



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

### **Purpose and Outreach**

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

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

### **Attendance and Participation**

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

### **Meeting Summary**

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

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

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

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

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

### **Comments Summary**

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

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

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

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

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

### **Next Steps**

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

### **Attachments**

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



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

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

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

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

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

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



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

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

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

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

Comentarios escritos pueden ser enviados por correo electrónico a [steven.warren@txdot.gov](mailto:steven.warren@txdot.gov), por fax al teléfono (806) 748-4380 o por correo a nombre de Steven Warren, P.E., 135 Slaton Road Lubbock, TX 79404-5201.

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

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



# Revised Route Options Map

## Lubbock Outer Route DRAFT

### Legend

- Revised Route Options
- Recommended Route Options
- Potential Interchanges

### Transportation

- Interstate
- US Highway
- State Highway
- County Roads
- Local Roads
- Active Railroad
- Airports

### Community Resources

- Fire Stations
- Police Stations
- Hospitals
- City Boundaries
- School District Boundaries
- County Boundary

### Land Use

- Residential
- Schools
- Houses of Worship
- Colleges & Universities
- Future Development

### Cultural Resources

- National Register of Historic Places
- Texas Historical Markers
- Historic District
- Cemeteries

### Low Income & Minority Populations

- Low Income & Minority Populations

### Hazardous Materials

- Landfills
- Electric Substations
- Oil/Gas Surface Wells
- Oil & Gas Pipelines

### Prime Farmland

- Prime Farmland

### Parks & Conservation Areas

- Parks
- Golf Courses
- Local Conservation Lands

### Water Resources

- Public Water Supply Wells
- Streams
- National Hydrography Dataset Features
- Plays Lakes
- National Wetland Inventory Features
- 100-year Floodplain



Prepared by Jacobs Engineering for the  
Texas Department of Transportation

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This map was produced for internal use within  
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# Typical Sections



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



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

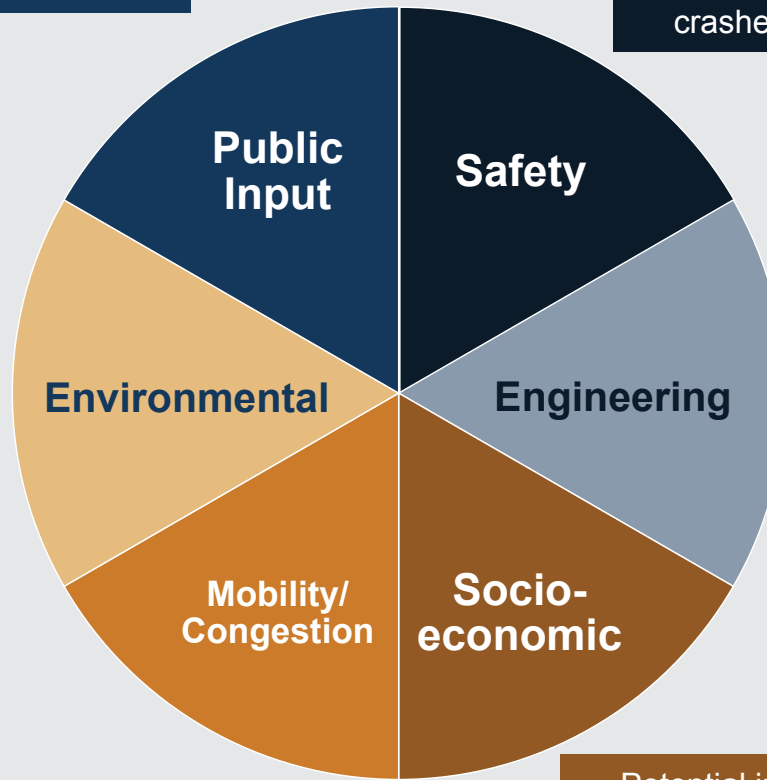
\*Draft for illustrative purposes only; subject to change based on funding availability and actual site conditions

# Evaluation Criteria

- Input from stakeholders
- Public Comments

- Potential for reduction in crashes (2040)

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



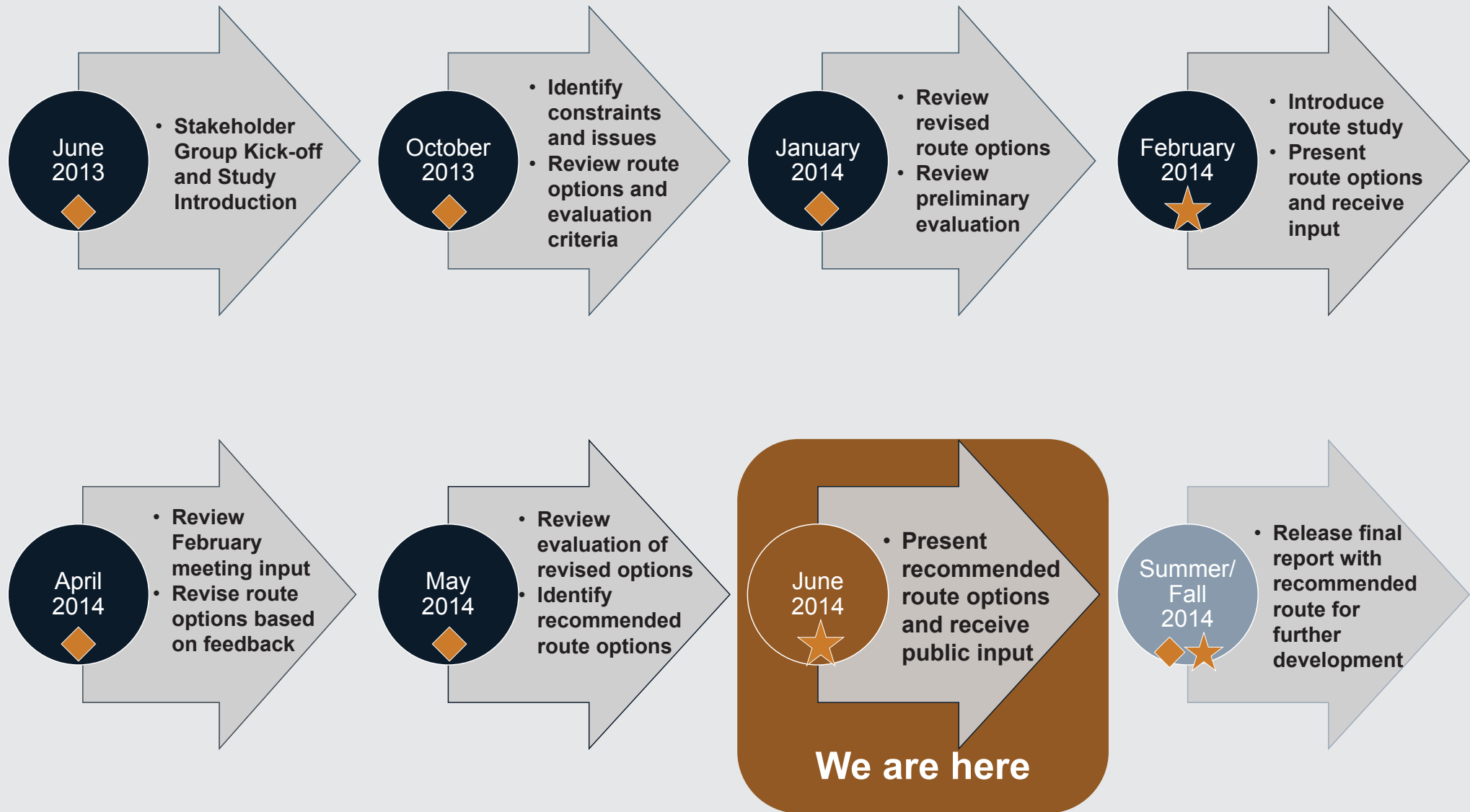
- Amount of existing pavement utilized
- Total right-of-way required (acres)
- Construction cost (2014 dollars)
  - Interim
  - Ultimate
- Stream crossings
- Number of bridges
- Segment length

- Average Daily Traffic (2040)
- Population served (within 2 miles)

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



# Schedule & Next Steps



◆ Indicates stakeholder meeting

★ Indicates public meeting

# Options Evaluation Matrix (DRAFT)

Segments		1				2				3					4			
		US 84 (North) to SH 114				SH 114 to US 62/82				US 62/82 to US 87					US 87 to US 84 (South)			
Options within Segments		A	B	C	D	A	B	C	D	A	B	C	D	E	A	B	C	D
<b>Congestion/Mobility</b>																		
1	Average Daily Traffic (2040)	-				O				++					+			
2	Population Served (2 mile buffer)	+	+	++	+	++	++	+	+	-	O	++	O	O	++	+	++	+
<b>Safety</b>																		
3	Annual potential for reduction in crashes (2040)	O				O				++					+			
<b>Socio-economic</b>																		
4	Potential impact to tax rolls (Reduction in taxable value, based on 2012 data)	--	++	--	++	--	+	--	++	++	++	--	-	-	--	--	++	--
5	Number of intersecting parcels	--	++	--	++	--	++	--	++	++	O	--	++	O	--	--	++	--
6	Potential residential displacements	+	+	+	++	--	++	--	++	++	+	--	--	--	--	--	++	--
7	Land Use (acreage impacted by segment)																	
	Residential	++	O	++	O	--	++	--	++	--	--	++	-	--	--	--	++	--
	Commercial	O	++	O	++	--	++	--	++	-	-	--	++	++	--	--	++	--
	Agricultural	++	+	++	+	++	+	++	+	+	+	++	O	O	++	+	O	+
<b>Environmental Factors</b>																		
8	Floodplains (in acres)	+	++	+	++	-	+	O	++	-	-	++	++	++	O	--	+	++
9	Additional impervious cover (Interim Buildout, square yards)	++	+	+	+	+	+	++	+	--	--	++	--	--	++	--	--	-
10	Additional impervious cover (Ultimate Buildout, square yards)	++	+	+	+	+	+	++	+	O	O	++	O	O	++	+	--	+
11	National Wetlands Inventory (in acres)	--	++	--	++	++	++	++	++	--	--	--	++	-	--	++	--	++
13	Playa Lakes (Acreage)	-	++	-	++	++	++	++	++	--	--	-	++	O	--	++	--	++
16	Potential wildlife habitat (in acres) <sup>3</sup>	++	++	++	+	++	++	++	++	++	++	++	++	++	++	++	++	++
17	Number of potential historic sites	O	++	O	++	--	+	--	++	++	O	--	-	--	--	--	++	--
23	Number of acres with an elevated potential for archaeological resources	--	++	--	++	--	--	--	++	--	--	O	++	O	--	O	+	++
24	Number of potential hazmat sites	++	++	++	++	++	++	++	++	++	++	--	++	++	++	++	++	++
25	Prime Farmland (in acres)	++	+	++	++	++	++	++	++	++	++	++	+	++	++	--	--	-
26	Number of potential traffic noise receptors	-	++	--	+	--	++	--	++	++	++	+	+	+	--	--	++	--
27	Number of oil/gas wells	O	O	O	O	++	++	++	++	++	++	++	++	++	++	O	--	++
28	Oil/Gas Pipeline Crossings	++	++	++	+	-	-	++	++	++	++	++	++	++	++	++	++	++
<b>Engineering</b>																		
29	Amount of existing pavement utilized (square yards)	+	-	+	-	-	-	-	-	-	+	+	-	+	+	+	-	+
30	Total right-of-way required (acres)	++	+	+	+	+	+	++	++	+	+	++	+	+	++	+	+	+
31	Construction cost (entire corridor, 2013 Dollars)																	
	Interim	+	++	+	+	+	+	++	+	O	O	++	O	O	++	+	-	+
	Ultimate	+	++	+	+	+	+	++	+	+	+	++	+	+	++	+	O	+
32	Number of stream crossings	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
34	Segment length (in miles)	++	+	+	+	+	+	++	++	+	+	++	+	+	++	+	+	+
<b>Overall Ranking</b>		3rd	1st	4th	2nd	4th	2nd	3rd	1st	3rd	5th	2nd	1st	4th	3rd	4th	1st	2nd


# AGENDA





## Lubbock Outer Route Study Public Meeting #2




Tuesday, June 17, 2014, 5:30pm  
Lubbock-Cooper Performing Arts Center

**5:30** Open House

**6:00** Presentation by TxDOT Followed by Public Comment Period  
Open House Continues


TEXAS DEPARTMENT OF TRANSPORTATION

# LUBBOCK OUTER ROUTE

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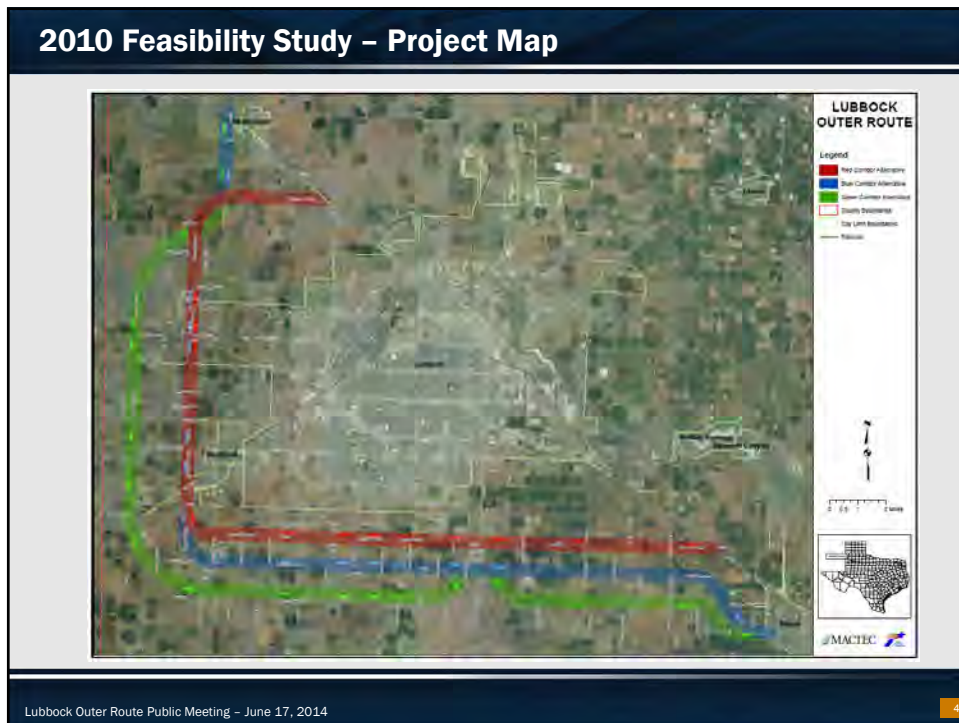
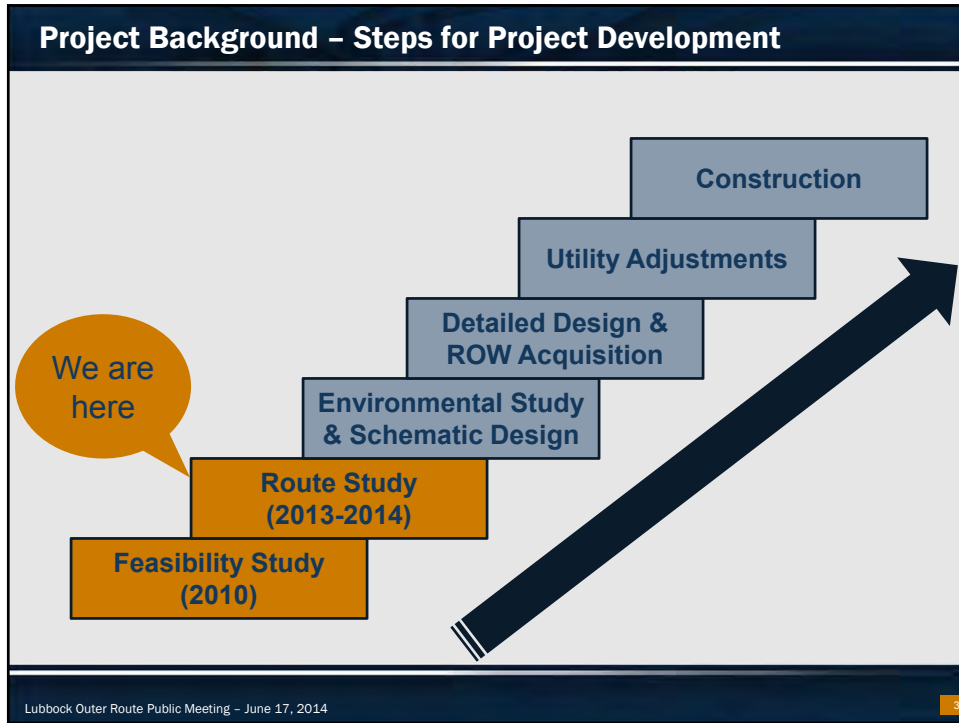
Public Meeting

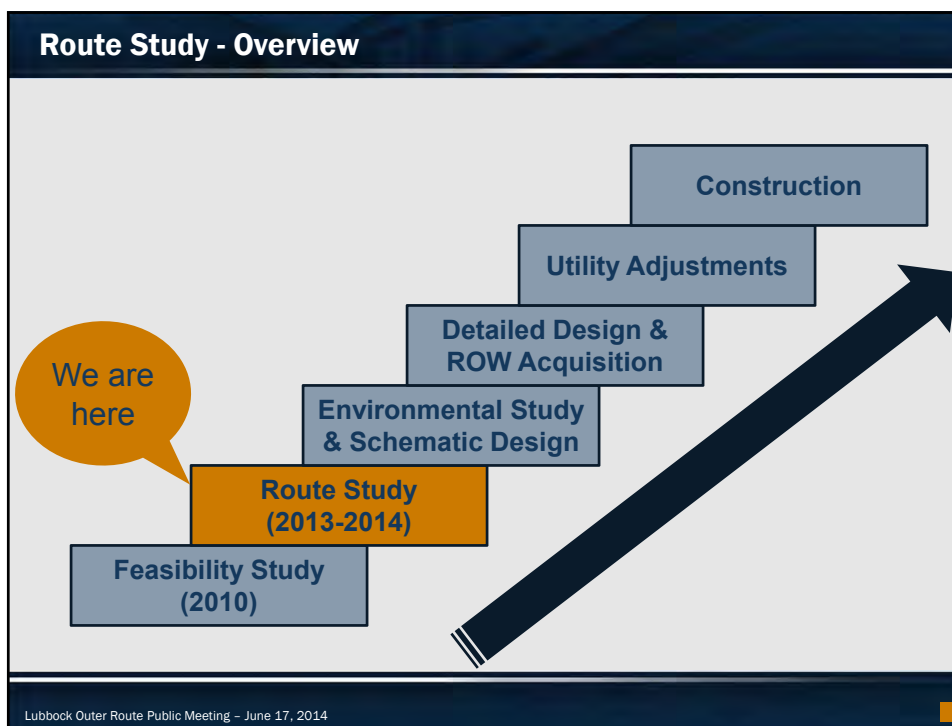
June 17, 2014

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### Route Study – Stakeholder Meetings

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

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## Route Study – Stakeholder Meetings

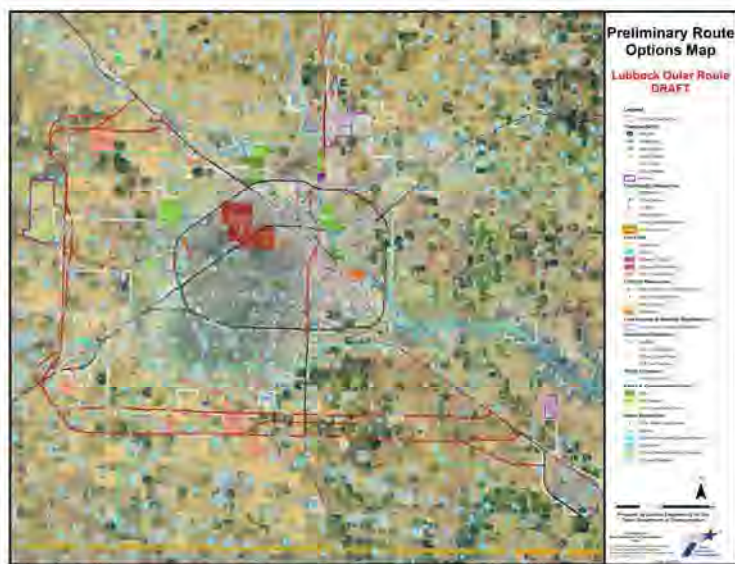
- Fourth Meeting – April 2014
  - Review input from February public meeting
  - Refine route options
- Fifth Meeting – May 2014
  - Review evaluation of route options
  - Identify Recommended Options



Lubbock Outer Route Public Meeting – June 17, 2014

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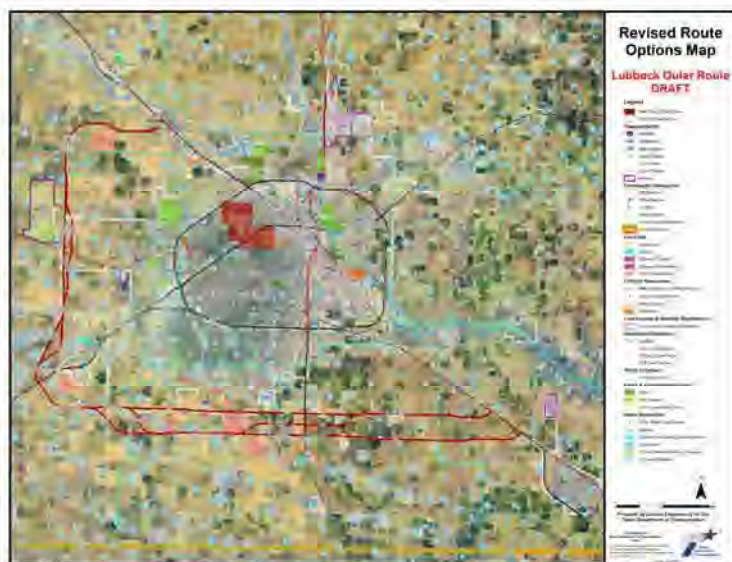
## Route Study – Preliminary Options



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## Route Study – Revised Options



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## Evaluation Criteria – Congestion/Mobility and Safety

- **Congestion/Mobility:**
  - ✓ Average Estimated Traffic Demand (2040)
  - ✓ Population within 2 miles
- **Safety**
  - ✓ Potential for Reduction in Crashes (2040)

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### Evaluation Criteria – Socioeconomic Factors

- Potential Impact to Tax Rolls
- Number of Parcels Impacted
- Potential Residential Displacements
- Potential Impact to Land Use
  - ✓ Residential
  - ✓ Commercial
  - ✓ Agricultural
  - ✓ Other

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### Evaluation Criteria – Environmental Factors

- |                                     |                                      |
|-------------------------------------|--------------------------------------|
| ▪ Floodplains                       | ▪ Official Texas Historical Markers  |
| ▪ Additional Impervious Cover       | ▪ Parks                              |
| ▪ Wetlands                          | ▪ Potential Archaeological Resources |
| ▪ Playa Lakes                       | ▪ Potential Hazmat Sites             |
| ▪ Water Wells                       | ▪ Prime Farmland                     |
| ▪ Streams                           | ▪ Potential Traffic Noise Receptors  |
| ▪ Potential Wildlife Habitat        | ▪ Oil/Gas Wells                      |
| ▪ Potential Historic Sites          | ▪ Oil/Gas Pipelines                  |
| ▪ Cemeteries                        |                                      |
| ▪ National Historic Register Sites  |                                      |
| ▪ Recorded Texas Historic Landmarks |                                      |

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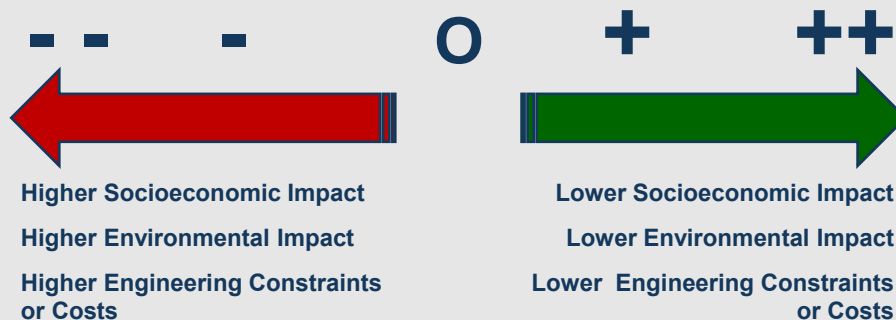
### Evaluation Criteria – Engineering Factors

- Amount of Existing Pavement Utilized
- Total Right-of-Way Required
- Estimated Construction Cost (Interim and Ultimate)
- Number of Stream Crossings
- Number of Bridges
- Segment Length

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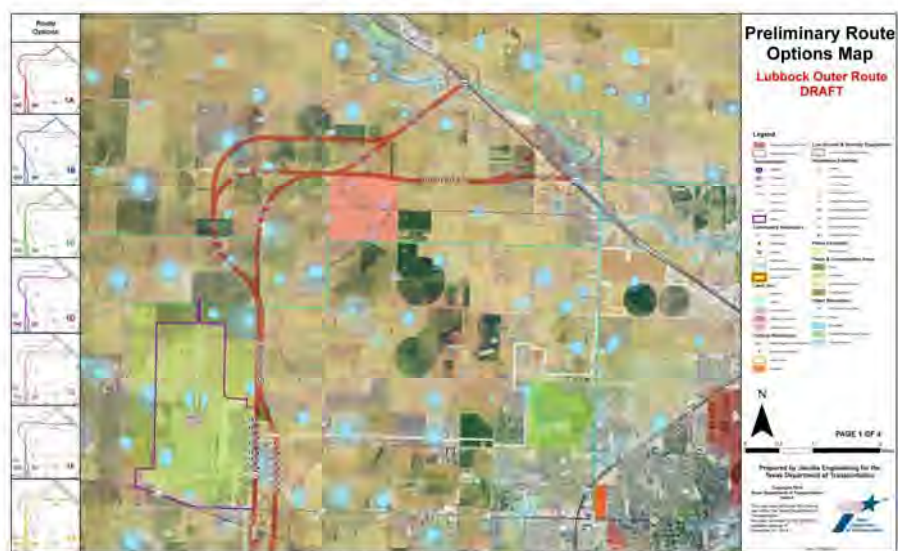
### Evaluation Ratings



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## Segment 1 – Preliminary Options



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1

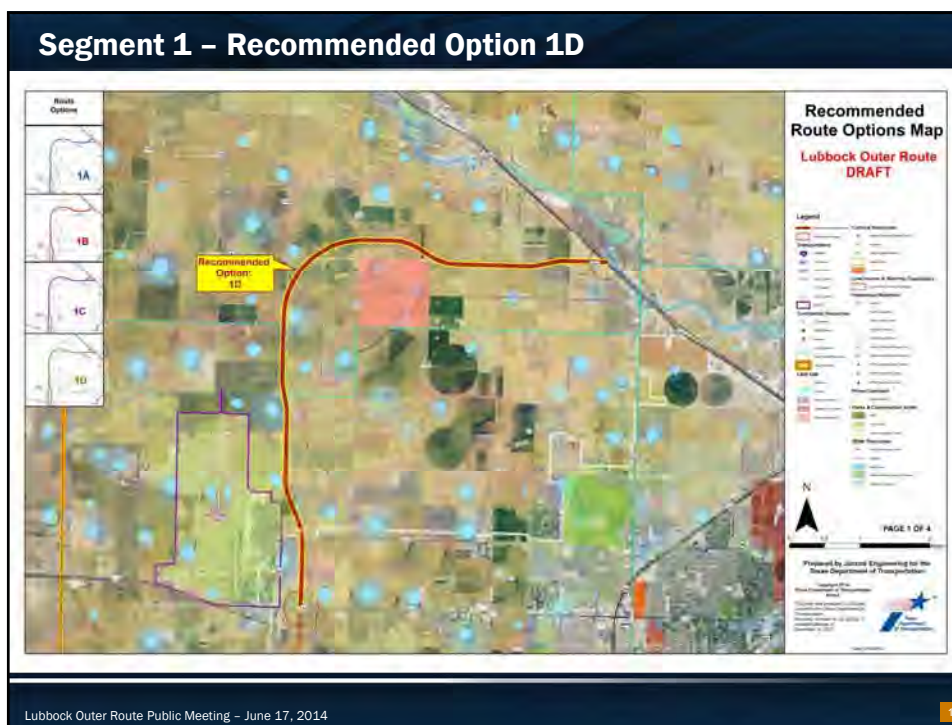
## Segment 1 – Revised Options



Lubbock Outer Route Public Meeting – June 17, 2014

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Segment 1 - Evaluation		Summary			
	1A	1B	1C	1D	
Congestion/Mobility & Safety	0	0	+1	0	
Socioeconomic	+1	+8	+1	+9	
Environmental	+7	+21	+4	+19	
Engineering	+8	+6	+6	+4	
Overall Ranking	3rd	1st	4th	2nd	
Average Traffic Demand (2040)					
		5,000 to 6,000			
Interim Construction Cost (2014\$)*		\$49 M to \$52 M			
Ultimate Construction Cost (2014\$)*		\$181 M to \$186 M			
* Does not include Right-of-way Costs					
Lubbock Outer Route Public Meeting – June 17, 2014					





## Evaluation – Why Option 1D ?

- Ability to expand toward airport in the future by utilizing existing FM 2641
- Lowest socioeconomic impact of all options in Segment 1
- Lower environmental impact than options 1A and 1C

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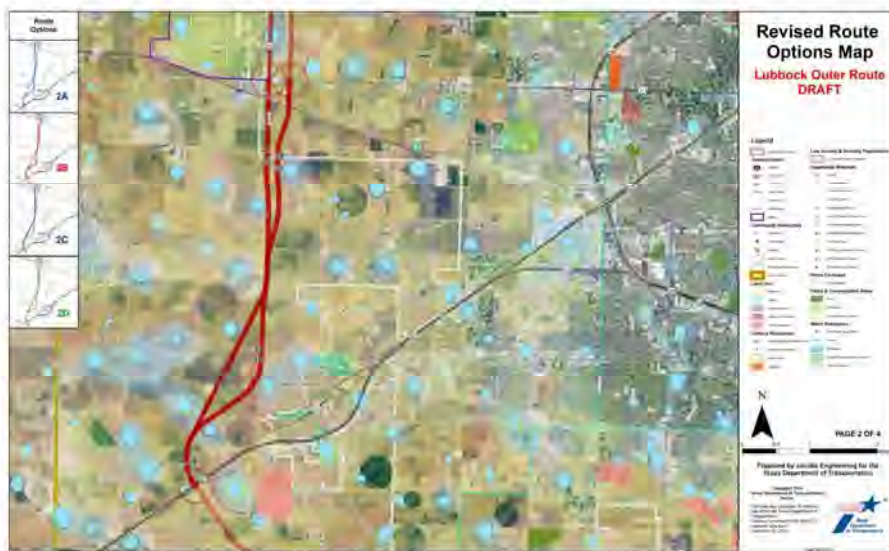
## Segment 2 – Preliminary Options



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## Segment 2 – Revised Options



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## Segment 2 - Evaluation

## Summary

	2A	2B	2C	2D
Congestion/Mobility & Safety	+2	+2	+1	+1
Socioeconomic	-8	+10	-8	+11
Environmental	+6	+15	+12	+24
Engineering	+4	+4	+8	+6
<b>Overall Rating</b>	<b>4th</b>	<b>2nd</b>	<b>3rd</b>	<b>1st</b>
Average Traffic Demand (2040)	11,000 to 12,000			
Interim Construction Cost (2014\$)*	\$36 M to \$37 M			
Ultimate Construction Cost (2014\$)*	\$116 M to \$120 M			

\* Does not include Right-of-way Costs

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## Segment 2 – Recommended Option 2D



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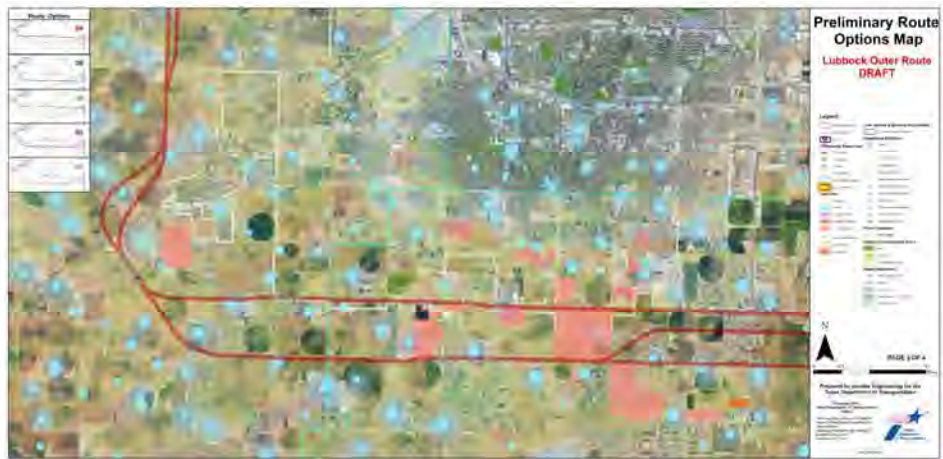
## Evaluation – Why Option 2D ?

- Lowest socioeconomic impact of all options in Segment 2
- Lowest environmental impact of all options in Segment 2
- More direct route than option 2C

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### Segment 3 – Preliminary Options



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### Segment 3 – Revised Options



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## Segment 4 – Preliminary Options



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## Segment 4 – Revised Options



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### Segment 3 and 4 Combination Ratings

	1	2	3	4	5	6	7
Option in Segment 3	3C	3A	3A	3B	3B	3D	3E
Option in Segment 4	4A	4B	4C	4B	4C	4D	4D
Congestion/Mobility & Safety	+10	+6	+7	+7	+8	+7	+7
Socioeconomic	-12	-5	+14	-8	+11	-9	-12
Environmental	+12	+6	+5	+4	+3	+26	+19
Engineering	+20	+9	+4	+11	+6	+9	+11
Overall Ranking	2nd (tie)	6th	2nd (tie)	7th	4th	1st	5th

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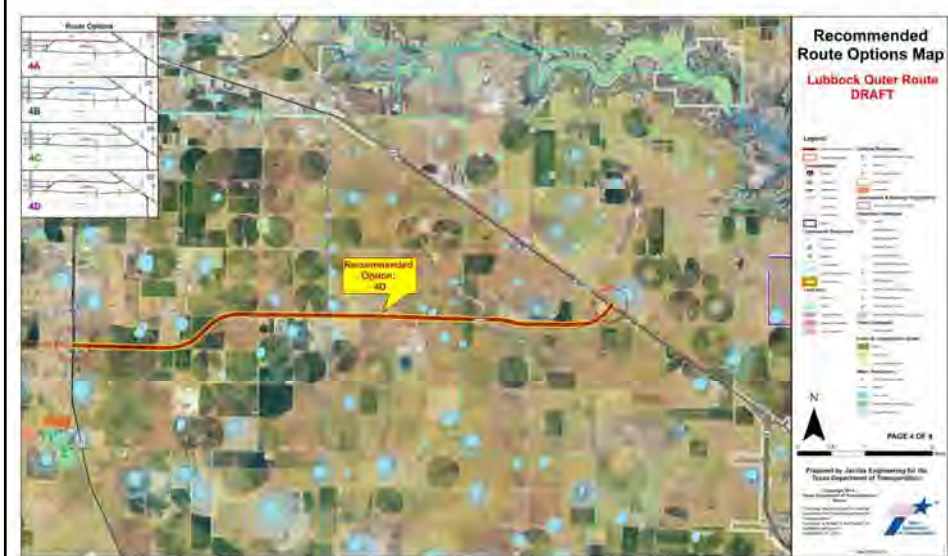
### Segment 1 – Recommended Option 3D



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## Segment 1 – Recommended Option 4D



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## Evaluation – Why Options 3D & 4D ?

- Lowest environmental impact of all options
- Reduces impact to existing development along FM 1585
- Establishes opportunity for extension to northeast side of the community

Lubbock Outer Route Public Meeting – June 17, 2014

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## Segment Comparison

Segment	Average Traffic Demand (2040)	Interim Construction Cost (2014 \$)*	Ultimate Construction Cost (2014 \$)*
Segment 1	5,000 - 6,000	\$49 - 52M	\$181 - 186M
Segment 2	11,000 - 12,000	\$36 - 37M	\$116 - 120M
Segment 3	24,000 - 25,000	\$54 - 72M	\$198 - 220M
Segment 4	15,000 - 16,000	\$32 - 49M	\$141 - 168M
<b>Total</b>	<b>5,000 - 25,000</b>	<b>\$171 - 210M</b>	<b>\$636 - 694M</b>

\* Does not include Right-of-way Costs

Lubbock Outer Route Public Meeting - June 17, 2014

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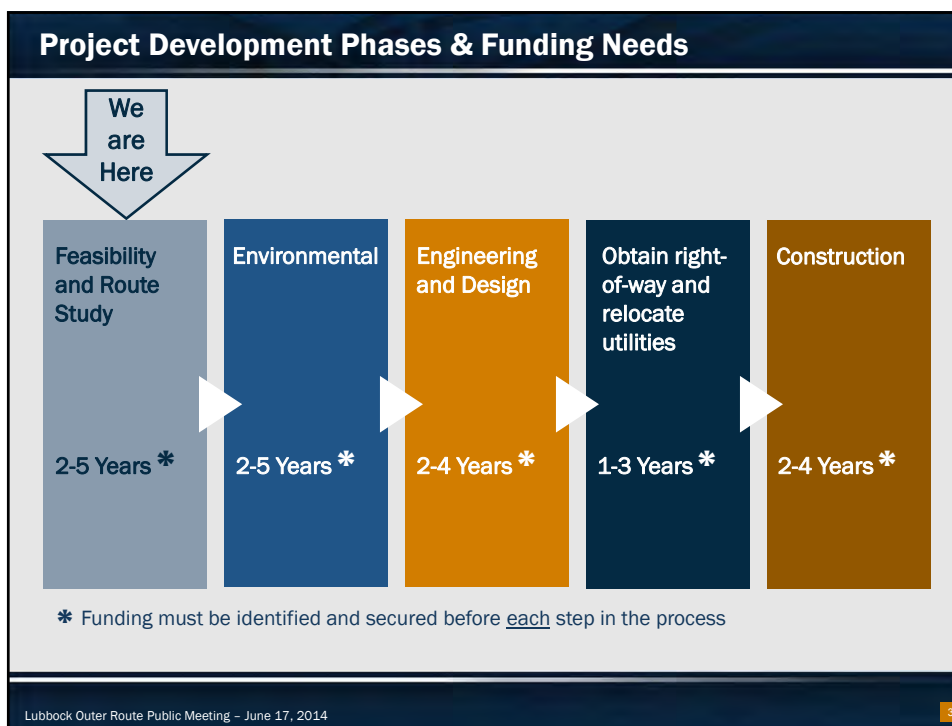
## Recommended Route Options



Lubbock Outer Route Public Meeting - June 17, 2014

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### Public Comments

Written comments to be sent by June 27, 2014

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


E-mail: [steven.warren@txdot.gov](mailto:steven.warren@txdot.gov)  
 Fax: (806) 748-4380  
 Mail: 135 Slaton Road, Lubbock, TX 79404-5201  
 Website: <http://www.txdot.gov/inside-txdot/projects/studies/lubbock/outer-route.html>

Please provide your name and address at the sign-in table if you would like to be included on the project mailing list.

Lubbock Outer Route Public Meeting - June 17, 2014 36

## Open Comments

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

SPEAKER REGISTRATION CARD	
 <p>Lubbock Outer Route Study: US84 northwest to US84 southeast of Lubbock Open House Public Meeting June 17, 2014</p>	
<p>Instructions: If you wish to speak, please complete this card and return it to the Speaker Registration Table.</p>	
<p>Name (print): _____</p>	
<p>Address: _____</p>	
<p>Representing (optional): _____</p>	
<p><small>Each speaker will be limited to three (3) minutes and there is no transferring of time to others.</small></p>	
<p>Check each of following that apply to you: (Per Texas Transportation Code, §201.811(a) (5))</p>	
<p><input type="checkbox"/> I am employed by TxDOT                      <input type="checkbox"/> I do business with TxDOT</p>	
<p><input type="checkbox"/> I could benefit monetarily from the project or other items about which I am commenting.</p>	
<p>(Segun el Código de Transporte de Texas, § 201.811(a)(5)): marque los que apliquen a usted:</p>	
<p><input type="checkbox"/> Soy empleado de TxDOT                      <input type="checkbox"/> Hago negocios con TxDOT</p>	
<p><input type="checkbox"/> Podria beneficiar monetariamente del proyecto u otro elemento sobre el que estoy comentando</p>	

### PARA ORADORES

udad de Lubbock:  
a el suroeste de US 84  
Pública  
2014

or favor complete la siguiente tarjeta

\_\_\_\_\_

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\_\_\_\_\_

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lad de transferir su tiempo a otras personas.

## SPEAKER REGISTRATION CARD

02



Lubbock Outer Route Study:  
US84 northwest to US84 southeast of Lubbock  
Open House Public Meeting  
June 17, 2014

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

Name (print): Robert Kollman

Address: 5307 N LR 1500

Representing (optional): SELF

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

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

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

## SPEAKER REGISTRATION CARD

2



Lubbock Outer Route Study:  
US84 northwest to US84 southeast of Lubbock  
Open House Public Meeting  
June 17, 2014

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

Name (print): J Edwards

Address: 17507 CORD. 1240

Representing (optional): MY Neighborhood

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

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

☐ I am employed by TxDOT.

☐ I do business with TxDOT.



# SPEAKER REGISTRATION CARD

3



Lubbock Outer Route Study:  
US84 northwest to US84 southeast of Lubbock  
Open House Public Meeting  
June 17, 2014

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

Name (print): Virginia Williamson

Address: 7345 Hwy 84, Shallowater

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

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

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

☐ I am employed by TxDOT.

☐ I do business with TxDOT.

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

# SPEAKER REGISTRATION CARD

④



Lubbock Outer Route Study:  
US84 northwest to US84 southeast of Lubbock  
Open House Public Meeting  
June 17, 2014

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

Name (print): Dulan Elder

Address: 3513 CR 7500

Representing (optional): JA

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

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

☐ I am employed by TxDOT.

☐ I do business with TxDOT.

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



Lubbock Outer Route Study Public Meeting & Open House  
 Tuesday, June 17, 2014, 5:30 PM  
 Lubbock-Cooper Performing Arts Center  
 16302 Loop 493, Lubbock, TX 79423  
**General Sign-in**

	Name (Please Print)	Address	Zip Code	E-mail address (optional)
1	TRUMAN Lewis (GARY)	5507 - 27th LUBBOCK	79407	10 cat 99.19 @ Gmail
2	Rebecca Seagraves	1306 NCR1300 Lub.	79416	seabecca6678@yahoo.com
3	<del>Amie Beckham</del>			
4	Shawn & Amie Beckham	1922 76th st Lubbock TX	79423	lovelady471@gmail.com
5	TOMMIE + JERRY Hix	5733 146th	79424	
6	Frank + Margaret Schwan	13503 CR 1100 Wolfforth	79382	
7	Mike Chapman	1301 140th, Lubbock	79423	- KathyChap@ATT.NET
8	Johnny Findley	7434 CR 6100 Shallowater	79363	-
9	Jeannie Jones	6909 36th Lbk	79407	jkfjones@yahoo.com
10	Glenn Goldwater	4016 Woodrow Rd, Lubb	79423	
11	Larry Landin	1706 NCR1300	79416	Wagawagaw Bihredpowh@gmail.com
12	Bill Montomery	1111 13th Lubb	79423	
13	Jane Schmitt	5517 70th Pl. Lubb	79423	ja-ra-schmidt@sbcglobal.net
14	Nancy Wiker	7454 CR # 6100 Shallowater		
15	Mike Wright	14702 CR 1400 - PO Box 24 Wolfforth	79382	KWright@rwrwaste.com
16	LANCE Taylor	10019 Hwy 62	79382	C.Taylor@TTU.EDU
17	Ashley Higley	14602 CR 2120	79423	ashleyhigley@hotmail.com
18	STEVE MATTHEW	1206 CR 7900	79423	



	Name (Please Print)	Address	Zip Code	E-mail address (optional)
40	Nathan Rigler	1601 Ave. N, Lubbock	79401	nrigler@hugoreed.com
41	Teri Wynn	1101 140 <sup>th</sup> St	79423	twywnrcat2@yahoo.com
42	GARY WYNN	1101 140 <sup>th</sup> St	79423	—
43	Mark Piercy	3205-79 <sup>th</sup> V. Lull	79423	
44	Mary Ann Bridges	PO Box 65384 <sup>may be</sup> new address	79424	
45	Virginia Williamson	PO Box 1121, Shallowater, Tx	79363	mamaKatt22@aol.com
46	Stevan M. Coleman	10504 Uxbridge Ave.	79424	scoleman@hugoreed.com
47	Janice Hastings	3812-85 <sup>th</sup> Lubbock	79423	
48	Brian Kimberly	8408 Ficksburg Ave Lubbock	79424	bkimberly@reccenter.com
49	Kaylynn Curry	3701 CR 7500 LBL	79423	
50	Kirk Morris	14314 CR 1420 Wolfforth, Tx	79382	Kirknstell12@yahoo.com
51	Thomas Larson	16203 CR 1735 Lubbock	79424	
52	Thomas W Blewett	7302 NCR 1540 <sup>State Highway 1540</sup> <del>TX 79423</del>	79363	TomBlewett@yahoo.com
53	Ray Short	1622-126 <sup>th</sup> 79423	79423	
54	Haley Box	12401 CR 1240	79382	hbox424@gmail.com
55	Gary Bell	13803 CR 2200 <sup>Lubbock</sup> 79423	79423	gdbell59@gmail.com
56	Norma Nash	604 FM 1585 Lubbock 79423	79423	aintmonashi585@yahoo.com
57	Frances Bilbrey	1463 Woodrow RD 79423		fbilbrey@sptenet
58	Mr. G.M.	3513 CR 7500		
59	Geo Connor	107 FM 1585 Lubbock 79423	79423	OPENFOX@AOL.COM
60	Heather Fauter	3501 CR 7500 Lub	79423	heather@orlandos.com



	Name (Please Print)	Address	Zip Code	E-mail address (optional)
61	William A Murray	1112 FM 2378	79407	
62	Jessy Murray	1112 FM 2378	79407	
63	Tom Schaefer	1408 CR 7700	79423	
64	Tom Schaefer	1615 CR 7500	79423	
65	J.D. Simon	1617 CR 7500	79423	
66	Harry Lutz	5713-70th place	79424	
67	Melissa Crawford	517 73rd St.	79424	
68	Billy Barron	7506 CR 6100	79363	
69	Gwynn Brunet	13105 FM 1796 Lubbock	79423	
70	NORMAN BRUNET	" " "	" "	
71	D'Nan Mathis	3514 148th Lubbock	79423	Nan7722873@aol.com
72	Mike Mathis	" " "		
73	Cody Hale	15908 CR 2170 Lubbock	79423	
74	Keith Vardeman	3508 East Woodrow Rd Slaton TX	79364	
75	Mike Wright	Box 355 Wolfcamp TX	79382	mwright@citybanktx.com
76	CARL HATCHET	3314-60th St Lubbock	79413	
77	Joe Stanton	PO Box 853 Shallowater	79363	stantonj@valmont.com
78	Marsha Hengrove	PO Box 854 Shallowater	79363	mmnk888@yahoo.com
79	Mrs. MARGROVE	PO Box 854 SHALLOWATER	79363	mmnk888@yahoo.com
80	REY CARRASCO	3001 CR 7536	79423	
81	GANT BARNHILL	3507 CR 7500	79423	gbarnhill@wwsteel.com



	Name (Please Print)	Address	Zip Code	E-mail address (optional)
208	MARIC PINICIO	5520 92ND	79424	PINICME@AOL.COM
209	Rosa Couvillon	614505 CR 2300	79423	
210	JORDAN COUVILLON	" "	"	
211	Kelly Keesee	5614 104th	79424	KellyKeesee@REMAXLubbock.
212	Linda Goldwater	4016 Woodrow Rd	79423	
213	Jim BARTOS	3726 E SM 1585	79364	
214	Scott Stockton	4702 CR 1400 W. North	79382	stockton@amerikot.com
215	Boyce Heinrich	4505 93rd Dr Lubbock	79424	
216	LEA MORRIS	409 E FM 1585	"	"
217	Jimmy Harden	14023 HWY 87	79423	Jimmyharden@usawide.net
218	Jeannie Fuller	P.O. Box <del>1585</del> 7	79373	
219	Bill Fuller	P.O. Box 7	79373	Pastor Bill Fuller@gmail.com
220	Lori Elder	3513 CR 7500	79423	
221	JAQUETTA POSEY	4605 DETROIT	79413	tumbleweed@door.net
222	Terry Holman	1601 Avenue H	79401	tholman@hugoreed.com
223	W.D. VANDERMAN	3421 E. Woodrow Rd	79364	
224	AUBREY STARK	6710-130th Lubbock	79424	aubreystark530@yahoo.com
225	William D Curry	3701 CR 7500 LBS TX	79423	
226	Brian Wise	P.O. Box 64875 Lubbock	79464	WISERANCHLLC@gmail.com
227	Cherie Blewett	3302 Box 355 Shallowater	79363	
* OVER 228	Lance Wilson	6013 101st Place	79424	806-781-8777

\* #228 is on route & not receiving notices. Was not in attendance. Mother provided contact info ~~Newly Purchased~~

~~128~~

~~129~~

133

6:30  
6:30 PM

YH



over

	Name (Please Print)	Address	Zip Code	E-mail address (optional)
103	DWAIN RANE	18810 FM 1730	79424	dLLHR@Yahoo.com
104	Chris Couvillon	14509 CR 2300 LB.	79423	CSC0691@hotmail.com
105	Wilbur Jones	1510 N County Rd 1300	79416	wilbur.jones@lcu.edu
106	Ken Kubick	603 Fm 1585	79423	Upsy dazy4@lphoe.co
107	Dolores Greer	3525 148th	79423	doloresgreer@suddenlink.net
108	Jan & Carolyn Wilson	P.O. Box 64247	79464	JanetWilson@lphoe.com
109	Christi Hart	106 Fm 1585	79423	
110	Margaret Mercer	14405 Hwy 87	79423	
111	Larry TRAN THANH	3531 CR 2500	79423	tranthanh@email.com
112	THOMAS PAYNE	4503-93rd DE	79424	tpayne3@gmail.com
113	Rae Ann Elder	3513 CR 7500	79423	r3elder@gmail.com
114	Brent Briger	14701 CR 2120	79423	bcbrieger@yahoo.com
115	Dean Vardeman	3520 East Woodrow Rd.	79364	deanvardeman@yahoo.com
116	Liz Lusk	1207 E. Fm 1585	79423	lizwilliamsusk@yahoo.com
117	Annie Heinrich	1207 E. Fm 1585	79423	
118	Charles Bolton	PO Box 3176 Lubbock	79452	Loader@BOLTONOIL.COM
119	Mary Lou Dorseth	4010 E FM 1585 Slaton	79364	
120	Norma Ritz Johnson	1500 Broadway Ste 101	79401	
121	Garland Boozer, Jr	1308 8th st	79363	
122	J. Edwards	12507 CR 1240 Wolfforth	79382	Supertrooper2k2@AOL.com
123	Archie Clanton	3407 76th	79423	



<sup>Chris</sup> Chris Couvillon has not received mail  
in <sup>#806-474-7324</sup> couvillon  
Cesar Flores

Dwain Lane wants to be added to mail list.

	Name (Please Print)	Address	Zip Code	E-mail address (optional)
229	Kyle Jackson	6206 PR 6470 Lbb, TX	79416	kjackson@team-psc.com
230	Ferri Tucker	14310 CR 79424	79424	
231	Donny Tucker	1. r	79424	
232	Maurice Pearl	7570	79423	
233	WADE Wimmer	14902 CR 3100	79364	
234	Jan Roberts	PO Box 398 Tahoka	79323	jroberts@poka.com
235	Engine Salas	5013 Woodrow Rd	79424	esalas@lcisd.net
236	Melanie McKelvey	8507 Miami Ave.	79423	
237	Ryan Higley	14602 CR 2120	79423	
238	STAWNA LARSON	16203 CR 1735	79424	
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	Name (Please Print)	Address	Zip Code	E-mail address (optional)
145	Julie Bamhill	3507 CR 7500	79423	Julie@iabenefits.com
146	JEROL FANTA	3501 CR 7500	79423	jeul@orlulus.com
147	Boo Birdsy <u>Birdsong</u>	3519. 148th	79423	BirdsongSales@gmail.com
148	Sammy Martinez	14601 CR 2110	79423	Sammy Martz
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	Name (Please Print)	Address	Zip Code	E-mail address (optional)
124	ALAN CADE UNDERWOOD	3401 CR 7500	79423	
125	Dick Thornton	8612 Knoxville	79423	
126	Sissy Moore Randle Moore	7404 1500 Shallowford	79363	
127	Ned & Judy Whiff	1901 FM 1585 Lubbock	79423	
128	Bier Hatch	P.O. Box 64730 Lubbock	79464	
129	Chris M. Chene	4520-16 <sup>th</sup> Lubbock	79414	
130	Theresa Drewell	3604 E. FM 1585 Slaton	79364	theresa.drewell@ttu.edu
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	Name (Please Print)	Address	Zip Code	E-mail address (optional)
82	Tom m. and Scherry - Scarborough	8905 <sup>PO. Box 750</sup> CR 7500 Wofforth, TX	79382	country_livin2001@yahoo.com
83	Robert Kollman	5307 N. CR 1500 Shallowater	79363	robert@blessedchickene.com
84	Nancy Fehleison	202 CR 7500	79423	Nfehleison@aol.com
85	Jamie Livingston	Fox 34 News	79424	jlivingston@ramacom.com
86	Shane Mauer	7311 NCR 1600	79363	W/A
87	Ron Pedersen	5209 28th	79407	lubbockrpr@team-psc.com
88	SEAN CUDNOSKI	5239 95th Lubb.	79424	scudnoski@nugdreed.com
89	Jennifer Abnon.	1634 FM 1585 Lbk	79424	nifferja@sbcglobal.net
90	MITCH HUDSON	2117 93RD ST.	79423	
91	Tom Killian	6027 FM 1585	79421	treehopper2586@sbcglobal.net
92	SORAH KILLIAN	✓ ✓ ✓	79424	
93	Darrell Westmoreland	3401 93rd St Lubb	79401	dwestmoreland@mylubbock.us
94	Bkka Ball	2101 Woodrow Rd Unit 6	79423	lumpy1lumpy1pffe@gmail.com
95	TOM SCARBOROUGH	8905 CR 7500	79382	country_livin2001@yahoo.com
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	Name (Please Print)	Address	Zip Code	E-mail address (optional)
166	<i>Jan Dalg</i>	<i>3707 CLSW</i>	<i>23</i>	<i>jdalg@Dundubh.com</i>
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Comment Card #	First Name	Last Name	Email Address	Zip Code	Date	Comments	Check Any That Applies to You			How comment was submitted
							Employed by TxDOT	Do business with TxDOT	Could benefit monetarily	
1	Dolores	Green	doloresgreen@suddenlink.net	79423-live in Indiana South	6/17/2014	Why can't you make the turn towards 1585 prior to Indiana and 146 by one mile to the west of Indiana and 146. The road on 146 is too close to a nice residential area plus the section directly to the north of "Indiana South" has no house on it at present!				comment card
2	Kirby (Gary) Lewis	Truman	l0cot99.lg@gmail.com	79407	6/17/2014	I recommend from an agricultural viewpoint stay out of drip irrigation fields due to high cost involved. Also, if possible stay along existing pavement. Also, avoid going through playa lakes and areas that would have to be built up.				comment card
3	Dwain	Lane	dllhr@yahoo.com	79424	6/17/2014					comment card
4	Jeanie	Jones	jkfjones@yahoo.com	79407	6/17/2014				X	comment card
5	Kirk	Morris	kirknstelll@yahoo.com	79382	6/17/2014	The new route is much better and less invasive than the original route				comment card
6	Haley	Box	hbox424@gmail.com	79382	6/17/2014	I live in seg3. The proposed route would displace many people from their homes and destroy farmland. We also have sandhill cranes that migrate to the area and the horned lizard lives all over this area				comment card
7	Dan	L	dlight2020@gmail.com	79407	6/17/2014					comment card
8	Virginia	Williamson	mamakatt22@aol.com	79363	6/17/2014	Thank you! Using 2641 South of Shallowater makes sense and will be a good choice. Very smart to look at future north and east connection. Planning ahead for this is an excellent idea. Just drive in Austin if you think otherwise				comment card
9	Unknown				6/17/2014	On 1B.D-a farmer's pivot only affects his ability to make a living for his family. A housing development can be changed now				comment card
10	Unknown				6/17/2014	I would recommend that you consider route 3C that follows 1585 and uses the existing pavement. If that isn't possible, please consider giving the homes facing 146th some sort of buffer zone (wall w/landscape) and build the road behind the utility poles				comment card
11	D'nan	Mathis	nan7722873@aol.com	79423	6/17/2014	Please consider moving 146th street curve before Quaker Avenue to avoid the Indiana south neighborhood. I am a homeowner on 148th street. I built my home with the intention of retiring to a peaceful area. I am 64 years old ad would appreciate your consideration of this neighborhood.				comment card
12	J.	Edwards	supertrooper2k2@aol.com	79382	6/17/2014	There already exists an interchange at US 62/82 and FM 1585. The area immediately adjacent to this intersection could be improved, without the disruption of flood plains, playas, prime farmland, businesses or homes. This option would also be cheaper for you. The route you have chosen in the southwest will affect more than 30 homes, 30 water wells, prime farmland, migatory birds, seasonal wetlands areas, horned lizards and many other species of native wildlife. You will also miss the opportunity to save money by utilizing existing roadway, avoiding hauling in tons, and tons of fill for grade, and the money you will have to shell out for taking homes, prime farmland, and cleaning with so many water wells. A perfect place is already there, and immdiately east of there, it just needs to be developed. Thank you for your consideration. I and my neighborhood are in the middle of your "project".				comment card
13	Mike	Mathis	mmathis2730@aol.com	79423	6/23/2014	The public outer loop meeting at Lubbock-Cooper High School on June 17, 2014 left me and others with both unanswered questions and observations that follow. This concerns the path leaving 1585 north to 146th Street (CR7500). *1585 is the obvious choice for the loop already designed to increase width to 4 or more lanes. It is set to buffer residential from commercial by zoning where the residents on 146th Street do no have an option at this point. *We were told at the meeting that 1585 was not an option with no clear answer as to why. It is the only common sense option in this matter. The obvious redirection from 1585 to 146th Street was influenced by unknown factors not released to the neighborhood.*If this is not an option, a buffer area for the route down 146th should be considered with the road moved to the north (mostly farmland and not platted at this time) with a reasonable distance from the residential area and barriers such as the ones along Marsha Sharp freeway. *Many of the residents of this subdivision have been there for many years and plan to stay until retirement and beyond. We see property values declining as soon as a final decision to the route has been made if it is not moved to 1585. Residents of 146th Street as well as 148th Street and Indiana South will all be impacted by this decision. With all of the available wide open space, why would you even consider this anywhere near a residential area? *This decision was apparently changed between the February and June meetings. Who made this decision and what influenced that decision? The residents of this area have a right to know. Your attention to this situation is greatly appreciated.				email
14	Margaret	Trantham	margarett@betenbough.com		6/23/2014	I plead with all involved to reconsider the proposal of an outer Loop being developed that includes CR 7500 in Lubbock County. Progress in our community is desired and expected. It is also expected that that progress will be rational and in the best interest of those that it is designed to serve. Cost as well as quality of life should be of concern to you and the parties evaluating the future placement of an outer loop. With the recent updates presented, it appears that neither have not been your objectives. I am a long term residential property owner on the path that you are proposing the loop to be built and am appalled at recent recommendations made. Please redirect the considerations to FM 1585 or areas that are more conducive to commercial development and that reduce the cost of developments.				email
15	Dulan	Elder	delder@nts-online.net		6/23/2014	I have some suggestions for how TxDot, going forward, could do a better job in its role as an impartial public servant as it conducts the outer loop and other studies. 1. When you have new data in your possession, like a new preferred route for the loop that runs in a neighborhood's front yards, it would make the public meeting more meaningful if you released that information at least to those persons who had expressed an interest and provided you contact information in advance of the public meeting. That way people could come to the public meeting already knowing what was proposed. TxDot apparently had the new preferred route determined well before the meeting but never gave out any additional information between the February public meeting and the June 17 meeting. TxDot and the stakeholders gathered information and did testing and came up with a preferred route but kept their findings from the public until the doors opened at 5:30 on the day of the meeting. Citizens came to the June 17 meeting knowing no more than they did when the left the February meeting. If TxDot truly wants input from the public then it needs to tell them what it is thinking in advance so they have more than 15-30 minutes to think about it. The way this was handled, the public meeting was a charade. I hope it was not intentional but it could be construed as a pretense so TxDot could check off a box on its form that it had conducted another public meeting. 2. It would have been a simple thing for TxDot to have done a preliminary report and tell everyone who had signed up for information that we have compiled the comments and delved further into this and here is how we are leaning and why and what do you think? Then people could have given input in advance and come to the meeting prepared. Without something of that nature, the tendency is to assume that no news is good news and that our representatives will let us know before we get hammered with something. 3. As a public servant representing every citizen, TxDot should make an effort to truly keep people informed. I submitted input on the project on April 29, 2014 and never heard anything. Knowing the June 17 meeting was coming up I e-mailed you again on June 10 and asked for a response to the questions in 2 paragraphs of my comment letter. I think TxDot's response to such an inquiry, even if I had asked no questions, should have been along the lines of, "Thanks for your interest. Since the last meeting the Stakeholders and TxDot have designated as the preferred route the southerly route which runs right in front of your house so you will want to keep informed of this process." To do otherwise give this the appearance of a railroad job. Of course, I got no response. TxDot seems to prefer surprise parties. It has meetings and does studies and has access to engineers and can devote full working days and weeks to come up with a plan but the public is to process this information in 15 minutes and be able to formulate its response on the fly while holding down a job so they can support TxDot with their tax dollars. 4. Perhaps TxDot should take a look at its terminology. I am a little puzzled at the term Stakeholder. I don't mean to brag, but I am pretty sure that my wife and I, and each of our neighbors, pay more taxes than Lubbock Cooper ISD and Frenship ISD combined. Do they really have a stake in whether the loop follows 1585 or 146th and how the outer loop traverses the area between Memphis and Indiana? I know we will one day be part of Lubbock but should they have a stake in ruining neighborhoods of people who do not even have a vote in City matters? 5. We were told at the June 17 meeting that efforts would be made to go around neighborhoods, but that was up towards Shallowater. The rules change as you go around the route and magically transform so that different rules apply in different locations. Avoided the neighborhood in Timber Ridge just east of Indiana South. We will use existing pavement and right of way except when we do not and head across the middle of 3 and half sections. 6. The Stakeholders need to be given a seminar on the impact of placing the outer loop route in front of a neighborhood or designating it as the route even if it never gets built. I don't think many, if any of them, understand. I am sure they are good, decent people. I know some of them and know they are good folks but I am concerned that no one has explained the impact of their present proposal. I think it is TxDot's responsibility to make sure they understand the consequences. Possible that you do not understand. I am sure no one involved will believe my summary so you need to bring someone independent in but I will give my thoughts. If the present route is designated as a preferred route it puts everyone along that route in limbo whether it ever gets built. 5-12-15-20 years from now they may, or may not, build the first phase of the loop. Apply this to Indiana South. When they actually buy right of way they might just take all the houses in the first row and write a check for them and pay to relocate. Urban legend would have you think that they always pay generously and it is a good deal and the only loss is sentimental but you are so rich now you do not care; however, in my experience it is sometimes a series of insulting offers and you have to load up with attorneys to keep from getting screwed and they eventually pay something you can hopefully live with. Nice folks who currently handle such things may be gone by then and replaced by sharks who amuse themselves by seeing how much they can squeeze landowners. All of this is unknown. On the other hand, it could be the worst case scenario. The southerly access road is built literally in our front yards. Possible there would be no compensable damages but the value of those homes is exponentially diminished. Trucks with HazMat materials whizzing by at 60 mph and who knows what else. If any damages recoverable for the obvious diminished value it is				email



						<p>not clear-cut like a straight condemnation and would require serious legal work and might still fail. I would guess there is pretty much no precedent because no one has been lousy enough to actually do such a thing. You do not see houses looking onto Loop 289 (some duplexes built after the Loop) or Marsha Sharp or I-27 (other than some small frame houses which are elevated well above where I-27 is cut below). What would any normal person pay for one of these houses with the access roads installed and a loop on the way? These owners of an acre lot cannot tear down their house and convert to a commercial use, as if there would be any commercial use available in this location surrounded by residences. Perhaps the stakeholders and TxDot could have a sensitivity session and imagine they owned a house on 146th Street and write down how would they feel? 7. TxDot employees need to be reminded that they are public servants of all taxpayers not just those who curry favor with them out of self interest. What a privilege to be called by the first name by a big wheel and go out and eat with them. If there were no alternatives to the preferred route then TxDot should meet with the neighborhood and explain its dilemma and what it has to do and the consequences and what TxDot will do to ameliorate the situation. But, of course, there are alternatives in this situation. Of the entire outer loop route this segment is the most filled in, but the crisis faced by Indiana South with this preferred route at its doorstep is entirely manufactured out of deference to Rex Robertson, apparently, and perhaps whoever owns the land north of 1585 in the Memphis to Indiana segment. Designate 1585 today and you could wind around everything but the church, I think, or designate the half section line of Section 3, following the rules TxDot seems to follow everywhere else, and you do not impact existing improvements and you have developers with large chunks of land they can repurpose and theoretically come out better in the long run. Indiana South was there first and is hardly a candidate for informal urban renewal as was often the case on Marsha Sharp and I-27. 8. The Stakeholders need to understand that the designation of the route could be an economic boon for some but also a deadly and costly stigma if placed in the wrong place. TxDot and the Stakeholders, dare we say at the suggestion of Kelsey Park, is advocating action that will result in ruining the north end of Indiana South. Let's stigmatize and later tear down or really mess up these 20 year old houses, many of which have been significantly improved very recently, for what purpose? So Kelsey Park can make money building new residences in its subdivision! These homes are owned by their occupants. Homesteads are still rather sacred in Texas. We can shoot people who come in uninvited. The rule TxDot references but has amnesia about when it gets to Indiana South recognizes that you would take someone's home only as a last resort for the general public welfare. Will the Stakeholders be willing to stand up at the next public meeting and tell the public that it was a tough decision but after much thought and anguish and prayer they determined that the best course of action for the public welfare was to ruin the lives of the residents of Indiana South for the greater good of encouraging development in Kelsey Park? 9. The Stakeholders need to understand that any backscratching and greed-driven deals and trade-offs they allow, or which are done under their apparent sponsorship(although they may well not be aware of it) such as what seems pretty apparent on this small segment my neighborhood is focused on, puts the integrity of the entire outer loop study into question. If dumb things were done to accommodate people in one segment then what other backdoor trade-offs and deals are out there if anyone gets interested enough to start looking under rocks? I have been on boards and committees where I sort of parachuted in and was wined and dined and told how important and vital I was and then given a dog and pony show where all the decisions had been made and all I needed to do was thank them for all their work and rubber stamp it and I would be thanked for my amazing insight and hard work and have my picture in the next newsletter rubbing shoulders with amazing people in that particular world. I am afraid I have signed off on things of which I knew very little and fear that is where our stakeholders are. Our neighborhood is hoping it can peel back the veil some for them and expose what is going on. Your consideration of these recommendations and thoughts with respect to the Lubbock outer loop is greatly appreciated.</p>				
16	Tyler	Chadwick	tylerchadwick@suddenlinkmail.com		6/25/2014	<p>I've written a couple of emails to you as well on behalf of 146th between Indiana and Quaker being chosen the for the outer loop. I am a business owner myself in Logistics. In fact, I pay plenty of road use tax and fuel tax aside from property taxes. I was thinking about how I would like any of my truck going 60 mph through homeowners front yards or even close on this 'loop', and I would hate it. I think about my kids playing out there or having my dog out there, or our church group coming over. We all do our best to maintain our equipment, but even bad things happen. What if some type of freight fell off of a trailer and hit one of my kids on this high speed loop that our homes will face? Just the other day for no reason, one of my trailer had the axle bust and sent two huge tires bouncing through the air. Luckily we were in rural areas, but it brings up thought of what if that happened in town or by my house and hurt someone? I certainly don't want any of my drivers or me or any other company put through that sort of risk. That's a risk that doesn't have to be there for homeowners or motorists. This loop needs to be moved away from our neighborhood. It does not belong by our houses, in front of our houses, or through our houses. There is room for this loop down 1585 and it does not belong close to a north facing neighborhood.</p>				email
17	Julie	Barnhill	julie@iabenefits.com	79424	6/20/2014	<p>I respectfully request that you and the governing body in charge of determining the route of the outer loop reconsider your suggested route down 146th street (County Road 7500). My husband and I saved for 15 years for the opportunity to buy our dream home to raise our children in. Two years ago we were thrilled to be able to do just that. We bought a beautiful home, in a quiet neighborhood, overlooking a cotton field. We assumed that some day, that cotton field would probably become a neighborhood or worst case scenario possibly be zoned for commercial business. Never in our wildest dreams (or should I say worst nightmares) did we ever think that the outer loop would be in our front yard. The minute TxDOT officially announces our road as the route, our home will lose most if not all of its value. The years of hard work and savings will be lost. It makes no sense to have the loop travel partially down 1585, then dip to the south to our neighborhood just in time to avoid Kelsey Park and then swoop back up to 1585. Leave it on 1585 where it belongs! You can still avoid the developing Kelsey Park by taking the road to the north side of 1585 from Indiana to Quaker. All that is there is a church and a storage facility. There would be much less impact for the church members to drive to a different location on Sunday mornings than to disrupt our entire lives and investments. Keeping the route on 1585 has the added benefit of not having to deal with utility lines. (As you know, there are major utility lines just a few feet off of County Road 7500). All that being said, it is my belief that the developers of Kelsey Park hastily threw up the apartment complex directly across from the existing church in an effort to force TxDot to move the route to the south. If it was determined that the best route is straight down the middle of 1585 or the south side of 1585, the only obstacle is that currently unfinished, empty apartment complex. In addition, it seems that moving the route from 1585 down to 146th and back up again, would significantly and needlessly add to construction cost (our taxpayer money), by increasing the total distance of the road. You mentioned in the last public meeting that the State prefers to utilize current pavement on the ground to save money. On the route being recommended less than a 1/2 mile of 146th street is currently paved. There is no need to add to the cost when there are miles and miles of paved roads one mile north on 1585. Again, please keep the outer loop on 1585.</p>				email
18	Dulan	Elder	delder@nts-online.net		6/20/2014	<p>After some preliminary inquiries, it appears that the huge transmission line running along the north side of 146th Street, in the newly announced preferred route, was constructed on private easements in the 30's and 40's, before there was any road easement granted to Lubbock County. On Section 4, Block E, it appears the road ROW was granted in 1954. I did not check other sections but based on the location of the line I would assume the same thing applies along the entire route of this transmission line. Accordingly, these transmission lines, owned by South Plains Electric Cooperative, Inc. (actually owned presently by SPEC's wholesale power provider, Golden Spread Electric Cooperative, Inc. but operated by SPEC) have a superior claim to any road right of way subsequently granted. Based upon informal stepping off from my property line, this transmission line (which is at least 69kV) is located about 19-20 feet inside the property line. The cost to move these lines, since they predate the roadway, would have to be borne by the County or State. The presence of these lines also would serve to limit the amount of usable ROW along 146th Street to approximately 70' instead of the 120' which will be available on 1585 as property is platted. I get the impression that you have the thankless job of listening to the public and nodding your head and trying to look understanding in order to give the process at least the appearance of the public being allowed to give input when I am concerned that the outcome has already been determined in back rooms by a group of interested parties, unless someone is able to rock the boat. At the June 17 meeting we were shown a scoresheet where the preferred route narrowly beat out 1585, which I believe is clearly the appropriate route for an outer loop. It would seem those scores need to be re-visited if there is only 70' of right of way available on 146th Street and use of that route would require the additional cost and burden of relocating a major transmission line. I already had concerns that there were subjective elements involved in the scoring and that the current preferred route miraculously pulled out a narrow victory by some contortions, perhaps excluding criteria which would have harmed it, or subjective scoring. I believe the test results and criteria and compilation of the results need to be released. In fact, you can consider this e-mail as an open records request for the data underlying the scores as to the portion of the "preferred" route which dips down to 146th Street. I urge TxDot to actually listen and consider the input it receives from homeowners in Indiana South. I recognize you have a very difficult task but I think there is a sense that TxDot is being patronizing and letting the crazy people vent and then go do what it planned to do anyway. Ironically, every homeowner in Indiana South pays multiple times the taxes Ford Development pays on the 118 acres it owns across from us (pays tax on an ag value on that tract of less than \$45,000) yet, based upon the preferred route, TxDot and the Stakeholders seem to be bending over backwards to protect its property while I have not been able to get a response to questions posed to TxDot which would be of concern to homeowners impacted by this preferred route who are really paying the taxes out here. People on the street behind us had no idea this was in the works until we notified them. Everyone has trouble enough of their own. I was the same way until suddenly I realized this was going to literally be put in my front yard. I think if people can get focused on what is really going on that the present process will be shown to be flawed. I continue to believe that this outer loop, or a variation of it as I have discussed, belongs on 1585, not shoved down into a neighborhood. I could not find an e-mail for Nick Olenik at Lubbock County and so request that the recipients at the county forward this e-mail to him since he has been active in the outer loop considerations.</p>				email
19	Kaylynn	Curry	ptc1040@aol.com		6/20/2014	<p>I know we all have had a rough week but mine ended with a little humor. Tonight I got home and noticed that three people were standing across the street looking at the cotton field. I went over thinking it was the farmer. I wanted to thank for doing such a great job keeping the field in such good condition. They were not looking at the cotton. I got in the house and light bulb went off I thought to myself they are going to buy one of those commercial lots. So I took my map and went back across the street. And sure enough he had been working on possibly buying land to build 3 indoor tennis courts and 2 outdoor courts. And I could live with that but once I showed him the map and explained the situation he did not seem as interested. It seems mr. Robertson is neglecting to tell people about the possibility of this route in fact he thought it was going on fm 1585. Last night dan marked off 400 feet in the cotton field and it is about half way to the pivot system. When we showed him that and explained that even of they took our homes they would have to go 200 feet in the field. He seem very surprised and a little shocked. And I also brought up about water problems out here and he had no knowledge of that. I told him the truth and told him it would be gamble on his part to build there. He thought he might look into other locations. It may be a little victory but I will take now if we can talk to all potential buyers and they look as shocked as these people did it just might bring a smile to all of us.</p>				email
20	Dulan	Elder	delder@regllp.com			<p>Please accept this as an open records request for the following public records: 1. A copy of the packet and any other written materials (including power point presentations) provided to the Stakeholders (by Txdot or any third party) at the meeting or meetings in which the preferred route announced at the June 17 public meeting was determined. 2. The name, address and party represented of any person who has been invited or permitted to speak to the Stakeholders or has provided information at the request of TxDot or the Stakeholders. 3. Solutions, if any, which have been proposed by the Stakeholders or TxDot to address the interface of this project with the Indiana South subdivision with homes facing 146th Street and what the preferred solutions are at this point and the names of anyone contacted by the Stakeholders or TxDot to stand up for the possible concerns of that neighborhood. This would seem to be far and way the greatest human impact of any portion of any route on the table, affecting a half mile of homes facing 146th. 4. The names of owners of significant property along 1585 east of Indiana and down to MLK for whom the route has been moved a 1/2 mile south. E-mailing this information will be fine or I can go to your office and review it if that works better. Since there are only 8 days left in the comment period, and based on my experience anything after a comment period is apparently disregarded and TxDot will not even answer questions presented, I would request that this be provided at least a couple of days before expiration of the comment deadline to facilitate the ability to present additional comments. Your assistance is greatly appreciated.</p>				email
21	Jerol	Fanta	jerol@orlandos.com		6/20/2014	<p>I, too, live on CR 7500 at the corner of Joliet and CR7500. I will have to say that during last Tuesday's meeting my jaw about hit the floor when I saw how the curvature of the proposed new outer loop dips right in front of my door when I see no reason for this to occur. If you look at the current loop you really do not see drastic drops and rises but a fairly steady curve around the city. I thought it strange that the Stakeholders have found it necessary to drop down another mile and then pull up another half mile, etc....Of interest, several meetings ago (I believe it was in February) I asked a TxDot employee why Woodrow Road had been taken off the consideration list for the Outer loop and the employee told me, and I quote: "We have learned that it is best to keep large roads such as this within a 3-4 mile radius and Woodrow is too far out." 1585 IS at the 4 mile point and therefore seems like an excellent candidate for this project. I would hope that many of Dulan Elders previous e-mails and letter be given serious consideration. He brings up many interesting and pertinent points about the possibility of trying to land an enormous project such as this on CR7500. I believe they should be addressed. Since this project is currently scheduled to land on my doorstep you can count on much more correspondence from me, too.</p>				email
22	Amy	Benedict	amybenedict1@allstate.com		6/20/2014	<p>I was wanting to get a map of the final phase for the outer loop. If you could email it to me that would be great. I am a resident of the street the new loop will be placed.</p>				email



23	Ronald	Bilberry	ronbilbe@gmail.com	79423	6/20/2014	I wish to voice my strong opposition to the proposed Outer Loop route via CR7500 / 146th Street. I am a resident homeowner at 3413 146th Street and do not want to see a major highway in my front yard. My home faces the street and if the proposed route was to be completed, then I and my family would be exposed to the high speed traffic and noise. There is no way to avoid or mitigate the noise and speed hazards we would be exposed to. I have lived in the Lubbock area since 1980 and it was always a known fact that TXDOT had chosen FM1585 as the next loop expansion for Lubbock. I chose to live in the country for the quiet and peaceful neighborhood. We built our home in a rural sub-division to avoid the city noise and traffic problems. I would never have chosen to live near FM1585 because it is a major thru way from Slaton to Brownfield and for that reason I believe it is the most logical choice for expansion of an Outer Loop. You said in the June meeting that FM1585 makes the most sense for tying in the Slaton Hwy; therefore it would also make the most logical sense to continue the route along FM1585 for the duration. What would be the reason to place the route on CR7500 / 146th Street? That would result in destroying our neighborhood. There is a better solution and I believe it would be to place all expansion along FM1585.				email
24	Lori	Elder	lelder729@gmail.com		6/20/2014	I live just west of Indiana in a house facing 146th Street, the street you have recommended to host the new outer loop when it dips south from 1585. I would like to address some concerns and give some comments about this recommended route. I would ask that you reconsider using the 1585 route along the entire south portion of the loop. There is a great deal of existing pavement along that route and using it would eliminate the need to dip down into half-sections and damage good farmland and existing developments. The 1585 route was shown to be feasible in the four criteria shown to the public in the meeting on June 17 and compared equally well to the 146th Street route. It appears that Rex Robertson, the owner of the proposed Kelsey Park development, has managed to move an entire section of the loop a mile south because of a development that is not even built yet, while pre-existing homes in Indiana South are getting the short end of the stick when a large number of people already live in the nice neighborhood and have lived there for decades. If the loop must follow 146th Street, I would ask that the homes facing 146th be given some sort of buffer zone. Ideally, the loop would be built north of the existing utility poles and 146th would be made a cul-de-sac to isolate it from the coming traffic. Additionally, the construction of a barrier wall that could be landscaped would also help the existing homeowners cope with the new loop. Homeowners in Indiana South are very concerned about this loop and the impact it will have on their property values and on the aesthetic appeal of a now-beautiful neighborhood. Please reconsider 1585 as the recommended route and also consider how 146th street can best be spared a loop running through its front yards. Thank you for your time and consideration.				email
25	Rae Ann	Elder	raeann@nts-online.net		6/20/2014	I have attended the last two meetings at Lubbock Cooper regarding the outer loop. I can see why there is thought being put into an outer loop. We built our home 20 years ago and enjoyed facing miles of cotton fields with the lights of Lubbock behind those fields. Indiana was a very narrow road and you could sail down 1585 with stop signs only at Slide going west and 87 going east. Growth, however, is now approaching our doorstep. I do not want Lubbock to be like surrounding towns which are shriveling up. However, I think it is in the best interest of the city and county to listen to its citizens, those that have put down roots and want the city to grow. The majority of the homes on this street and in this subdivision have been here 20 plus years. They are above average homes with homeowners who have been paying significant tax dollars for all those years. We cannot understand why new development is taking precedence over existing solid taxpayers. It appears that Kelsey Park has no concern about a loop in their front yard. This concerns me deeply. 1585 has always been the obvious spot for an outer loop if the need arose. At this point all there is north of 1585 is a church and storage facility. West of that the loop could swing south of existing businesses. Please listen to your existing, stable taxpayers and move the preferred route to 1585 where it belongs.				email
26	Kaylynn	Curry	ptc1040@aol.com		6/27/2014	Now I am writing this letter as a homeowner. I have experienced many emotions over the last few months. And the first time in my life I can honestly say that this experience has made me question everything this country is based on. I feel I have had all my rights ripped from me and I am at the mercy of a government agency. Is this what this country has become. You are taking from the very people that have helped build this community. This is a very sad state of our country. When my husband and I built our home over 30 years ago, it was not for "resale" or to turn a profit. It was to be the home that we were going to raise our children and grow old in. We built the intention of living there the rest of our lives. As we are about to celebrated our 35th wedding anniversary you are taking that dream away from us. You are destroying something that we have had for over 30 years. This home is the only place my children can call home. This is where brought home to when they were born, they learned to walk there, they played in the mud as we put our yard in and planted our trees. They came home from their first day of school to the last day of high school there. We have laughed and cried there. I have a home full of kids when they did not feel they were to their own homes. I have stood in the driveway when I watched my daughters drive off to college. I am also standing in the driveway when they return home. Maybe to the stakeholders it is just 4 walls and a roof. But this is a home and 13 people are standing there telling me it is more important to build an outer route than for me to live in my home. an outer route that may or may not be needed. but I know I need my home. There are adjustments tat can be made to move the outer route to where in can bypass Indiana South, it could go west and tie in at Quaker or Slide. Or go north of our street in the farm land north of us. But all of this is falling on deaf ears. This committee has made a decision and there is no discussion with the very people they are hurting. I drove down FM 1585 and realized that when we moved in there were 2 buildings on this road, Acacia Hardwood Floors and the Knights of Columbus. One of these buildings does not even pay property taxes. The rest of the construction on FM 1585 are less than 15 years old and the majority are metal buildings. Some of them have had several owners and many of them are not in the best of shape. Where in Indiana South the first home was built in the late 70's and the last in 2003. We have all taken pride in our homes and property and kept them in excellent condition. We are a true neighborhood. in fact that there are several homes that have the original owners still living in them. Many years ago my husband had a cancer scare and had to have surgery. While his arm was in a sling we had a horrible hail storm and broke out all of the skylights in our home. He was unable to get on the roof and cover them with tarps. in a few short hours I had neighbors coming with tarps to help cover them so there would not be any additional damage. Did I ask for the help no they just came because they knew the situations. That is what a neighborhood is and there not many of them left in this country. I do have one concern. About 2 years ago I spoke to Dr. Travis Epperson in regards to the mini storage's that were being built across the street from out home. He mad the comment " you might as well accept the fact this street is going to be like 98th". I did not believe him but now I feel he had knowledge of this event and chose to build his storage buildings right on the property line so regardless which the side of the road would go he would get paid. I have recently ask myself had he had prior knowledge of this and if so how did he get it when here I am as a property owner and I had no knowledge of this coming to my neighborhood. Regardless if you go FM 1585 or 146th, it will take part of Kelsey Park. Bur on FM 1585 it will take commercial and not residential. If I felt an outer route was needed or help this community I would not fight for my property, but all I see is a road going nowhere. There has got to be another way to work this out for all of us. Right now I don't even feel I live in American. I feel I live in a country where the government chooses to protect certain people. And apparently it is I not the citizens and property owners of this county but some one who lives in a gated community in Dallas, Texas				email
27	Jerol	Fanta	jerol@orlandos.com		6/20/2014	I am putting in a formal request for the Stakeholders e-mail addresses. While I do see their names listed on the TxDot website many seem reluctant to give their e-mail addresses. I am curious how TxDot correspondence is transmitted to those persons on the Stakeholder committee. I would like to have more direct correspondence with the Stakeholders because I have watched while one of my neighbors took the time to write a fairly comprehensive letter- which asked for some feedback- and received NO response from Tx Dot. Nothing. With that in mind I would like to be able to correspond directly with the Stakeholders. I do not have confidence that correspondence sent to TxDot is received by them since TxDot did not respond to my neighbor. I repeat, I am putting in a Formal Request for the Stakeholder's e-mail addresses.				email
28	Dulan	Elder	delder@regllp.com	79423	6/18/2014	I own a home facing County Road 7500 (146th Street) just west of Indiana/CR 21 00. At the public meeting on June 17, 2014 the preferred route would be in our front yard and would be turning North towards FM 1585 somewhere fairly close to that location. As I presume TxDot is aware, there is a half mile of houses facing north on that county road, one of which belongs to my family. The prospect of this loop in our front yards has caused considerable consternation and disillusionment in our neighborhood as I am sure you can understand That fact aside, I am a real estate attorney who wants Lubbock to do well and prosper because I do well and prosper along with it. The prospect of it being in my front yard has certainly given me reason to focus on this project, possibly even more so than the stakeholders. I sent in comments previously, but after the comment period, so I assume those were disregarded. Accordingly, I will restate part of that in this letter I believe the FM 1585 (" 1585") location should be the route chosen for an outer loop. Until we started getting stop signs every mile we used to go 70 miles per hour on it. It has always been understood as being a commercial corridor and the businesses which have built on it want traffic. It has been built to TxDot standards with nice shoulders for its entire length and designed to handle heavy truck traffic. So, if you build a couple of miles worth of the access roads with a 280' median on that route then you can bring them back together with the existing quality highway and everything makes sense. Move to CR 7500 and you have a total of one mile of paving done by the county, for which I am grateful, but this is a far cry from 1585. Barely half the width of pavement there - about 20' instead of38-39' at 1585 (of which well over half will be missed by the preferred route) and it could never handle heavy truck traffic. Build your two access roads to the only segments carrying any traffic at present, from Indiana going west one-half mile and then on, say, to Slide, and what have you accomplished? I assume the point of a Loop is to have freeway type traffic to where you do not have to stop at every section line road. So, does traffic on Indiana/CR 2100, which really does have a lot of traffic already, stop twice now between 146th and 1585 and again at 1585? Do we install two high-dollar signals at the junction with Indiana that we get to stop at on our way to work since the new loop will not go to our jobs or the grocery store or anywhere we typically go? Do we have the same thing at Slide Road? Do we really build two access roads from Memphis to Slide when maybe 50 people in history who do not live off this road have ever driven past the pavement? You go over the rise off the pavement going west on CR 7500 and you will think you are on the moon or have time-traveled to the Old Testament. And when you use up the money for that segment, what do you do-turn the two paved access roads back into one dirt road as it wonders further into oblivion? This is pure pork barrel. At some point the stakeholders need to be stewards of taxpayer money. I do not believe there is water to sustain the growth necessary to justify this project, particularly this far from Lubbock. We need to consider the massive expanse encompassed in this proposed loop. There is a populated corridor sort of along the Brownfield Highway already served by that highway and the Marsha Sharp extension and another sort of finger of population along Indiana and Quaker, but outside of that there are huge chunks of empty encompassed within the proposed loop. What are the indications of the segment east of Tahoka Highway ever filling in? Or for that matter, from University to Tahoka Highway ever filling in with anything Lubbock would be proud of? I think the idea of a Loop 289 type loop should be re-thought and practical solutions applied. If TxDot could build overpasses at each intersection on 1585 which now has a signal light or stop sign that would be a wonderful thing and make sense. Taking 1585 along your proposed route with no stops and connecting to 179 and going around Wolforth and on to Shallowater without having to stop would be a wonderful and useful thing occasionally. If you wanted to add access roads along the south end of this new loop along 289 to attract future retail or businesses then that might make sense. I have not paid that much attention but my recollection is that there are substantial portions of East Loop 289 without access roads and seems like there may be part of North Loop 289 without access roads, so there is precedent for that even if we followed that model, which seems unnecessary. By cutting out portions which do not make sense there might be money left over for real needs such as widening Woodrow Road and adding overpasses in the vicinity of Lubbock Cooper ISD. Who knows how many lives have been saved by the widening of Woodrow Road and Indiana several years ago spearheaded by Commissioner Bill McCay. I would like to see a focus on traffic issues that exist or are likely to arise in the near future. We know from East Loop 289 that just because you build it does not mean they will come. I think more information needs to be forthcoming on how these two access roads will work. What will the speed limit be? Where will you be able to turn around? Will I have to go half a mile east so I can go west on it and will I have to go past my house to Quaker and double back to come home? Will it have precedence over crossing traffic or will it stop at every major road? In my neighborhood, will people have to back out into traffic going 60 mph? Will there be a curb cut for every house or will it be limited like the access roads on 289? So many curb cuts would defeat the loop concept, wouldn't it? Of course there are no houses facing Loop 289 or Marsha Sharp. A Loop is for commercial and perhaps apartments, which again raises the issue about why someone has decided to move it from what is clearly a business corridor to what is pretty much purely residential. Will this become the required route for hazardous materials when complete so you are carting hazardous materials by neighborhoods? I am intrigued by how this route makes no effort to avoid Indiana South but after going far enough to pretty much mess up everything suddenly heads north a half mile through the middle of a pivot to where no right of way is already owned by the county or state and continues for some three and a half miles, including an interchange at the Tahoka Hwy which would be unnecessary if it went on up to 1585, which they should never have left. What interest is being protected by this route which will require all new right of way that does not presently exist? The clear implication was that Kelsey Park was sacrosanct and that any concerns of our existing neighborhood would be subordinate to this developer from Dallas. If Mr. Robertson cannot be trifled with, which I do not understand, then go North of him on 1585 into vacant land and keep the route where I think it belongs. If he wants it south of him then consideration of competing interests need to be weighed. On the one hand you have a neighborhood, with houses nicer than what are being built in Kelsey Park, for the most part, inhabited by people who have been living in their homes and paying taxes and spending their money in Lubbock County, some for 20-30 years. If you peel off the outside layer of houses then you expose the next level of the neighborhood. A freeway by your house is going to significantly reduce its value. On the other hand, you have a Dallas developer. Hats off to him for what he has been able to do, but like any developer he is here to make all the money he can and take it home with him to Dallas. That is fine but I do not see how this mercenary seems to be getting to drive the boat and how his master plan which might or might not pan out is worth more than a half mile of houses which actually exist. I have concerns that only a handful of people are doing the thinking on this and well intentioned people are handed a lot of studies and materials they only vaguely understand which can lead to unwise decisions promoted by self-interested parties being rubber stamped. If Ford Development thinks a loop is a great idea then it should be perfectly positioned to utilize its commercial opportunities running through the middle of its property. Let the state build infrastructure for him. A residential neighborhood is no place for a 400' wide loop. I am guessing it is being shoved into Indiana South because Ford Development well knows it is a boondoggle. If the CR 7500 location is chosen then at the least the Loop should be moved north into the currently vacant property, other than a single metal building which is nearly empty, and leave CR 7500 in place and create a buffer (a wall to deaden sound and landscaping) between those residences and the new loop. This route is designed for the loop to begin turning north towards 1585 at some point in front of this neighborhood anyway and it should not require much to turn the loop inward earlier in the route. This would not be ideal but would be far preferable to having the loop in the front yard of these residences. Your consideration on these concerns and response to these questions is greatly appreciated. I will be happy to meet with TxDot or the stakeholders on this matter.				letter

29	Dan	Curry	dancurry@nts-online.net		6/25/2014	I am very concerned by the outer loop study around Lubbock. I am a home owner on 146th between Indiana and Quaker. The preferred route has now been selected as being in my front yard or possible where my house is. I looked at the comment cards from the February meeting and it would appear that the people have spoken that FM 1585 would be the best place to put this. However by the Tx Dot scoring system, which ignores what the people want, it is that the preferred route is along 146th (CR7500). When did the people lose the right to say what they wanted? Even in the presentation you had, the scores were higher for 1585 than the preferred route. That appears to me that there is influence, either from misinformed stakeholders or outside interests that supersede the property owners and tax payers. I would request that the stakeholders and Tx Dot reconsider their decision. If it is still determined that CR7500 is the preferred route then I would ask that the turn in the route that happens west of Indiana be moved to right west of Quaker, so that the route would at least be separated from Indiana South subdivision. This subdivision has been here for over 30 years. The fact that there are empty fields north of CR7500 from Slide to University would be a better choice. The fact that there is a major transmission line for SPEC along CR7500 would be another reason not to use CR7500. I am a business man and money is always a decision maker in my thoughts. Logic and finance have not been considered in this project. FM1585 is the logical and most cost effective route for the segment from FM179 to Slaton.				email
30	Dan	Curry	dcurry@nts-online.net		6/26/2014	It has come to my attention that the map segment labels have been changed on the maps. The map from the February meeting had 3A and 3C on FM1585. On the new map 3A is FM1585 and 3C is 146th (CR7500). This is very confusing. Why was this done? If you look at the scores from the comment cards from February using the new map it would appear that half were for the route of FM 1585 and half were for CR7500. In reality nearly everyone was for FM1585 being the selected route. Since Tx Dot has used an extraordinary scoring method to make CR7500 the selected route, I would think this needs to be revisited since the map labels have been changed. FM1585 was the route that the majority of the property owners and tax payers have said that they prefer. I find it completely unethical to change the map labels to make it appear that CR7500 was the selected route. The integrity of Tx Dot's and the stakeholders decisions have now been compromised.				email
31	Janette	Cook	cookiemonsterdj@sbcglobal.net	79416	6/24/32014	Our property goes next to Reese along where the housing units were at one time. We have a lake bottom North of John Cagles house and Cagles Steak House. The green proposal will miss the Lake Bottom and take it further west where the commercial at Reese should benefit more. Please let me know the status of the plans at this point.				email
32	D'nan	Mathis	nan7722873@aol.com	79423	6/23/2014	As a homeowner and resident of Indiana South for over 20 years, I urge you to please consider the concerns of this neighborhood. We built our home on 148th Street many years ago knowing that this home would be where we raised our children and spent our retirement years. We have worked hard through the years to reach the time that we could see the light at the end of the tunnel and a time in the future that we could retire and enjoy our home in a new capacity. We would be able to experience the peace of the country, the freedom to look out into the fields and absorb all of the tranquility that would await us as we could spend more time at home. We built our home in an area that was free from major intersections with obvious roads for development far to the north or south of our home. It would be a safe place for our us as well as our children and grandchildren. Unbeknownst to many of the homeowners in this area, the development of the outer loop in our back yards/front yards has appeared. There is absolutely no logical reasoning that would support the movement of this loop to leave 1585 and redirect to 146th Street. When I asked about this decision, I was told that we had to leave the land for development. We have development right here on this land. Please consider going north to the undeveloped land or 1585 to a road that is already developed that could handle this loop. The storage company and church on 1585 could easily handle this expansion compared to the homeowners of this area. As an educator in the Lubbock-Cooper school for 39 years, I have seen the area expand. I have watched as our district has grown and new areas developed. Never in my wildest dreams would I have thought that a highway would be built in the middle of a residential area such as the one you are considering. Again I will state that you have an area to the north of us on 1585 that should work for this loop. Please consider moving this loop back to 1585 and let the people of this neighborhood have their homes with the quality of home-ownership that their homes were built. We all chose this neighborhood as a quiet, safe place for our families. I request that you reconsider the location of the loop. I love Lubbock. I grew up on Woodrow Road south of Wolfforth and have raised my family in Indiana South. I am happy that Lubbock is growing; however, this situation is important enough to me and my neighborhood that I am writing to you. I appreciate your consideration of moving the loop to a different location.				
33	Edie Bartos	Canale	edie@bartosirrigation.com	79364	6/27/2014	Attached please find a petition regarding the proposed Lubbock Outer Route Study. The original document will be hand delivered later this afternoon. This petition represents a large percentage of residents and landowners along the proposed route. We are strongly opposed to the current recommendation and it is expected that TxDOT take this matter very seriously. 4 pages attached include a letter and 3 pages of signatures.				email
34	Kelsey	Curry	kcurry3@gmail.com		6/27/2014	Right now Lubbock does not need an outer loop, but in fifty years it might and thats a big might. So if Lubbock intends on having an outer loop why not think about it logically? Because to me it doesn't seem like thats what is being done. Yes, I may be young and not have much life experience, but I know this plan is not being thought out logically. I could sit here and write about how FM 1585 makes a lot more since to use or Woodrow Road or even using Kelsey Park that is in development, but I don't think you or the other people part of this project can think logically. So maybe if I use the emotional card you will listen and feel what I'm feeling. I know the loop is in the early stages of planing and its going to be a long time before it will even be built. So yes this will probably not effect my parents and I know it will not effect you, but it will me. I will be alive when the state comes to take my home. I have been very blessed, unlike many people I was able to live and grow up in one house. To you it may just be a house but to me its so much more. It is the first place my parents brought me home from the hospital. It is the place where I took my first steps. Its where I learned how to ride a bike. There have been some many "firsts" at this one little home, imagine how many firsts you will be taking away from a neighborhood that has been there for over 40 years. Some of my best memories come from being at home. I love waking up every Christmas morning sitting around the tree in the living room opening presents, for 26 years I have been able to do that. I would love to keep it going so one day my children will be able to have the same memories. No other place will ever truly feel like home like this house does to me. Its a place I know I can always go to when I need it. Its a place my dad taught me how to ride a bike, its where my mom showed me how to cook. Its where I became the person I am today. Unlike todays kids I grew up playing outside, getting dirty in the mud, and running all over the neighborhood. There was always someone watching out for the kids in the neighborhood, we even had a neighborhood dog to look out for us. When I would fall off my bike or get my four-wheeler stuck, there was always a friendly neighbor to help me out. Animals have passed away and there has always been a friendly shoulder to cry on. If I got scared while I was home alone, I could run next door until my parents got home. Blood sweat and tears have gone into my home from all the work that has been done. It is where I discovered my love for creativity. From painting my room over and over again to remodeling my parents kitchen. Not many kids can say their parents allowed them to have a bright yellow room. To this day I can look in my closet and see all the crazy colors my room has been. I can even go outside and look at the fence post I almost burnt down when I was younger or look at the wall where my parents measured my height ever year. Trees that my parents planted when they first built the house have grown just like me. I use to look out the kitchen window and was able to look at the house behind us. Now I look out the same window and see these trees that have grown over the many years. Sure it's just a tree to you but to me it's where I played, always wanting a tree house or trying to climb as high as I could and even fell out of a few times. Many great things have happened at this home, having my basketball team over for dinner the night before a big game and it always being a places where friends could come for a good home cooked meal or just a place to stay when they need it. Its a place I love more than anything, its my home and no matter where I live or move off to, it will alway be home to me. Its the place where my parents stand in the drive way and wave goodbye to me just like their parents did to them. I know you don't care about all my sad sob stories but its what this home is to me, its not just a bunch of bricks. Maybe now you can step back and think about what your doing to the people of this neighborhood. If this project was being done logically and made sense there would be no problem, but its not. Like I say I'm young with not much life experience but even I can look at this and tell its not being done logically. The loop is come whether or not Lubbock needs it, there is still time to make changes, changes that make sense, not once that will destroy forty years of memories.				email
35	Sara	Curry	Sara.Curry@jedunn.com	75248	6/27/2014	I am writing you today to express my concerns for the projected path for the outer loop project in Lubbock Texas. Being a working professional in the construction industry and former architecture industry our number one goal when developing new buildings or infrastructure is to have the least amount of impact on surrounds areas around our buildings or roads. I am writing you today to tell you a bit more about my upbringing and why this outer loop impacts me. In July of 1981 my parents moved into their very first home on 3701 CR 7500. At first it was one of 5 houses in the neighborhood of Indiana South. They were surrounded by cotton fields and Indiana was once a dirt road. In November of 1981 they brought me home from the hospital to this house. I was very fortunate that I was able to live in that home until I went off to college, which was right down to road at TTU. It is a place where I grew up and became the person who I am today. Lots of happy moments, sad moments, and lots of memories were shared in that house. From mowing the yard on the riding lawn mower to having to pull weeds in the front flowerbed for punishment, to installing our new basketball goal with my dad, to learning to cook with my mom, to playing in the mud in the dirt road next to our house, it is a place where I grew up. Even though I no longer live in Lubbock, coming home is what I look forward to. Whether it's coming home for a TTU football game, to see my family for a holiday, or to just get away from Dallas, it is a place that I can relax and get away. While in school ( jr high, high school, and even college) our house was always the hangout house, we always had people over. Heck it's still a place where we hang out! Everyone knew and still know they were and will always be welcome at our home because that is the environment that my parents created. The neighborhood grew and houses began to be built, neighbors came and went, but through it all it has always been home to me. Yes a house is a tangible object, and it's really the memories that you hold from a home, but I want this to be a place where I can take my kids and show them where I grew up. I have told the outer loop proposal to several folks here in Dallas ( where I live currently) and they asked why do you care it's not your problem. Well yes it is my problem! My sister and I will inherit that house when my parents are gone. I am sure you are the around the same age as my parents so think about this. What is the average age of the person on the board who is approving the route of the outer loop? I am sure none of you will be around to even see it. The families that you will eventually tear down their homes for this infrastructure, how many of them have children? How many of them have grand children? These will be the folks that are impacted by your decisions that you make today for this outer loop. We as the younger generation will be inheriting these pieces of property/homes. We will be the ones that have to look at the big piece of concrete that took the place of where our childhood home once stood, because someone didn't care enough to look at an alternate path. With as many cotton fields that are out in that area, wouldn't it make more sense to go through a current cotton field or a preexisting road rather than an established neighborhood that has been around for 30+ years? Keep in mind these have been tax payers and will continue to be tax payers. So ask yourself why? Why disturb something that is just fine being left alone. What did this neighborhood do to you? With all that said please step back and think about what you are doing. Think about how you are impacting others. I know planning is something that you all are looking at, but really in truly does CR 7500 make the most sense? Have you driven down this road? Have you met the people who currently live down this road? If not I strongly encourage that you do. You might be surprised at the stories that you hear. So think about this, put yourself in their shoes. Think about if you were someone living in that house for 30+ years and one day a group of people get a crazy idea and decide to put a road where your house is. How would you react? What would you do? Being from the outside looking in I ask please put your logic hat on and look at alternate paths that have the least impact on the areas that are already there because this is affecting my family. I seriously suggest you weigh the pros and cons about this and not just look at the numbers. As I tell my construction teams I work with daily look at the value add. What value are you adding to Indiana South? How are you helping, because if you aren't then you probably aren't doing the right thing. Please consider looking at paths that do not impact this neighborhood!				email
36	Ashley	Higley	ashleyhigley@hotmail.com	79423	6/27/2014	I'm writing in protest to the proposed outer loop route on 146th St/7500. It's hard to make sense of why this route would not instead follow FM 1585, when it is already a more traveled thorough fair with fewer developed neighborhoods.				email

37	Kaylynn	Curry	ptc1040@aol.com		6/25/2014	<p>I am writing this letter in regards to the outer loop. I am looking at this from a different angle, not as a home owner but as a taxpayer. I deal with numbers on a day to day basis and know what bottom lines mean to people this day in age. Yes, Lubbock is growing and the little towns in West Texas are drying up. Their populations are decreasing due to lack of jobs and aging populations are moving into town. The farmers of yesteryear lived on the land they farmed, now they farm the land, and drive into town to live. I have several clients that farm as far away as Seminole and live in Lubbock. Soon, we won't have to worry about the "older Generation" moving to Lubbock, they will already be here. Then I stepped back and looked at the issue of water, this is on everyone's mind. In your presentation you've discussed allowing for pivot systems and plan to go around them. In 10 to 20 years will there even be enough water to use those systems? Please know there are already people who have had to move into Lubbock because their wells have dried up, they can no longer live out on the farm. This is not only happening in south Lubbock County but all across Lubbock County. What industry do we have in Lubbock to help continue with its growth? Yes, we have Texas Tech, the medical community, and agriculture. If our water situation gets worse and our farm land is used for highways and developments, our agriculture related businesses will decrease thus, causing population to decrease. I grew up in Corpus Christi, when the oil industry was big and all of the office buildings in downtown were full of companies such as Exxon, Mobil, Sun Oil Company, Houston Natural Gas and many others. With technology and the cost of doing business, the oil companies started leaving. As of today the office buildings downtown are there but with smaller staffs, if any and a few independent oil consultants. Downtown Corpus is empty, parts are being torn down because they have sat vacant for so long they are falling apart and have become a safety issue. I watched H.E.B and Whataburger's corporate offices and the majority of their workforce move to San Antonio so they could cut down on costs. My point being what is going to happen when the new owners of United Supermarkets decide that Dallas is better suited to be the Main office and Distribution Center for this company. After all Dallas is growing. More companies are moving from the west coast to be more centrally located where the overall cost of doing business is less. What will happen with the job situation or the growth population in Lubbock? What if investors start to pull their money out of Lubbock because the return of their money is not what they want and they feel they could do better investing it in an area where jobs are on the rise with overall higher salaries? Those people have more money to spend than the "average" wage earner in West Texas. We have to also address the sources of the funds that come into the Lubbock economy. A lot of this money is government money, whether it be from agriculture subsidies, government funded student loans, or the funds from government in forms of Medicare or Medicaid. Our government is broke. We are dealing with a lot of unknowns especially with the New Affordable Health Care Act and the impact it will have on our Medical Community and private businesses that have to meet its demands. Yet we continue to spend, thinking that none of these issues will affect us. We may be growing but we are not pulling companies that are not tied to the federal government. Shouldn't the state recognize these same issues as businesses do? Where is the state's money best used? Maybe the state should help the existing taxpayer and their existing needs not on something they may or may not need. The state roads are in need of repair which is a more logical choice for taxpayer funds. The reality is Lubbock will never get the big companies like JC Penny's, American Airlines or Toyota or other large corporation. The biggest deterrent, water, THIS IS A REALITY. We need to accept this fact. I have learned there are "road dreams" throughout Texas which have caused legal issues in certain areas. The road to the Austin airport, Hwy 183 has been in litigation for over 20 years, thus costing the state more and more money. Tax dollars wasted and as a taxpayer, I am tired of money being wasted. I have watched the City of Lubbock waste funds on lawsuits, this is not where I want my tax dollars to go whether it be at the City, County, State, or Federal level. I want to see the best "Bang" for my dollar. Building an outer loop makes no sense to me at any level! Especially when there are other needs throughout the state. One of these concerns is right here in Lubbock, Texas. Since the building of Cooper West Elementary and the housing addition of Kelsey Park, safety is a big concern. There is no turning lane on FM 1585 for people to enter these areas in a safe manner. Therefore, 1585 needs to be widened to include a turning lanes. So why not just expand it to use as the outer route? Taxpayers' dollars will be saved for expanding this road and not building and additional major road 1 mile away. You can just turn the route north instead of south. The power lines that run down 146th will be a major cost to the state for having to reroute these lines. If this route down FM 1585, yes you would have to move some utility lines, but not the major lines that are part of SPEC. This seems like a great deal of waste when there is raw farm land north of these lines that could be used. I remember this is part of Kelsey Park "Development", as of date does not exist, but it might. Whereas, Indiana South does and has existed for over 30 years. They have been paying taxes to Lubbock County during this time, yet there is no consideration for us in regards to this matter. I now know how it feels when our country started "taxation without representation" and I believe this is what is happening right now to the south part of Lubbock County. We now are able to give our opinions but the outer loop project has been going on for several years. No parties have reached out to the property owners who stands to be hurt by this project. We are just supposed to agree to lose our homes and be happy about this situation. There is no "compromise" to these routes. The stakeholders are holding our lives in their hands, yet they won't sit down and listen to our opinions or ideas. The bottom line is we have not been allowed any representation on this matter. So will this matter turn into another Highway 183 like in Austin? The people gave you their suggestions and it fell on deaf ears. Why did you waste our time and the states money if this decision was already made? I am tired of government waste, this whole project is full of waste. Why start a project when the state can't even maintain the existing highways? Does the state plan to "give" this to the city and county to maintain? We have created enough tax burden for our children, grandchildren and even our great grandchildren, it needs to stop! There is still time for options on this project I strongly suggest that the stakeholders re-examine all routes and see which makes more sense for the taxpayers of Lubbock County. There has to be an alternative that all parties can live with and afford. This project has been in development since 2010, yet you only gave the homeowners being directly affective by these actions 10 days to get their comments to you. Some people are out of town and cannot be reached to notify them of these actions. Why are we being rushed at this stage?</p>				email
38	Tyler	Chadwick	tylerchadwick@suddenlinkmail.com		6/23/2014	<p>I wrote an email to you after the last meeting back in late winter. As the time approaches for these decisions to be made on the Lubbock Outer loop, all of us neighbors in Indiana South are so anxious we are losing sleep. It seems there has been no regard for the ½ miles of houses on in Indiana south. There are families at all stages of life on our street, 146th facing north. If cr 7500 is chosen, there is an irrevocably negative impact for all of us. I'm not sure what the basis is for choosing our route and basically putting an access road in our front yard when its clear something fishy is going on looking at the new preferred route the magically heads a mile south to our road, then magically turns right back around Kelsey park. There are so many other options to keep this loop away from our houses. There is farmland all around us, and undeveloped land north of us and 1585 where the loop could and should be. There are so many more benefits of a loop being down 1585. The traffic there is already so heavy and not many housing developments there. There are already businesses there that would benefit greatly from increased traffic, whereas, my 4 and 6 year olds and any new families in Indiana South would basically omit being in their front yards if 7500 was chosen. I sure don't want kids out in our front yard with cars and trucks whizzing by. Now lets talk about property values. You are basically guaranteeing that we are all going to be stuck in our homes by choosing 7500. There is very little chance anyone is going to want to buy a house with a loop in its front yard. In my situation, I don't want to stay in the house forever, but I know several other families who have built these homes to live in the remainder of there lives. We moved to this area because of the big lots and the openness. I thank God every night I walk outside and hear nothing. By choosing 7500, you're taking that away. You're taking away that way of life. You're taking away the family walks we take with our family and beagle, Currie. You're taking away the bike rides my kids and future kids take up and down the driveway. You're taking away not only the value of our homes, but the way we live. We host a Gospel Community (basically small group in our church) at our house every Wednesday. We Generally have 8-10 cars at our house then. Now where are they going to park? Are they going to have to park on the other side of the loop and walk with their 4-8 year olds across the loop to get to our house? This is our life. Think about it. There are very smart people out there, there is a better solution that our front yards being used for a loop that isn't really feasible. Our neighbor Dulan Elder has brought up some awesome points that need to be addressed. We are not going to be stepped on. We are all running out of water in the area, and I'm not sure how everyone thinks this is that feasible presently. There is more time to make decisions on this matter and there are smart people that can help.</p>				email
39	Kaylynn	Curry	ptc1040@aol.com		6/18/2014	<p>I have pick up a map thanks to Christy and I do appreciate her help. I am looking at it and there may be alternatives to the proposed route. Instead of having it enter onto 146 th at my front door could tie in, be further down the street like past the pavement part of 146th and then it tie in and of course move it on the other side of the telephone poles it could tie in a Quaker or even at Slide and the impact on the existing residential would be manageable. but as it stands right now it would basically cut my neighborhood in half. I have another question- how long has 146th been up for consideration ? Again if we have to deal with help the existing homes and not the " maybe". It seems like that this part of the segment is being disturbed more than any other. Please please work with us</p>				email
40	Jan	Roberts	jroberts@poka.com	79373	6/17/2014	<p>My farm is in phase 1 at Shallowater. As of now the farm is cut in half with highway in between. It would be nice to move to the half section line, the north line of our farm so that until actual construction begins, our farm could remain viable providing the income for myself an my uncle.</p>			X	comment card
41	Carolyn/Larry W.	Luttrell Wilson/Luttrell		79464/79424	6/18/2014	<p>I attended the public meeting for this route last evening. I have several concerns that were just briefly announced. I did not know you had decided on the southwestern turn on segment 3A and 3D. I am wriring this letter to inform you of the property owners' requested concerns. The landowner is Larry W. Luttrell and I am a family member. The segment 3A and 3D crosses through his property's pivot irrigation system. This will render the cotton farm uselss with no income. Larry and his wife are both disabled and I am concerned about this situation. Larry and his wife are retired and use the farm income as a supplement for their health cost. I have questions regarding this route. 1. If you decide on this 3A and 3D segment, how do you project production income? 2. Why did you choose this location? 3. How far is the distance to the west of Wolfforth, CR 1400, CR 1300, CR 1200, or CR 1100? 4. Why did you not consider the Milwaukee route from CR 7500 to FM 1585? Mr. Warren, I am concerned that the stakeholders do no have this information. Please consider moving this route either east or west of CR 1500 [Alcove Avenue]. The property owner has asked me to inform you of these concerns. I realize segments 3A and 3D have not been presented in previous meetings. This is why I am writing to you now. I would like a physical map of the whole outer-route presented last evening. The map on the line is unclear. Also, which of the segments will you built [sic] first and what is the time frame as to when this construction will begin?</p>				letter