each of following that apply to you (per Texas Transportation Code, §201.811(a) (5)):

- I am employed by TxDOT.                       I do business with TxDOT
- I could benefit monetarily from the project or other items about which I am commenting.

Name and Contact Information (Optional):

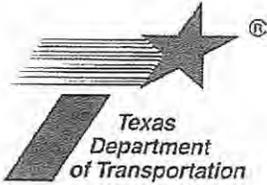
Name: *Sharon Jones*                      Business Name: \_\_\_\_\_

Address: \_\_\_\_\_                      Business Address: \_\_\_\_\_

\_\_\_\_\_                      Phone Number: \_\_\_\_\_

Email: \_\_\_\_\_

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The main reason for my interest in the Outer Route Study is I am a(n):

Residential property owner or renter  Business property owner or lessee  Other (Please explain): \_\_\_\_\_

Please consider the various route options from the exhibits and the presentation and let us know which route option(s) you prefer. Circle one or more preferred route option(s) for each segment.

Segment 1		Segment 2		Segment 3	Segment 4
East	West	East	West		
1Ae	1Aw	<u>2Ae</u>	<u>2Aw</u>	3A	4A
1Be	1Bw	2Be	2Bw	3B	4B
1Ce	1Cw			3C	4C
1De	1Dw			3D	4D
1Ee	1Ew			3E	4E
1Fe	1Fw			3F	
1Ge	1Gw				

Why did you choose the route option(s) above? Please be as specific as possible. Our family farm is in section 2 @ 10104 CR 1300. Route 2B would cut through the Northwest section of our farm. Route 2A would not so we vote for 2A. The state of Texas already cut our farm in half when they built Hwy 6242. So if 2B is chosen then this will be the second time our land has been taken by the state. This is NOT fair and lawyers will be involved if 2B is chosen. Our land has a lease agreement with an oil company for future drilling. We would fight for future oil earnings if 2B cuts our land in half.

Additional comments, concerns or suggestions: choose 2A because it would allow for just one intersection on Hwy 6242 at 1585. This makes 2A a better choice. Having a 90 degree intersection w/ 6242 is again better.

Check each of following that apply to you (per Texas Transportation Code, §201.811(a) (5)):

- I am employed by TxDOT.  I do business with TxDOT  
 I could benefit monetarily from the project or other items about which I am commenting.

**Name and Contact Information (Optional):**

Name: Sean Rich Business Name: \_\_\_\_\_  
 Address: \_\_\_\_\_ Business Address: \_\_\_\_\_  
 Phone Number: \_\_\_\_\_

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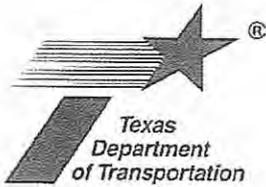












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The main reason for my interest in the Outer Route Study is I am 3(n):

Residential property owner or renter  Business property owner or lessee  Other (Please explain) City Councilman

Please consider the various route options from the exhibits and the presentation and let us know which route option(s) you prefer. Circle one or more preferred route option(s) for each segment.

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East	West	East	West		
1Ae	1Aw	2Ae	<u>2Aw</u>	3A	4A
1Be	1Bw	2Be	2Bw	3B	4B
1Ce	1Cw			3C	4C
1De	1Dw			3D	4D
1Ee	1Ew			3E	4E
1Fe	1Fw			3F	
1Ge	1Gw				

Why did you choose the route option(s) above? Please be as specific as possible. I am concerned as to what effect this will have on Wofford's ability to grow.

Additional comments, concerns or suggestions:

Check each of following that apply to you (per Texas Transportation Code, §201.811(a) (5)):

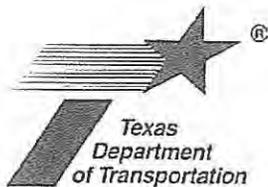
- I am employed by TxDOT.  I do business with TxDOT  
 I could benefit monetarily from the project or other items about which I am commenting.

**Name and Contact Information (Optional):**

Name: Bruce MacNair Business Name: \_\_\_\_\_  
 Address: \_\_\_\_\_ Business Address: \_\_\_\_\_  
 Phone Number: \_\_\_\_\_

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1Ce	1Cw			3C	4C
1De	1Dw			3D	4D
1Ee	1Ew			3E	4E
1Fe	1Fw			3F	
1Ge	1Gw				

Why did you choose the route option(s) above? Please be as specific as possible.

*1585 Run Directly in front of my property already so it will not be any additional problem. My property is the 10 acres on corner of Chicago & 1585 next to A-Rock concrete plant.*

Additional comments, concerns or suggestions:

*Build it along 1585*

Check each of following that apply to you (per Texas Transportation Code, §201.811(a) (5)):

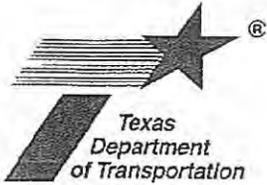
- I am employed by TxDOT.  I do business with TxDOT  
 I could benefit monetarily from the project or other items about which I am commenting.

Name and Contact Information (Optional):

Name: Gary Schwede Business Name: \_\_\_\_\_  
 Address: [Redacted] Business Address: \_\_\_\_\_  
 Phone Number: [Redacted]  
 Email: [Redacted]

Please leave your completed form with the Project Team at today's public meeting, mail the form to **TxDOT Lubbock District Office Attn: Steven Warren 135 Slaton Road Lubbock, TX 79404-5201**, or email your comments to [steven.warren@txdot.gov](mailto:steven.warren@txdot.gov). Comments will be accepted through Friday, March 7, 2014.





**COMMENT FORM**  
 Lubbock Outer Route Study  
 US84 northwest to US84 southeast  
 Open House Public Meeting  
 February 25, 2014

Thank you for attending our open house and presentation for the Lubbock Outer Route Study. We are in the process of evaluating route options. We want your thoughts and opinions!

The main reason for my interest in the Outer Route Study is I am a(n):

Residential property owner or renter  Business property owner or lessee  Other (Please explain): \_\_\_\_\_

Please consider the various route options from the exhibits and the presentation and let us know which route option(s) you prefer. Circle one or more preferred route option(s) for each segment.

Segment 1		Segment 2		Segment 3	Segment 4
East	West	East	West		
1Ae	1Aw	2Ae	2Aw	3A	4A
1Be	1Bw	2Be	2Bw	3B	4B
1Ce	1Cw			3C	4C
1De	1Dw			3D	4D
1Ee	1Ew			3E	4E
1Fe	1Fw			3F	
1Ge	1Gw				

Why did you choose the route option(s) above? Please be as specific as possible. \_\_\_\_\_

*Grow Bigger*

Additional comments, concerns or suggestions: \_\_\_\_\_

Check each of following that apply to you (per Texas Transportation Code, §201.811(a) (5)):

I am employed by TxDOT.  I do business with TxDOT

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

Name and Contact Information (Optional):

Name: Bryce Ed Business Name: \_\_\_\_\_

Business Address: \_\_\_\_\_

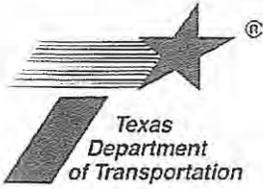
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<u>1Ee</u>	1Ew			3E	4E
<u>1Fe</u>	1Fw			3F	
<u>1Ge</u>	1Gw				

Why did you choose the route option(s) above? Please be as specific as possible. \_\_\_\_\_

STR ighter Route

Additional comments, concerns or suggestions: Do land owners maintain mineral Rights?

Check each of following that apply to you (per Texas Transportation Code, §201.811(a) (5)):

- I am employed by TxDOT.  I do business with TxDOT
- I could benefit monetarily from the project or other items about which I am commenting.

**Name and Contact Information (Optional):**

Name: TRUMAN LEWIS Business Name: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Phone Number: \_\_\_\_\_  
 Email: \_\_\_\_\_

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**COMMENT FORM**  
 Lubbock Outer Route Study  
 US84 northwest to US84 southeast  
 Open House Public Meeting  
 February 4, 2014

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Residential property owner or renter  Business property owner or lessee  Other (Please explain): \_\_\_\_\_

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1Ee	1Ew			3E	4E
1Fe	1Fw			3F	
1Ge	1Gw				

Why did you choose the route option(s) above? Please be as specific as possible. \_\_\_\_\_

\_\_\_\_\_  
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 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Additional comments, concerns or suggestions: \_\_\_\_\_

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Check each of following that apply to you (per Texas Transportation Code, §201.811(a) (5)):

- I am employed by TxDOT.  I do business with TxDOT  
 I could benefit monetarily from the project or other items about which I am commenting.

**Name and Contact Information (Optional):**

Name: David Bankson Business Name: \_\_\_\_\_  
 [Redacted] Business Address: \_\_\_\_\_  
 [Redacted] Phone Number: \_\_\_\_\_

Email: \_\_\_\_\_

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 Lubbock Outer Route Study  
 US84 northwest to US84 southeast  
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1De	1Dw			3D	4D
1Ee	1Ew			3E	4E
1Fe	1Fw			3F	
1Ge	1Gw				

Why did you choose the route option(s) above? Please be as specific as possible. *I like my Dist Road not Highways*

Additional comments, concerns or suggestions: *Agriculture & environmental, increased road hazards*

Check each of following that apply to you (per Texas Transportation Code, §201.811(a) (5)):

- I am employed by TxDOT.  I do business with TxDOT
- I could benefit monetarily from the project or other items about which I am commenting.

**Name and Contact Information (Optional):**

Name: *John Scherer* Business Name: \_\_\_\_\_  
 Address: \_\_\_\_\_ Business Address: \_\_\_\_\_  
 Phone Number: \_\_\_\_\_

Email: \_\_\_\_\_

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"Kukadia, Nishant N." <Nishant.Kukadia@jacobs.com>  
To: Sonia J. (sjimenez@xa-sa.com) <sjimenez@xa-sa.com>, Cc: Christopher Lazaro  
FW: Lubbock outer route study - comments

March 6, 2014 11:18 AM

FYI...

**From:** Steven Warren [mailto:Steven.Warren@txdot.gov]  
**Sent:** Thursday, March 06, 2014 11:13 AM  
**To:** Kukadia, Nishant N.  
**Cc:** Kristi Schwartz  
**Subject:** FW: Lubbock outer route study - comments

FYI

Steven P. Warren, P.E.  
Director of Transportation Planning  
& Development – Lubbock District  
806-748-4490 (Office)  
806-773-9684 (Mobile)

**From:** Dale Townsley [REDACTED]  
**Sent:** Thursday, March 06, 2014 5:51 AM  
**To:** Steven Warren  
**Subject:** RE: Lubbock outer route study - comments

Steven,

I appreciate you taking time to have the Open House Public Meeting. This was the first open forum I've attended but many of the comments thrown your way was about what I expected from some of the folks. Just glad you had the experience to handle the comments as you did. Route options I prefer that affect me are 1Ae or 1Be because it intersects 84 at 90 degrees and avoids 2641 route.

Thanks  
Dale

**From:** Dale Townsley [REDACTED]  
**Sent:** Friday, January 31, 2014 7:18 PM  
**To:** 'Steven Warren'  
**Subject:** RE: Lubbock outer route study

Thanks Steven – I'll plan to attend Tuesday.  
Dale

**From:** Steven Warren [mailto:Steven.Warren@txdot.gov]  
**Sent:** Friday, January 31, 2014 8:23 AM  
**To:** Dale Townsley  
**Subject:** RE: Lubbock outer route study

Hi Dale...

The actual route has not yet been determined, so I don't have an answer as to where or if it would line up along FM 2641. That is the purpose of this route study. The final right-of-way width will be approximately 400'. For more information, or to make your wishes known, please try to attend our public meeting next Tuesday.

Steven P. Warren, P.E.  
Director of Transportation Planning  
& Development – Lubbock District  
806-748-4490 (Office)  
806-773-9684 (Mobile)

**From:** Dale Townsley [REDACTED]  
**Sent:** Thursday, January 30, 2014 9:02 PM  
**To:** Steven Warren  
**Subject:** Lubbock outer route study

Steven,

I just received the notice about this study and I live on the section of 2641 noted in plan. Can you tell me width of right of way planned/projected for this section? And if the plan will center up on current right of way?

Thanks  
Dale Townsley

Drink. Drive. Go to Jail.



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No virus found in this message.  
Checked by AVG - [www.avg.com](http://www.avg.com)  
Version: 2014.0.4259 / Virus Database: 3684/7047 - Release Date: 01/30/14

Drink. Drive. Go to Jail.



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**COMMENT FORM**  
 Lubbock Outer Route Study  
 US84 northwest to US84 southeast  
 Open House Public Meeting  
 February 4, 2014

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1Ee	1Ew			3E	4E
1Fe	1Fw			3F	
1Ge	1Gw				

Why did you choose the route option(s) above? Please be as specific as possible. *I would prefer that the loop stayed closer to city, we do not want the city to move into farmland an acre or further more*

Additional comments, concerns or suggestions: \_\_\_\_\_

Check each of following that apply to you (per Texas Transportation Code, §201.811(a) (5)):

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

Name and Contact Information (Optional):

Name: *Josie Bankston Scherer* Business Name: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

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"Kukadia, Nishant N." <Nishant.Kukadia@jacobs.com>  
To: Sonja J. (sjimenez@ksa-sa.com) <sjimenez@ksa-sa.com>  
FW: Lubbock Outer Route Study - Public Meeting and Input

February 20, 2014 2:16 PM

Please include in the comments database

Thanks,  
Nishant

**From:** Steven Warren [mailto:Steven.Warren@txdot.gov]  
**Sent:** Thursday, February 20, 2014 2:13 PM  
**To:** Kukadia, Nishant N.  
**Cc:** Kristi Schwartz  
**Subject:** FW: Lubbock Outer Route Study - Public Meeting and Input

For your files...

Steven P. Warren, P.E.  
Director of Transportation Planning  
& Development – Lubbock District  
806-748-4490 (Office)  
806-773-9684 (Mobile)

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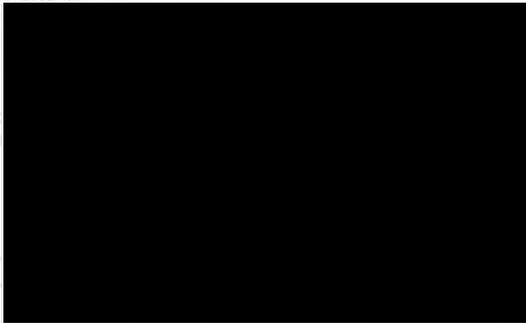
**From:** Bill Miller [REDACTED]  
**Sent:** Thursday, February 20, 2014 2:11 PM  
**To:** Steven Warren  
**Subject:** Lubbock Outer Route Study - Public Meeting and Input

Hi Steve: I will be at the meeting next week. As requested, I am providing comments and questions as to the project, specifically in reference to Reese.

- 1- There are 2 preliminary route options shown abutting Reese to the east on Research Boulevard. Why 2 routes?
- 2- Will each route be 4 lanes?
- 3- Initially a loop was proposed which would run to the west of Reese. Why was that abandoned? It would seem to provide a better feed on to Hwy 114.
- 4- As you know, we are investing heavily in a new commercial entrance on to 114 to relieve commercial traffic congestion in to Reese at the current main entrance just north of the 4<sup>th</sup> and Research intersection. This proposed route would possibly negate that relief? Do you have any thoughts there?
- 5- Exactly how much land would be taken?
- 6- We have the tract that Jacobs wishes to make a site visit to and we have authorized that. There is nearly 140 acres east of Research and the map indicates Research would be taken as well. What would the basis for payment to Reese be for that lost land?
- 7- What is the estimated time line for a final route determination?
- 8- What is the time line for the taking of land?
- 9- What is the estimated time for the beginning of construction in the area(s) near Reese?

Thanks.

Bill Miller



Drink. Drive. Go to Jail.



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**From:** Steven Warren **Sent:** Thursday, February 06, 2014 10:21 AM **To:** 'Bill Miller' **Subject:** RE: TxDOT Proposed Outer Loop / Reese Impact

Hi Bill,

Yes, there was an option during the feasibility study several years ago to take this route west of Reese. It was eliminated because it was too far out from Lubbock. The routes shown on the map should have no direct impact on Reese Center...just the former Reese village and possibly the Frenship school just east of Reese on 4<sup>th</sup> Street. No actual route has been set yet...that is the purpose of the route study. Input from Reese Technology Center is welcome and encouraged. We are re-scheduling the public meeting which was cancelled on February 4<sup>th</sup>. I will try to let you know when it is re-scheduled, and encourage you to attend.

Steven P. Warren, P.E.  
Director of Transportation Planning  
& Development – Lubbock District  
806-748-4490 (Office)  
806-773-9684 (Mobile)

**From:** Bill Miller [REDACTED] **Sent:** Thursday, February 06, 2014 8:00 AM **To:** Steven Warren **Subject:** TxDOT Proposed Outer Loop / Reese Impact

Hi Steve. I hope all is well with you. I and another employee were going to attend the event on 2/4. George McMahon had been keeping me updated to some degree and had sent me the meeting info.

I also got your "interested party" mailer with map last week as well as a letter request from Jacobs Engineering to do some site assessments east of Research on or in what is the former east housing area which is fine.

I attended 2 meetings about 2/3 years ago about this with one being at Cooper and I would have sworn there was another proposal which provided for the outer loop to go outside or west of Reese. Am I wrong on that?

What are your thoughts about the option proposed on the map and its impact on Reese. I would value that and also plan to update our board on the route in March.

Thanks for your help in this and other matters. I understand you let your portion of the 114 project yesterday. Ours should be in about 2 weeks or so.

Thanks again for any insight on the O/L.

Bill Miller



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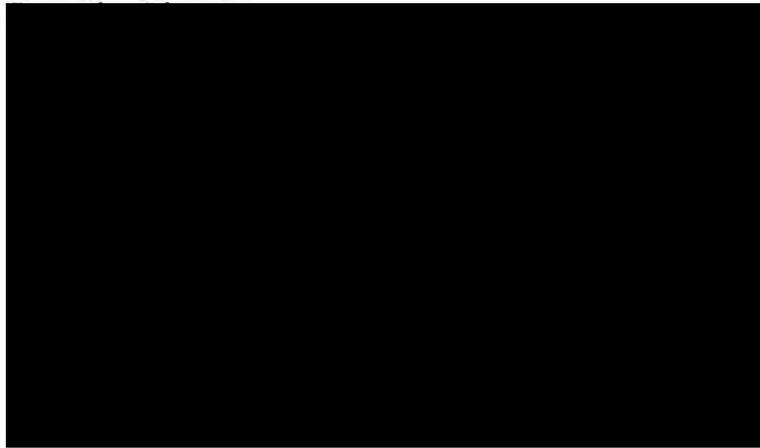
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Thanks again for any insight on the O/L.

Bill Miller



**Kukadia, Nishant N.**

---

**From:** Jerry Cash <[REDACTED]>  
**Sent:** Friday, July 26, 2013 1:37 PM  
**To:** Roger Beall; Kukadia, Nishant N.  
**Subject:** Phone call from Mr. David Rich

I received a call from Mr. David Rich, who lives west of Wolfforth on CR 1300. He is concerned on having a freeway just to the west of Wolfforth and dividing his farmland. I told him about the upcoming public meeting and invited him to attend. He said he or his son would be at the meeting. Mr. Rich is a TxDOT retiree.

Drunk drivers wreck cars. And lives.





**COMMENT FORM**  
 Lubbock Outer Route Study  
 US84 northwest to US84 southeast  
 Open House Public Meeting  
 February 25, 2014

Thank you for attending our open house and presentation for the Lubbock Outer Route Study. We are in the process of evaluating route options. We want your thoughts and opinions!

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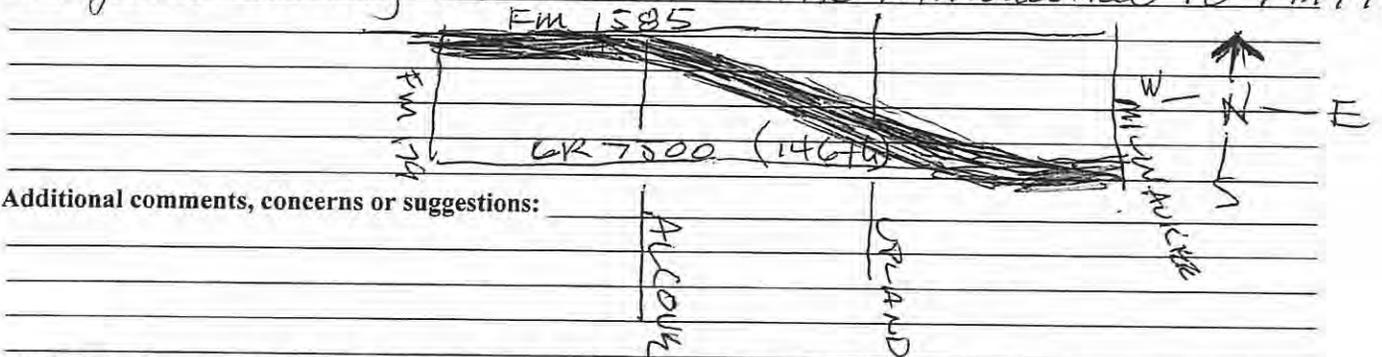
Residential property owner or renter  Business property owner or lessee  Other (Please explain): \_\_\_\_\_

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1De	1Dw			3D	4D
1Ee	1Ew			3E	4E
1Fe	1Fw			3F	
1Ge	1Gw				

Why did you choose the route option(s) above? Please be as specific as possible.

*The best option is not on the map. There needs to be a route that would go northwest off of 146th Street (CR 7500) that would move the freeway north to the south side of 1585. as you're moving east to west from Milwaukee to FM 179.*



Additional comments, concerns or suggestions:

Check each of following that apply to you (per Texas Transportation Code, §201.811(a) (5)):

- I am employed by TxDOT.
- I do business with TxDOT
- I could benefit monetarily from the project or other items about which I am commenting.

Name and Contact Information (Optional):

Name: Tom M. Scarborough Business Name: [Redacted]  
 Address: [Redacted] Address: [Redacted]  
 Email: [Redacted]

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February 4, 2014

Dear Mr. Steve Warren,

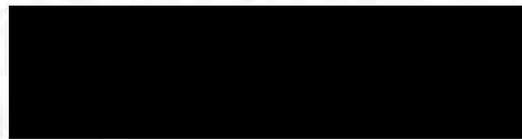
I am writing this letter in reference to the proposed outside loop and its location as it might impact our world if it is located where it appears that it might be located. We have a pecan orchard on the north side of County Road 7500 that starts about ¼ mile west of FM 179. These trees are 60 years old and are planted 50 feet on center. There are 25 rows of 25 trees on the southwest quarter of that quarter section. We also have on the quarter section three sewage effluent lakes, the cleanest three of the Wolfforth City sewage system, which we pump on our pecan trees.

Our home is located south across County Road 7500 on 22 acres that border County Road 7500 approximately 1000 feet and is approximately 1000 feet deep. We have two barns and our dream home located on this property. You need to see our home to appreciate it. It is truly amazing! We built this home in 2005. We saved our money until we could pay cash before we started building this house and we have been fixing up on our property ever since. Our fences are all pipe and our 22 acres is completely covered in buffalo grass. We have spent a lot of time, thought, and money on our place.

We have also developed a premiere subdivision on the 200 acres to the south and sold 48 one acre lots and 9 larger lots that varied from 3.5 to 20 acres in size with high deed restrictions. All of our lots are sold and Buena Vista is the most beautiful country subdivision in the county. Our 22 acre homestead is sandwiched between Buena Vista and our Pecan Orchard and farm; a very beautiful setting. This proposed freeway will diminish the value of our property and the quality of our life to say the very least. We hope that the highway department can locate the outer loop/freeway somewhere else.

Thank you,

  
Tom Mitt Scarborough



February 10, 2014

Dear Mr. Steve Warren,

After reviewing the maps showing the possible routes for the proposed outside loop connecting US 84, I see some problem areas as it pertains to our pecan orchard and the remainder of the City of Wolfforth's sewage effluent application area, Section 19.

Our family owns the SE ¼ of Section 19. That is where lakes 4, 5 and 6 along with the pump station for application of sewage effluent for the City of Wolfforth are located. This infrastructure takes up about 20 acres of our 160 acres for storage and pumping. The City of Wolfforth also owns 40 acres to the north of our 160 acres which is all used for storage of effluent, lakes 1, 2 and 3. There are some 600 pecan trees that are our ¼ section and they take up another 60 acres. We pump from lakes 5 and 6. We use most of the effluent water on the 60 acres of pecan trees. There is a very costly infrastructure in our pecan orchard that is in place to take care of this process.

The proposed route map shows a possible route cutting directly through our orchard eliminating some 250-300 of our best pecan trees. All of the trees southwest of the route would be isolated from the pump station. This would also damage our existing infrastructure for applying effluent water to our orchard.

As troubling as that is, there is even a more troubling set of events that would take place just west of our orchard as the proposed possible route turns to the north through Section 19. Wolfforth's effluent application area is only that of Section 19. As the proposed route turns to the north, it appears that over a hundred acres of application area would be lost. That lost area would be all the land laying to the south and west of the interior line of the proposed route, the four hundred feet of right-of-way, as well as all the land that lays to the south and west of the right-of-way to the southwest corner of Section 19. All of this area would be isolated from our existing pumping station that lays inside the proposed right-of-way. It would be very problematic to apply water on both sides of the freeway with the pump station on the northeast side of the freeway. This land would be isolated and difficult to irrigate with complete control on both sides of the freeway. Another problem would be the increased run-off from the roadway that would all drain into lake 6 and have to be dealt with.

Since Wolfforth's application area is only Section 19 and as it grows in population, as much application area as possible should be left for future growth. You can get more clarification on this matter from Doug Hutchinson, Public Works Director for the City of Wolfforth. You can also call me at any time and visit on the matter at [REDACTED]. I am currently and have been for the past eight years the person in charge of distributing all the effluent on our property.

#### PROPOSITION FOR ROUTE CHANGE

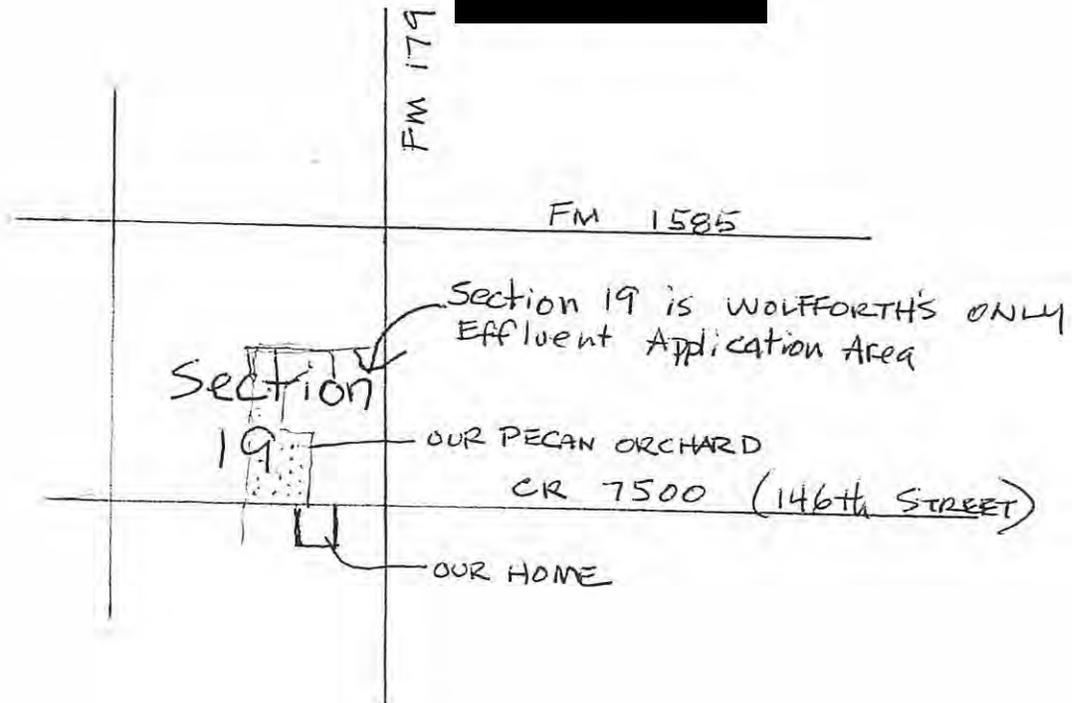
I believe the western edge of this route as it moves from east to west should be routed from CR 7500 diagonally northwest to FM 1585 before it reaches either east of Upland or west of Alcove. From there it would run along the northern edge of FM 1585 until it reaches FM 179. At that point, move

down the southern edge of FM 1585. This route is mostly farm land and should be easier to acquire. The loss of application area for the City of Wolfforth would be minimal on Section 19 down the southern edge of FM 1585 since there would be no land isolated from our pumping station. I am guessing no more than 20 acres would be lost out of our total application area of Section 19. Please contact me at 806-549-8737 if there are any questions or to speak on this matter. I appreciate the opportunity to comment and appreciate your time and diligence in trying to nail down the best route for this US 84 Connection and our outside loop.

Yours Sincerely,



Tom Mitt Scarborough



**From:** scherry scarborough [REDACTED] **Sent:**  
Monday, February 10, 2014 7:30 AM **To:** Steven Warren **Subject:**  
Information and Proposal for Outer Loop

Steve, I have attached a description of effluent usage on Section 19 and some suggestions for locating the outer loop. Thank you for your time and efforts!  
Tom Mitt Scarborough [REDACTED]  
[REDACTED]

February 10, 2014

Dear Mr. Steve Warren,

After reviewing the maps showing the possible routes for the proposed outside loop connecting US 84, I see some problem areas as it pertains to our pecan orchard and the remainder of the City of Wolfforth's sewage effluent application area, Section 19.

Our family owns the SE ¼ of Section 19. That is where lakes 4, 5 and 6 along with the pump station for application of sewage effluent for the City of Wolfforth are located. This infrastructure takes up about 20 acres of our 160 acres for storage and pumping. The City of Wolfforth also owns 40 acres to the north of our 160 acres which is all used for storage of effluent, lakes 1, 2 and 3. There are some 600 pecan trees that are our ¼ section and they take up another 60 acres. We pump from lakes 5 and 6. We use most of the effluent water on the 60 acres of pecan trees. There is a very costly infrastructure in our pecan orchard that is in place to take care of this process.

The proposed route map shows a possible route cutting directly through our orchard eliminating some 250-300 of our best pecan trees. All of the trees southwest of the route would be isolated from the pump station. This would also damage our existing infrastructure for applying effluent water to our orchard.

As troubling as that is, there is even a more troubling set of events that would take place just west of our orchard as the proposed possible route turns to the north through Section 19. Wolfforth's effluent application area is only that of Section 19. As the proposed route turns to the north, it appears that over a hundred acres of application area would be lost. That lost area would be all the land laying to the south and west of the interior line of the proposed route, the four hundred feet of right-of-way, as well as all the land that lays to the south and west of the right-of-way to the southwest corner of Section 19. All of this area would be isolated from our existing pumping station that lays inside the proposed right-of-way. It would be very problematic to apply water on both sides of the freeway with the pump station on the northeast side of the freeway. This land would be isolated and difficult to irrigate with complete control on both sides of the freeway. Another problem would be the increased run-off from the roadway that would all drain into lake 6 and have to be dealt with.

Since Wolfforth's application area is only Section 19 and as it grows in population, as much application area as possible should be left for future growth. You can get more clarification on this matter from Doug Hutchinson, Public Works

Director for the City of Wolfforth. You can also call me at any time and visit on the matter at 806-549-8737. I am currently and have been for the past eight years the person in charge of distributing all the effluent on our property.

PROPOSITION FOR ROUTE CHANGE

I believe the western edge of this route as it moves from east to west should be routed from CR 7500 diagonally northwest to FM 1585 before it reaches either east of Upland or west of Alcove. From there it would run along the northern edge of FM 1585 until it reaches FM 179. At that point, move down the southern edge of FM 1585. This route is mostly farm land and should be easier to acquire. The loss of application area for the City of Wolfforth would be minimal on Section 19 down the southern edge of FM 1585 since there would be no land isolated from our pumping station. I am guessing no more than 20 acres would be lost out of our total application area of Section 19. Please contact me at 806-549-8737 if there are any questions or to speak on this matter. I appreciate the opportunity to comment and appreciate your time and diligence in trying to nail down the best route for this US 84 Connection and our outside loop.

Yours Sincerely,

Tom Mitt Scarborough



"Kukadia, Nishant N." <Nishant.Kukadia@jacobs.com>  
To: Sonia J. ... Cc: Christopher Lazaro  
Fwd: Proposed Outer Loop Comments

March 5, 2014 4:28 PM

FYI....

Begin forwarded message:

From: Steven Warren <Steven.Warren@txdot.gov>  
Date: March 5, 2014 at 4:20:16 PM CST  
To: "Kukadia, Nishant N." <Nishant.Kukadia@jacobs.com>  
Cc: Kristi Schwartz <Kristi.Schwartz@txdot.gov>  
Subject: FW: Proposed Outer Loop Comments

FYI

Steven P. Warren, P.E.  
Director of Transportation Planning  
& Development – Lubbock District  
806-748-4490 (Office)  
806-773-9684 (Mobile)

---

**From:** Edie Bartos [REDACTED]  
**Sent:** Wednesday, March 05, 2014 2:30 PM  
**To:** Steven Warren  
**Cc:** [REDACTED]  
**Subject:** Proposed Outer Loop Comments  
**Importance:** High

March 5, 2014

Texas Department of Transportation  
Attn: Steven Warren, P.E.  
135 Slaton Road  
Lubbock, TX 79404-5201

Re: Proposed Lubbock Outer Route Study

Dear Mr. Warren:

Since being informed of the proposed route for the new south loop, I believe some other things should be taken into consideration.

FM 1585 is already highly developed with houses and businesses along almost the entire length of the road making it a heavily traveled road. Widening will add greatly to the cost of the project due to high relocation costs to the taxpayers as well as place a great burden on the people living along the route. This will either destroy our homes or ruin our property values. Many of us are getting older and not looking to move or have a freeway in our front door. This would also negatively impact developments already in progress along FM 1585.

There is a better route that is significantly less congested down 146<sup>th</sup> Street from US 84 to the Wolforth area that is a straight shot. Would it not be a more efficient use of funds and less inconvenience to current commuters and residents of FM 1585 to build a new Outer Route approximately one mile south rather than simply overhauling an old one? 146<sup>th</sup> street is currently an unpaved, dirt road all the way that has very little traffic. This would also allow the overpass at US 87 to be left intact. Finally, construction of an entirely new thoroughfare along 146<sup>th</sup> Street would benefit future development in south Lubbock county as all indicators point to that trend continuing. Traffic flow along both the existing FM 1585 and the new outer route would easily be more manageable and allow for future growth.

I also believe that we should take care of some other traffic flow concerns at US 84 and South Loop 289 coming into Lubbock. This is becoming a major bottleneck and a nightmare for trucks, particularly between the hours of 7:00 a.m. and approximately 6:00 p.m. weekdays.

Thank you for your consideration and attention. Please feel free to call me during the day at (806) 745-6026.

Respectfully,

Jim Bartos

Jim Bartos  
[REDACTED]



**COMMENT FORM**  
 Lubbock Outer Route Study  
 US84 northwest to US84 southeast  
 Open House Public Meeting  
 February 25, 2014

Thank you for attending our open house and presentation for the Lubbock Outer Route Study. We are in the process of evaluating route options. We want your thoughts and opinions!

The main reason for my interest in the Outer Route Study is I am a(n):

Residential property owner or renter  Business property owner or lessee  Other (Please explain): \_\_\_\_\_

Please consider the various route options from the exhibits and the presentation and let us know which route option(s) you prefer. Circle one or more preferred route option(s) for each segment.

Segment 1		Segment 2		Segment 3	Segment 4
East	West	East	West		
1Ae	1Aw	2Ae	2Aw	3A	4A
1Be	1Bw	2Be	2Bw	3B	4B
1Ce	1Cw			3C	4C
1De	1Dw			3D	4D
1Ee	1Ew			3E	4E
1Fe	1Fw			3F	
1Ge	1Gw				

Why did you choose the route option(s) above? Please be as specific as possible. \_\_\_\_\_

\_\_\_\_\_  
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Additional comments, concerns or suggestions: \_\_\_\_\_

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Check each of following that apply to you (per Texas Transportation Code, §201.811(a) (5)):

I am employed by TxDOT.  I do business with TxDOT

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

Name and Contact Information (Optional):

Name: Alta Rochat

Business Name: \_\_\_\_\_

Address: [Redacted]

Business Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_

Email: \_\_\_\_\_

Please leave your completed form with the Project Team at today's public meeting, mail the form to TxDOT Lubbock District Office Attn: Steven Warren 135 Slaton Road Lubbock, TX 79404-5201, or email your comments to [steven.warren@txdot.gov](mailto:steven.warren@txdot.gov). Comments will be accepted through Friday, March 7, 2014.





**COMMENT FORM**  
 Lubbock Outer Route Study  
 US84 northwest to US84 southeast  
 Open House Public Meeting  
 February 25, 2014

Thank you for attending our open house and presentation for the Lubbock Outer Route Study. We are in the process of evaluating route options. We want your thoughts and opinions!

The main reason for my interest in the Outer Route Study is I am a(n):  
 Residential property owner or renter  Business property owner or lessee  Other (Please explain): \_\_\_\_\_

Please consider the various route options from the exhibits and the presentation and let us know which route option(s) you prefer. Circle one or more preferred route option(s) for each segment.

Segment 1		Segment 2		Segment 3	Segment 4
East	West	East	West		
<u>1Ae</u>	<u>1Aw</u>	2Ae	<u>2Aw</u>	<u>3A</u>	<u>4A</u>
1Be	1Bw	2Be	<u>2Bw</u>	3B	4B
1Ce	1Cw			<u>3C</u>	<u>4C</u>
1De	1Dw			3D	4D
1Ee	1Ew			3E	4E
1Fe	1Fw			3F	
1Ge	1Gw				

Why did you choose the route option(s) above? Please be as specific as possible. \_\_\_\_\_  
 \_\_\_\_\_  
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 \_\_\_\_\_

Additional comments, concerns or suggestions:  
*Water is more important than a highway*

Check each of following that apply to you (per Texas Transportation Code, §201.811(a) (5)):

- I am employed by TxDOT.  I do business with TxDOT  
 I could benefit monetarily from the project or other items about which I am commenting.

**Name and Contact Information (Optional):**

Name: Budd Hamilton Business Name: \_\_\_\_\_  
 Address: [Redacted] Business Address: \_\_\_\_\_  
 Phone Number: \_\_\_\_\_  
 Email: \_\_\_\_\_

Please leave your completed form with the Project Team at today's public meeting, mail the form to **TxDOT Lubbock District Office Attn: Steven Warren 135 Slaton Road Lubbock, TX 79404-5201**, or email your comments to **steven.warren@txdot.gov**. Comments will be accepted through **Friday, March 7, 2014**.

To: Steve Waven  
Texas Department of Transportation  
135 Slaton Road  
Subrock, TX 79404-5201

Mr Waven:

This letter is in regard to the proposed  
'Subrock Outer Route Study'.

We prefer the option that continues north  
down County Road 1300, angling to FM 2641  
and on to Highway 84 (Clovis road).

If the latest option comes to pass,  
it will go through 90 acres of our  
subsurface drip irrigation and cut  
off a water supply to half of the  
drip acreage. This route also affects  
a pivot to the south of our farm  
and a pivot to the north of our farm.

This latest proposal will greatly affect  
the value of our drip irrigated farms.  
However, we realize that in considering  
progress and the "greater good" that  
there will be hardships for some. This  
entire area is losing farm land  
every day to housing and business.

development. If America is to produce most of its own food and fiber, strong consideration must be given to whether or not to take so much farm land out of production.

Another point to make is the far greater expense, because of the increased mileage that the state of Texas will incur.

We respectfully request that because of the above referenced points that consideration be given to not considering the latest western outer route.

Garland Boozer  
GARLAND BOOZER

Carole Boozer  
CAROLE BOOZER



(Enclosure)

# Preliminary Route Options Map

## Lubbock Outer Route

### DRAFT

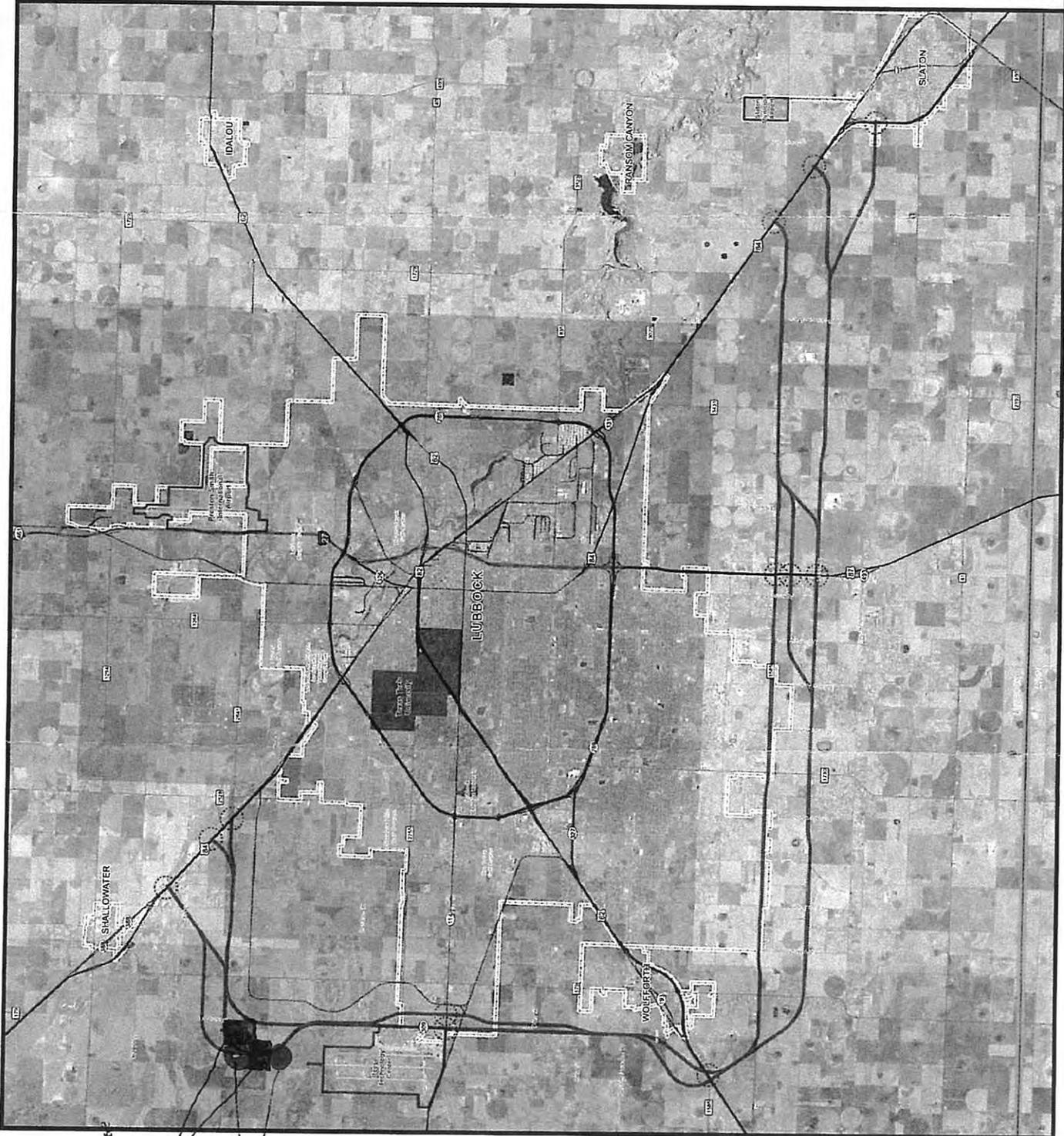
- Legend**
- Primary Route Options
  - Partial Interchanges
  - Transportation
  - Interstate
  - US Highway
  - State Highway
  - County Roads
  - Local Roads
  - Active Railroad
  - Airport
  - City Boundary
  - County Boundary
  - Colleges & Universities
  - Golf Courses



Prepared by Jacobs Engineering for the  
Texas Department of Transportation

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Texas Department of Transportation  
The map was produced for internal use only.  
It is not intended for publication or use by  
any other agency without the written permission  
of Jacobs Engineering Group, Inc.

Date: 10/27/2016



*Subsante Drop*

*Pivots*

"Kukadia, Nishant N." <Nishant.Kukadia@jacobs.com>  
To: Sonia J. Jimenez <sjimenez@xas-a.com> <sjimenez@xas-a.com> ; Co: Christophe Lazard  
FW: Lubbock Outer Loop

March 3, 2014 4:19 PM

Please add this comment to the list and database

**From:** Steven Warren [mailto:Steven.Warren@txdot.gov]  
**Sent:** Monday, March 03, 2014 4:03 PM  
**To:** Kukadia, Nishant N.  
**Cc:** Kristi Schwartz  
**Subject:** FW: Lubbock Outer Loop

FYI

Steven P. Warren, P.E.  
Director of Transportation Planning  
& Development – Lubbock District  
806-748-4490 (Office)  
806-773-9684 (Mobile)

**From:** Tyler Chadwick [redacted]  
**Sent:** Monday, March 03, 2014 2:47 PM  
**To:** Steven Warren  
**Subject:** Lubbock Outer Loop

Steve,

Good Afternoon, my name is Tyler Chadwick. I live at [redacted] I'm not sure if there have been many voices from our particular street, so I thought I would put a word in.

I attended the meeting the 25<sup>th</sup> at LCISD and have been getting notifications concerning the Lubbock out loop project. I really don't have too much to say other than I hate uncertainty. We moved in September of 2012 thinking we had found our dream house. Big lot, pool, very quiet, and away from the major street and small house we were currently in. We are at a stand still now with the outer loop project (from what I hear, certainly) coming by our house or through our house. I have been in the middle of fixing things on the house. Siding, floors, yard, fences, pergolas, ETC. I was going to put a basketball goal for my four and six year old, but it's all on hold. Do I really want our basketball rolling down the driveway onto a freeway? Do I want to back out into a freeway? Do I want to fix anything on my house? Can I sell it now? I really don't know what the point in this email is, other than to voice my concerns more on my families uncertainty than anything. Please, if 7500 is the chosen route, don't make my road a frontage road or my yard a frontage road. Just take our hard work and our houses for a fair price. We are stuck....we cant sell our house until September without capital gains taxes being applied. When the decision is made by this summer, we will then know for sure how bad it is. I'm hoping it all works out, but the uncertainty seems unfair to me now.

I'm not opposed to an outer loop, it's just stinks my dream house is being taken from me one way or the other.

Thanks,

TYLER CHADWICK



Office: 806.793.8481 Fax: 806.793.8558

Drink. Drive. Go to Jail.



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"Kukadia, Nishant N." <Nishant.Kukadia@jacobs.com>  
To: Sonia J. Jimenez @ xas.com <sjimenez@xas.com> Cc: Christopher L...  
FW: Lubbock Outer Route

March 10, 2014 11:12 AM

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**From:** Steven Warren [mailto:Steven.Warren@txdot.gov]  
**Sent:** Monday, March 10, 2014 9:24 AM  
**To:** Kukadia, Nishant N.  
**Cc:** Kristi Schwartz  
**Subject:** FW: Lubbock Outer Route

FYI

Steven P. Warren, P.E.  
Director of Transportation Planning  
& Development – Lubbock District  
806-748-4490 (Office)  
806-773-9684 (Mobile)

---

**From:** Drewell, Theresa [REDACTED]  
**Sent:** Friday, March 07, 2014 5:39 PM  
**To:** Steven Warren  
**Subject:** Lubbock Outer Route

Mr. Warren,

Thank you for the opportunity to comment on Lubbock's Outer Route Study.  
Please see my attached letter.

Respectfully,  
Theresa Drewell



Don't mess with Texas® means don't litter.



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Bill and Theresa Drewell  
3604 E FM 1585  
Slaton, TX 79364-6975

March 7, 2014

Mr. Steven Warren  
Director of Transportation Planning & Development  
TxDOT Lubbock District Office  
135 Slaton Road  
Lubbock, TX 79404-5201

Dear Mr. Warren:

Thank you very much for an informative presentation concerning Lubbock's Outer Route Study. My husband and I realize that growth of our city has exploded to the southwest over the years and it looks like it will continue in our lifetime. Having lived in the southeast part of Lubbock County for over 60 years we've seen continued growth. I do believe that Lubbock must look at the needs of our community and plan for the future that will evolve.

Having personally lived in my parents' home on FM 1585 for the past 10 years we have experienced the tremendous increase in traffic from US 84 west, with a high percentage of that traffic being gravel trucks. Our property is not just our residence but our family farm as well. FM 1585 also serves the transfer of farm equipment from one farm to the next.

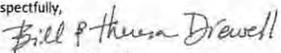
Over the last fifteen years FM 1585 has seen the developed of numerous single family residences and various types of commercial businesses. I would think that selecting the FM 1585 route would add greatly to the cost of the project due to the ROW acquisition costs. And having personally tried to count the number of people and businesses affected; the property cost and relocation burden would be tremendous.

We have driven all three routes from US 84 west as it heads toward US 62/82; and feel that a roadway along the 146<sup>th</sup> Street corridor would be the most advantageous. A majority of that roadway is unpaved (dirt) and has very little traffic on it. Also, from US 84 to the Tahoka Highway there are approximately a dozen residences.

Our recommendation would be the selection of this route from US 84 west to the Tahoka Highway and then continue on west to US 62/82. This corridor would not only serve the several new housing neighborhoods that are developing west of the Tahoka Highway along that corridor but provide the infrastructure necessary for organized future growth to the south and southwest. Also, with family and friends in Slaton and the surrounding area, we feel that this route would serve that community better as well.

Thank you for your consideration and attention to our concerns. If you have any questions, please feel free to contact me at 806-790-1987.

Respectfully,



Bill and Theresa Drewell

"Kukadia, Nishant N." <Nishant.Kukadia@jacobs.com>  
To: Sonia J. (sjimenez@xas.com) <sjimenez@xas.com> and 1 more  
FW: Lubbock Outer Route Project

March 5, 2014, 12:02 PM

FYI

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**From:** Steven Warren [mailto:Steven.Warren@txdot.gov]  
**Sent:** Wednesday, March 05, 2014 12:03 PM  
**To:** Kukadia, Nishant N.  
**Cc:** Kristi Schwartz  
**Subject:** FW: Lubbock Outer Route Project

FYI

Steven P. Warren, P.E.  
Director of Transportation Planning  
& Development – Lubbock District  
806-748-4490 (Office)  
806-773-9684 (Mobile)

**From:** Kathy Chapman [redacted]  
**Sent:** Tuesday, March 04, 2014 8:13 AM  
**To:** Steven Warren  
**Subject:** Lubbock Outer Route Project

We are Mike and Kathy Chapman.  
We live at 1301 140th Street. Thank you for the meeting that you had with all of us on February 25, 2014. Sorry that the Stone Family had to be so against you on the wonderful project.  
We strictly look at it as progress for the Lubbock community. We travel up and down Hwy 1585 and Hwy 87 every day many times and it has become so overly crowded that something has to be done.  
To us looking at the project we feel that the first leg of it should be from Hwy 87 to 62/82 Wolfforth. Connecting Slide, Indiana, University, etc.. would surely relieve the pressure. The south part of town has grown immensely. We have built on and have renovated our home and it appears to be in the path. I am 72 years young but will start over in the name of progress.

Lets get rolling.

Thank you kindly

The Chapman's

Drink. Drive. Go to Jail.



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"Kukadia, Nishant N." <Nishant.Kukadia@jacobs.com>  
To: Sonia J. (s.jimenoz@x2-sa.com) <s.jimenoz@x2-sa.com>  
FW: LUBBOCK OUTER ROUTE STUDY

February 18, 2014 6:00 AM

Sonia

I am sending this again. When I sent it earlier from my phone, it left out the attachment.

Thanks,  
Nishant

---

**From:** Steven Warren [mailto:Steven.Warren@txdot.gov]  
**Sent:** Tuesday, February 18, 2014 9:13 AM  
**To:** Kukadia, Nishant N.  
**Cc:** Kristi Schwartz  
**Subject:** FW: LUBBOCK OUTER ROUTE STUDY

FYI

Steven P. Warren, P.E.  
Director of Transportation Planning  
& Development – Lubbock District  
806-748-4490 (Office)  
806-773-9684 (Mobile)

**From:** Walls, Janessa [REDACTED]  
**Sent:** Monday, February 17, 2014 3:25 PM  
**To:** Steven Warren  
**Subject:** LUBBOCK OUTER ROUTE STUDY

Mr. Warren,

Since I cannot attend the rescheduled public meeting regarding the outer route and its location, I would like to provide a comment to you regarding how this outer loop will impact my family specifically. We are currently in the process of building a home in the new subdivision of Kelsey park (135<sup>th</sup> btw Quaker and Indiana). This location was particularly special to us as it is in the Cooper school district, is near my in-laws and away from "city life" yet still in the city. As you can see from the picture attached the options provided will significantly impact my home surroundings. The purple star is roughly the location of my new home and the blue is the location of my in-laws. While I do not desire a 4 lane highway so near my home and an elementary school (1585) I also do not want to cross a four lane highway (146<sup>th</sup>) to reach my in-laws home. We had enjoyed the fact that we will soon be in 'joining' neighborhoods and that our children could ride their bikes to and from the homes via neighborhood streets. I have not attended the meetings before, so I'm not sure what locations have been looked at, but I would like to request the city to take a further look south, possibly Woodrow road. Lubbock residential is expanding further south, particularly in the proposed areas and I disagree that a 4 lane highway would be best suited directly through it. Thank you.

Janessa Walls

Drink. Drive. Go to Jail.



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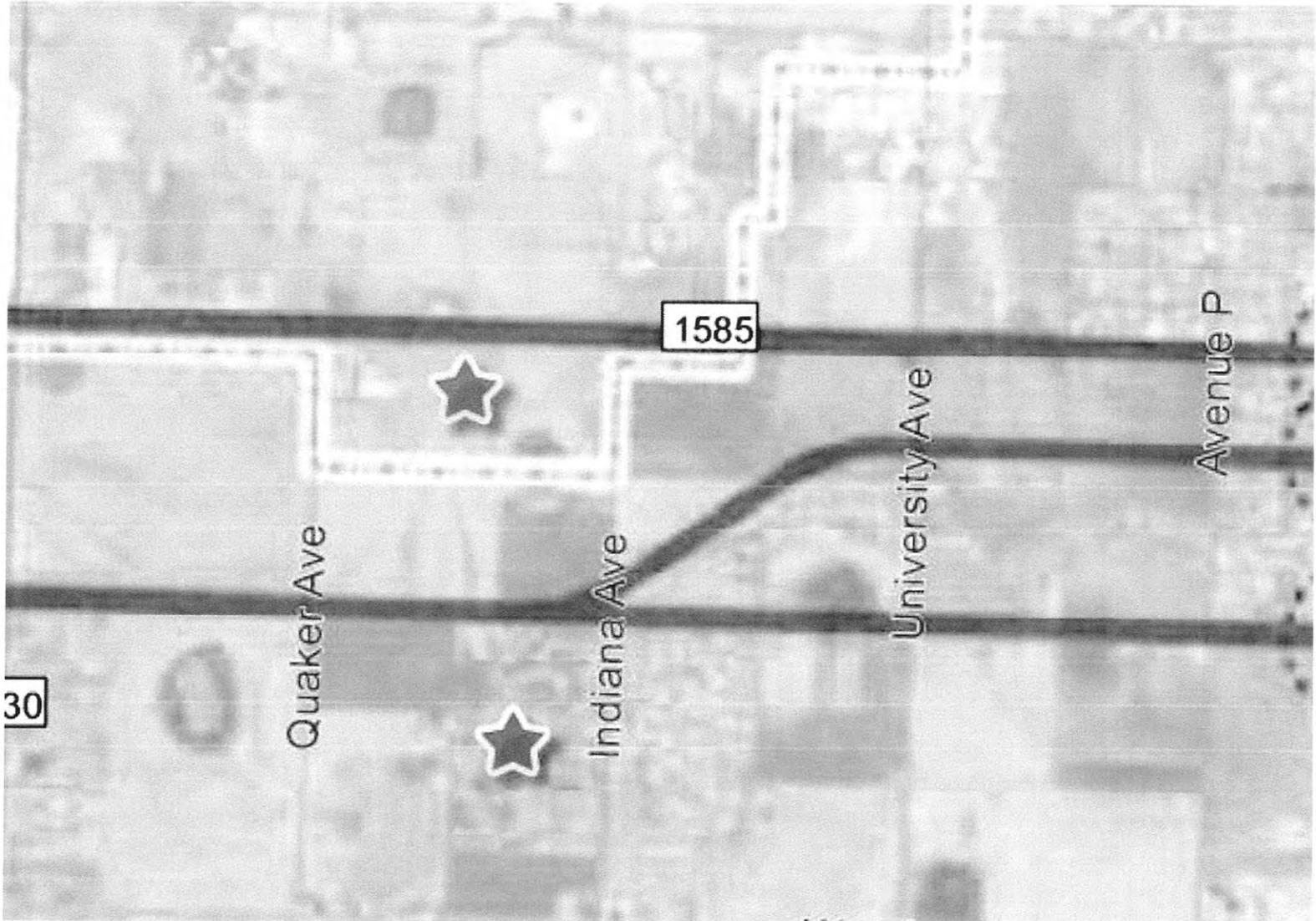
30

Quaker



Indiana

U



30

Quaker Ave

Indiana Ave

University Ave

Avenue P

1585



"Kukadia, Nishant N." <Nishant.Kukadia@jacobs.com>  
To: Sonia J. (sjjimenez@karsa.com) <sjjimenez@karsa.com> and 3 more  
FW: Lubbock Thoroughfare projects

February 19, 2014 7:56 AM

Steve's response

---

**From:** Steven Warren [mailto:Steven.Warren@txdot.gov]  
**Sent:** Tuesday, February 18, 2014 4:58 PM  
**To:** James Getz  
**Cc:** Kukadia, Nishant N.  
**Subject:** RE: Lubbock Thoroughfare projects

Mr. Getz,

Thanks for your input...I have forwarded it to the consultant for inclusion in our documentation. The purpose of the route study is to determine a generalized route for the Outer Loop. The feasibility study which was completed in 2010 determined that further study was warranted for the south and west sides of Lubbock County, therefore the study area has been limited to include Shallowater on the northwest, down and around Wolfforth and extending east to near Slaton on the southeast.

Before we can develop right of way maps, we must complete detailed environmental studies on the preferred route. Unfortunately, funding limitations mean this will not occur for many years. It is hoped that the determination of the route will assist developers and city and county planners to accommodate the route in their plats and developments in the meantime.

Steven P. Warren, P.E.  
Director of Transportation Planning  
& Development – Lubbock District  
806-748-4490 (Office)  
806-773-9684 (Mobile)

**From:** James Getz [redacted]  
**Sent:** Tuesday, February 18, 2014 3:04 PM  
**To:** Steven Warren  
**Subject:** Lubbock Thoroughfare projects

Mr. Warren,

I understand that the studies are wrapping up on the 'outer loop' project for Lubbock, and that the presentation date has been moved to the 25th of this month.

I am writing because I am primarily curious as to exactly what & how soon the process of acquiring the necessary right-of-ways would take place: how refined are the preliminary maps?

I hope that TxDot will be able to freeze the corridor necessary, as to avoid any costly demolition down the road?

~~-For instance; a new neighborhood, Kelsey Park has plotted & begun to construct the first of three phases of some of the last parcels of land(s) that leaves my proposed corridor unobstructed of major development-~~

As unfortunate as it is to call the surveying cost for (at least some) of those phases collateral for the developers of Kelsey Park, it would be better, & probably more financially beneficial in the long run to all parties, to make sure that the lands for such a road are not only preserved, but also lands around such road planned & zoned accordingly.

<http://www.kelseyark.com/>

I have been passionate about infrastructure and this project in particular since I was a kid; I have already made GIS (arc)maps for this, & I would relish the opportunity to include my input, & maybe save you guys more trouble/move the project into fruition sooner, saving tax payer's money.

-Attached are maps of the southern section of the master plan: the shading in the third and fourth maps depict Kelsey Park-

As you can see from both, the intention of the meandering shape, is to avoid turning some homeowner's adjacent rural roads into a \*future highway, as well as offer better, more controlled access to road/neighborhoods/future business'.

I look forward to hearing pertaining to this exciting project.

Elliott Getz

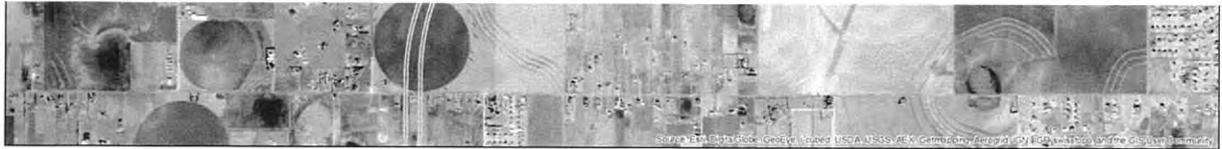
GIS Aylst



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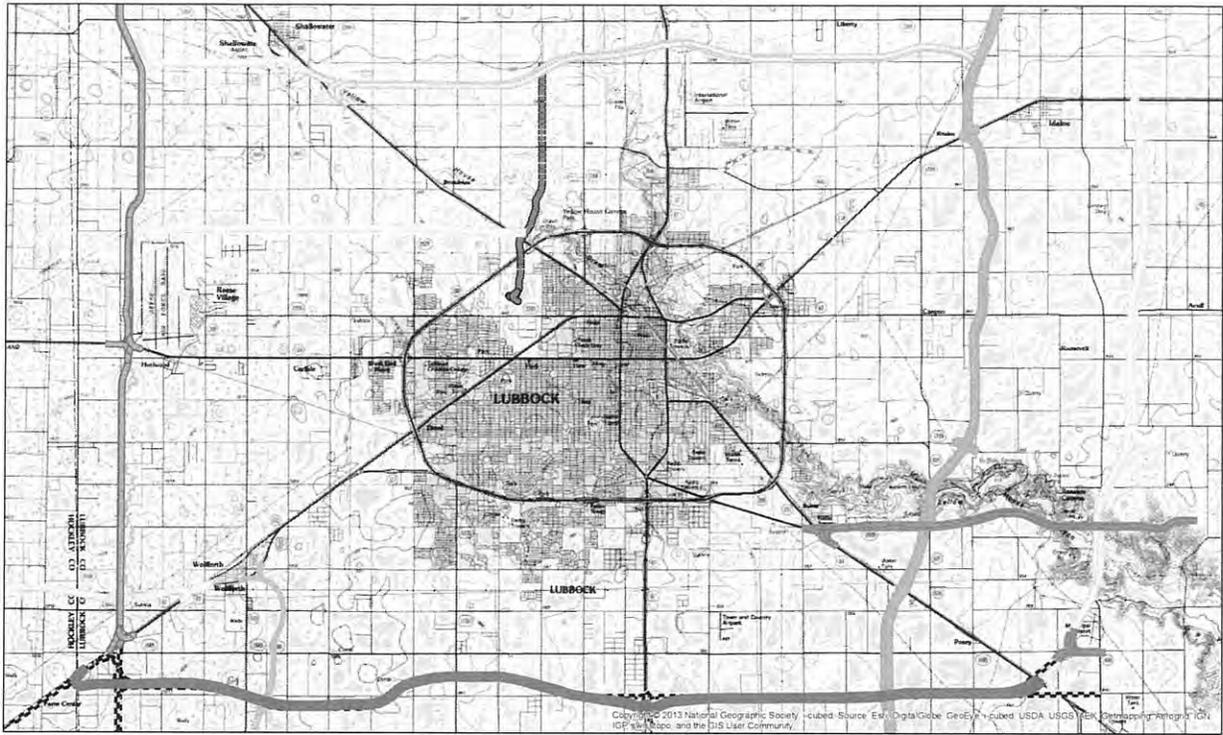
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"Kukadia, Nishant N." <Nishant.Kukadia@jacobs.com>  
To: Sonia J. (Sj) Jimenez @Xa-Sa.com) <Sjimon02@Xa-Sa.com> and 1 more  
FW: TxDOT Internet E-Mail

MARCH 10, 2014 11:11 AM

-----Original Message-----  
From: Steven Warren [mailto:Steven.Warren@txdot.gov]  
Sent: Monday, March 10, 2014 9:21 AM  
To: Kukadia, Nishant N.  
Cc: Kristi Schwartz  
Subject: FW: TxDOT Internet E-Mail

FYI

Steven P. Warren, P.E.  
Director of Transportation Planning  
& Development - Lubbock District  
806-748-4490 (Office)  
806-773-9684 (Mobile)

-----Original Message-----  
From: Christi Cargill [redacted]  
Sent: Friday, March 07, 2014 6:38 PM  
To: Steven Warren  
Subject: Re: TxDOT Internet E-Mail

Then please accept my comment that I think it would be most cost effective and conservative to construct on the 146th route. The displacement of houses and businesses would be less and likely less people would be effected by moving, sound, and increased traffic. I wouldn't want my elementary children to go to an elementary school off a major road like that. 146th would help eliminate traffic on 1585 now and allow for expansion from 98th to 146th.

Christi Cargill

Sent from my iPhone

On Mar 3, 2014, at 9:49, Steven Warren <Steven.Warren@txdot.gov> wrote:

Once a route has been determined, the next step is to begin a detailed environmental impact study of that route. One component of that study is a noise analysis. The results of the noise analysis will determine whether a wall is warranted or not.

Steven P. Warren, P.E.  
Director of Transportation Planning  
& Development - Lubbock District  
806-748-4490 (Office)  
806-773-9684 (Mobile)

-----Original Message-----  
From: Christi Cargill [redacted]  
Sent: Saturday, March 01, 2014 9:50 AM  
To: Steven Warren  
Subject: Re: TxDOT Internet E-Mail

How far in advance would we know about a wall? Since it is a residential area, I do think at this point we would have some selling issues. And I do realize this is a long time out, but I am young -). And we want growth for Lubbock. But not right by our house. Thank you for your response.  
Christi Cargill

Sent from my iPhone

On Feb 27, 2014, at 9:29, Steven Warren <Steven.Warren@txdot.gov> wrote:

Ms. Cargill,

At this time, we are simply trying to determine the most appropriate route for the project. No decision has been made at this time as to the location. Therefore, I cannot answer your question regarding whether or not your house would be acquired or if a wall would be placed. These issues will not be addressed until much later after we have done an in-depth environmental study and developed detailed schematics and right-of-way plans.

Thank you for your interest.

Steven P. Warren, P.E.  
Director of Transportation Planning  
& Development - Lubbock District

-----Original Message-----  
From: [redacted]  
Sent: Thursday, February 27, 2014 9:14 AM  
To: Steven Warren  
Subject: TxDOT Internet E-Mail

Name: Ms. Christi Cargill <ccargill33@gmail.com>



Requested Contact Method: Email

Reason for Contact: Customer Service  
Complaint: No

Comment: I attended the public meeting on Tuesday, and have some residual questions. I am located in Wrentham Park with my Buck yard to 1585. Would my house be taken on a wall placed and backyard shortened?

Drink Drive Go to Jail

[Drink Drive Go to Jail]<<http://www.txdot.gov/driver/sober-safe/mascan-drink-drive-go-to-jail.html>>  
Drink Drive Go to Jail

[Drink Drive Go to Jail]<<http://www.txdot.gov/driver/sober-safe/mascan-drink-drive-go-to-jail.html>>  
**Don't mess with Texas® means don't litter.**

[Don't Mess With Texas]<<http://dontmesswithtexas.org/>>

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"Kukadia, Nishant N." <Nishant.Kukadia@jacobs.com>  
To: Sonia L. Co; Christopher Lazzard  
Fwd: Lubbock Outer Route Study

March 7, 2014 11:45 AM

FYI

Begin forwarded message:

From: Steven Warren <Steven.Warren@txdot.gov>  
Date: March 7, 2014 at 3:02:11 PM CST  
To: "Kukadia, Nishant N." <Nishant.Kukadia@jacobs.com>  
Cc: Kristi Schwartz <Kristi.Schwartz@txdot.gov>  
Subject: FW: Lubbock Outer Route Study

FYI

Steven P. Warren, P.E.  
Director of Transportation Planning  
& Development – Lubbock District  
806-748-4490 (Office)  
806-773-9684 (Mobile)

---

**From:** Stacey Kollman [REDACTED]  
**Sent:** Friday, March 07, 2014 11:19 AM  
**To:** Steven Warren  
**Subject:** Lubbock Outer Route Study

Mr. Warren -

We have reviewed the maps regarding the Lubbock Outer Loop and I have attached our Comment Form. We are strongly opposed to options 1D, 1E, 1F & 1G as any of these would go through our recently completed home. There are other homes along this same stretch of 1641 on the northern side of Legacy Ranch that will be either destroyed or negatively affected as well. There is a new home under construction just to the west of our home, which sits on the corner of 1641 and 1500, that would be in the same position as ours.

Our hope is to encourage the Outer Route utilize raw land and not destroy homes and families in the process. I appreciate your time in reviewing our concerns and loop forward to future discussion.

Sincerely - Stacey Noel Kollman

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H. V. & JoAnn Newman



February 26, 2014

TxDOT Lubbock District Office 2004

Attn: Steve Warren

135 Slaton Road

Lubbock, TX 79404-5201

Mr. Warren and TxDOT,

Mr. Warren, I talked with you last evening at the public meeting regarding the proposed routes for the Lubbock outside loop. I own properties, now farmland, affected by some of the proposed routes. Those properties are described as the S  $\frac{1}{2}$  Sec. 28, Blk. JS, and the SE  $\frac{1}{4}$  of Sec. 37, Blk. P. I believe two of the proposals affect these properties.

The property in Blk. P has a center pivot sprinkler system that would be greatly affect by the proposal involving the "bubble" route proposed. The other property in Blk. JS also has a sprinkler system, but would suffer somewhat less damage by the location along the old War Highway, or Quinsa.

It is my and my wife's view the proposal along Quinsa makes more sense for many reasons. It is obviously the most direct route, it uses less property and damages fewer farms through dissection of the farms, and it would appear to be safer and less expensive, for a straight road would seem safer for traffic and less expensive to construct. Having been on this farm since birth and having farmed here for over forty years, I see no reason for the "bubble" route proposals farther to the West in regard to the farming usage and damages to the area. It appears to me to do simply more damage and cost more tax dollars.

We were involved with the relocation of the railroad through our farms in order to make way for the East-West Freeway in Lubbock some years ago. We and my sister,

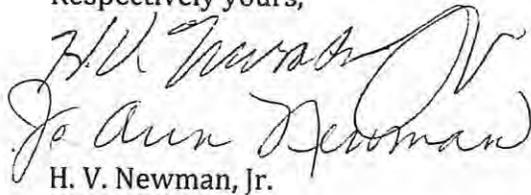
Page 2, cont'.

Mollie Parsley had great objections to the route the railroad eventually took, which cut two of our farms in half. We felt if there was good reason for the railroad to continue to exist, the route should have followed property lines rather than imposing on the farms as it did. Additionally, there was little or no economic value to us in the railroad coming directly through our farms, only damage. Though we may prefer not being again disturbed by the growth of Lubbock, we realize this is not the same and it is following a more reasonable route should the direct route straight down Quisna with no turns until the route continues to the East, be chosen.

As to the location of the route not affecting our property, we would hope those eventually deciding the route would follow the most reasonable and least invasive route possible to accomplish the eventual highway construction.

Should you want additional comments or views concerning this please contact me at the above address or my cell phone is [REDACTED]

Respectively yours,



H. V. Newman, Jr.

JoAnn Newman

"Kukadia, Nishant N." <Nishant.Kukadia@jacobs.com>  
To: Sonia J. Cc: Christopher Lazaro  
Fwd: Outer Loop Comment

March 7, 2014, 11:41 PM

FYI...

Begin forwarded message:

From: Steven Warren <Steven.Warren@txdot.gov>  
Date: March 7, 2014 at 2:57:33 PM CST  
To: "Kukadia, Nishant N." <Nishant.Kukadia@jacobs.com>  
Cc: Kristi Schwartz <Kristi.Schwartz@txdot.gov>  
Subject: FW: Outer Loop Comment

fyi

Steven P. Warren, P.E.  
Director of Transportation Planning  
& Development – Lubbock District  
806-748-4490 (Office)  
806-773-9684 (Mobile)

---

From: Robin Henson [REDACTED]  
Sent: Friday, March 07, 2014 2:26 PM  
To: Steven Warren  
Subject: Outer Loop Comment

Hi Steve,

Our suggested route on the northern part of the outer loop is 1A. All of the other routes adversely affect people who have made huge investments at Legacy Ranch. Additionally, the intersection of Hwy 84 and FM 2641 is not a good idea because of the angle at which it sits. I believe it would be better to follow 1A to intersect Hwy 84 further to the Northwest. 1B and 1C would be the next best options, but they are very close to Legacy Ranch and the homes. 1/2 mile further north would not interfere with current development, except in one segment just before it intersects with Hwy 84. Although I hate to disturb this family, it is a fewer number of people. Although it is not proposed, I personally believe that the best route would be to take 1A to Hwy 179 and then go north to the Shallowater overpass.

Thank you for the opportunity to comment. Route 1A is my preference.

Robin Henson  
[REDACTED]

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**COMMENT FORM**  
 Lubbock Outer Route Study  
 US84 northwest to US84 southeast  
 Open House Public Meeting  
 February 25, 2014

Thank you for attending our open house and presentation for the Lubbock Outer Route Study. We are in the process of evaluating route options. We want your thoughts and opinions!

The main reason for my interest in the Outer Route Study is I am a(n):

Residential property owner or renter  Business property owner or lessee  Other (Please explain): farm owner

Please consider the various route options from the exhibits and the presentation and let us know which route option(s) you prefer. Circle one or more preferred route option(s) for each segment.

Segment 1		Segment 2		Segment 3	Segment 4
East	West	East	West		
1Ae	(1Aw)	2Ae	2Aw	3A	4A
1Be	1Bw	2Be	2Bw	3B	4B
1Ce	1Cw			3C	4C
1De	1Dw			3D	4D
1Ee	1Ew			3E	4E
1Fe	1Fw			3F	
1Ge	1Gw				

Why did you choose the route option(s) above? Please be as specific as possible. If this is to be a Shallowater to Slaton route, This puts it closer to Shallowater. I prefer the A Route out of Shallowater. Route 1B+1C divides my farm and I don't want that even though it follows the pipeline. If A can't be done, prefer the D route 2641.

Additional comments, concerns or suggestions: \_\_\_\_\_

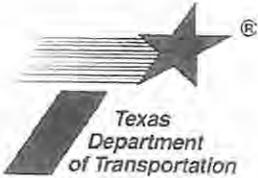
Check each of following that apply to you (per Texas Transportation Code, §201.811(a) (5)):

- I am employed by TxDOT.  I do business with TxDOT  
 I could benefit monetarily from the project or other items about which I am commenting.

**Name and Contact Information (Optional):**

Name: Jan Roberts Business Name: \_\_\_\_\_  
 Address:  Business Address: \_\_\_\_\_  
 Phone Number: \_\_\_\_\_

Please leave your completed form with the Project Team at today's public meeting, mail the form to **TxDOT Lubbock District Office Attn: Steven Warren 135 Slaton Road Lubbock, TX 79404-5201**, or email your comments to [steven.warren@txdot.gov](mailto:steven.warren@txdot.gov). Comments will be accepted through **Friday, March 7, 2014**.



**COMMENT FORM**  
 Lubbock Outer Route Study  
 US84 northwest to US84 southeast  
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 February 25, 2014

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The main reason for my interest in the Outer Route Study is I am a(n):  
 Residential property owner or renter  Business property owner or lessee  Other (Please explain): \_\_\_\_\_

Please consider the various route options from the exhibits and the presentation and let us know which route option(s) you prefer. Circle one or more preferred route option(s) for each segment.

Segment 1		Segment 2		Segment 3	Segment 4
East	West	East	West		
1Ae	1Aw	2Ae	2Aw	3A	4A
1Be	1Bw	2Be	2Bw	3B	4B
1Ce	1Cw			3C	4C
1De	1Dw			3D	4D
1Ee	1Ew			3E	4E
1Fe	1Fw			3F	
1Ge	1Gw				

Why did you choose the route option(s) above? Please be as specific as possible.

*Not Sure which Route # I prefer, looking A MAP I marked the Routes I did not want, which I think on 1De - 1Dw*

*1Ee + 1Ew. I have marked My Farm on MAP sent Back to your office. If the route is used I will choose*

*3 Irrigation Wells that supply 100 Acres of Drip and*

Additional comments, concerns or suggestions:

*7.5 Acres of Drip. you said at the Meeting TxDOT would replace the wells, I would want gallons Replaced so it may take 5 new wells to replace the gallons I have now.*

Check each of following that apply to you (per Texas Transportation Code, §201.811(a) (5)):

I am employed by TxDOT.  I do business with TxDOT

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

Name and Contact Information (Optional):

Name: *Jac D. Stanton*

Business Name: \_\_\_\_\_

Business Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_

Please leave your completed form with the Project Team at today's public meeting, mail the form to **TxDOT Lubbock District Office Attn: Steven Warren 135 Slaton Road Lubbock, TX 79404-5201**, or email your comments to [steven.warren@txdot.gov](mailto:steven.warren@txdot.gov). Comments will be accepted through **Friday, March 7, 2014**.

See Stanton Farms 315 Acres, Tracts 190 Acres

# Preliminary Route Options Map

## Lubbock Outer Route DRAFT

- Legend**
- Preliminary Route Options
  - Potential Interchanges
  - Transportation
  - Interstate
  - US Highway
  - State Highway
  - County Road
  - Local Road
  - Active Railroad
  - Airport
  - City Boundaries
  - County Boundary
  - Colleges & Universities
  - Golf Courses



0 1 2 Miles

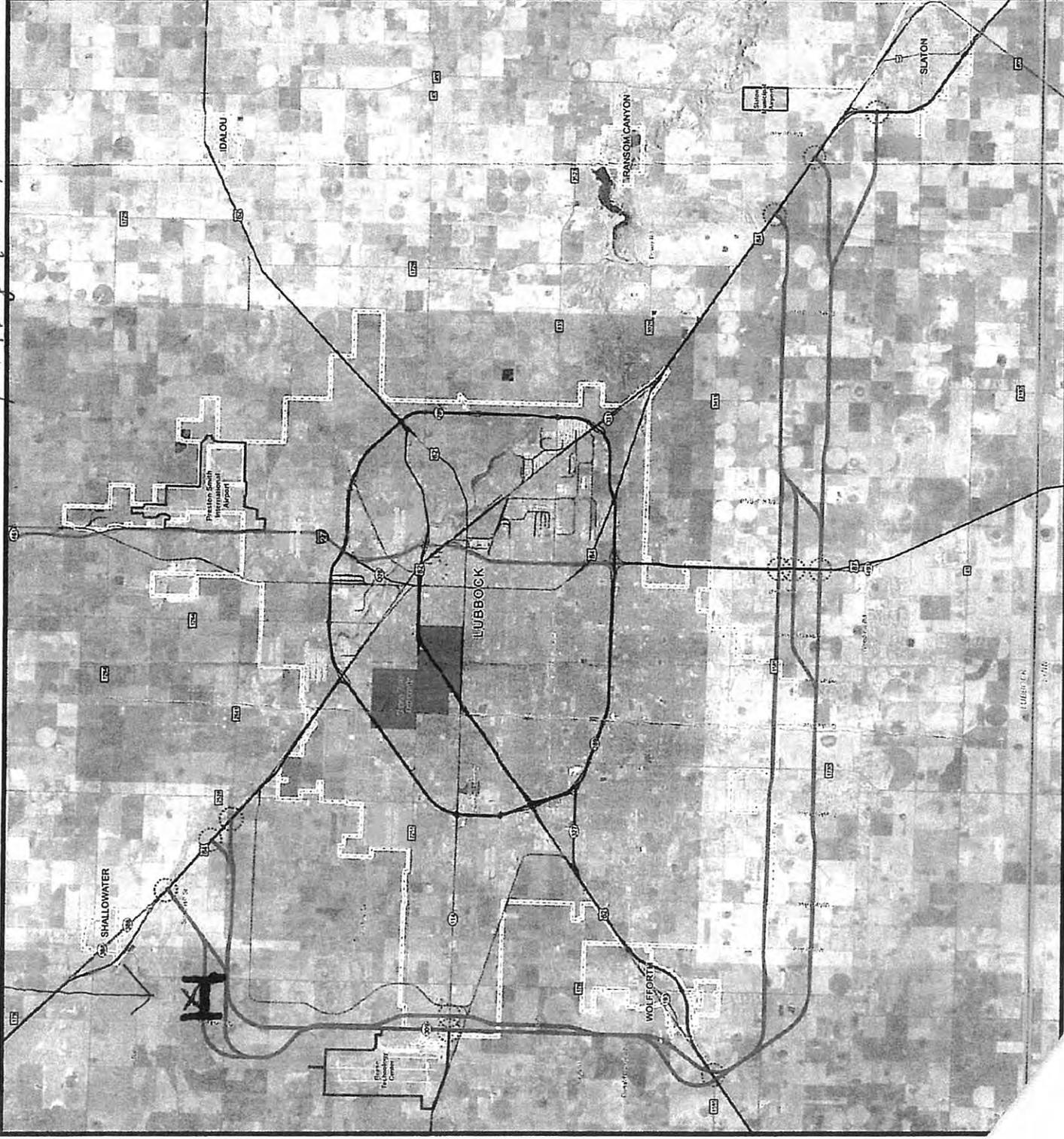
Prepared by Jacobs Engineering for the Texas Department of Transportation



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Texas Department of Transportation  
Map of Lubbock

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Date: 11/2/2014





**COMMENT FORM**  
 Lubbock Outer Route Study  
 US84 northwest to US84 southeast  
 Open House Public Meeting  
 February 25, 2014

Thank you for attending our open house and presentation for the Lubbock Outer Route Study. We are in the process of evaluating route options. We want your thoughts and opinions!

The main reason for my interest in the Outer Route Study is I am a(n):

Residential property owner or renter  Business property owner or lessee  Other (Please explain): \_\_\_\_\_

Please consider the various route options from the exhibits and the presentation and let us know which route option(s) you prefer. Circle one or more preferred route option(s) for each segment.

Segment 1		Segment 2		Segment 3	Segment 4
East	West	East	West		
1Ae	1Aw	2Ae	2Aw	3A	4A
1Be	1Bw	2Be	2Bw	3B	4B
1Ce	1Cw			3C	4C
1De	1Dw			3D	4D
1Ee	1Ew			3E	4E
1Fe	1Fw			3F	
1Ge	1Gw				

Why did you choose the route option(s) above? Please be as specific as possible.

Because dam on the south side of 1585 and 3431  
 of dam right segment 4 is the one where the route  
 will change from the south side of 1585 just  
 past MLK to the north side of 1585.

Additional comments, concerns or suggestions: My sister & myself have 100%  
 of the mineral rights. We want to keep all of  
 our mineral rights.

Check each of following that apply to you (per Texas Transportation Code, §201.811(a) (5)):

I am employed by TxDOT.  I do business with TxDOT

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

Name and Contact Information (Optional):

Name: MARYLOU DORSETT

Business Name: \_\_\_\_\_

Address: [REDACTED]

Business Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_

Email: \_\_\_\_\_

Please leave your completed form with the Project Team at today's public meeting, mail the form to **TxDOT Lubbock District Office Attn: Steven Warren 135 Slaton Road Lubbock, TX 79404-5201**, or email your comments to **steven.warren@txdot.gov**. Comments will be accepted through **Friday, March 7, 2014**.







**COMMENT FORM**  
 Lubbock Outer Route Study  
 US84 northwest to US84 southeast  
 Open House Public Meeting  
 February 25, 2014

Thank you for attending our open house and presentation for the Lubbock Outer Route Study. We are in the process of evaluating route options. We want your thoughts and opinions!

The main reason for my interest in the Outer Route Study is I am a(n):

Residential property owner or renter  Business property owner or lessee  Other (Please explain): FARMER

Please consider the various route options from the exhibits and the presentation and let us know which route option(s) you prefer. Circle one or more preferred route option(s) for each segment.

Segment 1		Segment 2		Segment 3	Segment 4
East	West	East	West		
1Ae	1Aw	2Ae	2Aw	3A	4A
1Be	1Bw	2Be	2Bw	3B	4B
1Ce	1Cw			3C	4C
1De	1Dw			3D	4D
1Ee	1Ew			3E	4E
1Fe	1Fw			3F	
1Ge	1Gw				

Why did you choose the route option(s) above? Please be as specific as possible.

To much opposition with 1585 or 146<sup>th</sup>  
Come on South we welcome you  
FM 41

Additional comments, concerns or suggestions:

Check each of following that apply to you (per Texas Transportation Code, §201.811(a) (5)):

- I am employed by TxDOT.  I do business with TxDOT  
 I could benefit monetarily from the project or other items about which I am commenting.

Name and Contact Information (Optional):

Name: RONALD G GREEK Business Name: [REDACTED]  
 Address: [REDACTED] Business Address: [REDACTED]  
 Phone Number: [REDACTED]  
 Email: [REDACTED]

Please leave your completed form with the Project Team at today's public meeting, mail the form to **TxDOT Lubbock District Office Attn: Steven Warren 135 Slaton Road Lubbock, TX 79404-5201**, or email your comments to [steven.warren@txdot.gov](mailto:steven.warren@txdot.gov). Comments will be accepted through **Friday, March 7, 2014**.



Post-it® Fax Note	7671	Date	3/7	# of pages	21
To	Steve Warren	From			
Co./Dept.	TxDOT	Co.			
Phone #	748-4490	Phone #			
Fax #	748-4380	Fax #			

March 7, 2014

Texas Department of Transportation  
 Attn: Steven Warren, P.E.  
 135 Slaton Road  
 Lubbock, Texas 79404-5201

RE: Written Comments – Lubbock Outer Route Study  
 Written Comments – Lubbock Outer Loop

Dear Mr. Warren,

Please find below, written comment as to both the Lubbock Outer Route Study and the Lubbock Outer Loop. It follows:

**BACKGROUND:**

The Texas Department of Transportation (TxDOT) hosted a public open house and presentation on Tuesday, February 25, 2014 for the Lubbock Outer Route Study to, in general, gather public comment on alternative routes for the proposed new roadway. The specific purpose of the February 25th public open house was to conduct additional analysis to identify a specific route for the proposed highway facility.

The outer route around Lubbock is defined by TxDOT as being “from US 84 northwest of Lubbock to US 84 southeast of Lubbock.”

A copy of the "Preliminary Route Options Map," which was prepared by TxDOT, is attached hereto, marked as Attachment A, and is incorporated herein as if fully set forth.

The rescheduled TxDOT public meeting was held at Lubbock-Cooper Performing Arts Center located at 16302 Loop 493, Lubbock, Texas 79423.

The Lubbock Outer Route Study is currently in Phase 2.

Written comments must be submitted or postmarked by March 7, 2014.

**DEFINITIONS:**

"Lubbock Outer Route" is defined by TxDOT as being “from US 84 northwest of Lubbock to US 84 southeast of Lubbock.”

"Lubbock Outer Loop" or "Outer Loop" or "Secondary Loop System" is defined, by the undersigned, as being a loop or circle [sic] completely around the City of Lubbock, commencing from US 84 northwest of Lubbock to US 84 southeast of Lubbock and back to US 84 northwest of Lubbock.

"State and Federal Laws" is defined, for purposes of brevity, as including, but not limited to Executive Order 12898 (EO 12898), U.S. Department of Transportation (DOT) Order 5610.2, Federal Highway Administration (FHWA) Order 6640.23, NEPA of 1969, 23 U.S.C. 109(h) and Title VI of the Civil Rights Act of 1964 (42 U.S.C. Section 2000d).

ADDITIONAL NOTES: The two terms "minority" and "low-income" are not being presumptively combined herein but rather, are being treated as two separate distinct groups.

**PURPOSE OF THIS COMMUNICATION:**

To mitigate and/or not delay project decisions, if possible, by providing additional input as to: a) the Lubbock Outer Route Study; and 2) the Lubbock Outer Loop.

To initiate the process (feasibility study, route study, etc...) by which the remainder of the outer loop (portion not included in Phase 1 or Phase 2 of the Lubbock Outer Route Study) is included as part and parcel of the Lubbock Outer Route Study. The aforementioned process should include, but not be limited to, requesting that the Lubbock Outer Route Study, and its' accompanying analysis, incorporate/take into account: 1) the need for adding to the Lubbock Outer Route Study the area described as - US 84 northwest of Lubbock to US 84 southeast of Lubbock through areas in north, northeast, east and southeast Lubbock; and 2) the impact of not including the area described as - US 84 northwest of Lubbock to US 84 southeast of Lubbock through areas in north, northeast, east and southeast Lubbock, as part of the Lubbock Outer Route Study.

To notify TxDOT of the ambiguity, vagueness and inadequacy of their public notice (in both English and Spanish) as to their written description of the Lubbock Outer Route and, the resulting confusion of the public as to which areas of Lubbock the proposed new roadway would actually run through.

To notify TxDOT of the ambiguity, vagueness and inadequacy of their public notice (in both English and Spanish) as to their written description of the Lubbock Outer Route and the necessity of republishing their notice of public meeting with greater specificity as to the location of the proposed new roadway known as the Lubbock Outer Route.

In addition, to request that an additional public open house be conducted in the northeast quadrant of Lubbock County in order to conduct additional analysis: 1) to identify a specific route for the proposed highway facility (Lubbock Outer Route); and/or 2) as to the interplay between the proposed Lubbock Outer Route and a proposed Lubbock Outer Loop. Said additional public house would provide a meaningful opportunity for public participation in these matters by minority populations and low-income populations in the eastern portions of the City of Lubbock and Lubbock County.

**PREMISE(S):**

Executive Order 12898 (EO 12898), U.S. Department of Transportation (DOT) Order 5610.2 and Federal Highway Administration (FHWA) Order 6640.23 and other state and federal laws apply as to the Lubbock Outer Route Study.

Executive Order 12898 (EO 12898), U.S. Department of Transportation (DOT) Order 5610.2 and Federal Highway Administration (FHWA) Order 6640.23 and other state and federal laws apply as to the Lubbock Outer Route Study, including portions not included in Phase 1 or Phase 2, specifically a roadway which would connect US 84 northwest of Lubbock to US 84 southeast of Lubbock through areas in north, northeast, east and southeast Lubbock thus, completing a secondary loop system around Lubbock proper, because exclusion of the aforementioned portion of roadway, not currently included, is contrary to the intent and spirit of EO 12898, FHWA Order 6640.23, NEPA of 1969, 23 U.S.C. 109(h) and Title VI of the Civil Rights Act of 1964 (42 U.S.C. Section 2000d).

Being proactive requires the inclusion of a secondary loop system around Lubbock proper thus, better serving all of the public who rely on transportation systems and services to enhance their quality of life. This in turn will prevent a disproportionately high and adverse impact of DOT and FHWA programs, policies and activities.

Being proactive requires the inclusion of a complete secondary loop system around Lubbock proper thus, reducing conflicts and also reinforcing compliance with other related requirements, such as the National Environmental Policy Act (NEPA) of 1969, 23 U.S.C. 109(h) (which addresses social and economic impacts), and public involvement in Statewide and metropolitan planning and project development.

Transportation projects direct growth patterns.

Advocating for additional development opportunities (economic, societal, etc...) by way of expanding the Lubbock Outer Route to a Lubbock Outer Loop does not equate to being anti-development or anti-Lubbock Outer Loop.

All positions taken herein are in the context of potential negative impact(s) to minority populations, low-income populations, elderly populations, children populations and person with disability populations caused by the Lubbock Outer Route and/or the absence of a Lubbock Outer Loop.

#### **DISCUSSION/POSITION AS TO THE LUBBOCK OUTER ROUTE STUDY:**

The fundamental principals of Environmental Justice in DOT are:

1. To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including interrelated social and economic effects, on minority populations and low-income populations;

2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.

It is our contention that the project associated with the Lubbock Outer Route Study runs contrary to Title VI, and related statutes, in that all reasonably foreseeable adverse social, economic, and environmental effects on minority populations and low-income populations have not been identified and addressed and/or identified and addressed adequately. Specifically, the adverse effects not identified and addressed or identified and addressed inadequately include, but are not limited to: 1) air, noise, and water pollution; 2) soil contamination; and 3) destruction or disruption of community cohesion or a community's economic vitality; 4) adverse employment effects; 5) the denial of, reduction in, or significant delay in the receipt of benefits of DOT programs, policies, or activities; and 6) increased isolation, exclusion, or separation of minority or low-income individuals within a given community or from the broader community.

Furthermore, it is our contention that the project associated with the Lubbock Outer Route Study runs contrary to Title VI, and related statutes as a result of the following negative impacts: 1) air, noise, and water pollution; 2) soil contamination; and 3) destruction or disruption of community cohesion or a community's economic vitality; 4) adverse employment effects; 5) the denial of, reduction in, or significant delay in the receipt of benefits of DOT programs, policies, or activities; and 6) increased isolation, exclusion, or separation of minority or low-income individuals within a given community or from the broader community.

Furthermore, it is our contention that the project associated with the Lubbock Outer Route Study runs contrary to 23 C.F.R. 450.316(a)(1)(vii) and 23 C.F.R. 450.210(a)(1)(viii) in that the Lubbock MPO has not sought out, or not sought out in a sufficient manner, and/or considered the needs of those traditionally underserved by existing transportation systems and the potential challenges of low-income and minority households in accessing employment and other services.

Furthermore, it is our contention that the project associated with the Lubbock Outer Route Study runs contrary to 23 C.F.R. 450.316(a)(1)(vii) and 23 C.F.R. 450.210(a)(1)(viii) as a result of the impact the project would have/not have on the needs of those traditionally under served by existing transportation systems and challenges to be faced by low-income and minority households in accessing employment and other services.

**Lubbock Independent School District (LISD):**

It is our contention that the proposed Lubbock Outer Loop will negatively impact LISD as a whole. The Lubbock Outer Loop will encourage and facilitate the continued out-

migration of families from central, north, northeast, east and southeast Lubbock to south, southwest, west, and northwest Lubbock. The practical effect of such out-migration will be the destabilization of neighborhoods which in turn, will negatively affect student census at LISD schools in central, north, northeast, east and southeast Lubbock. This in turn, will necessitate additional school closures, especially in minority or low-income communities.

Attached hereto, and marked as Attachment B, is a map depicting LISD boundaries.

Neighboring schools districts (not including LISD) located in south, southwest, west and northwest portions of the City of Lubbock and Lubbock County continue to grow at accelerated rates due to current out-migration patterns. Magnet programs, although helpful in attracting students to schools located in central, north, northeast, east and southeast Lubbock, do not have any impact on LISD, if the student belongs to a different school district.

#### **City of Lubbock (COL):**

It is our contention that the proposed Lubbock Outer Loop will negatively impact the City of Lubbock as a whole and especially impact negatively minority and low-income communities in central, north, northeast, east and southeast Lubbock. The Lubbock Outer Loop will encourage and facilitate the continued out-migration of families from central, north, northeast, east and southeast Lubbock to south, southwest, west, and northwest portions of the City of Lubbock and Lubbock County, as well as the neighboring city of Wolfforth.

The Lubbock Outer Loop will facilitate the continued suburbanization of Lubbock to the detriment of our inner city as well as north, northeast, east and southeast Lubbock (for the most part, minority and low-income areas). Stated differently, the Lubbock Outer Loop is a deliberate attempt to foster growth in one direction at the expense of the older, and in some instances, underdeveloped portions of Lubbock, thus having the practical effect of not providing any opportunity for stabilization, much less development and growth. This is especially true of the residential and business sectors located within the service area of the North and East Lubbock Community Development Corporation (NELCDC). Attached hereto, and marked as Attachment C, is a map depicting the boundaries of the NELCDC.

Furthermore, the placement of the Lubbock Outer Route coupled with the resultant out-migration will result in the destruction or disruption of the north and east Lubbock community and/or north and east Lubbock's economic vitality.

Furthermore, the placement of the Lubbock Outer Route coupled with the resultant out-migration will result in increased isolation, exclusion, or separation of minority populations, low-income populations, elderly populations, children populations and person with disability populations located in north and east Lubbock from the broader community.

Additionally, the practical effect of such out-migration will be the destabilization of neighborhoods in the COL which in turn, will necessitate additional infrastructure to be funded and placed in areas of high growth (northwest waste water treatment plant being an example) and/or continued annexation efforts, whether voluntary or involuntary.

Although the COL is experiencing some growth, for the most part, the growth being experienced in south, southwest, west, northwest Lubbock is being fueled by migration patterns not necessarily new growth.

Finally, sprawling growth as compared to smart growth is more expensive to a city. The practical effect of the Lubbock Outer Loop will be the imposition of higher taxes to fund sprawling growth which in turn, equates to a disproportionate impact on minority and low-income portions of the COL.

#### **Downtown Lubbock Redevelopment:**

It is our contention that the proposed Lubbock Outer Loop will negatively impact Downtown Lubbock Redevelopment efforts as well as stymie the ongoing growth patterns from west-to-northwest-to-north-to-northeast Lubbock.

As to the issue of downtown Lubbock redevelopment efforts, please find attached hereto, and marked as Attachment D, a map depicting the boundaries of the Downtown Lubbock TIF.

As to the issue of growth patterns being adversely affected by the Lubbock Outer Loop, it is our contention that transportation projects direct growth patterns. Therefore, and in this instance, the Lubbock Outer Route will hinder, if not effectively stop, ongoing growth patterns from west-to-northwest-to-north-to-northeast Lubbock thus, negatively impacting minority and low-income communities in central, north, northeast, east and southeast Lubbock.

#### **DISCUSSION AS TO THE "LUBBOCK OUTER LOOP":**

The fundamental principals of Environmental Justice in DOT are:

1. To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including interrelated social and economic effects, on minority populations and low-income populations;
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.

It is our contention that the project associated with the Lubbock Outer Route Study, for the reasons stated above, runs contrary to Title VI, and related statutes, in that all reasonably foreseeable adverse social, economic, and environmental effects on minority populations and low-income populations have not been identified and addressed and/or identified and addressed adequately. Specifically, the adverse effects not identified and addressed or identified and addressed inadequately include, but are not limited to: 1) air, noise, and water pollution; 2) soil contamination; and 3) destruction or disruption of community cohesion or a community's economic vitality; 4) adverse employment effects; 5) the denial of, reduction in, or significant delay in the receipt of benefits of DOT programs, policies, or activities; and 6) increased isolation, exclusion, or separation of minority or low-income individuals within a given community or from the broader community.

Furthermore, it is our contention that the project associated with the Lubbock Outer Route Study, for the reasons stated above, runs contrary to Title VI, and related statutes as a result of the following negative impacts: 1) air, noise, and water pollution; 2) soil contamination; and 3) destruction or disruption of community cohesion or a community's economic vitality; 4) adverse employment effects; 5) the denial of, reduction in, or significant delay in the receipt of benefits of DOT programs, policies, or activities; and 6) increased isolation, exclusion, or separation of minority or low-income individuals within a given community or from the broader community.

Furthermore, it is our contention that the project associated with the Lubbock Outer Route Study, for the reasons stated above, runs contrary to 23 C.F.R. 450.316(a)(1)(vii) and 23 C.F.R. 450.210(a)(1)(viii) in that the Lubbock MPO has not sought out, or not sought out in a sufficient manner, and/or considered the needs of those traditionally underserved by existing transportation systems and the potential challenges of low-income and minority households in accessing employment and other services.

Furthermore, it is our contention that the project associated with the Lubbock Outer Route Study, for the reasons stated above, runs contrary to 23 C.F.R. 450.316(a)(1)(vii) and 23 C.F.R. 450.210(a)(1)(viii) as a result of the impact the project would have/not have on the needs of those traditionally under served by existing transportation systems and challenges to be faced by low-income and minority households in accessing employment and other services.

**Mitigating Factor(s):**

It is our contention that the proposed Lubbock Outer Loop would mitigate the negative impacts, as stated above, of the Lubbock Outer Route.

Sincerely,

*Marta Herna*  
*David J. Langston*

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Enclosures as stated.

*Walter Hernandez*

*My*

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Enclosures as stated.

Received:

Mar 7 2014 04:11pm

04:58:00 p.m.

03-07-2014

10 / 21

*Victor Hernandez*  
*Paul Pricer*

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Enclosures as stated.

*Robt. J. ...*  
*Robert A. ...*

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Enclosures as stated.

*Alta Ferna*  
*Maggie Ziegler*

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Enclosures as stated.

*Neeta Jerna*  
*Veronica Holmes*

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Enclosures as stated.

Received:

Mar 7 2014 04:12pm

04:58:34 p.m. 03-07-2014

14 / 21

# ATTACHMENT A

(TxDOT Preliminary Route Options Map)

# Preliminary Route Options Map

## Lubbock Outer Route DRAFT

- Legend**
- Preliminary Route Option
  - Proposed Infrastructure
  - Transportation**
  - Interstate
  - US Highway
  - State Highway
  - County Road
  - Local Road
  - Active Railroad
  - Abandoned Railroad
  - City Street/Highway
  - County Street/Highway
  - Major Arterial
  - State Thruway

N

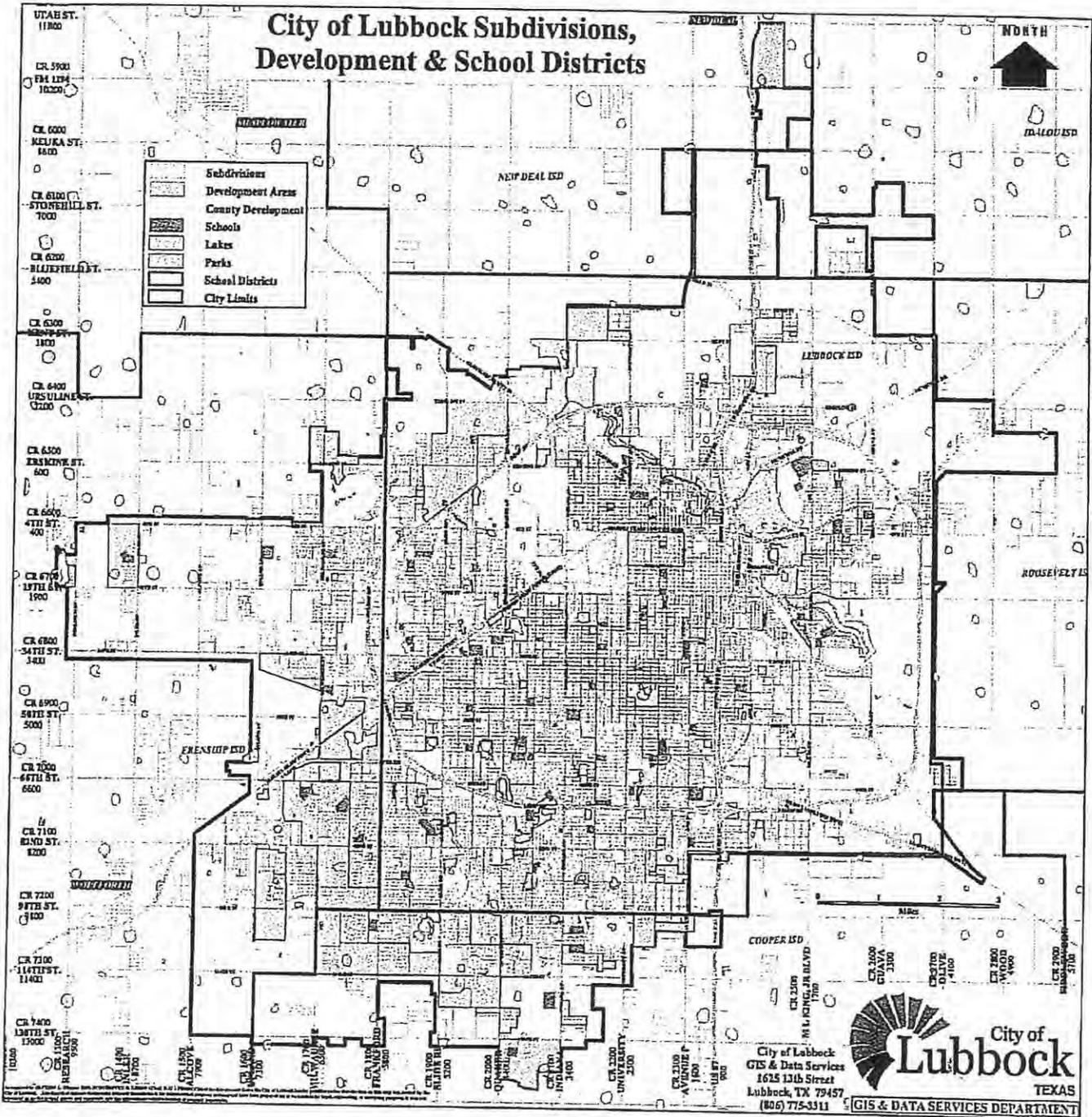
Prepared by Jacobs Engineering for the  
Texas Department of Transportation

Project: Lubbock Outer Route  
Map Scale: 1" = 1/2 Mile  
Map Date: 03/07/2014  
Map No: 15/21



# ATTACHMENT B

(Lubbock Independent School District)



Received:

Mar 7 2014 04:21pm

05:07:42 p.m. 03-07-2014

18 / 21

# ATTACHMENT C

(NELCDC)

# NORTH & EAST LUBBOCK

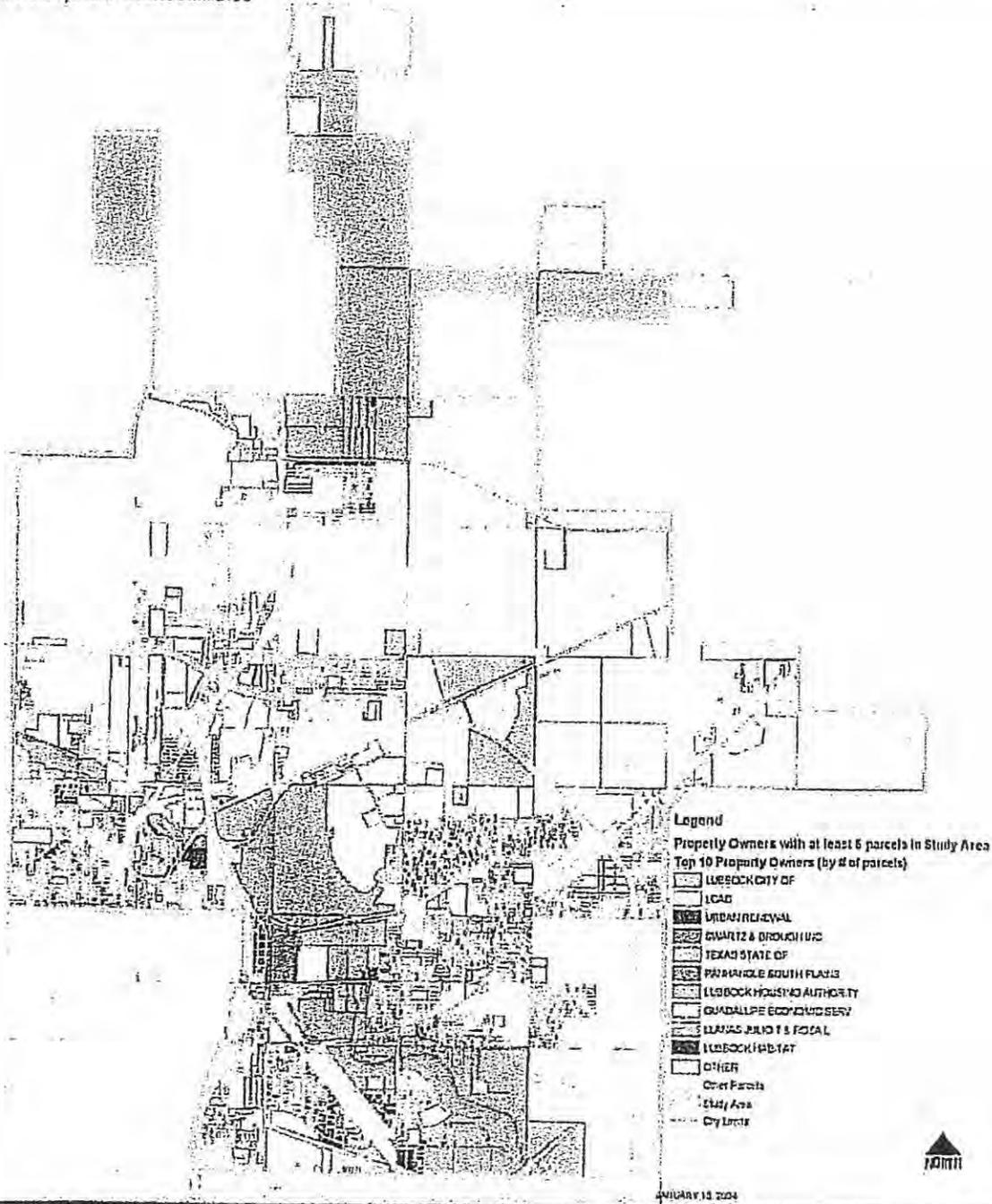
## master development plan

### NELCDC TARGET AREA

## Property Ownership

FIGURE 2-B

source: Gould Evans Affiliates



Received:

Mar 7 2014 04:22pm

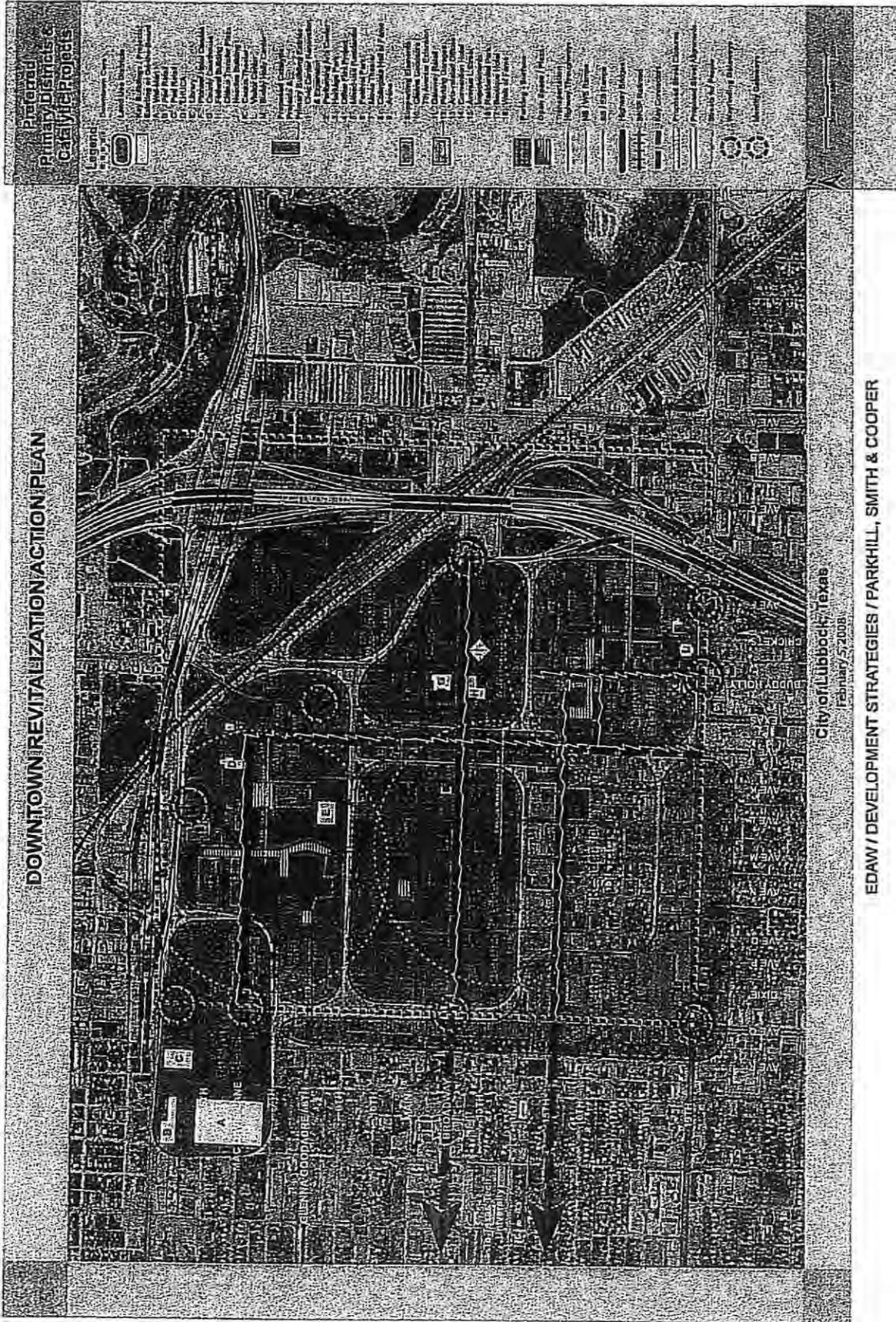
05:09:05 p.m.

03-07-2014

20 / 21

# ATTACHMENT D

(Downtown Lubbock TIF)







**COMMENT FORM**  
 Lubbock Outer Route Study  
 US84 northwest to US84 southeast  
 Open House Public Meeting  
 February 25, 2014

Thank you for attending our open house and presentation for the Lubbock Outer Route Study. We are in the process of evaluating route options. We want your thoughts and opinions!

The main reason for my interest in the Outer Route Study is I am a(n):

Residential property owner or renter  Business property owner or lessee  Other (Please explain): Family representative

Please consider the various route options from the exhibits and the presentation and let us know which route option(s) you prefer. Circle one or more preferred route option(s) for each segment.

Segment 1		Segment 2		Segment 3	Segment 4
East	West	East	West		
1Ae	1Aw	2Ae	2Aw	3A	4A
1Be	1Bw	2Be	2Bw	3B	4B
1Ce	1Cw			3C	4C
1De	1Dw			3D	4D
1Ee	1Ew			3E	4E
1Fe	1Fw			3F	
1Ge	1Gw				

Why did you choose the route option(s) above? Please be as specific as possible.

? Steve, I don't remember the route # but on the attached map, where you are splitting the route just north of Wolfcreek is taking a pivot out on my wife's family farm. There is no need to split till you get another mile north. This will still keep you out of the houses on the west.

Additional comments, concerns or suggestions:

Check each of following that apply to you (per Texas Transportation Code, §201.811(a) (5)):

I am employed by TxDOT.  I do business with TxDOT

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

Name and Contact Information (Optional):

Name: Mike Wright

Business Name: \_\_\_\_\_

Business Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_

Please leave your completed form with the Project Team at today's public meeting, mail the form to **TxDOT Lubbock District Office Attn: Steven Warren 135 Slaton Road Lubbock, TX 79404-5201**, or email your comments to [steven.warren@txdot.gov](mailto:steven.warren@txdot.gov). Comments will be accepted through **Friday, March 7, 2014**.

# Preliminary Route Options Map

## Lubbock Outer Route DRAFT

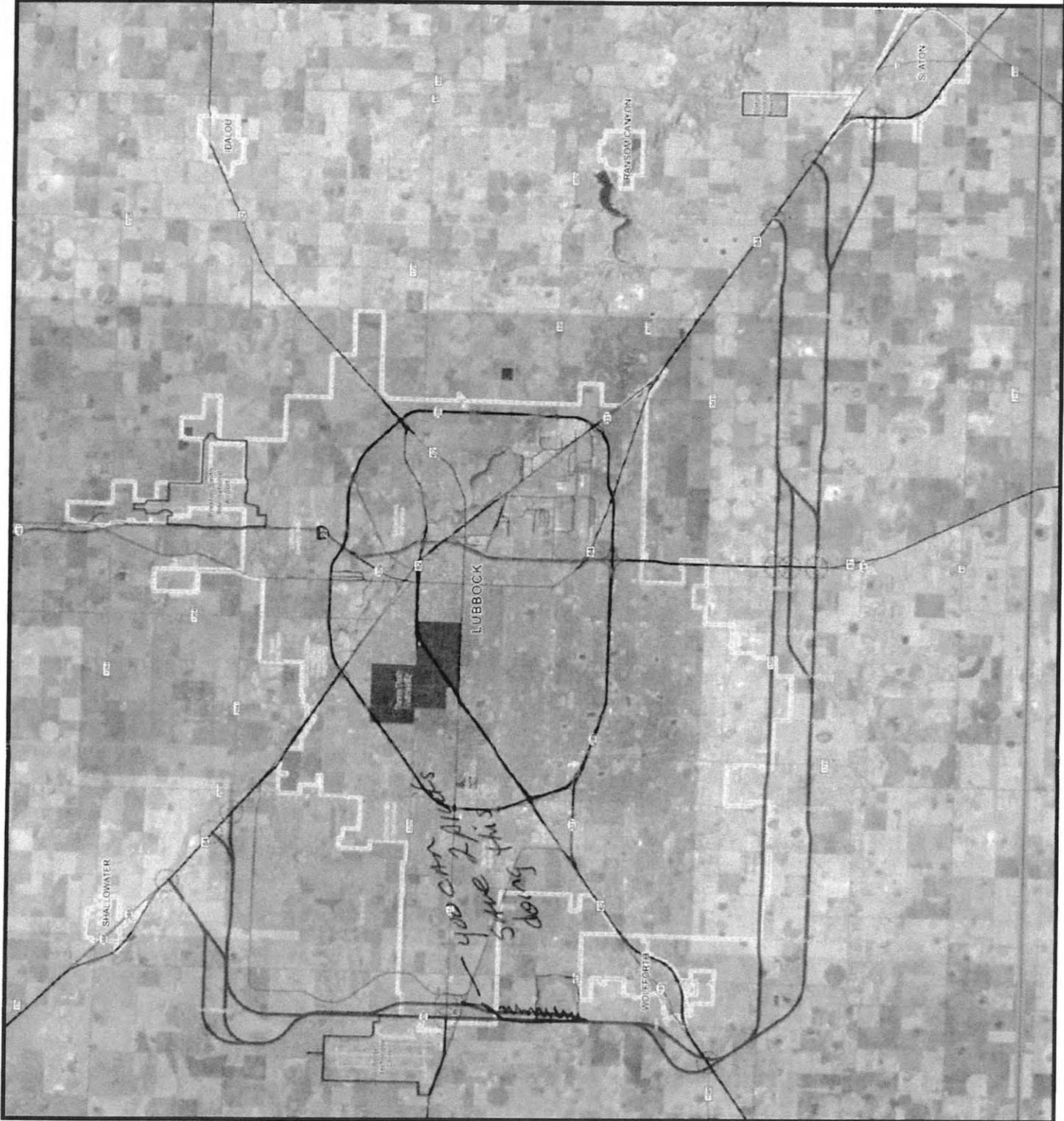
- Legend**
- Preliminary Route Options
  - Potential Interchanges
  - Transportation**
    - Interstate
    - US Highway
    - State Highway
    - County Road
    - Local Road
    - Active Railroad
    - Airports
    - City Boundaries
    - County Boundary
    - Colleges & Universities
    - Golf Courses



Prepared by Jacobs Engineering for the  
Texas Department of Transportation



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Texas Department of Transportation  
No. 14-000000-0000-0000  
The State of Texas  
Department of Transportation  
1001 North East Street  
Austin, Texas 78701  
Date: 11/27/2014



"Kukadia, Nishant N." <Nishant.Kukadia@jacobs.com>  
To: Sonia J. Cc: Christopher Lazara  
Fwd: Outer Route

March 4, 2014 12:21 PM

Please add to the database.

Thanks.  
Nishant.

Begin forwarded message:

From: "Steven Warren" <Steven.Warren@txdot.gov>  
To: "Kukadia, Nishant N." <Nishant.Kukadia@jacobs.com>  
Cc: "Kristi Schwartz" <Kristi.Schwartz@txdot.gov>  
Subject: FW: Outer Route

FYI

Steven P. Warren, P.E.  
Director of Transportation Planning  
& Development – Lubbock District  
806-748-4490 (Office)  
806-773-9684 (Mobile)

From: Mike Wright [REDACTED]  
Sent: Thursday, February 27, 2014 10:25 AM  
To: Steven Warren  
Subject: Outer Route

Hello Steve,

As I stated in the form, I didn't get a map that had the route numbers on it and I don't remember the numbers. But it is in Segment 2 from Wolforth to Shallowater. A mile or so north of 62-82 at Wolforth you move the route east for several miles. My wife's family has a farm right where you are starting the move. I ask one of your young engineers why and she said it was because of the houses on the west and it was open field on the east. Well that is fine, however there are no houses for another mile north and then you could move it east and that alone would save 2 pivots. In fact looking at Google Earth, you would still have another 1/2 mile before you got to the houses you are concerned about. Please consider leaving the route straight for another mile before moving it east.  
Thank you for your consideration

Mike Wright | Executive Vice President | An

Member FDIC | Equal Housing Lender

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Drink. Drive. Go to Jail.

[http://www.dot.state.tx.us/site\\_images/news/taglines/nascar.png](http://www.dot.state.tx.us/site_images/news/taglines/nascar.png) <<http://www.txdot.gov/driver/sober-safe/nascar-drink-drive-go-to-jail.html>>

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5ran.pdf (964 KB)



Attachment to Comment Form  
Lubbock Outer Route Study

I own property between FM1585 & 146<sup>th</sup> Street on South University. It is my wish to minimize any visual and noise impact of a major throughway in this area so the further I can distance myself the better. I also believe that staying outside of this corridor may deter the City of Lubbock from a tax driven land grab in the future as I do not want to be annexed. For these reasons it is my preference to use FM1585 as the corridor for the segment between Wolfforth and Woodrow. The residences and businesses along FM1585 have already signed-on for busy road frontage and all the issues that accompany it unlike the property owners along 146<sup>th</sup> Street who moved there to avoid it.

Thanks  
Mitch Hudson





**COMMENT FORM**  
 Lubbock Outer Route Study  
 US84 northwest to US84 southeast  
 Open House Public Meeting  
 February 25, 2014

Thank you for attending our open house and presentation for the Lubbock Outer Route Study. We are in the process of evaluating route options. We want your thoughts and opinions!

The main reason for my interest in the Outer Route Study is I am a(n):

Residential property owner or renter  Business property owner or lessee  Other (Please explain): FARM TENANT

Please consider the various route options from the exhibits and the presentation and let us know which route option(s) you prefer. Circle one or more preferred route option(s) for each segment.

Segment 1		Segment 2		Segment 3	Segment 4
East	West	East	West		
1Ae	1Aw	2Ae	2Aw	3A	4A
1Be	1Bw	2Be	2Bw	3B	4B
1Ce	1Cw			3C	4C
1De	1Dw			3D	4D
1Ee	1Ew			3E	4E
1Fe	1Fw			3F	
1Ge	1Gw				

Why did you choose the route option(s) above? Please be as specific as possible.

*The 2B route appears to be the best route considering that it would not destroy one of our center pivots. Also if you look closely you will notice that 2A not only destroys one of our pivots but it also goes through a low lying area that stands water frequently during normal years. Occasionally these two lake bottoms will meet during heavy rains. That is also an excellent power line to be avoided. Even though 2B might take out the barn or farm it would be much better than destroying the pivot. This is the smarter route due to elevation alone. This pivot produces between 300-400 boxes of cotton per year which is considerable for a small producer. By using 2B*

Additional comments, concerns or suggestions: *routing there will be less construction cost and maintenance for years to come.*

*Bear in mind this project will cross six of my farms it is important to minimize the damage to irrigated acres.*

*If there are any questions I would be happy to help.*

Check each of following that apply to you (per Texas Transportation Code, §201.811(a) (5)):

- I am employed by TxDOT.  I do business with TxDOT  
 I could benefit monetarily from the project or other items about which I am commenting.

**Name and Contact Information (Optional):**

Name: KEVIN SEHON Business Name: \_\_\_\_\_  
 Address: \_\_\_\_\_ Business Address: \_\_\_\_\_  
 Phone Number: \_\_\_\_\_  
 Email: \_\_\_\_\_

Please leave your completed form with the Project Team at today's public meeting, mail the form to TxDOT Lubbock District Office Attn: Steven Warren 135 Slaton Road Lubbock, TX 79404-5201, or email your comments to [steven.warren@txdot.gov](mailto:steven.warren@txdot.gov). Comments will be accepted through Friday, March 7, 2014.

*These comments are made on behalf of my parents, Frank & Margaret Sehon, my landlords, and myself. Frank.*



**Lubbock Outer Router Study  
Public Meeting Summary  
June 17, 2014  
Lubbock-Cooper Performing Arts Center**

**Purpose and Outreach**

This was the second of three public meetings regarding the TxDOT Lubbock Outer Route Study. The first meeting was held in February of this year. The meeting in February offered the public various route options to consider and provide comments. This meeting showed how the study team revised the route options based on the feedback received from the February Public Meeting. The public was presented the recommended route option along with all options considered for each segment and encouraged to ask questions and provide comments. The final meeting is slated for later this summer.

Outreach for the meeting was conducted using a variety of methods. A press release was distributed to local media outlets. Meeting information and project documents were posted on [www.txdot.gov](http://www.txdot.gov). Direct mail notices and emails were sent to stakeholders and the public using registration information from the February meeting as well as the previous TxDOT efforts related to this study.

**Attendance and Participation**

Approximately 148 members of the public registered at the meeting. For details, see the attached sign-in sheets. There were 12 TxDOT personnel and nine consultants staffing the meeting. A media representative from FOX 34 also attended.

**Meeting Summary**

The meeting was formatted to provide an open house, presentation, and comment period. TxDOT staff had exhibits available illustrating the route options considered and the recommended route option for each segment. Staff provided information and answered questions during the 30-minute open house. Following the open house, Steve Warren with the TxDOT Lubbock District conducted a short presentation. Subsequently, the public was provided an opportunity to ask questions and make comments.

The presentation included background on the feasibility study and the progression to the current route study. Mr. Warren also covered the public involvement and stakeholder process and how the recommended route option was determined. The route options presented at the first public meeting garnered many comments. The feedback was reviewed and considered by the study team as well as the stakeholder committee. This information, along with a technical evaluation that examined impacts to congestion and mobility, safety, socioeconomic factors (including residential displacements, environmental factors, and engineering complexity), led to the route options presented at this meeting. Mr. Warren presented each of the segments, along with the various route options and the corresponding evaluation results. Mr. Warren emphasized the study is only in the conceptual stage now. The

purpose of the current study is to identify a recommended route. The study must progress into a project and go through an environmental clearance process before any action can take place (i.e. design, right-of-way acquisition, and construction). Currently, there is no funding identified for construction. However, this study allows for TxDOT to continue the planning stages, so that when future funding is available, the project can progress into the next phase. It is not unusual for a major roadway improvement process to take many years to progress from planning to environmental to construction. The full presentation given to the public on June 17th is attached.

Following the presentation, attendees were asked to register to speak to have their comments heard and their questions answered. Four attendees registered to speak. One speaker suggested going a bit further south down FM 2641, just past CR 1500 at Legacy Ranch. Another suggested taking FM 1585 to the Brownfield Highway intersection (or even a half mile) to avoid 30 established homes. The third said she appreciated the planning effort to allow for growth. The last speaker asked several questions related to speed limit and number of intersections/stops along the FM 1585 segment.

Mr. Warren concluded by stating there will be a final public meeting to present the recommended route option and collect additional public feedback. He noted that staff would be available to answer questions and he encouraged attendees to make comments prior to the comment deadline.

### **Comments Summary**

Comment cards were collected at the meeting as well as received by TxDOT Lubbock District. By the end of the ten-day comment period, forty-one (41) comment cards, emails, and letters have been received. Two contained Open Records request for information related to the evaluation and recommendation of the proposed corridors as well as stakeholder committee personal contact information. In addition, two petitions were submitted for consideration. The first one was signed by 34 residents and farm owners east of US 87 showing preference for FM 1585 over 146<sup>th</sup> Street/CR 7500. Thirty-five residents, farmers, and business operators with property west of US 87 signed the second petition requesting TxDOT eliminate the FM 1585 segment and go forward with the 146<sup>th</sup> Street route.

The majority of the comments received were opposed to using CR7500/146<sup>th</sup> Street in Segment 3. The listed concerns of having the outer route on this segment included disruption to established residences, safety issues with homes so close to right-of-way, costs to relocate utility transmission lines, the resulting constrained right-of-way if transmission line is not relocated, a planned school at the corner of CR7500 and Quaker Avenue, natural environment impacts (Sandhill Cranes and horned lizards), destruction of farmland, and decreased residential property values. These commenters would prefer the outer route stay on FM 1585. It is suggested FM 1585 would be a better alternative because there is existing commercial development, traffic, and existing pavement that supports heavy trucks. Adding overpasses to FM

1585 and connecting at FM 179 was also suggested. If the route stays on FM 1585, it was suggested to move it further north onto vacant property, tie in at Quaker Avenue or Slide Road, or create a noise and traffic buffer (or cul-de-sac) for the residential areas on 146<sup>th</sup> Street, 148<sup>th</sup> Street, and Indiana South. Some of these stakeholders do not agree with creating a disruption to their existing neighborhood to avoid Kelsey Park, a subdivision that is still under development.

Other comments included concerns over impacting drip irrigation fields on options 1B, 1C, and 1D, praise for proposing the use of FM 2641 south of Shallowater, and commending TxDOT for selecting a route option that is less invasive than that considered at the February public meeting.

There were a few comments regarding speed limit, curb cut locations, and access road configurations that cannot be addressed at this time because the facility has not been designed yet.

### **Next Steps**

TxDOT will consider all the comments received and refine the route options further. A final public meeting will be held later this summer with the recommended route option to move forward for detailed study and to collect additional public input and feedback.

### **Attachments**

- Notices
- Exhibits
- Presentation
- Speaker Registration Cards
- Sign-in Sheets
- Comment Matrix and Scanned Comments Received by TxDOT



Texas Department of Transportation  
**NOTICE OF PUBLIC MEETING #2**  
**LUBBOCK OUTER ROUTE STUDY**

The Texas Department of Transportation (TxDOT) will host a public open house and presentation to gather public comments on the recommended route options for the Lubbock Outer Route Study. The open house and presentation will be held on Tuesday, June 17, 2014 from 5:30 PM to 7:30 PM at Lubbock-Cooper Performing Arts Center located at 16302 Loop 493, Lubbock, TX 79423. A short presentation by TxDOT personnel will be conducted at 6:00 p.m. followed by a public comment period. Staff will be available at all times to answer individual questions.

The Lubbock Outer Route Study is currently in its second phase of development. During this current phase, additional analysis is being conducted to identify a specific route for the proposed highway facility. Information may be found on the project website <http://www.txdot.gov/inside-txdot/projects/studies/lubbock/outer-route.html>

The open house will provide updated information and exhibits related to the recommended route options as well as a formal presentation. The public is invited to attend to get information and provide comments.

Written comments may be emailed to [steven.warren@txdot.gov](mailto:steven.warren@txdot.gov), faxed to (806) 748-4380, or mailed to Steven Warren, P.E. at 135 Slaton Road, Lubbock, TX 79404-5201. All comments must be submitted or postmarked by June 27, 2014. The presentation can be found online, after the public meeting, at <http://www.txdot.gov/inside-txdot/projects/studies/lubbock/outer-route.html>, or requested by calling (806) 748-4490.

Persons who plan to attend and have special communication or accommodation needs are encouraged to call Dianah Ascencio at (806) 748-4472 at least five business days prior to the open house to request assistance. TxDOT will make every reasonable effort to accommodate these needs.



El Departamento de Transporte de Texas  
**AVISO DE JUNTA PÚBLICA #2**  
**ESTUDIO DEL LIBRAMIENTO VIAL PARA LA CIUDAD DE LUBBOCK**

El Departamento de Transporte de Texas (TxDOT) convocará una exhibición y presentación pública para recopilar comentarios del público sobre las opciones de ruta recomendadas para el Estudio del Libramiento Vial para la Ciudad de Lubbock. La exhibición y presentación pública están programadas para el martes 17 de junio de 2014 de las 5:30 p.m. a las 7:30 p.m. en el Lubbock-Cooper Performing Arts Center localizado en 16302 Loop 493, Lubbock, TX 79423. Personal de TxDOT llevará a cabo una breve presentación a las 6:00 p.m. seguida de un periodo de comentarios por parte del público. El personal estará disponible en todo momento para responder a sus preguntas.

El Estudio del Libramiento Vial para la Ciudad de Lubbock se encuentra actualmente en su segunda fase de desarrollo. Durante ésta, se analizarán diferentes opciones para identificar una ruta específica recomendada para la nueva vialidad. Para información adicional sobre este proyecto visite el sitio: <http://www.txdot.gov/inside-txdot/projects/studies/lubbock/outer-route.html>

La exhibición pública proveerá información actualizada y materiales relacionados con las rutas recomendadas, así como una presentación formal por parte del personal de TxDOT.

Comentarios escritos pueden ser enviados por correo electrónico a [steven.warren@txdot.gov](mailto:steven.warren@txdot.gov), por fax al teléfono (806) 748-4380 o por correo a nombre de Steven Warren, P.E., 135 Slaton Road Lubbock, TX79404-5201.

Todos los comentarios deberán ser recibidos o enviados antes del 7 de marzo de 2014. La presentación estará disponible en el internet, después de la junta pública, en <http://www.txdot.gov/inside-txdot/projects/studies/lubbock/outer-route.html>, o puede ser solicitada llamando al (806) 748-4490.

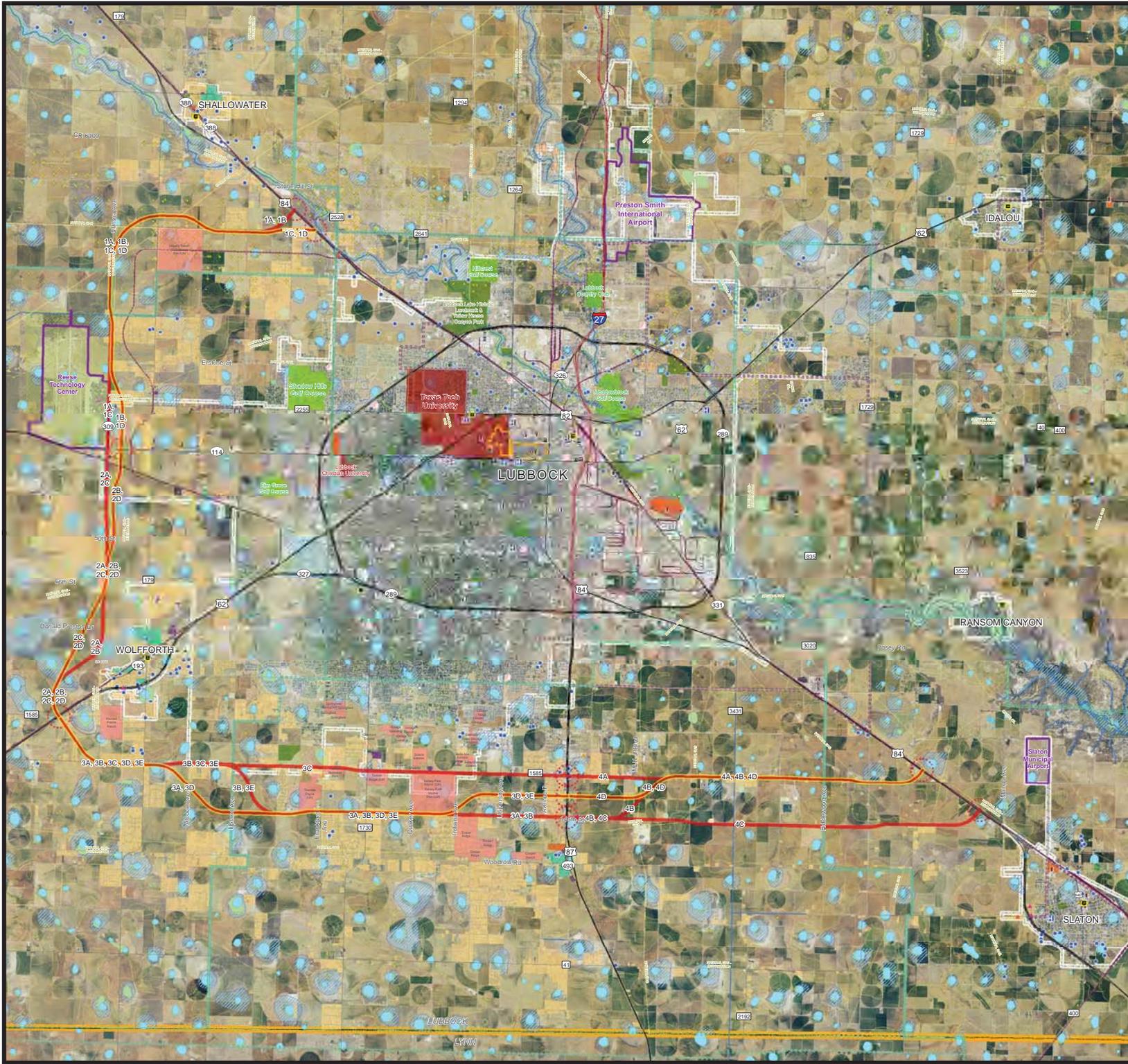
Personas con necesidad de asistencia o con necesidades especiales que van a asistir a la junta favor de llamar a Dianah Ascencio al teléfono (806) 748-4472 por lo menos 5 días hábiles antes de la junta para solicitar asistencia. TxDOT hará lo posible para atender sus necesidades.

# Revised Route Options Map

## Lubbock Outer Route DRAFT

### Legend

- Revised Route Options
- Recommended Route Options
- ⋯ Potential Interchanges
- Transportation**
  - Interstate
  - US Highway
  - State Highway
  - County Roads
  - Local Roads
  - Active Railroad
  - Airports
- Community Resources**
  - Fire Stations
  - Police Stations
  - Hospitals
  - City Boundaries
  - School District Boundaries
  - County Boundary
- Land Use**
  - Residential
  - Schools
  - Houses of Worship
  - Colleges & Universities
  - Future Development
- Cultural Resources**
  - National Register of Historic Places
  - ✕ Texas Historical Markers
  - Historic District
  - Cemeteries
- Low Income & Minority Populations**
  - Low Income & Minority Populations
- Hazardous Materials**
  - Landfills
  - Electric Substations
  - + Oil/Gas Surface Wells
  - Oil & Gas Pipelines
- Prime Farmland**
  - Prime Farmland
- Parks & Conservation Areas**
  - Parks
  - Golf Courses
  - Local Conservation Lands
- Water Resources**
  - Public Water Supply Wells
  - Streams
  - National Hydrography Dataset Features
  - Playa Lakes
  - National Wetland Inventory Features
  - 100-year Floodplain



Prepared by Jacobs Engineering for the Texas Department of Transportation

# Typical Sections



**Initial Construction\*: Four-lane Divided Highway (2030)**



**Ultimate Construction\*: Freeway with Frontage Roads (2050)**

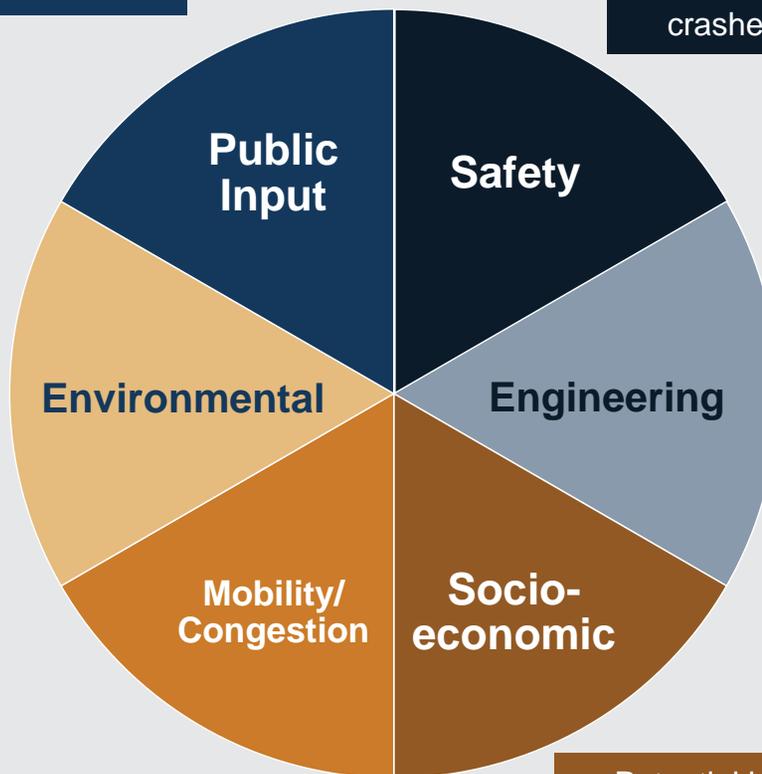
\*Draft for illustrative purposes only; subject to change based on funding availability and actual site conditions

# Evaluation Criteria

- Input from stakeholders
- Public Comments

- Potential for reduction in crashes (2040)

- Floodplains
- Additional impervious cover
- Wetlands, Playa lakes & stream crossings
- Water wells
- Wildlife habitat
- Cemeteries
- Historic structures, sites, and resources
- Parks
- Potential archaeological resources
- Potential hazmat sites
- Prime farmland
- Potential traffic noise receptors
- Oil/gas wells & pipeline crossings

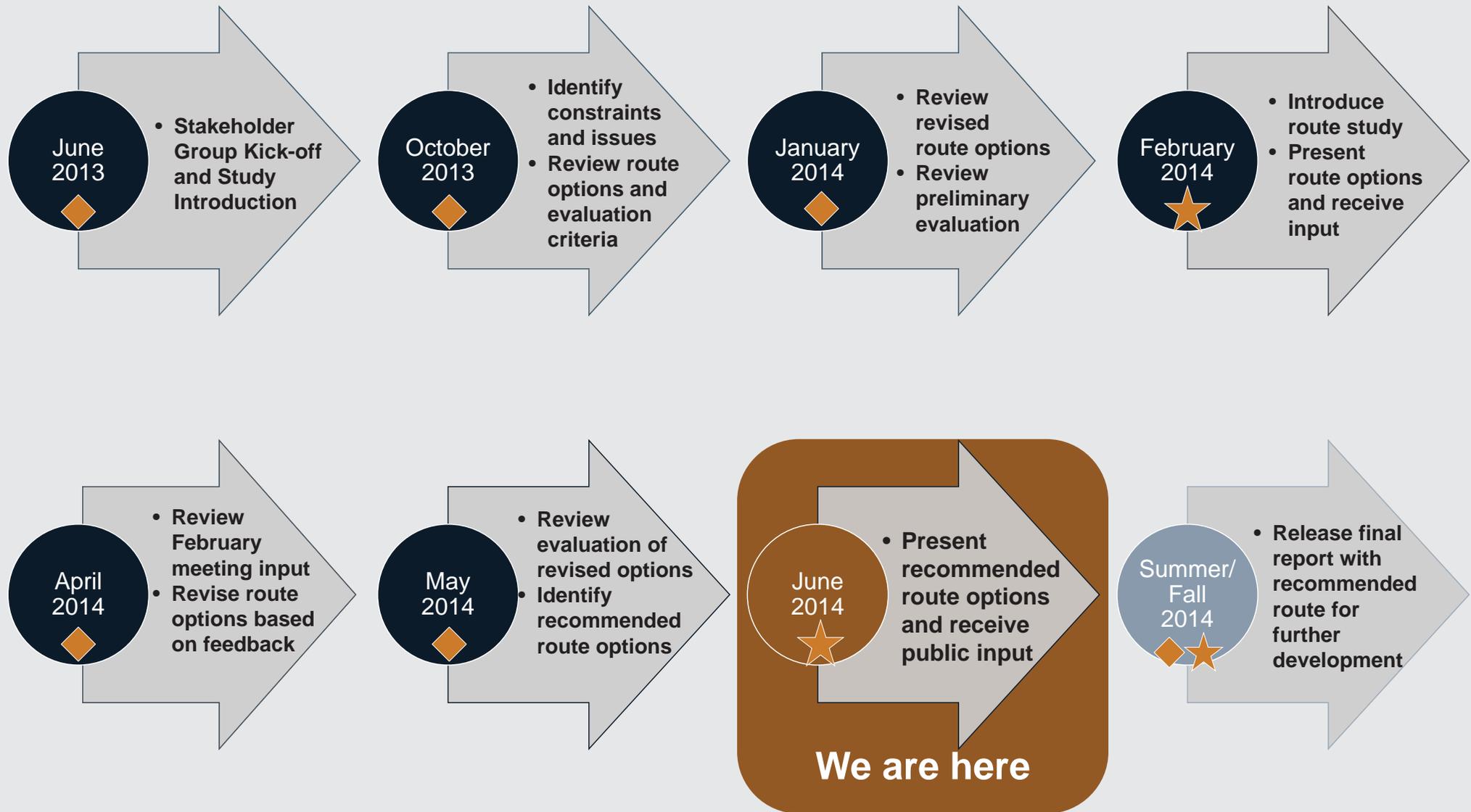


- Amount of existing pavement utilized
- Total right-of-way required (acres)
- Construction cost (2014 dollars)
  - Interim
  - Ultimate
- Stream crossings
- Number of bridges
- Segment length

- Average Daily Traffic (2040)
- Population served (within 2 miles)

- Potential impact to tax rolls (reduction in taxable value, based on 2012 data)
- Number of intersecting parcels
- Potential residential displacements
- Land use (acreage impacted by segment)
  - Residential
  - Commercial
  - Agricultural
  - Other

# Schedule & Next Steps



◆ Indicates stakeholder meeting

★ Indicates public meeting

# Options Evaluation Matrix (DRAFT)

Segments	1				2				3					4				
	US 84 (North) to SH 114				SH 114 to US 62/82				US 62/82 to US 87					US 87 to US 84 (South)				
Options within Segments	A	B	C	D	A	B	C	D	A	B	C	D	E	A	B	C	D	
<b>Congestion/Mobility</b>																		
1 Average Daily Traffic (2040)		-				O					++							+
2 Population Served (2 mile buffer)	+	+	++	+	++	++	+	+	-	O	++	O	O		++	+	++	+
<b>Safety</b>																		
3 Annual potential for reduction in crashes (2040)		O				O					++							+
<b>Socio-economic</b>																		
4 Potential impact to tax rolls (Reduction in taxable value, based on 2012 data)	--	++	--	++	--	+	--	++	++	++	--	-	-	--	--	++	--	
5 Number of intersecting parcels	--	++	--	++	--	++	--	++	++	O	--	++	O	--	--	++	--	
6 Potential residential displacements	+	+	+	++	--	++	--	++	++	+	--	--	--	--	--	++	--	
7 Land Use (acreage impacted by segment)																		
Residential	++	O	++	O	--	++	--	++	--	--	++	-	--	--	--	++	--	
Commercial	O	++	O	++	--	++	--	++	-	-	--	++	++	--	--	++	--	
Agricultural	++	+	++	+	++	+	++	+	+	+	++	O	O	++	+	O	+	
<b>Environmental Factors</b>																		
8 Floodplains (in acres)	+	++	+	++	-	+	O	++	-	-	++	++	++	O	--	+	++	
9 Additional impervious cover (Interim Buildout, square yards)	++	+	+	+	+	+	++	+	--	--	++	--	--	++	--	--	-	
10 Additional impervious cover (Ultimate Buildout, square yards)	++	+	+	+	+	+	++	+	O	O	++	O	O	++	+	--	+	
11 National Wetlands Inventory (in acres)	--	++	--	++	++	++	++	++	--	--	--	++	-	--	++	--	++	
13 Playa Lakes (Acreage)	-	++	-	++	++	++	++	++	--	--	-	++	O	--	++	--	++	
16 Potential wildlife habitat (in acres) <sup>3</sup>	++	++	++	+	++	++	++	++	++	++	++	++	++	++	++	++	++	
17 Number of potential historic sites	O	++	O	++	--	+	--	++	++	O	--	-	--	--	--	++	--	
23 Number of acres with an elevated potential for archaeological resources	--	++	--	++	--	--	--	++	--	--	O	++	O	--	O	+	++	
24 Number of potential hazmat sites	++	++	++	++	++	++	++	++	++	++	--	++	++	++	++	++	++	
25 Prime Farmland (in acres)	++	+	++	++	++	++	++	++	++	++	++	+	++	++	--	--	-	
26 Number of potential traffic noise receptors	-	++	--	+	--	++	--	++	++	++	+	+	+	--	--	++	--	
27 Number of oil/gas wells	O	O	O	O	++	++	++	++	++	++	++	++	++	++	O	--	++	
28 Oil/Gas Pipeline Crossings	++	++	++	+	-	-	++	++	++	++	++	++	++	++	++	++	++	
<b>Engineering</b>																		
29 Amount of existing pavement utilized (square yards)	+	-	+	-	-	-	-	-	-	+	+	-	+	+	+	-	+	
30 Total right-of-way required (acres)	++	+	+	+	+	+	++	++	+	+	++	+	+	++	+	+	+	
31 Construction cost (entire corridor, 2013 Dollars)																		
Interim	+	++	+	+	+	+	++	+	O	O	++	O	O	++	+	-	+	
Ultimate	+	++	+	+	+	+	++	+	+	+	++	+	+	++	+	O	+	
32 Number of stream crossings	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	
34 Segment length (in miles)	++	+	+	+	+	+	++	++	+	+	++	+	+	++	+	+	+	
<b>Overall Ranking</b>	3rd	1st	4th	2nd	4th	2nd	3rd	1st	3rd	5th	2nd	1st	4th	3rd	4th	1st	2nd	

# AGENDA

## Lubbock Outer Route Study Public Meeting #2

Tuesday, June 17, 2014, 5:30pm  
Lubbock-Cooper Performing Arts Center

**5:30** Open House

**6:00** Presentation by TxDOT Followed by Public Comment Period  
Open House Continues


TEXAS DEPARTMENT OF TRANSPORTATION











## LUBBOCK OUTER ROUTE

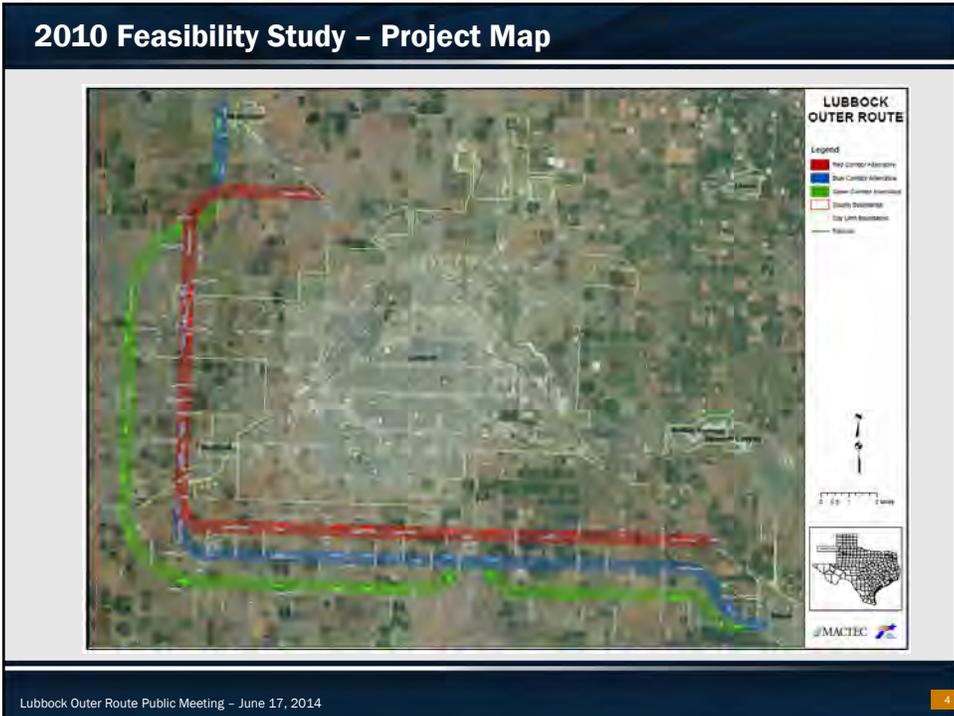
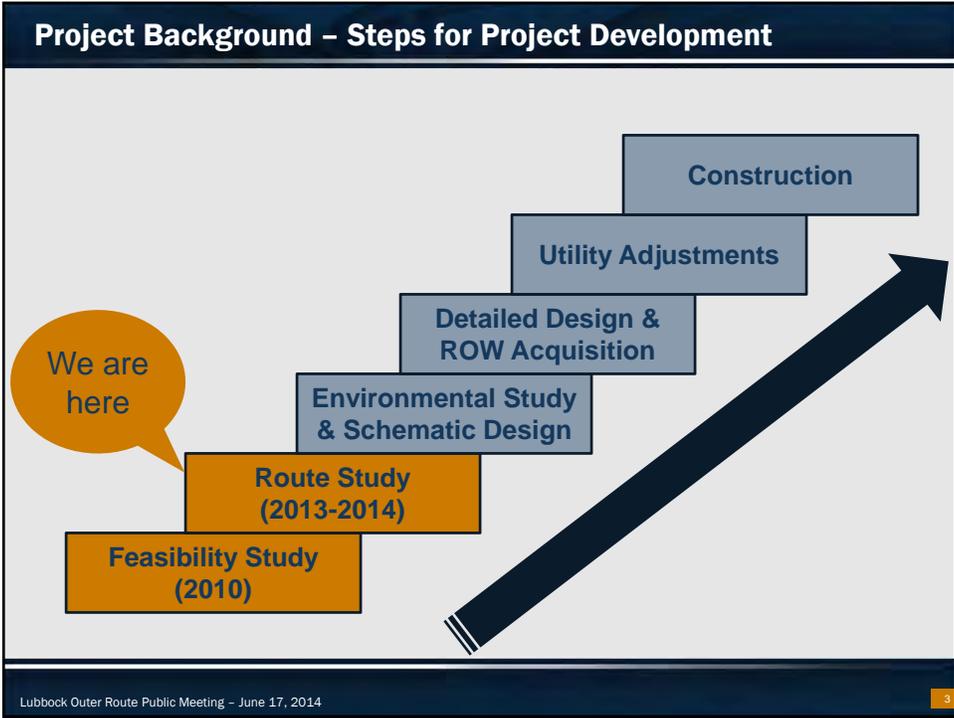
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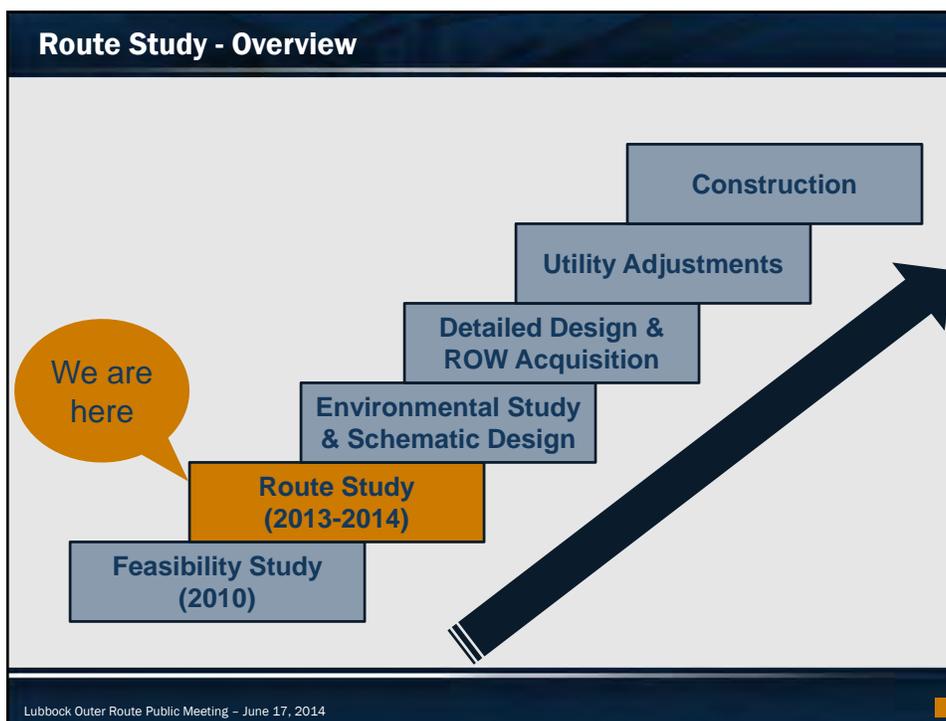
Public Meeting  
June 17, 2014

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<b>3</b>	Evaluation Criteria	10-14
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### Route Study – Stakeholder Meetings

- Kick-off Meeting – July 2013
  - History and Overview of the Study
  - Discuss Project Schedule
- Second Meeting – October 2013
  - Identify Constraints and Features
  - Review Preliminary Options
  - Review Draft Evaluation Criteria
  - Determine Date and Location of Public Meeting
- Third Meeting – January 2014
  - Review Revised Options for Public Meeting



Lubbock Outer Route Public Meeting - June 17, 2014

## Route Study – Stakeholder Meetings

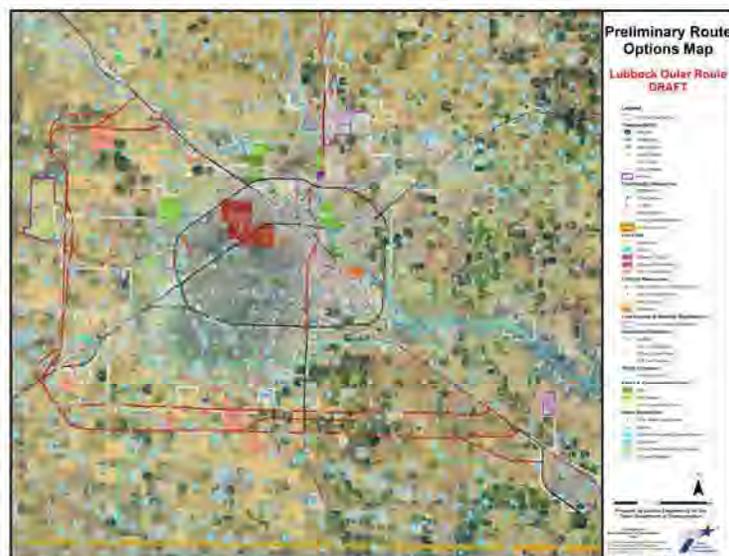
- Fourth Meeting – April 2014
  - Review input from February public meeting
  - Refine route options
  
- Fifth Meeting – May 2014
  - Review evaluation of route options
  - Identify Recommended Options



Lubbock Outer Route Public Meeting – June 17, 2014

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## Route Study – Preliminary Options



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### Evaluation Criteria – Socioeconomic Factors

- Potential Impact to Tax Rolls
- Number of Parcels Impacted
- Potential Residential Displacements
- Potential Impact to Land Use
  - ✓ Residential
  - ✓ Commercial
  - ✓ Agricultural
  - ✓ Other

Lubbock Outer Route Public Meeting – June 17, 2014

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### Evaluation Criteria – Environmental Factors

- |                                     |                                      |
|-------------------------------------|--------------------------------------|
| ▪ Floodplains                       | ▪ Official Texas Historical Markers  |
| ▪ Additional Impervious Cover       | ▪ Parks                              |
| ▪ Wetlands                          | ▪ Potential Archaeological Resources |
| ▪ Playa Lakes                       | ▪ Potential Hazmat Sites             |
| ▪ Water Wells                       | ▪ Prime Farmland                     |
| ▪ Streams                           | ▪ Potential Traffic Noise Receptors  |
| ▪ Potential Wildlife Habitat        | ▪ Oil/Gas Wells                      |
| ▪ Potential Historic Sites          | ▪ Oil/Gas Pipelines                  |
| ▪ Cemeteries                        |                                      |
| ▪ National Historic Register Sites  |                                      |
| ▪ Recorded Texas Historic Landmarks |                                      |

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### Evaluation Criteria – Engineering Factors

- Amount of Existing Pavement Utilized
- Total Right-of-Way Required
- Estimated Construction Cost (Interim and Ultimate)
- Number of Stream Crossings
- Number of Bridges
- Segment Length

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### Evaluation Ratings

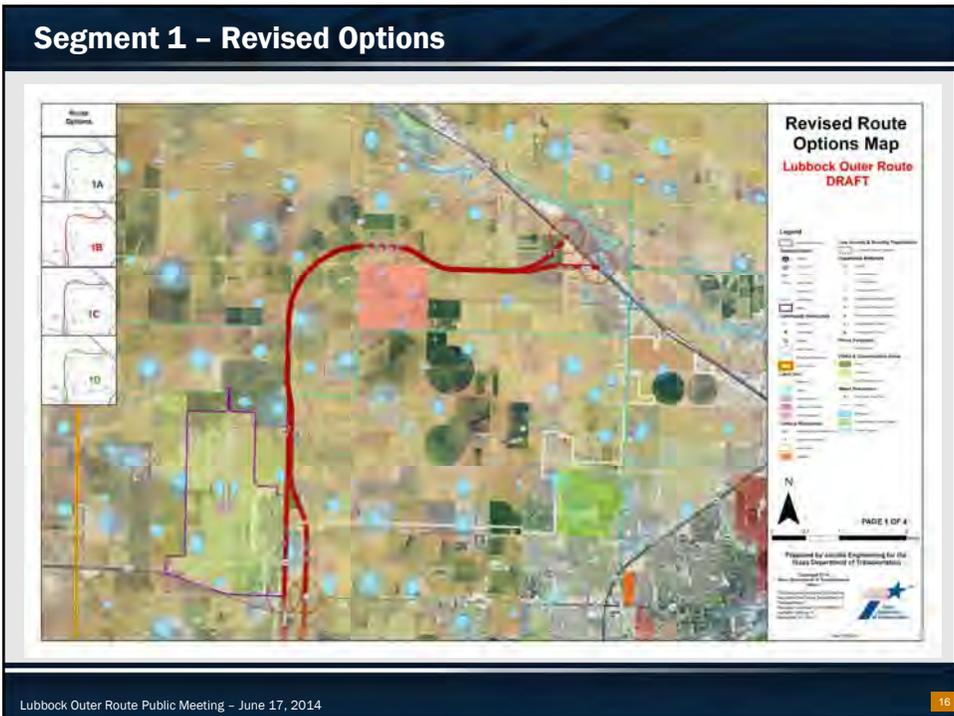
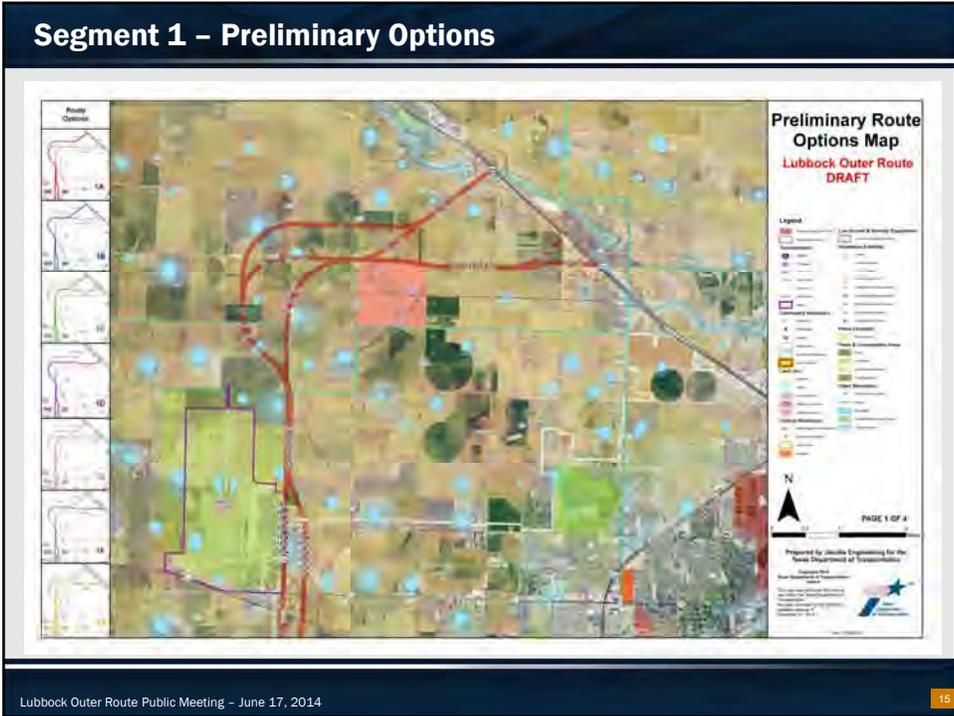
The diagram shows a horizontal scale with a red arrow pointing left and a green arrow pointing right. Above the scale are symbols: three dashes (- - -) on the left, a circle (O) in the center, and three plus signs (+ + +) on the right. Below the red arrow are the following text items:

- Higher Socioeconomic Impact
- Higher Environmental Impact
- Higher Engineering Constraints or Costs

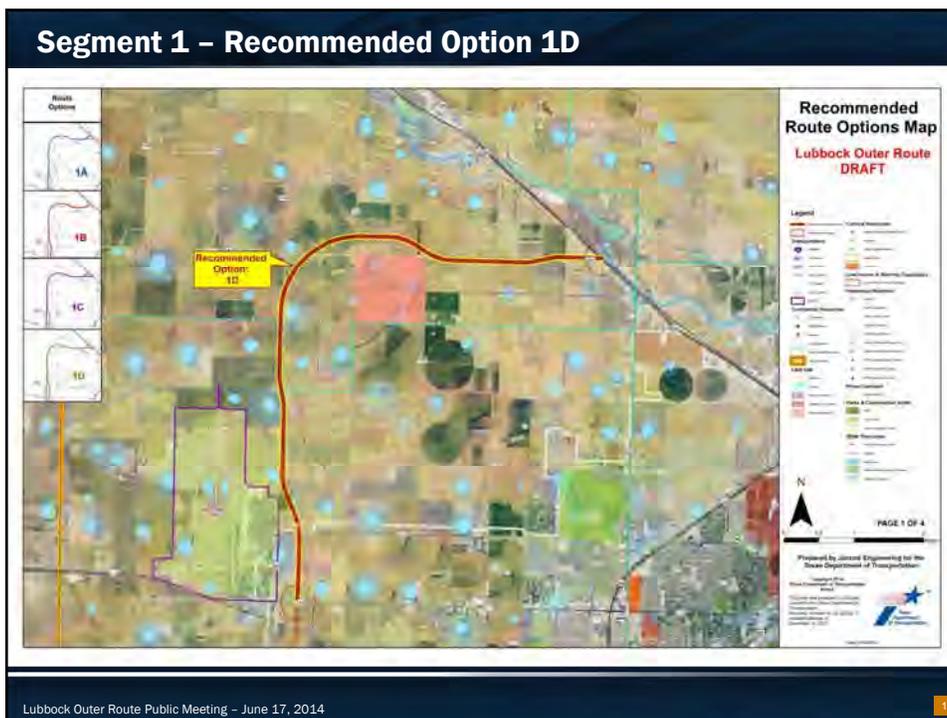
Below the green arrow are the following text items:

- Lower Socioeconomic Impact
- Lower Environmental Impact
- Lower Engineering Constraints or Costs

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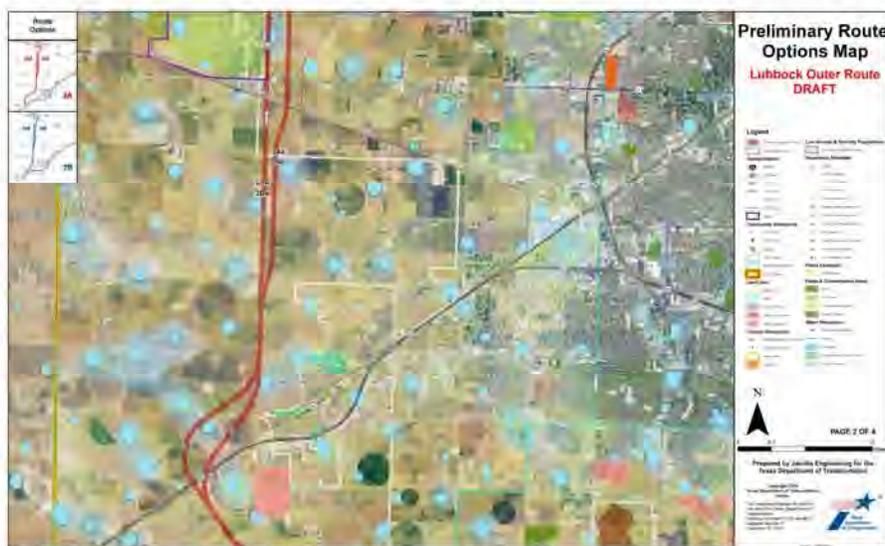
Segment 1 - Evaluation				Summary
	1A	1B	1C	1D
Congestion/Mobility & Safety	0	0	+1	0
Socioeconomic	+1	+8	+1	+9
Environmental	+7	+21	+4	+19
Engineering	+8	+6	+6	+4
<b>Overall Ranking</b>	<b>3rd</b>	<b>1st</b>	<b>4th</b>	<b>2nd</b>
Average Traffic Demand (2040)		5,000 to 6,000		
Interim Construction Cost (2014\$)*		\$49 M to \$52 M		
Ultimate Construction Cost (2014\$)*		\$181 M to \$186 M		
* Does not include Right-of-way Costs				

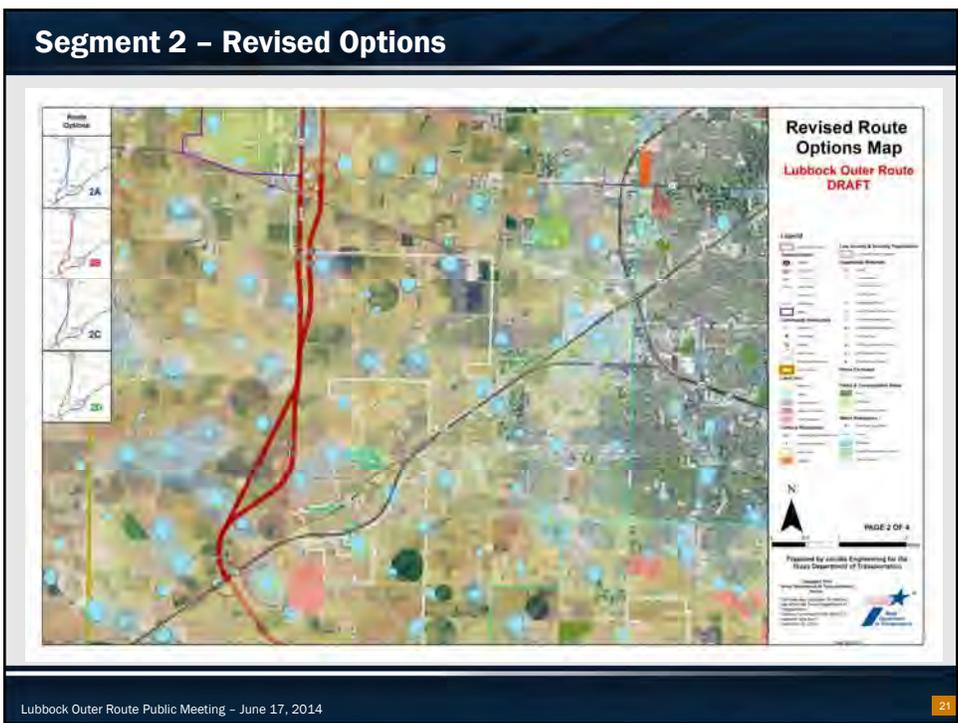


## Evaluation – Why Option 1D ?

- Ability to expand toward airport in the future by utilizing existing FM 2641
- Lowest socioeconomic impact of all options in Segment 1
- Lower environmental impact than options 1A and 1C

## Segment 2 – Preliminary Options

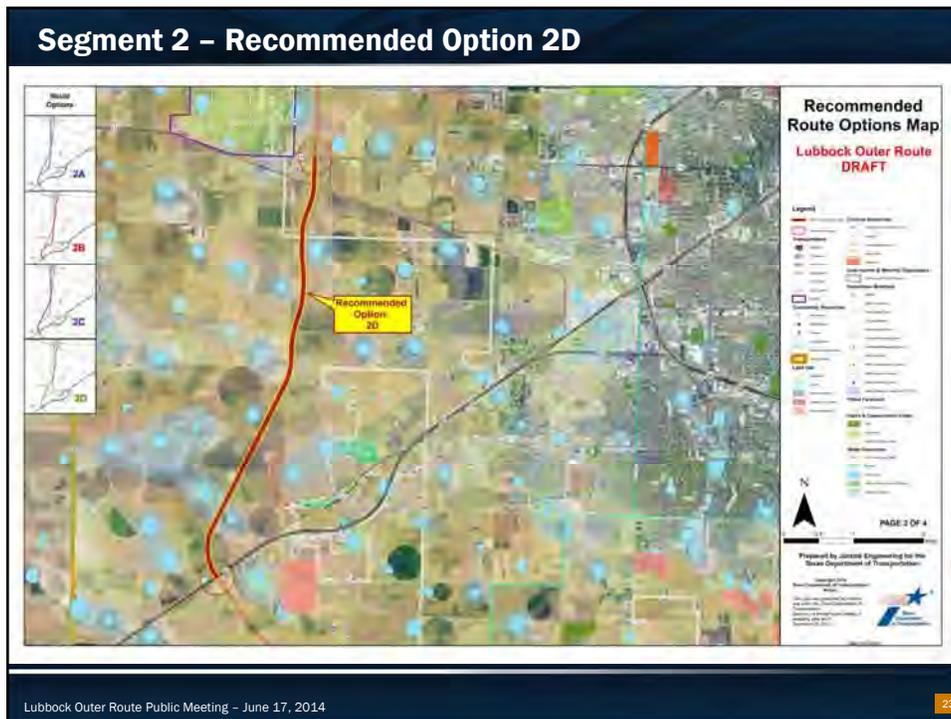




### Segment 2 - Evaluation Summary

	2A	2B	2C	2D
Congestion/Mobility & Safety	+2	+2	+1	+1
Socioeconomic	-8	+10	-8	+11
Environmental	+6	+15	+12	+24
Engineering	+4	+4	+8	+6
<b>Overall Rating</b>	4th	2nd	3rd	1st
Average Traffic Demand (2040)	11,000 to 12,000			
Interim Construction Cost (2014\$)*	\$36 M to \$37 M			
Ultimate Construction Cost (2014\$)*	\$116 M to \$120 M			
* Does not include Right-of-way Costs				

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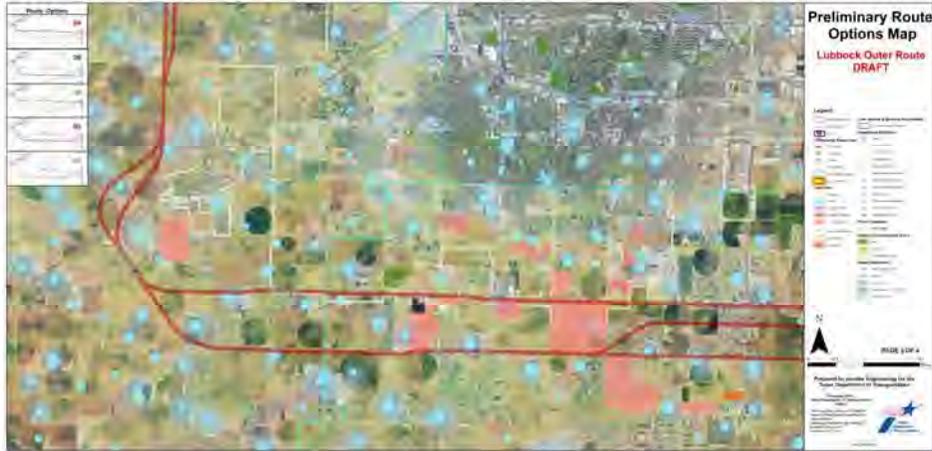


### Evaluation – Why Option 2D ?

- Lowest socioeconomic impact of all options in Segment 2
- Lowest environmental impact of all options in Segment 2
- More direct route than option 2C

Lubbock Outer Route Public Meeting – June 17, 2014

### Segment 3 - Preliminary Options



Lubbock Outer Route Public Meeting - June 17, 2014

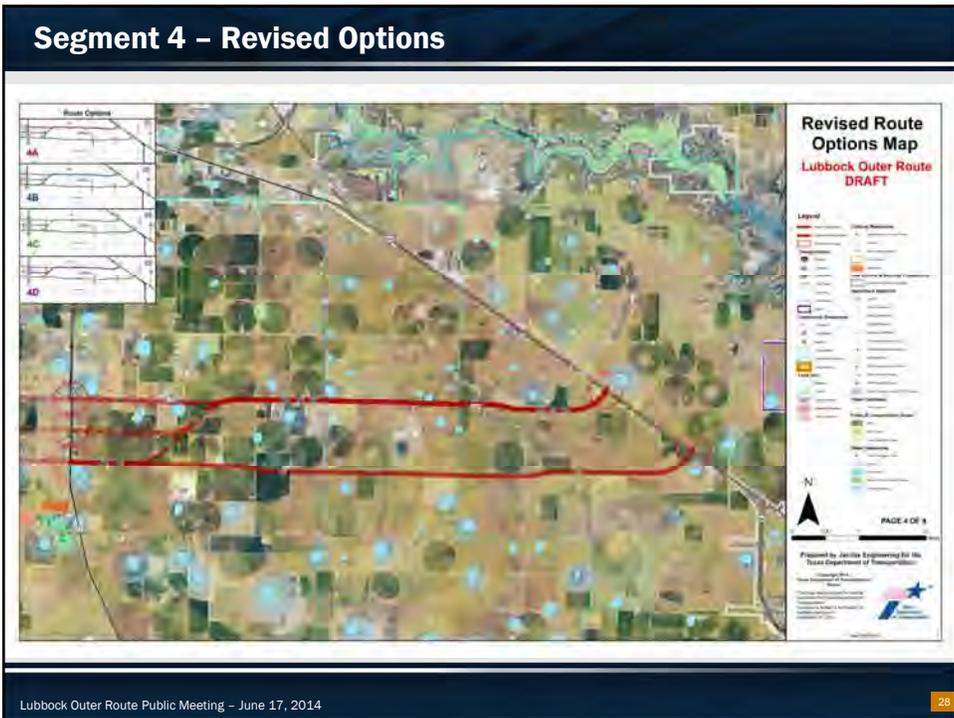
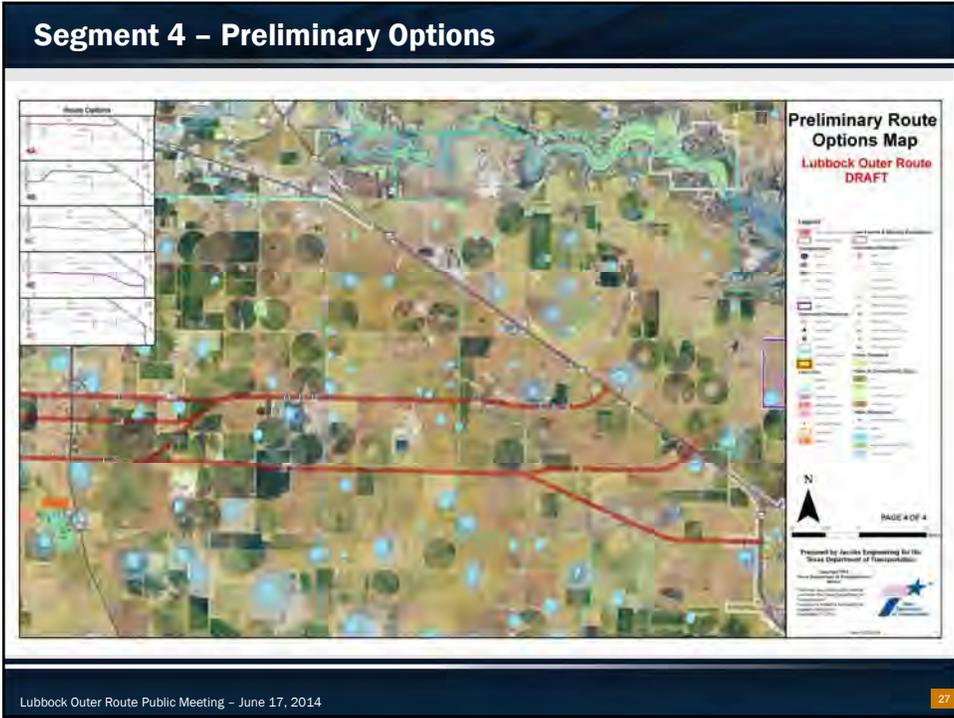
25

### Segment 3 - Revised Options



Lubbock Outer Route Public Meeting - June 17, 2014

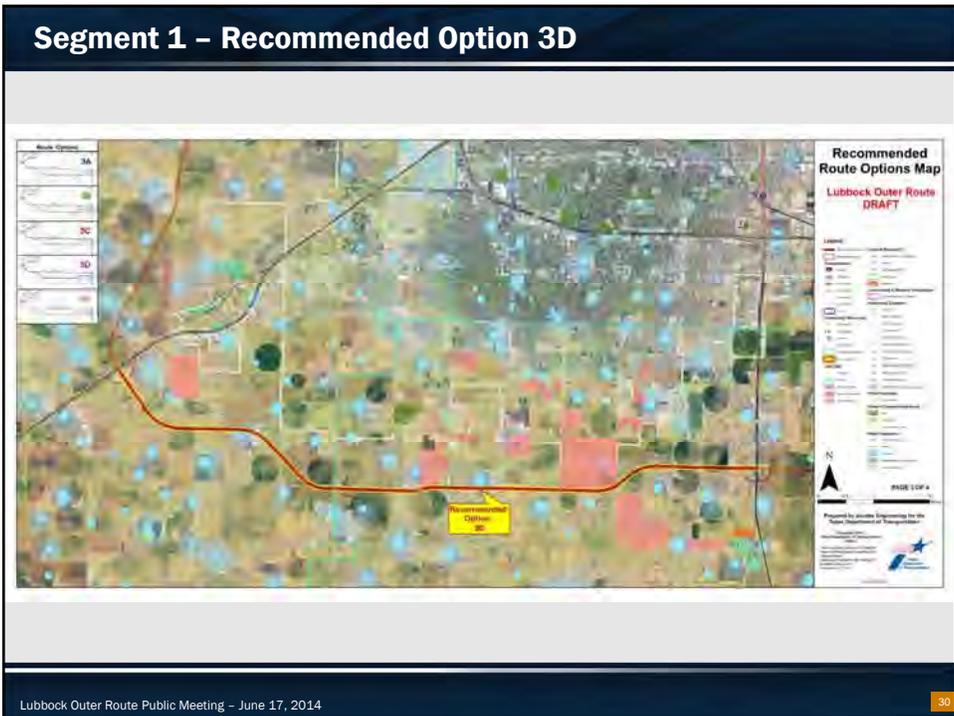
26



### Segment 3 and 4 Combination Ratings

	1	2	3	4	5	6	7
Option in Segment 3	3C	3A	3A	3B	3B	3D	3E
Option in Segment 4	4A	4B	4C	4B	4C	4D	4D
Congestion/Mobility & Safety	+10	+6	+7	+7	+8	+7	+7
Socioeconomic	-12	-5	+14	-8	+11	-9	-12
Environmental	+12	+6	+5	+4	+3	+26	+19
Engineering	+20	+9	+4	+11	+6	+9	+11
<b>Overall Ranking</b>	<b>2nd (tie)</b>	<b>6th</b>	<b>2nd (tie)</b>	<b>7th</b>	<b>4th</b>	<b>1st</b>	<b>5th</b>

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## Segment 1 – Recommended Option 4D



## Evaluation – Why Options 3D & 4D ?

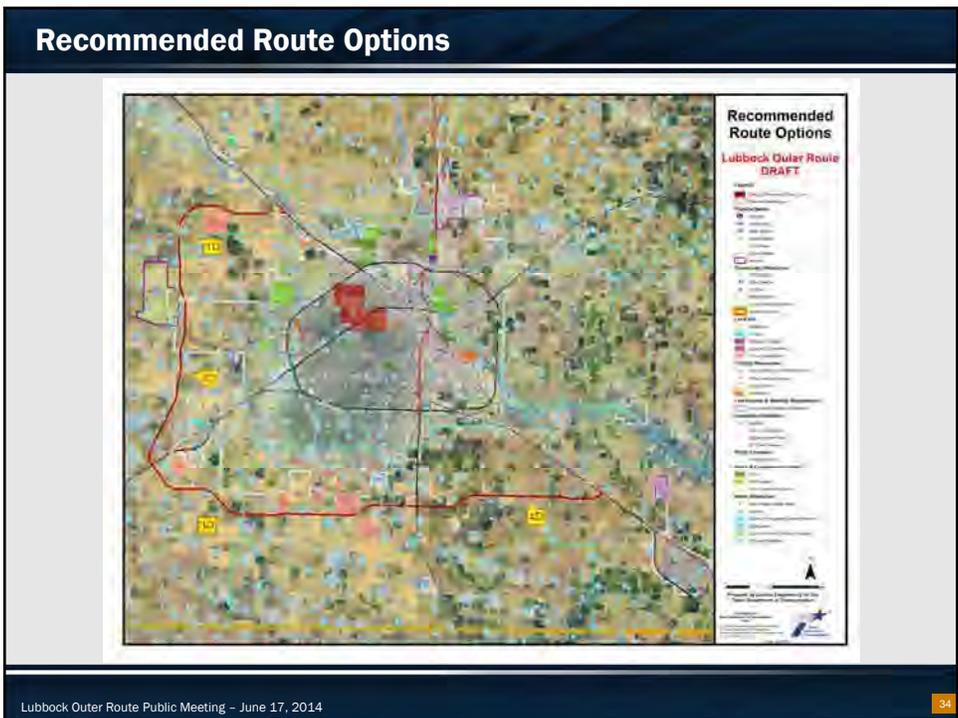
- Lowest environmental impact of all options
- Reduces impact to existing development along FM 1585
- Establishes opportunity for extension to northeast side of the community

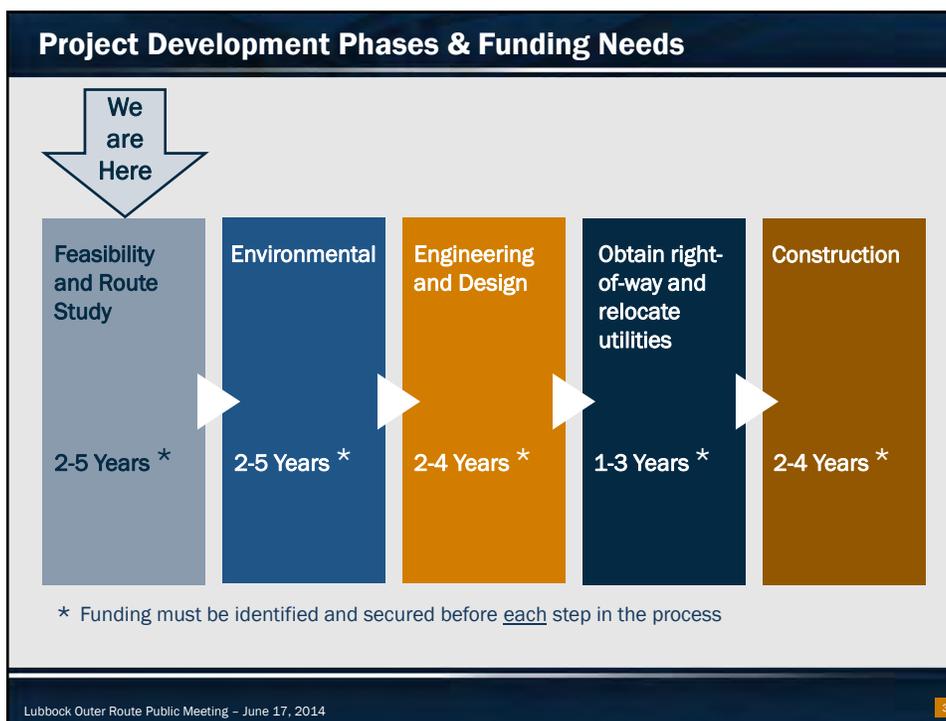
### Segment Comparison

Segment	Average Traffic Demand (2040)	Interim Construction Cost (2014 \$)*	Ultimate Construction Cost (2014 \$)*
Segment 1	5,000 - 6,000	\$49 - 52M	\$181 - 186M
Segment 2	11,000 - 12,000	\$36 - 37M	\$116 - 120M
Segment 3	24,000 - 25,000	\$54 - 72M	\$198 - 220M
Segment 4	15,000 - 16,000	\$32 - 49M	\$141 - 168M
<b>Total</b>	<b>5,000 - 25,000</b>	<b>\$171 - 210M</b>	<b>\$636 - 694M</b>

\* Does not include Right-of-way Costs

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### Public Comments

Written comments to be sent by June 27, 2014

Submit a comment card at the meeting today or send your comments by:

E-mail: [steven.warren@txdot.gov](mailto:steven.warren@txdot.gov)  
 Fax: (806) 748-4380  
 Mail: 135 Slaton Road, Lubbock, TX 79404-5201  
 Website: <http://www.txdot.gov/inside-txdot/projects/studies/lubbock/outer-route.html>

Please provide your name and address at the sign-in table if you would like to be included on the project mailing list.

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# SPEAKER REGISTRATION CARD

10



Lubbock Outer Route Study:  
US84 northwest to US84 southeast of Lubbock  
Open House Public Meeting  
June 17, 2014

Instructions: If you wish to speak, please complete this card and return it to the Speaker Registration Table.

Name (print): Robert Kollman

Address: [REDACTED]

Representing (optional): SELF

Each speaker will be limited to three (3) minutes and there is no transferring of time to others.

Check each of following that apply to you: (Per Texas Transportation Code, §201.811(a) (5))

- I am employed by TxDOT.  I do business with TxDOT.
- I could benefit monetarily from the project or other items about which I am commenting.

## SPEAKER REGISTRATION CARD

2



Lubbock Outer Route Study:  
US84 northwest to US84 southeast of Lubbock  
Open House Public Meeting  
June 17, 2014

Instructions: If you wish to speak, please complete this card and return it to the Speaker Registration Table.

Name (print): J Edwards

Address: [REDACTED]

Representing (optional): MY Neighbourhood

Each speaker will be limited to three (3) minutes and there is no transferring of time to others.

Check each of following that apply to you: (Per Texas Transportation Code, §201.811(a) (5))

I am employed by TxDOT.

I do business with TxDOT.

## SPEAKER REGISTRATION CARD

3



Lubbock Outer Route Study:  
US84 northwest to US84 southeast of Lubbock  
Open House Public Meeting  
June 17, 2014

Instructions: If you wish to speak, please complete this card and return it to the Speaker Registration Table.

Name (print): Virginia Williamson

Address: [REDACTED]

Representing (optional): \_\_\_\_\_

Each speaker will be limited to three (3) minutes and there is no transferring of time to others.

Check each of following that apply to you: (Per Texas Transportation Code, §201.811(a) (5))

I am employed by TxDOT.

I do business with TxDOT.

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

## SPEAKER REGISTRATION CARD

④



Lubbock Outer Route Study:  
US84 northwest to US84 southeast of Lubbock  
Open House Public Meeting  
June 17, 2014

Instructions: If you wish to speak, please complete this card and return it to the Speaker Registration Table.

Name (print): Dulan Elder

Address: [REDACTED]

Representing (optional): JAH

**Each speaker will be limited to three (3) minutes and there is no transferring of time to others.**

Check each of following that apply to you: (Per Texas Transportation Code, §201.811(a) (5))

I am employed by TxDOT.

I do business with TxDOT.

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

Lubbock Outer Route Study Public Meeting & Open House  
 Tuesday, June 17, 2014, 5:30 PM  
 Lubbock-Cooper Performing Arts Center  
 16302 Loop 493, Lubbock, TX 79423  
**General Sign-in**

	Name (Please Print)	Address	Zip Code	E-mail address (optional)
1	TRUMAN Lewis (GARY)		79407	
2	Rebecca Seagraves		79416	
3	<del>Amie Beckham</del>			
4	Shawn & Amie Beckham		79423	
5	TOMMIE + JERRY Hix		79424	
6	Frank + Margaret Schwan		79382	
7	Mike Chapman		79423	
8	Johnny Findley		79363	
9	Jeannie Jones		79407	
10	Glenn Goldwater		79422	
11	Larry Landen		79416	
12	Bill Montgomery		79423	
13	John Schmitt		79427	
14	Nancy Laker		79427	
15	Kyle Wright		79407	
16	LANCE Taylor		79382	
17	Ashley Higley			
18	STEVE MATHEX			

	Name (Please Print)	Address	Zip Code	E-mail address (optional)
40	Nathan Rigler		79411	
41	Teri Wynn		79423	
42	CARY WYNN		79423	
43	Mark Piercy		79423	
44	Mary Ann Bridges		79424	
45	Virginia Williamson		79363	
46	Stewan M. Coleman		79424	
47	Janice Hastings		79423	
48	Brian Kimberly		79424	
49	Kaylynn Curry		7943	
50	Kirk Morris		79382	
51	Thomas Larson		79424	
52	James W. Blunt		79363	
53	Ray Short		79423	
54	Haley Box		79382	
55	Bry Bell		79423	
56	NORMA Nash		3	
57	Frances Bibbex			
58	Mr. G.M.			
59	Geo. Corrado		79423	
60	Heather Fauter		79423	

	Name (Please Print)	Address	Zip Code	E-mail address (optional)
61	William A Murray		79107	
62	Jessy Murray		79407	
63	Tom Schuster		79423	
64	Tom Schuster		79423	
65	J.D. Simon		79424	
66	Harry Luttrell		79424	
67	Melissa Crawford		79363	
68	Billy Barco		79423	
69	GWYNN BRUNET		11	
70	NORMAN BRUNET		79423	
71	D'Nan Mathis			
72	Mike Mathis		79423	
73	Cody Hale		79364	
74	Keith Vardeman		79382	
75	Mike Wright		79413	
76	CARL HATCHETT		79363	
77	Joe Stant		79363	
78	Marsha Hergrove	79363		
79	MIL MARGROVE	79423		
80	REY CARRASCO	79423		
81	GANT BARNHILL	79423		

	Name (Please Print)	Address	Zip Code	E-mail address (optional)
208	MARIC PINICIO		79424	
209	Rosa Couvillon		79423	
210	JORDAN COUVILLON		"	
211	Kelly Keesee		79424	
212	Linda Goldwater		79423	
213	Jim BARTOS		79364	
214	Scott Stockton		79364	
215	Royce Heinrich		79364	
216	LEK MORSE		"	
217	Jimmy Gordon		79423	
218	Jeannie Fuller		79373	
219	Bill Fuller		79373	
220	Lori Elder		79423	
221	JAQUETTA Posey		79413	
222	Terry Holman		79401	
223	W.D. VARDAMAN		79364	
224	AUBREY STARK		79424	
225	William D Curry		79423	
226	Brian Wise		79464	
227	Cherie Blewett		79363	
228	Lance Wilson		79424	

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\* #228 is on route & not receiving notices. Was not in attendance. Mother provided contact info ~~to Newly Purchased~~\*

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Le:30e  
Le:30PM

YH



<sup>Chris</sup> Chris Couvillon has not received mail  
#806-474-7324  
Cesar Flores

Dwain Lane wants to be added to mail list.

	Name (Please Print)	Address	Zip Code	E-mail address (optional)
229	Kyle Jackson	[REDACTED]	79416	[REDACTED]
230	Ferri Tucker		79425	
231	Donny Tucker		79425	
232	Maurice Pearl		79423	
233	WADE Wimmer		79364	
234	Jay Roberts		79323	
235	Engine Salas		79424	
236	Melanie McKelvey		79423	
237	Ryan Higley		79423	
238	STAYNA LARSON		79424	
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	Name (Please Print)	Address	Zip Code	E-mail address (optional)
145	Julie Bamhill	[REDACTED]	79423	[REDACTED]
146	JEROL FANTA		79423	
147	Wood Birdsy <u>Birdsong</u>		79423	
148	Sammy Martinez		79423	
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	Name (Please Print)	Address	Zip Code	E-mail address (optional)
124	ALAN CADE UNDERWOOD	[REDACTED]	79423	
125	Dick Thornton		79423	
126	Sissy Moore Raudle Moore		79363	
127	Ned & Judy Whitcraft		79423	
128	Bier Hatchett		79464	
129	Chris M. Clune		79414	
130	Theresa Brewell		79364	[REDACTED]
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	Name (Please Print)	Address	Zip Code	E-mail address (optional)
82	Tom m. and Scherry Scarborough		79382	
83	Robert Kollman		79363	
84	Nancy Fehleison		79423	
85	Jamie Livingston		79424	
86	Shane Mauer		79363	
87	Ron Pedersen		79407	
88	SEAN CUDNOSKI		79424	
89	Jennifer Abnon.		70424	
90	MITCH HUDSON		79423	
91	Tom Killian		79421	
92	Soraine Killian		79421	
93	Darrell Westmoreland		79401	
94	Bkka Ball		79423	
95	TOM SCARBOROUGH		79382	
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	Name (Please Print)	Address	Zip Code	E-mail address (optional)
166	<i>John DeLo</i>	[REDACTED]	<i>23</i>	[REDACTED]
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Comment Card #	First Name	Last Name	Email Address	Zip Code	Date	Comments	Check Any That Applies to You			How comment was submitted
							Employed by TxDOT	Do business with TxDOT	Could benefit monetarily	
1	Dolores	Green	[REDACTED]	79423-live in Indiana South	6/17/2014	Why can't you make the turn towards 1585 prior to Indiana and 146 by one mile to the west of Indiana and 146. The road on 146 is too close to a nice residential area plus the section directly to the north of "Indiana South" has no house on it at present!				comment card
2	Kirby (Gary) Lewis	Truman	[REDACTED]	79407	6/17/2014	I recommend from an agricultural viewpoint stay out of drip irrigation fields due to high cost involved. Also, if possible stay along existing pavement. Also, avoid going through playa lakes and areas that would have to be built up.				comment card
3	Dwain	Lane	[REDACTED]	79424	6/17/2014					comment card
4	Jeanie	Jones	[REDACTED]	79407	6/17/2014				X	comment card
5	Kirk	Morris	[REDACTED]	79382	6/17/2014	The new route is much better and less invasive than the original route				comment card
6	Haley	Box	[REDACTED]	79382	6/17/2014	I live in seg3. The proposed route would displace many people from their homes and destroy farmland. We also have sandhill cranes that migrate to the area and the horned lizard lives all over this area				comment card
7	Dan	L	[REDACTED]	79407	6/17/2014					comment card
8	Virginia	Williamson	[REDACTED]	79363	6/17/2014	Thank you! Using 2641 South of Shallowater makes sense and will be a good choice. Very smart to look at future north and east connection. Planning ahead for this is an excellent idea. Just drive in Austin if you think otherwise				comment card
9	Unknown				6/17/2014	On 1B.D-a farmer's pivot only affects his ability to make a living for his family. A housing development can be changed now				comment card
10	Unknown				6/17/2014	I would recommend that you consider route 3C that follows 1585 and uses the existing pavement. If that isn't possible, please consider giving the homes facing 146th some sort of buffer zone (wall w/landscape) and build the road behind the utility poles				comment card
11	D'han	Mathis	[REDACTED]	79423	6/17/2014	Please consider moving 146th street curve before Quaker Avenue to avoid the Indiana south neighborhood. I am a homeowner on 148th street. I built my home with the intention of retiring to a peaceful area. I am 64 years old and would appreciate your consideration of this neighborhood.				comment card
12	J.	Edwards	[REDACTED]	79382	6/17/2014	There already exists an interchange at US 62/82 and FM 1585. The area immediately adjacent to this intersection could be improved, without the disruption of flood plains, playas, prime farmland, businesses or homes. This option would also be cheaper for you. The route you have chosen in the southwest will affect more than 30 homes, 30 water wells, prime farmland, migratory birds, seasonal wetlands areas, horned lizards and many other species of native wildlife. You will also miss the opportunity to save money by utilizing existing roadway, avoiding hauling in tons, and tons of fill for grade, and the money you will have to shell out for taking homes, prime farmland, and cleaning with so many water wells. A perfect place is already there, and immediately east of there, it just needs to be developed. Thank you for your consideration. I and my neighborhood are in the middle of your "project".				comment card
13	Mike	Mathis	[REDACTED]	79423	6/23/2014	The public outer loop meeting at Lubbock-Cooper High School on June 17, 2014 left me and others with both unanswered questions and observations that follow. This concerns the path leaving 1585 north to 146th Street (CR7500). *1585 is the obvious choice for the loop already designed to increase width to 4 or more lanes. It is set to buffer residential from commercial by zoning where the residents on 146th Street do not have an option at this point. *We were told at the meeting that 1585 was not an option with no clear answer as to why. It is the only common sense option in this matter. The obvious redirection from 1585 to 146th Street was influenced by unknown factors not released to the neighborhood.*If this is not an option, a buffer area for the route down 146th should be considered with the road moved to the north (mostly farmland and not platted at this time) with a reasonable distance from the residential area and barriers such as the ones along Marsha Sharp freeway. *Many of the residents of this subdivision have been there for many years and plan to stay until retirement and beyond. We see property values declining as soon as a final decision to the route has been made if it is not moved to 1585. Residents of 146th Street as well as 148th Street and Indiana South will all be impacted by this decision. With all of the available wide open space, why would you even consider this anywhere near a residential area? *This decision was apparently changed between the February and June meetings. Who made this decision and what influenced that decision? The residents of this area have a right to know. Your attention to this situation is greatly appreciated.				email
14	Margaret	Trantham	[REDACTED]		6/23/2014	I plead with all involved to reconsider the proposal of an outer Loop being developed that includes CR 7500 in Lubbock County. Progress in our community is desired and expected. It is also expected that that progress will be rational and in the best interest of those that it is designed to serve. Cost as well as quality of life should be of concern to you and the parties evaluating the future placement of an outer loop. With the recent updates presented, it appears that neither have not been your objectives. I am a long term residential property owner on the path that you are proposing the loop to be built and am appalled at recent recommendations made. Please redirect the considerations to FM 1585 or areas that are more conducive to commercial development and that reduce the cost of developments.				email
15	Dulan	Elder	[REDACTED]		6/23/2014	I have some suggestions for how TxDot, going forward, could do a better job in its role as an impartial public servant as it conducts the outer loop and other studies. 1. When you have new data in your possession, like a new preferred route for the loop that runs in a neighborhood's front yards, it would make the public meeting more meaningful if you released that information at least to those persons who had expressed an interest and provided you contact information in advance of the public meeting. That way people could come to the public meeting already knowing what was proposed. TxDot apparently had the new preferred route determined well before the meeting but never gave out any additional information between the February public meeting and the June 17 meeting. TxDot and the stakeholders gathered information and did testing and came up with a preferred route but kept their findings from the public until the doors opened at 5:30 on the day of the meeting. Citizens came to the June 17 meeting knowing no more than they did when they left the February meeting. If TxDot truly wants input from the public then it needs to tell them what it is thinking in advance so they have more than 15-30 minutes to think about it. The way this was handled, the public meeting was a charade. I hope it was not intentional but it could be construed as a pretense so TxDot could check off a box on its form that it had conducted another public meeting. 2. It would have been a simple thing for TxDot to have done a preliminary report and tell everyone who had signed up for information that we have compiled the comments and delved further into this and here is how we are leaning and why and what do you think? Then people could have given input in advance and come to the meeting prepared. Without something of that nature, the tendency is to assume that no news is good news and that our representatives will let us know before we get hammered with something. 3. As a public servant representing every citizen, TxDot should make an effort to truly keep people informed. I submitted input on the project on April 29, 2014 and never heard anything. Knowing the June 17 meeting was coming up I e-mailed you again on June 10 and asked for a response to the questions in 2 paragraphs of my comment letter. I think TxDot's response to such an inquiry, even if I had asked no questions, should have been along the lines of, "Thanks for your interest. Since the last meeting the Stakeholders and TxDot have designated as the preferred route the southerly route which runs right in front of your house so you will want to keep informed of this process." To do otherwise give this the appearance of a railroad job. Of course, I got no response. TxDot seems to prefer surprise parties. It has meetings and does studies and has access to engineers and can devote full working days and weeks to come up with a plan but the public is to process this information in 15 minutes and be able to formulate its response on the fly while holding down a job so they can support TxDot with their tax dollars. 4. Perhaps TxDot should take a look at its terminology. I am a little puzzled at the term Stakeholder. I don't mean to brag, but I am pretty sure that my wife and I, and each of our neighbors, pay more taxes than Lubbock Cooper ISD and Frenship ISD combined. Do they really have a stake in whether the loop follows 1585 or 146th and how the outer loop traverses the area between Memphis and Indiana? I know we will one day be part of Lubbock but should they have a stake in ruining neighborhoods of people who do not even have a vote in City matters? 5. We were told at the June 17 meeting that efforts would be made to go around neighborhoods, but that was up towards Shallowater. The rules change as you go around the route and magically transform so that different rules apply in different locations. Avoided the neighborhood in Timber Ridge just east of Indiana South. We will use existing pavement and right of way except when we do not and head across the middle of 3 and half sections. 6. The Stakeholders need to be given a seminar on the impact of placing the outer loop route in front of a neighborhood or designating it as the route even if it never gets built. I don't think many, if any of them, understand. I am sure they are good, decent people. I know some of them and know they are good folks but I am concerned that no one has explained the impact of their present proposal. I think it is TxDot's responsibility to make sure they understand the consequences. Possible that you do not understand. I am sure no one involved will believe my summary so you need to bring someone independent in but I will give my thoughts. If the present route is designated as a preferred route it puts everyone along that route in limbo whether it ever gets built. 5-12-15-20 years from now they may, or may not, build the first phase of the loop. Apply this to Indiana South. When they actually buy right of way they might just take all the houses in the first row and write a check for them and pay to relocate. Urban legend would have you think that they always pay generously and it is a good deal and the only loss is sentimental but you are so rich now you do not care; however, in my experience it is sometimes a series of insulting offers and you have to load up with attorneys to keep from getting screwed and they eventually pay something you can hopefully live with. Nice folks who currently handle such things may be gone by then and replaced by sharks who amuse themselves by seeing how much they can squeeze landowners. All of this is unknown. On the other hand, it could be the worst case scenario. The southerly access road is built literally in our front yards. Possible there would be no compensable damages but the value of those homes is exponentially diminished. Trucks with HazMat materials whizzing by at 60 mph and who knows what else. If any damages recoverable for the obvious diminished value it is				email

					<p>not clear-cut like a straight condemnation and would require serious legal work and might still fail. I would guess there is pretty much no precedent because no one has been lousy enough to actually do such a thing. You do not see houses looking onto Loop 289 (some duplexes built after the Loop) or Marsha Sharp or I-27 (other than some small frame houses which are elevated well above where I-27 is cut below). What would any normal person pay for one of these houses with the access roads installed and a loop on the way? These owners of an acre lot cannot tear down their house and convert to a commercial use, as if there would be any commercial use available in this location surrounded by residences. Perhaps the stakeholders and TxDot could have a sensitivity session and imagine they owned a house on 146th Street and write down how would they feel? 7. TxDot employees need to be reminded that they are public servants of all taxpayers not just those who curry favor with them out of self interest. What a privilege to be called by the first name by a big wheel and go out and eat with them. If there were no alternatives to the preferred route then TxDot should meet with the neighborhood and explain its dilemma and what it has to do and the consequences and what TxDot will do to ameliorate the situation. But, of course, there are alternatives in this situation. Of the entire outer loop route this segment is the most filled in, but the crisis faced by Indiana South with this preferred route at its doorstep is entirely manufactured out of deference to Rex Robertson, apparently, and perhaps whoever owns the land north of 1585 in the Memphis to Indiana segment. Designate 1585 today and you could wind around everything but the church, I think, or designate the half section line of Section 3, following the rules TxDot seems to follow everywhere else, and you do not impact existing improvements and you have developers with large chunks of land they can repurpose and theoretically come out better in the long run. Indiana South was there first and is hardly a candidate for informal urban renewal as was often the case on Marsha Sharp and I-27. 8. The Stakeholders need to understand that the designation of the route could be an economic boon for some but also a deadly and costly stigma if placed in the wrong place. TxDot and the Stakeholders, dare we say at the suggestion of Kelsey Park, is advocating action that will result in ruining the north end of Indiana South. Let's stigmatize and later tear down or really mess up these 20 year old houses, many of which have been significantly improved very recently, for what purpose? So Kelsey Park can make money building new residences in its subdivision! These homes are owned by their occupants. Homesteads are still rather sacred in Texas. We can shoot people who come in uninvited. The rule TxDot references but has amnesia about when it gets to Indiana South recognizes that you would take someone's home only as a last resort for the general public welfare. Will the Stakeholders be willing to stand up at the next public meeting and tell the public that it was a tough decision but after much thought and anguish and prayer they determined that the best course of action for the public welfare was to ruin the lives of the residents of Indiana South for the greater good of encouraging development in Kelsey Park? 9. The Stakeholders need to understand that any backscratching and greed-driven deals and trade-offs they allow, or which are done under their apparent sponsorship (although they may well not be aware of it) such as what seems pretty apparent on this small segment my neighborhood is focused on, puts the integrity of the entire outer loop study into question. If dumb things were done to accommodate people in one segment then what other backdoor trade-offs and deals are out there if anyone gets interested enough to start looking under rocks? I have been on boards and committees where I sort of parachuted in and was wined and dined and told how important and vital I was and then given a dog and pony show where all the decisions had been made and all I needed to do was thank them for all their work and rubber stamp it and I would be thanked for my amazing insight and hard work and have my picture in the next newsletter rubbing shoulders with amazing people in that particular world. I am afraid I have signed off on things of which I knew very little and fear that is where our stakeholders are. Our neighborhood is hoping it can peel back the veil some for them and expose what is going on. Your consideration of these recommendations and thoughts with respect to the Lubbock outer loop is greatly appreciated.</p>			
16	Tyler	Chadwick		6/25/2014	<p>I've written a couple of emails to you as well on behalf of 146th between Indiana and Quaker being chosen the for the outer loop. I am a business owner myself in Logistics. In fact, I pay plenty of road use tax and fuel tax aside from property taxes. I was thinking about how I would like any of my truck going 60 mph through homeowners front yards or even close on this 'loop', and I would hate it. I think about my kids playing out there or having my dog out there, or our church group coming over. We all do our best to maintain our equipment, but even bad things happen. What if some type of freight fell off of a trailer and hit one of my kids on this high speed loop that our homes will face? Just the other day for no reason, one of my trailer had the axle bust and sent two huge tires bouncing through the air. Luckily we were in rural areas, but it brings up thought of what if that happened in town or by my house and hurt someone? I certainly don't want any of my drivers or me or any other company put through that sort of risk. That's a risk that doesn't have to be there for homeowners or motorists. This loop needs to be moved away from our neighborhood. It does not belong by our houses, in front of our houses, or through our houses. There is room for this loop down 1585 and it does not belong close to a north facing neighborhood.</p>			email
17	Julie	Barnhill		79424 6/20/2014	<p>I respectfully request that you and the governing body in charge of determining the route of the outer loop reconsider your suggested route down 146th street (County Road 7500). My husband and I saved for 15 years for the opportunity to buy our dream home to raise our children in. Two years ago we were thrilled to be able to do just that. We bought a beautiful home, in a quiet neighborhood, overlooking a cotton field. We assumed that some day, that cotton field would probably become a neighborhood or worst case scenario possibly be zoned for commercial business. Never in our wildest dreams (or should I say worst nightmares) did we ever think that the outer loop would be in our front yard. The minute TxDOT officially announces our road as the route, our home will lose most if not all of its value. The years of hard work and savings will be lost. It makes no sense to have the loop travel partially down 1585, then dip to the south to our neighborhood just in time to avoid Kelsey Park and then swoop back up to 1585. Leave it on 1585 where it belongs! You can still avoid the developing Kelsey Park by taking the road to the north side of 1585 from Indiana to Quaker. All that is there is a church and a storage facility. There would be much less impact for the church members to drive to a different location on Sunday mornings than to disrupt our entire lives and investments. Keeping the route on 1585 has the added benefit of not having to deal with utility lines. (As you know, there are major utility lines just a few feet off of County Road 7500). All that being said, it is my belief that the developers of Kelsey Park hastily threw up the apartment complex directly across from the existing church in an effort to force TxDot to move the route to the south. If it was determined that the best route is straight down the middle of 1585 or the south side of 1585, the only obstacle is that currently unfinished, empty apartment complex. In addition, it seems that moving the route from 1585 down to 146th and back up again, would significantly and needlessly add to construction cost (our taxpayer money), by increasing the total distance of the road. You mentioned in the last public meeting that the State prefers to utilize current pavement on the ground to save money. On the route being recommended less than a 1/2 mile of 146th street is currently paved. There is no need to add to the cost when there are miles and miles of paved roads one mile north on 1585. Again, please keep the outer loop on 1585.</p>			email
18	Dulan	Elder		6/20/2014	<p>After some preliminary inquiries, it appears that the huge transmission line running along the north side of 146th Street, in the newly announced preferred route, was constructed on private easements in the 30's and 40's, before there was any road easement granted to Lubbock County. On Section 4, Block E, it appears the road ROW was granted in 1954. I did not check other sections but based on the location of the line I would assume the same thing applies along the entire route of this transmission line. Accordingly, these transmission lines, owned by South Plains Electric Cooperative, Inc. (actually owned presently by SPEC's wholesale power provider, Golden Spread Electric Cooperative, Inc. but operated by SPEC) have a superior claim to any road right of way subsequently granted. Based upon informal stepping off from my property line, this transmission line (which is at least 69kV) is located about 19-20 feet inside the property line. The cost to move these lines, since they predate the roadway, would have to be borne by the County or State. The presence of these lines also would serve to limit the amount of usable ROW along 146th Street to approximately 70' instead of the 120' which will be available on 1585 as property is platted. I get the impression that you have the thankless job of listening to the public and nodding your head and trying to look understanding in order to give the process at least the appearance of the public being allowed to give input when I am concerned that the outcome has already been determined in back rooms by a group of interested parties, unless someone is able to rock the boat. At the June 17 meeting we were shown a scoresheet where the preferred route narrowly beat out 1585, which I believe is clearly the appropriate route for an outer loop. It would seem those scores need to be re-visited if there is only 70' of right of way available on 146th Street and use of that route would require the additional cost and burden of relocating a major transmission line. I already had concerns that there were subjective elements involved in the scoring and that the current preferred route miraculously pulled out a narrow victory by some contortions, perhaps excluding criteria which would have harmed it, or subjective scoring. I believe the test results and criteria and compilation of the results need to be released. In fact, you can consider this e-mail as an open records request for the data underlying the scores as to the portion of the "preferred" route which dips down to 146th Street. I urge TxDot to actually listen and consider the input it receives from homeowners in Indiana South. I recognize you have a very difficult task but I think there is a sense that TxDot is being patronizing and letting the crazy people vent and then go do what it planned to do anyway. Ironically, every homeowner in Indiana South pays multiple times the taxes Ford Development pays on the 118 acres it owns across from us (pays tax on an ag value on that tract of less than \$45,000) yet, based upon the preferred route, TxDot and the Stakeholders seem to be bending over backwards to protect its property while I have not been able to get a response to questions posed to TxDot which would be of concern to homeowners impacted by this preferred route who are really paying the taxes out here. People on the street behind us had no idea this was in the works until we notified them. Everyone has trouble enough of their own. I was the same way until suddenly I realized this was going to literally be put in my front yard. I think if people can get focused on what is really going on that the present process will be shown to be flawed. I continue to believe that this outer loop, or a variation of it as I have discussed, belongs on 1585, not shoved down into a neighborhood. I could not find an e-mail for Nick Olenik at Lubbock County and so request that the recipients at the county forward this e-mail to him since he has been active in the outer loop considerations.</p>			email
19	Kaylynn	Curry		6/20/2014	<p>I know we all have had a rough week but mine ended with a little humor. Tonight I got home and noticed that three people were standing across the street looking at the cotton field. I went over thinking it was the farmer. I wanted to thank for doing such a great job keeping the field in such good condition. They were not looking at the cotton. I got in the house and light bulb went off I thought to myself they are going to buy one of those commercial lots. So I took my map and went back across the street. And sure enough he had been working on possibly buying land to build 3 indoor tennis courts and 2 outdoor courts. And I could live with that but once I showed him the map and explained the situation he did not seem as interested. It seems mr. Robertson is neglecting to tell people about the possibility of this route in fact he thought it was going on fm 1585. Last night dan marked off 400 feet in the cotton field and it is about half way to the pivot system. When we showed him that and explained that even of they took our homes they would have to go 200 feet in the field. He seem very surprised and a little shocked. And I also brought up about water problems out here and he had no knowledge of that. I told him the truth and told him it would be gamble on his part to build there. He thought he might look into other locations. It may be a little victory but I will take now if we can talk to all potential buyers and they look as shocked as these people did it just might bring a smile to all of us.</p>			email
20	Dulan	Elder			<p>Please accept this as an open records request for the following public records: 1. A copy of the packet and any other written materials (including power point presentations) provided to the Stakeholders (by Txdot or any third party) at the meeting or meetings in which the preferred route announced at the June 17 public meeting was determined. 2. The name, address and party represented of any person who has been invited or permitted to speak to the Stakeholders or has provided information at the request of TxDot or the Stakeholders. 3. Solutions, if any, which have been proposed by the Stakeholders or TxDot to address the interface of this project with the Indiana South subdivision with homes facing 146th Street and what the preferred solutions are at this point and the names of anyone contacted by the Stakeholders or TxDot to stand up for the possible concerns of that neighborhood. This would seem to be far and way the greatest human impact of any route on the table, affecting a half mile of homes facing 146th. 4. The names of owners of significant property along 1585 east of Indiana and down to MLK for whom the route has been moved a 1/2 mile south. E-mailing this information will be fine or I can go to your office and review it if that works better. Since there are only 8 days left in the comment period, and based on my experience anything after a comment period is apparently disregarded and TxDot will not even answer questions presented, I would request that this be provided at least a couple of days before expiration of the comment deadline to facilitate the ability to present additional comments. Your assistance is greatly appreciated.</p>			email
21	Jerol	Fanta		6/20/2014	<p>I, too, live on CR 7500 at the corner of Joliet and CR7500. I will have to say that during last Tuesday's meeting my jaw about hit the floor when I saw how the curvature of the proposed new outer loop dips right in front of my door when I see no reason for this to occur. If you look at the current loop you really do not see drastic drops and rises but a fairly steady curve around the city. I thought it strange that the Stakeholders have found it necessary to drop down another mile and then pull up another half mile, etc....Of interest, several meetings ago (I believe it was in February) I asked a TxDot employee why Woodrow Road had been taken off the consideration list for the Outer loop and the employee told me, and I quote: "We have learned that it is best to keep large roads such as this within a 3-4 mile radius and Woodrow is too far out." 1585 IS at the 4 mile point and therefore seems like an excellent candidate for this project. I would hope that many of Dulan Elders previous e-mails and letter be given serious consideration. He brings up many interesting and pertinent points about the possibility of trying to land an enormous project such as this on CR7500. I believe they should be addressed. Since this project is currently scheduled to land on my doorstep you can count on much more correspondence from me, too.</p>			email
22	Amy	Benedict		6/20/2014	<p>I was wanting to get a map of the final phase for the outer loop. If you could email it to me that would be great. I am a resident of the street the new loop will be placed.</p>			email

23	Ronald	Bilberry		79423	6/20/2014	I wish to voice my strong opposition to the proposed Outer Loop route via CR7500 / 146th Street. I am a resident homeowner at 3413 146th Street and do not want to see a major highway in my front yard. My home faces the street and if the proposed route was to be completed, then I and my family would be exposed to the high speed traffic and noise. There is no way to avoid or mitigate the noise and speed hazards we would be exposed to. I have lived in the Lubbock area since 1980 and it was always a known fact that TXDOT had chosen FM1585 as the next loop expansion for Lubbock. I chose to live in the country for the quiet and peaceful neighborhood. We built our home in a rural sub-division to avoid the city noise and traffic problems. I would never have chosen to live near FM1585 because it is a major thru way from Slaton to Brownfield and for that reason I believe it is the most logical choice for expansion of an Outer Loop. You said in the June meeting that FM1585 makes the most sense for tying in the Slaton Hwy; therefore it would also make the most logical sense to continue the route along FM1585 for the duration. What would be the reason to place the route on CR7500 / 146th Street? That would result in destroying our neighborhood. There is a better solution and I believe it would be to place all expansion along FM1585.				email
24	Lori	Elder			6/20/2014	I live just west of Indiana in a house facing 146th Street, the street you have recommended to host the new outer loop when it dips south from 1585. I would like to address some concerns and give some comments about this recommended route. I would ask that you reconsider using the 1585 route along the entire south portion of the loop. There is a great deal of existing pavement along that route and using it would eliminate the need to dip down into half-sections and damage good farmland and existing developments. The 1585 route was shown to be feasible in the four criteria shown to the public in the meeting on June 17 and compared equally well to the 146th Street route. It appears that Rex Robertson, the owner of the proposed Kelsey Park development, has managed to move an entire section of the loop a mile south because of a development that is not even built yet, while pre-existing homes in Indiana South are getting the short end of the stick when a large number of people already live in the nice neighborhood and have lived there for decades. If the loop must follow 146th Street, I would ask that the homes facing 146th be given some sort of buffer zone. Ideally, the loop would be built north of the existing utility poles and 146th would be made a cul-de-sac to isolate it from the coming traffic. Additionally, the construction of a barrier wall that could be landscaped would also help the existing homeowners cope with the new loop. Homeowners in Indiana South are very concerned about this loop and the impact it will have on their property values and on the aesthetic appeal of a now-beautiful neighborhood. Please reconsider 1585 as the recommended route and also consider how 146th street can best be spared a loop running through its front yards. Thank you for your time and consideration.				email
25	Rae Ann	Elder			6/20/2014	I have attended the last two meetings at Lubbock Cooper regarding the outer loop. I can see why there is thought being put into an outer loop. We built our home 20 years ago and enjoyed facing miles of cotton fields with the lights of Lubbock behind those fields. Indiana was a very narrow road and you could sail down 1585 with stop signs only at Slide going west and 87 going east. Growth, however, is now approaching our doorstep. I do not want Lubbock to be like surrounding towns which are shriveling up. However, I think it is in the best interest of the city and county to listen to its citizens, those that have put down roots and want the city to grow. The majority of the homes on this street and in this subdivision have been here 20 plus years. They are above average homes with homeowners who have been paying significant tax dollars for all those years. We cannot understand why new development is taking precedence over existing solid taxpayers. It appears that Kelsey Park has no concern about a loop in their front yard. This concerns me deeply. 1585 has always been the obvious spot for an outer loop if the need arose. At this point all there is north of 1585 is a church and storage facility. West of that the loop could swing south of existing businesses. Please listen to your existing, stable taxpayers and move the preferred route to 1585 where it belongs.				email
26	Kaylynn	Curry			6/27/2014	Now I am writing this letter as a homeowner. I have experienced many emotions over the last few months. And the first time in my life I can honestly say that this experience has made me question everything this country is based on. I feel I have had all my rights ripped from me and I am at the mercy of a government agency. Is this what this country has become. You are taking from the very people that have helped build this community. This is a very sad state of our country. When my husband and I built our home over 30 years ago, it was not for "resale" or to turn a profit. It was to be the home that we were going to raise our children and grow old in. We built the intention of living there the rest of our lives. As we are about to celebrate our 35th wedding anniversary you are taking that dream away from us. You are destroying something that we have had for over 30 years. This home is the only place my children can call home. This is where brought home to when they were born, they learned to walk there, they played in the mud as we put our yard in and planted our trees. They came home from their first day of school to the last day of high school there. We have laughed and cried there. I have a home full of kids when they did not feel they could go to their own homes. I have stood in the driveway when I watched my daughters drive off to college. I am also standing in the driveway when they return home. Maybe to the stakeholders it is just 4 walls and a roof. But this is a home and 13 people are standing there telling me it is more important to build an outer route than for me to live in my home. an outer route that may or may not be needed. but I know I need my home. There are adjustments that can be made to move the outer route to where it can bypass Indiana South, it could go west and tie in at Quaker or Slide. Or go north of our street in the farm land north of us. But all of this is falling on deaf ears. This committee has made a decision and there is no discussion with the very people they are hurting. I drove down FM 1585 and realized that when we moved in there were 2 buildings on this road, Acacia Hardwood Floors and the Knights of Columbus. One of these buildings does not even pay property taxes. The rest of the construction on FM 1585 are less than 15 years old and the majority are metal buildings. Some of them have had several owners and many of them are not in the best of shape. Where in Indiana South the first home was built in the late 70's and the last in 2003. We have all taken pride in our homes and property and kept them in excellent condition. We are a true neighborhood. in fact that there are several homes that have the original owners still living in them. Many years ago my husband had a cancer scare and had to have surgery. While his arm was in a sling we had a horrible hail storm and broke out all of the skylights in our home. He was unable to get on the roof and cover them with tarps. in a few short hours I had neighbors coming with tarps to help cover them so there would not be any additional damage. Did I ask for the help no they just came because they knew the situations. That is what a neighborhood is and there not many of them left in this country. I do have one concern. About 2 years ago I spoke to Dr. Travis Epperson in regards to the mini storage's that were being built across the street from our home. He mad the comment " you might as well accept the fact this street is going to be like 98th". I did not believe him but now I feel he had knowledge of this event and chose to build his storage buildings right on the property line so regardless which side of the road would go he would get paid. I have recently ask myself had he had prior knowledge of this and if so how did he get it when here I am as a property owner and I had no knowledge of this coming to my neighborhood. Regardless if you go FM 1585 or 146th, it will take part of Kelsey Park. Bur on FM 1585 it will take commercial and not residential. If I felt an outer route was needed or help this community I would not fight for my property, but all I see is a road going nowhere. There has got to be another way to work this out for all of us. Right now I don't even feel I live in American. I feel I live in a country where the government chooses to protect certain people. And apparently it is I not the citizens and property owners of this county but some one who lives in a gated community in Dallas, Texas				email
27	Jerol	Fanta			6/20/2014	I am putting in a formal request for the Stakeholders e-mail addresses. While I do see their names listed on the TxDot website many seem reluctant to give their e-mail addresses. I am curious how TxDot correspondence is transmitted to those persons on the Stakeholder committee. I would like to have more direct correspondence with the Stakeholders because I have watched while one of my neighbors took the time to write a fairly comprehensive letter- which asked for some feedback- and received NO response from Tx Dot. Nothing. With that in mind I would like to be able to correspond directly with the Stakeholders. I do not have confidence that correspondence sent to TxDot is received by them since TxDot did not respond to my neighbor. I repeat, I am putting in a Formal Request for the Stakeholder's e-mail addresses.				email
28	Dulan	Elder		79423	6/18/2014	I own a home facing County Road 7500 (146th Street) just west of Indiana/CR 21 00. At the public meeting on June 17, 2014 the preferred route would be in our front yard and would be turning North towards FM 1585 somewhere fairly close to that location. As I presume TxDot is aware, there is a half mile of houses facing north on that county road, one of which belongs to my family. The prospect of this loop in our front yards has caused considerable consternation and disillusionment in our neighborhood as I am sure you can understand that fact aside, I am a real estate attorney who wants Lubbock to do well and prosper because I do well and prosper along with it. The prospect of it being in my front yard has certainly given me reason to focus on this project, possibly even more so than the stakeholders. I sent in comments previously, but after the comment period, so I assume those were disregarded. Accordingly, I will restate part of that in this letter I believe the FM 1585 (" 1585") location should be the route chosen for an outer loop. Until we started getting stop signs every mile we used to go 70 miles per hour on it. It has always been understood as being a commercial corridor and the businesses which have built on it want traffic. It has been built to TxDot standards with nice shoulders for its entire length and designed to handle heavy truck traffic. So, if you build a couple of miles worth of the access roads with a 280' median on that route then you can bring them back together with the existing quality highway and everything makes sense. Move to CR 7500 and you have a total of one mile of paving done by the county, for which I am grateful, but this is a far cry from 1585. Barely half the width of pavement there - about 20' instead of 38-39' at 1585 (of which well over half will be missed by the preferred route) and it could never handle heavy truck traffic. Build your two access roads to the only segments carrying any traffic at present, from Indiana going west one-half mile and then on, say, to Slide, and what have you accomplished? I assume the point of a Loop is to have freeway type traffic to where you do not have to stop at every section line road. So, does traffic on Indiana/CR 2100, which really does have a lot of traffic already, stop twice now between 146th and 1585 and again at 1585? Do we install two high-dollar signals at the junction with Indiana that we get to stop at on our way to work since the new loop will not go to our jobs or the grocery store or anywhere we typically go? Do we have the same thing at Slide Road? Do we really build two access roads from Memphis to Slide when maybe 50 people in history who do not live off this road have ever driven past the pavement? You go over the rise off the pavement going west on CR 7500 and you will think you are on the moon or have time-traveled to the Old Testament. And when you use up the money for that segment, what do you do-turn the two paved access roads back into one dirt road as it wonders further into oblivion? This is pure pork barrel. At some point the stakeholders need to be stewards of taxpayer money. I do not believe there is water to sustain the growth necessary to justify this project, particularly this far from Lubbock. We need to consider the massive expense encompassed in this proposed loop. There is a populated corridor sort of along the Brownfield Highway already served by that highway and the Marsha Sharp extension and another sort of finger of population along Indiana and Quaker, but outside of that there are huge chunks of empty encompassed within the proposed loop. What are the indications of the segment east of Tahoka Highway ever filling in? Or for that matter, from University to Tahoka Highway ever filling in with anything Lubbock would be proud of? I think the idea of a Loop 289 type loop should be re-thought and practical solutions applied. If TxDot could build overpasses at each intersection on 1585 which now has a signal light or stop sign that would be a wonderful thing and make sense. Taking 1585 along your proposed route with no stops and connecting to 179 and going around Wolforth and on to Shallowater without having to stop would be a wonderful and useful thing occasionally. If you wanted to add access roads along the south end of this new loop along 289 to attract future retail or businesses then that might make sense. I have not paid that much attention but my recollection is that there are substantial portions of East Loop 289 without access roads and seems like there may be part of North Loop 289 without access roads, so there is precedent for that even if we followed that model, which seems unnecessary. By cutting out portions which do not make sense there might be money left over for real needs such as widening Woodrow Road and adding overpasses in the vicinity of Lubbock Cooper ISD. Who knows how many lives have been saved by the widening of Woodrow Road and Indiana several years ago spearheaded by Commissioner Bill McCay. I would like to see a focus on traffic issues that exist or are likely to arise in the near future. We know from East Loop 289 that just because you build it does not mean they will come. I think more information needs to be forthcoming on how these two access roads will work. What will the speed limit be? Where will you be able to turn around? Will I have to go half a mile east so I can go west on it and will I have to go past my house to Quaker and double back to come home? Will it have precedence over crossing traffic or will it stop at every major road? In my neighborhood, will people have to back out into traffic going 60 mph? Will there be a curb cut for every house or will it be limited like the access roads on 289? So many curb cuts would defeat the loop concept, wouldn't it? Of course there are no houses facing Loop 289 or Marsha Sharp. A Loop is for commercial and perhaps apartments, which again raises the issue about why someone has decided to move it from what is clearly a business corridor to what is pretty much purely residential. Will this become the required route for hazardous materials when complete so you are carting hazardous materials by neighborhoods? I am intrigued by how this route makes no effort to avoid Indiana South but after going far enough to pretty much mess up everything suddenly heads north a half mile through the middle of a pivot to where no right of way is already owned by the county or state and continues for some three and a half miles, including an interchange at the Tahoka Hwy which would be unnecessary if it went on up to 1585, which they should never have left. What interest is being protected by this route which will require all new right of way that does not presently exist? The clear implication was that Kelsey Park was sacrosanct and that any concerns of our existing neighborhood would be subordinate to this developer from Dallas. If Mr. Robertson cannot be trifled with, which I do not understand, then go North of him on 1585 into vacant land and keep the route where I think it belongs. If he wants it south of him then consideration of competing interests need to be weighed. On the one hand you have a neighborhood, with houses nicer than what are being built in Kelsey Park, for the most part, inhabited by people who have been living in their homes and paying taxes and spending their money in Lubbock County, some for 20-30 years. If you peel off the outside layer of houses then you expose the next level of the neighborhood. A freeway by your house is going to significantly reduce its value. On the other hand, you have a Dallas developer. Hats off to him for what he has been able to do, but like any developer he is here to make all the money he can and take it home with him to Dallas. That is fine but I do not see how this mercenary seems to be getting to drive the boat and how his master plan which might or might not pan out is worth more than a half mile of houses which actually exist. I have concerns that only a handful of people are doing the thinking on this and well intentioned people are handed a lot of studies and materials they only vaguely understand which can lead to unwise decisions promoted by self-interested parties being rubber stamped. If Ford Development thinks a loop is a great idea then it should be perfectly positioned to utilize its commercial opportunities running through the middle of its property. Let the state build infrastructure for him. A residential neighborhood is no place for a 400' wide loop. I am guessing it is being shoved into Indiana South because Ford Development well knows it is a boondoggle. If the CR 7500 location is chosen then at the least the Loop should be moved north into the currently vacant property, other than a single metal building which is nearly empty, and leave CR 7500 in place and create a buffer (a wall to deaden sound and landscaping) between those residences and the new loop. This route is designed for the loop to begin turning north towards 1585 at some point in front of this neighborhood anyway and it should not require much to turn the loop inward earlier in the route. This would not be ideal but would be far preferable to having the loop in the front yard of these residences. Your consideration on these concerns and response to these questions is greatly appreciated. I will be happy to meet with TxDot or the stakeholders on this matter.				letter

29	Dan	Curry			6/25/2014	I am very concerned by the outer loop study around Lubbock. I am a home owner on 146th between Indiana and Quaker. The preferred route has now been selected as being in my front yard or possible where my house is. I looked at the comment cards from the February meeting and it would appear that the people have spoken that FM 1585 would be the best place to put this. However by the Tx Dot scoring system, which ignores what the people want, it is that the preferred route is along 146th (CR7500). When did the people lose the right to say what they wanted? Even in the presentation you had, the scores were higher for 1585 than the preferred route. That appears to me that there is influence, either from misinformation stakeholders or outside interests that supersede the property owners and tax payers. I would request that the stakeholders and Tx Dot reconsider their decision. If it is still determined that CR7500 is the preferred route then I would ask that the turn in the route that happens west of Indiana be moved to right west of Quaker, so that the route would at least be separated from Indiana South subdivision. This subdivision has been here for over 30 years. The fact that there are empty fields north of CR7500 from Slide to University would be a better choice. The fact that there is a major transmission line for SPEC along CR7500 would be another reason not to use CR7500. I am a business man and money is always a decision maker in my thoughts. Logic and finance have not been considered in this project. FM1585 is the logical and most cost effective route for the segment from FM179 to Slaton.				email
30	Dan	Curry			6/26/2014	It has come to my attention that the map segment labels have been changed on the maps. The map from the February meeting had 3A and 3C on FM1585. On the new map 3A is FM1585 and 3C is 146th (CR7500). This is very confusing. Why was this done? If you look at the scores from the comment cards from February using the new map it would appear that half were for the route of FM 1585 and half were for CR7500. In reality nearly everyone was for FM1585 being the selected route. Since Tx Dot has used an extraordinary scoring method to make CR7500 the selected route, I would think this needs to be revisited since the map labels have been changed. FM1585 was the route that the majority of the property owners and tax payers have said that they prefer. I find it completely unethical to change the map labels to make it appear that CR7500 was the selected route. The integrity of Tx Dot's and the stakeholders decisions have now been compromised.				email
31	Janette	Cook		79416	6/24/32014	Our property goes next to Reese along where the housing units were at one time. We have a lake bottom North of John Cagles house and Cagles Steak House. The green proposal will miss the Lake Bottom and take it further west where the commercial at Reese should benefit more. Please let me know the status of the plans at this point.				email
32	Dnan	Mathis		79423	6/23/2014	As a homeowner and resident of Indiana South for over 20 years, I urge you to please consider the concerns of this neighborhood. We built our home on 148th Street many years ago knowing that this home would be where we raised our children and spent our retirement years. We have worked hard through the years to reach the time that we could see the light at the end of the tunnel and a time in the future that we could retire and enjoy our home in a new capacity. We would be able to experience the peace of the country, the freedom to look out into the fields and absorb all of the tranquility that would await us as we could spend more time at home. We built our home in an area that was free from major intersections with obvious roads for development far to the north or south of our home. It would be a safe place for our us as well as our children and grandchildren. Unbeknownst to many of the homeowners in this area, the development of the outer loop in our back yards/front yards has appeared. There is absolutely no logical reasoning that would support the movement of this loop to leave 1585 and redirect to 146th Street. When I asked about this decision, I was told that we had to leave the land for development. We have development right here on this land. Please consider going north to the undeveloped land or 1585 to a road that is already developed that could handle this loop. The storage company and church on 1585 could easily handle this expansion compared to the homeowners of this area. As an educator in the Lubbock-Cooper school for 39 years, I have seen the area expand. I have watched as our district has grown and new areas developed. Never in my wildest dreams would I have thought that a highway would be built in the middle of a residential area such as the one you are considering. Again I will state that you have an area to the north of us on 1585 that should work for this loop. Please consider moving this loop back to 1585 and let the people of this neighborhood have their homes with the quality of home-ownership that their homes were built. We all chose this neighborhood as a quiet, safe place for our families. I request that you reconsider the location of the loop. I love Lubbock. I grew up on Woodrow Road south of Wolforth and have raised my family in Indiana South. I am happy that Lubbock is growing; however, this situation is important enough to me and my neighborhood that I am writing to you. I appreciate your consideration of moving the loop to a different location.				
33	Eddie Bartos	Canale		79364	6/27/2014	Attached please find a petition regarding the proposed Lubbock Outer Route Study. The original document will be hand delivered later this afternoon. This petition represents a large percentage of residents and landowners along the proposed route. We are strongly opposed to the current recommendation and it is expected that TxDOT take this matter very seriously. 4 pages attached include a letter and 3 pages of signatures.				email
34	Kelsey	Curry			6/27/2014	Right now Lubbock does not need an outer loop, but in fifty years it might and thats a big might. So if Lubbock intends on having an outer loop why not think about it logically? Because to me it doesn't seem like thats what is being done. Yes, I may be young and not have much life experience, but I know this plan is not being thought out logically. I could sit here and write about how FM 1585 makes a lot more sense to use or Woodrow Road or even using Kelsey Park that is in development, but I don't think you or the other people part of this project can think logically. So maybe if I use the emotional card you will listen and feel what I'm feeling. I know the loop is in the early stages of planing and its going to be a long time before it will even be built. So yes this will probably not effect my parents and I know it will not effect you, but it will me. I will be alive when the state comes to take my home. I have been very blessed, unlike many people I was able to live and grow up in one house. To you it may just be a house but to me its so much more. It is the first place my parents brought me home from the hospital. It is the place where I took my first steps. Its where I learned how to ride a bike. There have been some many "firsts" at this one little home, imagine how many firsts you will be taking away from a neighborhood that has been there for over 40 years. Some of my best memories come from being at home. I love waking up every Christmas morning sitting around the tree in the living room opening presents, for 26 years I have been able to do that. I would love to keep it going so one day my children will be able to have the same memories. No other place will ever truly feel like home like this house does to me. Its a place I know I can always go to when I need it. Its a place my dad taught me how to ride a bike, its where my mom showed me how to cook. Its where I became the person I am today. Unlike todays kids I grew up playing outside, getting dirty in the mud, and running all over the neighborhood. There was always someone watching out for the kids in the neighborhood, we even had a neighborhood dog to look out for us. When I would fall off my bike or get my four-wheeler stuck, there was always a friendly neighbor to help me out. Animals have passed away and there has always been a friendly shoulder to cry on. If I got scared while I was home alone, I could run next door until my parents got home. Blood sweat and tears have gone into my home from all the work that has been done. It is where I discovered my love for creativity. From painting my room over and over again to remodeling my parents kitchen. Not many kids can say their parents allowed them to have a bright yellow room. To this day I can look in my closet and see all the crazy colors my room has been. I can even go outside and look at the fence post I almost burnt down when I was younger or look at the wall where my parents measured my height ever year. Trees that my parents planted when they first built the house have grown just like me. I use to look out the kitchen window and was able to look at the house behind us. Now I look out the same window and see these trees that have grown over the many years. Sure it's just a tree to you but to me it's where I played, always wanting a tree house or trying to climb as high as I could and even fell out of a few times. Many great things have happened at this home, having my basketball team over for dinner the night before a big game and it always being a places where friends could come for a good home cooked meal or just a place to stay when they need it. Its a place I love more than anything, its my home and no matter where I live or move off to, it will always be home to me. Its the place where my parents stand in the drive way and wave goodbye to me just like their parents did to them. I know you don't care about all my sad sob stories but its what this home is to me, its not just a bunch of bricks. Maybe now you can step back and think about what your doing to the people of this neighborhood. If this project was being done logically and made sense there would be no problem, but its not. Like I say I'm young with not much life experience but even I can look at this and tell its not being done logically. The loop is come whether or not Lubbock needs it, there is still time to make changes, changes that make sense, not once that will destroy forty years of memories.				email
35	Sara	Curry		75248	6/27/2014	I am writing you today to express my concerns for the projected path for the outer loop project in Lubbock Texas. Being a working professional in the construction industry and former architecture industry our number one goal when developing new buildings or infrastructure is to have the least amount of impact on surrounds areas around our buildings or roads. I am writing you today to tell you a bit more about my upbringing and why this outer loop impacts me. In July of 1981 my parents moved into their very first home on 3701 CR 7500. At first it was one of 5 houses in the neighborhood of Indiana South. They were surrounded by cotton fields and Indiana was once a dirt road. In November of 1981 they brought me home from the hospital to this house. I was very fortunate that I was able to live in that home until I went off to college, which was right down to road at TTU. It is a place where I grew up and became the person who I am today. Lots of happy moments, sad moments, and lots of memories were shared in that house. From mowing the yard on the riding lawn mower to having to pull weeds in the front flowerbed for punishment, to installing our new basketball goal with my dad, to learning to cook with my mom, to playing in the mud in the dirt road next to our house, it is a place where I grew up. Even though I no longer live in Lubbock, coming home is what I look forward to. Whether it's coming home for a TTU football game, to see my family for a holiday, or to just get away from Dallas, it is a place that I can relax and get away. While in school (jr high, high school, and even college) our house was always the hangout house, we always had people over. Heck it's still a place where we hang out! Everyone knew and still know they were and will always be welcome at our home because that is the environment that my parents created. The neighborhood grew and houses began to be built, neighbors came and went, but through it all it has always been home to me. Yes a house is a tangible object, and it's really the memories that you hold from a home, but I want this to be a place where I can take my kids and show them where I grew up. I have told the outer loop proposal to several folks here in Dallas (where I live currently) and they asked why do you care it's not your problem. Well yes it is my problem! My sister and I will inherit that house when my parents are gone. I am sure you are the around the same age as my parents so think about this. What is the average age of the person on the board who is approving the route of the outer loop? I am sure none of you will be around to even see it. The families that you will eventually tear down their homes for this infrastructure, how many of them have children? How many of them have grand children? These will be the folks that are impacted by your decisions that you make today for this outer loop. We as the younger generation will be inheriting these pieces of property/homes. We will be the ones that have to look at the big piece of concrete that took the place of where our childhood home once stood, because someone didn't care enough to look at an alternate path. With as many cotton fields that are out in that area, wouldn't it make more sense to go through a current cotton field or a preexisting road rather than an established neighborhood that has been around for 30+ years? Keep in mind these have been tax payers and will continue to be tax payers. So ask yourself why? Why disturb something that is just fine being left alone. What did this neighborhood do to you? With all that said please step back and think about what you are doing. Think about how you are impacting others. I know planning is something that you all are looking at, but really in truly does CR 7500 make the most sense? Have you driven down this road? Have you met the people who currently live down this road? If not I strongly encourage that you do. You might be surprised at the stories that you hear. So think about this, put yourself in their shoes. Think about if you were someone living in that house for 30+ years and one day a group of people get a crazy idea and decide to put a road where your house is. How would you react? What would you do? Being from the outside looking in I ask please put your logic hat on and look at alternate paths that have the least impact on the areas that are already there because this is affecting my family. I seriously suggest you weigh the pros and cons about this and not just look at the numbers. As I tell my construction teams I work with daily look at the value add. What value are you adding to Indiana South? How are you helping, because if you aren't then you probably aren't doing the right thing. Please consider looking at paths that do not impact this neighborhood!				email
36	Ashley	Higley		79423	6/27/2014	I'm writing in protest to the proposed outer loop route on 146th St/7500. It's hard to make sense of why this route would not instead follow FM 1585, when it is already a more traveled thorough fair with fewer developed neighborhoods.				email

37	Kaylynn	Curry		6/25/2014	I am writing this letter in regards to the outer loop. I am looking at this from a different angle, not as a home owner but as a taxpayer. I deal with numbers on a day to day basis and know what bottom lines mean to people this day in age. Yes, Lubbock is growing and the little towns in West Texas are drying up. Their populations are decreasing due to lack of jobs and aging populations are moving into town. The farmers of yesteryear lived on the land they farmed, now they farm the land, and drive into town to live. I have several clients that farm as far away as Seminole and live in Lubbock. Soon, we won't have to worry about the "older Generation" moving to Lubbock, they will already be here. Then I stepped back and looked at the issue of water, this is on everyone's mind. In your presentation you've discussed allowing for pivot systems and plan to go around them. In 10 to 20 years will there even be enough water to use those systems? Please know there are already people who have had to move into Lubbock because their wells have dried up, they can no longer live out on the farm. This is not only happening in south Lubbock County but all across Lubbock County. What industry do we have in Lubbock to help continue with its growth? Yes, we have Texas Tech, the medical community, and agriculture. If our water situation gets worse and our farm land is used for highways and developments, our agriculture related businesses will decrease thus, causing population to decrease. I grew up in Corpus Christi, when the oil industry was big and all of the office buildings in downtown were full of companies such as Exxon, Mobil, Sun Oil Company, Houston Natural Gas and many others. With technology and the cost of doing business, the oil companies started leaving. As of today the office buildings downtown are there but with smaller staffs, if any and a few independent oil consultants. Downtown Corpus is empty, parts are being torn down because they have sat vacant for so long they are falling apart and have become a safety issue. I watched H.E.B and Whataburger's corporate offices and the majority of their workforce move to San Antonio so they could cut down on costs. My point being what is going to happen when the new owners of United Supermarkets decide that Dallas is better suited to be the Main office and Distribution Center for this company. After all Dallas is growing. More companies are moving from the west coast to be more centrally located where the overall cost of doing business is less. What will happen with the job situation or the growth population in Lubbock? What if investors start to pull their money out of Lubbock because the return of their money is not what they want and they feel they could do better investing it in an area where jobs are on the rise with overall higher salaries? Those people have more money to spend than the "average" wage earner in West Texas. We have to also address the sources of the funds that come into the Lubbock economy. A lot of this money is government money, whether it be from agriculture subsidies, government funded student loans, or the funds from government in forms of Medicare or Medicaid. Our government is broke. We are dealing with a lot of unknowns especially with the New Affordable Health Care Act and the impact it will have on our Medical Community and private businesses that have to meet its demands. Yet we continue to spend, thinking that none of these issues will affect us. We may be growing but we are not pulling companies that are not tied to the federal government. Shouldn't the state recognize these same issues as businesses do? Where is the state's money best used? Maybe the state should help the existing taxpayer and their existing needs not on something they may or may not need. The state roads are in need of repair which is a more logical choice for taxpayer funds. The reality is Lubbock will never get the big companies like JC Penny's, American Airlines or Toyota or other large corporation. The biggest deterrent, water, THIS IS A REALITY. We need to accept this fact. I have learned there are "road dreams" throughout Texas which have caused legal issues in certain areas. The road to the Austin airport, Hwy 183 has been in litigation for over 20 years, thus costing the state more and more money. Tax dollars wasted and as a taxpayer, I am tired of money being wasted. I have watched the City of Lubbock waste funds on lawsuits, this is not where I want my tax dollars to go whether it be at the City, County, State, or Federal level. I want to see the best "Bang" for my dollar. Building an outer loop makes no sense to me at any level! Especially when there are other needs throughout the state. One of these concerns is right here in Lubbock, Texas. Since the building of Cooper West Elementary and the housing addition of Kelsey Park, safety is a big concern. There is no turning lane on FM 1585 for people to enter these areas in a safe manner. Therefore, 1585 needs to be widened to include a turning lanes. So why not just expand it to use as the outer route? Taxpayers' dollars will be saved for expanding this road and not building and additional major road 1 mile away. You can just turn the route north instead of south. The power lines that run down 146th will be a major cost to the state for having to reroute these lines. If this route down FM 1585, yes you would have to move some utility lines, but not the major lines that are part of SPEC. This seems like a great deal of waste when there is raw farm land north of these lines that could be used. I remember this is part of Kelsey Park "Development", as of date does not exist, but it might. Whereas, Indiana South does and has existed for over 30 years. They have been paying taxes to Lubbock County during this time, yet there is no consideration for us in regards to this matter. I now know how it feels when our country started "taxation without representation" and I believe this is what is happening right now to the south part of Lubbock County. We now are able to give our opinions but the outer loop project has been going on for several years. No parties have reached out to the property owners who stands to be hurt by this project. We are just supposed to agree to lose our homes and be happy about this situation. There is no "compromise" to these routes. The stakeholders are holding our lives in their hands, yet they won't sit down and listen to our opinions or ideas. The bottom line is we have not been allowed any representation on this matter. So will this matter turn into another Highway 183 like in Austin? The people gave you their suggestions and it fell on deaf ears. Why did you waste our time and the states money if this decision was already made? I am tired of government waste, why start a project when the state can't even maintain the existing highways? Does the state plan to "give" this to the city and county to maintain? We have created enough tax burden for our children, grandchildren and even our great grandchildren, it needs to stop! There is still time for options on this project I strongly suggest that the stakeholders re-examine all routes and see which makes more sense for the taxpayers of Lubbock County. There has to be an alternative that all parties can live with and afford. This project has been in development since 2010, yet you only gave the homeowners being directly affected by these actions 10 days to get their comments to you. Some people are out of town and cannot be reached to notify them of these actions. Why are we being rushed at this stage?				email	
38	Tyler	Chadwick		6/23/2014	I wrote an email to you after the last meeting back in late winter. As the time approaches for these decisions to be made on the Lubbock Outer loop, all of us neighbors in Indiana South are so anxious we are losing sleep. It seems there has been no regard for the 1/2 miles of houses on in Indiana south. There are families at all stages of life on our street, 146th facing north. If cr 7500 is chosen, there is an irrevocably negative impact for all of us. I'm not sure what the basis is for choosing our route and basically putting an access road in our front yard when its clear something fishy is going on looking at the new preferred route the magically heads a mile south to our road, then magically turns right back around Kelsey park. There are so many other options to keep this loop away from our houses. There is farmland all around us, and undeveloped land north of us and 1585 where the loop could and should be. There are so many more benefits of a loop being down 1585. The traffic there is already so heavy and not many housing developments there. There are already businesses there that would benefit greatly from increased traffic, whereas, my 4 and 6 year olds and any new families in Indiana South would basically omit being in their front yards if 7500 was chosen. I sure don't want kids out in our front yard with cars and trucks whizzing by. Now lets talk about property values. You are basically guaranteeing that we are all going to be stuck in our homes by choosing 7500. There is very little chance anyone is going to want to buy a house with a loop in its front yard. In my situation, I don't want to stay in the house forever, but I know several other families who have built these homes to live in the remainder of their lives. We moved to this area because of the big lots and the openness. I thank God every night I walk outside and hear nothing. By choosing 7500, you're taking that away. You're taking away the family walks we take with our family and beagle, Currie. You're taking away the bike rides my kids and future kids take up and down the driveway. You're taking away not only the value of our homes, but the way we live. We host a Gospel Community (basically small group in our church) at our house every Wednesday. We Generally have 8-10 cars at our house then. Now where are they going to park? Are they going to have to park on the other side of the loop and walk with their 4-8 year olds across the loop to get to our house? This is our life. Think about it. There are very smart people out there, there is a better solution that our front yards being used for a loop that isn't really feasible. Our neighbor Dulan Elder has brought up some awesome points that need to be addressed. We are not going to be stepped on. We are all running out of water in the area, and I'm not sure how everyone thinks this is that feasible presently. There is more time to make decisions on this matter and there are smart people that can help.				email	
39	Kaylynn	Curry		6/18/2014	I have pick up a map thanks to Christy and I do appreciate her help. I am looking at it and there may be alternatives to the proposed route. Instead of having it enter onto 146 th at my front door could the tie in, be further down the street like past the pavement part of 146th and then it tie in and of course move it on the other side of the telephone poles it could tie in a Quaker or even at Slide and the impact on the existing residential would be manageable, but as it stands right now it would basically cut my neighborhood in half. I have another question- how long has 146th been up for consideration ? Again if we have to deal with help the existing homes and not the " maybe". It seems like that this part of the segment is being disturbed more than any other. Please please work with us				email	
40	Jan	Roberts		79373	6/17/2014	My farm is in phase 1 at Shallowater. As of now the farm is cut in half with highway in between. It would be nice to move to the half section line, the north line of our farm so that until actual construction begins, our farm could remain viable providing the income for myself an my uncle.			X	comment card
41	Carolyn/Larry W.	Luttrell Wilson/Luttrell	79464/79424	6/18/2014	I attended the public meeting for this route last evening. I have several concerns that were just briefly announced. I did not know you had decided on the southwestern turn on segment 3A and 3D. I am writing this letter to inform you of the property owners' requested concerns. The landowner is Larry W. Luttrell and I am a family member. The segment 3A and 3D crosses through his property's pivot irrigation system. This will render the cotton farm useless with no income. Larry and his wife are both disabled and I am concerned about this situation. Larry and his wife are retired and use the farm income as a supplement for their health cost. I have questions regarding this route. 1. If you decide on this 3A and 3D segment, how do you project production income? 2. Why did you choose this location? 3. How far is the distance to the west of Wolfforth, CR 1400, CR 1300, CR 1200, or CR 1100? 4. Why did you not consider the Milwaukee route from CR 7500 to FM 1585? Mr. Warren, I am concerned that the stakeholders do not have this information. Please consider moving this route either east or west of CR 1500 [Alcove Avenue]. The property owner has asked me to inform you of these concerns. I realize segments 3A and 3D have not been presented in previous meetings. This is why I am writing to you now. I would like a physical map of the whole outer-route presented last evening. The map on the line is unclear. Also, which of the segments will you built [sic] first and what is the time frame as to when this construction will begin?				letter	



**Lubbock Outer Router Study  
Public Meeting Summary  
August 21, 2014  
Lubbock-Cooper Performing Arts Center**

**Purpose and Outreach**

This was the third of three public meetings regarding the TxDOT Lubbock Outer Route Study. The first meeting was held in February of this year. The initial February meeting was postponed because of ice. Nearly 50 members of the public attended anyway and staff was on hand to take their comments and answer their questions. The re-scheduled meeting in February offered the public various route options to consider and provide comments. The second meeting was held in June 2014 to present the revised route options based on the feedback received from the February Public Meeting and input received from the stakeholders committee, as well as the recommended option for each segment. Following the second meeting, the study team evaluated the comments, included input received from the stakeholder group and conducted additional analysis. This third and final public meeting was held to present the preferred route concept, which reflects stakeholder and public input, and take further input from the public, to conclude the study.

Public notification for the meeting was conducted using a variety of methods. A press release was distributed to local media outlets. Meeting information and project documents were posted on [www.txdot.gov](http://www.txdot.gov). Direct mail notices and emails were sent to stakeholders and the public using registration information from previous public meetings as well as previous mailing list related to this study.

**Attendance and Participation**

Approximately 235 members of the public registered at the meeting. For details, see the attached sign-in sheets. There were 11 TxDOT personnel and 8 consultants staffing the meeting, and a court reporter to transcribe comments. A media representative from the Lubbock Avalanche-Journal, KLBK13/KAMC28, and Fox also attended.

**Meeting Summary**

The meeting was formatted to provide the public an opportunity to preview the preferred option and get questions answered, receive a formal presentation, and provide verbal or written comments. Staff provided information and answered questions during the 30-minute open house and a court reporter was available to take verbal comments. Following the open house, Steve Warren with the TxDOT Lubbock District conducted a presentation explaining the study process, the evolution of the route options, next steps, and how to comment. Subsequently, the public was provided an opportunity to ask questions and provide verbal comments. Following verbal comments, the formal portion of the meeting was adjourned. The study team remained available to answer additional questions and take comments.

The presentation included background on the feasibility study and the progression to the current route study. Mr. Warren also covered the public involvement, how the preferred route option was determined, very preliminary cost estimates, and next steps. He explained all comments will be given equal consideration regardless of the delivery method (verbal or written). The presentation concluded with information about how to comment and notice that the study team would remain available for a short time to answer additional questions after verbal comments are heard.

Mr. Warren explained this study is still in the very early stages of the development process; there will be many more steps before right-of-way acquisition or construction is started. Further, the preferred route presented at this meeting is a general route. Until the environmental study and schematic design is completed, the route serves as a guide, and it may be changed. He informed attendees that right-of-way personnel are available to answer general questions but any property acquisition for this project will be years away.

The evolution of the Outer Route began as a feasibility study for an outer loop. The feasibility study determined there was not enough growth or transportation demand for north eastern Lubbock County. Therefore, the outer loop was reduced to an outer route to serve southern and western parts of the county. Mr. Warren explained that the effort has included involvement of a stakeholder committee and two official public meetings. After each public meeting, the route options were re-evaluated and analyzed based on public comment, congestion and mobility, safety, socioeconomic factors, environmental factors, and engineering complexity.

For each of the four segments, Mr. Warren explained how each scored on the analysis and became part of the preferred route option. For Segment One, only a small change was made to reduce potential impacts to the residential area of Legacy Ranch. This segment ties into US 84 along FM 2641. This selection allows for future growth towards the airport and was the most preferred based on public input. Segment Two, from Reese Technology Center to Wolfforth, was adjusted after the first public meeting and remains the same since then. This segment provides Wolfforth with the requested space for future growth and minimizes impacts to Reese. Segments Three and Four were combined for analysis since they are interdependent based on what happens at US 87. The current route options, for Segment Three, were shifted to avoid the Wolfforth wastewater effluent treatment plant and adjusted about a quarter-mile to the north between Quaker and Indiana to reduce residential impacts. The preferred route for Segment Three generally follows FM 1585 up to US 87. Segment Four begins at FM 1585 and continues until the intersection with US 84. The preferred route for Segment Four begins at the intersection of US 87 and FM 1585 and curves down from FM 1585 to 146<sup>th</sup> Street, and generally follows 146<sup>th</sup> Street to the intersection with US 84. The resulting route option for Segments Three and Four avoid impacts to existing residential areas along CR 7500 (146<sup>th</sup> Street) west of US 87 and along FM 1585 to the east of US 87. This alternative was the most preferred route option based on stakeholder and public input.

Following the information about the preferred route option, Mr. Warren briefly explained the phasing of the effort will depend on need and funding. The entire route is 35 miles and ultimate build out is expected to cost about \$700 million in 2014 dollars – without considering right of way. Therefore, the initial phases will likely be construction of frontage roads with a wide median to permit construction of a four-lane divided freeway in the median at a future date. He then went on to explain the preferred route option, depending on comments received, will be further analyzed and may change. If there are no big changes, a final report for the Route Study will be developed. The next step will be an environmental study. The environmental study phase will include additional and more in-depth study of the recommended route and lead to schematic development. For this effort, it has not yet been determined if the entire 35-mile route will be assessed or a smaller segment of it. The environmental and schematic efforts can take as much as five (5) years to complete. The full public presentation is attached.

Following the presentation, attendees were asked to register to speak to have their comments heard and their questions answered. Four attendees registered to speak. One speaker requested a revision to the public meeting #2 summary. The requested revision was completed and published on August 29, 2014. The second speaker thanked TxDOT for their work and, as a property owner on the preferred route, was willing to work with them to get the outer route built as quickly as possible. A Highland Oaks resident was the third speaker and requested growth projections information justifying the need. He also wanted to know if additional public involvement would be conducted. Mr. Warren explained the next step is in-depth assessment of right-of-way needs and impacts, which requires additional public involvement. The final speaker wanted to know the width of the corridor. Mr. Warren reiterated that the final width would be determined in future stages of development. For this study's purposes, 400-foot right-of-way width was used and in reality it could be less in some areas and a bit more in others.

Mr. Warren concluded by reminding attendees of the 10-day comment period ending on September 2, 2014. He encouraged input during and following the meeting through a written comment card or verbal comments to the court reporter, or after the meeting through the project website, mail, or email. Finally, he noted that staff would be available for a short while following the evening's presentation.

### **Comments Summary**

Comments were collected at the meeting and thereafter received by the TxDOT Lubbock District. By the end of the ten-day comment period, a combined total of seventy-five (75) comment cards, verbal comments, emails, petitions, and letters have been received. Three requested being added to the project database. Two petitions were submitted for consideration. Eighty-five (85) concerned citizens signed the first petition. It requested TxDOT consider using the half mile east of CR 3100 on E. CR 7500 as part of the outer route to avoid impacts to residents in this

area. The second petition garnered support from fifty-six (56) Highland Oaks residents stating support for the preferred route presented at the public meeting.

The majority (approximately 48) of the additional comments received supported the route utilizing FM 1585 on Segment 3. Comments also suggested the connection between Segment 2D and 3C be shifted east of Wolfforth or end at Wolfforth. The same comment suggested creating a cloverleaf at Marsha Sharp Freeway and I-27 for Segment 3C to work. Other suggestions were to consider FM 41, avoid FM 2641 as well as 138<sup>th</sup> Street from Avenue P to Highway 87. A few comments (approximately six) suggested avoiding FM 1585 on Segment 4 to minimize impacts to near-term business development, Kelsey Park, and existing businesses. Other comments included a suggestion to build the entire loop system, questions about why the outer route is needed as well as questions about specifics to the design that are unknown at this time. One commenter wants the Marsha Sharp Freeway completed east of Loop 289. Finally, nineteen (19) comments expressed gratitude toward TxDOT for taking the public comments into consideration.

### **Next Steps**

TxDOT will consider all the comments received and may refine the recommended route. A final stakeholder meeting will be held and a study report will be developed. Once the study report is approved, the initiative will be positioned to enter environmental evaluation, which will include assessing right-of-way impacts and finalizing the alignment.

### **Attachments**

- Notices
- Exhibits
- Presentation
- Speaker Registration Cards
- Sign-in Sheets
- Comment Matrix and Scanned Comments Received by TxDOT
- Court Reporter Transcript



**Texas Department of Transportation  
Lubbock Outer Route Study  
Notice of Public Meeting #3  
Thursday, August 21, 2014  
Lubbock-Cooper Performing Arts Center**

The Texas Department of Transportation (TxDOT) will host its third open house/public meeting to discuss and receive input from the public on the second phase of the Lubbock Outer Route Study. During the meeting, scheduled for Thursday, August 21, TxDOT will seek public opinion on a Preferred Route for the proposed highway facility around Lubbock from US 84 northwest of Lubbock to US 84 southeast of Lubbock.

An open house will begin at 5:30 p.m., Thursday, August 21, 2014 at the Lubbock-Cooper Performing Arts Center, 16302 Loop 493, Lubbock, 79423 and will provide information and display exhibits related to the study area and Preferred Route. A short presentation by TxDOT personnel will be conducted at 6 p.m. followed by a public comment period. Staff will be available at all times to answer individual questions.

The Lubbock Outer Route Study is currently in its second phase of development. The first phase, known as the Feasibility Study, was initiated to determine the feasibility of an outer route around Lubbock. It concluded in 2010 with a finding of feasibility for a four-lane divided highway in 2030. The second phase, which has included investigations of traffic, socio-economic, environmental, and engineering criteria to determine specific routes, and extensive stakeholder and public involvement, culminates with a proposed Preferred Route. Stakeholder and public meeting summaries, as well as fact sheets and frequently asked questions are posted on the project website: <http://www.txdot.gov/inside-txdot/projects/studies/lubbock/outer-route.html>

The open house will provide updated information and exhibits related to the Preferred Route as well as a formal presentation. The public is invited to attend to get information and provide comments.

Written comments may be emailed to [steven.warren@txdot.gov](mailto:steven.warren@txdot.gov), faxed to (806) 748-4380, or mailed to Steven Warren, P.E. at 135 Slaton Road, Lubbock, TX 79404-5201. All comments must be submitted or postmarked by September 2, 2014. The presentation can be found online, after the public meeting, at <http://www.txdot.gov/inside-txdot/projects/studies/lubbock/outer-route.html> or requested by calling (806) 748-4490.

Persons who plan to attend and have special communication or accommodation needs are encouraged to contact Dianah Ascencio at (806) 748-4472 at least five business days prior to the meeting to request assistance. TxDOT will make every reasonable effort to accommodate these needs.



**El Departamento de Transporte de Texas  
Estudio del Libramiento Vial para la Ciudad de Lubbock  
Aviso de Junta Pública #3  
Jueves 21 de Agosto del 2014  
Lubbock-Cooper Performing Arts Center**

El Departamento de Transporte de Texas (TxDOT) llevará a cabo su tercera exhibición y junta pública para discutir y recibir retroalimentación acerca de la segunda fase del estudio del libramiento vial para la Ciudad de Lubbock. Durante la junta, programada para el jueves 21 de agosto, personal de TxDOT estará solicitando opinión pública en cuanto a la Ruta Preferida para la vialidad propuesta alrededor de la ciudad de Lubbock desde la carretera US 84 al noroeste de la ciudad hasta la carretera US 84 al sureste de la misma.

La exhibición se llevará a cabo a las 5:30 p.m., el jueves 21 de Agosto del 2014 en el Lubbock-Cooper Performing Arts Center localizado en el 16302 Loop 493, Lubbock, 79423 y proveerá información relacionada con el área de estudio y la Ruta Preferida. Una breve presentación por parte del personal de TxDOT se llevará a cabo a las 6 p.m. seguida de un período de comentarios por parte del público. Personal estará disponible en todo momento para responder sus preguntas.

El Estudio del Libramiento Vial para la Ciudad de Lubbock se encuentra actualmente en su segunda etapa de desarrollo. La primera etapa, el Estudio de Factibilidad para el Libramiento Vial de Lubbock, fue elaborado para determinar la factibilidad de una ruta periférica alrededor de la ciudad de Lubbock. La primera fase terminó en 2010, concluyendo que una carretera de 4 carriles dividida será factible en el año 2030. La segunda fase, la cual ha incluido investigaciones de tráfico, aspectos socioeconómicos, medio ambientales y criterios de ingeniería para determinar rutas específicas, así como un extenso proceso de participación ciudadana, culmina con la propuesta de una Ruta Preferida. Resúmenes de las juntas públicas y de accionistas, así como una copia de las preguntas más frecuentes y ficha técnica están disponibles en el sitio web del proyecto: <http://www.txdot.gov/inside-txdot/projects/studies/lubbock/outer-route.html>

La junta pública proveerá información actualizada y una exhibición relacionada con la ruta preferida así como una presentación formal. El público está invitado a acudir para recibir información y proveer comentarios.

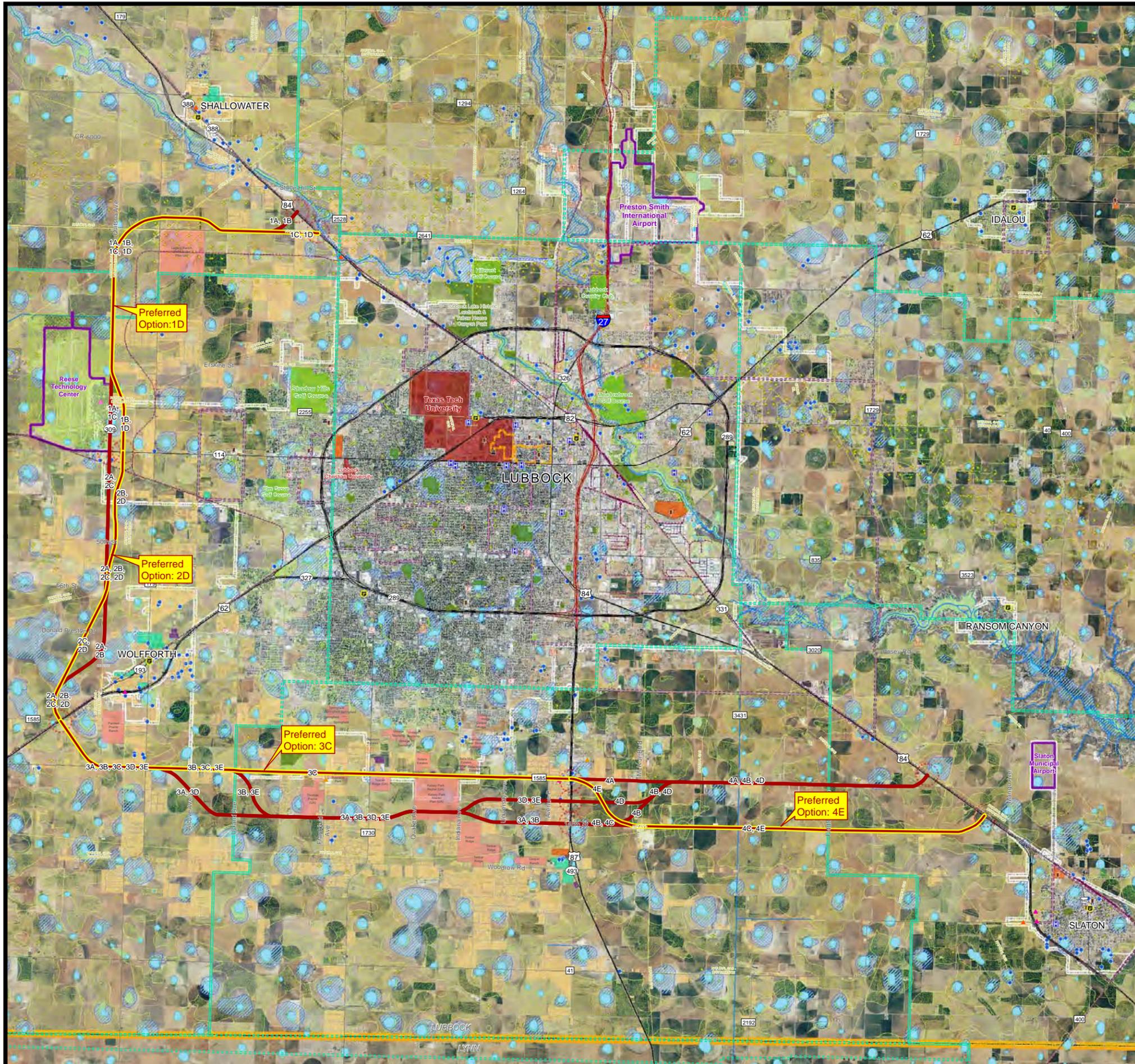
Comentarios escritos pueden ser enviados por correo electrónico a [steven.warren@txdot.gov](mailto:steven.warren@txdot.gov), por fax al teléfono (806) 748-4380 o por correo a nombre de Steven Warren, P.E., 135 Slaton Road Lubbock, TX79404-5201. Todos los comentarios deberán ser recibidos o enviados antes del 2 de septiembre del 2014. La presentación estará disponible en el internet, después de la junta pública, en <http://www.txdot.gov/inside-txdot/projects/studies/lubbock/outer-route.html>, o puede ser solicitada llamando al (806) 748-4490.

Personas con necesidad de asistencia o con necesidades especiales que van a asistir a la junta favor de llamar a Dianah Ascencio al teléfono (806) 748-4472 por lo menos 5 días hábiles antes de la junta para solicitar asistencia. TxDOT hará lo posible para atender sus necesidades.

# Current Route Options Map

## Lubbock Outer Route

### DRAFT



#### Legend

- Current Route Options
- Preferred Route Option
- Potential Interchanges

#### Transportation

- Interstate
- US Highway
- State Highway
- County Roads
- Local Roads
- Active Railroad
- Airports

#### Community Resources

- Fire Stations
- Police Stations
- Hospitals
- City Boundaries
- School District Boundaries
- County Boundary

#### Land Use

- Residential
- Schools
- Houses of Worship
- Colleges & Universities
- Future Development

#### Cultural Resources

- National Register of Historic Places
- Texas Historical Markers
- Historic District
- Cemeteries

#### Low Income & Minority Populations

- Low Income & Minority Populations

#### Hazardous Materials

- Landfills
- Electric Substations
- Oil/Gas Surface Wells
- Oil & Gas Pipelines

#### Prime Farmland

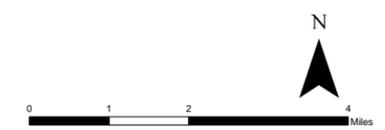
- Prime Farmland

#### Parks & Conservation Areas

- Parks
- Golf Courses
- Local Conservation Lands

#### Water Resources

- Public Water Supply Wells
- Streams
- National Hydrography Dataset Features
- Playa Lakes
- National Wetland Inventory Features
- 100-year Floodplain



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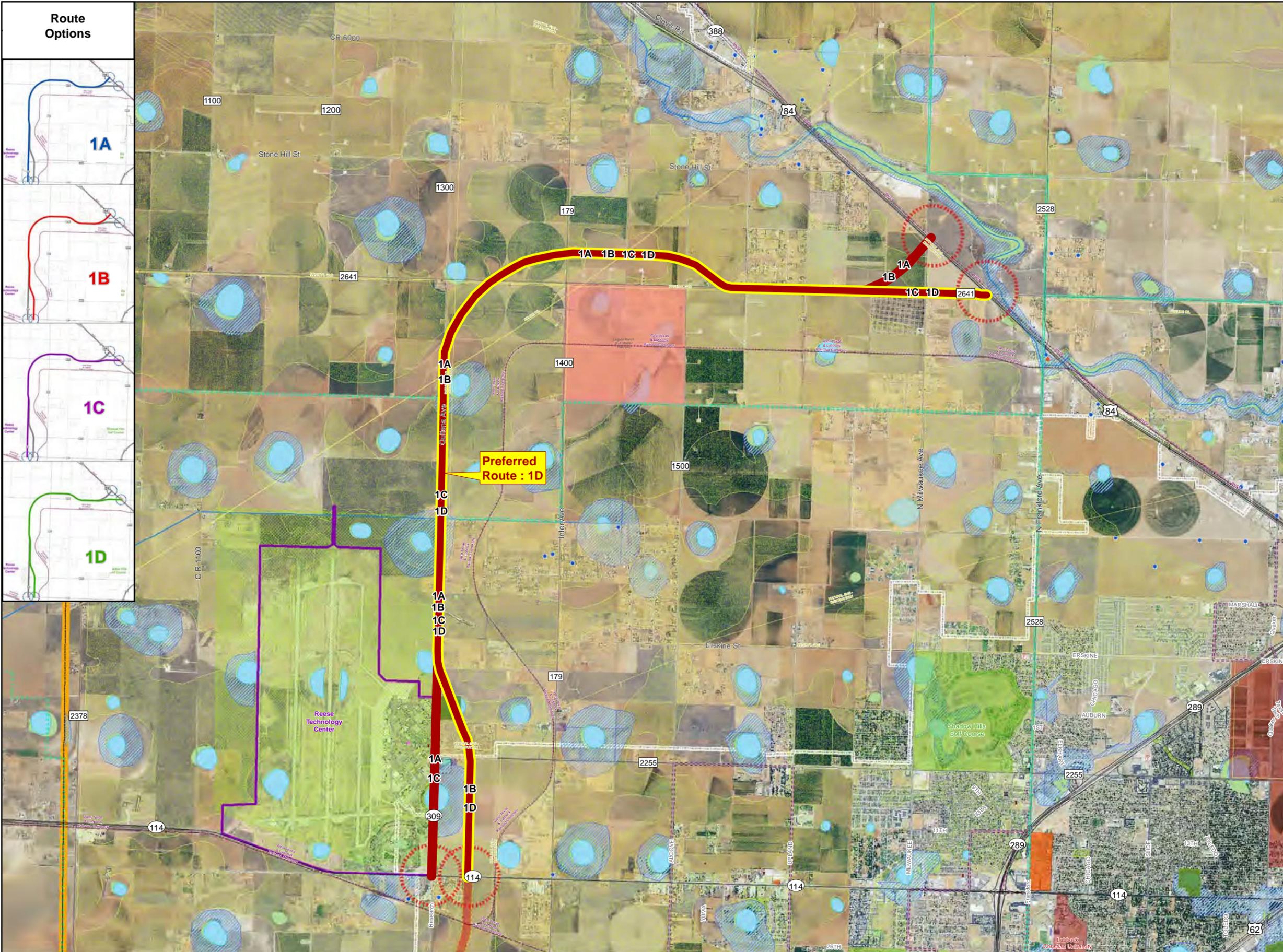
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Date: 8/14/2014

**Route Options**



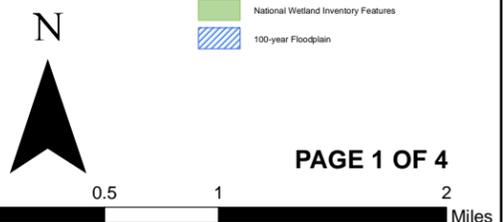
# Current Route Options Map

## Lubbock Outer Route

### DRAFT

**Legend**

- Preferred Route Option
- Current Route Options
- Potential Interchanges
- Interstate
- US Highway
- State Highway
- County Roads
- Local Roads
- Active Railroad
- Airports
- Fire Stations
- Police Stations
- Hospitals
- City Boundaries
- School District Boundaries
- County Boundary
- Residential
- Schools
- Houses of Worship
- Colleges & Universities
- Future Development
- National Register of Historic Places
- Museums
- Texas Historical Markers
- Historic District
- Cemeteries
- Low Income & Minority Populations
- Low Income & Minority Populations
- Landfills
- Electric Substations
- Oil & Gas Surface Wells
- Oil & Gas Pipelines
- Municipal Landfill Sites
- Leaking Petroleum Storage Tanks
- Environmental Response System
- RCRA Corrective Action Facilities
- RCRA Generator Facilities
- RCRA Sites With Controls
- Prime Farmland
- Parks & Conservation Areas
- Parks
- Golf Courses
- Local Conservation Lands
- Public Water Supply Wells
- Streams
- Playa Lakes
- National Wetland Inventory Features
- 100-year Floodplain



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# Current Route Options Map

## Lubbock Outer Route DRAFT

### Legend

- Current Route Options
- Preferred Route Option
- - - Potential Interchanges
- Interstate
- US Highway
- State Highway
- County Roads
- Local Roads
- Active Railroad
- Airports
- Fire Stations
- Police Stations
- Hospitals
- City Boundaries
- School District Boundaries
- County Boundary
- Residential
- Schools
- Houses of Worship
- Colleges & Universities
- Future Development
- National Register of Historic Places
- Museums
- Texas Historical Markers
- Historic District
- Cemeteries
- Low Income & Minority Populations
- Low Income & Minority Populations
- Hazardous Materials
- Landfills
- Electric Substations
- Oil & Gas Surface Wells
- Oil & Gas Pipelines
- Municipal Landfill Sites
- US Biennial Reporting System
- Environmental Response System
- EPA Docket Data
- RCRA Corrective Action Facilities
- RCRA Generator Facilities
- RCRA Sites With Controls
- Leaking Petroleum Storage Tanks (Polygon)
- Prime Farmland
- Prime Farmland
- Parks & Conservation Areas
- Parks
- Golf Courses
- Local Conservation Lands
- Water Resources
- Public Water Supply Wells
- Streams
- Playa Lakes
- National Wetland Inventory Features
- 100-year Floodplain

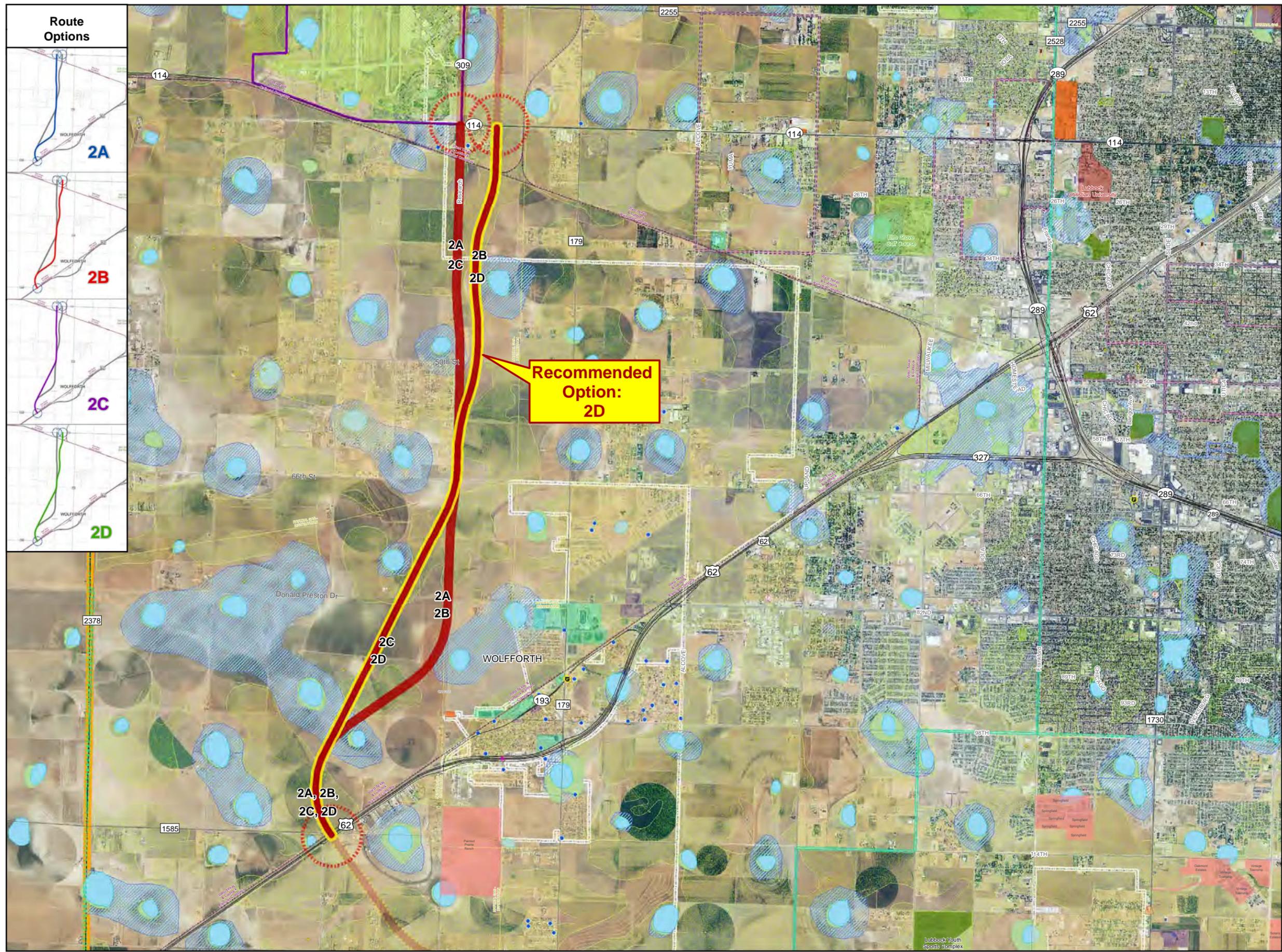
### Route Options

2A

2B

2C

2D



N

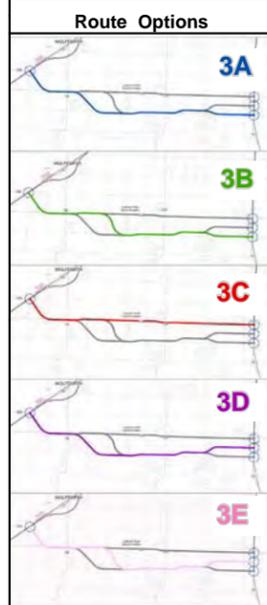
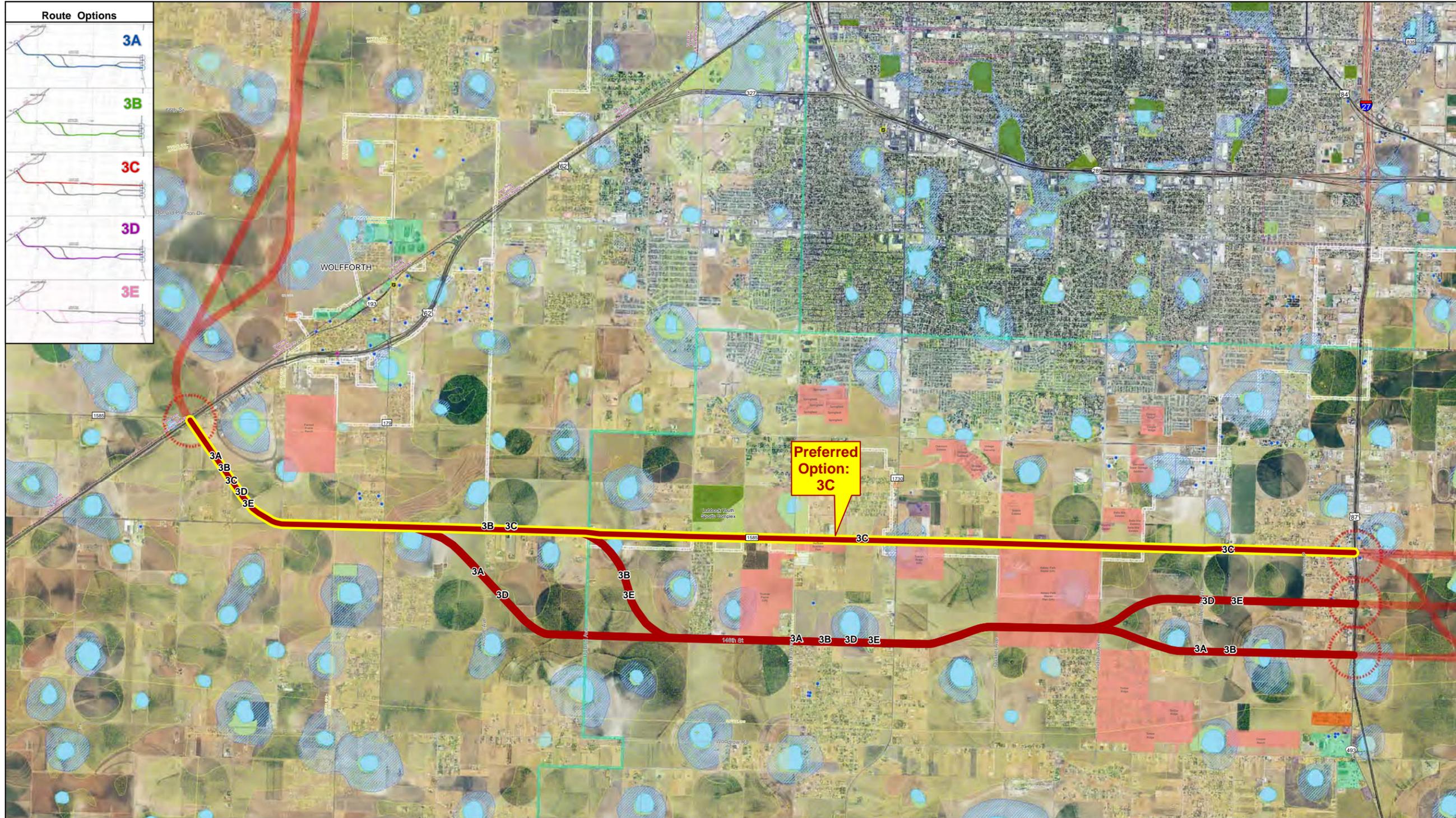
PAGE 2 OF 4

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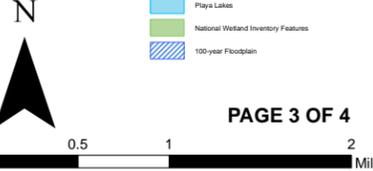
Date: 8/15/2014



# Current Route Options Map

## Lubbock Outer Route DRAFT

- Legend**
- Route Options:**
    - Preferred Route Option (Yellow line)
    - Current Route Options (Red line)
    - Potential Interchanges (Red dashed line)
  - Transportation:**
    - Interstate (Blue shield)
    - US Highway (Blue shield)
    - State Highway (Blue shield)
    - County Roads (Black line)
    - Local Roads (Grey line)
    - Active Railroad (Black line with cross-ticks)
    - Airports (Yellow square)
  - Community Resources:**
    - Fire Stations (Red square)
    - Police Stations (Blue square)
    - Hospitals (Blue square)
    - City Boundaries (Green dashed line)
    - School District Boundaries (Green dashed line)
    - County Boundary (Black dashed line)
  - Land Use:**
    - Residential (Light pink)
    - Schools (Light green)
    - Houses of Worship (Light purple)
    - Colleges & Universities (Light blue)
    - Future Development (Light red)
  - Cultural Resources:**
    - National Register of Historic Places (Black square)
    - Museums (Black square)
    - Texas Historical Markers (Black square)
    - Historic District (Black square)
    - Cemeteries (Black square)
  - Low Income & Minority Populations:**
    - Low Income & Minority Populations (Light blue square)
  - Hazardous Materials:**
    - Landfills (Light blue square)
    - Electric Substations (Light blue square)
    - Oil/Gas Surface Wells (Light blue square)
    - Oil & Gas Pipelines (Light blue square)
    - Municipal Landfill Sites (Light blue square)
    - US Biennial Reporting System (Light blue square)
    - Environmental Response System (Light blue square)
    - EPA Docket Data (Light blue square)
    - RCRA Corrective Action Facilities (Light blue square)
    - RCRA Generator Facilities (Light blue square)
    - RCRA Sites With Controls (Light blue square)
    - Leaking Petroleum Storage Tanks (Polygon) (Light blue square)
  - Prime Farmland:**
    - Prime Farmland (Light green square)
  - Parks & Conservation Areas:**
    - Parks (Light green square)
    - Golf Courses (Light green square)
    - Local Conservation Lands (Light green square)
  - Water Resources:**
    - Public Water Supply Wells (Blue square)
    - Streams (Blue line)
    - Playa Lakes (Blue square)
    - National Wetland Inventory Features (Blue square)
    - 100-year Floodplain (Blue hatched square)



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TEXAS DEPARTMENT OF TRANSPORTATION



# LUBBOCK OUTER ROUTE

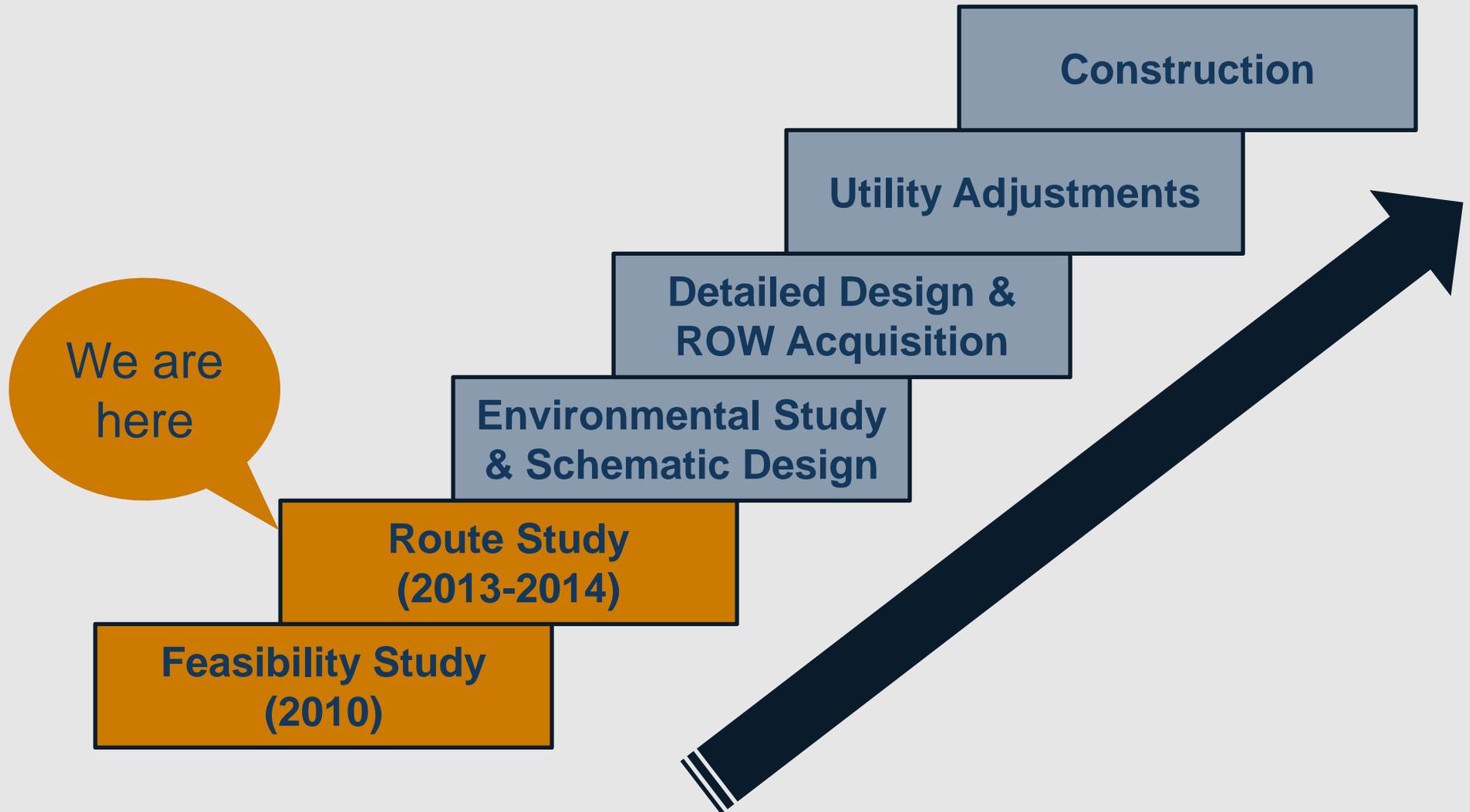
Public Meeting

August 21, 2014

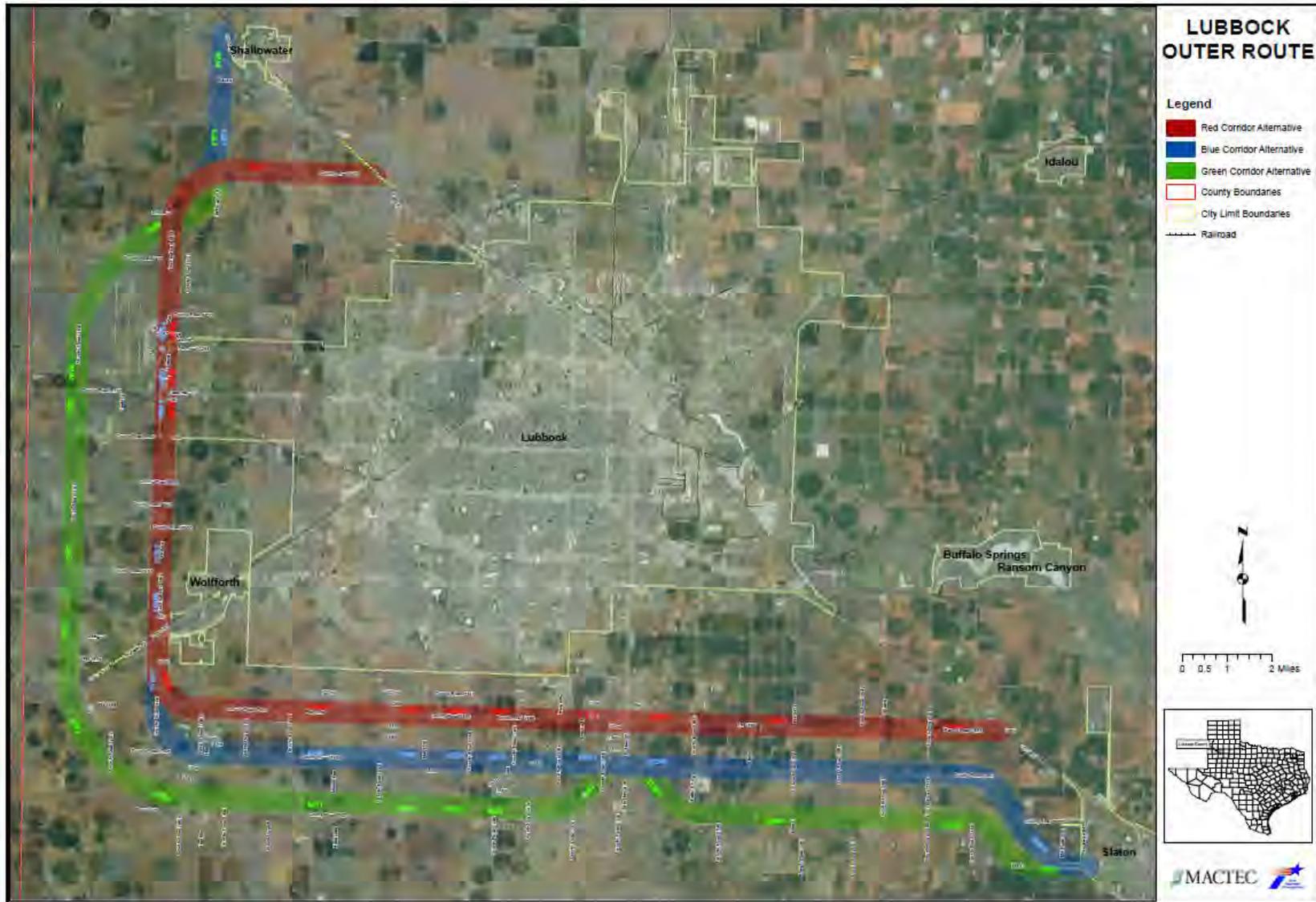
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2	Route Study	5-11
3	Evaluation Criteria	12-16
4	Segment Evaluations & Recommendations	17-40
5	Project Development and Funding Needs	41
6	Public Comments	42-43

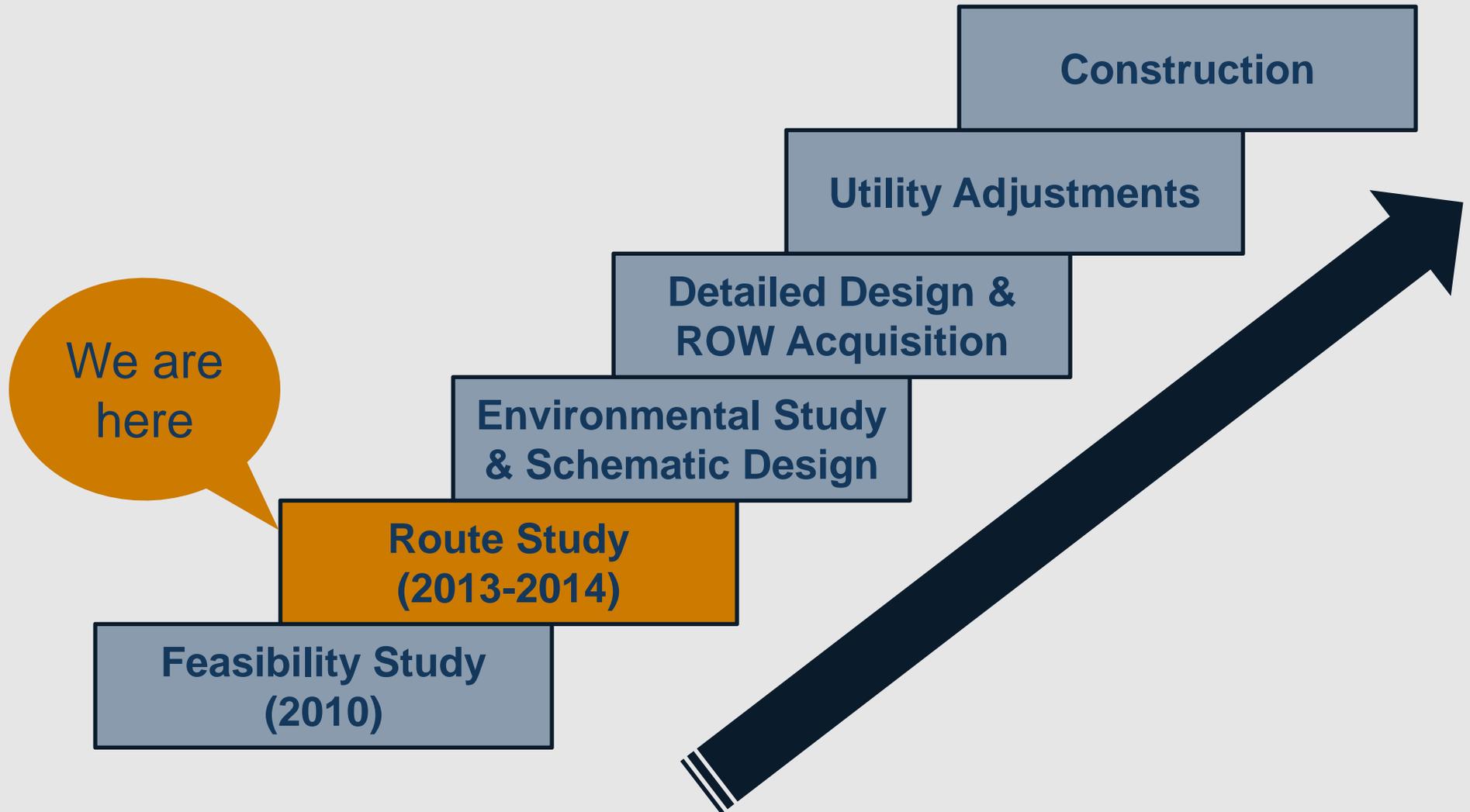
# Project Background – Steps for Project Development



# 2010 Feasibility Study – Project Map



# Route Study - Overview



## Route Study – Stakeholder Meetings

- Kick-off Meeting – July 2013
- Identify constraints and features, review preliminary options, review draft evaluation criteria– October 2013
- Review revised options for public meeting– January 2014
- Review input from public meeting and refine route options– April 2014
- Review evaluation of route options and identify recommended options– May 2014
- Review input from public meeting and refine route options– July 2014



# Route Study – Public Meeting 1 (February 2014)

- Presented Preliminary Route Options
- 190 Attendees
- 84 Comments

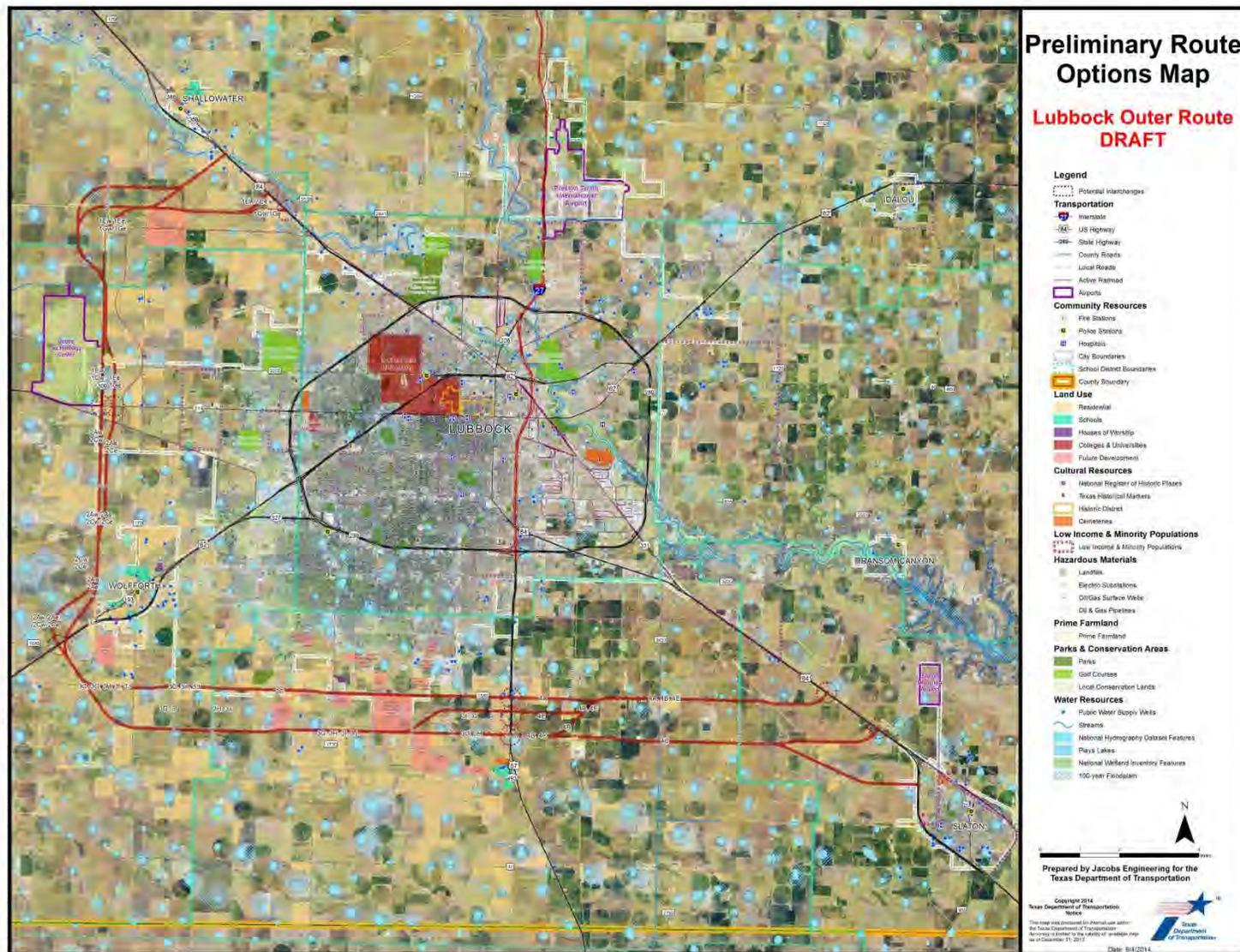


## Route Study – Public Meeting 2 (June 2014)

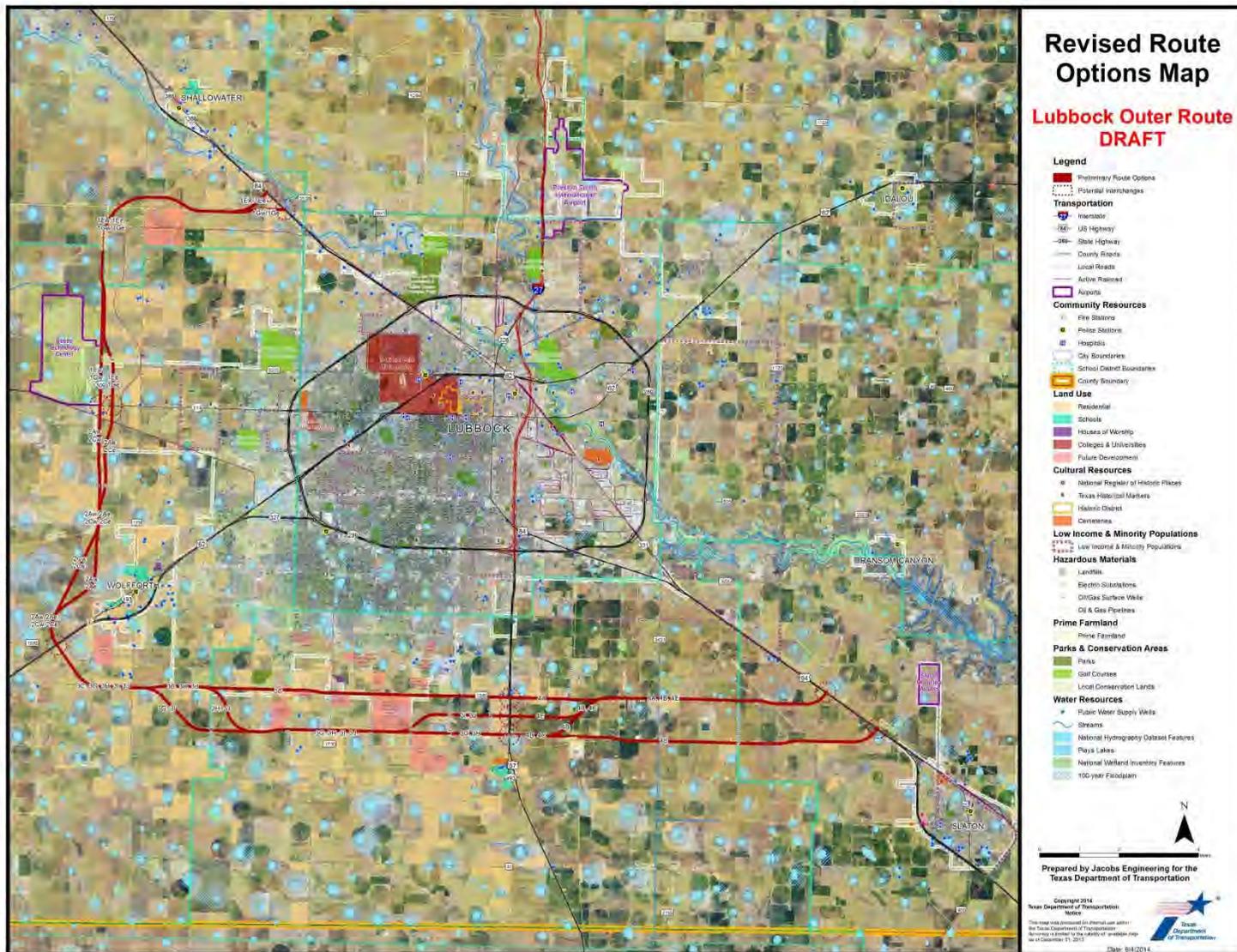
- Presented Recommended Route Options
- 148 Attendees
- 41 Comments



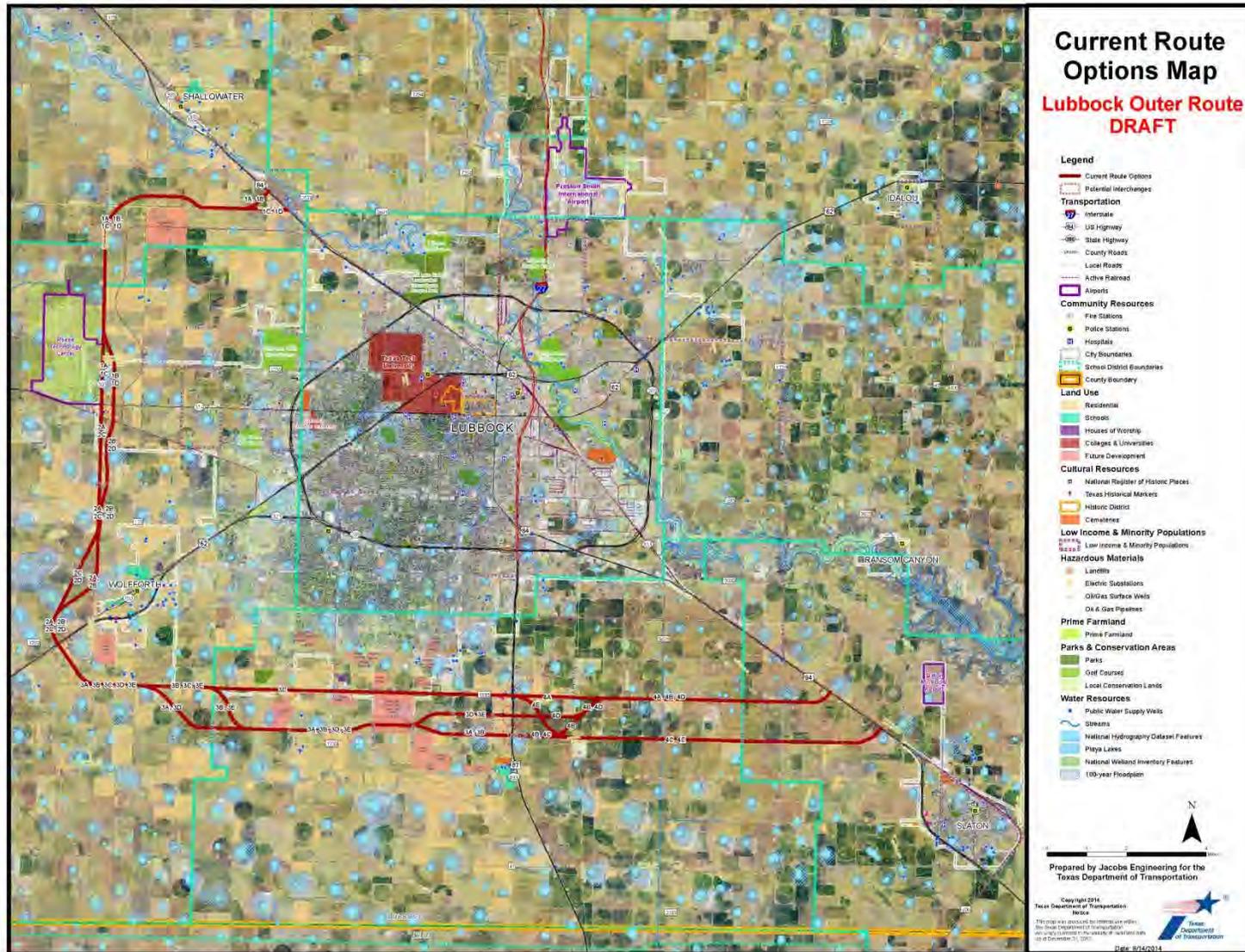
# Route Study – Preliminary Options (February 2014)



# Route Study – Revised Options (June 2014)



# Route Study – Current Options



## Evaluation Criteria – Congestion/Mobility and Safety

- **Congestion/Mobility:**
  - ✓ Average Estimated Traffic Demand (2040)
  - ✓ Population within 2 miles
- **Safety**
  - ✓ Potential for Reduction in Crashes (2040)

## Evaluation Criteria – Socioeconomic Factors

- Potential Impact to Tax Rolls
- Number of Parcels Impacted
- Potential Residential Displacements
- Potential Impact to Land Use
  - ✓ Residential
  - ✓ Commercial
  - ✓ Agricultural
  - ✓ Other

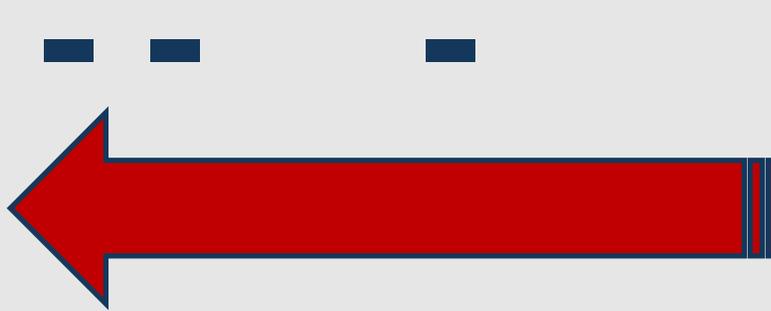
## Evaluation Criteria – Environmental Factors

- Floodplains
- Additional Impervious Cover
- Wetlands
- Playa Lakes
- Water Wells
- Streams
- Potential Wildlife Habitat
- Potential Historic Sites
- Cemeteries
- National Historic Register Sites
- Recorded Texas Historic Landmarks
- Official Texas Historical Markers
- Parks
- Potential Archaeological Resources
- Potential Hazmat Sites
- Prime Farmland
- Potential Traffic Noise Receptors
- Oil/Gas Wells
- Oil/Gas Pipelines

## Evaluation Criteria – Engineering Factors

- Amount of Existing Pavement Utilized
- Total Right-of-Way Required
- Estimated Construction Cost (Interim and Ultimate)
- Number of Stream Crossings
- Number of Bridges
- Segment Length

# Evaluation Ratings



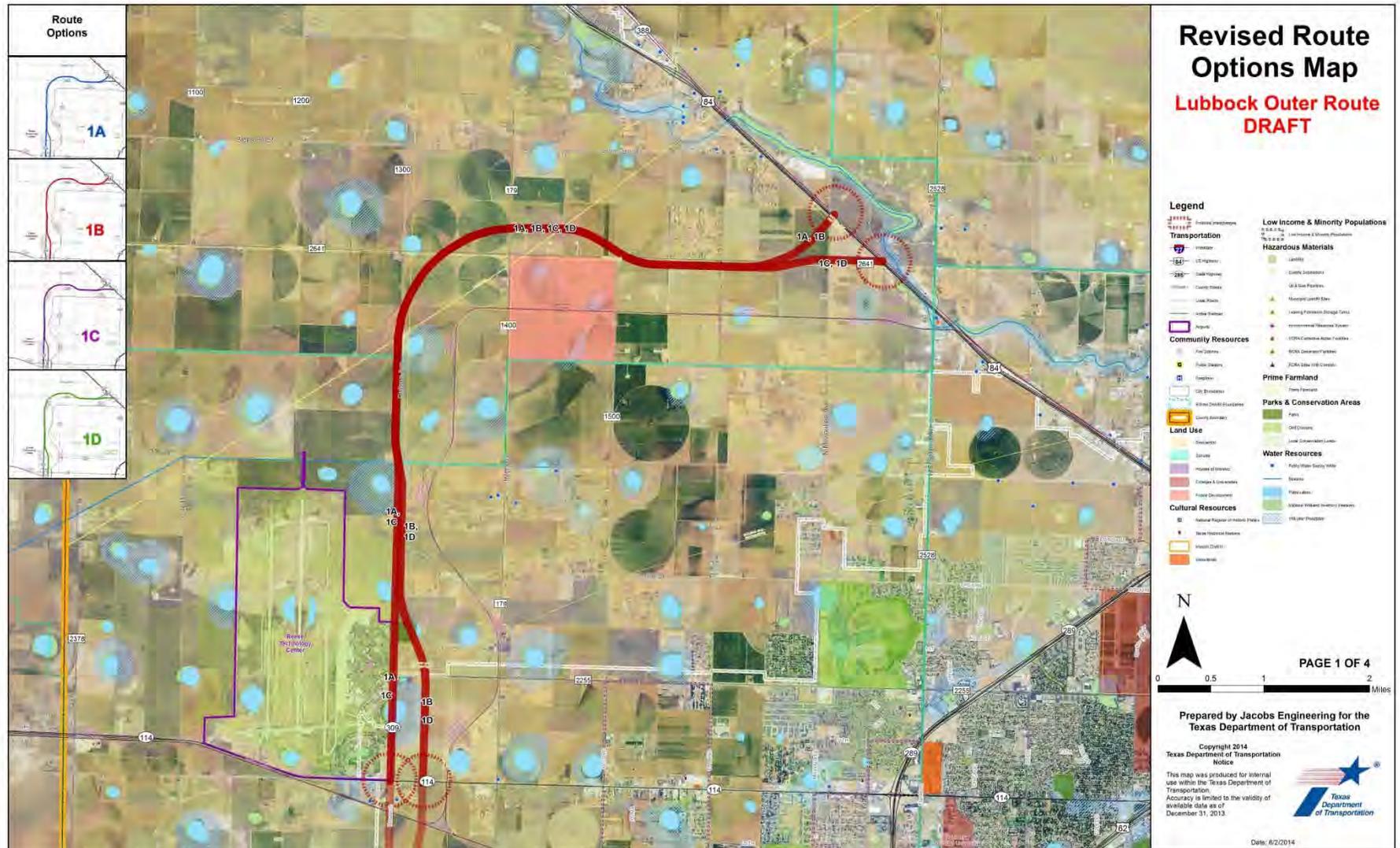
**Higher Socioeconomic Impact**  
**Higher Environmental Impact**  
**Higher Engineering Constraints  
or Costs**



**Lower Socioeconomic Impact**  
**Lower Environmental Impact**  
**Lower Engineering Constraints  
or Costs**



# Segment 1 – Revised Options (June 2014)





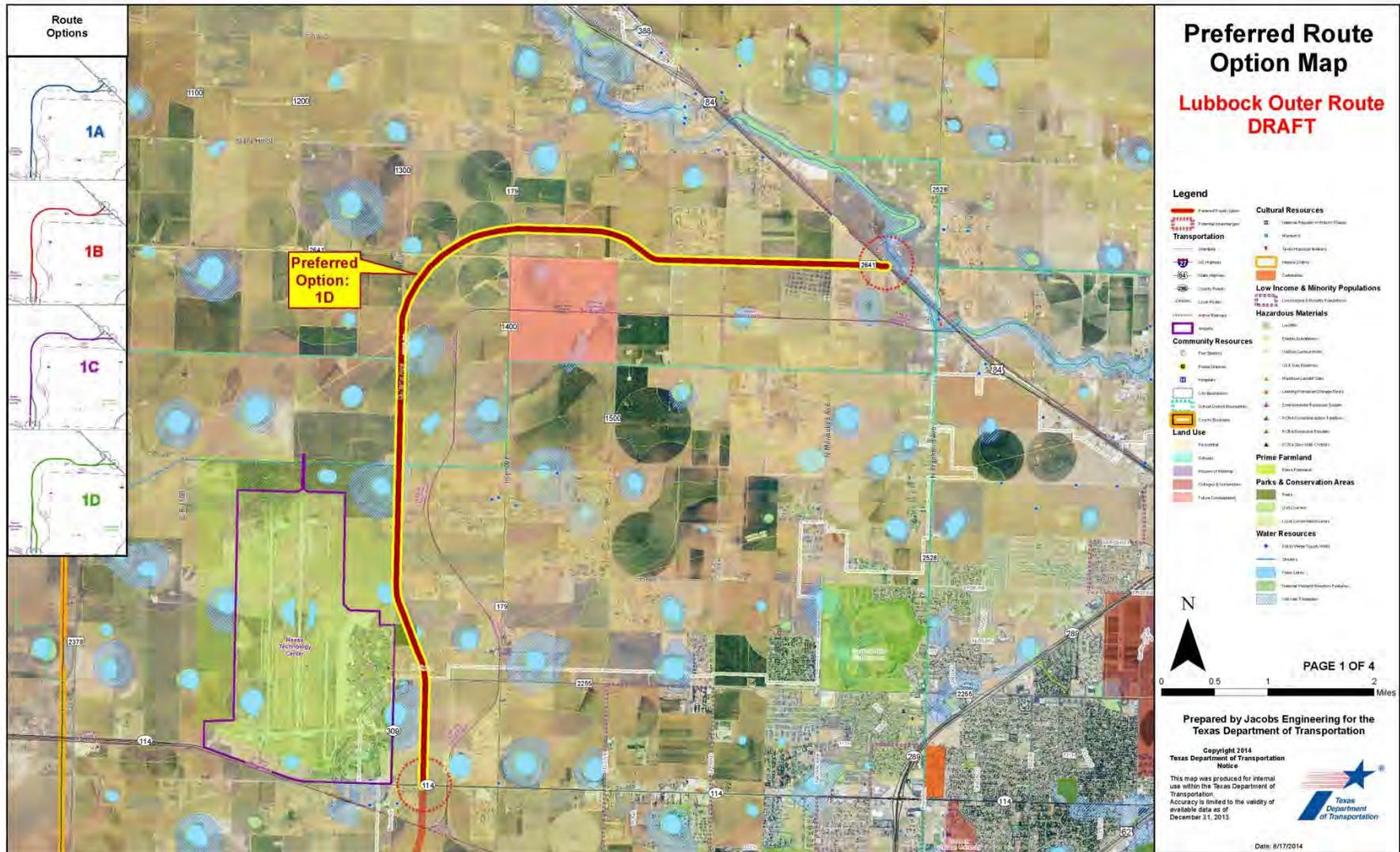
# Segment 1 - Evaluation

# Summary

	1A	1B	1C	1D
Congestion/Mobility & Safety	0	0	+1	0
Socioeconomic	+1	+8	+1	+9
Environmental	+6	+21	+4	+18
Engineering	+10	+8	+9	+8
Stakeholder/Public Support	0	0	+4	+4
Overall Ranking	4th	2nd	3rd	1st
Average Traffic Demand (2040)				
5,000 to 6,000				
Interim Construction Cost (2014\$)*				
\$49 M to \$52 M				
Ultimate Construction Cost (2014\$)*				
\$181 M to \$186 M				

\* Does not include Right-of-way Costs

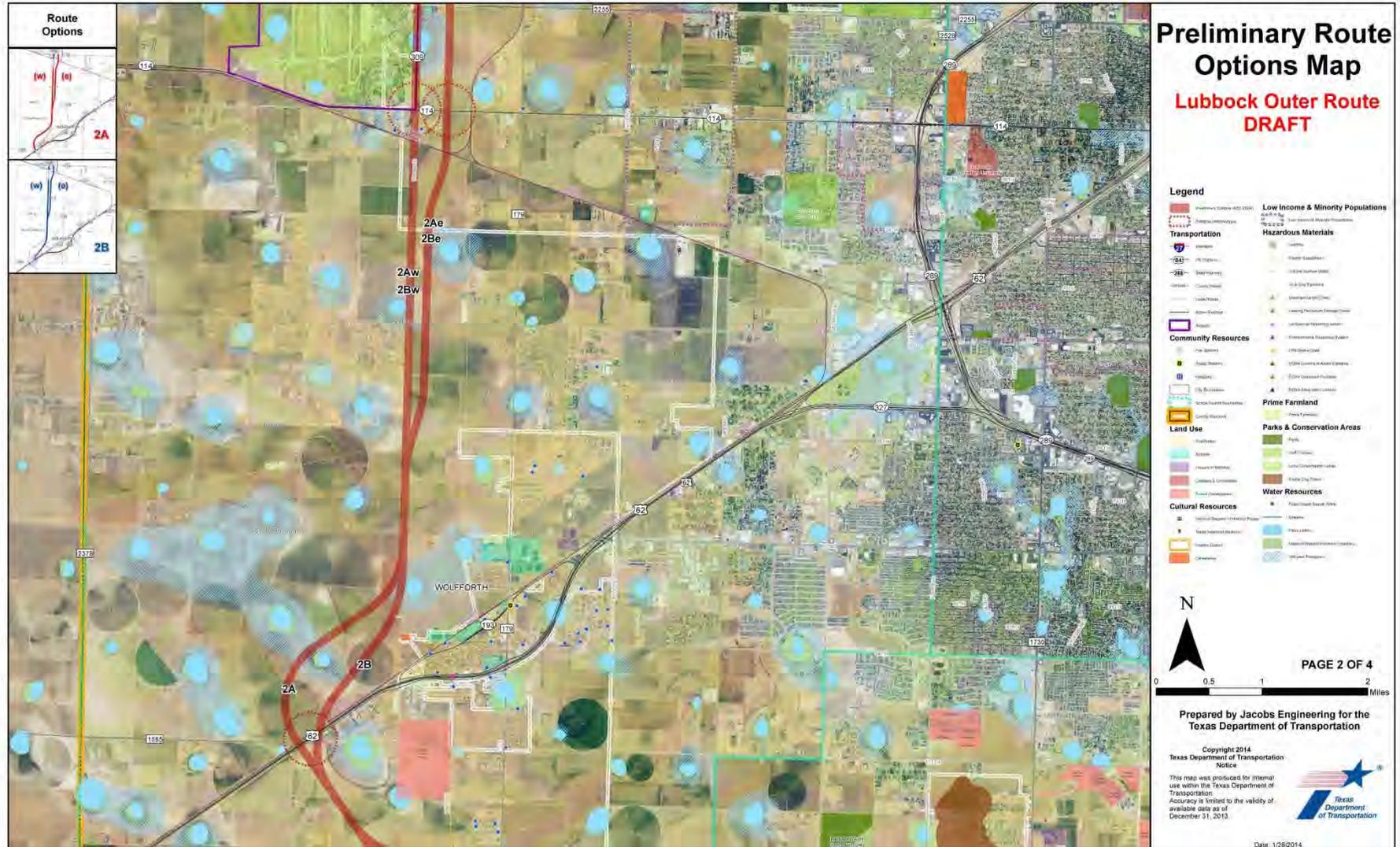
# Segment 1 – Preferred Option 1D



## Evaluation – Why Option 1D ?

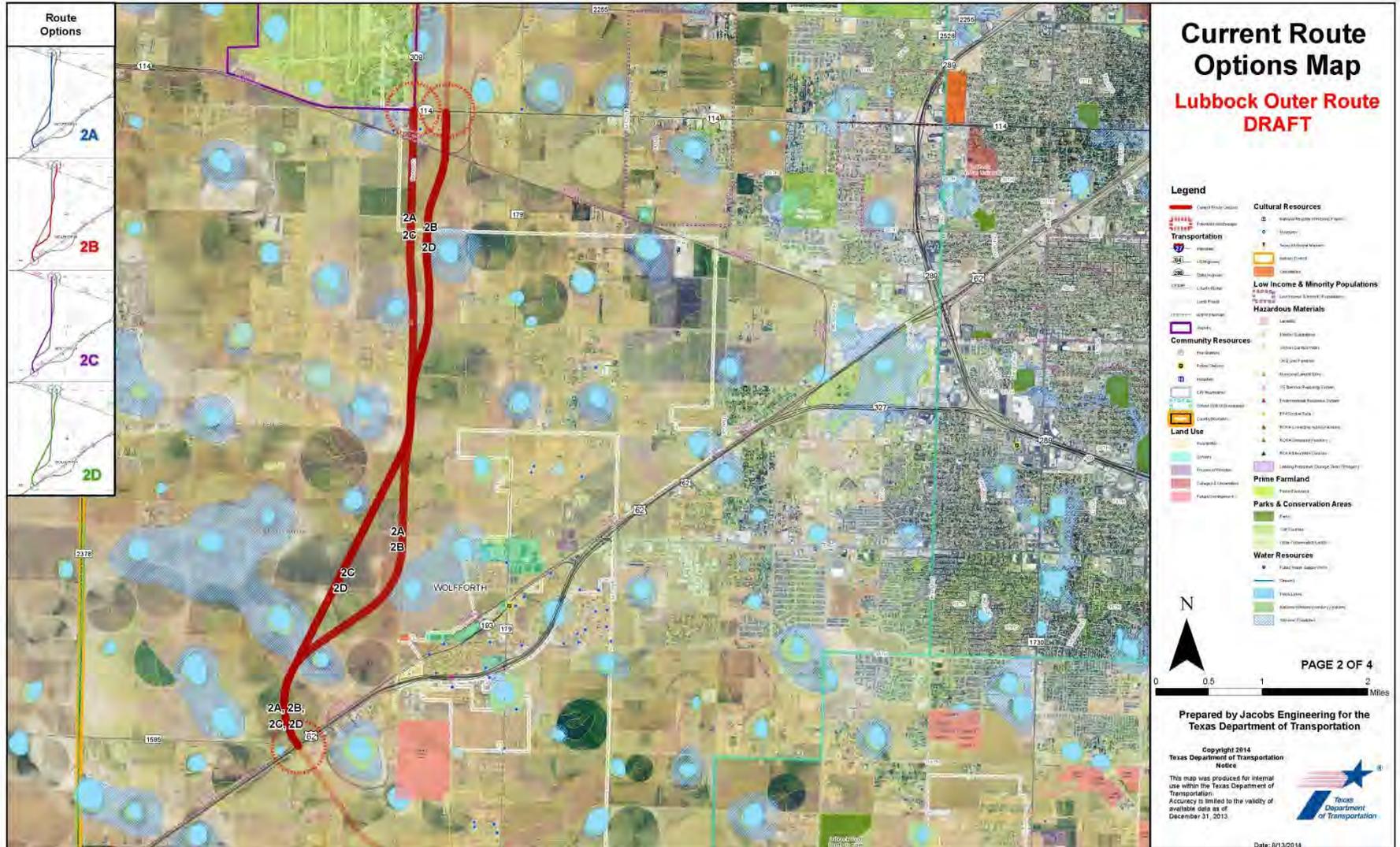
- Ability to expand toward airport in the future by utilizing existing FM 2641
- Lowest socioeconomic impact of all options in Segment 1
- Lower environmental impact than options 1A and 1C
- One of the two most preferred options based on public input

# Segment 2 – Preliminary Options (February 2014)





# Segment 2 – Current Options (No change to Revised Options)



## Segment 2 - Evaluation

## Summary

	2A	2B	2C	2D
Congestion/Mobility & Safety	+2	+2	+1	+1
Socioeconomic	-8	+10	-8	+11
Environmental	+10	+19	+14	+28
Engineering	+7	+7	+8	+8
Stakeholder/Public Support	0	0	0	0
Overall Rating	4th	2nd	3rd	1st
Average Traffic Demand (2040)	11,000 to 12,000			
Interim Construction Cost (2014\$)*	\$36 M to \$37 M			
Ultimate Construction Cost (2014\$)*	\$117 M to \$119 M			

\* Does not include Right-of-way Costs



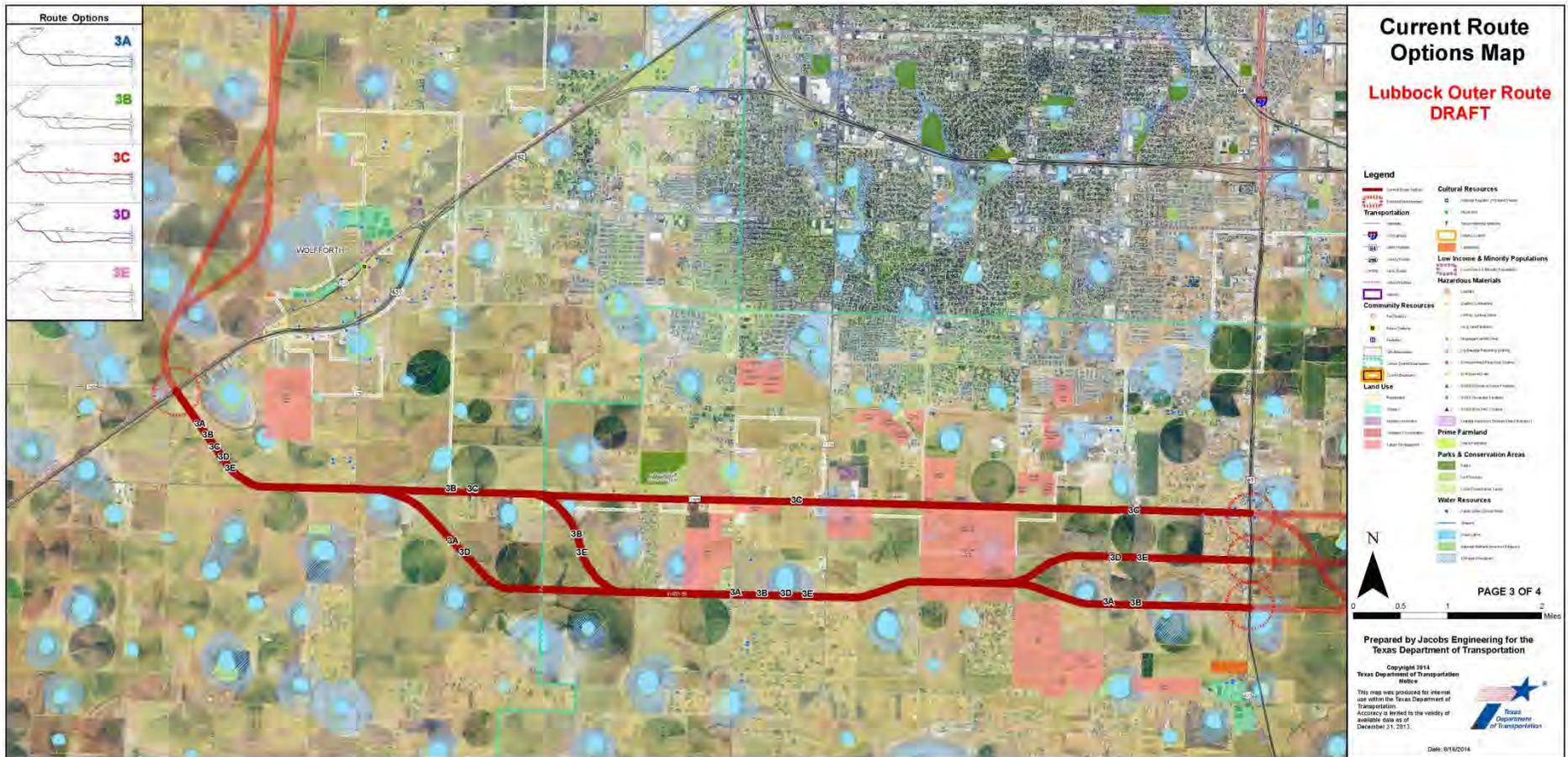
## Evaluation – Why Option 2D ?

- Lowest socioeconomic impact of all options in Segment 2
- Lowest environmental impact of all options in Segment 2
- More direct route than option 2C





# Segment 3 – Current Options









## Segment 3 and 4 Combination Ratings

	1	2	3	4	5	6	7	8
Option in Segment 3	3A	3A	3B	3B	3C	3C	3D	3E
Option in Segment 4	4B	4C	4B	4C	4A	4E	4D	4D
Congestion/Mobility & Safety	+6	+7	+7	+8	+10	+10	+7	+7
Socioeconomic	-2	+13	-5	+10	-12	-4	-7	-11
Environmental	+8	+3	+7	+2	+10	+7	+25	+17
Engineering	+12	+6	+13	+7	+20	+12	+13	+14
Stakeholder/Public Support	-6	0	-6	0	+2	+8	-6	-6
Overall Ranking	7th	4th	8th	5th	3rd	1st	2nd	6th





## Evaluation – Why Option 3C & 4E ?

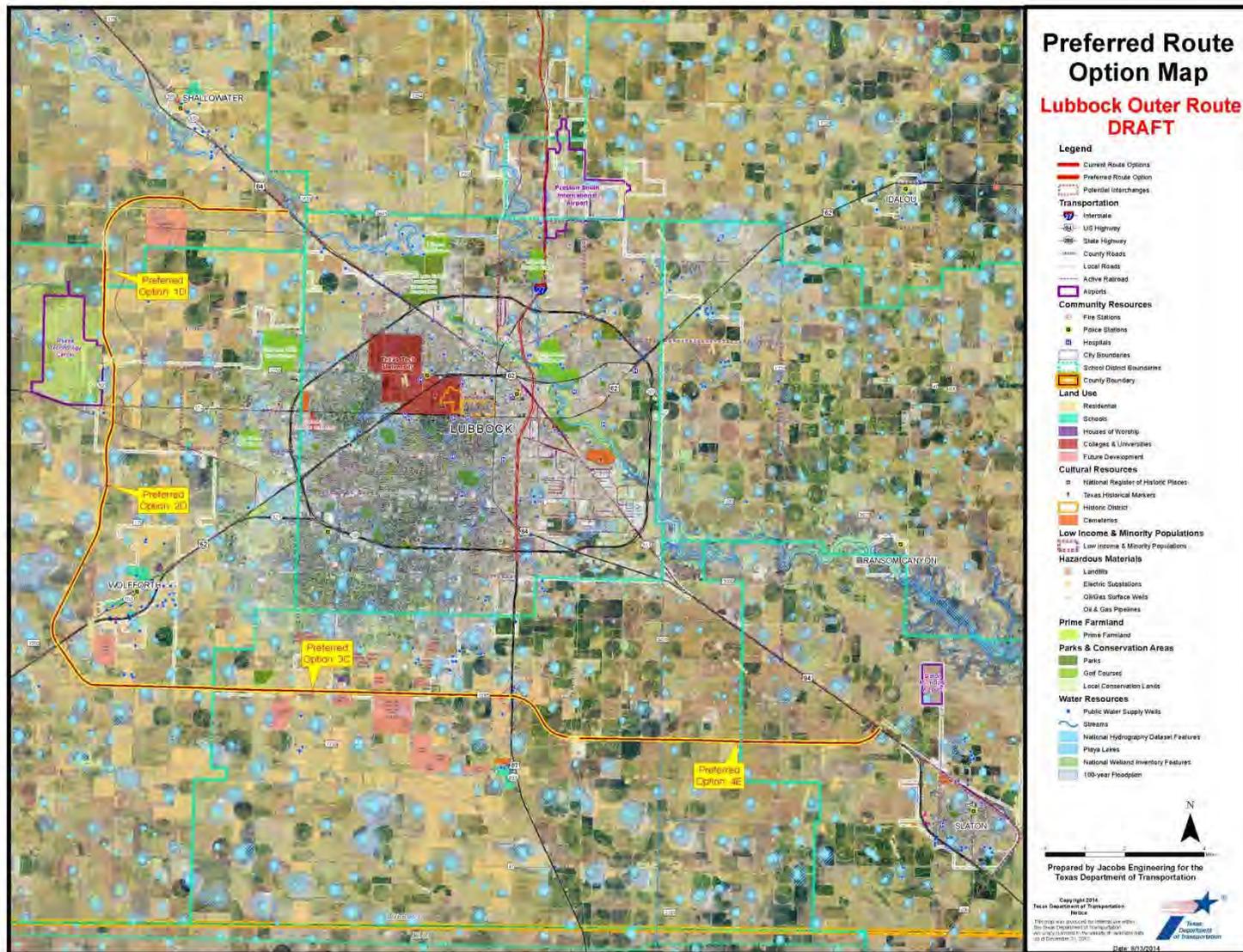
- Reduces impact to existing residential development along 146<sup>th</sup> Street west of US 87 and along FM 1585 east of US 87
- Most preferred based on public input

# Segment Comparison

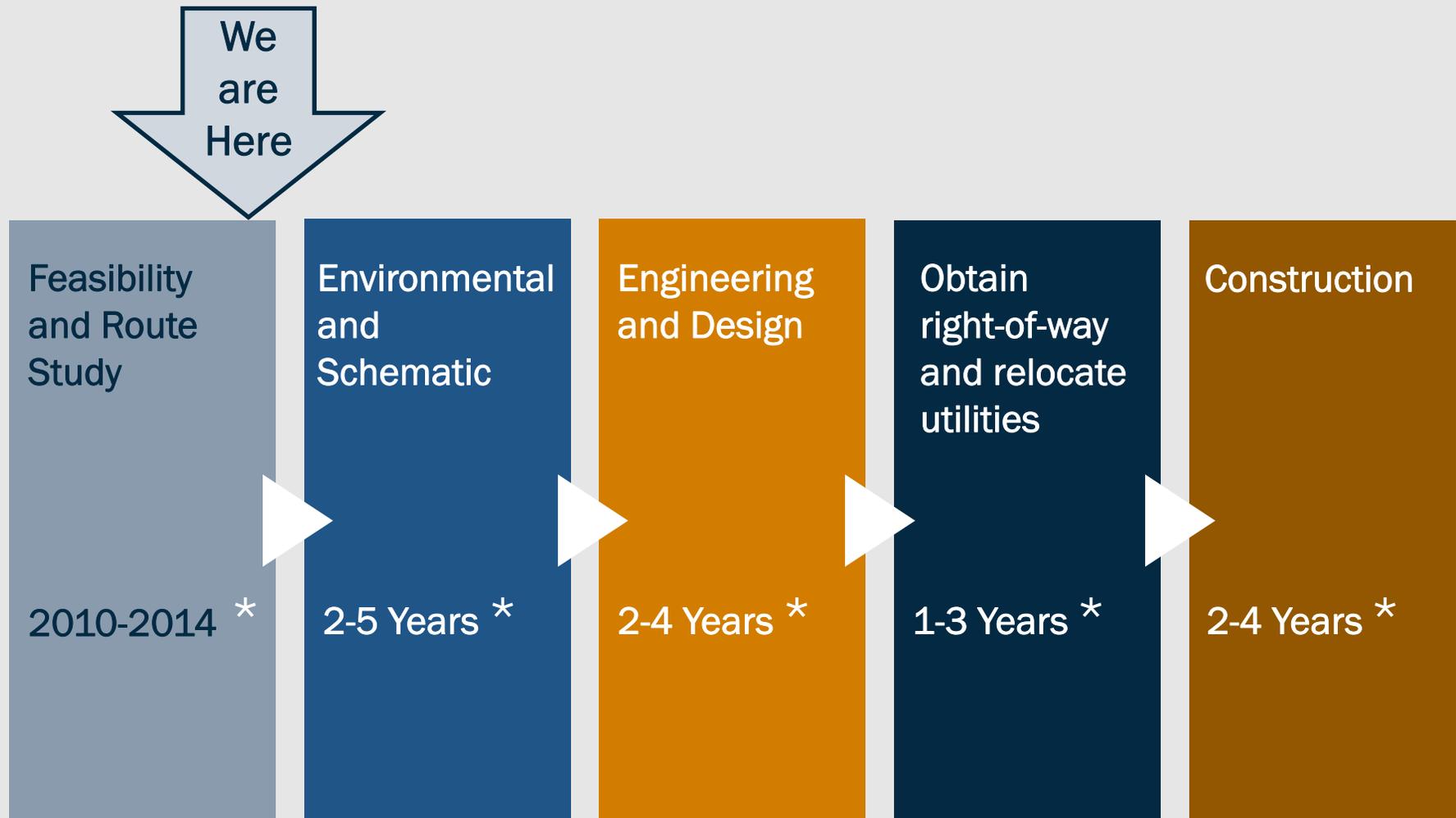
Segment	Average Traffic Demand (2040)	Interim Construction Cost (2014 \$)*	Ultimate Construction Cost (2014 \$)*
Segment 1	5,000 - 6,000	\$49 - 52M	\$181 - 186M
Segment 2	11,000 - 12,000	\$36 - 37M	\$117 - 119M
Segment 3	24,000 - 25,000	\$54 - 72M	\$198 - 219M
Segment 4	15,000 - 16,000	\$32 - 51M	\$142 - 172M
<b>Total</b>	<b>5,000 - 25,000</b>	<b>\$171 - 212M</b>	<b>\$638 - 696M</b>

\* Does not include Right-of-way Costs

# Preferred Route Option



# Project Development Phases & Funding Needs



\* Funding must be identified and secured before each step in the process  
10 to 20 years for project implementation

# Public Comments

## Written comments to be sent by September 2, 2014

Submit a comment card at the meeting today or send your comments by:

E-mail: [steven.warren@txdot.gov](mailto:steven.warren@txdot.gov)

Fax: (806) 748-4380

Mail: 135 Slaton Road, Lubbock, TX 79404-5201

Website: <http://www.txdot.gov/inside-txdot/projects/studies/lubbock/outer-route.html>

Please provide your name and address at the sign-in table if you would like to be included on the project mailing list.

# Open Comments

- To present your comments related to the Lubbock Outer Route, please fill out a speaker card and return it at the sign-in table

**SPEAKER REGISTRATION CARD**



Lubbock Outer Route Study:  
US84 northwest to US84 southeast of Lubbock  
Open House Public Meeting  
August 21, 2014

Instructions: If you wish to speak, please complete this card and return it to the Speaker Registration Table.

Name (print): \_\_\_\_\_

Address: \_\_\_\_\_

Representing (optional): \_\_\_\_\_

**Each speaker will be limited to three (3) minutes and there is no transferring of time to others.**

Check each of following that apply to you: (Per Texas Transportation Code, §201.811(a)(5))

I am employed by TxDOT.                       I do business with TxDOT.

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

**TRO PARA ORADORES**

na la Ciudad de Lubbock:  
i 84 hasta el sureste de US 84  
y Junta Pública  
josto del 2014

rador, por favor complete la siguiente tarjeta  
radores.

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Cada orador sera limitado a tres (3) minutos sin la posibilidad de transferir su tiempo a otras personas.**

**(Según el Código de Transporte de Texas, § 201.811(a)(5)): marque los que apliquen a usted:**

Soy empleado de TxDOT.                       Hago negocios con TxDOT

Podría beneficiar monetariamente del proyecto u otro elemento sobre el que estoy comentando.

## SPEAKER REGISTRATION CARD



Lubbock Outer Route Study:  
US84 northwest to US84 southeast of Lubbock  
Open House Public Meeting  
August 21, 2014

Instructions: If you wish to speak, please complete this card and return it to the Speaker Registration Table.

Name (print): Theresa Drewell

Address: [REDACTED]

Representing (optional): \_\_\_\_\_

**Each speaker will be limited to three (3) minutes and there is no transferring of time to others.**

Check each of following that apply to you: (Per Texas Transportation Code, §201.811(a) (5))

I am employed by TxDOT.

I do business with TxDOT.

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

## SPEAKER REGISTRATION CARD

2



Lubbock Outer Route Study:  
US84 northwest to US84 southeast of Lubbock  
Open House Public Meeting  
August 21, 2014

Instructions: If you wish to speak, please complete this card and return it to the Speaker Registration Table.

Name (print): Jim Bartos

Address: [REDACTED]

Representing (optional): \_\_\_\_\_

**Each speaker will be limited to three (3) minutes and there is no transferring of time to others.**

Check each of following that apply to you: (Per Texas Transportation Code, §201.811(a) (5))

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

## SPEAKER REGISTRATION CARD

3



Lubbock Outer Route Study:  
US84 northwest to US84 southeast of Lubbock  
Open House Public Meeting  
August 21, 2014

Instructions: If you wish to speak, please complete this card and return it to the Speaker Registration Table.

Name (print): David Postar

Address: [REDACTED]

Representing (optional): Affordable Storage, 1585 d Ave

Each speaker will be limited to three (3) minutes and there is no transferring of time to others.

Check each of following that apply to you: (Per Texas Transportation Code, §201.811(a) (5))

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## SPEAKER REGISTRATION CARD

4



Lubbock Outer Route Study:  
US84 northwest to US84 southeast of Lubbock  
Open House Public Meeting  
August 21, 2014

Instructions: If you wish to speak, please complete this card and return it to the Speaker Registration Table.

Name (print): Travis Wright

Address: [REDACTED]

Representing (optional): \_\_\_\_\_

**Each speaker will be limited to three (3) minutes and there is no transferring of time to others.**

Check each of following that apply to you: (Per Texas Transportation Code, §201.811(a) (5))

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

## SPEAKER REGISTRATION CARD

5



Lubbock Outer Route Study:  
US84 northwest to US84 southeast of Lubbock  
Open House Public Meeting  
August 21, 2014

Instructions: If you wish to speak, please complete this card and return it to the Speaker Registration Table.

Name (print): LES BEATY

Address: [REDACTED]

Representing (optional): Self

**Each speaker will be limited to three (3) minutes and there is no transferring of time to others.**

Check each of following that apply to you: (Per Texas Transportation Code, §201.811(a) (5))

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## SPEAKER REGISTRATION CARD

CR



Lubbock Outer Route Study:  
US84 northwest to US84 southeast of Lubbock  
Open House Public Meeting  
August 21, 2014

Instructions: If you wish to speak, please complete this card and return it to the Speaker Registration Table.

Name (print): Kay Henson

Address: [REDACTED]

Representing (optional): \_\_\_\_\_

**Each speaker will be limited to three (3) minutes and there is no transferring of time to others.**

Check each of following that apply to you: (Per Texas Transportation Code, §201.811(a) (5))

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I do business with TxDOT.

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

Lubbock Outer Route Study  
 Comment Card Results  
 August 21, 2014

Comment Card #	First Name	Last Name	Email Address	Zip Code	Comments	Employed by TxDOT	Do business with TxDOT	Could benefit monetarily	How comment was submitted
1	Tonya	Cole	[REDACTED]	79423	I would like to have a better understanding as to why this loop is even needed. All growth is to the west.				Comment Card
2	D'Nan	Mathis	[REDACTED]	79423	Thank you for listening to the concerns of the people in the Indiana South neighborhood.			X	Comment Card
3	Terry	Henrie	[REDACTED]	79382	We need to know what kind of bridge, exit and ingress/egress for major intersections, i.e., 82nd St by Wolforth.			X	Comment Card
4	Kelly	Oaks (Betenbough Homes)	[REDACTED]	79424	Taking 146th instead of FM 1585 would save the state (tax payers) millions of dollars. (On Section 3)				Comment Card
5	Vancal	Wilson	[REDACTED]	79464	We totally support the FM 1585 Route. Thanks.				Comment Card
6					Avoid Hwy 1585 east of Hwy 87. Take some of the traffic off Hwy 84 before getting to Hwy 1585.				Comment Card
7					Avoid 1585 east of 87.				Comment Card
8	Jennifer	Skero			Thank you for your information. Personally, our plans are to move in the next 6 years. The impact of this project may not be something that will "- or +" impact me at this time.				Comment Card
9	Les	Howell	[REDACTED]	79423	Preferred option 3C is the best route for my neighborhood and my home. I have lived there for twenty years and would not like to see the outer loop so close to our neighborhood.				Comment Card
10	Judy	Richardson		79407	Why not go down Research Blvd. south of 114 and on down that dirt road instead of going through the middle of farms. You cut a 200 acre farm into 2 pieces and you have to change everything. Rows run according to how the land lies waterway - This will change our rows from East to West, have to go N to South, which is understood by farmers, but probably nobody else. Going down an existing road, but not cut a farm into two farms. Farm is north of 34th and bordered on west by Research Blvd.				Comment Card
11	Janet	Speich	[REDACTED]	79423	Support for FM 1585 (option 3c) route is more logical in my opinion. It is already an important and heavily travelled route.				Comment Card
12	Valton	Stephens	[REDACTED]	79424	Keep it on 1585.				Comment Card
13	Jeannie	Jones	[REDACTED]	79407	[No comment]				Comment Card
14	Linda	Bartley	[REDACTED]	79424	Keep it on 1585.				Comment Card
15	Julie	Barnhill	[REDACTED]	79423	Very happy to see Route 3C on 1585 instead of 146th Street. Do not want it to go down 146th or 148th West of 87. Thank you.				Comment Card

Lubbock Outer Route Study  
 Comment Card Results  
 August 21, 2014

Comment Card #	First Name	Last Name	Email Address	Zip Code	Comments	Employed by TxDOT	Do business with TxDOT	Could benefit monetarily	How comment was submitted
16	Math	Bartley	[REDACTED]	79424	Keep it on 1585.				Comment Card
17	Charles & Kathy	Bonner	[REDACTED]	79382	We believe that the proposed route in Segment 3 being 1585 is the most appropriate route.				Comment Card
18	Clint	Gregg	[REDACTED]	79424	I would prefer the 1585 route on the South Outer Loop. This has a straighter route and will be the most efficient route overall. Should be most cost effective as well as for my tax dollars. Not to mention it's the busiest road and needs to expand.				Comment Card
19	Amanda and Tye	Williamson	[REDACTED]	79404	E. 1585 route decreases value of newly built home. We moved away from "town" and now town is going to be 200 ft outside of our door. *In favor of Seg 4 running down 146th. This route is a dirt road won't effect home value and put multiple new home owners with a freeway 20 ft out front door.				Comment Card
20	Van and Peggy	Duhon	[REDACTED]	79423	The preferred route that you have introduced at this public meeting is by far the best route out of the others as it appears to affect the least of citizens (I'm referring to the section that goes down FM 1585).			X	Comment Card
21	Armon and Linda	Abbe	[REDACTED]	79424	We own 4-1/2 acres. Frankford and 1585 N side. We are building 55,000 sq. ft. office ware house. Appraised value \$4M. 5914 - 130th - under construction at this time.				Comment Card
22	Thomas	Callahan	[REDACTED]	79424	1. I support most of 3C. But--2. The connection between 2D and 3C must be east of Wolforth or it will be nearly useless, just like the northwest loop is now. No one (ask around) wants to go that way. Or could go straight to and end at Wolforth. 3. 2D is nearly useless. 4. Need clover turn at junction of Marsha Sharp and I-27 or 3C doesnt make sense.				Comment Card
23	Terry	Holeman	[REDACTED]	79401	Ford Development is our firm's client. Ford would be adamantly opposed to any r-o-w taking along the south side of FM 1585 between Indiana and Quaker Avenue. Ford has invested extensive effort in the development of Kelsey Park and does not want to see it harmed.				Comment Card
24	Cade	Underwood	[REDACTED]	79423	I'm happy with the southern route you chose and presented at the Aug 21 meeting. The route that runs down 1585. I still really think you should look at FM 41. I know it sounds ridiculous but so did loop 289 at the time.				Comment Card

Lubbock Outer Route Study  
 Comment Card Results  
 August 21, 2014

Comment Card #	First Name	Last Name	Email Address	Zip Code	Comments	Employed by TxDOT	Do business with TxDOT	Could benefit monetarily	How comment was submitted
25	Leroy	Richardson	[REDACTED]	79407	Please consider moving proposed outer loop route south of Hwy 114 to the west along Research Blvd. We as landowners and our farm tenant invested \$100,000.00 in 2013 on the 57-acre tract immediately south of Hwy 114. As a result, we improved yield on the acreage from nearly nothing to 3 1/2 bales per acre in 2013 and have a similiar crop in progress for 2014. Moving the route west to Research would also eliminate dividing the 184-acre tract south of the railroad. We have plans to install pivot sprinklers system on this tract in 2015. Your proposed route would make this impossible.				Comment Card
26	Jay	Wadsworth	[REDACTED]	79364	I feel you have chosen the best route in going from 1585 to the farm dirt road 1 mile south of 1585. Also should not cost as much using this undeveloped area.				
27	Jason	Wadsworth	[REDACTED]	79364	I think you have made the best decision by taking the outer loop on the Farm Rd 1 mile south of 1585 and east of I-27 instead of 1585 east of I-27! It makes more economical sense and I wanted to add my statement to the record.				Comment Card
28	Betti	Whetzel	[REDACTED]		So glad to hear the outer route is being placed on FM 1585 and not on 146th. Thank you.				Email
29	Linda	Davis	[REDACTED]		We were so relieved to see that TxDot had made the correct decision to use 1585 as the outer route. I personally think it could go even a few blocks farther north and would disturb even fewer businesses and residences. Please--- no farther south than 1585!				Email
30	Linda	Davis	[REDACTED]		Thank you for bringing us the good news that 1585 has been chosen for the outer loop route. That is certainly a MUCH better route than on 146th Street. I personally think that a few blocks farther north might be better because of disturbing fewer residences and business. Please---no farther south than 1585.				Email
31	Stewart	Davis	[REDACTED]		I remember at least 20 years ago people referred to 1585 as part of the eventual route of the outer loop. I guess people were just assuming this because it made sense. Well it still makes the most sense. Certainly putting a 4 lane divided roadway against a residential neighborhood is a BAD idea. We were amazed that 146th St. was even an option. Moving it north was an improvement but putting it on 1585 is back to making sense. Lets keep it that way.				Email
32	Melanie	Bilbrey	[REDACTED]		Please add my email to the Lubbock outer route email list.				Email

Lubbock Outer Route Study  
 Comment Card Results  
 August 21, 2014

Comment Card #	First Name	Last Name	Email Address	Zip Code	Comments	Employed by TxDOT	Do business with TxDOT	Could benefit monetarily	How comment was submitted
33	Dan	Killian	[REDACTED]	79424	Thanks for the helpful information you shared with me yesterday about the outer route. Will you please add my parents and myself to the mailing list? In addition, if email communication is used you now those addresses as well.				Email
34	Jerry & Donna (business owners)/Evelyn (land owner)	Graves	[REDACTED]		We as business owner's are opposed to this preferred route, that was discussed last night. Our business, A-Rock Materials has been at our current location since 1989, and started full operation of our Concrete Ready Mix plant in the spring of 1990. Our Mother, Evelyn Graves owns the property that our family business (of 40yrs.) is located and she is also opposed to this preferred route. We know that this is still in the works, and nothing is set as far as this project. We understand the reason for the Outer Loop, and understand the growth Lubbock is going through. But, as a business owner, the financial burden would be great, and the loss of revenue for our business to relocate, and the loss in revenue during that time would put a huge financial burden on our business. I hope that in all of the "studies" that are being done for this project, that everyone involved seriously take this factor into account. This will be a total disruption to our day to day business.				Email
35	Ed	Sears	[REDACTED]	79424	I live in Highland Oaks at 14603 CR 1835. As you can see from my address, I am very close to 146th St. In fact if the outer loop were to go along 146th Street, the eastbound access road would be about where my bedroom is now. Because of my proximity to 146th Street, I wholeheartedly approve of the TXDOT preferred route along FM 1585. My house has a value of about \$750,000 and should be worth more in a few years because of the continual improvements we make, so construction of the outer loop along 146th would not only be greatly disruptive and expensive for me and my family, but also expensive for TXDOT to finance the right-of-way to my property and demolition of my house. I can also say that in rebuttal to the fellow at the meeting on September 21 questioning the need for an outer loop, the guy who said he was from Houston, I certainly do see a long-term need for an outer loop. If many years ago Houston planners would have had the foresight TXDOT is showing here, the traffic in Houston might not be the nightmare we see today. In summary, I definitely approve of the current TXDOT preferred route along FM 1585, and I commend your foresight and efforts in finding the best route for the outer loop.				Email

Lubbock Outer Route Study  
 Comment Card Results  
 August 21, 2014

Comment Card #	First Name	Last Name	Email Address	Zip Code	Comments	Employed by TxDOT	Do business with TxDOT	Could benefit monetarily	How comment was submitted
36	Melba	Parchman	[REDACTED]		I would like to make a comment regarding the outer loop project. I know the current growth pattern in Lubbock is to the south and the west. However, eventually those areas will grow into the neighboring towns, and growth those directions will slow. At that time, it is probable growth will start to the north and east. Why not go ahead and make the outer loop an actual loop, and connect it in the east and north sides also? Learn from other cities, such as San Antonio. When they first built their outer loop, 1604, they did not connect it on the west side. Then growth started fast and furiously on the west side and they had to go back and connect the loop on the west side. On another but related subject, the Marsha Sharp Freeway needs to be completed to East Loop 289. There are many travelers from the east on Highway 62/82. They reach Loop 289 and the freeway ends. They then have a choice of driving through Lubbock on either Parkway Drive or Idalou Road. Either of these choices is a lower speed and more congested road, with many stops. This is not only inconvenient for the many people who live in the areas to the east of Lubbock, and drive to work or shop in Lubbock. Anyone who is traveling through this area has no idea which way to go once they reach the east Loop. No matter what direction they choose, they will not leave Lubbock with a good impression. They probably wonder why the freeway does not extend all the way through the city, as it does in most cities not even as large as Lubbock.				Email
37	Brian	Wise	[REDACTED]		Thank you for the recent changes to the section 4 proposed route of the Lubbock Outer Loop. It was encouraging to see that public concern was recognized for the routes prior planned use of FM 1585. Our family is happy to see the use of 146th street as a more suitable access for the loop.				Email
38	Mary Jane	Wright	[REDACTED]		My appreciation to TXDOT for recommending that the new outer loop follow 1585 from 87 to 84. As a resident - Highland Oaks - on HWY 146, I do not want to see this loop follow 146 and much prefer 1585 as it is more practical to the entire area. Thanks again				Email

Lubbock Outer Route Study  
 Comment Card Results  
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39	Ken and Jan	Kubica	[REDACTED]		This is concerning our property which is located east of the interstate. We are the third property, south side, east on FM 1585, the addresses are 603 and 703 FM 1585. We have an ATT cell tower located at the back of the 703 address. Our question is how will the loop affect that as well as our business building at that address as well as our home on 603? Also is this new route written in stone or is there the possibility it will go straight on 1585?				Email
40	Janet	Haley	[REDACTED]	79424	As a resident of Highland Oaks, I am very much in support of the proposed FM 1585 route for the outer route (loop). Please add me to your mailing list so that I can keep up on all the current information.				Email
41	Jerol	Fanta	[REDACTED]		Please accept my sincere appreciation for your route adjustment for the new Outer Route around South Lubbock staying on FM 1585 instead of detouring towards CR 7500. It is nice to know that even BIG government agencies will actually listen to the little guy every now and then. It renews my confidence and gives me hope in government.				
42	Margaret	Trantham	[REDACTED]	79424	TxDot's efforts to serve our community with planning for the future growth and the efforts to provide ongoing updates concerning the outer loop, as well as allow open discussion meetings have been appreciated. Adjustments announced on August 21st to move the loop away from 146th St. between Quaker Ave. and Indiana Ave. back to 1585 is a favored move from the Indiana South community perspective. As the homeowners of 3531 146th St., my family strongly supports this decision.				Email
43	Tyler	Chadwick	[REDACTED]		We, as a group of Indiana South, sincerely appreciate the DOT reevaluating the proposed route on the south portion of Lubbock. We believe FM1585 is the clear route for the loop and impacts more people positively than negatively such as CR7500. We strongly support this decision				Email

Lubbock Outer Route Study  
 Comment Card Results  
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44	David	Bunch	[REDACTED]		I am a home owner at 3414 148th st. I know the decision to move the southern portion of the outer route from 146th to FM 1585 was not an easy one but I think it was the RIGHT one. For years most people of Lubbock have heard about the next loop around Lubbock and that it would most likely be FM 1585 and most people on FM 1585 new this. So with that bit of knowledge we made our decision to move here 2 years ago. When the predicted route was placed on 146th st. it was quiet a shocker to all at Indiana South and Kemper estates. Its not a shocker for the route to be on FM 1585 most were expecting that. I want to thank you and all involved at Txdot for listening to the people. We appreciate all you do.				Email
45	Steve and Dolores	Greer	[REDACTED]		My husband and I moved into Indiana South in 1990. Our home is located on 148th street and we are so very grateful TxDot has made FM1585 as the initial Outer Loop. Personally we have always felt FM1585 should be the next loop and we do agree with your decision. I know you and your committee's have spent a tremendous amount of time and effort on this project and we would like to express our sincere appreciation to each of you.				Email
46	Chad	Carlile	[REDACTED]		Just dropping you a quick note to say thank for your efforts in help to plan for the future growth of Lubbock. The meetings and the open discussions have been truly appreciated. The announcement to adjust the outer route to FM 1585 is great news and seems to be the most obvious and sensible plan. Again, thank you for listening!				Email
47	Bob	Crockett	[REDACTED]		We live in Indiana South at 3508-150th St. & have been concerned about the possibility of the new loop being routed to 146th St. in our neighborhood. We were at the TXDOT meeting on Aug. 21st & are relieved to learn that the routing that would have affected our neighborhood has been changed to FM 1585. This new routing certainly makes sense to us & we respectfully ask that the routing remain on FM 1585. Thank you for your consideration.				Email
48	Jacque	Stark	[REDACTED]		Regarding the change in plans to the outer loop along 1585. At the last meeting in June, plans were to go along 146th Street, a cotton field. Now the plans have changed to take out homes, businesses, apartments, church, etc. There was no good reason given for this severe change. The homeowners around us are quite upset at this change.				Email

Lubbock Outer Route Study  
 Comment Card Results  
 August 21, 2014

Comment Card #	First Name	Last Name	Email Address	Zip Code	Comments	Employed by TxDOT	Do business with TxDOT	Could benefit monetarily	How comment was submitted
49	Judy M.	Wilson	[REDACTED]		As a resident of Kemper Estates, I am so very pleased to know that TXDOT has moved the outer route to 1585. Our community has been heard and our homes and property will not be jeopardized. Thank you for keeping the outer route away from 146th street				Email
50	Gina	Homen	[REDACTED]		As a homeowner for the past 20 years of the residence at 3731 county Rd 7500, I truly appreciate and support the decision to move the route of the Outer Loop to FM 1585. Indiana South is a long standing established neighborhood. We chose to build our house there for the peace and quiet. I am extremely happy for the loop not to be placed in my front yard, and I honestly believe moving the Outer Loop to FM 1585 makes much more sense. We truly appreciate the efforts that TXDOT has made on our behalf, and considering the residents in the area.				Email
51	Larry	Barnes	[REDACTED]		I agree with the outer loop being placed on FM1585 and not on 146th Street.				Email
52	Steve	Walsh	[REDACTED]		Thank you and your staff for listening to the community of homeowners near the area of 146th street and opting to take the more logical route along 1585 in the area of Indiana South and Kemper. The route should follow a path of commercially zoned areas, while 146th is completely residential. I appreciate your support for our neighborhood.				Email
53	Norman	Wilson	[REDACTED]		A brief note to express my gratitude to TXDOT for reconsidering a 146th street corridor for the Lubbock Outer Route. The 146th street route previously recommended would have been very disruptive to long established residential neighborhoods that were started when an outer loop was only a dream and most everyone thought it would be built closer to downtown. FM 1585, on the other hand, has always been considered a "business" corridor more suited to high speed expressway traffic and any recent construction along 1585 was done with the full knowlwdge that this would be a preferred route for an outer loop. Thanks again for your understanding.				Email

Lubbock Outer Route Study  
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54	George	Izzard	[REDACTED]		Thank you for conducting the outer loop on August 21, 2014. My family and I attended the meeting and found it very informative. We are the owners of the property located at 13707 Avenue L, which is located at the northeast corner of 138th Street and Avenue L. We have owned this property over fifty years. We have raised our children at this location, and we are looking forward to watching our grandchildren grow, play, and work at this property as well. This property is very dear to us, and we enjoy countless blessings living here at 13707 Avenue L. We share our property with some unique wild life guests, including a Gray Fox for over ten years, a large Box Tortoise, which I have seen many times over the past 30 years, many wild cottontail rabbits, and some rare White doves along with many Gray white-winged doves. I have enjoyed teaching our children the joys of sharing our property with these animals and other wild life. I am looking forward to doing the same with our grandchildren at this property. My family and I thank you Mr. Warren for not choosing the route along 138th Street from Avenue P to highway 87 for the Outer Loop Project. We are very happy that the route is not going to come through our property. Thank you again.				Email
55	Dan	Curry	[REDACTED]		I totally agree with the stakeholders and Txdot in the decision to make the outer route run on FM 1585 (130TH) for segment 3.				Email
56	Jan	Delay	[REDACTED]		I want to thank you for moving the outer route for Lubbock to FM 1585. My husband and I built our house on 146th St. in 1980. We raised our family in this home and plan on living here as long as possible. This house and the land we live on are a large part of our retirement. We honestly could not afford to lose the value of our home and land. Thank you for changing the location of the outer route. We pray blessings on you!				Email
57	Gary	Delay	[REDACTED]		I want to thank you for moving the outer route for Lubbock to FM 1585. This was truly an answer to our prayer. My wife and I built our house on 146th St. in 1980. We raised our family in this home and plan on living here as long as possible. This house and the land we live on are a large part of our retirement. We honestly could not afford to lose the value of our home and land. Thank you for changing the location of the outer route. We pray blessings on you!				Email

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58	Dulan	Elder	[REDACTED]		I wanted to add my thanks to TxDot and the Stakeholders for listening to our concerns and reasoning. As you know, we believe the right thing was done on the South route to move it up to 1585, which I believe is where everyone expected it to be and is the right distance from Loop 289, has better existing infrastructure, etc. I guess I am pretty neutral on the southeast segment. Still makes sense to me for it to be on 1585 and that would seem to be the cheaper route but I can see why Slaton would like to have it angle toward them and probably 75% of my travel outside of Lubbock is going towards Hwy 84 so it might be useful as an easier way to angle that direction. We support the route announced at the last meeting. Thanks again for hearing us out.				Email
59	Rae Ann	Elder	[REDACTED]		I was unable to attend the meeting last week at Lubbock Cooper because I was moving my daughter to Fort Worth. My husband, however, kept us informed via text message. Boy did we celebrate when he gave us the good news. Thanks SO MUCH for listening to the citizens of Indiana South. We appreciate the attention and thought you afforded us. Thanks for listening and getting it right in the end. We look forward to traveling on the new "Loop 1585" sometime in the future.				Email
60	Curtis and Barbara	Aycock	[REDACTED]		After attending the business meeting 8-21-14 at Lubbock Cooper School, I believe you have made the best recommendation for the Outer Route to FM 1585. This sounds like it will be for the good of all in this area. I know you will make every effort to make sure this Outer Route will be good for all.				Email
61	Heather	Fanta	[REDACTED]		I have attended most of the TXdot meetings at Cooper and have been watching the process closely. I am very pleased with the preferred outer route selection moved to FM 1585. It makes better for better traffic flow due to less disruption of neighborhoods and possibly more cost efficient for TXdot. Thanks for all your hard work and consideration for the people of Indiana South. Government at work, right!				Email

Lubbock Outer Route Study  
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62	Kay	Saunders	[REDACTED]	79363	We are very concerned about the proposed Outer loop for Lubbock. Our property sits right off FM 2641 and the outer loop would be at our front door. We have lived in this house 35 years-our kids were born here and our oldest daughter passed away after an illness inside this home. To us its a sacred place because of that. Who do we need to contact?				Email
63	Travis	Wright	[REDACTED]	79424	Lubbock Tx Outer Loop. Presentation Aug 21 was very misleading. Our group was relieved that the loop would not be at HWY 146 but along HWY 1585 - missing our subdivision Highland Oaks on Slide. We the homeowners definitely do not want this loop routed up against our subdivision and will fight it every day until we get it changed.				Email
64	Travis	Wright	[REDACTED]		Lubbock Tx outer loop project: I thank TXDOT for recommending that the new outer loop follow 1585 from 87 to 84. As a resident - Highland Oaks - on HWY 146, I do not want to see this loop follow 146 and much prefer 1585 as it is more practical. thanks				Email
65	Travis	Wright	[REDACTED]	79424	My mistake. We are focused on segment 3 - Wolfforth (82) to 87. We are very pleased that TXDOT has changed the recommended route from 146 to 1585 - extending from Wolfforth to Hwy 87. Highland Oaks subdivision would have fought vigorously to prevent the route along 146 at Slide Rd as this would have placed it next to our subdivision. Thanks				Email
66	Kaylynn	Curry	[REDACTED]	79423	I just wanted to say thank you so very much for your support in regards of the outer route around Lubbock. It was nice to still know that people make a difference. This is to let TxDOT know that I am in full support in the Outer Route to follow FM 1585 from Highway 87 West to Wolfforth, Texas. I am in support of the outer loop following the recommend route that was presented at the TxDOT meeting on 8/21/2014 Thank you!!!!				Email

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 Comment Card Results  
 August 21, 2014

Comment Card #	First Name	Last Name	Email Address	Zip Code	Comments	Employed by TxDOT	Do business with TxDOT	Could benefit monetarily	How comment was submitted
67	Joe	Fondy	[REDACTED]		We the undersigned are concerned citizens who urge TexDOT to act now to please reconsider using the half mile east of County Road 3100 on East County Road 7500 as part of Lubbock's outer route. This half mile is home to 10 families that would be adversely affected if this route comes near or through our properties. We feel that there are alternative routes west of County Road 3100 between County Road 7500 and Farm Road 1585 that would affect fewer if any home property owners. [85 signatures on two pages].				Mail
68	Highland Oaks Residents				We, the undersigned residents of Highland Oaks, wish to register our support of the proposed "Preferred Route" for the Lubbock Outer Route, including its placement along FM 1585, as presented at the TxDOT public meeting on August 21st, 2014. [56 entries on 5 pages]				Mail
69	Teresa	Drewell		79364	I live at 3604 East FM 1585. My comment this evening is a correction to a public record. It has to do with public meeting summary minutes of June the 17th. It has to do with a comment summary on page 2 where it states, on the last paragraph, in the last sentence of that first paragraph of comment summary, "In addition, a petition was signed by 34 residents and farm owners east of US 87 showing preference for FM 1585 over 146th Street," and that is incorrect. It is actually the opposite way. I just want it to be corrected in the public record. We desire the outer loop to be on 146th Street from US 87 east to US 84.				Verbal Comment
70	Dave	Postar			Dave Postar with Gargoyle Steel Structures and Affordable Storage. I just wanted to say something positive about Steve and TxDOT. You guys do a great job. I know there is a lot of people here are going to say a lot of bad things. They don't want this or that. Overall what I want to say is I think we need the outer loop, and we need it as quickly as possible. Wish we could start on it next year. I know it is going to be a 20-year project. I have all confidence that you guys will make the right decision. Sure, I don't really want to see it on 1585, but if that's the choice you guys want, then we will work with it. Basically, I wanted to tell everybody I think TxDOT does a great job. I have worked with them before, and I know a lot of people wonder how they are going to get reimbursed, and you guys have always been fair with every single property, and I do have a lot of properties on 1585. And so I just wanted to tell you guys great job, and let's see how quickly we can get this thing built.				Verbal Comment

Lubbock Outer Route Study  
 Comment Card Results  
 August 21, 2014

Comment Card #	First Name	Last Name	Email Address	Zip Code	Comments	Employed by TxDOT	Do business with TxDOT	Could benefit monetarily	How comment was submitted
71	Travis	Wright		79424	I live in Highland Oaks, and I have only been here five years, came from Houston, so I have seen traffic and what traffic is. I don't quite understand the necessity, you know, for the loop itself. Curious about the information or how it was developed in regard to the future, you know, growth studies, because I have run into that many times in the future. I mean in the past as far as what they anticipated. So my only question was, and I have got several comments, but, you know, we are talking about 800 million today, but a billion and a half over the life, because that is 2014 dollars. And I am assuming that value has been evaluated but you know looking at it, you know, just living out on 146th, which I live in Highland Oaks, and hearing the comments about 1585, no, I don't want it on 146. So the only curiosity I have is, if the preferred route is changed, do we get another opportunity to discuss that change? I drove down 146th today, just out of curiosity and being an engineer myself, I am not civil, I didn't quite understand the logic.				Verbal Comment
72	Les	Beaty		79424	I live at 5602 138th. I wonder - it doesn't matter whether it is on 146th or 1585 - how wide of a swath does that require?				Verbal Comment
73	Julie	Barnhill		79423	I am very, very excited to see that they moved Option 3C to 1585, off of 146th Street. We are very happy to have it off of 146th Street. We think 1585 is where it belongs. My address is 3507 County Road 7500				Verbal Comment
74	Kay	Hinson		79423	My address is 3507 148th Street. I am very pleased that the route is going to go north of Indiana South. He [Griffith Hinson] is with me.				Verbal Comment
75	Griffith	Hinson		79423	I am with her [Kay Hinson], I say what she says.				Verbal Comment

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ock/outer-route.html](http://www.txdot.gov/inside-txdot/projects/studies/lubbock/outer-route.html)

## Comment Card

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Route Study:



### Comments/Questions:

I would like to have a  
better understanding as to  
why this loop is even needed  
All Growth is to the west.

### Check any 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 on.

Texas Transportation Code, §201.811(a)(5)

### Join our email list:

NAME:

Tonya Cole

EMAIL:

ZIP:

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## Comment Card

Please provide your comments below on the Lubbock Outer  
Route Study:



### Comments/Questions:

*Thank you for listening to the concerns  
of the people in the Indiana South  
neighborhood.*

### Check any 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 on.

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### Join our email list

*D'Nan Mathis*

NAME

EMAIL

ZIP:

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## Comment Card

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Route Study:



### Comments/Questions:

WE NEED TO KNOW WHAT KIND OF  
BUDGE, EXIT AND INGRESS / EGRESS  
FOR MAJOR INTERSECTIONS, IE.  
82ND ST BY WOLFORTH.

### Check any 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 on.

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### Join our email list

NAME:

TERRY HENRIE

EMAIL:

/

ZIP:

79382

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## Comment Card

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### Comments/Questions:

Taking 196<sup>th</sup> instead of FM 1585 would  
save the state (tax payers) millions of dollars.  
(On Section 3)

### Check any that apply to you:

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- I do business with TxDOT.
- I could benefit monetarily from the project or other item about which I am commenting on.

Texas Transportation Code, §201.811(a)(5)

### Join our email list

NAME: Kelly Oaks

EMAIL:

ZIP:

79424

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## Comment Card

Please provide your comments below on the Lubbock Outer  
Route Study:



### Comments/Questions:

*We totally support the  
FM 1585 Route.  
Thank s.*

### Check any 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 on.

Texas Transportation Code, §201.811(a)(5)

### Join our email list

*Vanceal Wilson*

[Redacted]

ZIP: *79404*

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## Comment Card

Please provide your comments below on the Lubbock Outer Route Study:



### Comments/Questions:

Avoid Hwy. 1585 East of Hwy. 87 -  
TAKE SOME OF THE TRAFFIC OFF HWY.  
84 BEFORE GETTING TO HWY. 1585

### Check any 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 on.

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## Comment Card

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### Comments/Questions:

Avoid 1585 east of 87

### Check any that apply to you:

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- I do business with TxDOT.
- I could benefit monetarily from the project or other item about which I am commenting on.

Texas Transportation Code, §201.811(a)(5)

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## Comment Card

Please provide your comments below on the Lubbock Outer  
Route Study:



### Comments/Questions:

Thank you for your information.  
Personally, our plans are to  
move in the next 10 years  
the impact of this project  
may not be something that  
will  $\ominus$  or  $\oplus$  impact me  
at this time

### Check any 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 on.

Texas Transportation Code, §201.811(a)(5)

### Join our email list:

NAME:

Jennifers Kern

EMAIL:

ZIP:

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## Comment Card

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### Comments/Questions:

Preferred Option: 3C is the best route for my neighborhood and my home. I have lived there for twenty years and would not like to see the outer loop so close to our neighborhood.

### Check any 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 on.

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### Join our email list:

NAME:

Les Howell

EMAIL:

ZIP:

August 21,

# Lubbock Outer Route Study

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## Comment Card

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### Comments/Questions:

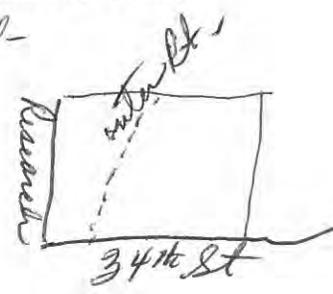
Why not go down Research Blvd. South of 114 and on down that dirt road instead of going through the middle of farms. You cut a 200 acre farm into 2 pieces & you have to change everything - Rows run according to how the land lies waterway - This will change our rows from East to West, have to go N to South,

### Check any that apply to you:

which is understood by farmers but probably nobody else - Doing down an existing road will take up farms on both sides of road, but not cut a farm into two farms - Farm is North of 34th & bordered on West by Research Blvd -

- 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 on.

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### Join our email list

NAME:

Judy Richardson



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## Comment Card

Please provide your comments below on the Lubbock Outer Route Study:



### Comments/Questions:

<sup>(option 3c)</sup>  
Support for FM 1585 route is  
more logical in my opinion  
It is already an important  
and heavily travelled route.

### Check any 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 on.

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### Join our email list

Janet Speich

NAME:

EMAIL:

79423

ZIP:

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## Comment Card

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Route Study:



### Comments/Questions:

*Keep it on I 585*

### Check any 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 on.

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### Join our email list

*Valton Stephens*

NAME:

EMAIL:

*79424*

ZIP:

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### Comments/Questions:

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### Check any that apply to you:

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- I do business with TxDOT.
- I could benefit monetarily from the project or other item about which I am commenting on.

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### Join our email list:

NAME: Jeannie Jones

EMAIL: [REDACTED]

ZIP: 79404

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## Comment Card

Please provide your comments below on the Lubbock Outer Route Study:



### Comments/Questions:

Keep it on 1585

### Check any 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 on.

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### Join our email list:

Linda Bartley

NAME:

EMAIL:

79424

ZIP:

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## Comment Card

Please provide your comments below on the Lubbock Outer  
Route Study:



### Comments/Questions:

Very happy to see route 3C on 1585  
instead of 146th street.

Do not want it to go down 146th or 148th  
west of 87.

Thank you

### Check any 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 on.

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### Join our email list:

Julie Barnhill

EMAIL:

794 23

ZIP:

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### Comments/Questions:

Keep it on 1585

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### Join our email list:

Math Bartley

EMAIL:

ZIP:

79424

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## Comment Card

Please provide your comments below on the Lubbock Outer  
Route Study:



### Comments/Questions:

*We believe that the proposed  
route in Segment 3 being 1585  
is the most appropriate route.*

### Check any 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 on.

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### Join our email list:

*Bonner - Charles & Kathy*

NAME:

EMAIL:

ZIP:

*79382*

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## Comment Card

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Route Study:



### Comments/Questions:

I would prefer the 1585 route  
on the south outer loop.  
This has a straighter route  
and will be the most  
efficient route overall. Should  
be most cost effective as  
well for my tax dollars. Not to  
mention its the busiest road and needs  
to expand.

### Check any that apply to you:

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- I do business with TxDOT.
- I could benefit monetarily from the project or other item about which I am commenting on.

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NAME: Clint Gregg

EMAIL: [REDACTED]

ZIP: 79424

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## Comment Card

Please provide your comments below on the Lubbock Outer  
Route Study:



### Comments/Questions:

E. 1585 route decreases value of newly  
built home. We moved away from  
"town" and new town is going  
to be 200ft outside of our door.

\* in favor of seg 4 running down 146<sup>th</sup>  
This route is a dirt road won't effect  
home value = put multiple new home  
owners with a free way 20ft out front  
door.

### Check any that apply to you:

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- I do business with TxDOT.
- I could benefit monetarily from the project or other item about which I am  
commenting on.

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### Join our email list:

amanda = Ty Williamson  
NAME:

EP

ZIP:

Aug

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## Comment Card

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Route Study:



### Comments/Questions:

The preferred route that you have introduced at this public meeting is by far the best route out of the others as it appears to affect the least of citizens (I'm referring to the section that goes down Fm 1585).

### Check any 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 on.

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### Join our email list:

Van + Peggy Dubon

EMAIL:

79423

ZIP:

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## Comment Card

Please provide your comments below on the Lubbock Outer  
Route Study:



### Comments/Questions:

We own 4 1/2 Acres - Frankford of  
1585 N Side - we are building  
55,000 sq. ft. office ware house  
Appraised value \$4M.  
5914-130th - under construction  
at this time.

### Check any 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 on.

Texas Transportation Code, §201.811(a)(5)

### Join our email list

Armond & Linda Abbe

N [REDACTED]

EMAIL: [REDACTED]

ZIP: 79424

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## Comment Card

Please provide your comments below on the Lubbock Outer  
Route Study:



### Comments/Questions:

- ① I support most of 3C. But...
- ② The connection between 2D and 3C must be east of Wolfarth or it will be nearly useless, just like the northwest loop is now. No one (ask around) wants to go that way.

### Check any 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 on.

Texas Transportation Code, §201.811(a)(5)

### Join our email list

NAME:

Thomas Callahan

EMAIL:

ZIP:

79424

Or could go straight to and end at Wolfarth.

③ 2D is nearly useless.

④ Need cloverleaf at junction of Marsha Sharp and I 27 or 3C doesn't make sense.

# Lubbock Outer Route Study

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## Comment Card

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### Comments/Questions:

Ford Development is our firm's client. Ford would be adamantly opposed to any r-o-w taking along the south side of FM 1585 between Indiana and Quaker Avenue. Ford has invested extensive effort in the development of Kelsey Park and does not want to see it harmed.

### Check any 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 on.

Texas Transportation Code, §201.811(a)(5)

### Join our email list

Terry Holeman

NAME

EMAIL

ZIP:

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## Comment Card

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### Comments/Questions:

I'm happy with the Southern Route you  
chose. Presented at the August 21 meeting.  
The route that runs down FM 1525.

I still really think you should look at  
FM 41. I know it sounds ridiculous but  
so did Loop 289 at the time.

### Check any 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 on.

Texas Transportation Code, §201.811(a)(5)

### Join our email list:

CADE UNDERWOOD

NAME

EMAIL

ZIP:

# Lubbock Outer Route Study

## LET US HEAR FROM YOU!

Please provide your  
comments on the Lubbock  
Outer Route Study.

To submit comments online,  
please visit our website at  
[www.txdot.gov/inside-txdot/projects/studies/lubbock/outer-route.html](http://www.txdot.gov/inside-txdot/projects/studies/lubbock/outer-route.html)

## Comment Card

Please provide your comments below on the Lubbock Outer  
Route Study:



### Comments/Questions:

8-27-14

Please consider moving proposed outer loop  
route ~~to the~~ south of HWY 114 to the west  
along Research Blvd. We as land owners and our  
farm tenant invested \$100,000.00 in 2013 on the  
57 acre tract immediately south of HWY 114. As  
a result we improved yield on the crops from  
nearly nothing to 3 1/2 bushels per acre in 2013  
and have a similar crop in program for 2014.  
Moving the route west to Research would also  
eliminate dividing the 184 acre tract south of  
the railroad. We had planned to install pivot sprinkler

### Check any 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 on.

System on this tract in 2015.  
Your proposed route would make  
this impossible. Thank you

Leroy Richardson

Texas Transportation Code, §201.811(a)(5)

### Join our email list

Leroy Richardson

NAME:

EMAIL:

ZIP:

# Lubbock Outer Route Study

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[www.txdot.gov/inside-txdot/projects/studies/lubbock/outer-route.html](http://www.txdot.gov/inside-txdot/projects/studies/lubbock/outer-route.html)

## Comment Card

Please provide your comments below on the Lubbock Outer  
Route Study:



### Comments/Questions:

I Feel you have chosen the  
best route in going from 1585  
to the Farm Dirt Road 1 mile south  
of 1585. This should be less  
disruptive to homes and businesses  
on 1585. Also should not  
cost as much using this  
undeveloped HERA.

### Check any 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 on.

Texas Transportation Code, §201.811(a)(5)

### Join our email list:

Jay Wadsworth

NAME

EMAIL

ZIP:

79364

# Lubbock Outer Route Study

## LET US HEAR FROM YOU!

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Outer Route Study.

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please visit our website at  
[www.txdot.gov/inside-txdot/projects/studies/lubbock/outer-route.html](http://www.txdot.gov/inside-txdot/projects/studies/lubbock/outer-route.html)

## Comment Card

Please provide your comments below on the Lubbock Outer Route Study:



### Comments/Questions:

I think you have made the best decision by taking the outer loop on the Farm Rd 1 mile South of 1585 & ~~to~~ east of I-27 instead of 1585 east of I-27! It makes more economic sense & I wanted to add my statement to the record. Thank You. Jason Wadsworth

### Check any 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 on.

Texas Transportation Code, §201.811(a)(5)

### Join our email list

Jason Wadsworth

NAME

EMAIL

ZIP:

79364

**From:** Betti Whetzel [REDACTED]

**Date:** September 2, 2014 at 4:31:44 PM CDT

**To:** "[Steven.warren@txdot.gov](mailto:Steven.warren@txdot.gov)" <[Steven.warren@txdot.gov](mailto:Steven.warren@txdot.gov)>

**Subject:** Lubbock Outer Loop **Reply-To:** Betti Whetzel  
[REDACTED]

Mr. Warren,

So glad to hear the outer route is being placed on FM 1585 and not on 146th.

Thank you,  
Betti Whetzel

**From:** Linda Davis [REDACTED]

**Date:** September 2, 2014 at 1:56:57 PM CDT

**To:** [Steven.warren@txdot.gov](mailto:Steven.warren@txdot.gov)

**Subject:** Lubbock outer route

Mr. Warren, We were so relieved to see that TxDot had made the correct decision to use 1585 as the outer route. I personally think it could go even a few blocks farther north and would disturb even fewer businesses and residences. Please--- no farther south than 1585!

Thanks, Linda Davis

**From:** Linda Davis [REDACTED]

**Date:** September 2, 2014 at 2:01:29 PM CDT

**To:** [Steven.warren@txdot.gov](mailto:Steven.warren@txdot.gov)

**Subject:** Lubbock outer route

Mr. Warren,

Thank you for bringing us the good news that 1585 has been chosen for the outer loop route. That is certainly a MUCH better route than on 146th Street. I personally think that a few blocks farther north might be better because of disturbing fewer residences and business. Please---no farther south than 1585.

Thanks

Linda Davis  
[REDACTED]

**From:** Linda Davis [REDACTED]

**Date:** September 2, 2014 at 1:51:42 PM CDT

**To:** [Steven.warren@txdot.gov](mailto:Steven.warren@txdot.gov)

**Subject:** Lubbock outer route

I remember at least 20 years ago people referred to 1585 as part of the eventual route of the outer loop. I guess people were just assuming this because it made sense. Well it still makes the most sense. Certainly putting a 4 lane divided roadway against a residential neighborhood is a BAD idea. We were amazed that 146th St. was even an option. Moving it north was an improvement but putting it on 1585 is back to making sense. Lets keep it that way.

Stewart Davis  
[REDACTED]

From: Melanie Bilbrey [REDACTED]  
Sent: Thursday, August 21, 2014 8:14 PM  
To: Steven Warren  
Subject: add me to email

Please add my email to the Lubbock outer route email list.

[REDACTED]

Thank you  
Melanie Bilbrey

[REDACTED]

[REDACTED]

**From:** Dan Killian [REDACTED]  
**Date:** August 23, 2014 at 11:50:15 AM CDT  
**To:** "steven.warren@txdot.gov" <steven.warren@txdot.gov>  
**Cc:** [REDACTED]  
**Subject:** Adding two of us to your Lubbock Outer Route mailing list

Hello Steve. Thanks for the helpful information you shared with me yesterday about the outer route.

Will you please add my parents and myself to the mailing list? In addition, if email communication is used you now those addresses as well.

Tom and Joraine Killian

[REDACTED]  
[REDACTED]

Dan Killian

[REDACTED]  
[REDACTED]

Thanks.

Dan Killian

**From:** Donna Graves [REDACTED]

**Date:** August 22, 2014 at 2:17:32 PM CDT

**To:** "[steven.warren@txdot.gov](mailto:steven.warren@txdot.gov)" <[steven.warren@txdot.gov](mailto:steven.warren@txdot.gov)>

**Subject:** Lubbock Outer Route/Aug. 21st meeting

**Reply-To:** Donna Graves [REDACTED]

We as business owner's are opposed to this preferred route, that was discussed last night. Our business, A-Rock Materials has been at our current location since 1989, and started full operation of our Concrete Ready Mix plant in the spring of 1990. Our Mother, Evelyn Graves owns the property that our family business (of 40yrs.) is located and she is also opposed to this preferred route. We know that this is still in the works, and nothing is set as far as this project. We understand the reason for the Outer Loop, and understand the growth Lubbock is going through. But, as a business owner, the financial burden would be great, and the loss of revenue for our business to relocate, and the loss in revenue during that time would put a huge financial burden on our business. I hope that in all of the "studies" that are being done for this project, that everyone involved seriously take this factor into account. This will be a total disruption to our day to day business.

Respectfully,

Jerry & Donna Graves

A-Rock Materials

Evelyn Graves

Land Owner

**From:** Ed Sears [REDACTED]  
**Date:** August 23, 2014 at 11:47:59 AM CDT  
**To:** "[steven.warren@txdot.gov](mailto:steven.warren@txdot.gov)" <[steven.warren@txdot.gov](mailto:steven.warren@txdot.gov)>  
**Subject:** Lubbock's outer loop

I live in Highland Oaks at [REDACTED]. As you can see from my address, I am very close to 146th St. In fact if the outer loop were to go along 146th Street, the eastbound access road would be about where my bedroom is now. Because of my proximity to 146th Street, I wholeheartedly approve of the TXDOT preferred route along FM 1585. My house has a value of about \$750,000 and should be worth more in a few years because of the continual improvements we make, so construction of the outer loop along 146th would not only be greatly disruptive and expensive for me and my family, but also expensive for TXDOT to finance the right-of-way to my property and demolition of my house.

I can also say that in rebuttal to the fellow at the meeting on September 21 questioning the need for an outer loop, the guy who said he was from Houston, I certainly do see a long-term need for an outer loop. If many years ago Houston planners would have had the foresight TXDOT is showing here, the traffic in Houston might not be the nightmare we see today.

In summary, I definitely approve of the current TXDOT preferred route along FM 1585, and I commend your foresight and efforts in finding the best route for the outer loop.

Sincerely,  
Ed Sears

[REDACTED]  
[REDACTED]

**From:** Parchman Home [REDACTED]  
**Date:** August 22, 2014 at 7:54:10 PM CDT  
**To:** "[Steven.Warren@txdot.gov](mailto:Steven.Warren@txdot.gov)" <[Steven.Warren@txdot.gov](mailto:Steven.Warren@txdot.gov)>  
**Subject:** Re: Lubbock Outer Route project

Mr. Warren,

I would like to make a comment regarding the outer loop project. I know the current growth pattern in Lubbock is to the south and the west. However, eventually those areas will grow into the neighboring towns, and growth those directions will slow. At that time, it is probable growth will start to the north and east. Why not go ahead and make the outer loop an actual loop, and connect it in the east and north sides also? Learn from other cities, such as San Antonio. When they first built their outer loop, 1604, they did not connect it on the west side. Then growth started fast and furiously on the west side and they had to go back and connect the loop on the west side.

On another but related subject, the Marsha Sharp Freeway needs to be completed to East Loop 289. There are many travelers from the east on Highway 62/82. They reach Loop 289 and the freeway ends. They then have a choice of driving through Lubbock on either Parkway Drive or Idalou Road. Either of these choices is a lower speed and more congested road, with many stops. This is not only inconvenient for the many people who live in the areas to the east of Lubbock, and drive to work or shop in Lubbock. Anyone who is traveling through this area has no idea which way to go once they reach the east Loop. No matter what direction they choose, they will not leave Lubbock with a good impression. They probably wonder why the freeway does not extend all the way through the city, as it does in most cities not even as large as Lubbock.

Thank you for considering my comments.

Melba Parchman  
Ransom Canyon, TX

Sent from my iPad

From: Brian Wise [REDACTED]  
Sent: Friday, August 22, 2014 7:53 AM  
To: Steven Warren  
Subject: Public Comment

Thank you for the recent changes to the section 4 proposed route of the Lubbock Outer Loop. It was encouraging to see that public concern was recognized for the routes prior planned use of FM 1585. Our family is happy to see the use of 146<sup>th</sup> street as a more suitable access for the loop.

**Brian Wise Vice President - Sales Best Made Designs**



From: [REDACTED]  
Sent: Friday, August 22, 2014 10:19 AM  
To: [JULIA.JEROME@txdot.gov](mailto:JULIA.JEROME@txdot.gov); [STEVEN.WARREN@txdot.gov](mailto:STEVEN.WARREN@txdot.gov); [NKUKAD-C@txdot.gov](mailto:NKUKAD-C@txdot.gov)  
Subject: TxDOT Internet E-Mail

Name: Ms. Mary Jane Wright [REDACTED]  
Address:  
[REDACTED]  
[REDACTED]

Phone:  
[REDACTED]

Requested Contact Method: Email

Reason for Contact: Customer Service  
Complaint: No

Comment: Lubbock Tx outer loop project: My appreciation to TXDOT for recommending that the new outer loop follow 1585 from 87 to 84. As a resident - Highland Oaks - on HWY 146, I do not want to see this loop follow 146 and much prefer 1585 as it is more practical to the entire area.  
thanks again

From: Jan Kubica [REDACTED] Sent: Friday, August 22, 2014 9:30 AM To: Steven Warren Subject: outer loop

This is concerning our property which is located east of the interstate. We are the third property, south side, east on FM 1585, the addresses are [REDACTED]. We have an ATT cell tower located at the back of the 703 address. Our question is how will the loop affect that as well as our business building at that address as well as our home on 603? Also is this new route written in stone or is there the possibility it will go straight on 1585?

Thank You, Ken and Jan Kubica

**From:** Janet Haley [REDACTED]  
**Date:** August 25, 2014 at 2:09:45 PM CDT  
**To:** "[steven.warren@txdot.gov](mailto:steven.warren@txdot.gov)" <[steven.warren@txdot.gov](mailto:steven.warren@txdot.gov)>  
**Subject:** Lubbock Outer Route

Dear Mr. Warren,

As a resident of Highland Oaks, I am very much in support of the proposed FM 1585 route for the outer route (loop). Please add me to your mailing list so that I can keep up on all the current information.

Thank you,  
Janet Haley  
[REDACTED]

Sent from my iPad

From: [REDACTED]  
Sent: Monday, August 25, 2014 3:34 PM  
To: [JULIA.JEROME@txdot.gov](mailto:JULIA.JEROME@txdot.gov); [STEVEN.WARREN@txdot.gov](mailto:STEVEN.WARREN@txdot.gov); [NKUKAD-C@txdot.gov](mailto:NKUKAD-C@txdot.gov)  
Subject: TxDOT Internet E-Mail

Name: Mr. Jerol Fanta [REDACTED]  
Address:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Requested Contact Method: Email

Reason for Contact: Customer Service  
Complaint: No

Comment: TxDot,

Please accept my sincere appreciation for your route adjustment for the new Outer Route around South Lubbock staying on FM1585 instead of detouring towards CR7500.

It is nice to know that even BIG government agencies will actually listen to the little guy every now and then. It renews my confidence and gives me hope in government



**From:** Tyler Chadwick [REDACTED]  
**Date:** August 26, 2014 at 8:07:16 AM CDT  
**To:** <[steven.warren@txdot.gov](mailto:steven.warren@txdot.gov)>  
**Subject:** Outer Loop

Mr. Warren,

We, as a group of Indiana South, sincerely appreciate the DOT reevaluating the proposed route on the south portion of Lubbock. We believe FM1585 is the clear route for the loop and impacts more people positively than negatively such as CR7500. We strongly support this decision.

Regards,

TYLER CHADWICK

[REDACTED]

**From:** [REDACTED]  
**Date:** August 26, 2014 at 5:37:06 AM CDT  
**To:** <[Steven.Warren@txdot.gov](mailto:Steven.Warren@txdot.gov)>  
**Subject:** outer route

Mr. Warren,  
I am a home owner at [REDACTED]. I know the decision to move the southern portion of the outer route from 146th to FM 1585 was not an easy one but I think it was the RIGHT one. For years most people of Lubbock have heard about the next loop around Lubbock and that it would most likely be FM 1585 and most people on FM 1585 new this. So with that bit of knowledge we made our decision to move here 2 years ago. When the predicted route was placed on 146th st. it was quiet a shocker to all at Indiana South and Kemper estates. Its not a shocker for the route to be on FM 1585 most were expecting that. I want to thank you and all involved at Txdot for listening to the people. We appreciate all you do.

David Bunch  
[REDACTED]

From: [REDACTED]  
Sent: Tuesday, August 26, 2014 1:54 PM  
To: Steven Warren  
Subject: Lubbock Outer Loop

Mr. Warren:

My husband and I moved into Indiana South in 1990. Our home is located on 148th street and we are so very grateful TxDot has made FM1585 as the initial Outer Loop. Personally we have always felt FM1585 should be the next loop and we do agree with your decision.

I know you and your committee's have spent a tremendous amount of time and effort on this project and we would like to express our sincere appreciation to each of you.

Sincerely,  
Steve & Dolores Greer

[REDACTED]  
[REDACTED]

From: Chad Carlile [REDACTED]  
Sent: Tuesday, August 26, 2014 12:38 PM  
To: Steven Warren  
Subject: Outerloop

Mr. Warren,

Just dropping you a quick note to say thank for your efforts in help to plan for the future growth of Lubbock. The meetings and the open discussions have been truly appreciated. The announcement to adjust the outer route to FM 1585 is great news and seems to be the most obvious and sensible plan.

Again, thank you for listening!

Regards,

Chad Carlile

**From:** Bob Crockett [REDACTED]  
**Date:** August 26, 2014 at 3:13:04 PM CDT  
**To:** "[Steven.warren@txdot.gov](mailto:Steven.warren@txdot.gov)" <[Steven.warren@txdot.gov](mailto:Steven.warren@txdot.gov)>  
**Subject:** Lubbock Outer Loop

Dear Mr. Warren,

We live in Indiana South at [REDACTED] & have been concerned about the possibility of the new loop being routed to 146<sup>th</sup> St. in our neighborhood.

We were at the TXDOT meeting on Aug. 21<sup>st</sup> & are relieved to learn that the routing that would have affected our neighborhood has been changed to FM 1585. This new routing certainly makes sense to us & we respectfully ask that the routing remain on FM 1585.

Thank you for your consideration.

Bob Crockett

Date: August 26, 2014 at 3:27:28 PM CDT

To: Steven Warren <[Steven.Warren@txdot.gov](mailto:Steven.Warren@txdot.gov)>

Subject: C-STAR COMPLAINT RE: OUTER ROUTE

Name: Jacque Stark

Comment:

Regarding the change in plans to the outer loop along 1585. At the last meeting in June, plans were to go along 146th Street, a cotton field. Now the plans have changed to take out homes, businesses, apartments, church, etc. There was no good reason given for this severe change. The homeowners around us are quite upset at this change.

**From:** Judy Wilson [REDACTED]  
**Date:** August 26, 2014 at 10:40:24 AM CDT  
**To:** <[Steven.warren@txdot.gov](mailto:Steven.warren@txdot.gov)>  
**Subject:** Lubbock outer loop

Mr Warren,

As a resident of Kemper Estates, I am so very pleased to know that TXDOT has moved the outer route to 1585.

Our community has been heard and our homes and property will not be jeopardized. Thank you for keeping the outer route away from 146th street.

Sincerely,

Judy M Wilson

[REDACTED]  
[REDACTED]

**From:** Gina Homen [REDACTED]  
**Date:** August 26, 2014 at 4:56:53 PM CDT  
**To:** <[Steven.warren@txdot.gov](mailto:Steven.warren@txdot.gov)>  
**Subject:** Outer Loop

As a homeowner for the past 20 years of the residence at [REDACTED], I truly appreciate and support the decision to move the route of the Outer Loop to FM 1585. Indiana South is a long standing established neighborhood. We chose to build our house there for the peace and quiet. I am extremely happy for the loop not to be placed in my front yard, and I honestly believe moving the Outer Loop to FM 1585 makes much more sense. We truly appreciate the efforts that TXDOT has made on our behalf, and considering the residents in the area.

Thank you,  
Gina Homen

*Gina Homen*

[REDACTED]  
[REDACTED]

From: bugsy [REDACTED]  
Date: August 26, 2014 at 7:20:00 PM CDT  
To: <[Steven.warren@txdot.gov](mailto:Steven.warren@txdot.gov)<<mailto:Steven.warren@txdot.gov>>>  
Subject: Outer loop

Mr, Warren,

I agree with the outer loop being placed on FM1585 and not on 146th Street.

Larry Barnes

[REDACTED]

[REDACTED]

**From:** Steve Walsh [REDACTED]

**Date:** August 26, 2014 at 9:16:43 PM CDT

**To:** "[steven.warren@txdot.gov](mailto:steven.warren@txdot.gov)" <[steven.warren@txdot.gov](mailto:steven.warren@txdot.gov)>

**Subject:** Outer Loop

Steve, Thank you and your staff for listening to the community of homeowners near the area of 146th street and opting to take the more logical route along 1585 in the area of Indiana South and Kemper. The route should follow a path of commercially zoned areas, while 146th is completely residential. I appreciate your support for our neighborhood.

Steve Walsh

Advantage Waypoint

Sent from my mobile device

**From:** Norman Wilson [REDACTED]

**Date:** August 27, 2014 at 12:41:50 PM CDT

**To:** <[Steven.warren@txdot.gov](mailto:Steven.warren@txdot.gov)>

**Cc:** [REDACTED]

**Subject:** Lubbock Outer Loop

Steven,

A brief note to express my gratitude to TXDOT for reconsidering a 146th street corridor for the Lubbock Outer Route. The 146th street route previously recommended would have been very disruptive to long established residential neighborhoods that were started when an outer loop was only a dream and most everyone thought it would be built closer to downtown. FM 1585, on the other hand, has always been considered a "business" corridor more suited to high speed expressway traffic and any recent construction along 1585 was done with the full knowlwdge that this would be a preferred route for an outer loop. Thanks again for your understanding.

Sincerely,

Norman Wilson  
[REDACTED]

From: George Izzard [REDACTED]  
Sent: Thursday, August 28, 2014 2:18 PM  
To: Steven Warren  
Cc: 'George Izzard'  
Subject: COMMENTS FOR 8-21-14 OUTER LOOP MEETING

Mr. Warren,  
Thank you. Please accept the attached letter and comments.  
George Izzard

Mr. Steven Warren  
Texas Department of Transportation  
135 Slaton Road  
Lubbock, TX 79404-5201  
(806) 748-4490  
E-mail: [steven.warren@txdot.gov](mailto:steven.warren@txdot.gov)

8-27-14

Dear Mr. Warren,  
Thank you for conducting the Outer Loop meeting on August 21, 2014. My family and I attended the meeting and found it very informative.  
We are the owners of the property located at [REDACTED] which is located on the northeast corner of 138<sup>th</sup> Street and Avenue L. We have owned this property for Fifty years. We have raised our children at this location, and we are looking forward to watching our grandchildren grow, play, and work at this property as well. This property is very dear to us, and we enjoy countless blessings living here at [REDACTED]. We share our property with some unique wild life guests, including a Gray Fox for over 10 years, a large Box Tortoise that I have seen many times over the last 30 years, many wild cottontail rabbits, and some rare White doves along with many Gray white-winged doves. I have enjoyed teaching our children the joys of sharing our property with these animals and other wild life. I am looking forward to doing the same with our grandchildren at this property.  
My family and I thank you Mr. Warren for not choosing the route along 138<sup>th</sup> Street from Avenue P to Highway 87 for the Outer Loop project. We are very happy that the route is not going to come through our property.  
Thank you again.

Respectfully,



George, Floretta, Daniel, Amy, and Whitney Izzard

George Izzard  
[REDACTED]

From: Dan Curry [REDACTED]  
Sent: Thursday, August 28, 2014 2:29 PM  
To: Steven Warren  
Subject: Outer Route

I totally agree with the stakeholders and Txdot in the decision to make the outer route run on FM 1585 (130TH) for segment 3.

Thank You  
Dan Curry

[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Date:** August 28, 2014 at 8:45:25 PM CDT

**To:** <[steven.warren@txdot.gov](mailto:steven.warren@txdot.gov)>

**Subject:** outer route

Mr. Warren - I want to thank you for moving the outer route for Lubbock to FM 1585. My husband and I built our house on 146th St. in 1980. We raised our family in this home and plan on living here as long as possible. This house and the land we live on are a large part of our retirement. We honestly could not afford to lose the value of our home and land. Thank you for changing the location of the outer route. We pray blessings on you!

--

Jan Delay  
Transformation Ministry

**From:** [REDACTED]

**Date:** August 28, 2014 at 8:48:01 PM CDT

**To:** <[steven.warren@txdot.gov](mailto:steven.warren@txdot.gov)>

**Subject:** outer loop

Mr. Warren - I want to thank you for moving the outer route for Lubbock to FM 1585. This was truly an answer to our prayer. My wife and I built our house on 146th St. in 1980. We raised our family in this home and plan on living here as long as possible. This house and the land we live on are a large part of our retirement. We honestly could not afford to lose the value of our home and land. Thank you for changing the location of the outer route. We pray blessings on you!

Gary Delay

**From:** Dulan Elder <[delder@nts-online.net](mailto:delder@nts-online.net)>  
**Date:** August 28, 2014 at 9:09:46 PM CDT  
**To:** 'Steven Warren' <[Steven.Warren@txdot.gov](mailto:Steven.Warren@txdot.gov)>  
**Cc:** [REDACTED]

**Subject: Lubbock Outer Route**

Mr. Warren - I wanted to add my thanks to TxDot and the Stakeholders for listening to our concerns and reasoning. As you know, we believe the right thing was done on the South route to move it up to 1585, which I believe is where everyone expected it to be and is the right distance from Loop 289, has better existing infrastructure, etc. I guess I am pretty neutral on the southeast segment. Still makes sense to me for it to be on 1585 and that would seem to be the cheaper route but I can see why Slaton would like to have it angle toward them and probably 75% of my travel outside of Lubbock is going towards Hwy 84 so it might be useful as an easier way to angle that direction.

We support the route announced at the last meeting.

Thanks again for hearing us out.

Dulan Elder

**From:** "Rae Ann Elder" [REDACTED]  
**Date:** August 28, 2014 at 11:04:36 PM CDT **To:** <[Steven.warren@txdot.gov](mailto:Steven.warren@txdot.gov)>  
**Subject:** FW: Outer Loop Revision

From: Rae Ann Elder [REDACTED] On Behalf Of Rae Ann Elder

[REDACTED]

Subject: Outer Loop Revision

Dear Mr. Warren,

I was unable to attend the meeting last week at Lubbock Cooper because I was moving my daughter to Fort Worth. My husband, however, kept us informed via text message. Boy did we celebrate when he gave us the good news. Thanks SO MUCH for listening to the citizens of Indiana South. We appreciate the attention and thought you afforded us. Thanks for listening and getting it right in the end. We look forward to traveling on the new "Loop 1585" sometime in the future.

Sincerely,

Rae Ann Elder

**From:** [REDACTED]  
**Date:** August 31, 2014 at 6:29:56 PM CDT  
**To:** "[JULIA.JEROME@txdot.gov](mailto:JULIA.JEROME@txdot.gov)" <[JULIA.JEROME@txdot.gov](mailto:JULIA.JEROME@txdot.gov)>,  
"[STEVEN.WARREN@txdot.gov](mailto:STEVEN.WARREN@txdot.gov)" <[STEVEN.WARREN@txdot.gov](mailto:STEVEN.WARREN@txdot.gov)>, "[NKUKAD-C@txdot.gov](mailto:NKUKAD-C@txdot.gov)" <[NKUKAD-C@txdot.gov](mailto:NKUKAD-C@txdot.gov)>  
**Subject:** TxDOT Internet E-Mail

Name: Mr. Curtis Aycock [REDACTED]  
Address:  
[REDACTED]  
[REDACTED]

Phone:  
[REDACTED]

Requested Contact Method:

Reason for Contact: Customer Service  
Complaint: No

Comment: After attending the business meeting 8-21-14 at Lubbock Cooper School, I believe you have made the best recommendation for the Outer Route to FM 1585. This sounds like it will be for the good of all in this area. I know you will make every effort to make sure this Outer Route will be good for all. Curtis and Barbara Aycock

From: Heather Fanta [REDACTED]  
Sent: Friday, August 29, 2014 11:56 AM  
To: Steven Warren  
Cc: Fanta, Jerol  
Subject: recommended outer route

Dear Mr Warren:

I have attended most of the TXdot meetings at Cooper and have been watching the process closely. I am **very pleased** with the preferred outer route selection moved to FM 1585.

It makes better for better traffic flow due to less disruption of neighborhoods and possibly more cost efficient for TXdot. Thanks for all your hard work and consideration for the people of Indiana South. Government at work, right!

Thanks again,

Heather Fanta  
[REDACTED]

Sent: Tuesday, September 02, 2014 9:16 AM To: Steven Warren  
Subject: COMPLAINT/COMMENT for Outer Route Study from C-STAR

Name:

Kay Saunders, [REDACTED]  
[REDACTED]  
[REDACTED]

Comment:

We are very concerned about the proposed Outer loop for Lubbock. Our property sits right off FM 2641 and the outer loop would be at our front door. We have lived in this house 35 years-our kids were born here and our oldest daughter passed away after an illness inside this home. To us its a sacred place because of that. Who do we need to contact?

From: [REDACTED]  
Sent: Friday, August 22, 2014 9:18 AM  
To: [JULIA.JEROME@txdot.gov](mailto:JULIA.JEROME@txdot.gov); [STEVEN.WARREN@txdot.gov](mailto:STEVEN.WARREN@txdot.gov); [NKUKAD-C@txdot.gov](mailto:NKUKAD-C@txdot.gov)  
Subject: TxDOT Internet E-Mail

Name: Mr. Travis Wright [REDACTED]  
Address:

[REDACTED]  
[REDACTED]  
[REDACTED]

Phone:  
[REDACTED]

Requested Contact Method:

Reason for Contact: Customer Service  
Complaint: No

Comment: Lubbock Tx Outer Loop. Presentation Aug 21 was very misleading. Our group was relieved that the loop would not be at HWY 146 but along HWY 1585 - missing our subdivision Highland Oaks on Slide. We the homeowners definitely do not want this loop routed up against our subdivision and will fight it every day until we get it changed.

From: [REDACTED]  
Sent: Friday, August 22, 2014 10:17 AM  
To: [JULIA.JEROME@txdot.gov](mailto:JULIA.JEROME@txdot.gov); [STEVEN.WARREN@txdot.gov](mailto:STEVEN.WARREN@txdot.gov); [NKUKAD-C@txdot.gov](mailto:NKUKAD-C@txdot.gov)  
Subject: TxDOT Internet E-Mail

Name: Mr. travis wright [REDACTED]  
Address:

[REDACTED]  
[REDACTED]

Phone:  
[REDACTED]

Requested Contact Method: Email

Reason for Contact: Customer Service  
Complaint: No

Comment: Lubbock Tx outer loop project: I thank TXDOT for recommending that the new outer loop follow 1585 from 87 to 84. As a resident - Highland Oaks - on HWY 146, I do not want to see this loop follow 146 and much prefer 1585 as it is more practical.  
thanks

From: [REDACTED]  
Sent: Friday, August 22, 2014 11:48 AM  
To: Julia Jerome; Steven Warren; Nishant Kukadia-c  
Subject: TxDOT Internet E-Mail

Name: Mr. travis wright [REDACTED]  
Address:  
[REDACTED]  
[REDACTED]

Phone:  
[REDACTED]

Requested Contact Method: Phone

Reason for Contact: Customer Service  
Complaint: No

Comment: My mistake. We are focused on segment 3 - Wolfforth (82) to 87. we are very pleased that TXDOT has changed the recommended route from 146 to 1585 - extending from Wolfforth to Hwy 87. Highland Oaks subdivision would have fought vigorously to prevent the route along 146 at Slide rd as this would have placed it next to our subdivision. Thanks

Kaylynn Curry



08/26/2014

Dear Mr. Warren,

I just wanted to say thank you so very much for your support in regards to the outer route around Lubbock. It was nice to still know that people can make a difference.

This is to let TXDOT know that I am in full support in the Outer Route to follow FM 1585 from Highway 87 West to Wolfforth, Texas. I am in support of the outer Loop following the recommend route that was presented at the TXDOT meeting on 8/21/2014

Thank you!!!!!!!!!!!!!!

Sincerely,

A large, stylized handwritten signature in black ink, appearing to be 'K Curry'.

Kaylynn Curry

Lubbock  
Joe Fondy



# Petition to

RECEIVED  
AUG 26 2014

Petition summary and background	Lubbock Outer Route
Action petitioned for	We, the undersigned, are concerned citizens who urge Tex DOT to act now to please reconsider using the half mile east of County Road 3100 on East County Road 7500 as part of Lubbock's outer route. This half mile is home to ten families that would be adversely affected if this route comes <b>through</b> or <b>near</b> our properties. We feel that there are alternative routes west of County Road 3100 between County Road 7500 and Farm Road 1585 that would affect fewer if any home owners.

Printed Name	Signature	Address	Comment	Date
Joe Fondy	Joe W. Fondy			8-23-14
Mickie Fondy	Mickie Fondy		8-23-14	
Stan Bradbury	Stan Bradbury		8-23-14	
Sheila Bradbury	Sheila Bradbury		8-23-14	
Gerald Batenhorst	Gerald Batenhorst		8-23-14	
Karen Batenhorst	Karen Batenhorst		8-23-14	
MW Woods	MW Woods		8-23-14	
Thresa Woods	Thresa Woods		8-23-14	
Walter Denzer	Walter Denzer		8-23-14	
Judy Denzer	Judy Denzer		8-23-14	
Debie Emis	Debie Emis		8-23-14	
Rebecca Emis	Rebecca Emis		8-23-14	
TREVOR FARMER	Trevor Farmer		8-23-14	
Clifton Farmer	Clifton Farmer		8-23-14	
Laura Farmer	Laura Farmer		8-23-14	
Ashley Sunday	Ashley Sunday		8-23-14	
Jerry Farmer	Jerry Farmer		8-23-14	
Mary Farmer	Mary Farmer		8-23-14	
Karen Hybner	Karen Hybner		8-23-14	
Jared Warsing	Jared Warsing		8-23-14	
Karly Warsing	Karly Warsing	8-23-14		
Eric Hybner	Eric Hybner	8-23-14		



We, the undersigned residents of Highland Oaks, wish to register our support of the proposed "Preferred Route" for the Lubbock Outer Route, including its placement along FM 1585, as presented at the TxDOT public meeting on August 21<sup>st</sup>, 2014.

Name	Address	Date
Tracey Callaghan	[REDACTED]	8-23-14
<del>BenNY C SHAW, Jr</del>	[REDACTED]	8-23-14
Holly Hanson	[REDACTED]	8-23-14
Sonya Shaw Gerke	[REDACTED]	8-23-14
Matt R. Nichols	[REDACTED]	8-23-14
Jennifer Payne	[REDACTED]	8-23-14
<del>Tyge Payne</del>	[REDACTED]	8-23-14
Clint Gregg	[REDACTED]	8-23-14
John & Janet Haley	[REDACTED]	8-23-14
Mike & Jamaica Butler	[REDACTED]	8-23-14
Matt Sefcik	[REDACTED]	8-23-14
Robin Sefcik	[REDACTED]	8-23-14
Kumbly B	[REDACTED]	8-23-14
Jimmy Bacon	[REDACTED]	8-23-14
<del>Heather</del> Kristin Evert	[REDACTED]	8-23-14
Bekah Timmons	[REDACTED]	8-23-14
FADI ZEITOUNI	[REDACTED]	8-23-14
Amy Rowell	[REDACTED]	8-23-14
Sherief Sheaffer	[REDACTED]	8-23-14
Pat Sheaffer	[REDACTED]	8-23-14
Rania Zeitouni	[REDACTED]	8-23-14
Openie Hays	[REDACTED]	8/23/14
Drew Montgomery	[REDACTED]	8/23/14
Ophelia White	[REDACTED]	8/23/14

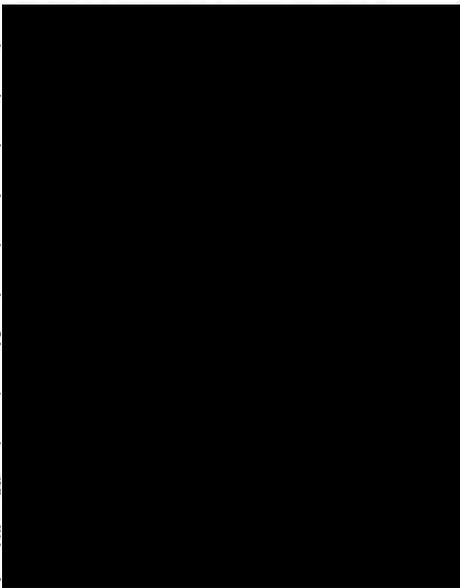






We, the undersigned residents of Highland Oaks, wish to register our support of the proposed "Preferred Route" for the Lubbock Outer Route, including its placement along FM 1585, as presented at the TxDOT public meeting on August 21<sup>st</sup>, 2014.

Name Address Date

Name	Address	Date
Linda Bartley		8-23-14
Pat Steffen		8-23-14
Rori Schott		8/23/14
Barrett Schott		8-23-14
Bode Schott		8-23-14
Huyos Schott		8/23/14
Christy Hennessey		8/23/14
Chris Hennessey		8/23/14
Tyler Hennessey		8/23/14
Austin Hennessey		8/23/14
Traci Weir		8/23/14
Mary Jane Wright		8-23-14

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TEXAS DEPARTMENT OF TRANSPORTATION  
LUBBOCK, TEXAS

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PUBLIC HEARING RE  
LUBBOCK OUTER LOOP ROUTE STUDY  
AUGUST 21, 2014

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On the 21st day of August, 2014, at 6:00 p.m.,  
the following proceedings were held at Lubbock-Cooper  
High School Performing Arts Center, 16302 Loop 493,  
Lubbock, Texas.

Proceedings reported by machine shorthand.

## 1 PROCEEDINGS

2 August 21, 2014

3 MR. WARREN: Okay. I think we will go  
4 ahead and get started. It is a little after six. We  
5 have got a real good crowd here today. Appreciate  
6 everybody coming out.

7 As you are aware, I hope you are aware,  
8 that you are here to hear our presentation on the outer  
9 route around Lubbock. Otherwise you might want to take  
10 this opportunity to exit the building and go to the  
11 meeting you thought you were coming to.

12 This is our third public meeting on this  
13 outer route, and we are here tonight to show you kind of  
14 a brief recap of how we got here and what certain  
15 adjustments have been made.

16 I always have got to figure out exactly how  
17 this -- There we go.

18 A little project background, route study  
19 that we are in right now, kind of tell you what has gone  
20 on with that, talk about the evaluation criteria and  
21 kind of talk about all the public involvement we have  
22 had, some of the comments we have received and the  
23 reactions to those. And at a point we will present to  
24 you what is being considered the recommended route as of  
25 today, and then we will have a question and answer

1 session or a public comment session.

2 I just want you to know that, if you want  
3 to speak, there is a table right here in the middle.  
4 See the arms waving? Please sign up with a sign up card  
5 if you want to speak publicly. You do not -- you don't  
6 have to speak. Written comments carry every bit as much  
7 weight as spoken comments, and there will be a ten day  
8 comment period after this meeting for you to get your  
9 comments in.

10 And also we do have a court reporter making  
11 a transcript of this meeting tonight, so we are going to  
12 have to ask you, if you do want to speak, please come to  
13 the front and state your name clearly to our court  
14 reporter, so we can have your comments on the record in  
15 the transcript. And also, after the meeting, if you are  
16 not comfortable speaking in public, she will be  
17 available here for you to give a spoken comment directly  
18 to the transcript at that time. So we have got several  
19 opportunities for you to make your comments known, and  
20 we invite you to do so.

21 A lot of you all have seen this slide a  
22 couple of times. This just kind of gives you an idea of  
23 our project development stair steps we go through. It  
24 is very important that everybody understands -- Let me  
25 see if I can remember how to do the pointer. I can't.

1 You can read.

2                   We are here at the route study. We have  
3 got a lot of steps still to go. Each of these takes a  
4 considerable amount of time.

5                   Thanks, there we are.

6                   Once we complete the route study, which we  
7 are getting very near the end of that phase, we are  
8 about to step up onto the next step, to the third step,  
9 which is environmental study and schematic design.

10                   I want to make very clear here the routes  
11 that you will see tonight are in no way indicative of  
12 the exact finished permanent location of this route. It  
13 just kind of indicates a generalized route, and the  
14 alignment will follow that route, and it may zig and  
15 zag, and we are going to have to work our way around  
16 existing properties if we can. We are going to have to  
17 really try to place this in the best way from both an  
18 engineering standpoint and impact to the public  
19 environment standpoint. So that's the next step that we  
20 will be moving into along that preferred route.

21                   I am sure a lot of you will have questions  
22 about right-of-way acquisition. We do have a  
23 representative here from our right-of-way office that  
24 can answer those questions, but I have got to point out  
25 that that is another step up the stair steps. We are

1 not at that point and probably won't be at that point  
2 for, at best, three to five years from now, before we  
3 are in a position to really start talking about  
4 right-of-way acquisition.

5           But, John Wallace, are you in -- way over  
6 here standing up, he is our right-of-way expert. If you  
7 have got questions regarding right-of-way, catch him  
8 after the meeting and ask him about process and  
9 everything.

10           I am not sure but what I have turned this  
11 thing off somehow. Hum. Okay. I didn't do it, I don't  
12 think, but --

13           Again, that first stair step was the  
14 feasibility study, was completed in 2010. This is just  
15 kind of recap of where we began on the entire study of  
16 the outer loop around Lubbock. There was consideration  
17 at the beginning to look at the north and east sides of  
18 Lubbock, and the determination was made at that time  
19 that, due to lack of growth and traffic demand on that  
20 portion of the county, that portion of the entire outer  
21 loop would be put off to a later date. It was not  
22 feasible to pursue it at this time.

23           So we focused on the south and west  
24 portions of the county. These three bands that you see  
25 here, red, blue and green, were the primary corridors

1 that were studied for feasibility. The red corridor is  
2 the 1585 alignment. The blue is the 146th Street  
3 alignment one mile south of 1585. And the green is  
4 Woodrow Road.

5           On the west you can see that the blue and  
6 red kind of join up, and it was just a general look at  
7 going inside Reese Technology Center and going outside  
8 Reese Technology Center. The entire green route shown  
9 on this was found not to be feasible for further study,  
10 so it was eliminated from any further consideration at  
11 that time in 2010. The blue and the red routes were  
12 determined to be feasible, and so here we are pursuing  
13 the route study along those particular alignments.  
14 Again, we are on the second step.

15           We put together a group of stakeholders  
16 that represent elected officials that represent the  
17 citizens of the county. We had county commissioners on  
18 the stakeholders group. We had county engineering  
19 staff, city engineering staff, as well as City of  
20 Lubbock. City of Wolfforth was represented. The mayor  
21 of Lubbock was actually on the group as well. We had  
22 representatives from Cooper Schools and from Frenship  
23 Schools. We had representatives from Shallowater,  
24 Slaton and Wolfforth, as I mentioned.

25           We also had representatives for the West

1 Texas Home Builders to kind of help guide us on some of  
2 the development that is going on out there. And we had  
3 representatives from the Plains Cotton Growers to kind  
4 of address some of the agricultural needs. That was our  
5 stakeholders group.

6           We kicked off last summer and identified  
7 some constraints and came up with some review criteria  
8 to move forward with, and then they also were there to  
9 help us review input from the public and make  
10 recommendations for further presentation back to the  
11 public.

12           We had many meetings, as you can see here,  
13 starting last July and then had October, January. We  
14 have had two meetings this summer, July and back in May.  
15 So we have gotten a lot of good input from the  
16 stakeholders group, and I feel like they have done a  
17 great job of representing the cities of the county.

18           We have had two previous public meetings,  
19 and we actually had a third one that wasn't an official  
20 public meeting. It was a canceled public meeting at the  
21 first part of February, due to snow and ice. The snow  
22 and ice never materialized, so we showed up anyway, just  
23 in case people showed up. We had 40 people show up for  
24 a canceled public meeting, so it was one of our better  
25 attended ones.

1           We appreciated everybody coming out. We  
2 didn't want to leave them hanging, so we answered a lot  
3 of questions that day, and we scheduled the official  
4 public meeting later in February, had real good  
5 representation. We had 190 folks show up and received  
6 84 comments.

7           We had a meeting again back in June, again  
8 very good attendance. Nearly 150 people showed up. We  
9 got a lot more comments after that one, as you might  
10 imagine, 41 comments.

11           And from that, this is just kind of an  
12 overall where we started, narrowing down what -- the  
13 routes you saw from the feasibility study, we started  
14 narrowing down specific routes to look at. These were  
15 the routes that were presented in February.

16           And as you can see, due to various further  
17 evaluation criteria and public comments, we made some  
18 adjustments before we came back in June. I will back  
19 up.

20           You can see the number of routes that we  
21 were considering in February. They were reduced down in  
22 June to a smaller number of routes with some adjustments  
23 to some of the alignments. And they have been further  
24 adapted. We haven't really eliminated a lot more  
25 routes, but we have done some additional routes to be

1 considered, to be presented here tonight, to go through  
2 our evaluation criteria.

3           Again, our criteria includes five very  
4 general areas: Congestion and mobility, safety,  
5 socioeconomic factors, environmental factors. That's a  
6 long list of things to read, but in a nutshell we look  
7 at impacts to noise, air, water, historic structures,  
8 archeological sites, threatened and endangered species,  
9 waterways. So it is a big long list of things, but all  
10 of these things were considered in our evaluation  
11 criteria.

12           We look at engineering factors, how much  
13 right-of-way is available, how much is required, what  
14 existing infrastructure is in place, what is the number  
15 of bridges and stream crossings, project length, all  
16 these things going to the engineering factors of the  
17 criteria.

18           We rated all those criteria, and you got  
19 more positive scores if there were lower impacts and  
20 more negative scores if there were higher impacts due to  
21 those things.

22           Now, I will kind of go through -- we have  
23 kind of broken this thing into four segments, because it  
24 is a lot easier to present and view these segments in  
25 larger scale this way.

1                   Segment one was the north and west  
2 portions. This was the original options that were  
3 presented in February. This is what we came back with  
4 in June, and then we received comments from that June  
5 meeting and made very minor adjustments, primarily right  
6 up here around Legacy Ranch where we are trying to build  
7 a little bit of buffer between that existing housing  
8 development and the proposed route.

9                   So I will kind of back and forth on that.  
10 That was previous, and this was the adjustment that went  
11 to the stakeholders or came out of the stakeholders  
12 group after the last public meeting. Not much else  
13 changed.

14                   There we go. We did some scoring on that,  
15 and it looks like only kind of one option there, but  
16 there is actually four variations on that option that  
17 you saw, and we applied the scoring criteria and the  
18 public support and stakeholder support to it, came up  
19 with a ranking system, and it was determined that  
20 Route 1D was the best, the most preferred route there,  
21 and it is the one that we are recommending to go forward  
22 with. And that is the route right there.

23                   It essentially ties in at US 84 along 2641.  
24 That provides us the opportunity in the future to expand  
25 the loop towards the airport. It is a good connection

1 for 84 at that point. It avoids some impacts to the  
2 Legacy Ranch housing development out there. It also  
3 avoids some impacts to the Reese Technology Center and a  
4 Frenship school that happens to be right next to the  
5 Reese location here.

6 That is just kind of -- and these were some  
7 of the other criteria, had the lowest socioeconomic  
8 impact, lower environmental impact, and it was one of  
9 the most preferred based on public input.

10 Moving to Segment 2, and that goes from  
11 Reese down to the Wolfforth location. This was the  
12 original routes that were presented back in February.  
13 We came back in June with some changes to those routes.

14 You can see we made a little bit of  
15 adjustment away from the City of Wolfforth, in that City  
16 of Wolfforth was concerned about their ability to grow  
17 in the future and expand. This made a little more  
18 sense. That was presented in June at the public meeting  
19 and then --

20 So we scored those criteria. Route 2D was  
21 the best rated route. You see zero scores on public  
22 support and stakeholder support. There was really not a  
23 lot of comments received regarding this segment, so no  
24 one route got much favor over one other route, so that  
25 is kind of where we had zero score on that.

1           As you can see, that is the preferred and  
2 recommended route at this time. It avoids impacts,  
3 again, up here at Reese, builds a little more gentle  
4 slope around, and it provides room for Wolfforth's  
5 growth in the future. So that is Segment 2.

6           Again, those were some of the criteria as  
7 to why we selected that route.

8           Now, we get down to the south part of town.  
9 This was a little more -- generated quite a bit of more  
10 interest than the north and west portions, as I am sure  
11 most of you all are aware.

12           This was the routes that were presented  
13 back in February. Essentially there was two general  
14 routes, one following 1585 and another following 146th  
15 Street, and then an option to kind of split the  
16 difference as we go across US 87.

17           Came back in June, after reacting to public  
18 input and further environmental analysis, altered those  
19 routes back to June to show the public, again, two  
20 primarily routes were being considered still, 1585,  
21 146th. You can see this connection down to 146th was  
22 moved farther to the east. That is primarily because  
23 the City of Wolfforth has a waste water affluent plant  
24 in this location that we were going to impact, and it  
25 was going to have a impact on the City of Wolfforth's

1 ability to treat their waste water. So primarily we  
2 moved that connection a little farther to the west.

3           Those were the routes presented in June.  
4 We received plenty of comments on this route. We went  
5 back and looked at some other alternatives to consider,  
6 wasn't much change to the original, other than we wanted  
7 to be able to do a little bit of study on -- this didn't  
8 change, but here along between Indiana and Quaker on  
9 146th, we looked at an option of moving that about a  
10 quarter mile to the north to kind of lessen the impacts  
11 to the existing Indiana South neighborhood, and I lose  
12 memory of the name of this neighborhood as well.

13           But we also looked at continuing the center  
14 route through the middle. We looked at continuing 1585  
15 all the way across. And as you can see, we will show  
16 you on the next segment, there is a route that goes from  
17 1585 back down to 146th Street.

18           This was Segment 4 presented in February,  
19 changed up by the June meeting. We eliminated the route  
20 down into Woodrow Road entrance into Slaton because that  
21 would preclude any extension of the loop in the future  
22 to the east and north.

23           And then after the June public meeting,  
24 these were the routes that were continued to be studied,  
25 and the only real change on this segment was, as I

1 mentioned earlier, putting a little connection from 1585  
2 down to 146th Street. And also we already had this  
3 route from 1585 to 146th Street the other direction.

4           Now, these segments, we kind of had to put  
5 them together to analyze. It seems odd, but let me back  
6 up a slide. Because of the interaction here with US 87,  
7 if one route assumed, say, to the west is 1585  
8 determined to be the preferred route, that drives what  
9 you do on this side. So we couldn't really analyze  
10 these individually, because if 146th Street was the  
11 route, then it kind of drives what happens on this side.

12           So we decided to combine these two, since  
13 there is so much interaction between the two, and  
14 combine the scores and do the rating for the entire  
15 stretch from Wolfforth all the way over to the Slaton  
16 Highway.

17           And that was the scoring. Now, again,  
18 these were the criteria I mentioned earlier over here to  
19 the side. We have included stakeholder and public  
20 support as a scoring criteria, based on comments  
21 received from the public and concerns received from the  
22 public. And the route that was determined to be the  
23 best route is Number 6 here, which is 3C and 4E, which  
24 in Segment 3 comes around Wolfforth, ties into 1585 and  
25 stayed along 1585 all the way to US 87. That is 3C.

1                   4E, once we get past US 87, we immediately  
2 drive down to 146th Street and continue on to tie into  
3 the Slaton Highway at that point.

4                   That reduces impacts to existing  
5 residential developments, both west of 87 and along 1585  
6 to the east. It was the most preferred route based on  
7 public input and stakeholder support. I will say there  
8 was a few stakeholders that did not support this route,  
9 but as a general case the stakeholders group was in  
10 good, good agreement that this was the best route to  
11 pursue.

12                   Now, comparing the various segments, as you  
13 might imagine, there is considerably more traffic along  
14 Segment 3 projected than there is in 1, 2 and 4 and a  
15 little more cost associated with it, due to the fact  
16 that it is a little longer segment.

17                   So this really just kind of lets you know  
18 that the cost of construction alone -- this is just  
19 construction cost -- for the interim construction that  
20 we are in, the first step we will have is to go out and  
21 acquire the right-of-way for a future freeway, but just  
22 build the frontage roads at this time, a four-lane  
23 divided-type roadway. So the cost of that is, like I  
24 say, relatively low, 171 to \$200 million. Keep in mind  
25 this entire route is about 35 miles long, so it is going

1 to be an expensive endeavor construction wise to build  
2 it.

3 To build the ultimate freeway and  
4 everything, we are talking 600 to \$700 million to do  
5 that.

6 So I am pointing this out to let you know  
7 we will focus on some high priority areas first and  
8 address those highest priority areas first, and so there  
9 is going to be time -- a different time frame for  
10 approaching, say, Segment 4 and 1 than there is for  
11 Segment 3.

12 It's probably a little hard to see, but  
13 these maps are available around. This is just the  
14 overall what we are recommending tonight as the route  
15 for the outer loop on the south and west portions of  
16 Lubbock.

17 Okay. A lot of you all have seen this  
18 slide before. I am happy to announce we have moved this  
19 arrow from here to here. We have made progress  
20 officially so --

21 (Applause.)

22 MR. WARREN: We are going to -- again, we  
23 are going to receive comments tonight, and we will meet  
24 again with the stakeholders group and our consultants  
25 and internal environmental staff and engineering staff.

1 Depending on those comments and the level of comments we  
2 receive, this could be the end of the route study; could  
3 not be.

4           Again, I have to point out, because we show  
5 a line on the map, show a route, that does not tell us  
6 what the alignment of the actual roadway within that  
7 route will be. That comes in the next step.

8           The purpose of this is to help us focus on  
9 a specific area, to go look at alternatives within that  
10 route alignment that best work for existing development,  
11 best work for plan development, best work from  
12 engineering standpoint. All of the criteria that we  
13 were looking at earlier, we will continue to look at  
14 that in a more detailed level in our environmental  
15 documentation and our schematic development. That is  
16 the next step.

17           Now, I point out two to five years for  
18 that. Each one of these is consecutive, follows the  
19 other. So if you can add all these up, we are talking  
20 10 to 20 years to get this thing implemented, and that  
21 is just to the first -- the interim construction. Now,  
22 it sounds like a long time, but ten years goes by in an  
23 awful big hurry. Again, we started in 2010. We are  
24 already four years into this current portion.

25           Once we get the route study approved and we

1 are able to move forward with the environmental  
2 documentation, we plan to begin immediately this next  
3 box. Now, the two to five years depends on the length  
4 that we start the study. If we limit it to a smaller  
5 segment of the overall route, it is probably more  
6 towards the two years. If we try to do the entire route  
7 from one end to the other, you are talking probably five  
8 years just to get through the environmental. Meanwhile,  
9 this would be waiting, and this would be waiting, while  
10 we complete the entire environmental document for the  
11 entire route.

12                   It makes more sense to identify those  
13 highest priority areas, knock those out, get the  
14 environmental knocked out, and move for that high  
15 priority segment. We can go ahead and move into the  
16 right-of-way and utility relocation. That is why it is  
17 hard for me to tell you when we will be able to acquire  
18 right-of-way, because there is a lot of steps that have  
19 to be done first.

20                   But even at the minimum you have got two,  
21 four, five, you know. If you can kind of break these up  
22 and overlap some of these a little bit, instead of doing  
23 35 miles of the study at one time, then we can start  
24 eating into that timeframe and get it back into the two,  
25 three, four-year timeframe to start acquiring

1 right-of-way.

2                   Okay. Public comments. You can send them  
3 to me by email. I am sure there is a group of you out  
4 here that has my email in your ready dial, quick, pull  
5 it up and know exactly when to send it. You can call  
6 me, and you can also go to the website and leave  
7 comments there. You can write them down on your forms  
8 here tonight. You can make public comments here tonight  
9 for the record, but this is how you contact. And I  
10 assume we have got enough handouts this time for  
11 everybody that has this information written down. Okay.

12                   And you can leave a speaker card. We have  
13 only got a couple here, but while we are going through  
14 this step, if you want to fill out a speaker card right  
15 here in the middle, feel free to fill one out, and we  
16 will try to get to all speakers and then -- again, it is  
17 public meeting, so it is question and answer. We can't  
18 respond to whatever you have to say. We can just take  
19 your comments if that is all you want to say.

20                   But, again, if you want to speak, please  
21 come to the front so our court reporter can get your  
22 name clearly and make sure that we get it into the  
23 record.

24                   Well, I didn't want to do that, but all  
25 right. We will go into the public comment period, and

1 our first speaker is Teresa Drewell.

2 And while she is coming down, I will  
3 announce who is going to speak next, so you can be  
4 prepared. Jim Bartos.

5 Remember to state your name for the record.

6 MS. TERESA DREWELL: Good evening, my name  
7 is Teresa Drewell, and I live at [REDACTED]

8 I want to thank you for this evenings  
9 comments. My comment this evening is a correction to a  
10 public record. It has to do with public meeting summary  
11 minutes of June the 17th. It has to do with a comment  
12 summary on Page Two where it states, on the last  
13 paragraph -- in the last sentence of that first  
14 paragraph of comment summary, "In addition, a petition  
15 was signed by 34 residents and farm owners east of US 87  
16 showing preference for FM 1585 over 146, 146th Street,"  
17 and that is incorrect.

18 It is actually the opposite way. I just  
19 wanted to be corrected in the public record.

20 MR. WARREN: Thank you.

21 MS. DREWELL: Thank you.

22 MR. WARREN: So that is kind of a surprise  
23 to me. You are saying our record of that comment was to  
24 keep it on 1585, and I read the petition, and it clearly  
25 said you want it not on 1585 but on 146th. So is that

1 the correct statement?

2 MS. DREWELL: Yes, the correct statement is  
3 we desire the outer Loop to be on 146th Street from US  
4 87 east to US 84.

5 MR. WARREN: Okay. Thank you. And I will  
6 ask our consultants to please verify that in that  
7 petition, because that's the way I remember it being  
8 written, too, so we can correct that.

9 Jim Bartos.

10 MR. JIM BARTOS: I believe at this time I  
11 will just (Inaudible).

12 MR. WARREN: Okay. He has chosen to hold  
13 his comments.

14 Dave Postar.

15 MR. POSTAR: Dave Postar with Gargoyle  
16 Steel Structures and Affordable Storage. I just wanted  
17 to say something positive about Steve and TxDOT. You  
18 guys do a great job. I know there is a lot of people  
19 here are going to say a lot of bad things. They don't  
20 want this or that.

21 Overall what I want to say is I think we  
22 need the outer loop, and we need it as quickly as  
23 possible. Wish we can start on it next year. I know it  
24 is going to be a 20-year project. I have all confidence  
25 that you guys will make the right decision. Sure, I

1 don't really want to see it on 1585, since I own  
2 properties all up and down 1585, but if that's the  
3 choice you guys want, then we will work with it.

4           Basically, I wanted to tell everybody I  
5 think TxDOT does a great job. I have worked with them  
6 before, and I know a lot of people wonder how they are  
7 going to get reimbursed, and you guys have always been  
8 fair with every single property, and I do have a lot of  
9 properties on 1585. And so I just wanted to tell you  
10 guys great job, and let's see how quickly we can get  
11 this thing built. That's it.

12           MR. WARREN: Thank you, Mr. Postar. That's  
13 all the comment cards or speaker cards that we had  
14 filled out. We have one more coming, okay.

15           MR. LES BEATY: I have a question.

16           MR. WARREN: Can you hold on until after  
17 the speaker and maybe plan to come down here, because we  
18 need to get this on the record.

19           And if you could state your name, please,  
20 sir.

21           MR. TRAVIS WRIGHT: I am Travis Wright. I  
22 live in Highland Oaks, and I have only been here five  
23 years, came from Houston, so I have seen traffic and  
24 what traffic is.

25           I don't quite understand the necessity, you

1 know, for the loop itself. Curious about the  
2 information or how it was developed in regard to the  
3 future, you know, growth studies, because I have run  
4 into that many times in the future -- I mean in the past  
5 as far as what they anticipated.

6           So my only question was, and I have got  
7 several comments, but, you know, we are talking about  
8 800 million today, but a billion and a half over the  
9 life, because that is 2014 dollars. And I am assuming  
10 that value has been evaluated but, you know, looking at  
11 it, you know, just living out on 146th, which I live in  
12 Highland Oaks, and, you know, hearing the comments about  
13 1585, no, I don't want it on 146.

14           So the only curiosity I have is, if the  
15 preferred route is changed, do we got another  
16 opportunity to discuss that change?

17           MR. WARREN: Yes, sir, if we make any  
18 changes to what we are recommending tonight, then we  
19 will hold another public meeting to present those  
20 changes. If the group and -- between TxDot and  
21 stakeholders and everybody agrees this is the route,  
22 then what will be done then is produce final report on  
23 the route study, and we will move on to the next step  
24 following that route.

25           And there will be ample public involvement

1 in that next step, because that is where we actually sit  
2 down and say, "Here is the right-of-way impact to the  
3 property. Here is the land we need to take. Here is  
4 the buildings we might hit. Here is the relocations."

5 So there will be a lot of public  
6 involvement in that next step as well.

7 MR. TRAVIS WRIGHT: Okay, that's what I was  
8 curious about, because I drove 146th today, just out of  
9 curiosity, and, you know, being an engineer myself and  
10 looking at it -- and I am not civil -- I didn't quite  
11 understand the logics, if you will. But, like I said, I  
12 just had that question.

13 MR. Warren: Okay, thank you, sir.

14 (Applause)

15 MR. WARREN: Yes, sir, if you want to come  
16 down, again, please state your name for the record.

17 MR. LES BEATY: My name is Les Beaty. I  
18 live at [REDACTED]. I wonder -- It doesn't matter  
19 whether it is on 146th or 1585 -- how wide of a swath  
20 does that require?

21 MR. WARREN: It depends, and I know people  
22 don't like that answer, but the number we have been  
23 using throughout this whole study is 400 feet. Now,  
24 that is kind of a generalized width. It will require  
25 the width necessary to build the facility, and that is

1 what the environmental and schematic development  
2 determines.

3           But to put it in perspective for you,  
4 Loop 289 through south Lubbock, south part of Lubbock  
5 here, is on about 350 feet of right-of-way, and that is  
6 the kind of facility we are talking about building.  
7 Now, you will need a little additional right-of-way at  
8 the interchanges, because you are building bridges and  
9 interaction between the roadways. So we have used  
10 400 feet as a general number. It will be a little less  
11 in some places, a little more in others.

12           MR. LES BEATY: Thank you, sir.

13           MR. WARREN: You are welcome. Okay. That  
14 is all we have got at this point, unless we have other  
15 people that are wanting to make comments.

16           I will again remind you that we will accept  
17 written comments for the next ten days. I believe it is  
18 September 2nd is that end date. Please feel free to  
19 send us written comments. Feel free to come up, leave  
20 an oral comment with our court reporter tonight, or go  
21 to our website and send a comment through that location.  
22 But we encourage your input.

23           And we appreciate everybody coming out. I  
24 know you all have got better things to do on a beautiful  
25 August night. Thank you for coming out. And staff will

1 be around for a while to answer questions, but we need  
2 to be out of this building at a fairly decent hour so  
3 they can close up. Thank you all very much.

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COMMENTS FOR THE RECORD

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ADDRESS: [REDACTED].

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MS. KAY HINSON: [REDACTED]. I am

very pleased that the route is going to go north of  
Indiana South. He is with me.

MR. GRIFFITH HINSON: I am with her, I say  
what she says.

\* \* \*