Documentation of Public Meeting

Project Location
Midland County

IH 20 Improvements – New Interchange at CR 1250
CSJs 0005-14-082 & 0005-14-084

Project Limits
FM 1788 to LP 250

Meeting Location
Midland County Horseshoe
2514 Arena Trail
Midland, TX 79701

Meeting Date and Time
January 29, 2019 at 5:00 p.m.

Presenters
Gene Powell, TxDOT
Brad Kwaterski, AECOM

Elected Officials in Attendance
Robin Donnelly, Midland County Commissioner

Total Number of Attendees (approx.)
33

Total Number of Commenters
19

Contents

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A. Comment/Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
1	Becky Waldrop	1/29/19	Public Meeting Comment Card	Timeline Copy. becky@halvey.us	A copy of the presentation showing the timeline is available at: https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/odessa/012919.html. The link will be provided to Ms. Waldrop.
2	Jami Huber Owen	1/29/19	Public Meeting Comment Card	Road safety is very important to me. Anything we can do to improve roads will help reduce accidents. West Texas has limited roads with increasing traffic volume. More roads may not be possible – but improved roads are possible. Taxes gained from oil and gas need to be put back into the infrastructure of the Permian Basin. We West Texans are two and one half times more likely to be killed in a car crash than any other place in Texas. If the Permian was a country – we'd be the 4th largest oil producer in the world. Texas must support the industry that provides value.	Thank you for your comments.
3	Landon Merritt	1/29/19	Public Meeting Comment Card	Need 1- way frontage throughout Midland-Odessa corridor. "Express" style lanes for traffic which will not exit in the greater Midland-Odessa area (~34 mi).	Thank you for your comments. One-way frontage roads are not proposed as part of this project; however, TxDOT is currently undertaking a study to make additional improvements to the I-20 corridor in the Odessa-Midland area.
4	Kathleen and Dr. Michael McCulloch	1/29/19	Public Meeting Comment Card	It would be very helpful and would greatly benefit the public if TxDOT would construct multiple lanes for oilfield and other traffic headed northbound on FM 1788 to relieve pressure. Lines of traffic headed north on FM 1788 are regularly backed up for over 1 mile. Smaller trucks and vehicles regularly use the borrow ditch to drive almost a mile up to the intersection of FM 1788 and I-20. Therefore, more lanes for northbound traffic are needed, or , at least a long (1 mile) turn lane for traffic heading to turn right (eastbound) at the intersection of FM 1788 and I-20. The turn lane would at least relieve pressure on traffic trying to get up to the intersection of FM 1788 and I-20. Even a temporary lane would help. P.S. Where is my friend Tryon Lewis – TxDOT chair???	Thank you for your comments. Improvements to FM 1788 are not a part of this specific project scope; however, proposed ramp reconfigurations are expected to improve congestion at the intersection of I-20 and FM 1788. Tryon Lewis is no longer serving on the Texas Transportation Commission.
5	Kathleen and Dr. Michael McCulloch	1/29/19	Public Meeting Comment Card	We live south of I-20 about 1 mile on CR 1285. Oilfield truck traffic is terrible and is backed up on FM 1788 for at least 1 mile trying to get to I-20 or go over the overpass northbound at the intersection of FM 1788 and I-20. Traffic is bad all the time, but especially from 4:00 pm – 7:00 pm every day. This is not only inconvenient but most importantly it presents a public safety issue. Because of the oilfield traffic, we and other taxpayers who live in the area cannot leave our property during these times without waiting in a line of oilfield traffic for 30+ minutes.	Thank you for your comments. Improvements to FM 1788 are not a part of this specific project scope; however, TxDOT is currently undertaking a study to make additional improvements to the I-20 corridor in the Odessa-Midland area, which includes the intersection at FM 1788.

				There is no way police, sheriff, ambulance and fire departments could come to the aid of anyone in time to save lives and property. Several years ago (before) the boom hit a peak – there were many wildfires that burned a lot of pasture land from 1788 to Loop 250. Many of the landowners, including ourselves, have livestock that will perish in any type of wildfire that will most certainly occur again. There are no alternate routes to escape. Therefore danger is heightened also because of oilfield activity (i.e., welding, etc.)	
6	Michael McCulloch	1/29/19	Public Meeting Comment Card	My father, H.C. McCulloch donated the land for CR 1250. I would like the road named for him.	Comment noted.
7	James Beauchamp MOTRAN Alliance, Inc.	2/4/2019	Mail	We support the project. The proposed interchange fills a gap in Interstate 20 infrastructure and would help relieve already over-burdened interchanges at West Loop 250 and I-20, and at FM 1788 and I-20. Additionally, the proposed interchange facilitates additional industrial development between I-20 and BI-20	Comment noted.
8	Dustin Fawcett	2/4/2019	Mail	I strongly support this project. The project addresses multiple concerns such as interchanges that exist currently while also providing relief/alternate route for traffic. Plus, additionally, this will be a great first step in addressing interstate needs on I-20 while also facilitating industrial development.	Comment noted.
9	Chris McIntosh	2/4/2019	Mail	I attended the IH 20 Improvements meeting on January 29. In my opinion I believe that the overpass at the intersection is a total waste of (taxpayer) money for an area that has little to business demands. The major issue I see with doing this is the increased amount of traffic on Midkiff and Loop 250, that we are already seeing with the damaged overpass. Since it was hit we have seen our revenue decrease due to customers not wanting to deal with the traffic congestion. The other issues I see is on HWY 80/BUS 20. That is already a nightmare to cross over to get to 1250 from HWY 80/Bus 20, as for traffic using Industrial (headed east) to get to 1250 it needs to be completely repair as for nobody will take owner ship of it so it can be repaired. Being that we own multi properties on IH 20 between Loop 250 and Midkiff. I believe the money will be better spent increasing the number of on/off ramps to the existing services road between Midkiff and 1788. By doing	Thank you for your comments. The proposed ramps will allow traffic to bypass the frontage road intersections with FM1788 and LP250. As a result, it is anticipated that traffic will be reduced at these intersections. Ramp improvements are also proposed between Midkiff Road and Loop 250 as part of a separate project. TxDOT is currently undertaking a study to make additional improvements to the I-20 corridor in the Odessa-Midland area.

				this you will relieve some of the traffic congestion that is already a major issue at Loop 250 and 1788. My last suggestion is to repair the lanes at Midkiff and Cotton Flat Overpasses. The large amount of truck traffic with narrow/sharp radius bend lanes makes it difficult to pass thru. The number of business, along with population, that have been developed south of IH 20 is incredible. The city/county has done nothing to help the growth in the areas. I am willing to discuss the matter further detail if you like my opinion as a lifetime resident and local business owner.	
10	Anthony Sullivan	2/14/2019	Mail	The following comments are respectfully submitted on behalf of Petroleum Wholesale, L.P. ("PW"), which owns and operates the Main Street Market travel center located at 10400 IH 20 at FM 1788, Midland, Texas 79706. It is evident that the planning for the Project was undertaken without any regard for the businesses in this area, particularly those at the intersection of IH 20 and FM 1788. The Project with have an enormous detrimental impact on PW's business because the current exit is being moved back 7500 feet, eliminating the visibility of the travel center to the motoring public. In PW's industry, travel centers and/or convenience stores rely on visibility because a majority of customers are "impulse" customers as they exit the highway when they see the travel center ahead. This Project eliminates visibility and thus completely destroys the majority of PW's customer base. It is unfathomable that no business, including PW, was consulted with to determine the detrimental economic impact this Project will have on business in this area. The current exit backs up in the morning hours. The Project, however, does not eliminate this problem. Rather, the Project merely transfers the congestion from the highway to the feeder road. The issue that causes this problem is the traffic light at FM 1788, where vehicles must wait, resulting in heavy congestion. Rather than moving the exit, the proper way to address this congestion issue is to install a through street whereby vehicles whose intent is to continue west on the feeder of IH 20 can bypass the light at the intersection of FM 1788. This will directly address the congestion whereas the Project does not. Finally, PW has invested millions of dollars into its location at the intersection of IH 20 and FM 1788. This location contributes significant tax revenue to the county and provides dozens of local jobs to the economy. The property value is greatly impacted by the access and current exit. By eliminating the exit that is responsible for customers accessing PW's travel center, the Project also destroys the property value of the property rendering PW's investment into this community worthless.	The new ramp location will still provide access to the property located at 10400 IH 20 at FM 1788, Midland, Texas 79706. The Logo and Directional Signs program provides information to motorists about traveler services on Texas highways. Eligible businesses may lease space on these signs for gas, food, lodging, camping and 24-hour pharmacies. Major shopping areas are also allowed to lease individual signs. The Logo and Directional Signs program allows eligible businesses and attractions to lease signs for tourist attractions on rural, lower-volume, state highways. TxDOT has partnered with LoneStar Logos & Signs to operate this program. Please contact them at 1-800-940-4067 for information on eligibility, availability and pricing.

		1/29/2019	Public Meeting Q&A	At what point in the timeline do we do the drainage considerations?	In the schematic design, we look at drainage on a high level so we're looking at flow and we're checking where the water is going. The detailed drainage design will take place during final design.
11		1/29/2019	Public Meeting Q&A	What are "corner clips"?	Corner clips occur when TxDOT purchases a corner of a property, typically for intersection improvements.
12		1/29/2019	Public Meeting Q&A	When would the construction be complete?	Construction is projected to take approximately 18 to 24 months.
13		1/29/2019	Public Meeting Q&A	How about the other end of 1250? What about the backup there?	TxDOT has no jurisdiction over CR 1250, so this issue is not being addressed in this project.
14		1/29/2019	Public Meeting Q&A	Have funds been committed for this project?	Yes.

		1/29/2019	Public Meeting Q&A	CR 1270 going toward I-20 is not in good condition. Has there been any communication with Midland County to make these other roads more drivable? Currently, they're horrible.	TxDOT does talk with Midland County about transportation issues but cannot tell the County what to do with their roads.
15		1/29/2019	Public Meeting Q&A	The traffic backs up going to 1788. By making the exit a mile and a half from 1788, it puts pressure on the feeder streets. You're not really addressing the problem on 1788 but it should be considered.	Ultimately this ramp will allow some of the queuing to occur on the frontage road rather than on the mainlanes.
16		1/29/2019	Public Meeting Q&A	What about south side access at CR 1250?	Access driveways would be repaved to the ROW line if they are currently paved.
17		1/29/2019	Public Meeting Q&A	Can you widen 1788 as it approaches I-20 on the east side? There are backups now and we need a turn lane on 1788 (headed east).	This improvement is not covered under the current project so it would require a completely new project. There is currently no funding for such a project.
18		1/29/2019	Public Meeting Q&A	The position of the off ramps affects every business on a corner. Why would the order of the on ramps and off ramps change?	X-configuration ramps eliminate queuing on the mainlanes.

19		1/29/2019	Public Meeting Q&Q	I'm concerned that drivers will not see local businesses if we go to 1-way frontage roads. Why not just widen the freeway?	TxDOT wants to remove queuing on the mainlanes. This project will maintain two-way frontage roads. One-way frontage roads are not proposed as part of this project.

B. Notices

Midland Reporter-Telegram

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

Twila Denison of the Midland Reporter-Telegram, a newspaper of general circulation published in Midland, Ector, Howard, Crane, Glasscock, Martin, Upton, and Andrews Counties, Texas, who stated on oath that the attached instrument was published in said newspaper on each of the following dates to wit:

01-13-2019

A.D.

Twila Denison

Sworn and Subscribed to before me, this Monday, January 14, 2019

NOTARY PUBLIC STATE OF TEXAS
SHENEE CLARY
My Notary ID # 7877390
Expires July 24, 2021

Shenee Clary
Notary Public

Texas Department of Transportation

NOTICE OF PUBLIC MEETING

The Odessa District of the Texas Department of Transportation (TxDOT) has scheduled a public meeting for proposed improvements to Interstate Highway (IH) 20 between Loop 250 and Farm-to-Market (FM) 1788, in Midland County, Texas. The public meeting is scheduled for:

5:00 PM to 7:00 PM, Tuesday, January 29, 2019
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5214 Arena Trail, Midland, TX 79701

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TxDOT proposes to improve a segment of the IH 20 corridor between Loop 250 and FM 1788, in Midland County, by constructing a new interchange at County Road (CR) 1250, constructing new ramps, and improving frontage roads. The purpose of the proposed project is to improve access to and from the industrialized area serviced by CR 1250, and reduce congestion at the north frontage road intersections of IH 20 at Loop 250, and IH 20 at FM 1788, by reducing the traffic at these locations.

Persons interested in attending the meeting who have special communication or accommodation needs, including the need for language interpreters, are encouraged to contact the TxDOT Odessa District Public Information Office at (432) 498-4746 at least two working days prior to the meeting. TxDOT will make every reasonable effort to accommodate these needs.

Verbal and written comments from the public regarding these improvements are encouraged. Comments may be submitted either at the public meeting or in writing within 10 days after the public meeting and must be postmarked by February 8, 2019, to be included as part of the official public record. For additional information, please contact Gabriel A. Ramirez, P.E., Advanced Planning Engineer, TxDOT Odessa District Office, 3901 East Highway 80, Odessa, Texas, 79761, by telephone at (432) 498-4645, or email Gabriel.Ramirez@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 FHWA and TxDOT.

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Midland Reporter-Telegram
Sunday, January 13, 2019

PRO "Is Elizabeth Waren a viable presidential candidate?" CON

Yes, while Warren is viable, others are hankering to take on Trump

Don Kusler
Tribune News Service

While the campaign for president seems to be endless, the recent and very public entry of Massachusetts Sen. Elizabeth Warren into the 2020 election marks a beginning.

Democrats are likely to have a large primary field in their effort to defeat incumbent President Donald Trump and Warren is the first, but certainly not the last, qualified and politically viable candidate to run.

Viability is a word that pundits, strategists and activists use to narrow down large fields of candidates.

However, you may remember that Trump's first campaign was, almost universally, considered not viable, so you need to understand that viability is ultimately determined by voters.

Several questions should be asked and answered when considering viability.

Is the candidate well-known? Is the candidate experienced working on specific issues crucial to voters? Will she or he be able to raise the money needed to compete? Can they connect to primary voters and to the wider general electorate?

I'd say viability, while not dependent on satisfying all of these criteria, certainly depends on satisfying most of them.

Warren is professionally accomplished as a law professor and scholar, experienced as an advocate for working class Americans in her work on fairness in banking, and has served with distinction as a United States senator.

And she has become well-known through her outspoken advocacy, is beloved by primary voters in the progressive wing of the Democratic Party and is even a frequent target of Trump's ire and ridicule.

Interestingly, she is also a former Republican, adding to her potential crossover general election appeal.

Warren's experience advocating for consumer protections, especially in banking, allows her to deliver a genuine and expert narrative on the damaging economic divide that voters everywhere feel and are yearning to solve and she delivers this message in an engaging way when she campaigns or speaks publicly.

A result of her popularity is that Warren was in the top 10 for fundraising in 2018, despite not having a particularly competitive re-election. That suggests she has the basic campaign finance viability needed to compete.

All this adds up to make Warren a clearly viable, if we must use that term, candidate for president.

Now, while Warren is the first viable candidate to enter the race, even though a few others missing some of those key criteria have already entered, she will not be the last. Serious consideration will need to be given to other candidates as well.

Assumed candidacies include former Vice President Joe Biden as well as Sens. Bernie Sanders, Sherrod Brown, Kamala Harris, Cory Booker, Jeff Merkley, Amy Klobuchar and Kirsten Gillibrand.

There are many other well-known Democrats considering as well, including the popular Beto O'Rourke of Texas, who narrowly lost his initial try for the U.S. Senate last year.

The list includes other elected officials such as Colorado Gov. John Hickenlooper and former New York City Mayor Michael Bloomberg.

Others expressing interest include former Attorney General Eric Holder, entrepreneur Andrew Yang and another dozen potential candidates.

While not delving into every candidate, a few short examples of viable candidates would be Biden, who has already won twice nationwide; Sanders, whose primary challenge of Hillary Clinton was remarkably strong and wide in its support; and Brown, who has won tough contests in battleground Ohio as a progressive while championing working class issues including trade.

The campaign for 2020 will be exciting and an important decision will need to be made. Voters are fortunate to have what seems to be a strong, inspiring, diverse, progressive, and yes, viable field of candidates to choose from and Warren definitely fits that bill.

Don Kusler is national director of Americans for Democratic Action.

Distributed by Tribune Content Agency

No, Warren stumbled in the starting gate, may not recover

Merrill Matthews
Tribune News Service

What if you entered a presidential race and no one really cared?

That was the ho-hum reaction to Massachusetts Sen. Elizabeth Warren's New Year's Eve announcement that she was forming a presidential exploratory committee.

She's the first Democrat to take the step and so the media widely covered it, but she will have a lot of competition. Is she an odds-on favorite? Probably not.

First, politicians, like athletes in a long-distance race, can peak too soon and find themselves fading as competitors pass them by. That may be one of Warren's problems.

Four years ago she was the darling of the Democratic Party's small but growing progressive wing. Dissatisfied with Hillary Clinton, progressives urged Warren to enter the 2016 presidential race.

However, Senate Majority Leader Harry Reid, a strong Clinton supporter, reportedly offered Warren a Senate leadership position if she'd stay out of the race. Warren accepted, disappointing her supporters at the time.

But Vermont senator and self-described democratic socialist Bernie Sanders made no such promise. He challenged Clinton and championed a very progressive message, drawing huge crowds of energized, young supporters, and giving Clinton a real run for her money.

The result is Sanders became the de facto head of the progressives and Warren became yesterday's news. Now she's almost no one's first choice.

Recent polls show Joe Biden, Beto O'Rourke and Sanders as the three top Democratic presidential contenders. Economic forecaster and publisher Kiplinger puts Warren in eighth place. And a recent poll published by The Hill has her in low single digits.

In other words, she's gone from top to flop — or close to it. The election is two years off so Warren may be able to regain her mojo, but beer soirees and dubious ancestry claims haven't helped.

Which brings us to the second point: genuineness.

Warren is considered a little cold and aloof — a criticism both she and Clinton share — so she's trying to prove she's "one of us."

When Democrats run in deep red states, they often appear in a political ad shooting a gun. It's an effort to identify with red-state voters.

Warren's in a blue state so the former Harvard professor decided to host an Instagram Live chat drinking a bottle of beer. It was painful to watch.

People who have never handled a gun look awkward — and staged — when they try. That's how Warren looked with her beer bottle, asking her off-camera husband if he wanted one.

Professor Warren may be a frequent beer drinker — her favorite is Michelob Ultra, which alone may cost her some votes — but Harvard professors would appear more natural holding a glass of pinot noir.

Progressives are drawn to Sanders because he seems genuine; Warren's efforts to appear genuine only make her appear less so.

Third, her claim to be part Native American, which has been largely dismissed and widely ridiculed, may not be her only exaggeration.

For better or worse, every serious presidential candidate becomes the target of opposition research, examining every detail of a candidate's background.

Warren was once a Republican. Will researchers discover actions or statements that contradict her claims to progressivism?

If she handles future revelations as poorly as she has her Native American claim, she may be done for.

Elizabeth Warren is a successful, intelligent woman who worked her way up from a lower-middle class childhood. She has a good narrative.

But presidential campaigns are about energizing voters and attracting hundreds of millions of dollars in campaign contributions. If a candidate can't do those things, then he or she needs to bow out early.

Warren has time to prove she can do both and take the lead. But for now she seems to be chasing the progressive movement rather than leading it.

Merrill Matthews is a resident scholar with the Institute for Policy Innovation.

Distributed by Tribune Content Agency

Youth is not wasted on Ocasio-Cortez

Esther J. Cepeda
Washington Post Writers Group

It must be true that the widest cultural gulfs have always been due to age.

This is the only charitable way to explain the simultaneous reactions of fanatical adoration and pearl-clutching disgust over a tweeted video of Rep. Alexandria Ocasio-Cortez dancing in college.

Not dirty dancing, mind you. Not suggestive or scantily clad or in any way undignified dancing. All the newly sworn-in Bronx congresswoman did in this 8-year-old video is some goofy (borderline geeky), happy, joyful, youthful twirling and hopping that would be perfectly appropriate for church.

But for all its innocence and charm, the outcry by Ocasio-Cortez's detractors was typically sexist, puerile and telling.

She was called a know-it-all, a clueless nitwit, a hag; one Twitter post suggested she stick to pole dancing. Meanwhile, her fans responded with overwhelmingly fawning declarations of support.

In coffee shops, hospital waiting rooms and bus stops, debates over the leaked video pitted people who had the tone of scolding, close-minded parents that think they're keeping the nation from getting itself into trouble against younger people who see a legitimately relatable politician.

Put it into perspective: Ocasio-Cortez graduated high school in 2007. The 2007 Mindset List, an annual compilation of facts about incoming college freshmen, designed to help professors understand the world view of their new students, had this to say about Ocasio-Cortez's cohort:

- For them, "Ctrl + Alt + Del" is as basic as "ABC."
- They have never gotten excited over a telegram, a long-distance call or a fax.
- Bert and Ernie are old enough to be their parents.
- There have never been dress codes in restaurants.
- They have never seen a First Lady in a fur coat.
- They never heard Howard Cosell call a game on television.
- They have always been able to make photocopies at home and phone calls from planes.

Many people involved in the Ocasio-Cortez controversy glommed on to the idea that the Republican finger-waggers disapprove of women dancing, or of politicians sullying the solemnity of their elected office by cutting a rug — who remembers any dust-up about British Prime Minister Theresa May or Donald Trump dancing while on-duty, or ex-Texas Gov. Rick Perry or former New Jersey Gov. Chris Christie jiggling it on network TV? But it isn't the dancing.

Nor is it her supposed hypocrisy for dressing well during her first days in Washington, even though she had said it would be difficult for her to scrape together enough money to move there before her new salary kicked in. Some of it is surely the way in which she is — gasp! — proud to be Puerto Rican and unafraid to speak her mind about the inequality and economic issues she campaigned on.

But I'm betting that what gets stuck in her haters' craws the most is her youthfulness. Ed Rollins, a Republican political strategist, almost said as much, calling her a "little girl" with a "big mouth" on Lou Dobbs' cable TV show.

If you like Ocasio-Cortez, watching her be buoyant, graceful and fun is a breath of fresh air. If you dislike her, it's offensive to have idealistic, unjaded and lighthearted juvenescence shaken in your face.

This is especially so for a portion of the country — older, white, non-college-educated — that already feels threatened by the projections about "their country" becoming increasingly young, non-white and highly educated.

It's difficult getting old. The body hurts, opportunities dwindle, cultural currency goes away and people on TV and in the newspaper start talking — some, gleefully — about your generation dying off soon.

Think about how downright alien today's youth must seem to elders in their 60s and beyond — especially those young people who see absolutely nothing wrong with videotaping themselves dancing in the halls of Congress, as Ocasio-Cortez did after her college video was leaked.

This is not to besmirch everyone eligible for Social Security. Politics being what it is, Ocasio-Cortez will always have a contingent of haters, people who openly deride her because they can't say she's "unlikable" in crowds that recognize that label for the naked misogyny it is.

There will always be people claiming she's "unqualified," even though Ocasio-Cortez has an undergraduate degree in international relations with a minor in economics and has worked as an educator, a publisher and a community organizer.

She'll never stop carrying the baggage of being a woman from an underrepresented population. But look on the bright side: At 29, Ocasio-Cortez will someday grow out of getting belittled for being young.

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Texas Department of Transportation

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Texas Department of Transportation

3901 EAST HIGHWAY 80 | ODESSA, TEXAS 79761 | (432) 498-4697 | WWW.TXDOT.GOV

February 4, 2019

Name Name
Address
Address
City, State Zip

Regarding: Public Meeting
Highway: IH 20
Limits: From Loop 250 to FM 1788
CSJ: 0005-14-084
County: Midland

Dear Name Name,

The Texas Department of Transportation has scheduled a public meeting to provide details about a proposed project on IH 20 from Loop 250 to FM 1788 in Midland County, Texas. For details about the project and the public meeting, please see the attached public notice.

If you have any questions or concerns, please contact Gabriel A. Ramirez, P.E., Advanced Planning Engineer, TxDOT Odessa District Office, 3901 East Highway 80, Odessa, Texas, 79761, by telephone at (432) 498-4645, or email Gabriel.Ramirez@txdot.gov.

Sincerely,

Robert Ornelas, P.E.
Director of Transportation Planning and Development
Odessa District

Enclosure

Texas Department of Transportation

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TxDOT proposes to improve a segment of the IH 20 corridor between Loop 250 and FM 1788, in Midland County, by constructing a new interchange at County Road (CR) 1250, constructing new ramps, and improving frontage roads. The purpose of the proposed project is to improve access to and from the industrialized area serviced by CR 1250, and reduce congestion at the north frontage road intersections of IH 20 at Loop 250, and IH 20 at FM 1788, by reducing the traffic at these locations.

Persons interested in attending the meeting who have special communication or accommodation needs, including the need for language interpreters, are encouraged to contact the TxDOT Odessa District Public Information Office at (432) 498-4746 at least two working days prior to the meeting. TxDOT will make every reasonable effort to accommodate these needs.

Verbal and written comments from the public regarding these improvements are encouraged. Comments may be submitted either at the public meeting or in writing within 10 days after the public meeting and must be postmarked by February 8, 2019, to be included as part of the official public record. For additional information, please contact Gabriel A. Ramirez, P.E., Advanced Planning Engineer, TxDOT Odessa District Office, 3901 East Highway 80, Odessa, Texas, 79761, by telephone at (432) 498-4645, or email Gabriel.Ramirez@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 FHWA and TxDOT.

Project Location Map

C. Sign-in Sheets

Texas Department of Transportation

Please Print Clearly

IH 20 Improvements - New Interchange at CR 1250
Public Meeting

ELECTED OFFICIAL SIGN-IN

Tuesday, January 29, 2018

Midland Horseshoe, Education Bldg, 2514 Arena Trail, Midland, TX 79701

#	NAME	AFFILIATION	PHONE #	ADDRESS	HOW DID YOU HEAR ABOUT THE PUBLIC MEETING?
1	Michael McCullough MUM	PCWID #3	432/580/5624	P.O. Box 61440 Midland, TX	mailing
Cty Commr. 2	Robin Dunnegan	Midland County	4326884802	500 N Loraine Midland 79701	
3					
4					
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6					
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15					
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17					

Texas Department of Transportation

H 20 Improvements - New Interchange at CR 1250
Public Meeting

SIGN-IN

Please Print Clearly

Tuesday, January 29, 2018

Midland Horseshoe, Education Bldg, 2514 Arena Trail, Midland, TX 79701

#	NAME	AFFILIATION	PHONE #	ADDRESS	HOW DID YOU HEAR ABOUT THE PUBLIC MEETING?
1	Kathleen McCulloch	land/homeowner			
2	Edwin H. Magruder Jr.	Self			
3	Mercy Howe	landowner			
4	Steve Hodges	B&J welding supply			
5	Charles M. Younger	Land owner			
6	Mark Myer	Represent Landowner			
7	Jonathan Huseman	Land owner			
8	Randy Bailey	Kirby-Smith Machinery			
9	Stewart Doreen	MRT			
10	Dan Swanner	homeowner			
11	Tom Yarger	land owner			
12	Landon Merritt	Business			
13	Chris McIntosh	Business Owner			
14	Dustin Fawcett	MOTRAN			
15	Cameron Walker	Permian Basin MPO			
16	Jesse Mendoza	AECOM			
17	Gary J. Law	MDC			

Texas Department of Transportation

H 20 Improvements - New Interchange at CR 1250
Public Meeting

SIGN-IN

Please Print Clearly

Tuesday, January 29, 2018

Midland Horseshoe, Education Bldg, 2514 Arena Trail, Midland, TX 79701

#	NAME	AFFILIATION	PHONE #	ADDRESS	HOW DID YOU HEAR ABOUT THE PUBLIC MEETING?
18	Ramjita sai chennamsetti				
19	Nikitha Reddy Sankepally	M			
20	Jami Huber Owen	MISD			
21	Billy Wiggington	Petroleum Wholesale			
22	J.D. FAIRCLOTH	MOTRAN			
23	Jacob A. Cross	Blue Streak			
24	Tania Cedillo	Univision			
25	Rob McNew	Reece Albert, Inc.			
26	Mike Molter	P.			
27	Mike Pacelli	City of Midland			
28	Elizabeth Shaughnessy	City of Midland			
29	Darlene Collins + Maureen	Citizen			
30	DAVID CHRISTMAS	SCHLUMBERGER			
31	Mike + Becky Waldrop	Desert Thunder Raceway			
32	Julie Green	Permian Basin Petroleum Ass			
33	Heather Sinclair	TXDOT			
34					

D. Comments Received

Texas Department of Transportation

PUBLIC MEETING COMMENT CARD

IH 20 Improvements – New Interchange at CR 1250
Midland County

Midland Horseshoe, Education Building
5214 Arena Trail, Midland, TX 79701
Tuesday, January 29, 2019
5:00 PM to 7:00 PM

(PLEASE PRINT)
Name: Becky Waldrop

Address:

Representing:

(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

COMMENTS: Timeline Copy

Written comments may be submitted this evening or mailed to the address below.
All comments must be received or postmarked by February 13, 2019.

TxDOT Odessa District
ATTN: Gabriel Ramirez, P.E.
3901 East Highway 80
Odessa, TX 79761

Comments may also be e-mailed to: Gabriel.Ramirez@txdot.gov

Texas Department of Transportation

PUBLIC MEETING COMMENT CARD

IH 20 Improvements – New Interchange at CR 1250
Midland County

Midland Horseshoe, Education Building
5214 Arena Trail, Midland, TX 79701
Tuesday, January 29, 2019
5:00 PM to 7:00 PM

(PLEASE PRINT)
Name: Jami Huber Owen

Address:

Representing: Midland ISD

(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

COMMENTS: Road Safety is very important to me. Anything we can do to improve roads will help reduce accidents.

West Texas has limited roads with increasing traffic volume. More roads may not be possible - But improved roads are possible.

TAXES gained from oil & gas need to be put back into infrastructure of the Permian Basin.

We (West Texans) are two and one half times more likely to be killed in a car crash than any other place in Texas.

If The Permian was a country - we'd be the 4th largest oil producer in the World. Texas Must support the industry that provides value.

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TxDOT Odessa District
ATTN: Gabriel Ramirez, P.E.
3901 East Highway 80
Odessa, TX 79761

Comments may also be e-mailed to: Gabriel.Ramirez@txdot.gov

PUBLIC MEETING COMMENT CARD

IH 20 Improvements – New Interchange at CR 1250
Midland County

Midland Horseshoe, Education Building
5214 Arena Trail, Midland, TX 79701
Tuesday, January 29, 2019
5:00 PM to 7:00 PM

(PLEASE PRINT)
Name: LANDON MERRITT

Address:

Representing: RESIDENT OF MIDLAND

(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

COMMENTS:

NEED I-20 FRONTAGE THROUGHOUT MIDLAND-ODESSA CORRIDOR,
" "EXPRESS" STYLE LANES FOR TRAFFIC WHICH WILL NOT EXIT IN THE
GREATER MIDLAND-ODESSA AREA (≈ 34 MI)

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3901 East Highway 80
Odessa, TX 79761

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Texas Department of Transportation

PUBLIC MEETING COMMENT CARD

IH 20 Improvements – New Interchange at CR 1250
Midland County

Midland Horseshoe, Education Building
5214 Arena Trail, Midland, TX 79701
Tuesday, January 29, 2019
5:00 PM to 7:00 PM

(PLEASE PRINT)
Name: Kathleen & Dr. Michael McCulloch

Address:

Representing: Self - rancher/farmer/homeowner/landowner - off FM 1788)

(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

COMMENTS: It would be very helpful and would greatly benefit the public if TXDOT would construct multiple lanes for oilfield and other traffic headed N bound on FM 1788 to relieve pressure. Lines of traffic headed N on FM 1788 are regularly backed up for over 1 mile. Smaller trucks + vehicles regularly use the borrow ditch to drive almost a mile up to the intersection of FM 1788 + I-20.

Therefore, more lanes for N bound traffic are needed -or- at least a long (1 mile) turn lane for traffic heading to turn Right (Eastbound) at the intersection of FM 1788 + I-20. The turn lane would at least relieve pressure on traffic trying to get up to the intersection of FM 1788 + I-20. Even a temporary lane would help.

P.S. Where is my friend Tryon Lewis - TXDOT Chair???

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TxDOT Odessa District
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Odessa, TX 79761

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Texas Department of Transportation

PUBLIC MEETING COMMENT CARD

IH 20 Improvements – New Interchange at CR 1250
Midland County

Midland Horseshoe, Education Building
5214 Arena Trail, Midland, TX 79701
Tuesday, January 29, 2019
5:00 PM to 7:00 PM

(PLEASE PRINT)
Name: Dr. Michael + Kathleen McCulloch

Address:

Representing: Self – ranchers/farmers / landowner / homeowner

(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

COMMENTS: We live S of I-20 about 1 mile on CR 1285. Oilfield truck traffic is terrible and is backed up on FM 1788 for at least 1 mile trying to get to I-20 or go over the overpass N bound at intersection of FM 1788 + I-20. Traffic is bad all the time, but especially from 4:00 pm - 7:00 pm every day. This is not only inconvenient but most importantly it presents a public safety issue. Because of the oilfield traffic, we and other taxpayers who live in the area cannot leave our property during these times without waiting in a line of oilfield traffic for 30+ minutes. There is no way police, sheriff, ambulance + fire departments could come to the aid of anyone in time to save lives + property. Several years ago (before) the boom hit a peak - there were many wildfires that burned a lot of pasture land from 1788 to Loop 258. Many of the landowners, including ourselves, have livestock that will perish in any type of wildfire that will most certainly occur again. There are NO alternate routes to escape. The fire danger is heightened also because of oilfield activity (i.e. welding, etc)

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TxDOT Odessa District
ATTN: Gabriel Ramirez, P.E.
3901 East Highway 80
Odessa, TX 79761

Comments may also be e-mailed to: Gabriel.Ramirez@txdot.gov

PUBLIC MEETING COMMENT CARD

IH 20 Improvements – New Interchange at CR 1250
Midland County

Midland Horseshoe, Education Building
5214 Arena Trail, Midland, TX 79701
Tuesday, January 29, 2019
5:00 PM to 7:00 PM

(PLEASE PRINT)
Name: Michael McCulloch Jones

Address:

Representing: Self - landowner

(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

COMMENTS:
My father, H. C. McCulloch, donated the land for CR 1250. I would like the road named for him.

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All comments must be received or postmarked by February 13, 2019.

TxDOT Odessa District
ATTN: Gabriel Ramirez, P.E.
3901 East Highway 80
Odessa, TX 79761

Comments may also be e-mailed to: Gabriel.Ramirez@txdot.gov

Texas Department of Transportation

PUBLIC MEETING COMMENT CARD

IH 20 Improvements – New Interchange at CR 1250
Midland County

Midland Horseshoe, Education Building
5214 Arena Trail, Midland, TX 79701
Tuesday, January 29, 2019
5:00 PM to 7:00 PM

(PLEASE PRINT)
Name: Chris McIntosh / Wireline Accessories and Sales

Address:

Representing: Business Owner / self

(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

COMMENTS:

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TxDOT Odessa District
ATTN: Gabriel Ramirez, P.E.
3901 East Highway 80
Odessa, TX 79761

Comments may also be e-mailed to: Gabriel.Ramirez@txdot.gov

Wireline
Accessories and Sales

February 4, 2019

I attended the IH 20 Improvements meeting on January 29...

In my opinion I believe that the overpass at that intersection is total waste of (taxpayer) money for an area that has little to business demands. The major issue I see with doing this is the increased amount of traffic on Midkiff and Loop 250, that we are already seeing with the damaged overpass. Since it was hit we have seen our revenue decrease to do customers not wanting to deal with the traffic congestion. The other issues I see is on HWY 80/ BUS 20. That is already a nightmare to cross over to get to 1250 from hwy80/Bus 20, as for traffic using Industrial (headed east) to get to 1250 it needs to be completely repair as for nobody will take owner ship of it so it can be repaired. Being that we own mulit properties on IH 20 between Loop 250 and Midkiff. I believe the money will be better spent increasing the number of on/off ramps to the existing services road between Midkiff and 1788. By doing this you will relieve some of the traffic congestion that is already a major issue at Loop 250 and 1788.

My last suggestion is to repair the lanes at Midkiff and Cotton Flat Overpasses. The large amount of truck traffic with narrow/sharp radius bend lanes makes it difficult to pass thru. The number of business, along with population, that have been developed south of IH 20 is incredible. The city/county has done nothing to help the growth in the areas.

I am willing to discuss the matter further detail if you like my opinion as a lifetime resident and local business owner

Thank You,
Chris McIntosh

Texas Department of Transportation

PUBLIC MEETING COMMENT CARD

IH 20 Improvements – New Interchange at CR 1250
Midland County

Midland Horseshoe, Education Building
5214 Arena Trail, Midland, TX 79701
Tuesday, January 29, 2019
5:00 PM to 7:00 PM

(PLEASE PRINT)
Name: James Beauchamp

Address: _

Representing: MOTRAN Alliance, Inc.

(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

COMMENTS: We support the project. The proposed interchange fills a gap in Interstate 20 infrastructure and would help relieve already over-burdened interchanges at West Loop 250 and I-20, and at FM 1788 and I-20.

Additionally, the proposed ~~inter~~ interchange facilitates addition industrial development between I-20 and BI-20.

Written comments may be submitted this evening or mailed to the address below.
All comments must be received or postmarked by February 13, 2019.

TxDOT Odessa District
ATTN: Gabriel Ramirez, P.E.
3901 East Highway 80
Odessa, TX 79761

Comments may also be e-mailed to: Gabriel.Ramirez@txdot.gov

Texas Department of Transportation

PUBLIC MEETING COMMENT CARD

IH 20 Improvements – New Interchange at CR 1250
Midland County

Midland Horseshoe, Education Building
5214 Arena Trail, Midland, TX 79701
Tuesday, January 29, 2019
5:00 PM to 7:00 PM

(PLEASE PRINT)
Name: Dustin Fawcett

Address:

Representing: Myself

(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

COMMENTS: I strongly support this project. The project addresses multiple concerns such as over-loaded interchanges that exist currently while also providing a relief/alternate route for traffic flows. Additionally, this will be a great first step in addressing interstate needs on I-20 while also facilitating industrial development.

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All comments must be received or postmarked by February 13, 2019.

TxDOT Odessa District
ATTN: Gabriel Ramirez, P.E.
3901 East Highway 80
Odessa, TX 79761

Comments may also be e-mailed to: Gabriel.Ramirez@txdot.gov

February 13, 2019

TxDOT Odessa Division
Attn: Gabriel Ramirez, P.E.
3901 East Highway 80
Odessa, Texas 79761

Via email: Gabrial.Ramirez@txdot.gov and
Via US Mail

RE: IH 20 Improvements- New Interchange at DR 1250 ("Project")
Public Meeting Comments

Dear Mr. Ramirez:

The following comments are respectfully submitted on behalf of Petroleum Wholesale, L.P. ("PW"), which owns and operates the Main Street Market travel center located at 10400 IH 20 at FM 1788, Midland, Texas 79706.

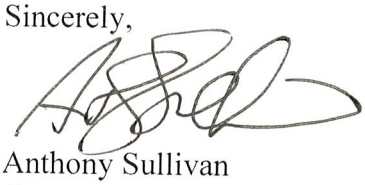
It is evident that the planning for the Project was undertaken without any regard for the businesses in this area, particularly those at the intersection of IH 20 and FM 1788. The Project with have an enormous detrimental impact on PW's business because the current exit is being moved back 7500 feet, eliminating the visibility of the travel center to the motoring public. In PW's industry, travel centers and/or convenience stores rely on visibility because a majority of customers are "impulse" customers as they exit the highway when they see the travel center ahead. This Project eliminates visibility and thus completely destroys the majority of PW's customer base. It is unfathomable that no business, including PW, was consulted with to determine the detrimental economic impact this Project will have on business in this area.

The current exit backs up in the morning hours. The Project, however, does not eliminate this problem. Rather, the Project merely transfers the congestion from the highway to the feeder road. The issue that causes this problem is the traffic light at FM 1788, where vehicles must wait, resulting in heavy congestion. Rather than moving the exit, the proper way to address this congestion issue is to install a through street whereby vehicles whose intent is to continue west on the feeder of IH 20 can bypass the light at the intersection of FM 1788. This will directly address the congestion whereas the Project does not.

Finally, PW has invested millions of dollars into its location at the intersection of IH 20 and FM 1788. This location contributes significant tax revenue to the county and provides dozens of local jobs to the economy. The property value is greatly impacted by the access and current exit. By eliminating the exit that is responsible for customers accessing PW's travel center, the Project also destroys the property value of the property rendering PW's investment into this community worthless.

Thank you for your attention to this matter. Please contact the undersigned if you have any questions.

Sincerely,



Anthony Sullivan
General Counsel

E. Figures

Meeting Exhibits

Next Steps

TIMELINE | 2019 | 2020

Environmental Study
Spring 2019

Finalize Schematic Design
Summer 2019

FHWA Review/ Comments
Summer 2019

TxDOT NEPA Decision
Summer 2019

Finalize PS&E Design
Winter 2019

ROW Acquisition
Winter 2019

Project Letting
February 2020

Begin Construction
Summer 2020

2nd Public Meeting
Winter 2019

Questions and Comments

COMMENTS MUST BE RECEIVED OR POSTMARKED BY FEBRUARY 13, 2019

- Submit comments at today's meeting
- Submit in writing to:
  Gabriel Ramirez, P.E.
  3901 East Highway 80
  Odessa, TX 79761
- Submit by email to Gabriel.Ramirez@txdot.gov

Project Limits/Description

Project Limits:

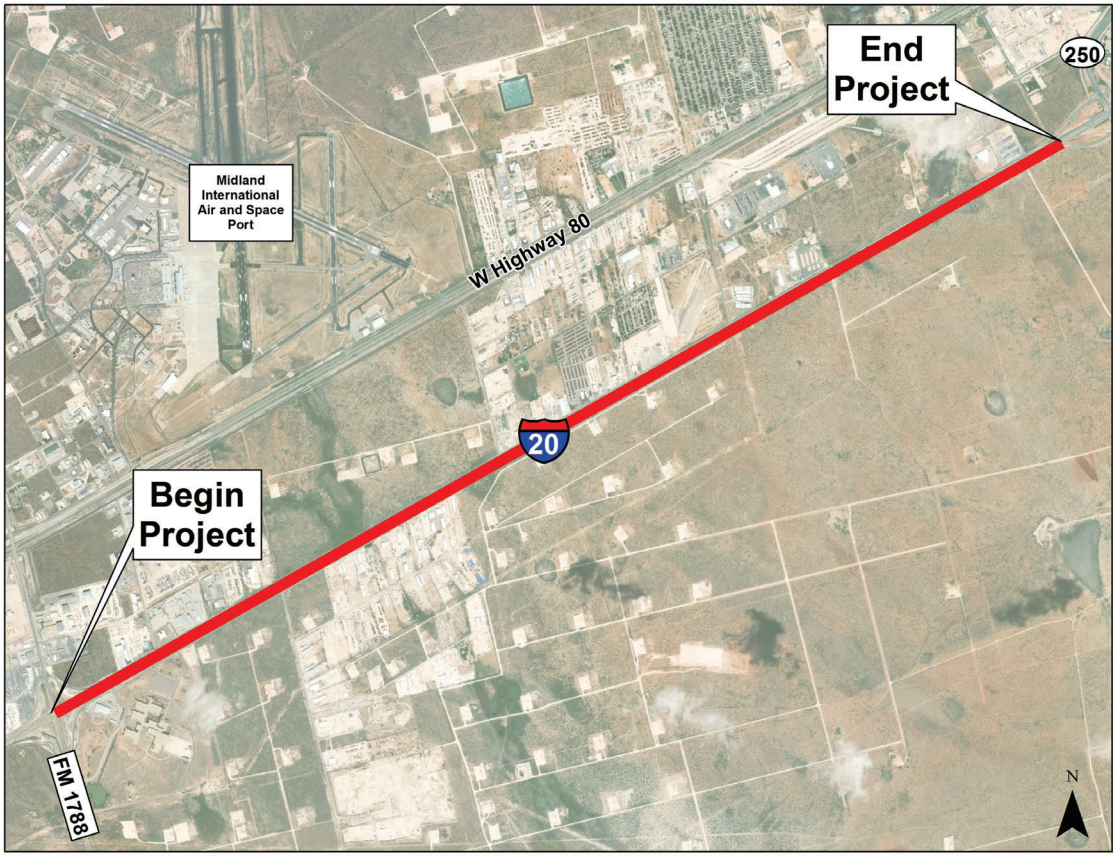
- FM 1788 to LP 250 (approx. 5 miles)

Project Description:

- Construction of Interchange at CR 1250
- Signalize CR 1250 Intersection
- Reconfigure ramps near FM 1788 and LP 250 to accommodate new CR 1250 interchange

Funding:

- $19.84M total authorized funding



Proposed Improvements

Presentation

IH 20 IMPROVEMENTS

New Interchange at CR 1250

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.

Introductions

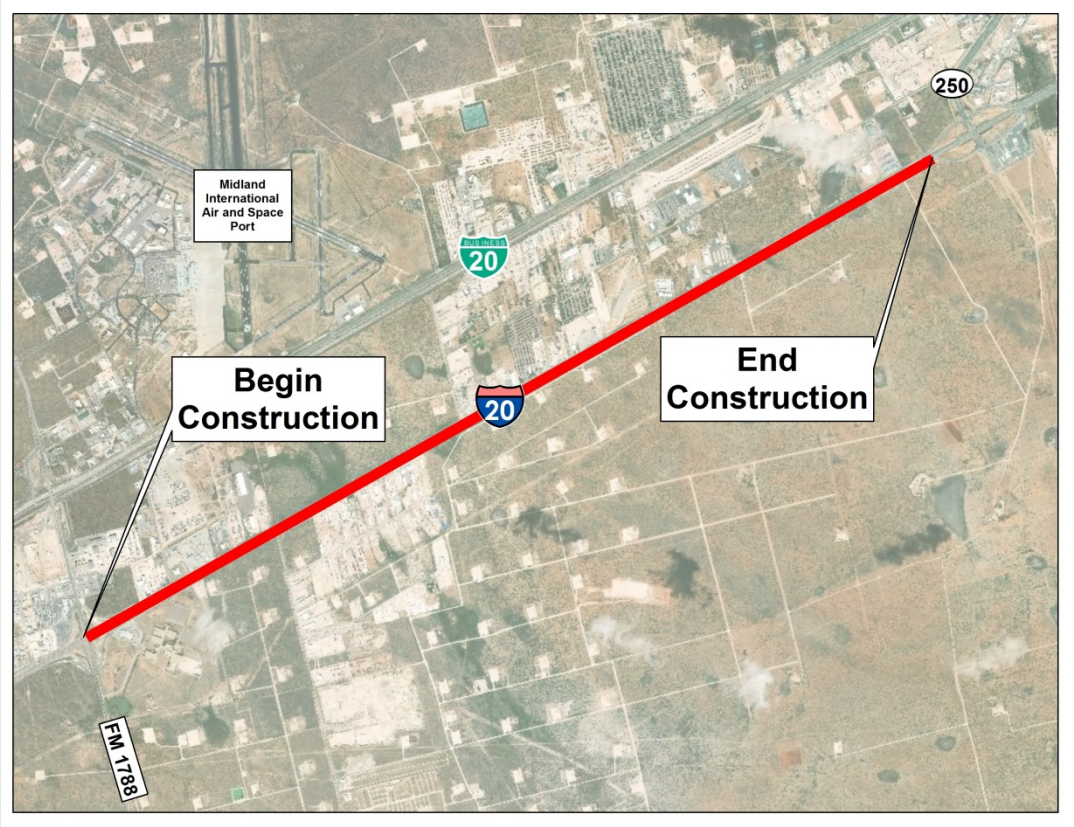
- Gene Powell – Public Information Officer (TxDOT)
- Robert Ornelas, P.E. – TP&D Director (TxDOT)
- Gabriel Ramirez, P.E. – Advanced Planning Engineer (TxDOT)
- Paul Aparicio, P.E., - Project Manager (TxDOT)
- Brad Kwaterski, P.E. – Project Manager (AECOM)
- Other TxDOT Staff

Agenda

1. Introductions
2. Proposed Improvements
3. Why is Project Needed?
4. Environmental Considerations
5. Next Steps
6. Public Comment

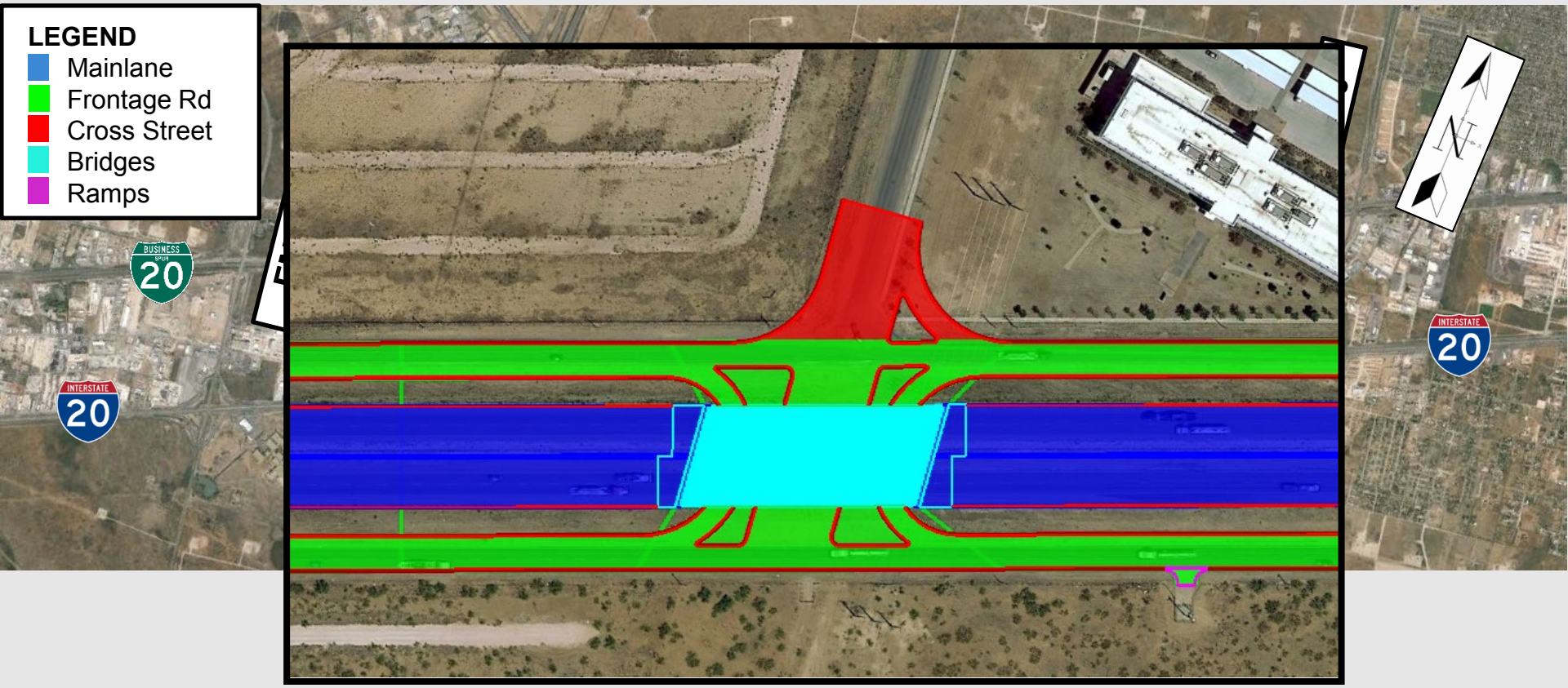
Project Description

- Construction Limits:
  - FM 1788 to LP 250 (Approx. 5 miles)
- Project Description
  - Construct interchange at CR 1250
  - Reconfigure ramps near FM 1788 and LP 250 to accommodate new CR 1250 interchange
  - Reconstruct frontage roads from FM 1788 to LP 250
- Funding
  - $19.84M total authorized funding



Project Overview – Proposed Improvements

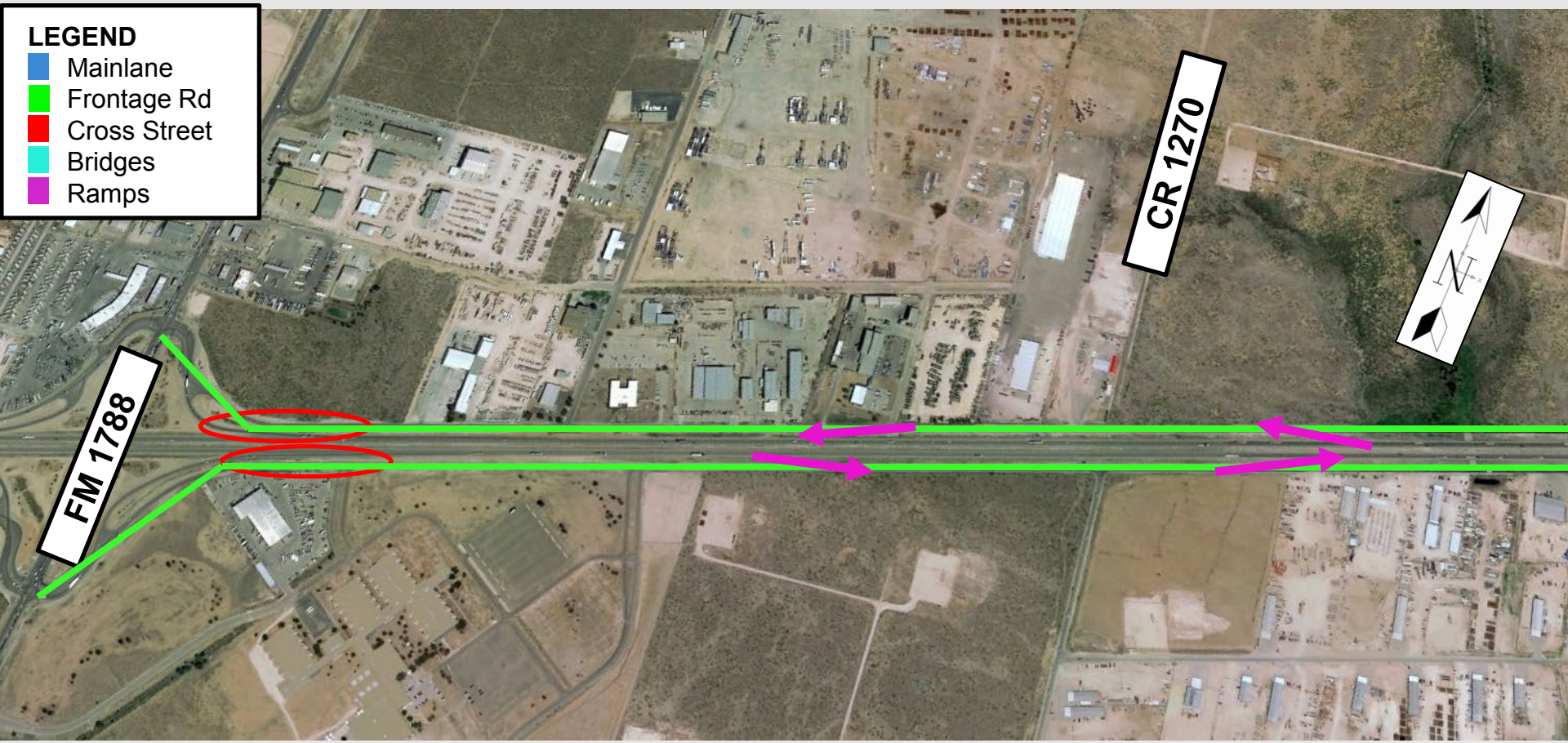
CR1250 Interchange



- Construct IH-20 bridge over CR 1250
- Extend CR 1250 to southern frontage road and widen
- Improve access to CR 1250

Ramps Near FM 1788

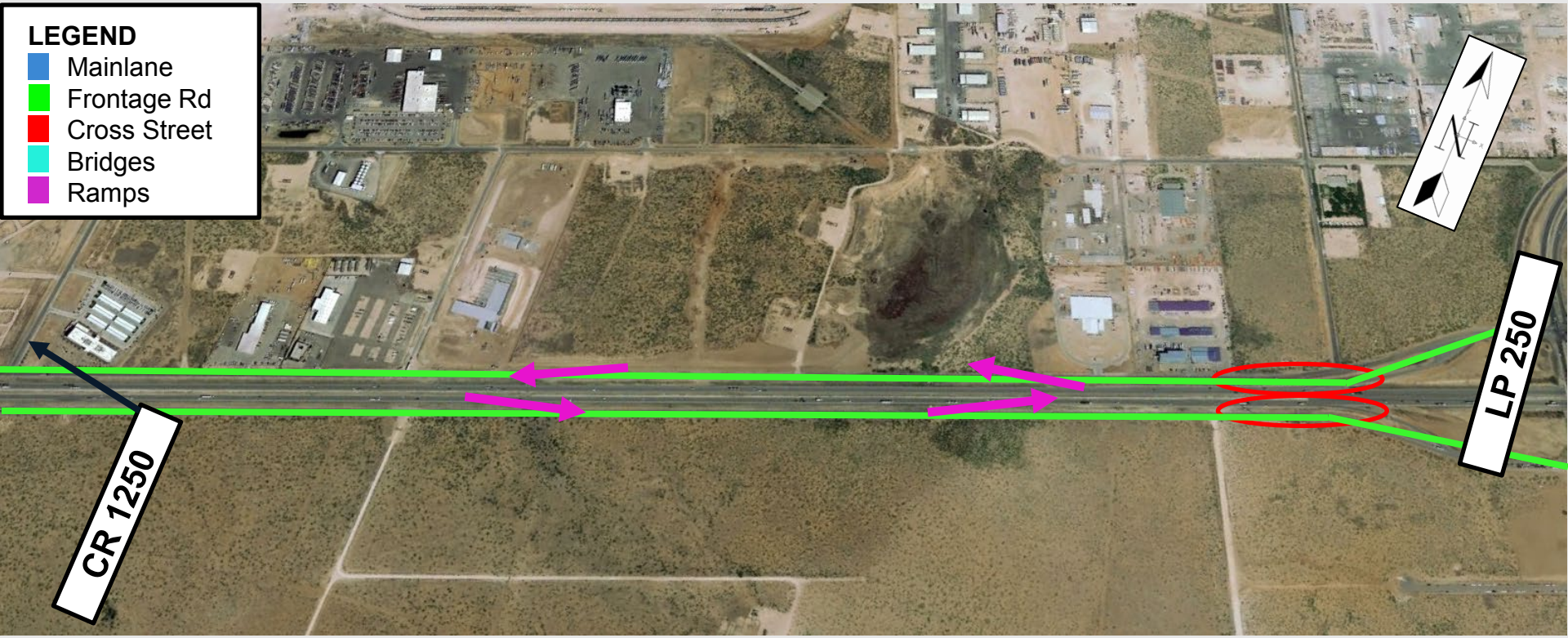
Ramps Near FM 1788



- Relocate existing WB exit ramp to FM 1788 and existing EB entrance ramp from FM 1788
- Construct two entrance ramps and two exit ramps
- Construct auxiliary lane between ramps on frontage roads (open to traffic in future)
- Reconstruct frontage roads to include curb and gutter

Ramps Near LP 250

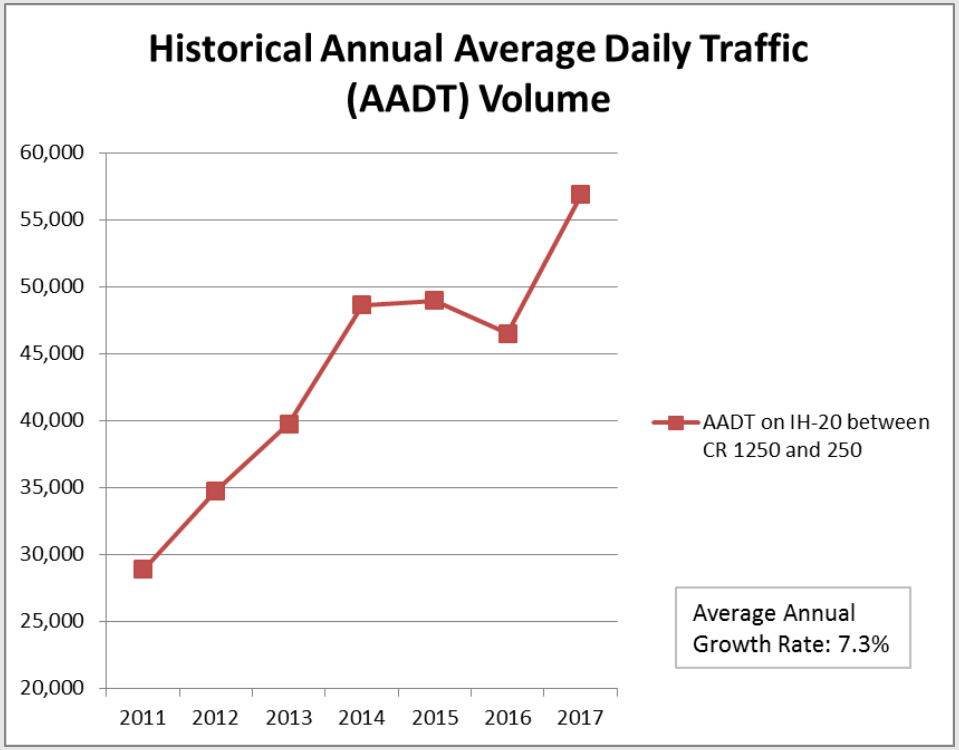
Ramps Near LP 250



- Relocate existing WB entrance ramp from LP 250 and existing EB exit ramp to LP 250
- Construct two entrance ramps and two exit ramps
- Construct auxiliary lane between ramps on frontage roads (open to traffic in future)
- Reconstruct frontage roads to include curb and gutter

Why is Project Needed?

- Insufficient access to/from industrialized area serviced by CR 1250 on IH 20.
- IH 20 freight and commuter traffic congestion at IH 20/LP 250 intersection and IH 20/FM 1788 intersection.

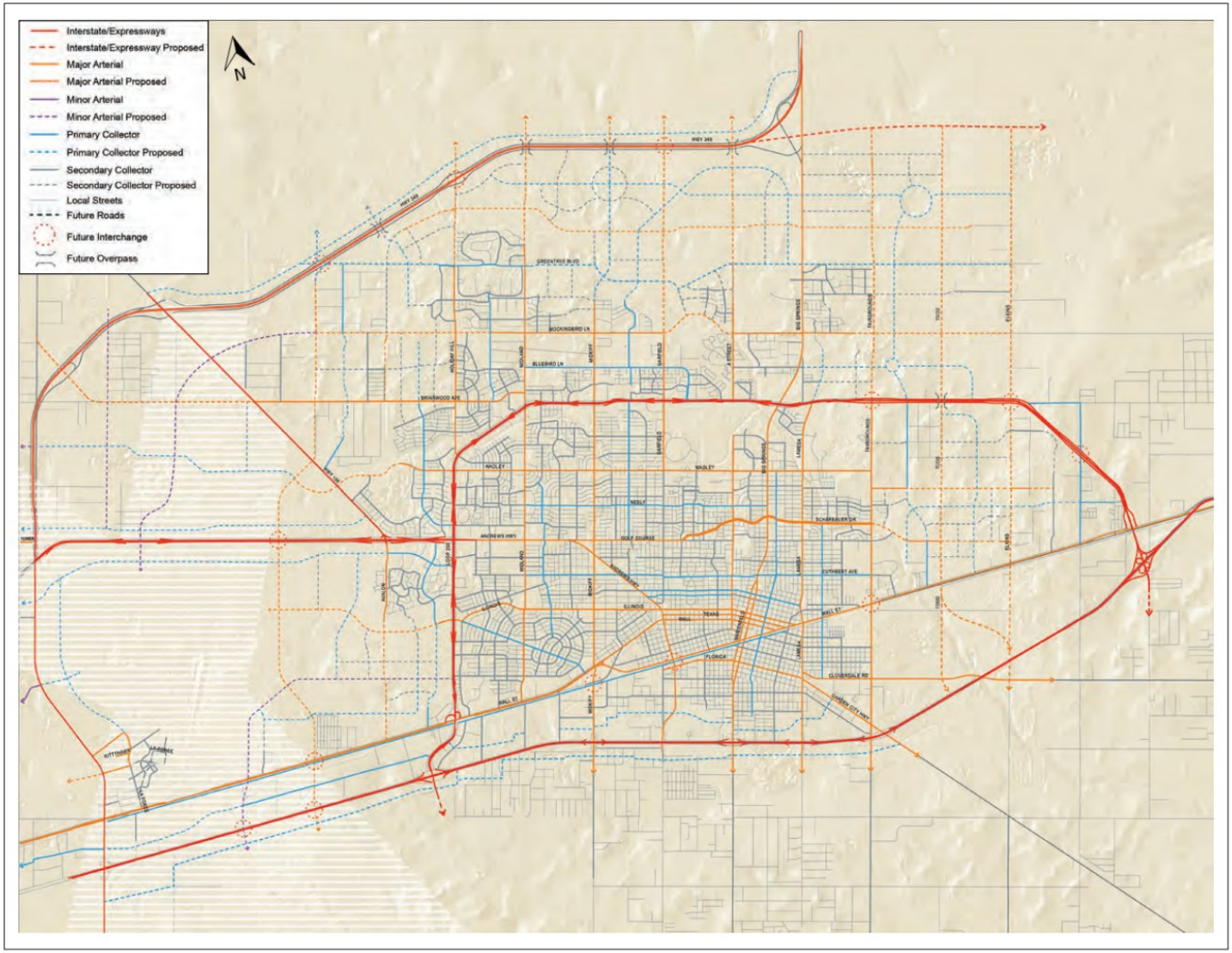


Regional Compatibility

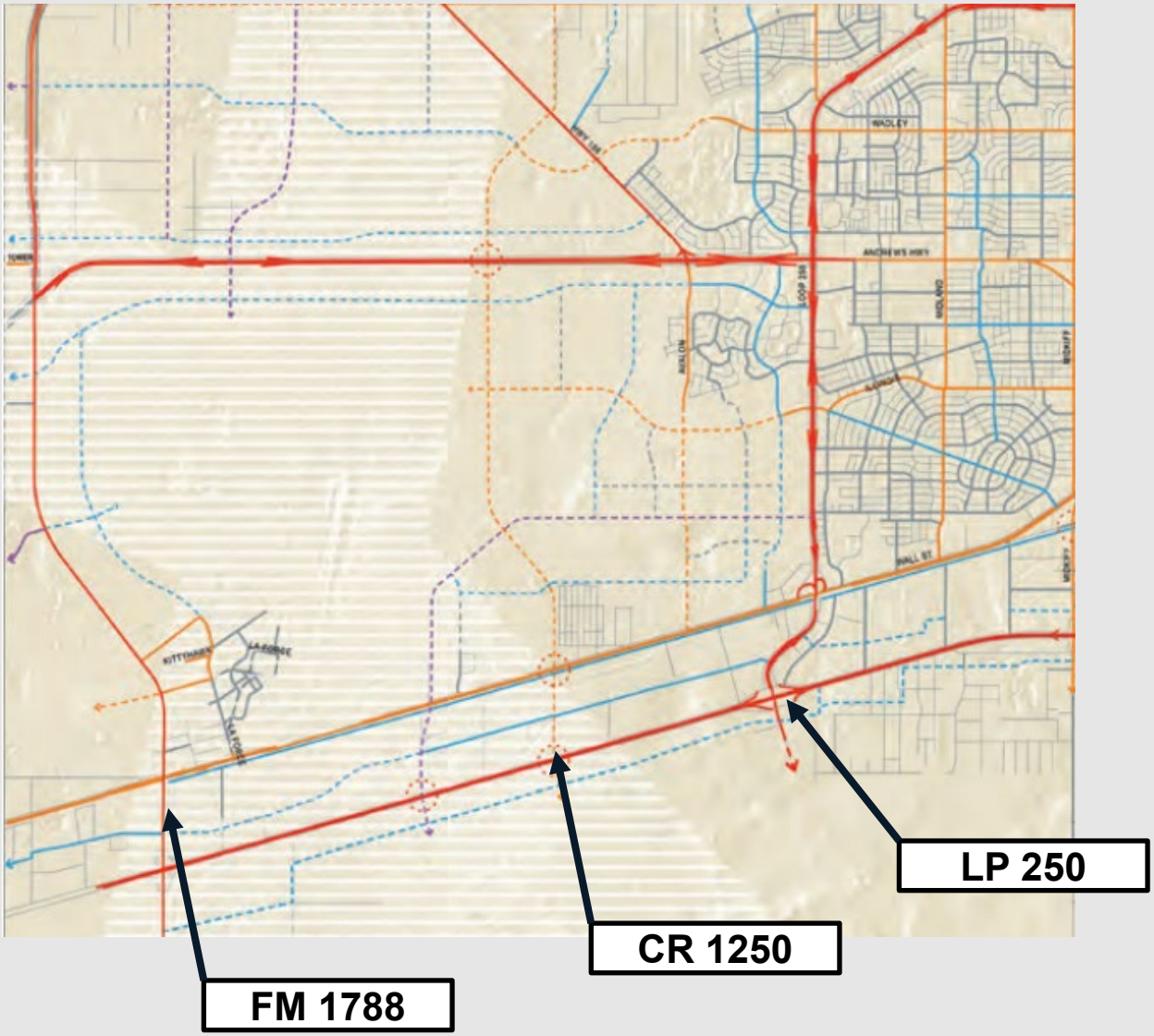
- City of Midland's Tall City Tomorrow Plan
- CR1250 as a future major arterial

Midland - Tall City Tomorrow Comprehensive Plan

Map 5.1: Transportation



Midland - Tall City Tomorrow Comprehensive Plan



Environmental Considerations

Environmental Study:

NEPA requires environmental analysis of a project's impact on natural and human environment if federal funds are to be used.

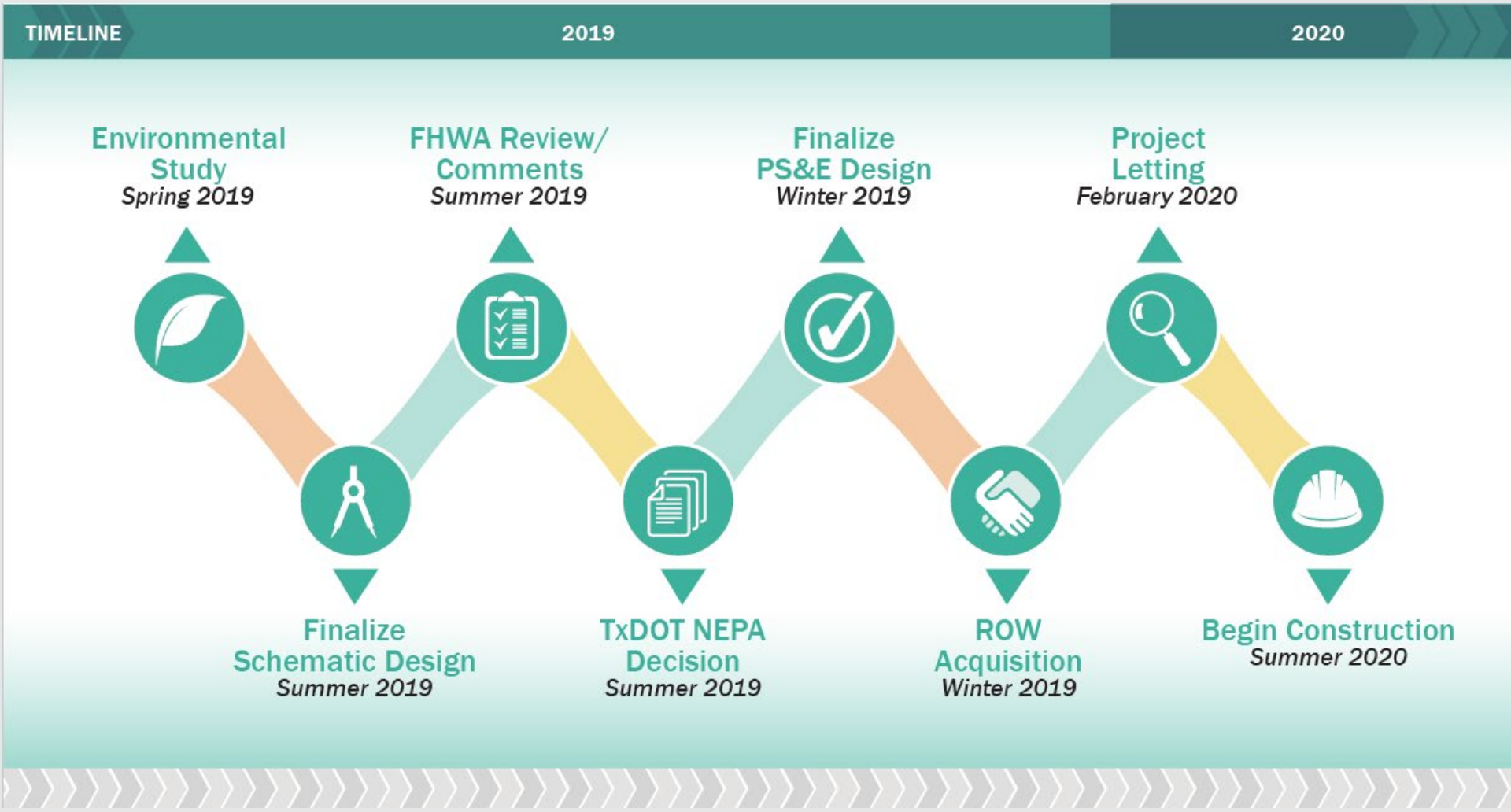
Natural Environment

- Waters of the U.S./wetlands
- Water quality
- Vegetation
- Wildlife
- Threatened and endangered species

Human Environment

- Community impacts
- Bike/pedestrian considerations
- Parks
- Traffic noise
- Air quality
- Cultural resources

Next Steps


TIMELINE
2019
2020
Environmental Study
Spring 2019
Finalize Schematic Design
Summer 2019
FHWA Review/ Comments
Summer 2019
TxDOT NEPA Decision
Summer 2019
Finalize PS&E Design
Winter 2019
ROW Acquisition
Winter 2019
Project Letting
February 2020
Begin Construction
Summer 2020

Questions and Comments

Comments must be received or postmarked by February 13, 2019.

- Submit comments at today's meeting
- Submit in writing to:
  Texas Department of Transportation
  Attn: Gabriel Ramirez, P.E.
  3901 East Highway 80
  Odessa, TX 79761
- Submit by email to Gabriel.Ramirez@txdot.gov

Meeting Materials

IH 20 Improvements - New Interchange at CR 1250
Public Meeting

ELECTED OFFICIAL SIGN-IN

Please Print Clearly

Tuesday, January 29, 2018

Midland Horseshoe, Education Bldg, 2514 Arena Trail, Midland, TX 79701

#	NAME	AFFILIATION	PHONE #	ADDRESS	HOW DID YOU HEAR ABOUT THE PUBLIC MEETING?
1					
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H 20 Improvements - New Interchange at CR 1250
Public Meeting

SIGN-IN

Please Print Clearly

Tuesday, January 29, 2018

Midland Horseshoe, Education Bldg, 2514 Arena Trail, Midland, TX 79701

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COMMENT CARD

Public Meeting
Tuesday, Janaury 29, 2018
IH 20, Midland County, TX – CSJ 005-14-082
IH 20 Improvements - New Interchange at CR 1250

(PLEASE PRINT)
Name: _____

Address: _____

Representing: _____

(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

COMMENTS: _____

_____

_____

_____

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_____

Written comments may be turned in today, or mailed or emailed by February 13, 2019 to:
Gene Powell Jr, Public Information Officer
TxDOT Odessa District
3901 East US Highway 80
Odessa, TX 79761
Gene.Powell@txdot.gov

Meeting Photographs

TEXAS DEPARTMENT OF TRANSPORTATION
WELCOME
Why am I here?
Learn about proposed improve
Ask questions and provide com
on proposed improvements
COMMENTS

WELCOME
Why am I here?
COMMENTS

MIDLAND COUNTY
"THE HORSESHOE"
MARCH 2006