



Documentation of SH 144 Feasibility Study Public Meeting 2

Project Location

Somervell County

SH 144 Feasibility Study

CSJ: 0386-01-028

Meeting Location

Glen Rose High School Cafeteria
1102 Stadium Drive, Glen Rose, Texas 76043

Meeting Date and Time

Thursday, November 21, 2019 at 5:30 p.m. to 7:30 p.m.

Elected Officials in Attendance

Danny Chambers, Somervell County Judge
Jack Johnson, Glen Rose City Councilmember
Johnny Martin, Glen Rose City Mayor Pro Tem

Total Number of Attendees (approx.)

129

Total Number of Commenters

44

Contents

- A. Comment/Response matrix
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- C. Sign-in sheets
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Attachment A

Comment/Response Matrix

Content

1. Comment Response Matrix

SH 144 Feasibility Study – November 21, 2019 - Comment / Response Matrix

Comment Number	Page Number (Attachment D)	Commenter Name	Date Received	Source	Comment	Response
COMMENTS SUBMITTED PRIOR TO PUBLIC MEETING						
1	1	Deborah Gartrell	10/25/2019	In Person Comments	<p>Email from Jerry Hunter</p> <p>A Mrs. Deborah Gartrell who lives at 1331 CR 413, Glen Rose came to this office and wanting the alignment on the west end of the project to be moved to the north to miss 'her friends house". She believes it would better to go thru the trailer park 500'-600' north.</p>	<p>Comments received on the Recommended Alternative alignment presented at the second public meeting were considered, and two variations (A and B) on the Recommended Alternative alignment will be advanced to the next phase (National Environmental Policy Act of 1970 [NEPA]) of the project. The NEPA phase consists of detailed studies of the natural and human environment, as well as further alternatives analysis and engineering design. These two variations are shown in Appendix G. Additional alternative analyses and public outreach will follow during the NEPA and schematic phase, if a project is funded as a result of the study.</p> <p>Because there were several comments regarding this area, the intersection shown in the Recommended Alternative has been changed to a triangular-shaped <u>study area</u> where different options will be studied if a project is proposed and funding is obtained. The NEPA phase of the project would determine the tie-in at this location.</p>
2	2	Ocie L. Vest	10/30/2019	Emailed Comments	<p>Email from Jerry Hunter</p> <p>Natnael,</p> <p>This gentleman OC Vest (214) 534-9736 called wanting the most recent drawings of A & B to review. He is friends with the owner of the airport and may have some valuable input on this project. I am not sure we can give him drawings that we have not presented to date, but maybe we could give him a drawing of what has been shown. Let me know if this is possible.</p> <p>Thanks,</p> <p>Jerry Hunter Design Project Coordinator Texas Department of Transportation Stephenville Area Office 254-965-3511</p>	<p>Alternative alignment documents were supplied to Mr. Vest by the Area Office.</p>

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3	3-8	Ocie L. Vest	11/4/2019	Emailed Comments	<p>Hi Jerry, On behalf of the Wyatt Family Partnership, we would like for TxDOT to consider the attached sketch as a possible alignment option for the FM144 project. We believe that this option provides for numerous advantages over your current Options A and B as follows:</p> <ol style="list-style-type: none"> 1.Provides the shortest distance for new roadway construction resulting is a more efficient use of public transportation funds. 2.Provides the shortest bridge span, resulting in further reduced costs. 3.Short bridge span also reduces environmental impacts to the Paluxy River. 4.Follows existing roadway corridors to the greatest extent possible thereby reducing impacts to virgin forested areas. 5.Follows existing topography thereby reducing the earthwork and related costs to construct the roadway. 6.Does not require removal of any existing residential or commercial structures. 7.Avoids conflicts with the Wyatt Airstrip (FAA approved). 8.Avoids conflicts with existing Wyatt homes, barns and cattle management. <p>Please let me know your thoughts. Thanks, Ocie L. Vest, PE Senior Vice President – Entitlements</p> <p>Commenter provided sketches, see Attachment D pages 7 and 8.</p>	<p>As explained in the Public Meeting Summary for Public Meeting #1, of the six Conceptual Alternatives that were mentioned by the public as preferred, Alternative 6 ranked the highest (110 in favor of the alternative east of town), Alternative 5 ranked second (77 in favor of the alternative east of town), and Alternative 3 ranked third (35 in favor of the alternative in the middle of town) (Table 3 of Attachment G in the summary).</p> <p>The information above was added to the Conceptual Alternatives Evaluation Matrix, and all alternatives were assessed based on engineering constraints, environmental constraints, and public input. Then, the team took the results of the evaluation matrix and created a ranking matrix based on the differentiators in the evaluation matrix. Differentiators included: the ranking of each alternative as an evacuation route; degree of safety issues such as the number of conflict points; potential impacts to parcels, community facilities, utilities, residential structures, neighborhoods, Environmental Justice populations, historic resources, water resources, threatened and endangered species habitat; and public input. Alternative 6 had the best ranking as a result of the evaluation; therefore, the team removed Alternatives 1, 2, 3, 4, and 5. Alternative 6 was carried forward as the highest-ranking alternative but was modified to address the public's specific concerns on that alternative.</p>
COMMENTS SUBMITTED AT PUBLIC MEETING						
4	9	Anonymous	11/21/2019	Public Meeting #2	In full agreement with recommended alternative route. Hope road is paved connecting Summit Ridge.	Comment noted. This level of design will not be conducted under the Feasibility Study. A more detailed design will be proposed under the NEPA and schematic phase, if a project is funded as a result of the study.

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5	10	Tom Beaudin	11/21/2019	Public Meeting #2	Looks good so far but needs to go back to 67 Hwy W of town. This help with the trucks but not school traffic.	<p>As explained in the Public Meeting Summary for Public Meeting #1, of the six alternatives that were mentioned by the public as preferred, Alternative 6 ranked the highest (110 in favor of the alternative east of town), Alternative 5 ranked second (77 in favor of the alternative east of town), and Alternative 3 ranked third (35 in favor of the alternative in the middle of town) (Table 3 of Attachment G in the summary).</p> <p>The information above was added to the Conceptual Alternatives Evaluation Matrix, and all alternatives were assessed based on engineering constraints, environmental constraints, and public input. Then, the team took the results of the evaluation matrix and created a ranking matrix based on the differentiators in the evaluation matrix. Differentiators included: the ranking of each alternative as an evacuation route; degree of safety issues such as the number of conflict points; potential impacts to parcels, community facilities, utilities, residential structures, neighborhoods, Environmental Justice populations, historic resources, water resources, threatened and endangered species habitat; and public input. Alternative 6 had the best ranking as a result of the evaluation; therefore, the team removed Alternatives 1, 2, 3, 4, and 5. Alternative 6 was carried forward as the highest-ranking alternative but was modified to address the public's specific concerns on that alternative.</p> <p>Comments received on the Recommended Alternative alignment presented at the second public meeting were considered, and two variations (A and B) on the Recommended Alternative alignment will be advanced to the next phase (National Environmental Policy Act of 1970 [NEPA]) of the project. The NEPA phase consists of detailed studies of the natural and human environment, as well as further alternatives analysis and engineering design. These two variations are shown in Appendix G. Additional alternative analyses and public outreach will follow during the NEPA and schematic phase, if a project is funded as a result of the study.</p>

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6	11	Bill Boy Bryant	11/21/2019	Public Meeting #2	This is the nicest neighborhood in Glen Rose City Limits Summit Estates and this road will destroy that. Property values will drop as will taxes on properties all through there. Does nothing to fix school traffic now Summit Ridge folks will wait 30 minutes in morning to get thru town and get to hear trucks gear up and down those hills all night.	<p>Comments received on the Recommended Alternative alignment presented at the second public meeting were considered, and two variations (A and B) on the Recommended Alternative alignment will be advanced to the next phase (National Environmental Policy Act of 1970 [NEPA]) of the project. The NEPA phase consists of detailed studies of the natural and human environment, as well as further alternatives analysis and engineering design. These two variations are shown in Appendix G. Additional alternative analyses and public outreach will follow during the NEPA and schematic phase, if a project is funded as a result of the study.</p> <p>Based on comments from residents of Summit Estates, the two Revised Recommended Alternative alignments were moved further away from Summit Ridge Estates to approximately 400 feet from the nearest parcel line. The NEPA phase of the project would determine the exact location of the alignment.</p> <p>Comment noted.</p>
7	12	Lou Bryant	11/21/2019	Public Meeting #2	We would like to keep our country, natural surrounding – without noise or hwy traffic flying by each hour – Please work it out that it will not destroy the beautiful Glen Rose -	<p>Comments received on the Recommended Alternative alignment presented at the second public meeting were considered, and two variations (A and B) on the Recommended Alternative alignment will be advanced to the next phase (National Environmental Policy Act of 1970 [NEPA]) of the project. The NEPA phase consists of detailed studies of the natural and human environment, as well as further alternatives analysis and engineering design. These two variations are shown in Appendix G. Additional alternative analyses and public outreach will follow during the NEPA and schematic phase, if a project is funded as a result of the study.</p> <p>A Traffic Noise Technical Analysis would be conducted during the NEPA phase of the project to determine potential increases in traffic noise.</p>

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8	13	Rick & Christie Clark	11/21/2019	Public Meeting #2	<ol style="list-style-type: none"> 1. I live on Co Rd 312. There are 20-25 homes between Van Lant Rd & FM 200. The Mtn Sand & Gravel Mining is getting ready to put 200 trucks a day from Co Rd 401 & FM 200 to US 67 that is one end of Co Rd 312. There will be a stop sign on Co Rd 312. I use this Rd 4-8 times a day. Take 20 homes x 6 that is at least 120 cars intiring & turning per day!! 2. Plus this cuts the Wyatt Farm in 1/2!! I will help them fight this proposal. 	<p>Comments received on the Recommended Alternative alignment presented at the second public meeting were considered, and two variations (A and B) on the Recommended Alternative alignment will be advanced to the next phase (National Environmental Policy Act of 1970 [NEPA]) of the project. The NEPA phase consists of detailed studies of the natural and human environment, as well as further alternatives analysis and engineering design. These two variations are shown in Appendix G. Additional alternative analyses and public outreach will follow during the NEPA and schematic phase, if a project is funded as a result of the study.</p> <p>As a separate action, a signal warrant study could be performed on the CR 312 and SH 144 intersection to determine if a traffic signal is necessary.</p> <p>Before and after Public Meeting #2, the study team met with members of the Wyatt family to discuss concerns. Further coordination with affected landowners, including the Wyatts, will be continued under the NEPA phase of the project.</p>
9	14	Larry & Mary Cremean	11/21/2019	Public Meeting #2	Good plan, I do think that you will need to slow speed at intersection with 144 to 60 mph, because of the truck traffic.	Comment noted.
10	15	Natalie Davidson	11/21/2019	Public Meeting #2	<p>Please consider how we use the property @ the cliff edge of proposal 5&6. We have a home & provide programming on this property. We have concerns for safety, sound/noise, and land access to our property.</p> <p>Please contact us with any questions or concerns about our property.</p>	<p>Comments received on the Recommended Alternative alignment presented at the second public meeting were considered, and two variations (A and B) on the Recommended Alternative alignment will be advanced to the next phase (National Environmental Policy Act of 1970 [NEPA]) of the project. The NEPA phase consists of detailed studies of the natural and human environment, as well as further alternatives analysis and engineering design. These two variations are shown in Appendix G. Additional alternative analyses and public outreach will follow during the NEPA and schematic phase, if a project is funded as a result of the study.</p> <p>A Traffic Noise Technical Analysis would be conducted during the NEPA phase of the project to determine potential increases in traffic noise. Further coordination with affected landowners would be continued under the NEPA phase of the project.</p>

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11	16	Deborah Gartrell	11/21/2019	Public Meeting #2	<p>If you take 300', you could make a four lane. 56 North would turn left at the bypass 56 south would end at the small creek behind church.</p> <p>Commenter provided sketch, see Attachment D page 16.</p>	<p>Comments received on the Recommended Alternative alignment presented at the second public meeting were considered, and two variations (A and B) on the Recommended Alternative alignment will be advanced to the next phase (National Environmental Policy Act of 1970 [NEPA]) of the project. The NEPA phase consists of detailed studies of the natural and human environment, as well as further alternatives analysis and engineering design. These two variations are shown in Appendix G. Additional alternative analyses and public outreach will follow during the NEPA and schematic phase, if a project is funded as a result of the study.</p> <p>Because there were several comments regarding this area, the intersection shown in the Recommended Alternative has been changed to a triangular-shaped <u>study area</u> where different options will be studied if a project is proposed and funding is obtained. The NEPA phase of the project would determine the tie-in at this location.</p>
12	17	Daran Miller	11/21/2019	Public Meeting #2	<p>My biggest concern for Glen Lake Camp is no recognition on any of the plans for our property up on the hill where the proposal of the route would run. We are not totally saying that we don't want the route going by our property, we would like to be involved in the process if it would. It affects our growth potential to build and expand our camp. We are land locked and our lower property is in the floodway.</p>	<p>Comments received on the Recommended Alternative alignment presented at the second public meeting were considered, and two variations (A and B) on the Recommended Alternative alignment will be advanced to the next phase (National Environmental Policy Act of 1970 [NEPA]) of the project. The NEPA phase consists of detailed studies of the natural and human environment, as well as further alternatives analysis and engineering design. These two variations are shown in Appendix G. Additional alternative analyses and public outreach will follow during the NEPA and schematic phase, if a project is funded as a result of the study.</p> <p>Glen Lake Camp property owner information was added to the exhibit showing the two variations on the Recommended Alternative. Further coordination with affected landowners will be continued under the NEPA phase of the project.</p>

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13	18	Nancy Moore	11/21/2019	Public Meeting #2	<p>Please reconsider your route through Wyatt’s property. You would have a much more positive response if you would work with them. Your current route divides their pasture in such a way that they would have to cross the road just to get their cows/livestock from the field to the pens.</p> <p>An alternate route would also keep the road further away from current housing.</p>	<p>Comments received on the Recommended Alternative alignment presented at the second public meeting were considered, and two variations (A and B) on the Recommended Alternative alignment will be advanced to the next phase (National Environmental Policy Act of 1970 [NEPA]) of the project. The NEPA phase consists of detailed studies of the natural and human environment, as well as further alternatives analysis and engineering design. These two variations are shown in Appendix G. Additional alternative analyses and public outreach will follow during the NEPA and schematic phase, if a project is funded as a result of the study.</p> <p>Before and after Public Meeting #2, the study team met with members of the Wyatt family to discuss concerns. Further coordination with affected landowners, including the Wyatts, will be continued under the NEPA phase of the project.</p>
14	19-22	P.K. Nabours	11/21/2019	Public Meeting #2	<p>-I am landowner of the land marked PL Nabours. Tonight I learned from the engineer that instead of a single road through my property, now there will be three double laned roads taking the entire front of my property.</p> <p>-Land within the route that does not affect home owners could be used to create the long curve required to allow to utilize 56 to reach 144 south.</p> <p>-How is this a “creation” of alternate emergency/evacuation as it is the longest route of the alternate route choices</p> <p>-Truck & vehicle traffic through town – no signal light most traffic stays within the downtown area.</p> <p>-CPSES (Nuclear Breach) evacuation from plant has never included South Hwy 144 (35 year employee)</p> <p>-Morning school traffic – need a signal light for flow of traffic</p> <p>The intersection that will open to 144S will come out into a dip on one side & slight hill on the other with option 5&6 – very dangerous. A creek cross both option 5&6 where the route meets 144S continued.</p> <p>-T&E Habitat – We have worked for 25 years eliminating toxins and making our acerage organic we have bumblebees, bees, fox, deer, Homy Toads, Cedar warblers, the list goes on. 4 acres dedicated to Bee food. Years of time and effort to improve our environment.</p>	<p>-The proposed roadway is a two-lane facility, and so we are not certain of the area you are referring to.</p> <p>-Comment noted.</p> <p>-The primary goal of the feasibility study was to identify a location for a second bridge crossing of the Paluxy River. In the event of an emergency evacuation, this bridge would serve as a second crossing. If the primary bridge fails, this bridge would serve as the only crossing.</p> <p>-If a project moves forward from the study, a signal warrant study would be performed at any new intersections to determine if a traffic light is necessary.</p> <p>-Comment noted.</p> <p>- A signal warrant study would be performed at any new intersections to determine if a traffic light is necessary.</p> <p>- Because there were several comments regarding this area, the intersection shown in the Recommended Alternative has been changed to a triangular-shaped <u>study area</u> where different options will be studied if a project is proposed and funding is obtained. The NEPA phase of the project would determine the tie-in at this location.</p> <p>Additional alternative analyses and public outreach will follow during the NEPA and schematic phase if a project is funded as a result of the study. Under the NEPA phase, an assessment of impacts to air quality and biological resources will be conducted for the preferred alternative.</p>

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15	23	Marshall Ness	11/21/2019	Public Meeting #2	I am in opposition to Alternative 1 Please make the complete feasibility study available <u>now</u> .	<p>Comments received on the Recommended Alternative alignment presented at the second public meeting were considered, and two variations (A and B) on the Recommended Alternative alignment will be advanced to the next phase (National Environmental Policy Act of 1970 [NEPA]) of the project. The NEPA phase consists of detailed studies of the natural and human environment, as well as further alternatives analysis and engineering design. These two variations are shown in Appendix G. Additional alternative analyses and public outreach will follow during the NEPA and schematic phase, if a project is funded as a result of the study.</p> <p>The Feasibility Study will be posted on TxDOT's website once complete.</p>
16	24	Jason Pounds	11/21/2019	Public Meeting #2	My understanding is that the proposed highway will be built a few hundred feet away from the Summit Ridge subdivision. This would be very close to my home on Summit Ridge Drive. I have children that would be in danger if a highway were that close. It would also be a noise nuisance, an eyesore built through the natural habitat, and could negatively effect my current property value. If it must be built, it should be as far away from existing homes as possible. I'm afraid a highway built that close to my home may disrupt my family's life so much we may need to relocate.	<p>Comments received on the Recommended Alternative alignment presented at the second public meeting were considered, and two variations (A and B) on the Recommended Alternative alignment will be advanced to the next phase (National Environmental Policy Act of 1970 [NEPA]) of the project. The NEPA phase consists of detailed studies of the natural and human environment, as well as further alternatives analysis and engineering design. These two variations are shown in Appendix G. Additional alternative analyses and public outreach will follow during the NEPA and schematic phase, if a project is funded as a result of the study.</p> <p>Based on comments from residents of Summit Ridge Estates, the two Revised Recommended Alternative alignments were moved further away from Summit Estates to approximately 400 feet from the nearest parcel line. The NEPA phase of the project would determine the exact location of the alignment.</p> <p>A Traffic Noise Technical Analysis would be conducted during the NEPA phase of the project to determine potential increases in traffic noise.</p>

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17	25	Tiffinie Pounds	11/21/2019	Public Meeting #2	The highway should run along the back property line of Dr. Wyatts land, and as far away from the Summit Ridge Subdivision as possible. There are many small children in the Summit Ridge neighborhood. The noise will be a nuisance to homeowners, a safety concern for the children, and an eye sore on the natural landscape.	<p>Comments received on the Recommended Alternative alignment presented at the second public meeting were considered, and two variations (A and B) on the Recommended Alternative alignment will be advanced to the next phase (National Environmental Policy Act of 1970 [NEPA]) of the project. The NEPA phase consists of detailed studies of the natural and human environment, as well as further alternatives analysis and engineering design. These two variations are shown in Appendix G. Additional alternative analyses and public outreach will follow during the NEPA and schematic phase, if a project is funded as a result of the study.</p> <p>Based on comments from residents of Summit Estates, the two Revised Recommended Alternative alignments were moved further away from Summit Ridge Estates to approximately 400 feet from the nearest parcel line. The NEPA phase of the project would determine the exact location of the alignment.</p> <p>A Traffic Noise Technical Analysis would be conducted during the NEPA phase of the project to determine potential increases in traffic noise.</p>
18	26	Scott Prasifka	11/21/2019	Public Meeting #2	We live in the Summit Ridge Subdivision. Our house is located at the very end of the street on Summit Ridge Drive. The proposed route places "144" less than 1,000 ft. from our back porch. This route would destroy our neighborhood, property values, and upend our current life. The route must be shifted farther east.	<p>Comments received on the Recommended Alternative alignment presented at the second public meeting were considered, and two variations (A and B) on the Recommended Alternative alignment will be advanced to the next phase (National Environmental Policy Act of 1970 [NEPA]) of the project. The NEPA phase consists of detailed studies of the natural and human environment, as well as further alternatives analysis and engineering design. These two variations are shown in Appendix G. Additional alternative analyses and public outreach will follow during the NEPA and schematic phase, if a project is funded as a result of the study.</p> <p>Based on comments from residents of Summit Ridge Estates, the two Revised Recommended Alternative alignments were moved further away from Summit Estates to approximately 400 feet from the nearest parcel line. The NEPA phase of the project would determine the exact location of the alignment.</p>
19	27	Patton Prescott	11/21/2019	Public Meeting #2	The new highway would destroy the lives of many people thing to escape the city but to only show that they can never escape. This route will not reduce traffic but in some areas make it worse. The escape route for the nuclear evacuation would not erode for at least 80 years then, should it only be a problem. This would be one of the worst routes possible for it is the longest, the most expensive, and going through the most water & floodplains.	Your comments are under consideration for the final phase of the feasibility study. Additional alternative analyses and public outreach will follow during the NEPA and schematic phase, if a project is funded as a result of the study.

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20	28	Paulene Price	11/21/2019	Public Meeting #2	I agree with alternate route showing today. Through White place and intersecting with Hwy. 67 at red light. 144-67 intersection.	Comments noted.
21	29	Kara Rogge	11/21/2019	Public Meeting #2	Would like to see the route moved as far east and south of the nearby housing development as possible. (Summit Ridge)	<p>Comments received on the Recommended Alternative alignment presented at the second public meeting were considered, and two variations (A and B) on the Recommended Alternative alignment will be advanced to the next phase (National Environmental Policy Act of 1970 [NEPA]) of the project. The NEPA phase consists of detailed studies of the natural and human environment, as well as further alternatives analysis and engineering design. These two variations are shown in Appendix G. Additional alternative analyses and public outreach will follow during the NEPA and schematic phase, if a project is funded as a result of the study.</p> <p>Based on comments from residents of Summit Ridge Estates, the two Revised Recommended Alternative alignments were moved further away from Summit Estates to approximately 400 feet from the nearest parcel line. The NEPA phase of the project would determine the exact location of the alignment.</p>
22	30	Demetra Salting	11/21/2019	Public Meeting #2	Without question the new road should be as far east as possible and avoid downtown at all costs. This should at least alleviate the truck traffic. With that said, it should be as far as possible from Summit Ridge. Simply put- impact the fewest home owners as possible. With that said – this only seems to affect the truck traffic. I'd like to see additional efforts in place to alleviate comuter traffic.	<p>Comments received on the Recommended Alternative alignment presented at the second public meeting were considered, and two variations (A and B) on the Recommended Alternative alignment will be advanced to the next phase (National Environmental Policy Act of 1970 [NEPA]) of the project. The NEPA phase consists of detailed studies of the natural and human environment, as well as further alternatives analysis and engineering design. These two variations are shown in Appendix G. Additional alternative analyses and public outreach will follow during the NEPA and schematic phase, if a project is funded as a result of the study.</p> <p>Based on comments from residents of Summit Ridge Estates, the two Revised Recommended Alternative alignments were moved further away from Summit Estates to approximately 400 feet from the nearest parcel line. The NEPA phase of the project would determine the exact location of the alignment.</p>

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23	31	Beckie Stover	11/21/2019	Public Meeting #2	I live at 101 Summit Edge Court, the road will be approximately 150' from my property. I am concerned about the volume of big trucks and the noise they will make. Dr Wyatt owns the property you are building the road across. He would like to see the road built further onto his property and away from Summit Ridge Subdivision. This proposed route will not mitigate traffic on the bridge and the intersection of Elm & 144 during school traffic. It will redirect some truck traffic but not the traffic going to Hereford (Hwy 56).	<p>Comments received on the Recommended Alternative alignment presented at the second public meeting were considered, and two variations (A and B) on the Recommended Alternative alignment will be advanced to the next phase (National Environmental Policy Act of 1970 [NEPA]) of the project. The NEPA phase consists of detailed studies of the natural and human environment, as well as further alternatives analysis and engineering design. These two variations are shown in Appendix G. Additional alternative analyses and public outreach will follow during the NEPA and schematic phase, if a project is funded as a result of the study.</p> <p>Based on comments from residents of Summit Ridge Estates, the two Revised Recommended Alternative alignments were moved further away from Summit Estates to approximately 400 feet from the nearest parcel line. The NEPA phase of the project would determine the exact location of the alignment.</p>
24	32	Stan Stover	11/21/2019	Public Meeting #2	The proposed route passes directly behind Summit Ridge Subdivision – Parts of the route has a residential area listed as Ashe/Juniper/Live Oak. This is Summit Edge & Summit Edge CT. I live on Summit Edge CT. There is a more direct route that can avoid residential areas. The noise of 10,000 vehicles per day will be substantial. The present proposal would in my opinion lower my property values and this is unacceptable to me.	<p>Comments received on the Recommended Alternative alignment presented at the second public meeting were considered, and two variations (A and B) on the Recommended Alternative alignment will be advanced to the next phase (National Environmental Policy Act of 1970 [NEPA]) of the project. The NEPA phase consists of detailed studies of the natural and human environment, as well as further alternatives analysis and engineering design. These two variations are shown in Appendix G. Additional alternative analyses and public outreach will follow during the NEPA and schematic phase, if a project is funded as a result of the study.</p> <p>Based on comments from residents of Summit Ridge Estates, the two Revised Recommended Alternative alignments were moved further away from Summit Estates to approximately 400 feet from the nearest parcel line. The NEPA phase of the project would determine the exact location of the alignment.</p>
25	33	Joan Echols Taylor	11/21/2019	Public Meeting #2	What I observe with your plan is it will limit the household areas growth, it will also be so noisy day & night with the traffic. It will deter the wildlife & designate wetland birds. The value of our property will be drastically affected. I heartily say I cannot support this SH 144 Feasibility Study!	<p>Your comments are under consideration for the final phase of the feasibility study. Additional alternative analyses and public outreach will follow during the NEPA and schematic phase, if a project is funded as a result of the study.</p> <p>A Traffic Noise Technical Analysis would be conducted during the NEPA phase of the project to determine potential increases in traffic noise. A wildlife habitat assessment would also be prepared.</p>

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26	34	Robert Taylor	11/21/2019	Public Meeting #2	<p>1st Alternative The current location for proposed Bypass impacts too many homes.</p> <p>2nd Alternative Bring road straight across</p> <p>Commenter sketched an alignment, see Attachment D page 34 for sketch.</p>	Comments received on the Recommended Alternative alignment presented at the second public meeting were considered, and two variations (A and B) on the Recommended Alternative alignment will be advanced to the next phase (National Environmental Policy Act of 1970 [NEPA]) of the project. The NEPA phase consists of detailed studies of the natural and human environment, as well as further alternatives analysis and engineering design. These two variations are shown in Appendix G . Additional alternative analyses and public outreach will follow during the NEPA and schematic phase, if a project is funded as a result of the study.
27	35	Sharon Turner	11/21/2019	Public Meeting #2	<p>I support the recommended alternative #6. This route will encourage the commercial trucks to by pass downtown and therefore improve the environment of the downtown. This route also impacts less citizens of the county than the routes that are shown closer to the downtown. This route makes the pedestrians using Heritage Park safer and more user friendly.</p> <p>As #6 directs traffic to the east of Glen Rose, driving 67 in Glen Rose (on 67) will become safer.</p> <p>As a resident on #1 recommended alternative, I appreciate my concerns about the impacts for my neighborhood being considered and the resultant alternate route being recommended.</p>	Comments noted.
28	36-37	Kristie Wade	11/21/2019	Public Meeting #2	<p>Hi, After reviewing your plan I want to make the following Comments:</p> <ol style="list-style-type: none"> (1) The exit onto SH 144 is in a potentially dangerous position the exit is in a low spot with no passing zone – truckers don't stop – this creates a potential road hazard. – I & my children are on the road 7 days a week. (2) Their is already infrastructure created even if it's a private road it can be used to save on cost (3) There is a bumblebee hive in the area – you will need to consider how to protect this protected species (4) For emergency evacuation individuals south of plant will go to Stephenville or Cleburne <u>NOT</u> NH 144 (5) NH 144 is a dangerous road there are people that travel 56 because of this – Need to restudy numbers (6) Traffic during school days can back to up to 56. These are people going into Glen Rose not around – this recommendation takes people out of the way for school which the biggest traffic issue. 	<p>(1) Comments noted. Not sure which exit onto SH 144 is referring to. Comments received on the Recommended Alternative alignment presented at the second public meeting were considered, and two variations (A and B) on the Recommended Alternative alignment will be advanced to the next phase (National Environmental Policy Act of 1970 [NEPA]) of the project. The NEPA phase consists of detailed studies of the natural and human environment, as well as further alternatives analysis and engineering design. These two variations are shown in Appendix G. Additional alternative analyses and public outreach will follow during the NEPA and schematic phase, if a project is funded as a result of the study.</p> <p>(2) Comment noted.</p> <p>(3) Comment noted.</p> <p>(4) Comment noted</p> <p>(5) Comment noted.</p> <p>(6) Comment noted.</p>

SH 144 Feasibility Study – November 21, 2019 - Comment / Response Matrix

Comment Number	Page Number (Attachment D)	Commenter Name	Date Received	Source	Comment	Response
29	38	Dale Walker	11/21/2019	Public Meeting #2	I support this route south of Glen Rose. It seems as though the most residents affected are outside the city and in an open area, the main heavy "truck" traffic would be routed around the heavily populated areas. The new proposal is also still close to the edges of the city that tourism wont be sent way around our local businesses and the travellers can still easily drop into town and shop.	Comments noted.
30	39	TJ Walker	11/21/2019	Public Meeting #2	I like the proposed route south of town. I realize that it will interrupt some homes & divide some property but it really appears to be the best alternative of all the previously proposed routes. A lot of preparation went into figuring this out and it looks great. Thank you for not going through town! This route seems to disrupt the least amount of people.	Comments noted.
31	40	Ronald Whitehead	11/21/2019	Public Meeting #2	We live in a house in Summit Ridge that will be close to the road. Our concern is the noise. If there can be a buffer zone between our back yard and the road such as the cedar trees close to our back yard.	Comments received on the Recommended Alternative alignment presented at the second public meeting were considered, and two variations (A and B) on the Recommended Alternative alignment will be advanced to the next phase (National Environmental Policy Act of 1970 [NEPA]) of the project. The NEPA phase consists of detailed studies of the natural and human environment, as well as further alternatives analysis and engineering design. These two variations are shown in Appendix G . Additional alternative analyses and public outreach will follow during the NEPA and schematic phase, if a project is funded as a result of the study. Based on comments from residents of Summit Ridge Estates, the two Revised Recommended Alternative alignments were moved further away from Summit Estates to approximately 400 feet from the nearest parcel line. The NEPA phase of the project would determine the exact location of the alignment.

SH 144 Feasibility Study – November 21, 2019 - Comment / Response Matrix

Comment Number	Page Number (Attachment D)	Commenter Name	Date Received	Source	Comment	Response
32	41	Mark Wyatt	11/21/2019	Public Meeting #2	I understand the need for a road to relieve the traffic. We however would like to present as alternative route. That would be beneficial to both the commuter and our family. Mr. Vest presented that to TxDOT two weeks ago. We as the major land donors are major stakeholders. We were not contacted. Our contact information is public record. We do not believe we were heard. However, we believe we have an alternative that will work for all. I will include all of our contact information.	<p>Comments received on the Recommended Alternative alignment presented at the second public meeting were considered, and two variations (A and B) on the Recommended Alternative alignment will be advanced to the next phase (National Environmental Policy Act of 1970 [NEPA]) of the project. The NEPA phase consists of detailed studies of the natural and human environment, as well as further alternatives analysis and engineering design. These two variations are shown in Appendix G. Additional alternative analyses and public outreach will follow during the NEPA and schematic phase, if a project is funded as a result of the study.</p> <p>Before and after Public Meeting #2, the study team met with members of the Wyatt family to discuss concerns. Further coordination with affected landowners, including the Wyatts, will be continued under the NEPA phase of the project.</p>
33	42	William E. Wyatt Jr.	11/21/2019	Public Meeting #2	Whereas we understand the need for the expansion of Hwy 144, we were not invited to the stakeholders meeting at which it was apparently decided to cut the Wyatt Three Rivers ranch, (A working operation with 3, (4 if you count the great-grand kids) generations involved.) We are the major stakeholder here. We have given you several alternatives which do <u>NOT</u> cut the property in half. Please consider them.	<p>Comments received on the Recommended Alternative alignment presented at the second public meeting were considered, and two variations (A and B) on the Recommended Alternative alignment will be advanced to the next phase (National Environmental Policy Act of 1970 [NEPA]) of the project. The NEPA phase consists of detailed studies of the natural and human environment, as well as further alternatives analysis and engineering design. These two variations are shown in Appendix G. Additional alternative analyses and public outreach will follow during the NEPA and schematic phase, if a project is funded as a result of the study.</p> <p>Before and after Public Meeting #2, the study team met with members of the Wyatt family to discuss concerns. Further coordination with affected landowners, including the Wyatts, will be continued under the NEPA phase of the project.</p>

SH 144 Feasibility Study – November 21, 2019 - Comment / Response Matrix

Comment Number	Page Number (Attachment D)	Commenter Name	Date Received	Source	Comment	Response
MAILED COMMENTS AFTER PUBLIC MEETING						
34	43-44	Sandra Skrei		Mailed comment	<p>1) Please give serious attention to the alternative routes proposed by the Wyatt Family.</p> <p>2) Traffic back-up @ 144 and 67 intersection on eastern edge can find a work around. (flashing yellow left turn lights), and the hill into town can have a flashing light indicating a light/to incorporate the dog-leg it alternative change that hill is already tough driving into sunset</p> <p>3) What precautions do you take to protect the quality and the flow of the river?</p> <p>4) I understand NIMBY & know you'll never reach 100% happiness!</p>	<p>1) Before and after Public Meeting #2, the study team met with members of the Wyatt family to discuss concerns. Further coordination with affected landowners, including the Wyatts, will be continued under the NEPA phase of the project.</p> <p>2) If a project is proposed based on the Feasibility Study, a signal warrant study will be performed at new intersections to determine if a traffic light is necessary.</p> <p>3) Additional alternative analyses and public outreach will follow during the NEPA and schematic phase if a project is funded as a result of the study. Under the NEPA phase, an assessment of impacts to natural resources, such as rivers, streams, and wetlands, would be performed. During the schematic phase of the project, hydrologic and hydraulic studies will be prepared for all stream crossings. Best management practices will be followed to address State and Federal water quality standards for roadway designs and specified during construction activities.</p> <p>4) Comment noted.</p>
35	45-46	Winnie Wyatt	11/25/2019	Mailed Comments	<p>Members of Wyatt Family Partnership felt betrayed #5 (As of March 22) had been eliminated entirely #6 had become Alternative "B". Alternate "A" appeared out of nowhere and was presented as the ONLY possible route.</p> <p>Objections to Alternate "A"</p> <ol style="list-style-type: none"> 1- Practically obliterates Boy Scout camping area 2- Increases route unnecessarily 3- Goes through additional flood PL. when lake Granbury is released, the Brazos backs up from East (there is No flood threat from West) 4- Wyatt family which will contribute so much elsewhere will not 2 houses, barns, working pens impacted & destroyed. 	<p>Before and after Public Meeting #2, the study team met with members of the Wyatt family to discuss concerns. Further coordination with affected landowners, including the Wyatts, will be continued under the NEPA phase of the project.</p> <p>The boy scout camping area was avoided in the two variations on the Recommended Alternative shown in Appendix G.</p> <p>As explained in the Public Meeting Summary for Public Meeting #1, of the six Conceptual Alternatives that were mentioned by the public as preferred, Alternative 6 ranked the highest (110 in favor of the alternative east of town), Alternative 5 ranked second (77 in favor of the alternative east of town), and Alternative 3 ranked third (35 in favor of the alternative in the middle of town) (Table 3 of Attachment G in the summary).</p> <p>The information above was added to the Conceptual Alternatives Evaluation Matrix, and all alternatives were assessed based on engineering constraints, environmental constraints, and public input. Then, the team took the results of the evaluation matrix and created a ranking matrix</p>

SH 144 Feasibility Study – November 21, 2019 - Comment / Response Matrix

Comment Number	Page Number (Attachment D)	Commenter Name	Date Received	Source	Comment	Response
						<p>based on the differentiators in the evaluation matrix. Differentiators included: the ranking of each alternative as an evacuation route; degree of safety issues such as the number of conflict points; potential impacts to parcels, community facilities, utilities, residential structures, neighborhoods, Environmental Justice populations, historic resources, water resources, threatened and endangered species habitat; and public input. Alternative 6 had the best ranking as a result of the evaluation; therefore, the team removed Alternatives 1, 2, 3, 4, and 5. Alternative 6 was carried forward as the highest-ranking alternative but was modified to address the public's specific concerns on that alternative.</p> <p>Comments received on the Recommended Alternative alignment presented at the second public meeting were considered, and two variations (A and B) on the Recommended Alternative alignment will be advanced to the next phase (National Environmental Policy Act of 1970 [NEPA]) of the project. The NEPA phase consists of detailed studies of the natural and human environment, as well as further alternatives analysis and engineering design. These two variations are shown in Appendix G. Additional alternative analyses and public outreach will follow during the NEPA and schematic phase, if a project is funded as a result of the study.</p>
36	47-48	Linda Lander	12/02/2019	Mailed Comments	<p>The "meeting" was most disappointing. Most representatives paired us to another person – most didn't or couldn't answer the question. "Why does the by-pass have to come on close to a residential area AND said by-pass shows an exit ramp through an existing, established neighborhood of at least 20 current homeowners – (establishing a major access through said neighborhood.) When questioned about the access road your rep stated – "Oh it probably won't be located there ---- Again, it is obvious homeowners have no consideration. Other routes do avoid major home additions.</p>	<p>Comments received on the Recommended Alternative alignment presented at the second public meeting were considered, and two variations (A and B) on the Recommended Alternative alignment will be advanced to the next phase (National Environmental Policy Act of 1970 [NEPA]) of the project. The NEPA phase consists of detailed studies of the natural and human environment, as well as further alternatives analysis and engineering design. These two variations are shown in Appendix G. Additional alternative analyses and public outreach will follow during the NEPA and schematic phase, if a project is funded as a result of the study.</p> <p>Further coordination with affected landowners would be continued under the NEPA phase of the project</p>

SH 144 Feasibility Study – November 21, 2019 - Comment / Response Matrix

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37	49-51	Ocie Vest	12/04/2019	Emailed Comments	<p>Mr. Fowler, It was a pleasure to meet you, Jerry, Matt and the rest of your SH 144 team at Glen Rose at the Public Meeting No. 2 for the SH 144 project. As we discussed, we agreed that the Wyatt Family Partnership (WFP), considering the significant impact to their property, would become a stakeholder for the purpose of future meetings and correspondence on this project. We also look forward to being a part of the design team to help guide the feasibility and schematic design through the WFP property. Please let me know when the next design meeting is to be held and I will do my best to accommodate your schedule.</p> <p>I have attached a very rough sketch of the two ideas we discussed at the Public Meeting as we work together to try and find a transportation solution that works for TxDOT and that minimized the negative impacts to the WFP property.</p> <p>Looking forward to hearing from you. Best, Ocie L. Vest, PE</p> <p>Commenter provided sketch, see Attachment D page 51.</p>	<p>Comments received on the Recommended Alternative alignment presented at the second public meeting were considered, and two variations (A and B) on the Recommended Alternative alignment will be advanced to the next phase (National Environmental Policy Act of 1970 [NEPA]) of the project. The NEPA phase consists of detailed studies of the natural and human environment, as well as further alternatives analysis and engineering design. These two variations are shown in Appendix G. Additional alternative analyses and public outreach will follow during the NEPA and schematic phase, if a project is funded as a result of the study.</p> <p>Before and after Public Meeting #2, the study team met with members of the Wyatt family to discuss concerns. Further coordination with affected landowners, including the Wyatts, will be continued under the NEPA phase of the project.</p>
38	52-54	Melodie Isham	12/06/2019	Mailed Comments	<p>OFFICIAL COMMENT: # 1-----This alternate bridge over the Paluxy concerning the SH 144 south residents began as another evacuation route, if needed, from the Comanche Peak Nuclear Power Plant. #2-----The next issue became the handling of the morning traffic coming in from SH 144 South, bringing in school children. The traffic backs up for a mile or more at a certain time window in the early morning, affecting anyone traveling that route, not just the parents trying to get their children to school on time. #3----Now the only issue being discussed is the importance to remove any large trucks from the downtown square roads. -TX DOT HAS ALREADY TOLD THE CITY OF GLEN ROSE TX THAT THEY COULD PASS A CITY ORDINANCE FOR NO THRU TRUCK TRAFFIC ON THE CITY SQUARE----CITY MANAGER MIKE LEAMONS HAS THAT LETTER FROM TX DOT BUT HAS DONE NOTHING!!!!!! -The latest route proposal for this new SH144 bridge and road, involving land of the Wyatt Ranch, and out to Hwy 56 needs to be relocated. This route calls for an intersection with CR 312 and CR 333. This will be a death trap. There were many serious accidents at the intersection of SH 144 and Hwy 67, many being fatalities, before a red light was ever installed. This scenario should not be set up to happen again, which is what this route presents. -Traffic problems on CR 312 will be major with the opening of the Ingram Concrete Mine at the M & W Ranch, set to open any day. The traffic from that mine comes down a private road onto FM 200 and towards Hwy 67. This route includes a very strong S curve, with a blind spot, at the intersection of FM 200 and CR 312. TxDot personnel, David Fowler(254-965-3511), guaranteed all the residents of CR 312, and the other concerned citizens, that this S curve on FM 200 would be redesigned to become a straight road in order for the intersection of CR 312 and FM 200 to be safe. NOTHING has been done except for new signs showing a sharp curve! So we are well aware of how these meetings go and how much attention is paid to the concerns of the citizens. These trucks will be using CR 312 as a convenient way to get to the convenience/fuel store at the intersection of CR 333 and Hwy 67 and also using it to travel back over to the mine. This will create a very serious, dangerous intersection at CR 312 and CR 333 for these trucks to navigate, putting everyone, especially the residents on CR 312, in great danger.</p>	<p>#1 – The primary goal of the feasibility study is to identify a location for a second bridge crossing of the Paluxy River. In the event of issues with the current bridge (including emergency evacuation) along SH 144 over the Paluxy River, this bridge would serve as an additional crossing.</p> <p>#2 –As a result of comments noted in Public Meeting #1, concerns from the public were considered that discussed school traffic.</p> <p>#3 –As a result of comments noted in Public Meeting #1, concerns from the public were considered that discussed truck traffic in the downtown area. However, this has never been the only or primary objective of the study.</p> <p>-Comment noted.</p> <p>- Comments received on the Recommended Alternative alignment presented at the second public meeting were considered, and two variations (A and B) on the Recommended Alternative alignment will be advanced to the next phase (National Environmental Policy Act of 1970 [NEPA]) of the project. The NEPA phase consists of detailed studies of the natural and human environment, as well as further alternatives analysis and engineering design. These two variations are shown in Appendix G. Additional alternative analyses and public outreach will follow during the NEPA and schematic phase, if a project is funded as a result of the study.</p>

SH 144 Feasibility Study – November 21, 2019 - Comment / Response Matrix

Comment Number	Page Number (Attachment D)	Commenter Name	Date Received	Source	Comment	Response
					-The residents of CR 312 want a meeting with the engineer of the new road and bridge over the Paluxy River to voice our concerns and get this route changed to elsewhere in the county. TxDot informed everyone at a previous meeting, that is route through the Wyatt Ranch was the most expensive and the least favored. Now TxDot is saying that all citizen responses show this to be the most favored route!!! We personally do not believe this is true! Melodie Isham	- Further coordination with affected landowners, including the Wyatts, will be continued under the NEPA phase of the project.
39	55-57	Randy Isham	12/06/2019	Mailed Comments	<p>OFFICIAL COMMENT: # 1----This alternate bridge over the Paluxy concerning the SH 144 south residents began as another evacuation route, if needed, from the Comanche Peak Nuclear Power Plant. #2-----The next issue became the handling of the morning traffic coming in from SH 144 South, bringing in school children. The traffic backs up for a mile or more at a certain time window in the early morning, affecting anyone traveling that route, not just the parents trying to get their children to school on time. #3----Now the only issue being discussed is the importance to remove any large trucks from the downtown square roads. TX DOT HAS ALREADY TOLD THE CITY OF GLEN ROSE TX THAT THEY COULD PASS A CITY ORDINANCE FOR NO THRU TRUCK TRAFFIC ON THE CITY SQUARE----CITY MANAGER MIKE LEAMONS HAS THAT LETTER FROM TX DOT BUT HAS DONE NOTHING!!!!!! The latest route proposal for this new SH144 bridge and road, involving land of the Wyatt Ranch, and out to Hwy 56 needs to be relocated. This route calls for an intersection with CR 312 and CR 333. This will be a death trap. There were many serious accidents at the intersection of SH 144 and Hwy 67, many being fatalities, before a red light was ever installed. This scenario should not be set up to happen again, which is what this route presents. Traffic problems on CR 312 will be major with the opening of the Ingram Concrete Mine at the M & W Ranch, set to open any day. The traffic from that mine comes down a private road onto FM 200 and towards Hwy 67. This route includes a very strong S curve, with a blind spot, at the intersection of FM 200 and CR 312. TxDot personnel, David Fowler(254-965-3511), guaranteed all the residents of CR 312, and the other concerned citizens, that this S curve on FM 200 would be redesigned to become a straight road in order for the intersection of CR 312 and FM 200 to be safe. NOTHING has been done except for new signs showing a sharp curve! So we are well aware of how these meetings go and how much attention is paid to the concerns of the citizens. These trucks will be using CR 312 as a convenient way to get to the convenience/fuel store at the intersection of CR 333 and Hwy 67 and also using it to travel back over to the mine. This will create a very serious, dangerous intersection at CR 312 and CR 333 for these trucks to navigate, putting everyone, especially the residents on CR 312, in great danger. The residents of CR 312 want a meeting with the engineer of the new road and bridge over the Paluxy River to voice our concerns and get this route changed to elsewhere in the county. TxDot informed everyone at a previous meeting, that is route through the Wyatt Ranch was the most expensive and the least favored. Now TxDot is saying that all citizen responses show this to be the most favored route!!! We personally do not believe this is true! Randy Isham</p>	<p>#1 – The primary goal of the feasibility study was to identify a location for a second bridge crossing of the Paluxy River. In the event of issues with the current bridge (including emergency evacuation) along SH 144 over the Paluxy River, this bridge would serve as an additional crossing.</p> <p>#2 –As a result of comments noted in Public Meeting #1, concerns from the public were considered that discussed school traffic.</p> <p>#3 – As a result of comments noted in Public Meeting #1, concerns from the public were considered that discussed truck traffic in the downtown area. However, this has never been the only or primary objective of the study.</p> <p>- Comments received on the Recommended Alternative alignment presented at the second public meeting were considered, and two variations (A and B) on the Recommended Alternative alignment will be advanced to the next phase (National Environmental Policy Act of 1970 [NEPA]) of the project. The NEPA phase consists of detailed studies of the natural and human environment, as well as further alternatives analysis and engineering design. These two variations are shown in Appendix G. Additional alternative analyses and public outreach will follow during the NEPA and schematic phase, if a project is funded as a result of the study.</p> <p>- Further coordination with affected landowners, including the Wyatts, will be continued under the NEPA phase of the project.</p>

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40	58-61	Sven & Robin Griffin	12/09/2019	Mailed Comments	<p>Dear Mr. Bussell, We are writing in opposition to the proposed alignment SH 144 as depicted in the November 21st meeting, which runs adjacent to eastern most boundary of my property. While I understand the proposed road will be offset from my property by a few hundred feet, I believe the community and the property owner on which the proposed alignment runs through has proposed a better alignment that does not divide his property. As voiced by the property owner whose land is represented on the attached map and many people at the meeting the roadway project would be more desirable by the community if it were moved more to the eastern property boundary. This would not only prevent the current property owner from having his house separate from his barn but would also shift the alignment far from the existing residential neighborhood. I believe adjusting the proposed route of SH 144 to the furthest most easterly property line depicted in blue on the map would serve the community interest for connectivity while minimize the impact from traffic noise on existing residents. In addition, it would create an alignment that is minimizes the impact the property owner who has expressed the desire for a route on the eastern side of his property. Thank you for your consideration, Sven Griffin, GISP & Robin Griffin, AICP</p> <p>Commenter attached map with comments see Attachment D, page 61.</p>	<p>Comments received on the Recommended Alternative alignment presented at the second public meeting were considered, and two variations (A and B) on the Recommended Alternative alignment will be advanced to the next phase (National Environmental Policy Act of 1970 [NEPA]) of the project. The NEPA phase consists of detailed studies of the natural and human environment, as well as further alternatives analysis and engineering design. These two variations are shown in Appendix G. Additional alternative analyses and public outreach will follow during the NEPA and schematic phase, if a project is funded as a result of the study.</p> <p>Based on comments from residents of Summit Estates, the two Revised Recommended Alternative alignments were moved further away from Summit Ridge Estates to approximately 400 feet from the nearest parcel line. The NEPA phase of the project would determine the exact location of the alignment.</p>
41	62-65	Bronwyn Higgins	12/09/2019	Mailed Comments	<p>Attn Jerry Hunter Just making sure that you have everyone's contact information. Please be in touch with us, and Ocie Vest, whose contacts you already have, I am sure, and keep us posted with any and all changes you have to make to the plan as it stands.</p> <p>Sincerely, Bronnynn W. Higgins</p> <p>Commenter attached Wyatt Family Partnership contact list see Attachment D, pages 64-65.</p>	<p>Contact information was used to update study contact list and stakeholder list.</p>
42	66-67	Steven Moore	12/09/2019	Mailed Comments	<p>I'am 100% opposed to Alternative 6, this route runs directly through the Wyatt's 3 Rivers Ranch. You will be destroying a huge refuge for deer, birds, and many Wildlife species. Also this property is used by BoyScout Troop 725 Glen Rose many weekends through the year. The Scouts camp and hike all over the property. Next this Alternative is very invasive to Summit Ridge Estates and will be feet from my property, this will create lower home values, noise, street traffic. Alternative 6 is the most expensive route that will destroy a lot of property. One question, would you want this in your neighborhood? I think NOT! Alternative 3 makes the most sense to alleviate traffic problems.</p>	<p>Comments received on the Recommended Alternative alignment presented at the second public meeting were considered, and two variations (A and B) on the Recommended Alternative alignment will be advanced to the next phase (National Environmental Policy Act of 1970 [NEPA]) of the project. The NEPA phase consists of detailed studies of the natural and human environment, as well as further alternatives analysis and engineering design. These two variations are shown in Appendix G. Additional alternative analyses and public outreach will follow during the NEPA and schematic phase, if a project is funded as a result of the study.</p> <p>Before and after Public Meeting #2, the study team met with members of the Wyatt family to discuss concerns. Further coordination with affected landowners, including the Wyatts, will be continued under the NEPA phase of the project.</p>

SH 144 Feasibility Study – November 21, 2019 - Comment / Response Matrix

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						<p>Based on comments from residents of Summit Estates, the two Revised Recommended Alternative alignments were moved further away from Summit Ridge Estates to approximately 400 feet from the nearest parcel line. The NEPA phase of the project would determine the exact location of the alignment.</p> <p>Additional alternative analyses and public outreach will follow during the NEPA and schematic phase if a project is funded as a result of the study. Under the NEPA phase, environmental studies such as a noise analysis and assessment of impacts to wildlife will be conducted for the preferred alternative.</p>
43	68-69	Bronwyn Higgins	12/12/2019	Mailed Comments	<p>The Wyatt family Partnership, whose land constitutes a large majority of the project in question, would like to come up with a less disruptive route to our routine activities. Bifurcating a working ranch when there are clearly a myriad of other routes available, even though our land, is not a great idea. Please work with my grandparents and uncles to come to a better solution. Much appreciated, Bronwyn Wyatt Higgins</p>	<p>Comments received on the Recommended Alternative alignment presented at the second public meeting were considered, and two variations (A and B) on the Recommended Alternative alignment will be advanced to the next phase (National Environmental Policy Act of 1970 [NEPA]) of the project. The NEPA phase consists of detailed studies of the natural and human environment, as well as further alternatives analysis and engineering design. These two variations are shown in Appendix G. Additional alternative analyses and public outreach will follow during the NEPA and schematic phase, if a project is funded as a result of the study.</p> <p>Before and after Public Meeting #2, the study team met with members of the Wyatt family to discuss concerns. Further coordination with affected landowners, including the Wyatts, will be continued under the NEPA phase of the project.</p>
SUMMARY OF VERBAL COMMENTS STAFF HEARD AT PUBLIC MEETING						
					<p>The alternative should avoid historic gas station buildings along SH 144/US 67.</p>	<p>Additional alternative analyses and public outreach will follow during the NEPA and schematic phase if a project is funded as a result of the study. Under the NEPA phase, an assessment of impacts to environmental constraints, such as historic structures eligible for the National Register of Historic Places, will be conducted for the preferred alternative.</p>
					<p>Has the project team talked to the Nuclear Power Plant about evacuation routes?</p>	<p>No specific conversations with the plant have occurred, however, additional alternative analyses and public outreach will follow during the NEPA and schematic phase if a project is funded as a result of the study. Under the NEPA phase, additional coordination with stakeholders will occur.</p>

SH 144 Feasibility Study – November 21, 2019 - Comment / Response Matrix

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					No parcel data in some area of the maps – look at CAD again.	Comment noted.
					Developments not on maps, TxDOT will have updated aerial imagery for NEPA portion of the Study, consultants to look for imagery newer than 2015.	Comment noted.
					Thought alignment would constrict growth of city, prefers alts in the middle of town.	<p>Comment noted. As explained in the Public Meeting Summary for Public Meeting #1, of the six Conceptual Alternatives that were mentioned by the public as preferred, Alternative 6 ranked the highest (110 in favor of the alternative east of town), Alternative 5 ranked second (77 in favor of the alternative east of town), and Alternative 3 ranked third (35 in favor of the alternative in the middle of town) (Table 3 of Attachment G in the summary).</p> <p>The information above was added to the Conceptual Alternatives Evaluation Matrix, and all alternatives were assessed based on engineering constraints, environmental constraints, and public input. Then, the team took the results of the evaluation matrix and created a ranking matrix based on the differentiators in the evaluation matrix. Differentiators included: the ranking of each alternative as an evacuation route; degree of safety issues such as the number of conflict points; potential impacts to parcels, community facilities, utilities, residential structures, neighborhoods, Environmental Justice populations, historic resources, water resources, threatened and endangered species habitat; and public input. Alternative 6 had the best ranking as a result of the evaluation; therefore, the team removed Alternatives 1, 2, 3, 4, and 5. Alternative 6 was carried forward as the highest-ranking alternative but was modified to address the public's specific concerns on that alternative.</p>
					Member of public stated they thought there was wetlands in wooded areas of the recommended alignment, as well as wetlands near US 67 and SH 144.	Additional alternative analyses and public outreach will follow during the NEPA and schematic phase if a project is funded as a result of the study. Under the NEPA phase, an assessment of impacts to natural resources, such as rivers, streams, and wetlands, would be performed.

SH 144 Feasibility Study – November 21, 2019 - Comment / Response Matrix

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					City councilmembers want improvement at the US 67/SH 144 intersection, including a grade separation.	Comment noted. The NEPA phase of the project would also include a traffic analysis study that would determine if a grade separation would be warranted at this location.
					Stakeholders said design address the comments given at Stakeholder Meeting #3 about the tie-ins to existing roadways.	Comment noted.
					12 cabin property owners near US 56 thought we'd be taking all his cabins. Additionally, believed that there were sight distance issues with the ties-ins at US 56 due to the topographic elevations.	Comment noted. Because there were several comments regarding this area, the intersection shown in the Recommended Alternative has been changed to a triangular-shaped <u>study area</u> where different options will be studied if a project is proposed and funding is obtained. The NEPA phase of the project would determine the tie-in at this location.
					Several landowners wanted the intersection of US 56/SH 144 shifted north.	Comments noted. Because there were several comments regarding this area, the intersection shown in the Recommended Alternative has been changed to a triangular-shaped <u>study area</u> where different options will be studied if a project is proposed and funding is obtained. The NEPA phase of the project would determine the tie-in at this location.
					Wanted design speeds moved north for slower speed limits.	Comment noted. Additional alternative analyses and public outreach will follow during the NEPA and schematic phase if a project is funded as a result of the study.
					Questions about why options to the west hadn't been kept.	Public Meeting Summary #1, Attachment G provides the alternatives analysis leading up to Public Meeting #2. This can be found on the TxDOT web site. As explained in the Public Meeting Summary for Public Meeting #1, of the six Conceptual Alternatives that were mentioned by the public as preferred, Alternative 6 ranked the highest (110 in favor of the alternative east of town), Alternative 5 ranked second (77 in favor of the alternative east of town), and Alternative 3 ranked third (35 in favor of the alternative in the middle of town) (Table 3 of Attachment G in the summary). The information above was added to the Conceptual Alternatives Evaluation Matrix, and all alternatives were assessed based on engineering constraints, environmental constraints, and public input. Then, the team took the results of the

SH 144 Feasibility Study – November 21, 2019 - Comment / Response Matrix

Comment Number	Page Number (Attachment D)	Commenter Name	Date Received	Source	Comment	Response
						evaluation matrix and created a ranking matrix based on the differentiators in the evaluation matrix. Differentiators included: the ranking of each alternative as an evacuation route; degree of safety issues such as the number of conflict points; potential impacts to parcels, community facilities, utilities, residential structures, neighborhoods, Environmental Justice populations, historic resources, water resources, threatened and endangered species habitat; and public input. Alternative 6 had the best ranking as a result of the evaluation; therefore, the team removed Alternatives 1, 2, 3, 4, and 5. Alternative 6 was carried forward as the highest-ranking alternative but was modified to address the public's specific concerns on that alternative.
					Some wanted alignment stopped at US 56.	Comments noted. Because there were several comments regarding this area, the intersection shown in the Recommended Alternative has been changed to a triangular-shaped <u>study area</u> where different options will be studied if a project is proposed and funding is obtained. The NEPA phase of the project would determine the tie-in at this location.
					Some said alignment would hurt businesses downtown, while others believed it would help.	Comments noted. Additional alternative analyses and public outreach will follow during the NEPA and schematic phase if a project is funded as a result of the study.
					Many people had questions about the project timeline.	Comment noted. There is no current timeline for construction. The next phase including preliminary design and environmental studies is expected to take approximately 3 years.
					Some members of the Wyatt family were not against impacts to the airport, but others wanted to retain the airport. Some members of the Wyatt family also were open to the possibility of relocating their barn with presented recommended alternative, while others were not.	Comments noted.
					Summit Ridge neighborhood resident did not like impacts to dirt road near church (camp?) and wanted the alignment moved east.	Comments noted. Based on comments from residents of Summit Estates, the two Revised Recommended Alternative alignments were moved further away from Summit Ridge Estates to approximately 400 feet from the nearest parcel line. The NEPA phase of the project would determine the exact location of the alignment.

SH 144 Feasibility Study – November 21, 2019 - Comment / Response Matrix

Comment Number	Page Number (Attachment D)	Commenter Name	Date Received	Source	Comment	Response
					Summit Ridge neighborhood resident wanted to know how to get proposed alternative access from Summit Ridge.	Access between Summit Ridge Drive and the Recommended Alternative is shown on the layout presented at the public meeting.



Attachment B

Notices

Notice published in Glen Rose Reporter on Friday, November 8, 2019

Mailed to 20 elected and public officials on Monday, November 4, 2019

**Postcards mailed to approximately 1,026 property owners within the
City of Glen Rose**

Contents

1. Notice English and Spanish
2. Newspaper Tear Sheet and Affidavit
3. Elected and Public Officials Notification Letters
4. Elected and Public Officials Mailing List
5. Postcard mailed to adjacent property owners



NOTICE OF PUBLIC MEETING #2
SH 144 Feasibility Study
Somervell County, Texas

The Texas Department of Transportation (TxDOT) is conducting a feasibility study to analyze the need for and potential location of a second bridge crossing over the Paluxy River along SH 144 in Glen Rose, Somervell County, Texas. The second Public Meeting for the study will be held on **Thursday, November 21, 2019, at the Glen Rose High School Cafeteria, 900 Stadium Drive, Glen Rose, Texas 76043** to present the study and displays showing the recommended alternative. The meeting will be held from 5:30 p.m. to 7:30 p.m. The meeting will be held in an open house style to allow the public to view displays and ask questions. TxDOT personnel will be available to answer questions and solicit your input.

The meeting will be conducted in English. All interested persons are invited to attend this Public Meeting. Persons interested in attending the Public Meeting who have special communication and/or accommodation needs, including the need for an interpreter, are encouraged to contact Bethany Kurtz at (817) 370-6744 at least five (5) workdays prior to the Public Meeting. TxDOT will make every reasonable effort to accommodate these needs.

Verbal and written comments may be presented at the meeting. Written comments may also be postmarked and submitted on or before December 6, 2019, to Texas Department of Transportation, Attention: Loyl C. Bussell, P.E., District Engineer, 2501 SW Loop 820, Fort Worth, Texas 76133, to be included in the Public Meeting record.

If you have any general questions or concerns regarding the proposed project or the meeting, please contact Natnael T. Asfaw, P.E., PMP, at Natnael.Asfaw@txdot.gov or (817) 370-6603 or David Fowler, P.E. at (254) 965-3511 or by email at David.Fowler@txdot.gov.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by the Federal Highway Administration and TxDOT.



**AVISO DE REUNIÓN PÚBLICA #2
SH 144 Estudio de Viabilidad
Condado de Somervell, Texas**

El Departamento de Transporte de Texas (TxDOT por sus siglas en inglés) está llevando a cabo un estudio de viabilidad para analizar la necesidad y posible ubicación de un segundo puente sobre el Río Paluxy a lo largo de SH 144 en Glen Rose, Condado de Somervell, Texas. Se llevará a cabo una segunda Reunión Pública el **jueves, 21 de noviembre del 2019 en la cafetería de Glen Rose High School, 900 Stadium Drive, Glen Rose, Texas 76043** con el propósito de presentar las alternativas recomendadas. La reunión comenzará a las 5:30pm hasta las 7:30pm. La reunión se llevará a cabo en forma de “Puertas Abierta” permitiendo al público ver las alternativas recomendadas y hacer preguntas. Personal de TxDOT estará presente y disponible para contestar preguntas y recibir sus comentarios.

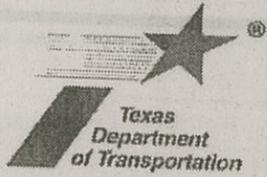
El evento se llevará a cabo en inglés. Todas las personas interesadas están invitadas a atender. Personas interesadas en atender la Reunión Pública que necesiten arreglo especial, incluyendo la ayuda de un intérprete, se les sugiere contactar a Bethany Kurtz llamando al (817) 370-6744 al menos cinco (5) días hábiles antes de la Reunión Pública. TxDOT hará lo posible para asistir con sus necesidades.

Comentarios escritos y verbales se pueden presentar durante el evento. Los comentarios por escrito también pueden ser enviados a El Departamento de Transporte de Texas, Atención: Loyl C. Bussell, P.E., Ingeniero de Distrito, 2501 SW Loop 820, Fort Worth, Texas 76133, en o antes del 6 de diciembre del 2019 para ser incluidos en el Registro Oficial de la reunión.

Si tiene alguna pregunta o desea hablar acerca del estudio o reunión en más detalle, comuníquese con el Natnael T. Asfaw, P.E., PMP, llamando al (817) 370-6603 o Natnael.Asfaw@txdot.gov o Sr. David Fowler, P.E. al (254) 965-3511 o David.Flower@txdot.gov.

La revisión ambiental, consultas, y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido, llevadas a cabo por TxDOT en virtud de 23 U.S.C. 327 y un Memorándum de Entendimiento con fecha de 16 de diciembre de 2014, y ejecutado por la FHWA y el TxDOT.

CLASSIFIED



NOTICE OF PUBLIC MEETING #2 SH 144 Feasibility Study Somervell County, Texas

The Texas Department of Transportation (TxDOT) is conducting a feasibility study to analyze the need for and potential location of a second bridge crossing over the Paluxy River along SH 144 in Glen Rose, Somervell County, Texas. The second Public Meeting for the study will be held on **Thursday, November 21, 2019, at the Glen Rose High School Cafeteria, 900 Stadium Drive, Glen Rose, Texas 76043** to present the study and displays showing the recommended alternative. The meeting will be held from 5:30 p.m. to 7:30 p.m. The meeting will be held in an open house style to allow the public to view displays and ask questions. TxDOT personnel will be available to answer questions and solicit your input.

The meeting will be conducted in English. All interested persons are invited to attend this Public Meeting. Persons interested in attending the Public Meeting who have special communication and/or accommodation needs, including the need for an interpreter, are encouraged to contact Bethany Kurtz at (817) 370-6744 at least five (5) workdays prior to the Public Meeting. TxDOT will make every reasonable effort to accommodate these needs.

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The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by the Federal Highway Administration and TxDOT.

SV00117039



AVISO DE REUNIÓN PÚBLICA #2 SH 144 Estudio de Viabilidad Condado de Somervell, Texas

El Departamento de Transporte de Texas (TxDOT por sus siglas en inglés) está llevando a cabo un estudio de viabilidad para analizar la necesidad y posible ubicación de un segundo puente sobre el Río Paluxy a lo largo de SH 144 en Glen Rose, Condado de Somervell, Texas. Se llevará a cabo una segunda Reunión Pública el **jueves, 21 de noviembre del 2019 en la cafetería de Glen Rose High School, 900 Stadium Drive, Glen Rose, Texas 76043** con el propósito de presentar las alternativas recomendadas. La reunión comenzará a las 5:30pm hasta las 7:30pm. La reunión se llevará a cabo en forma de "Puertas Abierta" permitiendo al público ver las alternativas recomendadas y hacer preguntas. Personal de TxDOT estará presente y disponible para contestar preguntas y recibir sus comentarios.

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Comentarios escritos y verbales se pueden presentar durante el evento. Los comentarios por escrito también pueden ser enviados a El Departamento de Transporte de Texas, Atención: Loyl C. Bussell, P.E., Ingeniero de Distrito, 2501 SW Loop 820, Fort Worth, Texas 76133, en o antes del 6 de diciembre del 2019 para ser incluidos en el Registro Oficial de la reunión.

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La revisión ambiental, consultas, y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido, llevadas a cabo por TxDOT en virtud de 23 U.S.C. 327 y un Memorandum de Entendimiento con fecha de 16 de diciembre de 2014, y ejecutado por la FHWA y el TxDOT.

SV00117040

BB SPAD0002713501

PUBLISHER'S AFFIDAVIT

STATE OF TEXAS
COUNTY OF SOMERVELL

Before me, the undersigned authority, on this day personally appeared

SARA VandenBerge who being by me duly sworn, deposes and
(name of person representing newspaper)

says that (s)he is the Managing Editor of
(title of person representing newspaper)

the GLEN ROSE REPORTER; that this newspaper is a newspaper of largest circulation in
(name of newspaper)

SOMERVELL County, Texas or is a newspaper of general circulation in
(name of county)

GLEN ROSE, Texas; and that the enclosed notice was published in
(name of municipality)

said newspaper on the following date(s): November 8, 2019

Sara VandenBerge

(newspaper representative's signature)

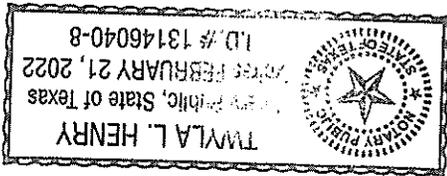
Subscribed and sworn to before me this the 8th day of November, 2019

Twyla L. Henry
Notary Public in and for the State of Texas

Twyla L. Henry
Print or Type Name of Notary Public

(Seal)

My Commission Expires February 21,
2022



PUBLISHER'S AFFIDAVIT

STATE OF TEXAS
COUNTY OF SOMERVELL

Before me, the undersigned authority, on this day personally appeared

Sara Andersen Berge

(name of person representing newspaper)

who being by me duly sworn, deposes and

says that (s)he is the

Managing Editor

(title of person representing newspaper)

of

the GLEN ROSE REPORTER

(name of newspaper)

; that this newspaper is a newspaper of largest circulation in

SOMERVELL

(name of county)

County, Texas or is a newspaper of general circulation in

GLEN ROSE

(name of municipality)

Texas; and that the enclosed notice was published in

said newspaper on the following date(s):

November 8, 2019

Sara Andersen Berge

(newspaper representative's signature)

Subscribed and sworn to before me this the

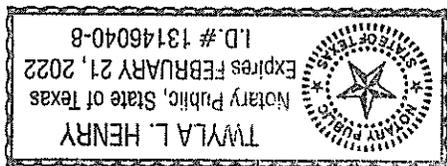
8th day of November, 2019

Twyla L. Henry
Notary Public in and for the State of Texas

(Seal)

Twyla L. Henry
Print or Type Name of Notary Public

My Commission Expires February 21,
2022





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November 4, 2019

SH 144 Feasibility Study
Somervell County, Texas
CSJ: 0386-01-028

The Honorable Danny Chambers
Judge of Somervell County
PO Box 851
Glen Rose, Texas 76043

Dear Judge Chambers:

The Texas Department of Transportation – Fort Worth District (TxDOT-FTW) is conducting a second Public Meeting to seek input on the Recommended Build Alternative and the No-Build Alternative for a second crossing of the Paluxy River in the City of Glen Rose. This meeting is planned for Thursday, November 21, 2019 from 5:30 p.m. to 7:30 p.m., at the Glen Rose High School Cafeteria located at 900 Stadium Drive, Glen Rose, Texas 76043. TxDOT invites you or a representative from your organization to participate in the meeting.

The meeting will be held in an open house style to allow the public to view displays and ask questions. TxDOT personnel will be available to answer questions and solicit your input.

If you would like additional information regarding the study, please contact the TxDOT Project Manager, Natnael Asfaw, P.E., PMP, at Natnael.Asfaw@txdot.gov or (817) 370-6603.

Sincerely,

Loyl C. Bussell, P.E.
Fort Worth District Engineer

cc: Natnael Asfaw, P.E., PMP, Project Manager, TxDOT-FTW

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November 4, 2019

SH 144 Feasibility Study
Somervell County, Texas
CSJ: 0386-01-028

The Honorable Larry Hulseley
Commissioner Precinct 1, Somervell County
PO Box 28
Glen Rose, Texas 76043

Dear Commissioner Hulseley:

The Texas Department of Transportation – Fort Worth District (TxDOT-FTW) is conducting a second Public Meeting to seek input on the Recommended Build Alternative and the No-Build Alternative for a second crossing of the Paluxy River in the City of Glen Rose. This meeting is planned for Thursday, November 21, 2019 from 5:30 p.m. to 7:30 p.m., at the Glen Rose High School Cafeteria located at 900 Stadium Drive, Glen Rose, Texas 76043. TxDOT invites you or a representative from your organization to participate in the meeting.

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Fort Worth District Engineer

cc: Natnael Asfaw, P.E., PMP, Project Manager, TxDOT-FTW

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November 4, 2019

SH 144 Feasibility Study
Somervell County, Texas
CSJ: 0386-01-028

The Honorable Dwayne Johnson
Commissioner Precinct 2, Somervell County
PO Box 28
Glen Rose, Texas 76043

Dear Commissioner Johnson:

The Texas Department of Transportation – Fort Worth District (TxDOT-FTW) is conducting a second Public Meeting to seek input on the Recommended Build Alternative and the No-Build Alternative for a second crossing of the Paluxy River in the City of Glen Rose. This meeting is planned for Thursday, November 21, 2019 from 5:30 p.m. to 7:30 p.m., at the Glen Rose High School Cafeteria located at 900 Stadium Drive, Glen Rose, Texas 76043. TxDOT invites you or a representative from your organization to participate in the meeting.

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Sincerely,

Loyl C. Bussell, P.E.
Fort Worth District Engineer

cc: Natnael Asfaw, P.E., PMP, Project Manager, TxDOT-FTW

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November 4, 2019

SH 144 Feasibility Study
Somervell County, Texas
CSJ: 0386-01-028

The Honorable Kenneth Wood
Commissioner Precinct 3, Somervell County
PO Box 28
Glen Rose, Texas 76043

Dear Commissioner Wood:

The Texas Department of Transportation – Fort Worth District (TxDOT-FTW) is conducting a second Public Meeting to seek input on the Recommended Build Alternative and the No-Build Alternative for a second crossing of the Paluxy River in the City of Glen Rose. This meeting is planned for Thursday, November 21, 2019 from 5:30 p.m. to 7:30 p.m., at the Glen Rose High School Cafeteria located at 900 Stadium Drive, Glen Rose, Texas 76043. TxDOT invites you or a representative from your organization to participate in the meeting.

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Sincerely,

Loyl C. Bussell, P.E.
Fort Worth District Engineer

cc: Natnael Asfaw, P.E., PMP, Project Manager, TxDOT-FTW

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November 4, 2019

SH 144 Feasibility Study
Somervell County, Texas
CSJ: 0386-01-028

The Honorable Wade Busch
Commissioner Precinct 4, Somervell County
PO Box 28
Glen Rose, Texas 76043

Dear Commissioner Busch:

The Texas Department of Transportation – Fort Worth District (TxDOT-FTW) is conducting a second Public Meeting to seek input on the Recommended Build Alternative and the No-Build Alternative for a second crossing of the Paluxy River in the City of Glen Rose. This meeting is planned for Thursday, November 21, 2019 from 5:30 p.m. to 7:30 p.m., at the Glen Rose High School Cafeteria located at 900 Stadium Drive, Glen Rose, Texas 76043. TxDOT invites you or a representative from your organization to participate in the meeting.

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Sincerely,

Loyl C. Bussell, P.E.
Fort Worth District Engineer

cc: Natnael Asfaw, P.E., PMP, Project Manager, TxDOT-FTW

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November 4, 2019

SH 144 Feasibility Study
Somervell County, Texas
CSJ: 0386-01-028

The Honorable Alan West
Sheriff, Somervell County
PO Box 3268
Glen Rose, Texas 76043

Dear Sheriff West:

The Texas Department of Transportation – Fort Worth District (TxDOT-FTW) is conducting a second Public Meeting to seek input on the Recommended Build Alternative and the No-Build Alternative for a second crossing of the Paluxy River in the City of Glen Rose. This meeting is planned for Thursday, November 21, 2019 from 5:30 p.m. to 7:30 p.m., at the Glen Rose High School Cafeteria located at 900 Stadium Drive, Glen Rose, Texas 76043. TxDOT invites you or a representative from your organization to participate in the meeting.

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Sincerely,

Loyl C. Bussell, P.E.
Fort Worth District Engineer

cc: Natnael Asfaw, P.E., PMP, Project Manager, TxDOT-FTW

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November 4, 2019

SH 144 Feasibility Study
Somervell County, Texas
CSJ: 0386-01-028

The Honorable Pam Miller
Mayor, City of Glen Rose
201 North East Vernon, PO Box 1949
Glen Rose, Texas 76043

Dear Mayor Miller:

The Texas Department of Transportation – Fort Worth District (TxDOT-FTW) is conducting a second Public Meeting to seek input on the Recommended Build Alternative and the No-Build Alternative for a second crossing of the Paluxy River in the City of Glen Rose. This meeting is planned for Thursday, November 21, 2019 from 5:30 p.m. to 7:30 p.m., at the Glen Rose High School Cafeteria located at 900 Stadium Drive, Glen Rose, Texas 76043. TxDOT invites you or a representative from your organization to participate in the meeting.

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Sincerely,

Loyl C. Bussell, P.E.
Fort Worth District Engineer

cc: Natnael Asfaw, P.E., PMP, Project Manager, TxDOT-FTW

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November 4, 2019

SH 144 Feasibility Study
Somervell County, Texas
CSJ: 0386-01-028

The Honorable Johnny Martin
Mayor Pro Tem, City of Glen Rose
201 North East Vernon, PO Box 1949
Glen Rose, Texas 76043

Dear Mayor Pro Tem Martin:

The Texas Department of Transportation – Fort Worth District (TxDOT-FTW) is conducting a second Public Meeting to seek input on the Recommended Build Alternative and the No-Build Alternative for a second crossing of the Paluxy River in the City of Glen Rose. This meeting is planned for Thursday, November 21, 2019 from 5:30 p.m. to 7:30 p.m., at the Glen Rose High School Cafeteria located at 900 Stadium Drive, Glen Rose, Texas 76043. TxDOT invites you or a representative from your organization to participate in the meeting.

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Sincerely,

Loyl C. Bussell, P.E.
Fort Worth District Engineer

cc: Natnael Asfaw, P.E., PMP, Project Manager, TxDOT-FTW

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November 4, 2019

SH 144 Feasibility Study
Somervell County, Texas
CSJ: 0386-01-028

The Honorable Chris Bryant
Councilmember, City of Glen Rose
201 North East Vernon, PO Box 1949
Glen Rose, Texas 76043

Dear Councilmember Bryant:

The Texas Department of Transportation – Fort Worth District (TxDOT-FTW) is conducting a second Public Meeting to seek input on the Recommended Build Alternative and the No-Build Alternative for a second crossing of the Paluxy River in the City of Glen Rose. This meeting is planned for Thursday, November 21, 2019 from 5:30 p.m. to 7:30 p.m., at the Glen Rose High School Cafeteria located at 900 Stadium Drive, Glen Rose, Texas 76043. TxDOT invites you or a representative from your organization to participate in the meeting.

The meeting will be held in an open house style to allow the public to view displays and ask questions. TxDOT personnel will be available to answer questions and solicit your input.

If you would like additional information regarding the study, please contact the TxDOT Project Manager, Natnael Asfaw, P.E., PMP, at Natnael.Asfaw@txdot.gov or (817) 370-6603.

Sincerely,

Loyl C. Bussell, P.E.
Fort Worth District Engineer

cc: Natnael Asfaw, P.E., PMP, Project Manager, TxDOT-FTW

OUR VALUES: People • Accountability • Trust • Honesty

OUR MISSION: *Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.*

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November 4, 2019

SH 144 Feasibility Study
Somervell County, Texas
CSJ: 0386-01-028

The Honorable Julia Douglas
Councilmember, City of Glen Rose
201 North East Vernon, PO Box 1949
Glen Rose, Texas 76043

Dear Councilmember Douglas:

The Texas Department of Transportation – Fort Worth District (TxDOT-FTW) is conducting a second Public Meeting to seek input on the Recommended Build Alternative and the No-Build Alternative for a second crossing of the Paluxy River in the City of Glen Rose. This meeting is planned for Thursday, November 21, 2019 from 5:30 p.m. to 7:30 p.m., at the Glen Rose High School Cafeteria located at 900 Stadium Drive, Glen Rose, Texas 76043. TxDOT invites you or a representative from your organization to participate in the meeting.

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November 4, 2019

SH 144 Feasibility Study
Somervell County, Texas
CSJ: 0386-01-028

The Honorable Jack Johnson
Councilmember, City of Glen Rose
201 North East Vernon, PO Box 1949
Glen Rose, Texas 76043

Dear Councilmember Johnson:

The Texas Department of Transportation – Fort Worth District (TxDOT-FTW) is conducting a second Public Meeting to seek input on the Recommended Build Alternative and the No-Build Alternative for a second crossing of the Paluxy River in the City of Glen Rose. This meeting is planned for Thursday, November 21, 2019 from 5:30 p.m. to 7:30 p.m., at the Glen Rose High School Cafeteria located at 900 Stadium Drive, Glen Rose, Texas 76043. TxDOT invites you or a representative from your organization to participate in the meeting.

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November 4, 2019

SH 144 Feasibility Study
Somervell County, Texas
CSJ: 0386-01-028

The Honorable Rhonda Hawthorne
Councilmember, City of Glen Rose
201 North East Vernon, PO Box 1949
Glen Rose, Texas 76043

Dear Councilmember Hawthorne:

The Texas Department of Transportation – Fort Worth District (TxDOT-FTW) is conducting a second Public Meeting to seek input on the Recommended Build Alternative and the No-Build Alternative for a second crossing of the Paluxy River in the City of Glen Rose. This meeting is planned for Thursday, November 21, 2019 from 5:30 p.m. to 7:30 p.m., at the Glen Rose High School Cafeteria located at 900 Stadium Drive, Glen Rose, Texas 76043. TxDOT invites you or a representative from your organization to participate in the meeting.

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November 4, 2019

SH 144 Feasibility Study
Somervell County, Texas
CSJ: 0386-01-028

The Honorable Brian Birdwell
Texas Senate
PO BOX 12068
Austin, Texas 78711

Dear Senator Birdwell:

The Texas Department of Transportation – Fort Worth District (TxDOT-FTW) is conducting a second Public Meeting to seek input on the Recommended Build Alternative and the No-Build Alternative for a second crossing of the Paluxy River in the City of Glen Rose. This meeting is planned for Thursday, November 21, 2019 from 5:30 p.m. to 7:30 p.m., at the Glen Rose High School Cafeteria located at 900 Stadium Drive, Glen Rose, Texas 76043. TxDOT invites you or a representative from your organization to participate in the meeting.

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November 4, 2019

SH 144 Feasibility Study
Somervell County, Texas
CSJ: 0386-01-028

The Honorable J.D. Sheffield
Texas House of Representatives
PO BOX 2910
Austin, Texas 78768

Dear Representative Sheffield:

The Texas Department of Transportation – Fort Worth District (TxDOT-FTW) is conducting a second Public Meeting to seek input on the Recommended Build Alternative and the No-Build Alternative for a second crossing of the Paluxy River in the City of Glen Rose. This meeting is planned for Thursday, November 21, 2019 from 5:30 p.m. to 7:30 p.m., at the Glen Rose High School Cafeteria located at 900 Stadium Drive, Glen Rose, Texas 76043. TxDOT invites you or a representative from your organization to participate in the meeting.

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November 4, 2019

SH 144 Feasibility Study
Somervell County, Texas
CSJ: 0386-01-028

The Honorable John Cornyn
United States Senate
5001 Spring Valley Road, Suite 1125 E
Dallas, Texas 75244

Dear Senator Cornyn:

The Texas Department of Transportation – Fort Worth District (TxDOT-FTW) is conducting a second Public Meeting to seek input on the Recommended Build Alternative and the No-Build Alternative for a second crossing of the Paluxy River in the City of Glen Rose. This meeting is planned for Thursday, November 21, 2019 from 5:30 p.m. to 7:30 p.m., at the Glen Rose High School Cafeteria located at 900 Stadium Drive, Glen Rose, Texas 76043. TxDOT invites you or a representative from your organization to participate in the meeting.

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November 4, 2019

SH 144 Feasibility Study
Somervell County, Texas
CSJ: 0386-01-028

The Honorable John Cornyn
United States Senate
517 Hart Senate Office Building
Washington, D.C. 20510

Dear Senator Cornyn:

The Texas Department of Transportation – Fort Worth District (TxDOT-FTW) is conducting a second Public Meeting to seek input on the Recommended Build Alternative and the No-Build Alternative for a second crossing of the Paluxy River in the City of Glen Rose. This meeting is planned for Thursday, November 21, 2019 from 5:30 p.m. to 7:30 p.m., at the Glen Rose High School Cafeteria located at 900 Stadium Drive, Glen Rose, Texas 76043. TxDOT invites you or a representative from your organization to participate in the meeting.

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November 4, 2019

SH 144 Feasibility Study
Somervell County, Texas
CSJ: 0386-01-028

The Honorable Ted Cruz
United States Senate
Lee Park Tower II, 3626 N. Hall St., Suite 410
Dallas, Texas 75219

Dear Senator Cruz:

The Texas Department of Transportation – Fort Worth District (TxDOT-FTW) is conducting a second Public Meeting to seek input on the Recommended Build Alternative and the No-Build Alternative for a second crossing of the Paluxy River in the City of Glen Rose. This meeting is planned for Thursday, November 21, 2019 from 5:30 p.m. to 7:30 p.m., at the Glen Rose High School Cafeteria located at 900 Stadium Drive, Glen Rose, Texas 76043. TxDOT invites you or a representative from your organization to participate in the meeting.

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November 4, 2019

SH 144 Feasibility Study
Somervell County, Texas
CSJ: 0386-01-028

The Honorable Ted Cruz
United States Senate
127 A Russel Senate Office Building
Washington, DC 20510

Dear Senator Cruz:

The Texas Department of Transportation – Fort Worth District (TxDOT-FTW) is conducting a second Public Meeting to seek input on the Recommended Build Alternative and the No-Build Alternative for a second crossing of the Paluxy River in the City of Glen Rose. This meeting is planned for Thursday, November 21, 2019 from 5:30 p.m. to 7:30 p.m., at the Glen Rose High School Cafeteria located at 900 Stadium Drive, Glen Rose, Texas 76043. TxDOT invites you or a representative from your organization to participate in the meeting.

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November 4, 2019

SH 144 Feasibility Study
Somervell County, Texas
CSJ: 0386-01-028

The Honorable Roger Williams
United States House of Representatives
1708 Longworth House Office Building
Washington, DC 20515

Dear Congressman Williams:

The Texas Department of Transportation – Fort Worth District (TxDOT-FTW) is conducting a second Public Meeting to seek input on the Recommended Build Alternative and the No-Build Alternative for a second crossing of the Paluxy River in the City of Glen Rose. This meeting is planned for Thursday, November 21, 2019 from 5:30 p.m. to 7:30 p.m., at the Glen Rose High School Cafeteria located at 900 Stadium Drive, Glen Rose, Texas 76043. TxDOT invites you or a representative from your organization to participate in the meeting.

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Sincerely,

Loyl C. Bussell, P.E.
Fort Worth District Engineer

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November 4, 2019

SH 144 Feasibility Study
Somervell County, Texas
CSJ: 0386-01-028

The Honorable Roger Williams
United States House of Representatives
115 South Main Street, Suite 206
Cleburne, Texas 76033

Dear Congressman Williams:

The Texas Department of Transportation – Fort Worth District (TxDOT-FTW) is conducting a second Public Meeting to seek input on the Recommended Build Alternative and the No-Build Alternative for a second crossing of the Paluxy River in the City of Glen Rose. This meeting is planned for Thursday, November 21, 2019 from 5:30 p.m. to 7:30 p.m., at the Glen Rose High School Cafeteria located at 900 Stadium Drive, Glen Rose, Texas 76043. TxDOT invites you or a representative from your organization to participate in the meeting.

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SH 144 Feasibility Study Stakeholder Meeting # 3 Contact List

GREETING	SALUTATION	FIRST NAME	LAST NAME	TITLE	TITLE 2	ORGANIZATION	ADDRESS	CITY	STATE	ZIP CODE	TELEPHONE	EMAIL 1	EMAIL 2
Elected Officials													
The Honorable	Judge	Danny	Chambers	County Judge		Somervell County	PO Box 851	Glen Rose	Texas	76043	254-897-2322	cojudge@co.somervell.tx.us	electasst@co.somervell.tx.us
The Honorable	Commissioner	Larry	Hulsey	Commissioner	Precinct 1	Somervell County	PO Box 28	Glen Rose	Texas	76043	254-897-2206	larry.hulsey@co.somervell.tx.us	electasst@co.somervell.tx.us
The Honorable	Commissioner	Dwayne	Johnson	Commissioner	Precinct 2	Somervell County	PO Box 28	Glen Rose	Texas	76043	254-897-2206	dwayne.johnson@co.somervell.tx.us	electasst@co.somervell.tx.us
The Honorable	Commissioner	Kenneth	Wood	Commissioner	Precinct 3	Somervell County	PO Box 28	Glen Rose	Texas	76043	254-897-2206	kenneth.wood@co.somervell.tx.us	electasst@co.somervell.tx.us
The Honorable	Commissioner	Wade	Busch	Commissioner	Precinct 4	Somervell County	PO Box 28	Glen Rose	Texas	76043	254-897-2206	wade.busch@co.somervell.tx.us	wadebusch@yahoo.com
The Honorable	Sheriff	Alan	West	Sheriff		Somervell County	PO Box 3268	Glen Rose	Texas	76043	254-897-2242	alan.west@co.somervell.tx.us	
The Honorable	Mayor	Pam	Miller	Mayor		City of Glen Rose	201 North East Vernon, PO Box 1949	Glen Rose	Texas	76043	254-897-2272	pam.miller@glenrosetexas.org	
The Honorable	Mayor Pro Tem	Johnny	Martin	Mayor Pro Tem		City of Glen Rose	201 North East Vernon, PO Box 1949	Glen Rose	Texas	76043	254-897-2272	johnny.martin@glenrosetexas.org	
The Honorable	Councilmember	Chris	Bryant	Councilmember		City of Glen Rose	201 North East Vernon, PO Box 1949	Glen Rose	Texas	76043	254-897-2272	chris.bryant@glenrosetexas.org	
The Honorable	Councilmember	Julia	Douglas	Councilmember		City of Glen Rose	201 North East Vernon, PO Box 1949	Glen Rose	Texas	76043	254-897-2272	julia.douglas@glenrosetexas.org	
The Honorable	Councilmember	Jack	Johnson	Councilmember		City of Glen Rose	201 North East Vernon, PO Box 1949	Glen Rose	Texas	76043	254-897-2272	jack.johnson@glenrosetexas.org	
The Honorable	Councilmember	Rhonda	Hawthorne	Councilmember		City of Glen Rose	201 North East Vernon, PO Box 1949	Glen Rose	Texas	76043	254-897-2272	rhonda.hawthorne@glenrosetexas.org	
State and Federal Officials													
The Honorable	Senator	Brian	Birdwell	Senator	District 22	Texas State Senate	PO BOX 12068	Austin	Texas	78711	512-469-0122		
The Honorable	Representative	J.D.	Sheffield	Representative	District 59	Texas State House	PO BOX 2910	Austin	Texas	78768	512-463-0628		
The Honorable	Senator	John	Cornyn	Senator		United States Senate	5001 Spring Valley Road, Suite 1125 E	Dallas	Texas	75244	972-239-1310		
The Honorable	Senator	John	Cornyn	Senator		United States Senate	517 Hart Senate Office Bulding	Washington	D.C.	20510	(202) 224-2934		
The Honorable	Senator	Ted	Cruz	Senator		United States Senate	Lee Park Tower II, 3626 N. Hall St., Suite	Dallas	Texas	75219	214-599-8749		
The Honorable	Senator	Ted	Cruz	Senator		United States Senate	127 A Russel Senate Office Building	Washington	D.C.	20510	(202) 224-5922		
The Honorable	Representative	Roger	Williams	Representative	Congressional District 25	US House of Representatives	1708 Longworth House Office Building	Washington	D.C.	20515	202-225-9896		
The Honorable	Representative	Roger	Williams	Representative	Congressional District 25	US House of Representatives	115 South Main Street, Suite 206	Cleburne	Texas	76033	817-774-2575		

You're Invited!

SH 144 FEASIBILITY STUDY

PUBLIC MEETING #2

¡ESTÁ INVITADO! REUNIÓN PÚBLICA #2 SH 144 ESTUDIO
DE VIABILIDAD!

Thursday, November 21,
2019

jueves, 21 de noviembre
del 2019

5:30 p.m. – 7:30 p.m.

The Texas Department of Transportation invites you to attend a public meeting on Thursday, November 21, 2019 at Glen Rose High School from 5:30 p.m. to 7:30 p.m. The feasibility study has analyzed the need for and potential location of a second bridge crossing over the Paluxy River. Displays showing the recommended alternative route will be available for viewing. The meeting will be held in an open house style to allow the public to view displays and ask questions. TxDOT personnel will be available to answer questions and solicit your input.

El Departamento de Transporte de Texas (TxDOT, por sus siglas en inglés) les invita a la reunión pública el jueves, 21 de noviembre del 2019, esta se llevará a cabo en Glen Rose High School de 5:30 p.m. a 7:30 p.m. El estudio de viabilidad ha evaluado la necesidad y posible ubicación de un segundo puente sobre el "Paluxy River". Habrán exhibiciones de la alternativa recomendada para revisión. La reunión se llevará a cabo en forma de casa abierta permitiendo al público ver las exhibiciones y hacer preguntas. El personal de TxDOT estará disponible para contestar preguntas y recibir comentarios.

Glen Rose High
School Cafeteria
900 Stadium Drive
Glen Rose, TX 76043

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated Dec. 16, 2014, and executed by FHWA and TxDOT.



2501 SW Loop 820
Fort Worth, TX 76133

If you have questions or
comments, please contact:

Mr. Natnael T. Asfaw, P.E.,
PMP
(817) 370-6603
Natnael.Asfaw@txdot.gov

You are receiving this notice for the sole purpose of notifying property owners near the proposed project area about this upcoming public meeting opportunity.

El único propósito de este aviso es notificar a los propietarios de las zonas cercanas al proyecto propuesto acerca de la oportunidad de asistir a esta próxima Casa Abierta.



Attachment C

Sign-in Sheets

Attendance

Total Attendance: 129
Members of the Public: 103
Elected/Public Officials: 8
TxDOT personnel: 9
Project Consultants: 9

Contents

1. Sign-in Sheets



SH 144 Feasibility Study – Public Meeting #2

Location: Glen Rose High School Date: 11/21/2019 Time: 5:30 – 7:30 p.m.

Sign-in Sheet

Public		
Name	Association	E-Mail
Tanan Stephenson		
Beth Sutton		
Harvey Mantooth	Vine Life Church	
Dannie Akeman	" " "	
Thomas Beaul		
Johnnie Beaulin		
Chery / Nelson		
Marshall Nelson		
Ronald Whitehead	SELF	
Joanna Norman		



SH 144 Feasibility Study – Public Meeting #2

Location: Glen Rose High School Date: 11/21/2019 Time: 5:30 – 7:30 p.m.

Sign-in Sheet

Name	Public Association	E-Mail
Joe Ann Everett	Self	
Deborah Bartlett		
Charles E. Douglas	Self	
Charles D. Doss	Self	
Karyn Bright Bonstal	Self	
Tony Yocham	Self	
Darlene Stephenson	Self	
Bob + Joan Taylor	Self	
Michael Tennant	City of Glen Rose	
Jason Sanchez	Public	



SH 144 Feasibility Study – Public Meeting #2

Location: Glen Rose High School Date: 11/21/2019 Time: 5:30 – 7:30 p.m.

Sign-in Sheet

Public		
Name	Association	E-Mail
Chris Outage	Public	
Lory Matthews	Public	
Sandra Skrei	Public - High Hope Ranch	
Kathy Monz	Public	
Daniel P. Frost	Public	
Mom De R...	Public	
Patricia K. Nabours	Public & landowner	
Clifford L. Nabours	Public & Landowner	
Lori Whitworth	Public	
TJ Walker	Public	



SH 144 Feasibility Study – Public Meeting #2

Location: Glen Rose High School Date: 11/21/2019 Time: 5:30 – 7:30 p.m.

Sign-in Sheet

Name	Public Association	E-Mail
Kristie Wade	Public	
Robert Daniels	Public	
Randy Whitworth	"	
Dale Walker	Public	
W. B. Green	Public	
Kristine Saboda	Public	
Winnie Wyatt	Wyatt Family Partnership	
William Wyatt	"	
Brandon Wyatt	Wyatt Family Partnership	
Mark Wyatt	Wyatt Family Partnership	



SH 144 Feasibility Study – Public Meeting #2

Location: Glen Rose High School Date: 11/21/2019 Time: 5:30 – 7:30 p.m.

Sign-in Sheet

Public Association		
Name	Public Association	E-Mail
Linda Lender		
David Lender		
Chris Morris		
Jeff Noell		
Steve Moore		
Debbie Moore		
Dr. Kevin Wyatt	Wyatt Family partnership	
Carol	WYATT FAMILY PARTNERS	
Melodie Isham		
Randy Isham		



SH 144 Feasibility Study – Public Meeting #2

Location: Glen Rose High School Date: 11/21/2019 Time: 5:30 – 7:30 p.m.

Sign-in Sheet

Public		
Name	Association	E-Mail
Loan Bryant	SELF	
Buck Boy Bryant	SELF	
Tony Higgins	Wyatt Family Partnership	
DARAN MILLER	GLEN LAKE CAMP	
Amanda Hen ^{Greg} _{John}	Self	
Karen Richardson		
Tom OSBORN	SELF	
Kenneth Shadowens	Self	
Don Mc CARTY	SELF	
chuck + Sharon Turner	home owner	



SH 144 Feasibility Study – Public Meeting #2

Location: Glen Rose High School Date: 11/21/2019 Time: 5:30 – 7:30 p.m.

Sign-in Sheet

Public		
Name	Association	E-Mail
Kara ROGGE		
Jeanie Heard		
Mike Heard		
Virginia Smith		
Jeremy Prescott		
REBECCA SEILWERT		
G A Fredas		
B Brauer		
Wendy Huggins		
Christ Huggins		



SH 144 Feasibility Study – Public Meeting #2

Location: Glen Rose High School Date: 11/21/2019 Time: 5:30 – 7:30 p.m.

Sign-in Sheet

Public		
Name	Association	E-Mail
Suzie Anderson	Public	
Loumyie Coble	Public	
MARSHALL NESS	Public	
BECKIE STOVER	PUBLIC	
STAN STOVER	PUBLIC	
PATRICK Locke	Public	
DEMETRA SALTING	PUBLIC	
William Elgren	Public	
Natalie Davidson	Public	
James Wood	Public	



SH 144 Feasibility Study – Public Meeting #2

Location: Glen Rose High School Date: 11/21/2019 Time: 5:30 – 7:30 p.m.

Sign-in Sheet

Public		
Name	Association	E-Mail
Pick Clark	Public	[REDACTED]
Russ Miller	PUBLIC	



SH 144 Feasibility Study – Public Meeting #2

Location: Glen Rose High School Date: 11/21/2019 Time: 5:30 – 7:30 p.m.

Sign-in Sheet

Name	Public Association	E-Mail
Bryant Wyatt	Wyatt Family Part.	
Madhur Wyatt	Wyatt Family Partnership	
Bronwyn Wyatt Higgins	Wyatt Family Partnership	
Jared Wood	Wood Farms	
Paulene Price		
Bayan Whitlock	D+D CABINS	
Linda West		
Bill Moore	Self	



SH 144 Feasibility Study – Public Meeting #2

Location: Glen Rose High School Date: 11/21/2019 Time: 5:30 – 7:30 p.m.

Sign-in Sheet

Name	Public Association	E-Mail
Kathy Gode		
Jimmy Gosdin		
Scott Prasifka		
Mark SIMONS		
Pinckney Smith		
Nancy Moore	self	
Holley Prescott		



SH 144 Feasibility Study – Public Meeting #2

Location: Glen Rose High School Date: 11/21/2019 Time: 5:30 – 7:30 p.m.

Sign-in Sheet

Elected Officials		
Name	Association	E-Mail
Larry Cremon	Planning & Zoning	Renee (a) Texas Toll Road
LARRY WILSON	PLANNING & ZONING	LWILSON51@WINDSTREAM.NET
DANNY CHAMBERLAIN	Somervell County	
JACK JOHNSON	CITY COUNCIL	JACK.JOHNSON@GULFBUSINESS.ORG
BRETT NABORS	Somervell County Hospital	brett.nabors@hotmail.com
JOHNNY MARTIN	CITY COUNCIL	
Chuck & Sharron Turner		



SH 144 Feasibility Study – Public Meeting #2

Location: Glen Rose High School Date: 11/21/2019 Time: 5:30 – 7:30 p.m.

Sign-in Sheet

Elected Officials		
Name	Association	E-Mail
Dwayne Johnson	Commissioner PR #2	
Gary Kafer	st. Rep. JD Sheffield	gary.kafer@house.texas.gov ✓
Richard Vaughn	CITY COUNCIL	wpusco25@stcglobal
Alan West	Somervell Co. Sheriff	alan.west@co.somervell.tx.us
Wade Busch	Somervell CO Commissioner	Wade.Busch@co.somervell.tx.us ✓



SH 144 Feasibility Study – Public Meeting #2

Location: Glen Rose High School Date: 11/21/2019 Time: 5:30 – 7:30 p.m.

Sign-in Sheet

TxDOT Staff and Consultants		
Name	Association	E-Mail
MATT ESTES	PAPE-DAWSON	mestes@pape-dawson.com
Robert Sutton	Walter P Moore	rsutton@walterpmoore.com
PAUL BARTHOLOMEW	WALTER P MOORE	Paul.Bartolomew@walterpmoore.com
Gilysa Garcia	Blanton & Associates, Inc.	
Kim Johnson	Blanton & Associates, Inc.	
Megan Luschen	Blanton & Associates, Inc.	
Mashhood Shah	Pape-Dawson	mshah@pape-dawson.com
Bethany Kurtz	TxDOT	
JAMIE SAWYER	TxDOT	JAMIE.SAWYER@TXDOT.GOV
Erika Knox	TxDOT	erika.knox@txdot.gov



SH 144 Feasibility Study – Public Meeting #2

Location: Glen Rose High School Date: 11/21/2019 Time: 5:30 – 7:30 p.m.

Sign-in Sheet

TxDOT Staff and Consultants		
Name	Association	E-Mail
Natnael Asfaw	TxDOT	Natnael.Asfaw@txdot.gov
JEREMY DOOLEY	TxDOT	jeremy.dooley@txdot.gov
Sarah Horner	TxDOT	Sarah.Horner@txdot.gov
David Fowler	TxDOT	david.fowler.---
Jerry Hunter	TxDOT	jerry.hunter@txdot.gov
ThySilc. Silva	WPMA	tsilva@walterpmoore.com
DEMETRA SALTING		
CURTIS HANAW	TxDOT	CURTIS.HANAW@txdot.gov
KURT SCHULTE	Walter P MOORE	KSCHULTE@walterpmoore.com



Attachment D

Comments Received

Comments submitted before the meeting

3 (prior to Public Meeting)

Comments submitted in writing at the meeting

30

Comments submitted by mail/email after the meeting

10

Contents

1. Comment Received

From: [Jerry Hunter Jr](#)
To: [Kim Johnson](#)
Cc: [Natnael Asfaw](#); [Robert Sutton \(RSutton@walterpmoore.com\)](#); [Thusitha Silva <TSilva@walterpmoore.com>](#) ([TSilva@walterpmoore.com](#)); [Paul Bartholomew \(PBartholomew@walterpmoore.com\)](#); [Megan Luschen](#); [David Fowler](#); [Sarah Horner](#)
Subject: RE: SH 144 Stakeholder Meeting Comments
Date: Friday, October 25, 2019 10:31:40 AM

Kim,

A Mrs. Deborah Gartrell who lives at 1331 CR 413, Glen Rose came to this office and wanting the alignment on the west end of the project to be moved to the north to miss 'her friends house". She believes it would better to go thru the trailer park 500'-600' north.

Thanks,
Jerry

From: Kim Johnson [mailto:kjohnson@blantonassociates.com]
Sent: Thursday, October 24, 2019 6:42 PM
To: Sarah Horner <Sarah.Horner@txdot.gov>
Cc: Natnael Asfaw <Natnael.Asfaw@txdot.gov>; Robert Sutton (RSutton@walterpmoore.com) <RSutton@walterpmoore.com>; Thusitha Silva <TSilva@walterpmoore.com> (TSilva@walterpmoore.com) <TSilva@walterpmoore.com>; Paul Bartholomew (PBartholomew@walterpmoore.com) <PBartholomew@walterpmoore.com>; Megan Luschen <megan.luschen@blantonassociates.com>; Jerry Hunter Jr <Jerry.Hunter@txdot.gov>; David Fowler <David.Fowler@txdot.gov>
Subject: SH 144 Stakeholder Meeting Comments

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hey Sarah, Jerry, and David,

I think one of you mentioned that you received comments after the last Stakeholder Meeting. Could you all please send them to us so that we can incorporate them into our meeting summary? Thank you so much!

kjohnson@blantonassociates.com

5 Lakeway Centre Court, Suite 200, Austin, Texas 78734
T: 512.264.1095 x120 | M: 512.567.9270

This communication, including attachments, is for the exclusive use of addressee and may contain proprietary, confidential or privileged information. If you are not the intended recipient, please notify the sender immediately by return e-mail and delete this communication and destroy all copies.

Please consider the environment before printing this e-mail.

From: Jerry Hunter Jr <Jerry.Hunter@txdot.gov>
Sent: Wednesday, October 30, 2019 2:46 PM
To: Natnael Asfaw <Natnael.Asfaw@txdot.gov>
Cc: Kim Johnson <kjohnson@blantonassociates.com>; Thusitha Silva (TSilva@walterpmoore.com) (TSilva@walterpmoore.com) <TSilva@walterpmoore.com>; David Fowler <David.Fowler@txdot.gov>; Sarah Horner <Sarah.Horner@txdot.gov>
Subject: SH 144 Feasibility

Natnael,

This gentleman OC Vest (214) 534-9736 called wanting the most recent drawings of A & B to review. He is friends with the owner of the airport and may have some valuable input on this project. I am not sure we can give him drawings that we have not presented to date, but maybe we could give him a drawing of what has been shown. Let me know if this is possible.

Thanks,

Jerry Hunter
Design Project Coordinator
Texas Department of Transportation
Stephenville Area Office
254-965-3511



From: Natnael Asfaw <Natnael.Asfaw@txdot.gov>
Sent: Thursday, November 7, 2019 9:01 AM
To: Robert Sutton (RSutton@walterpmoore.com); Paul Bartholomew; Kim Johnson; Megan Luschen
Subject: FW: SH 144 layouts
Attachments: FM 144 - Wyatt Family Partnership - Preferred Alignment Sketch 11-4-2019.pdf; Proposed FM 144 Intersection with US 67 11-4-2019.pdf

Please see this comment for the layouts.

Regards,
Natnael T. Asfaw, P.E., P.M.P.
Project Manager,
Fort Worth District | Consultant Management Office (CMO)

Texas Department of Transportation

2501 SW Loop 820, Fort Worth, TX 76133
Tel (817) 370 6603 | Mobile (682) 429-0459
Natnael.Asfaw@txdot.gov

Committed to Safety, Personal wellness and Public Service

From: Jerry Hunter Jr
Sent: Tuesday, November 05, 2019 8:55 AM
To: Natnael Asfaw <Natnael.Asfaw@txdot.gov>
Cc: David Fowler <David.Fowler@txdot.gov>; Sarah Horner <Sarah.Horner@txdot.gov>
Subject: FW: SH 144 layouts

Comments for SH 144. Please forward to Consultant.

Thanks,
Jerry

From: Ocie Vest [REDACTED]
Sent: Monday, November 04, 2019 4:44 PM
To: Jerry Hunter Jr <Jerry.Hunter@txdot.gov>
Cc: David Fowler <David.Fowler@txdot.gov>; Sarah Horner <Sarah.Horner@txdot.gov>
Subject: RE: SH 144 layouts

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Jerry,
On behalf of the Wyatt Family Partnership, we would like for TxDOT to consider the attached sketch as a possible alignment option for the FM144 project.

We believe that this option provides for numerous advantages over your current Options A and B as follows:

1. Provides the shortest distance for new roadway construction resulting in a more efficient use of public transportation funds.
2. Provides the shortest bridge span, resulting in further reduced costs.
3. Short bridge span also reduces environmental impacts to the Paluxy River.

- 4. Follows existing roadway corridors to the greatest extent possible thereby reducing impacts to virgin forested areas.
- 5. Follows existing topography thereby reducing the earthwork and related costs to construct the roadway.
- 6. Does not require removal of any existing residential or commercial structures.
- 7. Avoids conflicts with the Wyatt Airstrip (FAA approved).
- 8. Avoids conflicts with existing Wyatt homes, barns and cattle management.

Please let me know your thoughts.

Thanks,

Ocie L. Vest, PE
Senior Vice President - Entitlements

5949 Sherry Lane
Suite 800
Dallas, Texas 75225
Direct 214.239.2373
Cell 214.534.9736



STRATFORDLAND

From: Jerry Hunter Jr <Jerry.Hunter@txdot.gov>
Sent: Monday, November 04, 2019 10:22 AM
To: Ocie Vest [Redacted]
Cc: David Fowler <David.Fowler@txdot.gov>; Sarah Horner <Sarah.Horner@txdot.gov>
Subject: RE: SH 144 layouts

See attached.

From: Ocie Vest [Redacted]
Sent: Monday, November 04, 2019 9:53 AM
To: Jerry Hunter Jr <Jerry.Hunter@txdot.gov>
Cc: David Fowler <David.Fowler@txdot.gov>; Sarah Horner <Sarah.Horner@txdot.gov>
Subject: RE: SH 144 layouts

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Jerry,
Still looking for that Dropbox invite.
Thanks,

Ocie L. Vest, PE
Senior Vice President - Entitlements

5949 Sherry Lane
Suite 800
Dallas, Texas 75225
Direct 214.239.2373

Cell 214.534.9736
[REDACTED]



From: Ocie Vest
Sent: Friday, November 01, 2019 10:59 AM
To: Jerry Hunter Jr <Jerry.Hunter@txdot.gov>
Cc: David Fowler <David.Fowler@txdot.gov>; Sarah Horner <Sarah.Horner@txdot.gov>
Subject: RE: SH 144 layouts

Hi Jerry,
Just wanted to make sure that you got my email yesterday. Still looking for the dropbox invite.
Thanks,

Ocie L. Vest, PE
Senior Vice President - Entitlements

5949 Sherry Lane
Suite 800
Dallas, Texas 75225
Direct 214.239.2373
Cell 214.534.9736
[REDACTED]



From: Ocie Vest
Sent: Thursday, October 31, 2019 4:31 PM
To: Jerry Hunter Jr <Jerry.Hunter@txdot.gov>
Cc: David Fowler <David.Fowler@txdot.gov>; Sarah Horner <Sarah.Horner@txdot.gov>
Subject: RE: SH 144 layouts

Hi Jerry,
Got your email, but have not yet seen the dropbox invite.
Thanks,

Ocie L. Vest, PE
Senior Vice President - Entitlements

5949 Sherry Lane
Suite 800
Dallas, Texas 75225
Direct 214.239.2373
Cell 214.534.9736
[REDACTED]



From: Jerry Hunter Jr <Jerry.Hunter@txdot.gov>
Sent: Thursday, October 31, 2019 4:02 PM
To: Ocie Vest [REDACTED]
Cc: David Fowler <David.Fowler@txdot.gov>; Sarah Horner <Sarah.Horner@txdot.gov>
Subject: SH 144 layouts

Mr. Vest,

I just sent you a dropbox file with the layouts you requested.

Thanks,

Jerry Hunter
Design Project Coordinator
Texas Department of Transportation
Stephenville Area Office
254-965-3511



NOVEMBER 4, 2019

AUGMENT PREFERRED BY WYATT FAMILY PARTNERSHIP

- MINIMIZES TOTAL LENGTH OF ROADWAY TO CONSTRUCT.
- MINIMIZES TOTAL LENGTH OF BRIDGE STRUCTURE OVER PALOUM RIVER
- LEAST IMPACTFUL TO WYATT PROPERTY
- UTILIZES EXISTING ROADWAY CORRIDORS TO THE GREATEST EXTENT POSSIBLE.

FM144 at US67

Write a description for your map.



- Legend**
- Best Western Dinosaur Valley Inn & Suites
 - Century 21 Quad J Realty
 - Cheerful Heart Gifts
 - Glen Rose Convention & Visitors Bureau
 - Glen Rose Veterinary Clinic
 - The Ranch House Barbecue
 - United Co-Op Services

312

Old US Hwy 67

NE Big Bend Trail (67)

Bo Gibbs Blvd

200 ft





SH 144 Feasibility Study
Somervell County, Texas
Public Meeting #2
November 21, 2019
CSJ 0386-01-028

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OFFICIAL COMMENTS (PLEASE PRINT):

*In full agreement with
recommended alternative route.
Hope road is paved connecting
Summit Lidge.*

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

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

Name: _____

Address: _____

Phone: _____

Email: _____

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.



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OFFICIAL COMMENTS (PLEASE PRINT):

looks good so far but needs to
go back to 67 Hwy w of town.
This helps with the trucks but not
school traffic.

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

Name: Tom Beaudin
Address: 1239 CR 413
Glen Rose Tx 76043
Phone: 254 897 2492
Email: [REDACTED]

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OFFICIAL COMMENTS (PLEASE PRINT):

THIS IS THE NICEST NEIGHBORHOOD IN GLENROSE -
CITY LIMITS SUMMIT ESTATES AND THIS
ROAD WILL DESTROY THAT - PROPERTY VALUES
WILL DROP AS WILL TAXES ON
PROPERTIES ALL THROUGH THERE -
DOES NOTHING TO FIX SCHOOL TRAFFIC
NOW SUMMIT RIDGE FOLK WILL WAIT 30
MINUTES IN MORNING TO GET THROUGH TOWN AND
GET TO HEAR TRUCKS BEAR UP AND DOWN
THOSE HILLS ALL NIGHT

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

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

Name: BILL BOY BRYANT

Address: 303 SUMMIT EDGE PK

Phone: _____

Email: _____

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OFFICIAL COMMENTS (PLEASE PRINT):

We would like to keep
our country, natural
surroundings -
without noise or heavy
traffic flying by each
home -

Please work it out
that it will not destroy
the beautiful Glen Rose -

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

Name: Joan Burt
Address: 303 Summit Edge Dr
Phone: 469-955-6511
Email: 

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OFFICIAL COMMENTS (PLEASE PRINT):

- I live on Co Rd 312. There are 20-25 Homes between Van Lant Rd & FM 200. The M&W Sand & Gravel Mining is getting ready to put 200 Trucks a day from ^{Co Rd} FM 401 & FM 200 to US 67 that's one end of Co Rd 312. Now your proposal is bring 45 144 down past Co Rd 312. There will be a stop sign on Co Rd 312. Use this rd 4-8 times a day. Take 20 Homes x 6 that is at least 120 cars entering & turning per day!!
- Plus this cuts the Wyatt Farm in 1/2!! I will help them fight this proposal.

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

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

Name: Rick + Christie Clark
 Address: 2776 Co Rd 312
Glen Rose, Tx 76043
 Phone: 817 578 1149
 Email: [REDACTED]

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OFFICIAL COMMENTS (PLEASE PRINT):

GOOD PLAN, I DO THINK THAT YOU WILL
NEED TO SLOW SPEED AT INTERSECTION WITH 144
TO 60 MPH, BECAUSE OF ALL THE TRUCK
TRAFFIC

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

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

Name: Stremean

Address: 174 Valley View

GLENN ROSE 76043

Phone: 817-925-1577

Email: _____

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OFFICIAL COMMENTS (PLEASE PRINT):

Please consider how we use the property @ the cliff edge of proposal 5 & 6. We have a home & provide programming on this property. We have concerns for safety, sound/noise, and land access to our property.

Please contact us with any questions or concerns about our property.

*Spoke to them
make sure we have address list

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

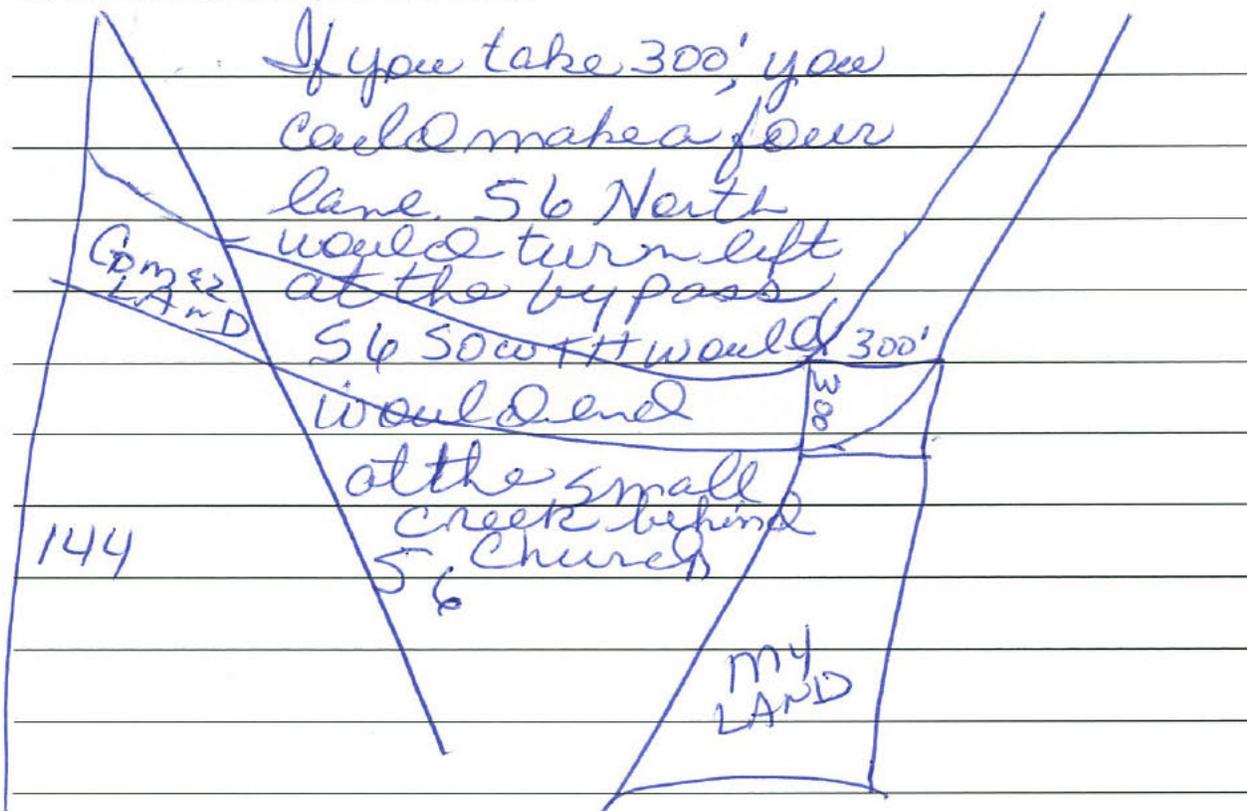
Name: Natalie Davidson
Address: 1102 NE BARNARD ST
Over Rose, TX 74043
Phone: 254.997.2247
Email: [REDACTED]

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

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OFFICIAL COMMENTS (PLEASE PRINT):



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

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

Name: Deborah Jarrell
 Address: Box 473
1331 CR 413
 Phone: 254-897-4795
 Email: [REDACTED]

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OFFICIAL COMMENTS (PLEASE PRINT):

My BIGGEST CONCERN FOR GLEN LAKE CAMP IS NO
RECOGNITION ON ANY OF THE PLANS FOR OUR PROPERTY UP ON THE
HILL WHERE THE PROPOSAL OF THE ROUTE WOULD RUN. WE ARE
NOT TOTALLY SAYING THAT WE DON'T WANT THE ROUTE GOING BY
OUR PROPERTY, WE WOULD LIKE TO BE INVOLVED IN THE PROCESS IF IT
WOULD. IT AFFECTS OUR GROWTH POTENTIAL TO BUILD AND EXPAND
OUR CAMP. WE ARE LAND LOCKED AND OUR LOWER PROPERTY IS IN THE
FLOOD WAY.

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

Name: DARAN MILLER
Address: 1102 NE BARNARD ST.
GLEN ROSE, TX 76043
Phone: 269.626.4091
Email: 

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.



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OFFICIAL COMMENTS (PLEASE PRINT):

Please reconsider your route through the Wyatt's property. You would have a much more positive response if you would work with them. Your current route divides their pasture in such a way that they would have to cross the road just to get their cows/livestock from the field to the pens.

An alternate route would also keep the road farther away from current housing.

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

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

Name: Nancy Moore

Address: PO Box 1156

Glen Rose, Texas

Phone: _____

Email: _____

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OFFICIAL COMMENTS (PLEASE PRINT):

I am landowner of the land marked
 PL Nabours. Tonight I learned from the
 engineer that instead of a single road through
 my property, now there will be three double
 Laned roads taking the entire front of
 my property.

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

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

Name: P.K. Nabours
 Address: P O Box 434
Glen Rose TX 76043
 Phone: 254 396 4015
 Email: 

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SH 144 Feasibility Study
Somervell County, Texas
Public Meeting #2
November 21, 2019
CSJ 0386-01-028

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OFFICIAL COMMENTS (PLEASE PRINT):

land within the route that does not affect
homeowners could be used to create the long
curve required to allow to utilize 56 to
reach 144 South.

- how is this a "creation" of alternate emergency/evacuation as
it is the longest route of the alternate route choices

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

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

Name: P.K. Nabours

Address: PO Box 434

Glen Rose, TX 76043

Phone: 254 396-4015

Email: [REDACTED]

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OFFICIAL COMMENTS (PLEASE PRINT):

Truck & vehicle traffic through town - no signal light
 most traffic stays within the downtown area

CPSES (Nuclear Breach) evacuation from plant has never
 included South Hwy 144 (35 year employee)
 morning school traffic - need a signal light for flow of
 traffic

- The intersection that will open to 144 S will come out
 into a dip on one side & slight hill on the other
 with option 5 & 6 - very dangerous.

a creek cross both ^{option} 5 & 6 where the route meets 144 S

Continued.

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

I am employed by TxDOT

I do business with TxDOT

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

Name: P.K. Nabours

Address: PO Box 434
 1936 S Hwy 144 Glen Rose, TX 76043

Phone: 254 396 4015

Email: [REDACTED]

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OFFICIAL COMMENTS (PLEASE PRINT):

T & E Habitat - We have worked for 25 years
eliminating toxins And making our Ccerage organic
We have bumblebees, bees, fox, deer, Horny Toads,
Cedar warblers, the list goes on. 4 acres
dedicated to Bee food. years of time and
effort to improve our environment.

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

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

Name: P.K. Nabours

Address: P.O. Box 434

Phone: 254 396 4015

Email:

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OFFICIAL COMMENTS (PLEASE PRINT):

I am in opposition to Alternative 1
Please make the complete Feasibility Study available now.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:
 I am employed by TxDOT
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 I could benefit monetarily from the project or other item about which I am commenting

Name: MARSHALL NESS
Address: 1133 Abigail Ln
Glen Rose
Phone:
Email:

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OFFICIAL COMMENTS (PLEASE PRINT):

My understanding is that the proposed highway will be built a few hundred feet away from the Summit Ridge subdivision. This would be very close to my home on Summit Ridge Drive. I have children that would be in danger if a highway were that close. It would also be a noise nuisance, an eyesore built through the natural habitat, and could negatively affect my current property value. If it must be built, it should be as far away from existing homes as possible. I'm afraid a highway built that close to my home may disrupt my family's life so much we may need to relocate.

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

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

Name: Jason Powell
 Address: 405 Summit Ridge Dr.
Glen Rose, TX 76043
 Phone: ~~817~~ 817-727-1609
 Email: [REDACTED]

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OFFICIAL COMMENTS (PLEASE PRINT):

The highway should run along the back property line of Dr. Wyatts land, and as far away from the Summit Ridge subdivision as possible. There are many small children in the Summit Ridge neighborhood. The noise will be a nuisance to homeowners, a safety concern for the children, and an eye sore on the natural landscape.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:
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 I could benefit monetarily from the project or other item about which I am commenting

Name: Tiffanie Pounds
Address: 405 Summit Ridge Dr
Glen Rose, TX 76043
Phone: 817-683-9855
Email: [REDACTED]

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OFFICIAL COMMENTS (PLEASE PRINT):

We live in the Summit Ridge Subdivision. Our House is located at the very end of the street on Summit Ridge Drive. The proposed route places "144" less than 1,000 ft. ~~pk~~ from our back porch. This route would destroy our neighborhood, property values, and upend our current life. the route must be shifted ~~and~~ farther east,

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes 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

Name: Scott Prasifka
Address: 403 Summit Ridge Dr.
Glen Rose, Tx 76043
Phone: 254) 396-2156
Email: 

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Q

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OFFICIAL COMMENTS (PLEASE PRINT):

The new highway would destroy the lives of many people trying to escape the city but to only show that they can never escape. This route will not reduce school traffic but in some areas make it worse. The escape route for nuclear evacuation would not be helpful. The main bridge ~~will~~ would not erode for at least 80 years then, should it only be a problem. This would be one of the worst routes possible for it is the longest, the most expensive, and going through the most water & floodplains.

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

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

Name: Patton Prescott
 Address: 1275 st. Fm. 56
Glen Rose Tx. 76043
 Phone: 817-673-7139
 Email: [REDACTED]

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OFFICIAL COMMENTS (PLEASE PRINT):

11/21/19

I agree with alternate route showing today. Through White Place and intersecting with Hwy. 67 at red light. 147-67 intersection

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

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

Name: Paulene Price

Address: 1405 Van Zandt Rd.
mailing address
P.O. Box 2864 (Dun Rose)
76043

Phone: 817-243-8367

Email: _____

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OFFICIAL COMMENTS (PLEASE PRINT):

Would like to see the route moved as far east and south of the nearby housing development as possible. (Summit Ridge)

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

- I am employed by TxDOT
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- I could benefit monetarily from the project or other item about which I am commenting

Name: KARA ROGGE
 Address: 1109 CROSS BRANCH
GLEN ROSE 76043
 Phone: 817-507-9662
 Email: [REDACTED]

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OFFICIAL COMMENTS (PLEASE PRINT):

WITHOUT QUESTION THE NEW ROAD SHOULD BE AS FAR EAST AS POSSIBLE AND AVOID DOWNTOWN AT ALL COSTS. THIS SHOULD AT LEAST ALLEVIATE THE TRUCK TRAFFIC. WITH THAT SAID, IT SHOULD BE AS FAR AS POSSIBLE FROM SUMMIT RIDGE. SIMPLY PUT - IMPACT THE FEWEST HOME OWNERS AS POSSIBLE. WITH THAT SAID - THIS ONLY SEEMS TO AFFECT THE TRUCK TRAFFIC. ID LIKE TO SEE ADDITIONAL EFFORTS IN PLACE TO ALLEVIATE COMPUTER TRAFFIC.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes 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

Name: DEMETRA SALTING
Address: 307 CEDAR ST
GLEN ROSE
Phone: 214-284-8632
Email: 

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OFFICIAL COMMENTS (PLEASE PRINT):

I LIVE AT 101 SUMMIT EDGE COURT, THE ROAD WILL BE APPROXIMATELY 150' FROM MY PROPERTY. I AM CONCERNED ABOUT THE VOLUME OF BIG TRUCKS AND THE NOISE THEY WILL MAKE. DR WYATT OWNS THE PROPERTY YOU ARE BUILDING THE ROAD ACROSS. HE WOULD LIKE TO SEE THE ROAD BUILT FURTHER ONTO HIS PROPERTY AND AWAY FROM SUMMIT RIDGE SUBDIVISION. THIS WILL NOT MITIGATE TRAFFIC ON THE BRIDGE AND THE INTERSECTION OF RNM 144 DURING SCHOOL TRAFFIC. IT WILL REDIRECT SOME TRUCK TRAFFIC BUT NOT THE TRAFFIC GOING TO HENEFORD (HWY 56).

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

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

Name: BREWIE STOVEN

Address: 101 SUMMIT EDGE COURT

GLEN ROSE, TX 76043

Phone: 979-77-4614

Email: [REDACTED]

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OFFICIAL COMMENTS (PLEASE PRINT):

THE PROPOSED ROUTE PASSES DIRECTLY BEHIND SUMMIT RIDGE
 SUBDIVISION - PARTS OF THE ROUTE HAS A RESIDENTIAL AREA LISTED
 AS ASHE/JUNIPER/LIVE OAK - THIS IS SUMMIT EDGE & SUMMIT EDGE CT,
 I LIVE ON SUMMIT EDGE CT. THERE IS A MORE DIRECT ROUTE
 THAT CAN AVOID RESIDENTIAL AREAS. THE NOISE OF 10,000
 VEHICLES PER DAY WILL BE SUBSTANTIAL. THE PRESENT
 PROPOSAL WOULD IN MY OPINION LOWER MY PROPERTY VALUES
 AND THIS IS UNACCEPTABLE TO ME.

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

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

Name: STAN STOVER
 Address: 101 SUMMIT EDGE COURT
GLEN ROSE, TEXAS 76043
 Phone: 979-255-0187
 Email: 

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OFFICIAL COMMENTS (PLEASE PRINT):

What I observe with your plan is it will limit the household Areas growth, It will also be so Noisy Day + Night with The Traffic. It will deter The Wildlife + designate Wetland birds. The Value of our property will be drastically affected.

I heartly say I cannot support This SH 144 Feasibility Study!

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

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

Name: Joan Echols Taylor

Address: 111 Summit View

Glen Rose, TX 76043

Phone: 254-396-1445

Email: 

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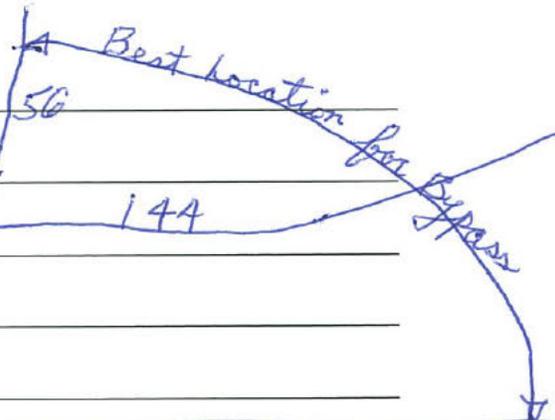
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OFFICIAL COMMENTS (PLEASE PRINT):

1st alternative

The current location for proposed Bypass impacts too many Homes



2nd alternative

Bring Road Straight across

Remove this loop

144

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

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

Name: ROBERT TAYLOR

Address: 111 SUMMIT VIEW

Phone: 254-898-1204

Email: [REDACTED]

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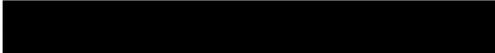
OFFICIAL COMMENTS (PLEASE PRINT):

I support the recommended alternative #6. This route will encourage the commercial trucks to by pass downtown and therefore improve the environment of the downtown. This route also impacts less citizens of the county than the routes that are shown closer to the downtown. This route makes the pedestrians using Heritage Park safer and more user friendly.

As #6 directs traffic to the east of Glen Rose, driving 67 in Glen Rose (on 67) will become safer.

As a resident on #1 ^{recommended} alternative, I appreciate my concerns about the impacts for my neighborhood being considered and the resultant alternate route being ^{recommended}.

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

Name: Sharon Turner
 Address: 1157 Cty Rd 2001
Glen Rose TX 76042
 Phone: 817-266-0438
 Email: 

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OFFICIAL COMMENTS (PLEASE PRINT):

Hi,

After reviewing your plan I want to make the following comments:

- (1) the exit onto ^{SH} 144 is in a potentially dangerous position the exit is in a low spot with no passing zone - truckers don't stop - this creates a potential road hazard - I ~~am~~ & my children are on the road 7 days a week
- (2) there is already infrastructure created even if it's a private road it can be used to save on cost

(3) there is a bumblebee hive in the area - you will need to consider how to protect this protected species

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

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

Name: Kristie Wade

Address: 523 ACR 2700

Walnut Springs, TX 76690

Phone: 254-396-5300

Email: [REDACTED]

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OFFICIAL COMMENTS (PLEASE PRINT):

④ for emergency evacuation individuals south of plant will go to Stephenville or Cleburne. ~~NOT~~ NH 144
 ⑤ NH 144 is a dangerous road there are people that travel 516 because of this - Need to restudy numbers
 ⑥ traffic during school days can back to up to 516. these are people going into Glen Rose not around - this recommendation takes people out of the way for school which is the biggest traffic issue.

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

I am employed by TxDOT

I do business with TxDOT

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

Name: K Wade

Address: 523A CR 2700
Walnut Springs TX 76690

Phone: 254-396-5300

Email: [REDACTED]

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OFFICIAL COMMENTS (PLEASE PRINT):

I Support this route south of Glen Rose. It seems as though the most residents affected are outside the city and in an open area. The main heavy "truck" traffic would be routed around the heavily populated areas. The new proposal is also still close to the edges of the city that tourism won't be sent way around our local businesses and the travellers can still easily drop into town and shop.

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

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

Name: Dora Walker
 Address: 1604 SW Barnard St.
Glen Rose TX 76043
 Phone: 432-517-0184
 Email: [REDACTED]

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OFFICIAL COMMENTS (PLEASE PRINT):

I like the proposed route south of town.
 I realize that it will interrupt some homes
 + divide some property but it really appears to
 be the best alternative of all the previously
 proposed routes. A lot of preparation went into
 figuring this out and it looks great.
 Thank you for not going through
 town!
 This route seems to disrupt the least amount
 of people.

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

- 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

Name: T J Walker
 Address: 604 SW Barnard St.
Glen Rose, TX 76043
 Phone: 432/517-0361
 Email: [REDACTED]

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.



SH 144 Feasibility Study
Somervell County, Texas
Public Meeting #2
November 21, 2019
CSJ 0386-01-028

The Texas Department of Transportation (TxDOT) actively seeks your comments on this proposed project. Your comments are always welcome and will be given serious consideration during the remainder of project development. Written comments may be submitted to the TxDOT District Office using this form or by letter postmarked by December 6, 2019. Thank you for your comments.

OFFICIAL COMMENTS (PLEASE PRINT):

WE LIVE IN A HOUSE IN SUMMIT RIDGE THAT WILL BE CLOSE TO THE ROAD. OUR CONCERN IS THE NOISE. IF THERE CAN BE A BUFFER ZONE BETWEEN OUR BACK YARD AND THE ROAD SUCH AS THE CEDAR TREES CLOSE TO OUR BACK YARD.

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

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

Name: RONALD WHITEHEAD

Address: 209 SUMMIT EDGE DRIVE

Phone: 817-475-1369

Email: [REDACTED]

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

~~Dr. H. E. Wyatt - 817-229-5015/7442~~ - Email - [REDACTED]
 Dr. Cedric Wyatt - 817-726-0330 - SH 144 Feasibility Study
 Dr. William Wyatt Jr. 817-320-236-9119 - Somervell County, Texas
 Dr. Bryant Wyatt 817-320-7882 - Public Meeting #2
 November 21, 2019
 CSJ 0386-01-028 [REDACTED]

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Mark Wyatt - 903-818-0802 - [REDACTED]

OFFICIAL COMMENTS (PLEASE PRINT):

I understand the need for a road to relieve the traffic. We however would like to present an alternative route that would be beneficial to both the community and our family. Mr. Vest presented that to TxDOT two weeks ago. We as the major land donors are major stakeholders. We were not contacted. Our contact information is public record. We do not ~~not~~ believe we were heard. However, we believe we have an alternative that will work for all. I will include all of our contact information.

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

I am employed by TxDOT

I do business with TxDOT

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

Name: Mark Wyatt ^{Wyatt Family} _{Painters-Style}

Address: 1520 Syracuse Dr.
Van Alstyne TX 75495

Phone: 903-818-0802

Email: [REDACTED]

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OFFICIAL COMMENTS (PLEASE PRINT):

~~When~~ Whenever we understand the need for the expansion of Hwy 144, we were not invited to the stakeholder's meeting at which it was apparently decided to cut the Wyatt Three Rivers ranch, (A working operation with 3, (4 if you count the great-grandkids) generations involved) We are the major stakeholder here. We have given you several alternatives which do NOT cut the property in half. Please consider them

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

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

Name: William E. Wyatt Jr.
 Address: 2717 Cross Timbers #424
Flower Moand, TX 75028
 Phone: (214) 236-9119
 Email: 

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TXDOT - FTW
NOV 25 2019
DISTRICT MAILROOM

SH 144 Feasibility Study
Somervell County, Texas
Public Meeting #2
November 21, 2019
CSJ 0386-01-028

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OFFICIAL COMMENTS (PLEASE PRINT):

- ~~original #~~
- 1) Please give serious attention to the alternate routes proposed by the Wyatt Family -
 - 2) Traffic backup e 144 and 67 intersection on eastern edge, can find a work-around (flashing yellow left turn lights), and the hill into town can have a flashing light indicating a light) to incorporate the dog-leg it Alternative design that hill is already tough driving into sunset
 - 3) what precautions do you take to protect the quality and the flow of the river?

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

I am employed by TxDOT

I do business with TxDOT

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

Name: Sandra Skovic

Address: PO Box 1796, Glen Rose TX 76043
3353 CR 2009, Law mail

Phone: 254-998-4296

Email: [REDACTED]

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

4- I understand NIMBY & know you'll never reach 100% happiness!

Sandra Stuever
High Hope Lunch
800 Box 17919
Ogden Wash, TX
76043

TX DOT
Attn: Mr. Logg C. Russelle, P.E.
District Engineer
9501 Southwest Logg 830
Fort Worth, TX
76133

Dist
Admin

TXDOT - FTW
NOV 25 2019
DISTRICT MAIL ROOM

NORTH TEXAS TX P&DC
DALLAS TX 750
23 NOV 2019 PM 7 L



SH 144 Feasibility Study
Somervell County, Texas
Public Meeting #2
November 21, 2019
CSJ 0386-01-028

TXDOT - FTW
NOV 25 2019
DISTRICT MAILROOM

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OFFICIAL COMMENTS (PLEASE PRINT):

Members of Wyatt Family Partnership felt Betrayed
#5 (As of March 22) had been eliminated entirely
#6 had become Alternate "B".

Alternate "A" appeared out of nowhere and
was presented as the ONLY possible route
Objections to Alternate "A"

- 1- Practically obliterates Boy Scout Camping area
- 2- Increases route unnecessarily
- 3- Goes through additional Flood Pl.

When Lake Granbury is Released, the Brazos
backs up from east (there is no flood threat from west)
4- Wyatt Family which will contribute so much elsewhere will have
houses, barns, working pens impacted + destroyed.

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

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

Name: Kevin D. Wyatt
Address: 1739 C.R. 312
Glen Rose, Tx - 76043
Phone: 817-475-7544
Email: [REDACTED]

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NORTH TEXAS
DALLAS TX 75201
23 NOV 2019



W3R
#1738 COUNTY RD. 312
GLEN ROSE, TX 76043

Admin

TXDOT - FTW
NOV 25 2019
DISTRICT MAILROOM

Texas Department of Transportation
Attention: Mr. Loyl C. Bussell, P.E.
District Engineer
2501 Southwest Loop 820
Fort Worth, Texas 76133

76133-230001



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SH 144 Feasibility Study
Somervell County, Texas
Public Meeting #2
November 21, 2019
CSJ 0386-01-028

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OFFICIAL COMMENTS (PLEASE PRINT):

The "meeting" was most disappointing. Most representatives passed us to another person - most didn't or couldn't answer the question: "Why does the by-pass have to come so close to a residential area AND said by-pass shows an exit ramp through an existing, established neighborhood of at least 20 current homeowners - (establishing a major access through said neighborhood) When questioned about the access road your rep. stated - "Oh, it probably won't be located there - - - Again, it is obvious homeowners have no consideration. Other routes do avoid major home additions.

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

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

Name: Linda Anderson
Address: 302 Summit Ridge
Alex. Lou, Texas 76043
Phone: 214 458 3384
Email: 

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

L. Lander
302 Summit Ridge
Glen Rose, Tx 76043

NORTH TEXAS TX F&DC
DALLAS TX 750
27 NOV 2019 PM 11.1



Dist Admin

Texas Department of Transportation
Attention: Mr. Loyl C. Bussell, P.E.
District Engineer
2501 Southwest Loop 820
Fort Worth, Texas 76133



76133-230001



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From: Matt Estes @PD <MEstes@pape-dawson.com>
Sent: Wednesday, December 4, 2019 5:33 PM
To: Robert Sutton <RSutton@walterpmoore.com>
Cc: Paul Bartholomew <PBartholomew@walterpmoore.com>; Mashhood Shah @PD <MShah@pape-dawson.com>; Kim Johnson <kjohnson@blantonassociates.com>
Subject: FW: SH 144 Alignment through the Wyatt Family Partnership Property in Glen Rose, Texas

Bob,

I just received this from Ocie Vest, the engineer representing the Wyatt family.

Thanks,

Matt Estes, P.E. | Design Leader
Pape-Dawson Engineers, Inc.
TBPE Firm Registration #470 | TBPLS Firm Registration #10193974

10350 Richmond Ave., Suite 200, Houston, TX 77042
P: 713-428-2400 | **E:** MEstes@pape-dawson.com

Houston | San Antonio | Austin | Fort Worth | Dallas

CONFIDENTIALITY NOTICE

This electronic mail transmission may be confidential, may be privileged, and should be read or retained only by the intended recipient.

If you have received this transmission in error, please immediately notify the sender and delete it from your system.

From: Ocie Vest <[REDACTED]>
Sent: Wednesday, December 4, 2019 5:29 PM
To: David Fowler <David.Fowler@txdot.gov>
Cc: Jerry Hunter Jr <Jerry.Hunter@txdot.gov>; Matt Estes @PD <MEstes@pape-dawson.com>; Cevin [REDACTED]
Subject: SH 144 Alignment through the Wyatt Family Partnership Property in Glen Rose, Texas

Mr. Fowler,

It was a pleasure to meet you, Jerry, Matt and the rest of your SH 144 team at Glen Rose at the Public Meeting No. 2 for the SH 144 project.

As we discussed, we agreed that the Wyatt Family Partnership (WFP), considering the significant impact to their property, would become a stakeholder for the purpose of future meetings and correspondence on this project. We also look forward to being a part of the design team to help

guide the feasibility and schematic design through the WFP property. Please let me know when the next design meeting is to be held and I will do my best to accommodate your schedule.

I have attached a very rough sketch of the two ideas we discussed at the Public Meeting as we work together to try and find a transportation solution that works for TxDOT and that minimizes the negative impacts to the WFP property.

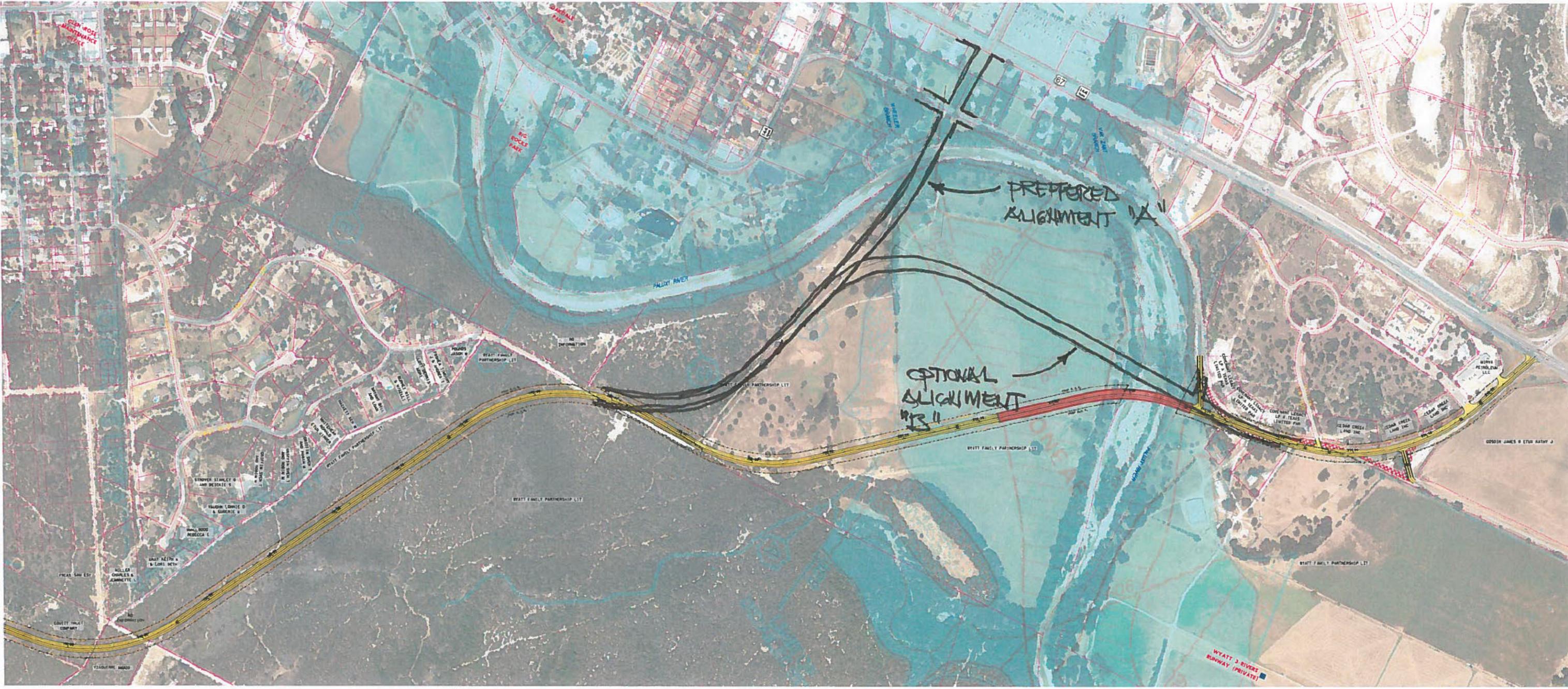
Look forward to hearing from you.

Best,

Ocie L. Vest, PE
Senior Vice President - Entitlements

5949 Sherry Lane
Suite 800
Dallas, Texas 75225
Direct 214.239.2373
Cell 214.534.9736

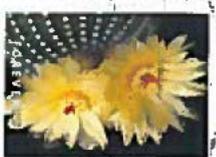




WYATT FAMILY PARTNERSHIP
12/4/2019

PDB 84
76077

POSTAL TEXAS TX PERM



TXDOT - FTW
DEC 06 2019
DISTRICT MAIL ROOM

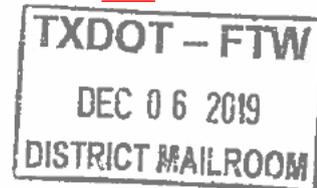
Dr Dept of Transportation
Attn: Mr. Jay C. Buswell, P.E.

District Engineer

2501 SW Loop 820

AT WWA ~~313-23001~~





SH 144 Feasibility Study
Somervell County, Texas
Public meeting #2
November 21, 2019
CSJ 0386-01-028

OFFICIAL COMMENT:

1-----This alternate bridge over the Paluxy concerning the SH144 south residents began as another evacuation route, if needed, from the Comanche Peak Nuclear Power Plant.

#2-----The next issue became the handling of the morning traffic coming in from SH144 South, bringing in school children. The traffic backs up for a mile or more at a certain time window in the early morning, affecting anyone traveling that route, not just the parents trying to get their children to school on time.

#3----Now the only issue being discussed is the importance to remove any large trucks from the downtown square roads.

TX DOT HAS ALREADY TOLD THE CITY OF GLEN ROSE TX THAT THEY COULD PASS A CITY ORDINANCE FOR NO THRU TRUCK TRAFFIC ON THE CITY SQUARE----CITY MANAGER MIKE LEAMONS HAS THAT LETTER FROM TX DOT BUT HAS DONE NOTHING!!!!!!!!!!

The latest route proposal for this new SH144 bridge and road, involving land of the Wyatt Ranch, and out to Hwy 56 needs to be relocated. This route calls for an intersection with CR 312 and CR 333. This will be a death trap. There were many serious accidents at the intersection of SH 144 and Hwy 67, many being fatalities, before a red light was ever installed. This scenario should not be set up to happen again, which is what this route presents.

Traffic problems on CR 312 will be major with the opening of the Ingram Concrete Mine at the M & W Ranch, set to open any day. The traffic from that mine comes down a private road onto FM 200 and towards Hwy 67. This route includes a very strong S curve, with a blind spot, at the intersection of FM 200 and CR 312. TxDot personnel, David Fowler(254-965-3511), guaranteed all the residents of CR 312, and the other concerned citizens, that this S curve on FM 200 would be redesigned to become a straight road in order for the intersection of CR 312 and FM 200 to be safe. NOTHING has been done except for new signs showing a sharp curve! So we are well aware of how these meetings go and how much attention is paid to the concerns of the citizens. These trucks will be using CR 312 as a convenient way to get to the convenience/fuel store at the intersection of CR 333 and Hwy 67 and also using it to travel back over to the mine. This will create a very serious, dangerous intersection at CR 312 and CR 333 for these trucks to navigate, putting everyone, especially the residents on CR 312, in great danger.

The residents of CR 312 want a meeting with the engineer of the new road and bridge over the Paluxy River to voice our concerns and get this route changed to elsewhere in the county. TxDot informed everyone at a previous meeting, that is route through the Wyatt Ranch was the most expensive and the least favored. Now TxDot is saying that all citizen responses show this to be the most favored route!!! We personally do not believe this is true!

Melodie Isham
254-897-7468

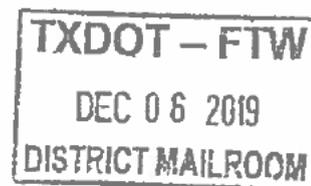
WV84
70077

Texas Dept. of Transportation
Attn: Mr. Loyl C. Bussell, P.E.
District Engineer
2501 SW Loop 820
Fort Worth, TX

NORTH TEXAS TX P&DC
DALLAS TX 750
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DEC 06 2019
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SH 144 Feasibility Study
Somervell County, Texas
Public meeting #2
November 21, 2019
CSJ 0386-01-028

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Randy Isham
254-897-7468

GRIFFIN
1128 WIGWAM
VEANER, TX
76041

TXDOT - FTW
DEC 09 2019
DISTRICT MAIL ROOM

AUSTIN TX 787
RIO GRANDE DISTRICT
DEC 09 2019 PM 4 1



MR. BUSSEY
DISTRICT ENGINEER
TEXAS DEPARTMENT OF TRANSPORTATION
2501 SOUTHWEST LOOP
FORT WORTH TX 76133

76133-999955





SH 144 Feasibility Study
Somervell County, Texas
Public Meeting #2
November 21, 2019
CSJ 0386-01-028

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OFFICIAL COMMENTS (PLEASE PRINT):

Please see attached letter

Multiple horizontal lines for writing official comments.

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

Name: Sven & Robin Griffin
Address: 205 Summit Edge Dr.
Glen Rose, TX 76043
Phone: 512-731-7272
Email: [Redacted]

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

December 5, 2019

Mr. Loyl C Bussell, P.E.
District Engineer
Texas Department of Transportation
2501 Southwest Loop
Fort Worth, Texas 76133

Re: SH 144 Feasibility Study; Somervell County, Texas; CSJ 0386-01-028

Dear Mr. Bussell,

We are writing in opposition to the proposed alignment SH 144 as depicted in the November 21st meeting, which runs adjacent to eastern most boundary of my property. While I understand the proposed road will be offset from my property by a few hundred feet, I believe the community and the property owner on which the proposed alignment runs through has proposed a better alignment that does not divide his property. As voiced by the property owner whose land is represented on the attached map and many people at the meeting the roadway project would be more desirable by the community if it were moved more to the eastern property boundary. This would not only prevent the current property owner from having his house separate from his barn but would also shift the alignment far from the existing residential neighborhood. I believe adjusting the proposed route of SH 144 to the furthest most easterly property line depicted in blue on the map would serve the community interest for connectivity while minimize the impact from traffic noise on existing residents. In addition, it would create an alignment that is minimizes the impact the property owner who has expressed the desire for a route on the eastern side of his property.

Thank you for your consideration,



Sven Griffin, GISP & Robin Griffin, AICP
205 Summit Edge Dr
Glen Rose, TX 76043
512-731-7272

Higgins
16541 Holly Pl
Flower Mound, TX
75022

NORTH TEXAS TX-75022
DALLAS TX 750
15 DEC 2019 PM 2 L

62



Texas Department of Transportation
Attention: Mr. Loyl C. Bussell, P.E.
District Engineer
2501 Southwest Loop 820
Fort Worth, Texas 76133

TXDOT - FTW
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76133-230001



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SH 144 Feasibility Study
 Somervell County, Texas
 Public Meeting #2
 November 21, 2019
 CSJ 0386-01-028

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ATTN Terry Hunter

OFFICIAL COMMENTS (PLEASE PRINT):

Just Making Sure that you have everyone's contact information. Please be in touch with us, and Ocie Vest, whose contacts you already have, I am sure, and keep us posted with any, and all changes you have to make to the plan as it stands.

Sincerely,
 Bronwyn W. Higgins

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

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

Name: Bronwyn Higgins
 Address: 1641 Holly Pl.
 Flower Mound, TX 75022
 Phone: 214 533 6133
 Email: [REDACTED]

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Attn Jerry Hunter

64

Wyatt Family Partnership, LLC.

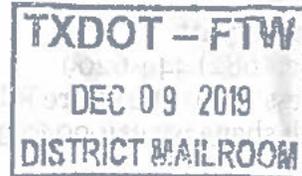
Untitled

Interested Parties' Contact Info

Dr. William Wyatt, Sr. (Bill)
Phone: (817) 229-5742
Address: 1738 CR 312, Glen Rose, TX 76043
Email: [REDACTED]

Re: Glen Rose
SH AA Study.

Winnie Dowden Wyatt
Phone: (817) 475-7544
Address: 1738 CR 312, Glen Rose, TX 76043



Dr. William Wyatt, Jr (Will)
Phone: 214-236-9119
Address: 3316 Heather Glen Dr. Flower Mound, Texas, 75028
Email: [REDACTED]

Dr. C. Cevin Wyatt
Phone: 817-726-0330
Address: 1738 CR 312, Glen Rose, TX 76043
Email: [REDACTED]

Dr. Bryant Wyatt
Phone: (817) 320-7883, (254) 968-1907
Address: 1009 W Vanderbilt St, Stephenville TX 76401
Email: [REDACTED]

Rev. Mark Wyatt
Phone: (903) 818-0802
Address: 1520 Syracuse Road, Van Allstyne TX 75495
Email: [REDACTED]

Melissa Weislak Wyatt
Phone: (903) 818-0732
Address: 1520 Syracuse Road, Van Allstyne TX 75495
Email: [REDACTED]

Madhur Varma Wyatt
Phone: (254) 434-7803
Address: 1009 W Vanderbilt St, Stephenville TX 76401
Email: [REDACTED]

Christopher Wyatt
Phone: (214) 533-2688
Address: 407 Burgundy St. #2, New Orleans LA 70112
Email: [REDACTED]

Bronwyn Wyatt Higgins

Phone: 214 533 6133
Address: 1641 Holly Place, Flower Mound, TX 75022
Email: [REDACTED]

Brandon Wyatt
Phone: (682) 225-2269
Address: 527 Woodhurst Dr, Coppell TX 75019
Email: [REDACTED]

Shane Wyatt
Phone: (682) 444-6209
Address: 4140 Drexmore Rd., Fort Worth, TX 76244
Email: [REDACTED]

Sam Wyatt
Address: 1520 Syracuse Road, Van Allstyne TX 75495

Sarah Wyatt
Address: 1520 Syracuse Road, Van Allstyne TX 75495

Seth Wyatt
Address: 1520 Syracuse Road, Van Allstyne TX 75495

Tony Higgins
Phone: 214 205 1203
Address: 1641 Holly Place, Flower Mound, TX 75022
Email: [REDACTED]

Elise Wyatt
Phone: (254) 723-9000
Address: 527 Woodhurst Dr, Coppell TX 75019
Email: [REDACTED]

Remington Wyatt
Address: 527 Woodhurst Dr, Coppell TX 75019

Steven Moore
402 Summit Ridge Drive
Glen Rose, TX 76043

Texas Department of Transportation
Attn: Mr. Loyl E. Bussell, P.E.
District Engineer
2501 Southwest Loop 820
Fort Worth, TX 76133

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Admin

TXDOT - F110
DEC 09 2019
DISTRICT MAIL ROOM

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TXDOT - FTW
DEC 09 2019
DISTRICT MAILROOM

SH 144 Feasibility Study
Somervell County, Texas
Public Meeting #2
November 21, 2019
CSJ 0386-01-028

The Texas Department of Transportation (TxDOT) actively seeks your comments on this proposed project. Your comments are always welcome and will be given serious consideration during the remainder of project development. Written comments may be submitted to the TxDOT District Office using this form or by letter postmarked by December 6, 2019. Thank you for your comments.

OFFICIAL COMMENTS (PLEASE PRINT):

I am 100% opposed to Alternative 6, this route runs directly through the Wyatt's 3 Rivers Ranch. You will be destroying a huge refuge for deer, birds, and many wildlife species. Also this property is used by Boy Scout Troop 725 Glen Rose many weekends through the year. The Scouts camp and hike all over the property. Next this Alternative is very invasive to Summit Ridge Estates and will be feet from my property, this will create lower home values, noise, street traffic. Alternative 6 is the most expensive route that will destroy a lot of property. One question would you want this in your neighborhood? I think NOT! Alternative 3 makes the most sense to alleviate traffic problems.

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

Name: Steven Moore
Address: 402 Summit Ridge Drive
Glen Rose, TX 76043
Phone: 817-773-4459
Email:

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.



SH 144 Feasibility Study
Somervell County, Texas
Public Meeting #2
November 21, 2019
CSJ 0386-01-028

The Texas Department of Transportation (TxDOT) actively seeks your comments on this proposed project. Your comments are always welcome and will be given serious consideration during the remainder of project development. Written comments may be submitted to the TxDOT District Office using this form or by letter postmarked by December 6, 2019. Thank you for your comments.

OFFICIAL COMMENTS (PLEASE PRINT):

The Wyatt family Partnership, whose land constitutes a large majority of the project 'ingression, would like to come up with a less disruptive route to our routine activities. Bifurcating a working ranch when there are already a myriad of other routes available, even through our land, is not a great idea.

Please work with my grandparents and Uncles to come to a better solution. Much Appreciated, Bronwyn Wyatt Higgins

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

I am employed by TxDOT

I do business with TxDOT

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

Name: Bronwyn Wyatt Higgins

Address: 1641 Holly PL
Flower Mound, TX 75022

Phone: 214 533 6133

Email: [REDACTED]

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

Higgins
1641 Holly Pl
Flower Mound, TX
75022

TX TEXAS
DALLAS 750
05 DEC '19
PM 11 L

69



Dist
Design

TXDOT - FTW
DEC 12 2019
DISTRICT MAILROOM

Texas Department of Transportation
Attention: Mr. Loyl C. Bussell, P.E.
District Engineer
2501 Southwest Loop 820
Fort Worth, Texas 76133

76133-230001



Instructions-

Fill out the reverse side of this form. You may leave the form at the public meeting or take it with you and mail it to the TxDOT office. To mail, simply fold this form in thirds so that the TxDOT address is on the outside. Tape closed where indicated.



Attachment E

Public Meeting Materials

Boards

Engineer Roll Plots

Looping Presentation

Handouts at the Public Meeting

Comment Form

Room Layout Factsheet

Contents

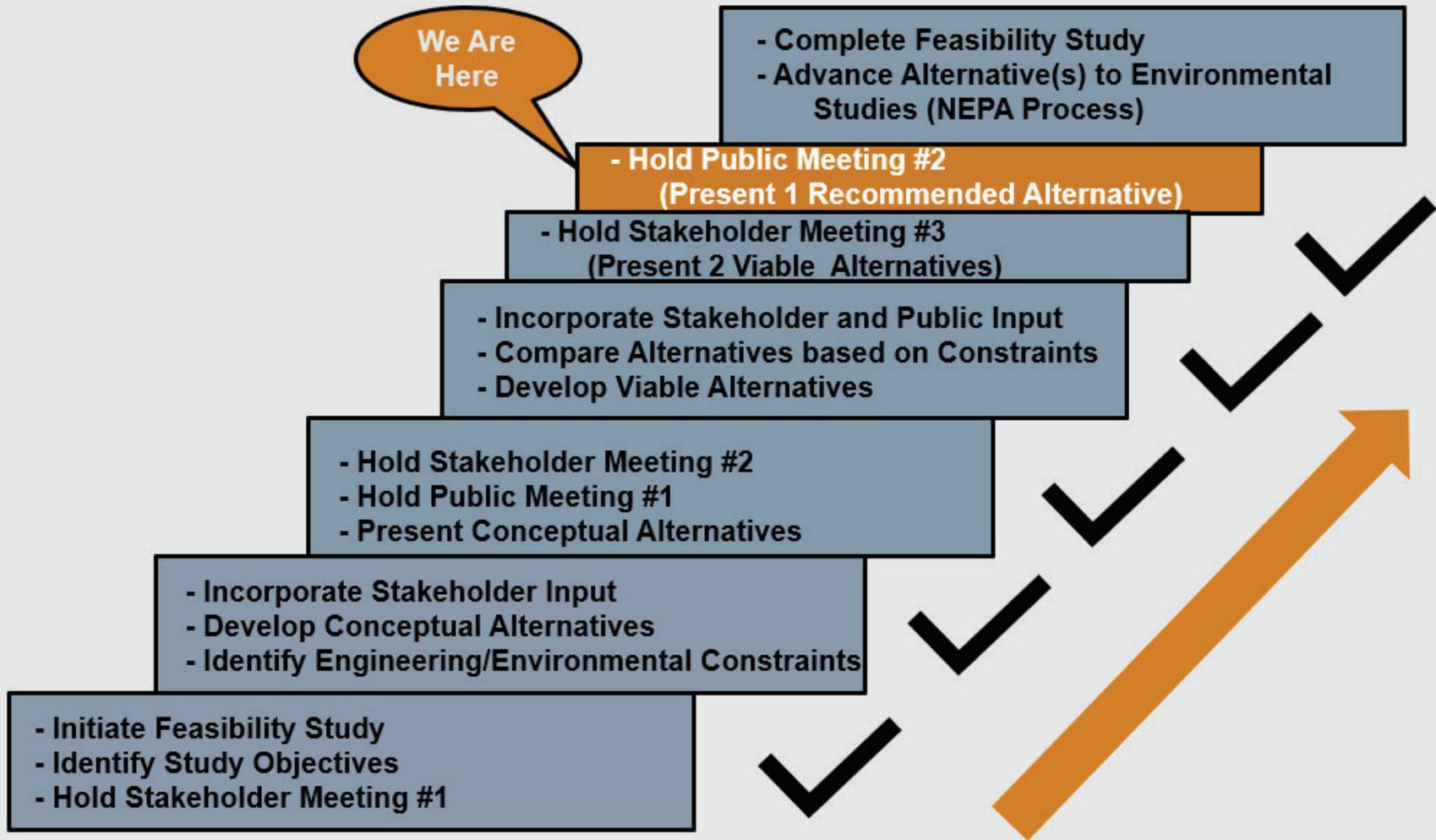
1. Welcome Board
2. Environmental Constraints Boards
3. Engineer Roll Plots
4. Looping Presentation
5. Comment Form
6. Room Layout Factsheet

WELCOME!

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014 and executed by FHWA and TxDOT.

¡BIENVENIDO!

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables este proyecto están siendo o han sido, llevadas a cabo por TxDOT bajo las reglas del Acta 23 U.S.C 327 y un Memorando de Entendimiento fechado el 16 de diciembre, del 2014 y ejecutado por la FHWA y el TxDOT.



Paluxy River Crossing Concerns:

- Currently, there is only one crossing of the Paluxy River along SH 144.
- If the current bridge became unusable, for whatever reason, users would have to drive over 15 miles for an alternative route.

Study Objectives:

- Evaluate the need and viability of a second crossing of the river.
- Gain early input into local conditions and issues.



Environmental Constraints: Aquatic and Historic Resources

SH 144 Feasibility Study
Somervell County, Texas

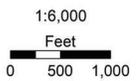
Public Meeting #2 - November 21, 2019



- Proposed Right-of-way
- Study Area
- Existing Bridge

- National Register of Historic Places-Listed Historic District
- National Register of Historic Places-Eligible Historic District

- River/Stream
- National Wetlands Inventory Feature
- 100-year Floodplain



Base Map: TOP Aerial Imagery 2015



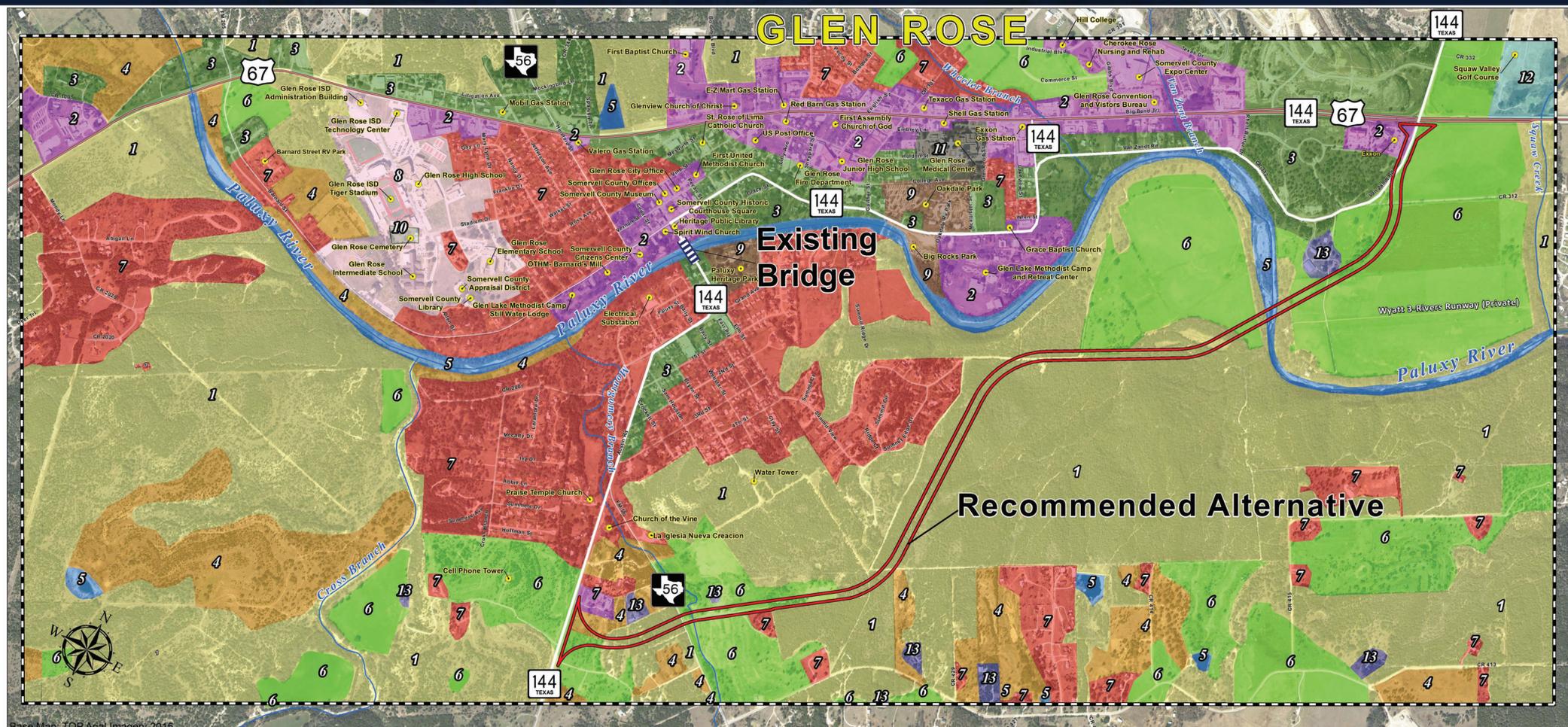
TEXAS DEPARTMENT OF TRANSPORTATION

Environmental Constraints: Land Use/Land Cover

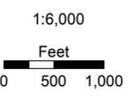
SH 144 Feasibility Study

Somervell County, Texas

Public Meeting #2 - November 21, 2019

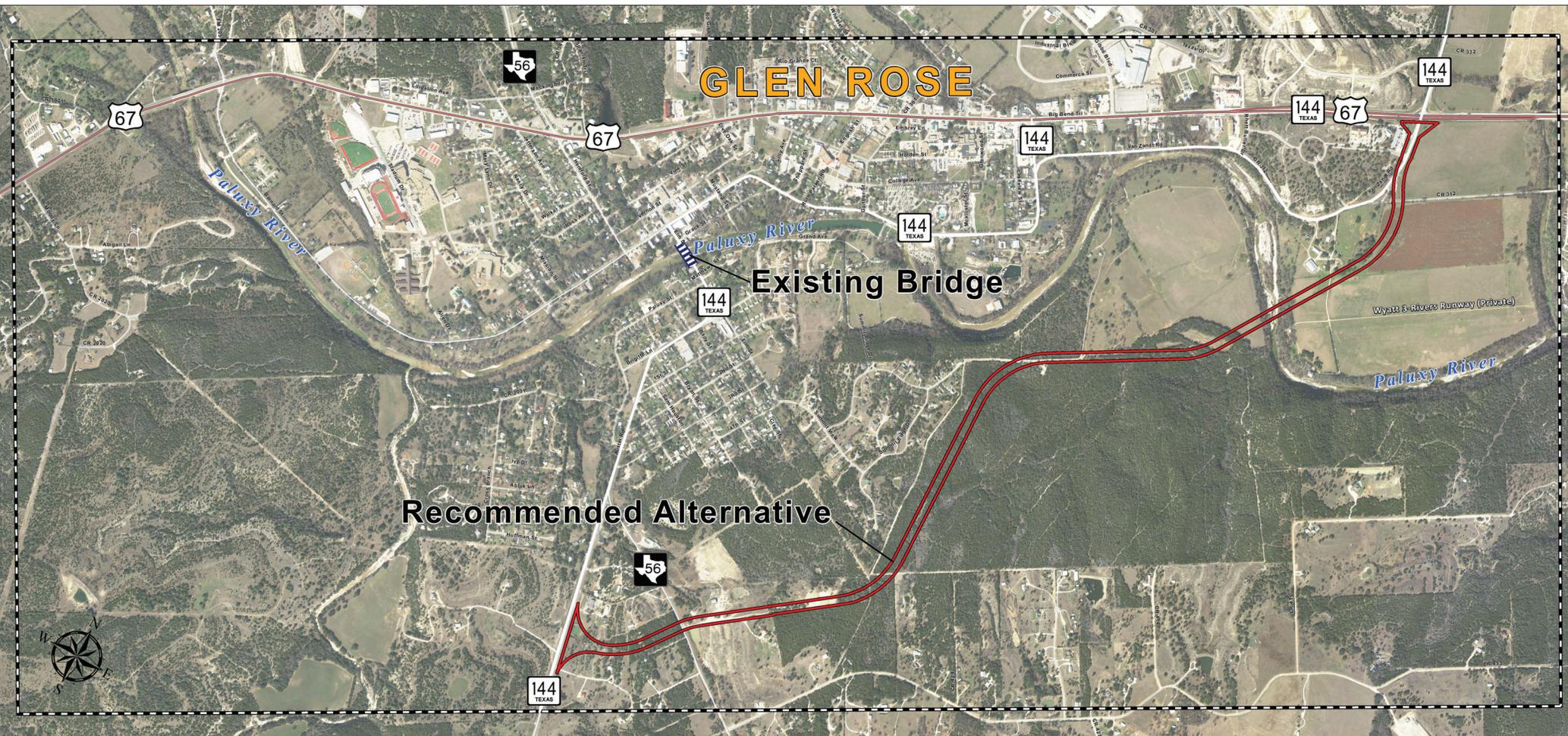


Base Map: TOP Aerial Imagery, 2015

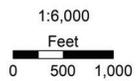


Recommended Alternative SH 144 Feasibility Study Somervell County, Texas

Public Meeting #2 - November 21, 2019



- Study Area
- Proposed Right-of-way
- Existing Bridge



Base Map: TOP Aerial Imagery 2015





SH 144 Feasibility Study

CSJ: 0386-01-028

Public Meeting #2

November 21, 2019

5:30 pm – 7:30 pm

March 16, 2020



SH 144 Feasibility Study Objectives



Paluxy River Crossing Concerns:

- Currently, there is only one crossing of the Paluxy River along SH 144.
- If the current bridge became unusable, for whatever reason, users would have to drive over 15 miles for an alternative route.

Study Objectives:

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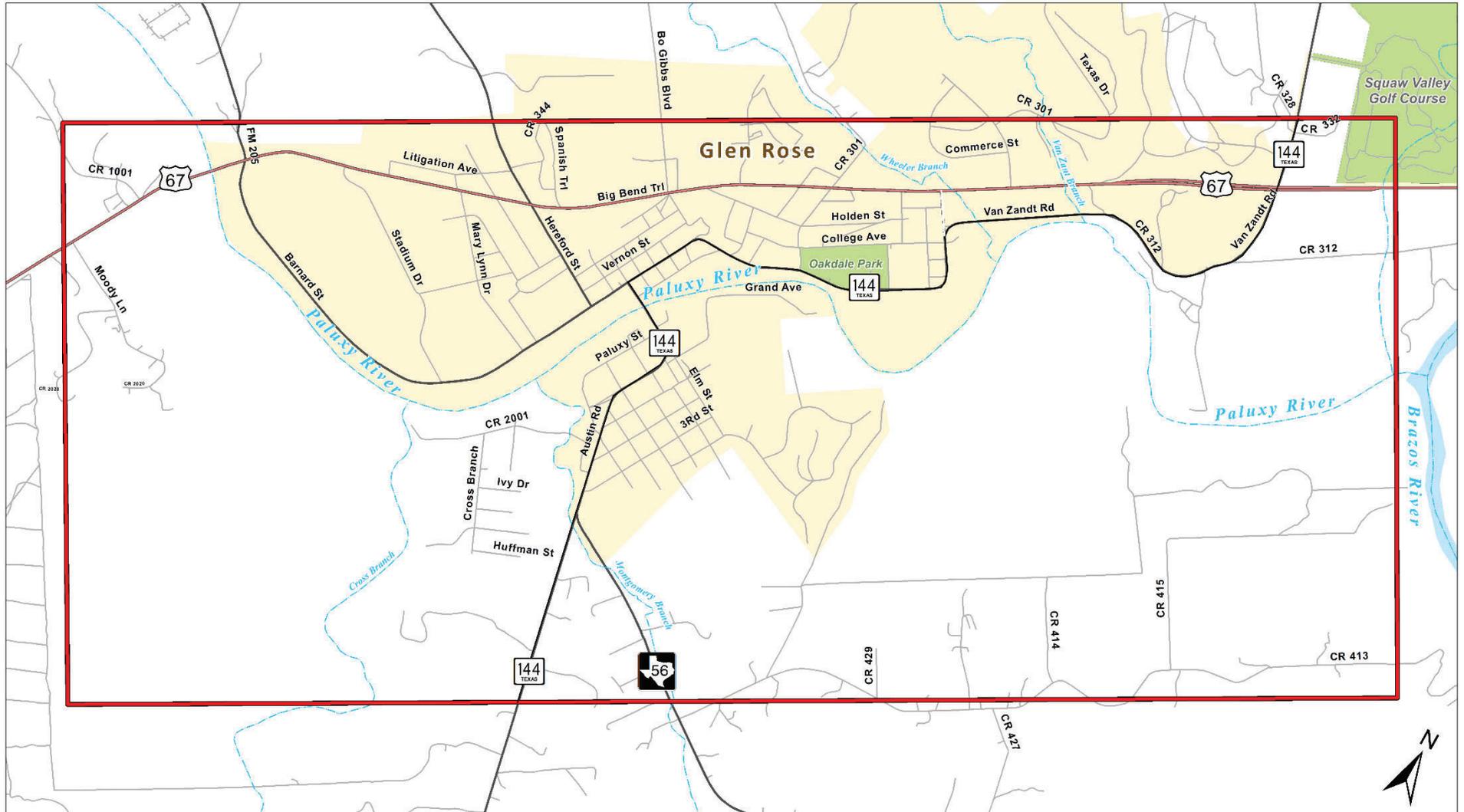


SH 144

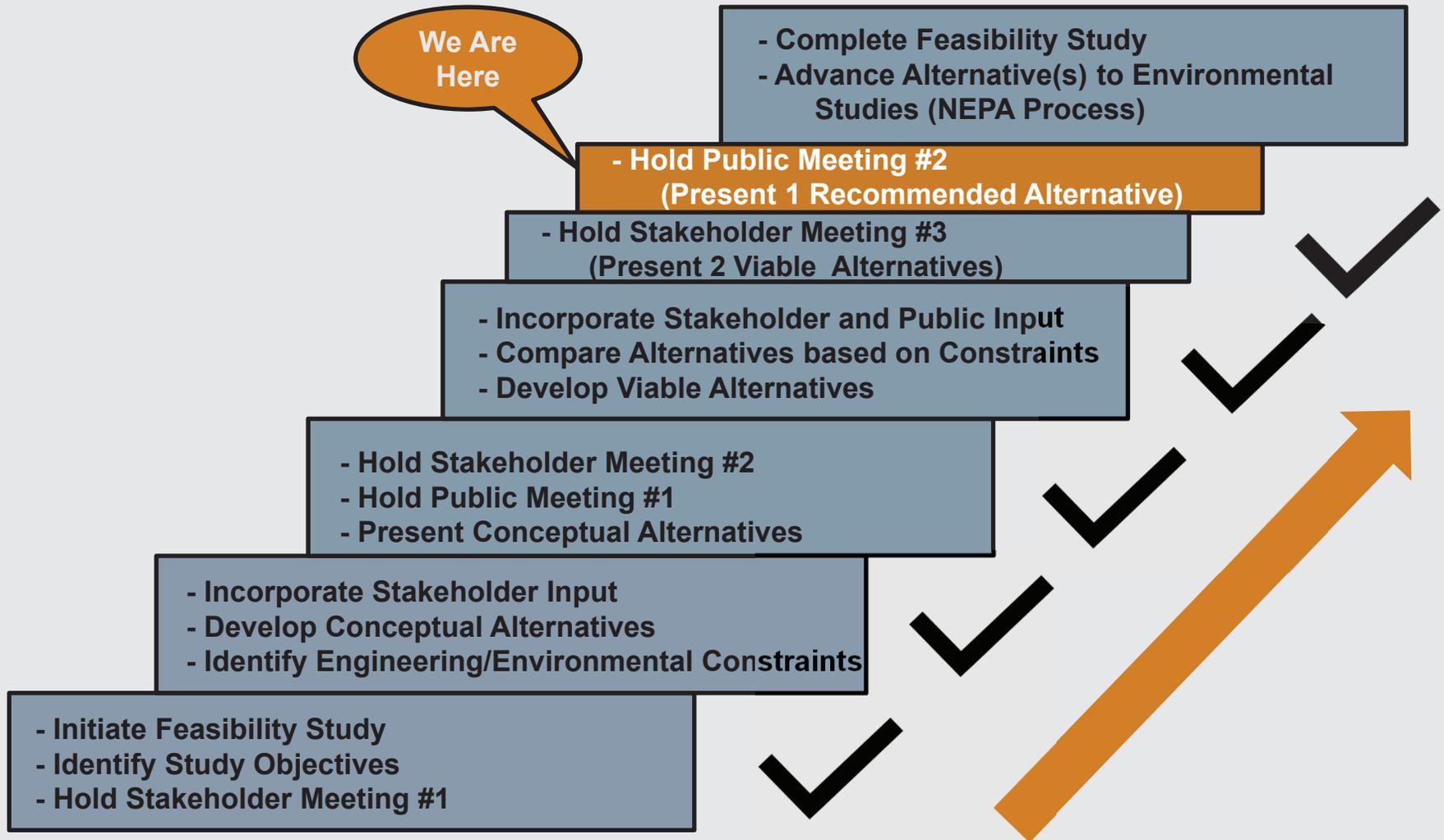
Feasibility Study

Recap

Study Area - Provided below in red is the SH 144 Study Area



Study Timeline – The Study will be complete Spring 2020





Stakeholder Meeting #1

October 3, 2017



Question 1: What transportation issues need to be addressed through this study

Summary of Responses:

- Truck and vehicle traffic through town
- Only one river crossing
- Emergency evacuation in case of a nuclear breach
- Morning school traffic queueing
- Growth of county – increase in traffic
- Future 4-lane divided highway
- Congestion



Question 2: What are the most important benefits that would result from an additional bridge crossing?

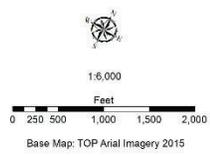
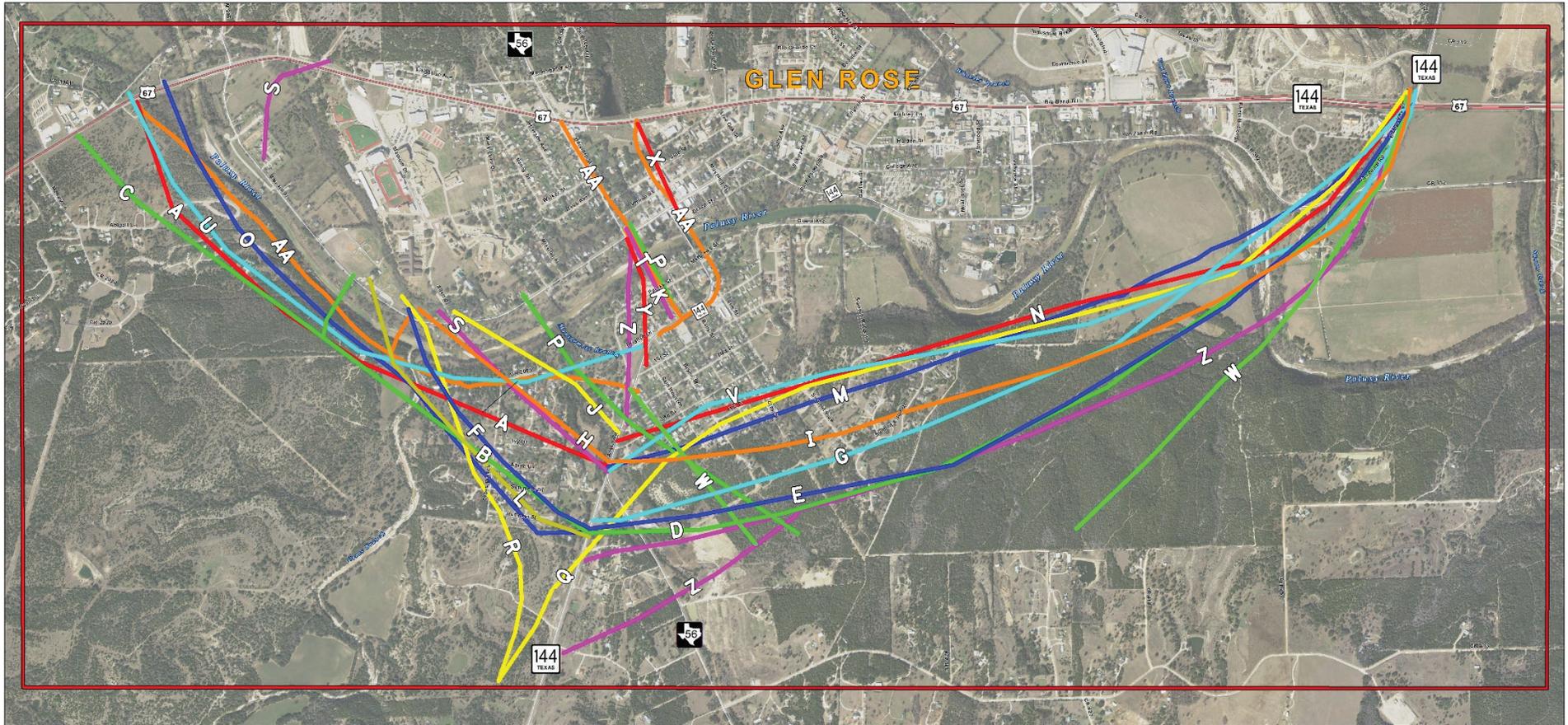
Summary of Responses:

- Reduced truck and vehicle traffic through town
- Creation of an alternate emergency/evacuation route
- Less congestion
- Increase Safety
- Reduce school traffic queueing
- Increase EMS and law enforcement access

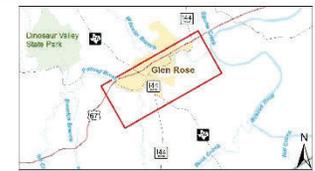
Survey Questions/Results - Stakeholder Meeting #1



Questions 3&4: Using the map below, indicate a potential location for an additional bridge crossing.



 Multiple line colors and letters indicate alternatives provided by the stakeholders at Stakeholder Meeting #1





Question 5: What are your comments or concerns with an additional bridge crossing across the Paluxy River?

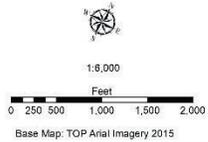
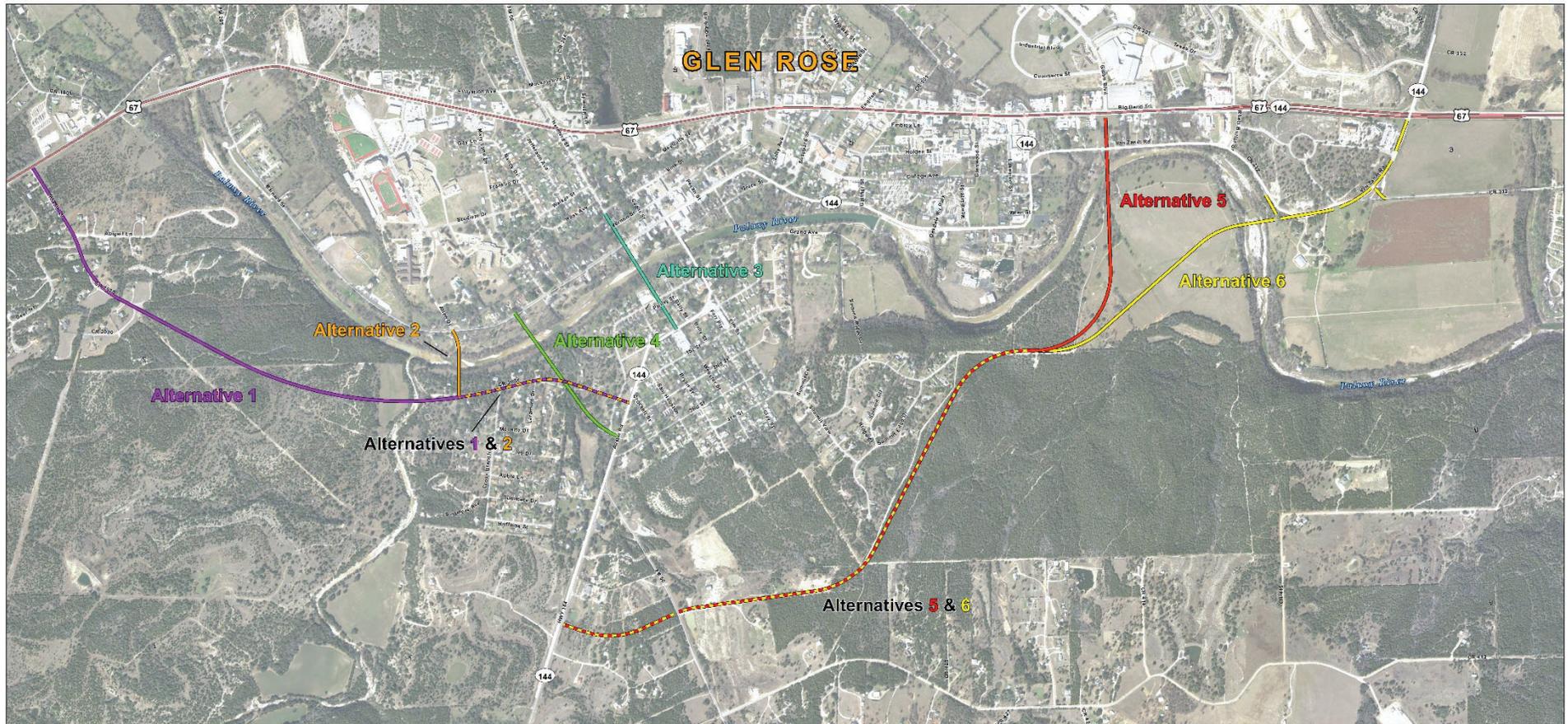
Summary of Responses:

- Concern - Right-of-way requirements/losing property
- Comment - Construction timing – we need it now
- Comment - Support the concept
- Concern - Need new crossing for safety
- Concern – Need new crossing to reduce congestion
- Comment - Second crossing should not be in town
- Concern - Need to reduce school traffic



Stakeholder Meeting #2
February 15, 2018
&
Public Meeting #1
March 22, 2018

Six Conceptual Alternatives and the No Build were shown





Results:

- Public Comments received – 198
 - 91 comments from comment forms
 - 107 comments from survey forms

Preferred Alternative:

- Alternative 6 ranked the highest
 - 110 in favor of the alternative
- Alternative 5 ranked second
 - 77 in favor of the alternative
- Alternative 3 ranked third
 - 35 in favor of the alternative

Analysis of 6 Conceptual Alternatives including Public Comments



SH 144 Feasibility Study Conceptual Alternatives Ranking Matrix

Evaluation Criteria	Units	No-Build*	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6
Transportation Performance								
Alternate Evacuation Route	1 is best; 6 is worst		3	6	6	6	1	1
Conflict Points (High is worst)	1 is best; 6 is worst		1	6	3	6	1	1
Parcels Impacted	1 is best; 6 is worst		6	4	2	1	3	4
Human Environment Impacts								
Community Facility	1 is best; 6 is worst		1	1	3	1	1	1
Utility	1 is best; 6 is worst		1	1	3	1	1	1
Residential Structures	1 is best; 6 is worst		1	3	6	4	2	1
Socioeconomic Impacts								
Neighborhood Cohesion	1 is best; 6 is worst		3	3	3	1	1	1
Environmental Justice	1 is best; 6 is worst		1	3	3	3	1	1
Known Historic Resources**	1 is best; 6 is worst		1	2	4	3	4	3
Natural Environment Impacts								
Potential Water Resources Impacts	1 is best; 6 is worst							
100-Year Floodplains	1 is best; 6 is worst		1	2	3	4	5	6
Stream/Creek Crossings	1 is best; 6 is worst		4	3	1	2	4	4
Threatened/Endangered Species Habitat Potential	1 is best; 6 is worst		3	1	1	1	3	3
Public Input From Comments Received (Public Meeting #1)								
Prefer Alternative	1 is best; 6 is worst		4	5	3	6	2	1
Ranking Totals	Lower # is better		30	40	41	39	29	28

*Grey highlight indicates alternative did not meet goals and objectives, and therefore was not evaluated further



Differentiators:

- Effectiveness as Evacuation Route
- Level of Safety Improvements (based on conflict points)
- Potential Impacts to:
 - Parcels
 - Community Facilities
 - Utilities
 - Residential Structures
 - Neighborhoods, including Environmental Justice Populations
 - Historic Resources
 - Floodplains and Creeks
 - T&E Habitat

Preferred Conceptual Alternative: Alternative 6



Results continued:

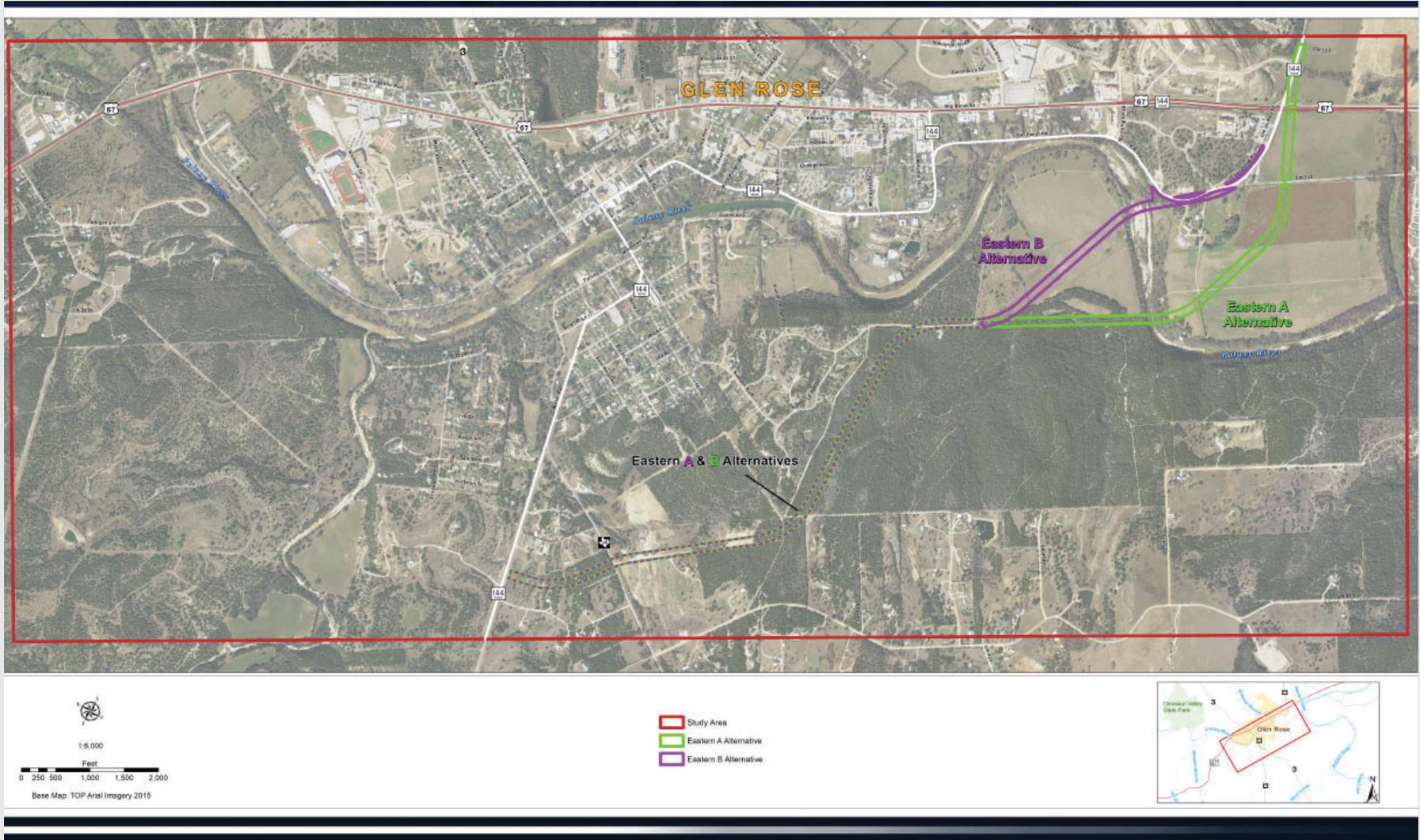
- Alternatives 1, 2, 3, 4, and 5 removed from further study
- Alternative 6 carried forward as the highest-ranking alternative
- Revisions made to address public comments, resulting in 2 Viable Alternatives - Eastern Alternative A & Eastern Alternative B
- Presented to Stakeholders at Stakeholder Meeting #3



Stakeholder Meeting #3

September 4, 2019

Two Viable Alternatives and No Build presented to Stakeholders



Analysis of 2 Viable Alternatives including Stakeholder Comments



Evaluation Criteria	Units	No-Build	Eastern A Alternative	Eastern B Alternative
Addresses Goals and Objectives*	Yes/No	No*		
Transportation Performance				
Alternate Evacuation Route	1 or 2 (1 is best)		1	1
Conflict Points	1 or 2 (1 is best)		1	1
Parcels Impacted	1 or 2 (1 is best)		2	1
Human Environment Impacts				
Commercial Properties	1 or 2 (1 is best)		1	2
Residential (# of Parcels)	1 or 2 (1 is best)		1	1
Prime/Unique Farmland Soils	1 or 2 (1 is best)		1	2
Historic Properties and Districts - NRHP Listed and Eligible	1 or 2 (1 is best)		1	2
Meridian Highway - NRHP-eligible segments	1 or 2 (1 is best)		1	2
Natural Environment Impacts				
100-Year Floodplains	1 or 2 (1 is best)		2	1
Stream/Creek Crossings	1 or 2 (1 is best)		1	2
Public Support				
Level of Stakeholder Support	1 or 2 (1 is best)		1	1
* Green highlight indicates alternative did not meet goals and objectives, and therefore was not				



Results:

- Stakeholders liked both Viable Alternatives, but had issues on their end points
- Several comments were made that the southern intersection with SH 144 should be revised to allow easier turning for trucks
- Several comments were made regarding the northern intersection with SH 144

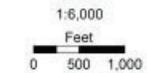
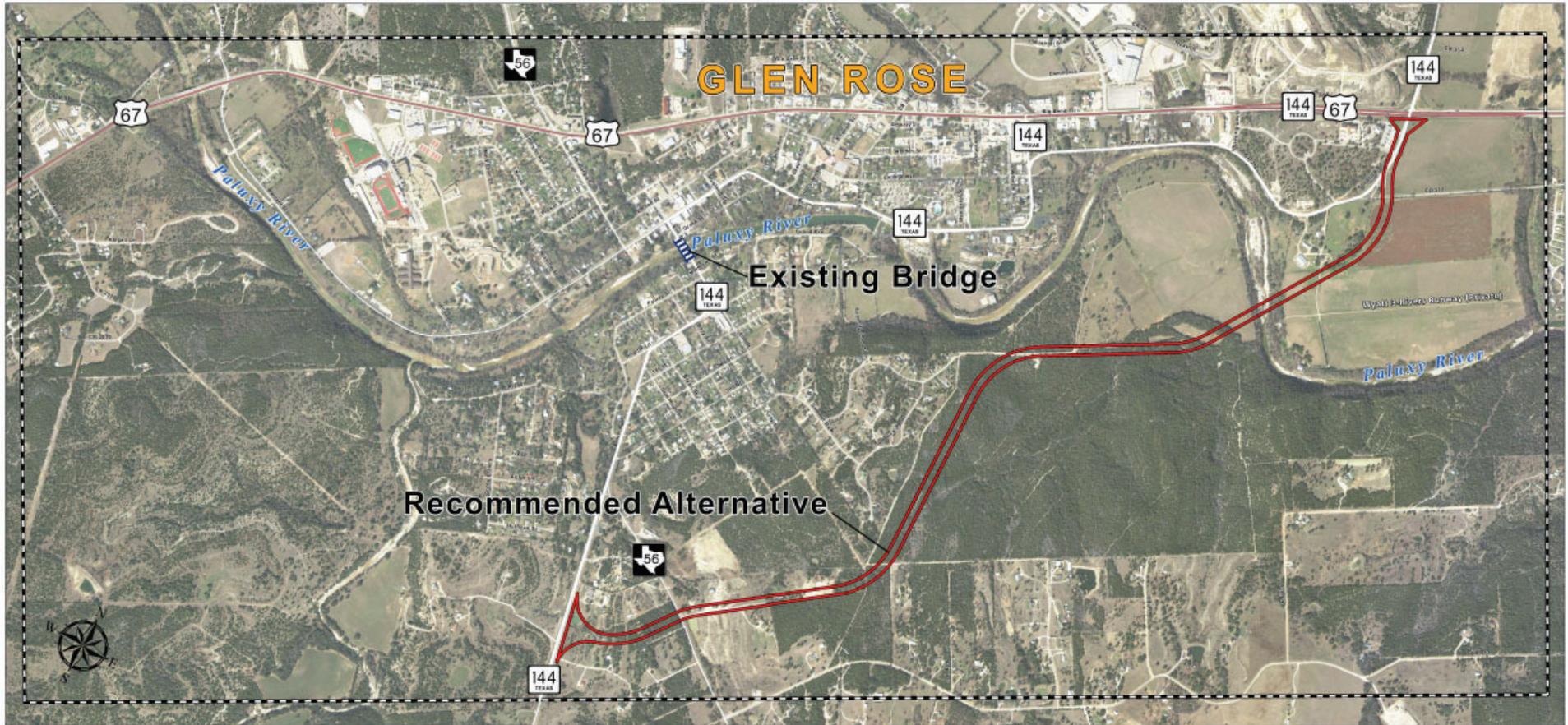
Recommended Alternative (including No-Build):

- Engineering and environmental analyses of 2 Viable Alternatives were conducted
- Based on the comments from Stakeholder Meeting #3, revisions were made, resulting in the Recommended Alternative
- Recommended Alternative carried forward for public comment



Recommended Alternative

Recommended Alternative



Base Map: TOP Aerial Imagery 2015

 Study Area
 Existing Bridge

 Proposed Right-of-way





SH 144 Feasibility Study Recommended Alternatives Information

Evaluation Criteria	Units	No-Build	Recommended Alternative
Addresses Goals and Objectives*	Yes/No	No*	
Alternate Evacuation Route	Yes/No		Yes
Construction Cost	Estimated Cost		\$24,949,932
Estimated ROW Cost	Estimated Cost		\$760,718
Parcels Impacted	Estimated Number		17
Impacts to Historic Properties and Districts	Low/Medium/High		Low
Known Historic Resources	Low/Medium/High		Low
Impacts to 100-Year Floodplains	Approximate Acres		5.7
Level of Public Support	Low/Med/High		TBD

* Green highlight indicates alternative did not meet goals and objectives

If you have questions after the Public Meeting contact:



Natnael T. Asfaw, P.E., PMP

817-370-6603

Natnael.Asfaw@txdot.gov

-or-

Jerry W. Hunter, Jr.

254-965-3511

Jerry.Hunter@txdot.gov



Thank You for Your Participation!



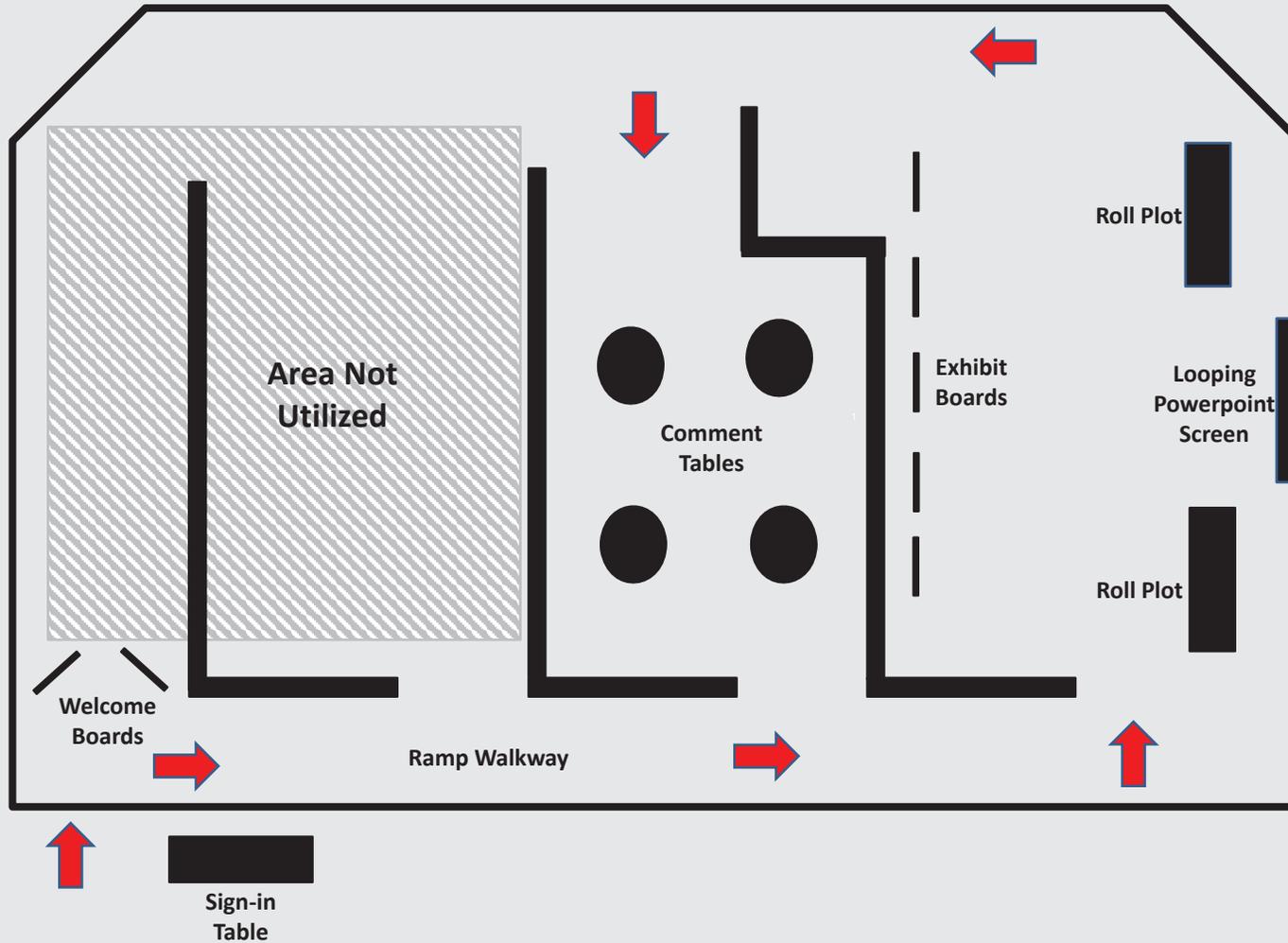
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District Engineer
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Fort Worth, Texas 76133

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SH 144 Feasibility Study Public Meeting #2

Public Meeting Layout



SH 144 Feasibility Study

The purpose of the SH 144 Feasibility Study is to evaluate the need and viability of a second crossing of the Paluxy River along SH 144.

As part of the study, TxDOT has conducted public outreach over the past 2 years, including:

- Stakeholder Meeting #1 (10/3/2017)
- Stakeholder Meeting #2 (2/15/2018)
- Public Meeting #1 (3/22/2018)
- Stakeholder Meeting #3 (9/4/2019)

Through this effort, the public has provided input that has assisted TxDOT in creating potential alternatives.

At Stakeholder Meeting #1, TxDOT asked for traffic issues within the study area and solutions to those issues. Based on this feedback, TxDOT presented the No Build Alternative and six Conceptual Build Alternatives at Stakeholder Meeting #2 and Public Meeting #1. Input from the public on these alternatives, along with engineering and environmental assessments, narrowed the alternatives to the No Build and two Viable alternatives, which were presented at Stakeholder Meeting #3.

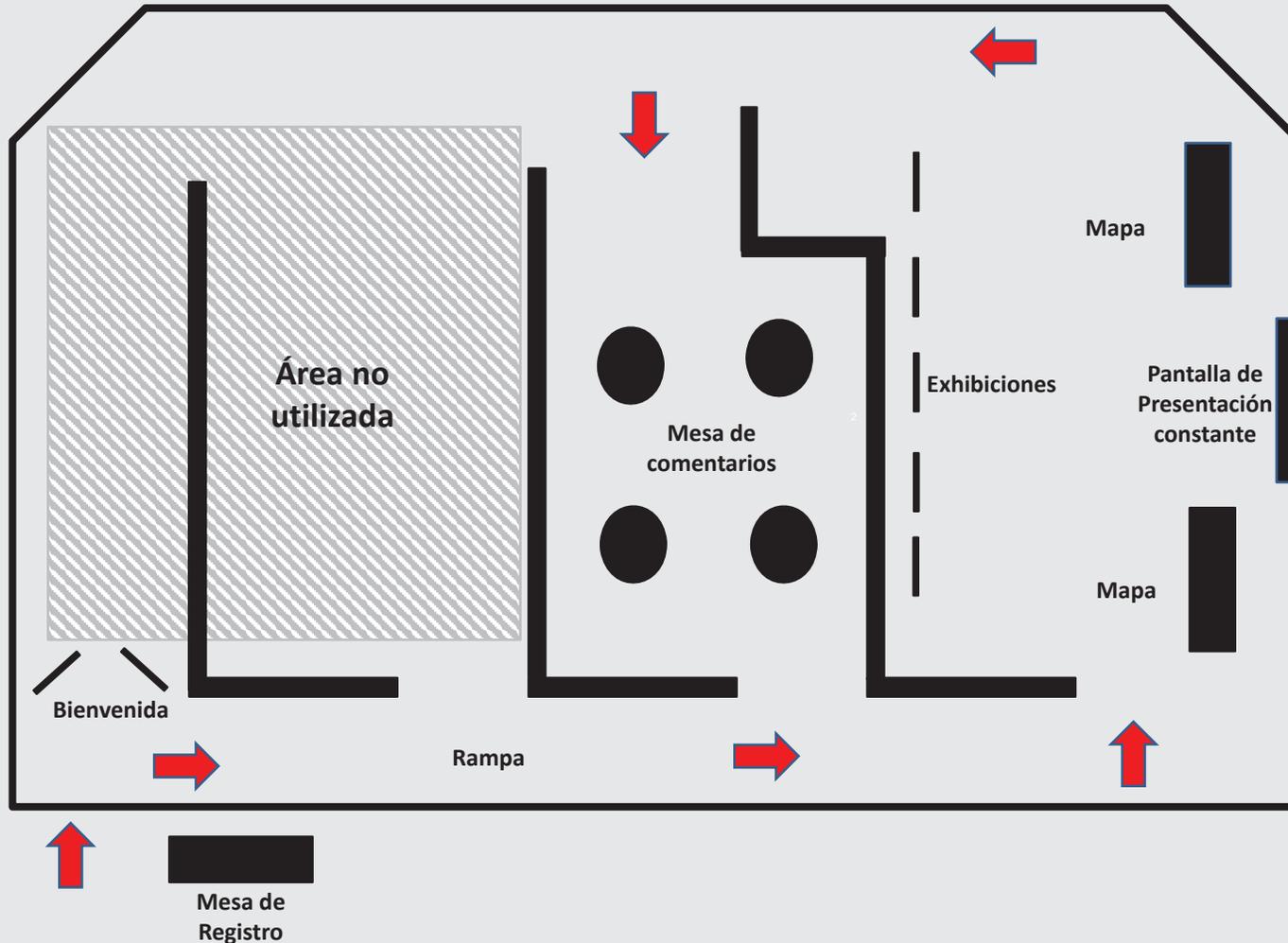
At Stakeholder Meeting #3, Stakeholders provided input on the Viable Alternatives, which TxDOT incorporated into the Recommended Alternative. This alternative is being presented tonight at Public Meeting #2. TxDOT is requesting your input on this concept and the No Build Alternative.

The results of the public meeting will be incorporated into the Feasibility Study Report, which is estimated to be completed in Spring 2020. If the results of the study recommend a proposed alternative, TxDOT will continue the process by initiating the design, environmental studies, and additional public outreach.



SH 144 Estudio de Viabilidad Reunión Pública #2

Diseño de Reunión Pública



Estudio de Viabilidad SH 144

El propósito del Estudio de Viabilidad SH 144 es evaluar la necesidad y viabilidad de un segundo puente sobre el Río Paluxy a lo largo de SH 144.

Como parte del estudio, TxDOT llevó a cabo alcance público durante los pasados 2 años, incluyendo:

- Reunión de Partes Interesadas #1 (10/3/2017)
- Reunión de Partes Interesadas #2 (2/15/2018)
- Reunión Pública #1 (3/22/2018)
- Reunión de Partes Interesadas #3 (9/4/2019)

A través de este esfuerzo, el público ha aportado información que ha ayudado a TxDOT crear posibles alternativas.

Durante la Reunión de Partes Interesadas #1, TxDOT preguntó acerca de problemas de tráfico dentro del área de estudio y soluciones para esos problemas. Basado en los comentarios recibidos, TxDOT presentó la alternativa de "No Construcción" y seis alternativas conceptuales de construcción durante la Reunión de Partes Interesadas #2 y la Reunión Pública #1. El aporte del público en las alternativas, junto con evaluaciones de ingeniería y ambientales redujeron las alternativas a "No Construcción" y dos alternativas viables, las cuales fueron presentadas en la Reunión de Partes Interesadas #3.

Durante la Reunión de Partes Interesadas #3, las partes interesadas proporcionaron comentarios en las Alternativas Viables, las cuales TxDOT ha incorporado como la "Alternativa Recomendada". Esta será presentada esta noche en la Reunión Pública #2. TxDOT solicita tu comentario en este concepto y en la alternativa de "No Construcción".

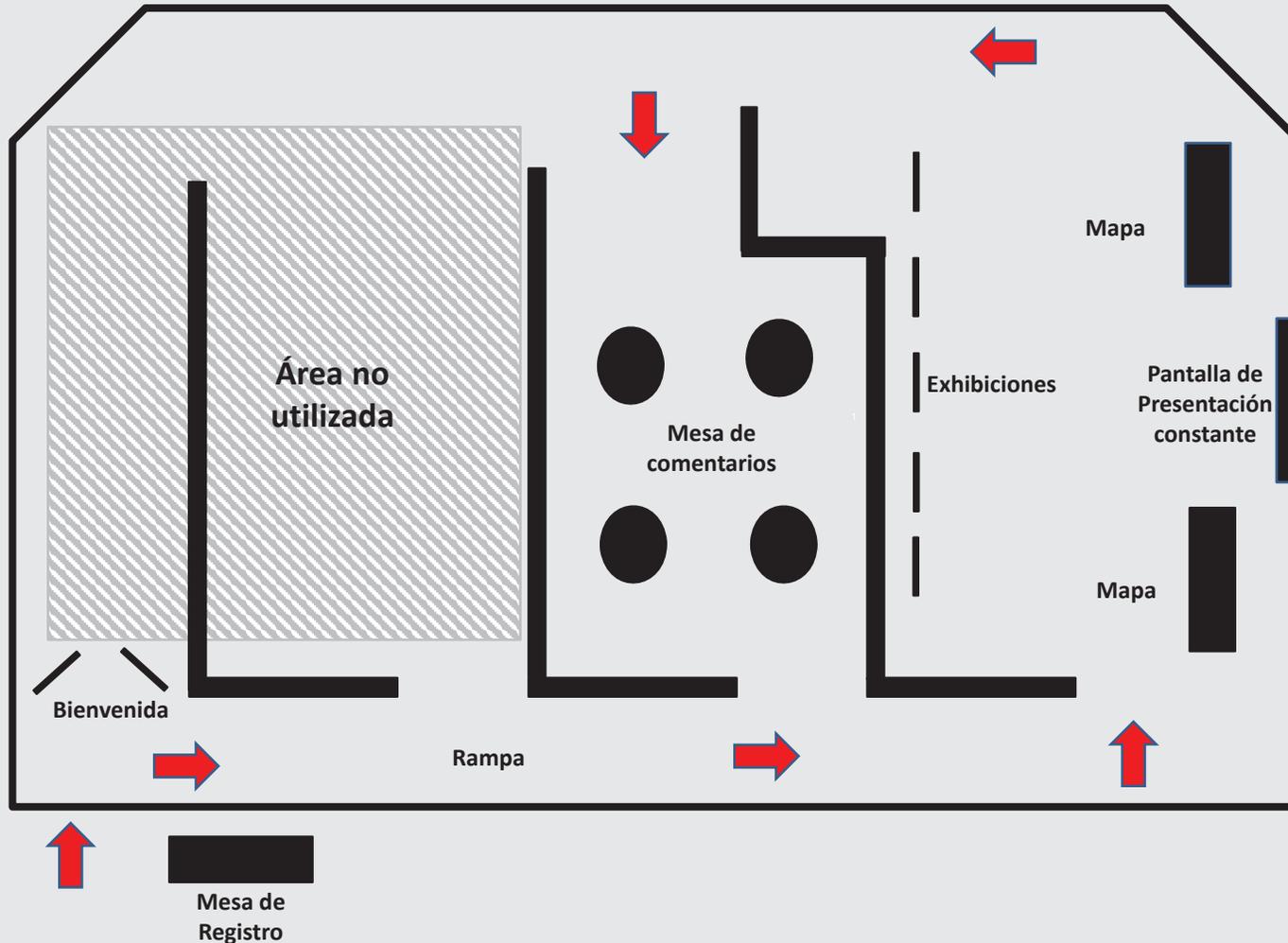
Los resultados de esta reunión pública serán incorporados en el Reporte de Estudio de Viabilidad, que se estima que se complete en la primavera del 2020. Si los resultados del estudio recomienda la alternativa propuesta, TxDOT continuará el proceso iniciando diseño, estudios ambientales y alcance público adicional.



TEXAS DEPARTMENT OF TRANSPORTATION

SH 144 Estudio de Viabilidad Reunión Pública #2

Diseño de Reunión Pública



Estudio de Viabilidad SH 144

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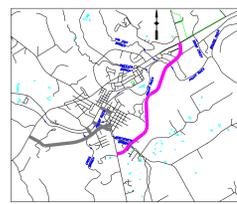


TEXAS DEPARTMENT OF TRANSPORTATION

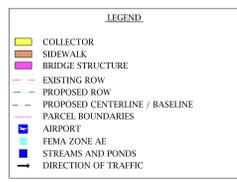
SH 144 PUBLIC MEETING #2 NOVEMBER 21, 2019

RECOMMENDED ALTERNATIVE ALIGNMENT

FEASIBILITY STUDY
 SH 144
 NEW BRIDGE OVER PALUXY RIVER
 CSI: 0566-01-028
 SOMERVELL COUNTY



PRELIMINARY
 SUBJECT
 TO CHANGE

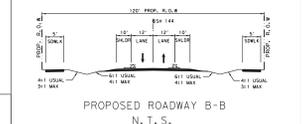
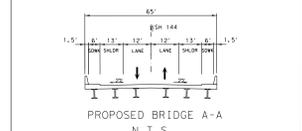
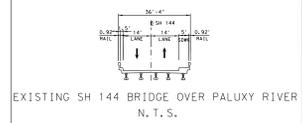


NOT A BIDDING DOCUMENT

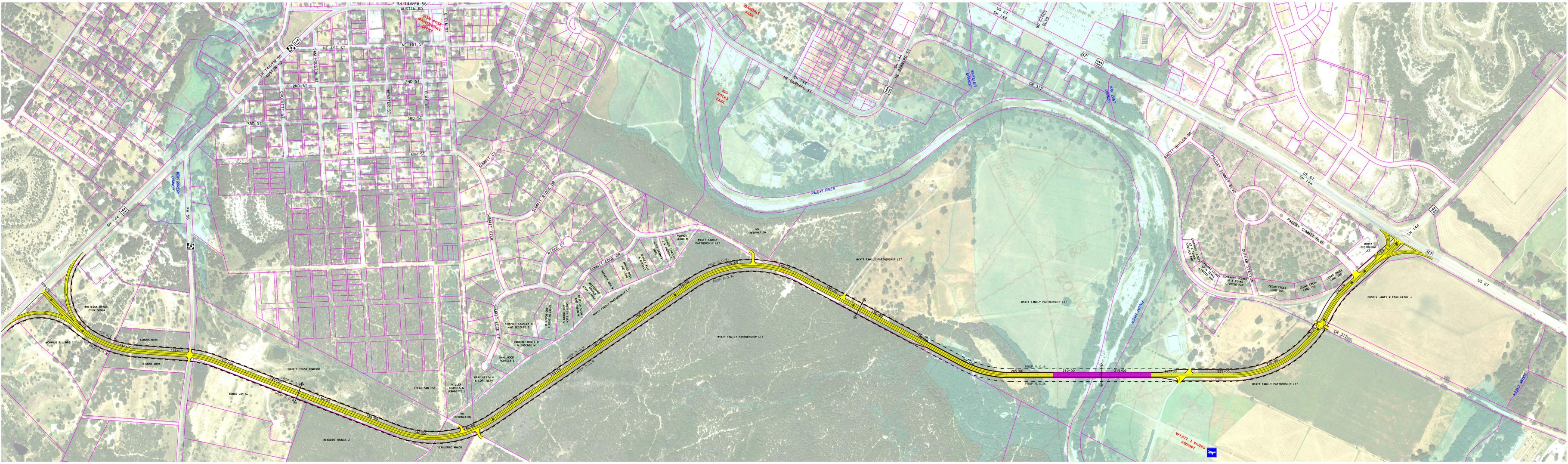
MORFESS & SHUP, P.E.
 ENGINEERS
 11/21/2019
 DATE



SH 144 IN SOMERVELL COUNTY
 NOVEMBER 21, 2019
 PUBLIC MEETING #2 LAYOUT
 RECOMMENDED ALTERNATIVE
 FROM: SAM HOUSTON ST
 TO: US 67



NOTE:
 R.O.W. SHOWN IS PRELIMINARY FOR THIS PHASE OF PROJECT
 DEVELOPMENT ONLY AND UPON GEOMETRIC SCHEMATIC
 DEVELOPMENT R.O.W. WILL BE FINALIZED.





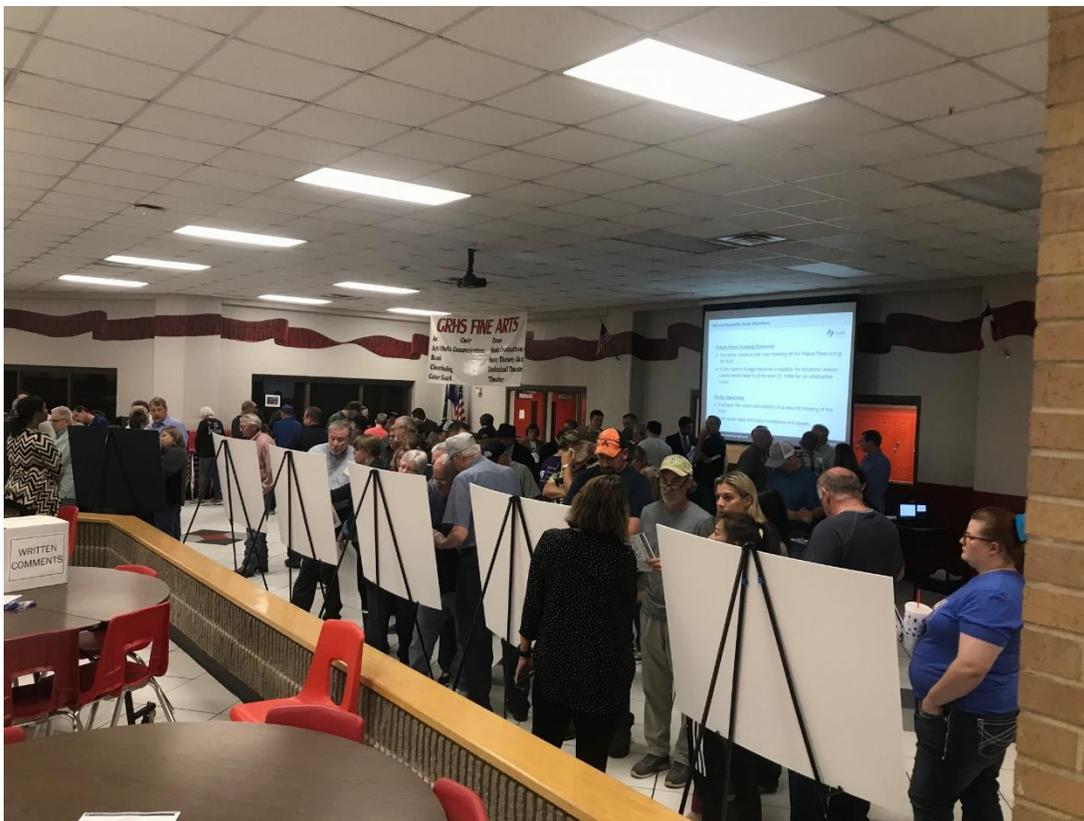
Attachment F

Public Meeting Photographs

Contents

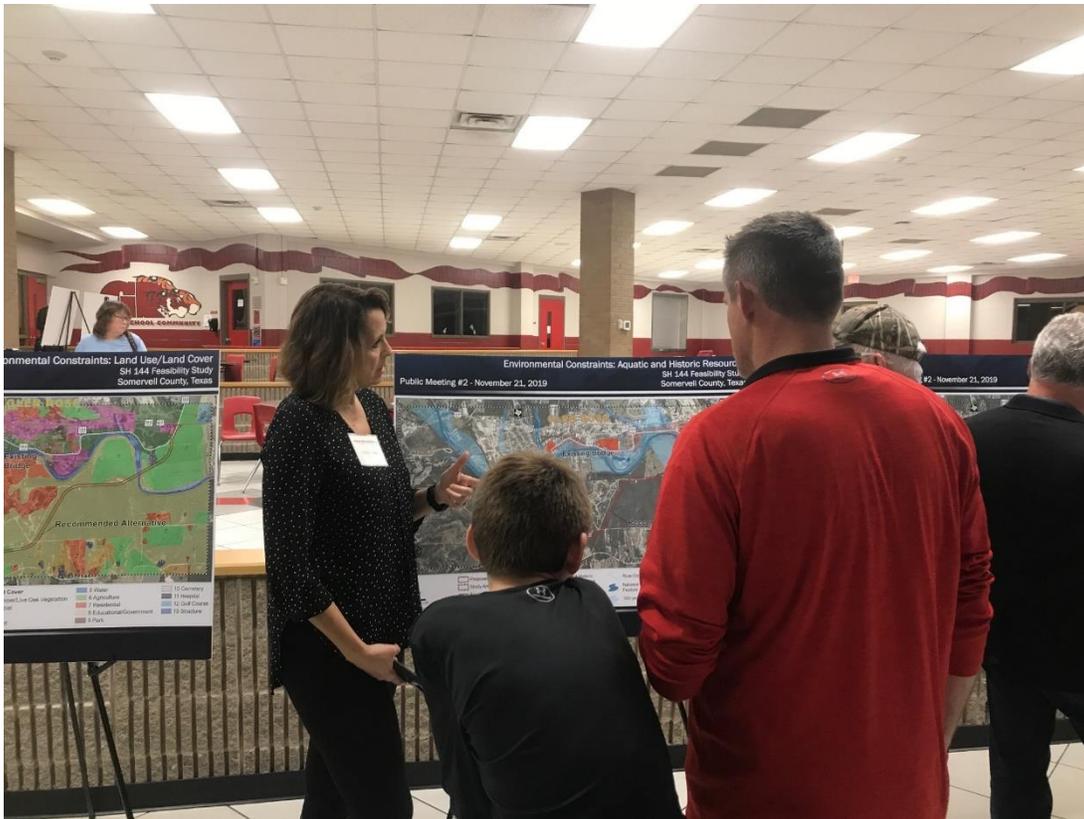
1. Photographs













Attachment G

Changes Made as a Result of Comments Received

Contents

1. Summary of Changes Made as a Result of Comments Received
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Summary of Changes Made as a Result of Comments Received

The main objective of the SH 144 Feasibility Study is to analyze potential locations for a second crossing of SH 144 over the Paluxy River. At the beginning of the study, a Study Area was developed that defined reasonable limits to meet this objective (i.e. not too far from the center of town). See **Attachment E, Public Meeting Materials** (presentation page 5), of this Public Meeting #2 Summary for a copy of the Study Area map. Based on preliminary stakeholder meetings and engineering and environmental studies, the universe of alternatives was narrowed down to six Conceptual Alternative alignments. See **Attachment E, Public Meeting Materials** of this Public Meeting Summary for a copy of the Universe of Alternatives and Conceptual Alternative maps (presentation pages 10 and 13). The six Conceptual Alternative alignments, labeled 1 through 6, were shown to stakeholders at Stakeholder Meeting #2 and to the public at Public Meeting #1. Comments were received on the conceptual alternative alignments via comment cards and survey forms.

After the Public Meeting #1 comment period ended, the Public's comments and TxDOT's responses were added to a Comment Response Matrix in Public Meeting Summary #1. A total of 198 comments were received (91 comments from comment forms and 107 comments from survey forms). Copies of the comment and survey forms are included in Attachment E of Public Meeting #1 Summary.

Of the alternative alignments that were mentioned by the public as preferred in Public Meeting #1, Alternative 6 ranked the highest (110 in favor of the alternative alignment), Alternative 5 ranked second (77 in favor of the alternative alignment), and Alternative 3 ranked third (35 in favor of the alternative alignment) (Table 3 in Attachment G of Public Meeting #1 Summary).

The information above was added to the Conceptual Alternatives Evaluation Matrix, and all alternative alignments were assessed based on engineering constraints, environmental constraints, and public input. Then, the team took the results of the evaluation matrix and created a ranking matrix based on the differentiators in the evaluation matrix. Differentiators included: the ranking of each alternative alignment as an evacuation route; degree of safety issues such as the number of conflict points; potential impacts to parcels, community facilities, utilities, residential structures, neighborhoods, Environmental Justice populations, historic resources, water resources, threatened and endangered species habitat; and public input. Alternative 6 had the best ranking as a result of the evaluation; therefore, the team removed Alternatives 1, 2, 3, 4, and 5. Alternative 6 was carried forward as the highest-ranking alternative alignment, but was modified in order to address the public's specific concerns on that alternative alignment.

Once the build alternative alignments were reduced to Conceptual Alternative 6, the public's concerns regarding this alternative alignment were addressed where possible. The public was most concerned about impacts to homes. The middle portion of the alternative alignment close to Summit Ridge Drive was shifted eastward to mitigate potential impacts to homes, including potential noise impacts. Also, based on environmental constraints maps for the study area, the public was concerned about impacts to historic resources, endangered species, and floodplains. Alternative 6 was shifted eastward to mitigate potential impacts to historic resources. Figure 3 in Attachment G of Public Meeting #1 Summary provides the proposed Viable Alternative alignments based on revisions to Conceptual Alternative 6. The two Viable Alternative alignments were

named Eastern A Alternative and Eastern B Alternative to distinguish them from the Conceptual Alternative alignments. Each of these alternative alignments reflected an effort to reduce impacts, and, along with the No Build Alternative, were presented to stakeholders at Stakeholder Meeting #3.

On September 4, 2019, the two Viable Alternative alignments were shown to the Stakeholders at Stakeholder Meeting #3. See **Attachment E, Public Meeting Materials** of this Public Meeting Summary for a copy of the Stakeholder Meeting Viable Alternative map (presentation page 19). Comments from the Stakeholders included:

- Stakeholders liked both Viable Alternative alignments but had issues on the end points for the alternative alignments.
- Several comments were made that the southern intersection with SH 144 should be revised to allow easier turning for trucks.
- Several comments were made regarding the northern intersection with SH 144.

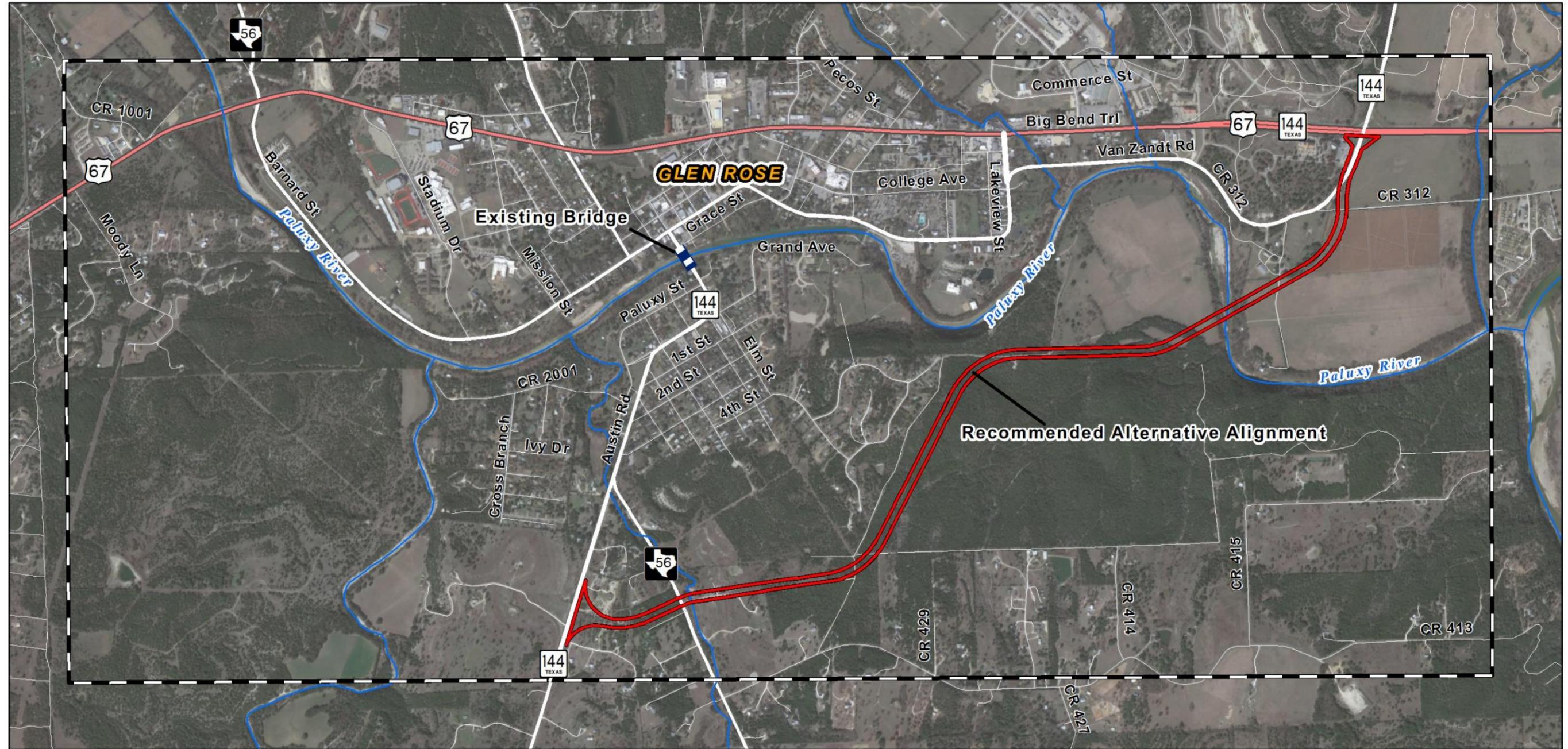
As a result, additional engineering and environmental analyses of the two Viable Alternative alignments were conducted. Based on the comments from Stakeholder Meeting #3 and the additional analyses, revisions were made, resulting in one Recommended Alternative Alignment, which was carried forward and, along with the No Build Alternative, for public comment into Public Meeting #2. See **Figure 1** below and **Attachment E, Public Meeting Materials** of this Public Meeting Summary for a copy of the Recommended Alternative Alignment map (presentation page 23). The Public Meeting was held on November 21, 2019. Comments from the public were received and responses to each are provided in **Attachment A, Comment/Response Matrix** of this Public Meeting #2 Summary. A general summary of the comments is provided below and response to comments are included in **Attachment A, Comment/Response Matrix**:

- Requests to change the location of the terminus of SH 144 at the western end of the alternative alignment.
- Concerns regarding truck traffic routed to homes east of the eastern end of the alternative alignment.
- Potential proposed right-of-way impacts to property owners (including the Wyatt family).
- Potential indirect impacts to Summit Ridge Estate property owners.
- Questions on why some of the six Conceptual Alternative alignments dropped out of consideration.
- Potential environmental impacts including noise, wildlife, historic structures, waters of the US, and impacts to property owners.
- Comments on objectives of the study including emergency response issues congestion near the High School under the Recommended Alternative Alignment.

Subsequently, on February 13, 2020, the Area office met with representatives from the Wyatt family. Attendees included: Jerry Hunter, Jeremy Dooley, David Fowler, and Sarah Horner from TxDOT; Judith Vest and Ocie Vest from Southridge Park LLC; and Cevin Wyatt. Comments

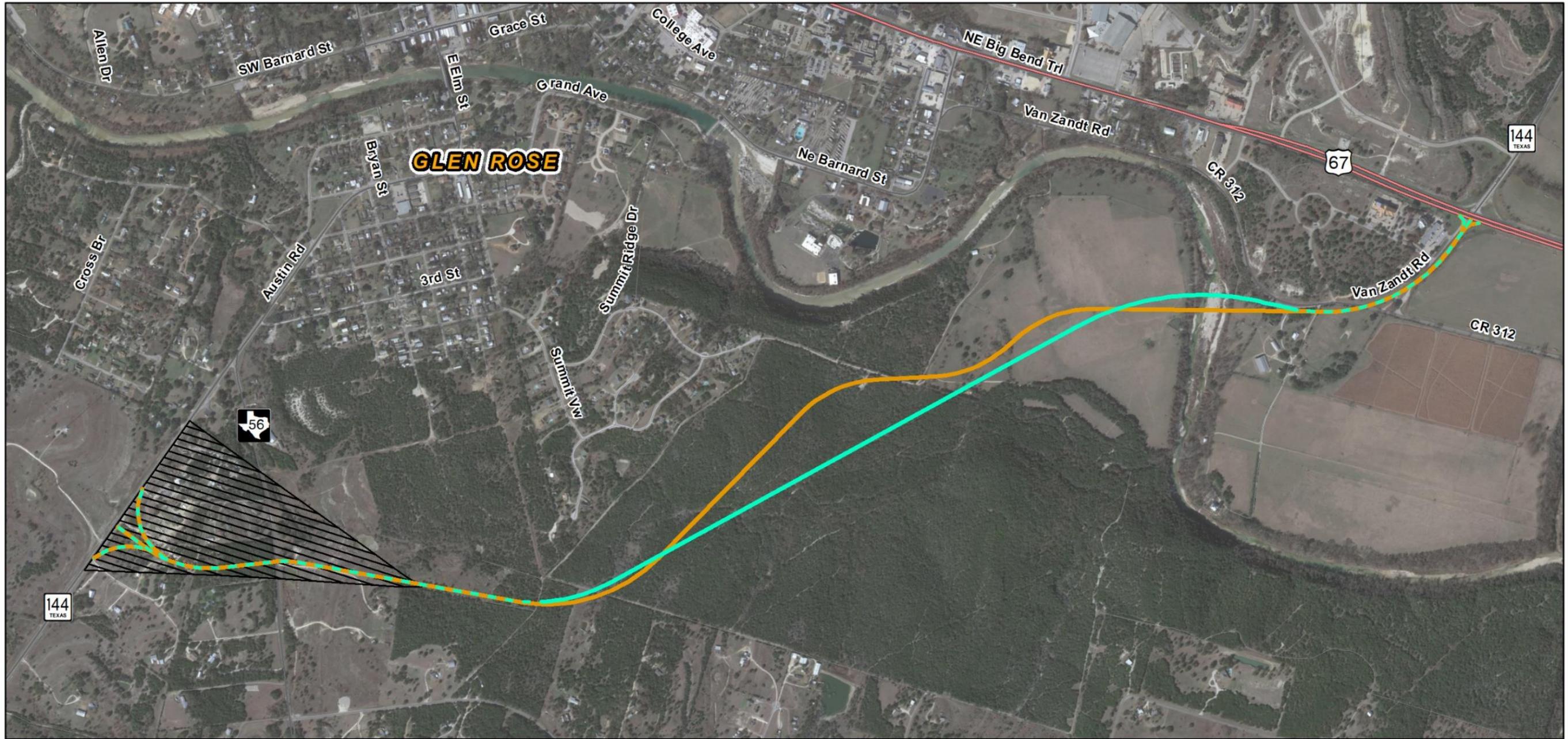
included a request to revise the alignment by leaving a minimum of 400' buffer zone south of the existing development (in lieu of the 200' buffer zone already shown) and other requested revisions to the Recommended Alternative alignment.

In order to address the comments from this meeting and Public Meeting #2, TxDOT revised the Recommended Alternative alignment by creating two optional alignments for consideration: Recommended Alternative Alignment A and Recommended Alternative Alignment B (**Figure 2**, below), which will be provided as the result of the SH 144 Feasibility Study. Additional alternative analyses and public outreach will follow during the NEPA and schematic phase if a project is funded as a result of the study.



<ul style="list-style-type: none">  Existing Bridge  Proposed Right-of-way  Study Area 	 1:18,000  Feet		<p>Figure 1 Recommended Alternative Alignment from Public Meeting #2 SH144 Feasibility Study Somervell County, Texas CSJ: 0386-01-028</p>
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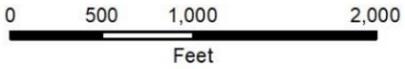
Base Map: Texas Imagery Service 2019



- Recommended Alternative Alignment A
- Recommended Alternative Alignment B
- Potential Western Connection Location



1:12,000



Base Map: Texas Imagery Service 2019

Figure 2
 Recommended Alternative Alignments
 SH 144 Feasibility Study
 Somervell County, Texas
 CSJ: 0386-01-028