



# Feasibility Study



## Welcome to the Outer Route Feasibility Study

The Texas Department of Transportation (TxDOT) has contracted with MACTEC Engineering and Consulting, Inc. (MACTEC) to perform a feasibility study for a potential roadway facility around the western and southern area of the City of Lubbock.

Lubbock is the 10th largest city in the state of Texas. According to an estimate by the U.S. Census, the population in Lubbock County grew over 9% from 2000 to 2008, totaling 264,418. Anticipating further growth in the "Hub City", the economic, education, health care, and transportation hub of the South Plains, the Outer Route Feasibility Study will help determine a preferred alternative, including a "No Build" alternative, for a

route along the southwestern region of Lubbock.

The schedule for this study is shown below.

Project Schedule	
Begin Feasibility Study	May 2009
Outline of Feasibility Study	Jul 2009
First Public Meeting	Sep 2009
Second Public Meeting	Jan 2010
Draft Feasibility Study	Mar 2010
Third Public Meeting	Apr 2010
Final Feasibility Study	May 2010
Complete Feasibility Study	May 2010

## Why We Are Conducting This Study

The Lubbock Outer Route Feasibility Study, Phase I, is being performed to determine a preferred alternative for an Outer Route around the western and southern area of the City of Lubbock from US 84 northwest of Lubbock to US 84 southeast of Lubbock. This is the only phase currently authorized by TxDOT.

The study will support local transportation goals to "Create an inte-

grated multi-modal transportation network to better serve the citizens in the Lubbock Metropolitan Area." (Lubbock MPO 2032 Plan).

The study will also ensure consistency with TxDOT's statewide goals of reducing congestion, enhancing safety, expanding economic opportunity, improving air quality, and increase the value of transportation assets.

Several tasks will be performed during the course of the Phase I Feasibility Study. The purpose and need for a roadway facility in southern and western Lubbock County will be investigated. Preliminary social, economic, and environmental studies will be performed. Public involvement, including three public meetings, will be conducted. An evaluation of the existing road system will be performed. A technical methodology for evaluating alternatives will be established. The various alternatives, including the "no-build" alternative will be analyzed, evaluated, and refined. Available funding options will also be explored.

**Public Meeting**

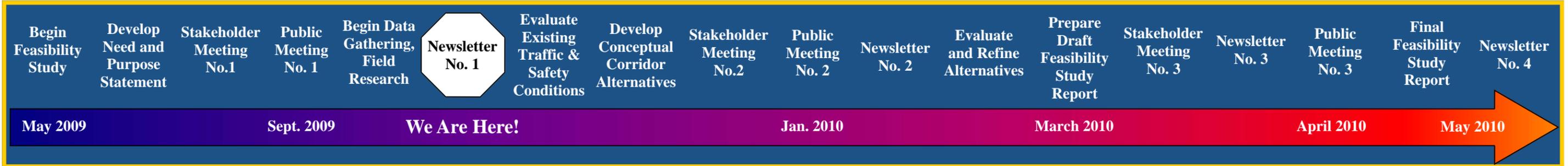
The next public meeting is scheduled for **Tuesday, January 26, 2010**, and will be held in the **Lubbock Cooper High School Performing Art Center**. Lubbock Cooper High School is located near US 87 and Woodrow Road.

We anticipate the third and final public meeting to be in April of 2010, prior to the final report.

### *The successful results of this project will provide:*

- ◆ **A National Environmental Protection Act (NEPA) Compliant Process**
- ◆ **A defensible Need and Purpose Statement**
- ◆ **A viable alternative which has logical termini and independent utility**
- ◆ **Informed consent from stakeholders**
- ◆ **Better defined corridor location and facility type**
- ◆ **Right-of-Way (ROW) corridor for preservation**
- ◆ **A defensible phasing concept / implementation plan for the project**
- ◆ **A workable funding scheme**

# Lubbock Outer Route Feasibility Study



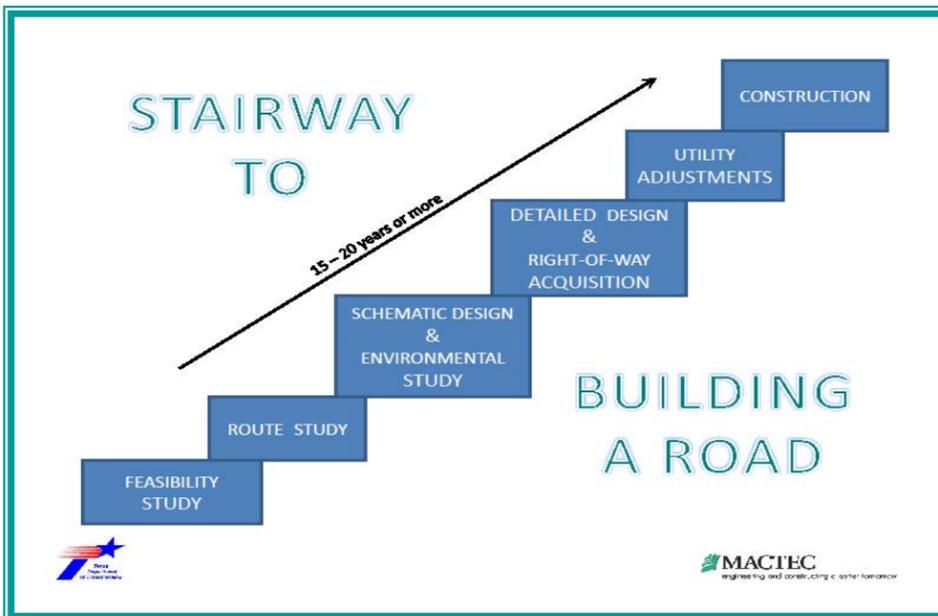
## How Long is the Overall Process of Building a Road?

The figure below illustrates the major steps in taking a proposed transportation project from the conceptual stage to a completed road open to traffic. The process for a major proposal, such as an outer route, can be 15-20 years ... or even longer. As a recent example, the feasibility study and route study for the Marsha Sharp Freeway was started in 1987, and final completion is estimated for 2012.

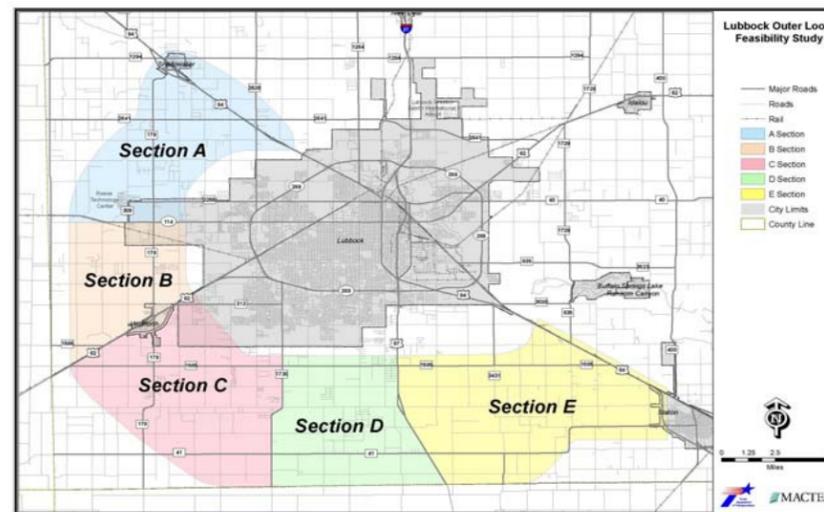
If the project is feasible, then a route study is performed. The route study refines the alternatives by continuing the investigations and evaluations from the feasibility study in greater detail. More public involvement is conducted. A preferred alternative is selected.

If the project moves forward, a schematic of

the preferred alternative is developed. The schematic is a preliminary plan which indicates the general geometric features and right-of-way requirements of the proposed facility. An environmental assessment or environmental impact statement is prepared. Additional public involvement is conducted. If a Finding of No Significant Impact (FONSI) or an affirmative Record of Decision (ROD) is issued, then the project can move to the next step. Detailed construction plans are developed. If funding is available, right-of-way can be acquired, utilities adjusted, and a construction contract can be awarded. Construction may take several years. On a proposed project as long as the outer route, there would likely be a series of phased construction projects over a period of several years.



## Traveling the Path to Find an Alternative



As part of the Lubbock Outer Route Feasibility Study, future transportation system demand will be analyzed using the Lubbock Metropolitan Planning Organization (MPO) travel demand model. For the Outer Route study the travel demand model will be used to provide traffic forecasts based on anticipated future land use, population and employment patterns created as new or relocated development takes place in the study area.

Travel demand models are a common tool used in transportation planning. They can help planners determine where traffic demand will occur in the future and provide the tools to test alternatives to address that demand. Travel demand models are primarily regional transportation planning tools that are most often used to test large regionally significant projects such as

the Lubbock Outer Route.

The travel demand model for the Lubbock area was developed by TxDOT in cooperation with the Lubbock MPO. The model currently consists of a 2000 base year and a 2030 planning horizon year. The Lubbock Outer Route consultant team, using the above models, has also created a current year 2009 model scenario so that current traffic conditions will be accurately portrayed.

The transportation system outcomes of several Lubbock Outer Route alternatives, including a 'No Build' option, will be evaluated using the travel demand model. This comparison of alternatives will provide the basis for determining what type and scale of facility is needed and which transportation alternatives best address future transportation system deficiencies.

## Protecting the Environmental Resources

The Lubbock Outer Route Feasibility Study will include a look within the Study Area for environmental resources that may pose a constraint to developing the project or would help to differentiate the various routes that may be proposed. The types of environmental resources that will be inventoried during the study will include potentially historic farmsteads; wildlife and natural habitat resources; water resources, including playa lakes; residential and commercial development (both existing and proposed),



parks and recreational areas; cultural resources; and geologic resources.

Lubbock County is one of the oldest inhabited places in Texas with a rich history and important cultural heritage. Although not located within the study area for the Lubbock Outer Route, Yel-



low House Canyon and Lubbock Lake are nationally recognized historic places where at least 12,000 years of human habitation can be seen. Lubbock County continues to be an attractive place for settlement, and the population continues to grow, especially in the southwest part of the county where the Lubbock Outer Route is being studied.

This environmental data gathering effort is occurring now and will result in a map to be presented at the next public meeting. Input from the public is a very important part of all phases of the study, including the environmental constraints phase, and local residents are often the best source of information on local resources. If you are interested in sharing information on locally important environmental resources, please contact Gerald R. Sturdivant, P.E., of MACTEC, at MACTEC's Lubbock office, (806) 698-1815, or by email at [grsturdivant@mactec.com](mailto:grsturdivant@mactec.com).



# Feasibility Study



## Public Meeting

The next public meeting is scheduled for **Tuesday, January 26, 2010**, and will be held in the **Lubbock Cooper High School Performing Art Center**. Lubbock Cooper High School is located near US 87 and Woodrow Road.

We anticipate the third and final public meeting to be in April of 2010, prior to the final report.

## We Want to Hear From You!

Our first public meeting was held on September 1, 2009, at 6:30 PM, in the Frenship High School cafeteria. Including TxDOT and MACTEC staff, there were nearly 100 people in attendance.

The purpose of this meeting was to discuss the purpose and need for a new transportation facility in Lubbock County around the western and southern regions of the City of Lubbock from U.S. 84 northwest of Lubbock to U.S. 84 southeast of Lubbock.

The public meeting included an informational presentation about the

Feasibility Study, an opportunity to view exhibits, and a question and answer session. It was an opportunity for all interested persons to learn about and to express their views on this highway proposal.

Many attendees asked questions and/or made comments about the project. Mail-in comments sheets were also provided.

There are two more public meetings planned for this feasibility study. It is currently anticipated the meetings will be in January 2010 and April 2010. Notice of public meetings will be announced approximately 30 days in advance of each meeting.

---

**Texas Department of Transportation**  
135 Slaton Road  
Lubbock, Texas 79404-5201