FY 2008—2011
Transportation Improvement Program
Requested Amendments
New Projects
Proposition 14
and
Proposed Economic Stimulus

Contact Information:
Lubbock Metropolitan Planning Organization
916 Main, Suite 706
Lubbock, Texas 79401
(806) 775-1MPO (1676)
Fax (806) 775-1675

Recommended by TAC 02/03/09
Amended by TPC 02/10/09
Final Recommendation by TAC 03/03/09
Final Approval by TPC 03/17/09

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H. David Jones
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Darrell Westmoreland
DWestmoreland@mylubbock.us
### STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
### TIP FY 2008-2011
### LUBBOCK METROPOLITAN PLANNING ORGANIZATION
### FY 2009

**TXDOT DISTRICT:** LUBBOCK  
**COUNTY:** LUBBOCK  
**HIGHWAY NUM:** U.S. 82  
**CSJ:** 0053-01-090  
**REVISION DATE:** 03/2009  
**PROJECT SPONSOR:**  

**DESCRIPTION:** CONVERT NON-FREEWAY TO FREEWAY (PHASE 4)

**LIMITS FROM:**  
**LIMITS TO:**  
**PHASE:** C, E  
**EST LETTING DATE:** 06/2009  
**YOE COST:** 58,806,000

**REMARKS P1:**  
PROP 14 FUNDING—SPLIT CSJ 0131-08-019  
2—METRO CORRIDOR: $12,000,000  
11—DIST DISCRETION: $1

**REMARKS P7:**  
ADDED 53-1-89 6-13-05; PROJECT SPLIT INTO 53-1-90 AND 131-8-19  
2—METRO CORRIDOR: $12,000,000  
11—DIST DISCRETION: $1

**CONTRACT CSJ:** 005301090  
**ANCESTOR CSJ(S):** 013108900  
**DESCENDENT CSJ(S):**  
**ROW/CONSTR CSJ(S):**  

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<thead>
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**TOTAL FUNDING**  
2—METRO CORRIDOR: $12,000,001  
11—DIST DISCRETION: $1

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**TXDOT DISTRICT:** LUBBOCK  
**COUNTY:** LUBBOCK  
**HIGHWAY NUM:** U.S. 82  
**CSJ:** 0131-08-019  
**REVISION DATE:** 03/2009  
**PROJECT SPONSOR:**  

**DESCRIPTION:** CONVERT NON-FREEWAY TO FREEWAY (PHASE 4)

**LIMITS FROM:** U.S. 84 (AVE Q)  
**LIMITS TO:** BU 87 (Avenue A)  
**PHASE:** C, E  
**EST LETTING DATE:** 06/2009  
**YOE COST:** 13,068,000

**REMARKS P1:** PROP 14 FUNDING; SPLIT FROM 0053-01-090  
2—METRO CORRIDOR: $12,000,001  
11—DIST DISCRETION: $1

**REMARKS P7:** LET W/0053-01-090; PROJECT SPLIT INTO 53-1-90 AND 131-8-19  
2—METRO CORRIDOR: $12,000,001  
11—DIST DISCRETION: $1

**CONTRACT CSJ:** 005301090  
**ANCESTOR CSJ(S):** 013108900  
**DESCENDENT CSJ(S):**  
**ROW/CONSTR CSJ(S):**  

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**TOTAL FUNDING**  
2—METRO CORRIDOR: $12,000,01  
11—DIST DISCRETION: $1

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# STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

## TIP FY 2008-2011

## LUBBOCK METROPOLITAN PLANNING ORGANIZATION

### FY 2009

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<tr>
<th>TXDOT DISTRICT:</th>
<th>LUBBOCK</th>
<th>CITY:</th>
<th>LUBBOCK</th>
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<td>LUBBOCK</td>
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<td>C, E</td>
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<td>LOOP 289</td>
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<td>CSJ:</td>
<td>0783-02-64</td>
<td>MPO PROJECT NUM:</td>
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<td>City of Lubbock</td>
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<td>DESCRIPTION:</td>
<td>WIDEN FREEWAY TO 6 MAIN LANES &amp; NEW OVERPASS</td>
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**TOTAL FUNDING**

- 2-METRO CORRIDOR: $15,000,000
- COL—LOCAL CONTRIB: $25,000,000
- OTHER: $0
- OTHER(R): $2,193,906
- Total: $42,193,906

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### ROW/CONSTR CSJ(S):

- PRELIMINARY ENGINEERING: $1,898,532
- ROW PURCHASE: $0
- CONSTRUCTION ENGINEERING: $1,549,822
- CONSTRUCTION COST: $38,745,552
- CONTINGENCIES: $2,322,733
- INDIRECT COSTS: $2,038,016
- BOND FINANCING: $0
- OTHER FIELD: *ECON STIM: $0
- TOTAL PROJECT COST: $42,193,906

### TXDOT DISTRICT: LUBBOCK

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**TOTAL FUNDING**

- 11-DIST DISCRETION: $1,500,000
- LC-Local Contribution: $500,000
- OTHER: $0
- OTHER(R): $0
- Total: $2,000,000

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### ROW/CONSTR CSJ(S):

- PRELIMINARY ENGINEERING: $106,989
- ROW PURCHASE: $0
- CONSTRUCTION ENGINEERING: $131,007
- CONSTRUCTION COST: $2,183,455
- CONTINGENCIES: $152,842
- INDIRECT COSTS: $114,850
- BOND FINANCING: $0
- OTHER FIELD: *ECON STIM: $0
- TOTAL PROJECT COST: $2,689,144
## STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
### TIP FY 2008-2011
#### LUBBOCK METROPOLITAN PLANNING ORGANIZATION

**FY 2010**

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<th>TXDOT DISTRICT:</th>
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### REMARKS P1:
- ECONOMIC STIMULUS

### REMARKS P7:
- Phase II of II; Phase I 0783-02-083

**CONTRACT CSJ:** 078302065

**ANCESTOR CSJ(S):** 078302901

**DESCENDENT CSJ(S):**

**ROW/CONSTR CSJ(S):**

### TOTAL FUNDING

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### PRELIMINARY ENGINEERING:
- $917,280

### ROW PURCHASE:
- $0

### CONSTRUCTION ENGINEERING:
- $936,000

### CONSTRUCTION COST:
- $18,720,000
- $1,310,400 Contingencies
- $984,672 Other Field: *Econ Stum

### FEDERAL AMOUNT:
- $18,000,000

### STATE AMOUNT:
- $0

### LOCAL MATCH:
- $0

### NON PROGRAM COSTS:
- $0

### OTHER AMOUNT:
- $2,573,280

### OTHER FIELD:
- $0

### TOTAL PROJECT COST:
- $22,868,352

### TOTAL:
- $20,573,280
| TXDOT DISTRICT: | LUBBOCK | CITY: | LUBBOCK | EST LETTING DATE: | 09/2012 |
| TXDOT DISTRICT: | LUBBOCK | COUNTY: | LUBBOCK | LIMITS FROM: | LOOP 289 |
| TXDOT DISTRICT: | LUBBOCK | HIGHWAY NUM: | FM 1730 | LIMITS TO: | 98TH STREET |
| CSJ: | 1344-02-21 | MPO PROJECT NUM: | | |
| REVISION DATE: | 03/2009 | PROJECT SPONSOR: | | |
| TOTAL FUNDING: | | | | |
| 1—PRVNT MNT/REHAB: | $2,000,000 | | |
| OTHER: | $1 | | |
| OTHER(R): | $710,285 | | |
| Total: | $2,710,286 | | |
| REMARKS P7: | | | | |
| CONTRACT CSJ: | 134402021 | | | |
| ANCESTOR CSJ(S): | 134402900, 134402861 | | | |
| DESCENDENT CSJ(S): | | | | |
| ROW/CONSTR CSJ(S): | | | | |
| PRELIMINARY ENGINEERING: | $119,751 | TYPE OF WORK: | MILL, HOT MIX, | |
| ROW PURCHASE: | $0 | INLAY & PVMT MARKERS | | |
| CONSTRUCTION ENGINEERING: | $146,634 | | | |
| CONSTRUCTION COST: | $2,443,901 | FEDERAL AMOUNT: | $1,600,000 | |
| CONTINGENCIES: | $171,073 | STATE AMOUNT: | $400,000 | |
| INDIRECT COSTS: | $128,549 | LOCAL MATCH: | $0 | |
| BOND FINANCING: | $0 | NON PROGRAM COSTS: | $1 | |
| OTHER FIELD: | $0 | OTHER AMOUNT: | $710,285 | |
| TOTAL PROJECT COST: | $3,009,909 | TOTAL: | $2,710,286 | |

| TXDOT DISTRICT: | LUBBOCK | CITY: | LUBBOCK | EST LETTING DATE: | 05/2009 |
| TXDOT DISTRICT: | LUBBOCK | COUNTY: | LUBBOCK | LIMITS FROM: | FM 2255 (4TH) |
| TXDOT DISTRICT: | LUBBOCK | HIGHWAY NUM: | SLIDE RD. (CS) | LIMITS TO: | N. LOOP 289 |
| CSJ: | 0905-06-901 | MPO PROJECT NUM: | MPO 031 | |
| REVISION DATE: | 03/2009 | PROJECT SPONSOR: | | |
| TOTAL FUNDING: | | | | |
| 11—DIST DISCRETION: | $2,600,000 | | |
| 10—MISC: | $0 | | |
| OTHER(R): | $283,400 | | |
| Total: | $2,883,400 | | |
| REMARKS P7: | | | | |
| CONTRACT CSJ: | | | | |
| ANCESTOR CSJ(S): | | | | |
| DESCENDENT CSJ(S): | | | | |
| ROW/CONSTR CSJ(S): | | | | |
| PRELIMINARY ENGINEERING: | $127,400 | TYPE OF WORK: | GRAD, BASE, C&G, | |
| ROW PURCHASE: | $0 | ACP, STR | | |
| CONSTRUCTION ENGINEERING: | $156,000 | | | |
| CONSTRUCTION COST: | $2,600,000 | FEDERAL AMOUNT: | $2,080,000 | |
| CONTINGENCIES: | $182,000 | STATE AMOUNT: | $520,000 | |
| INDIRECT COSTS: | $136,760 | LOCAL MATCH: | $0 | |
| BOND FINANCING: | $0 | NON PROGRAM COSTS: | $0 | |
| OTHER FIELD: | $0 | OTHER AMOUNT: | $283,400 | |
| TOTAL PROJECT COST: | $3,202,160 | TOTAL: | $2,883,400 | |
## Funding by Category

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## Funding Participation Source

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**Authorized > YOE**: $0

**Total YOE**: $5,495,001
FY 2008—2011
Transportation Improvement Program
Project Map
Proposition 14
and
Proposed Economic Stimulus
2009 Proposed Lubbock Metropolitan Area Economic Stimulus and State of Texas Proposition 14 Projects

- Prop 14 Projects
- Economic Stimulus Projects
- Roadways
- Minority Pop 50% or More and Poverty 24% or More
- 50% or More Minority Pop
- Playa Lakes
- City Limits
- Railroads
- Metro Area Boundary

Prop 14 Projects

- US 82 from US 84 (Ave Q) to BU 87 (Ave A)
  - Est. Constr. Cost: $54,000,000

Prop 14 Ph II

- US 82 from BU 87 (Ave A) to .8 mi E of IH-27
  - Est. Constr. Cost: $12,000,000

Roadways

- Loop 289 from 300' East of FM 2528 (Frankford) to 1000' West of Quaker
  - Est. Constr. Cost: $40,000,000

- Loop 289 from 3/4 mi North of 34th St to .5 mi West of Frankford (freeway and frontage road ramp reversals)
  - Est. Constr. Cost: $18,000,000

- Loop 289 from 13th St to 34th St
  - Est. Constr. Cost: $2,360,826

Public Transportation

- Bus Shelters

- 23 Replacement Buses
  - Est. Constr. Cost: $12,650,000

- 12 Replacement Paratransit Vehicles
  - Est. Constr. Cost: $1,440,000

- Preventive Maintenance
  - Est. Constr. Cost: $1,024,202

- Parking Lot Expansion and Security Enhancements

February 10, 2009

* Revised from the 2032 Metropolitan Transportation Plan to include Year of Expenditure increases
## February 10, 2009 Lubbock Metropolitan Area
### TPC Recommended Economic Stimulus Projects

#### Contingency Plan
- Economic Stimulus Contingency Projects
- Roadways
- Minority Pop 50% or More and Poverty 24% or More
- 50% or More Minority Pop
- Playa Lakes
- City Limits
- Railroads
- Metro Area Boundary

#### Economic Stimulus Contingency Projects

<table>
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<tr>
<th>MPO ID</th>
<th>Economic Stimulus Contingency Projects</th>
<th>Est. Constr. Costs</th>
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<tbody>
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<td>ESC 1</td>
<td>Slide Rd from Loop 289 to 98th St</td>
<td>$3,300,000</td>
</tr>
<tr>
<td>ESC 2</td>
<td>Slide Rd from 41st St to N of Loop 289</td>
<td>$2,600,000</td>
</tr>
<tr>
<td></td>
<td><strong>Public Transportation</strong></td>
<td></td>
</tr>
<tr>
<td>ES 4</td>
<td>Bus Shelters</td>
<td>$43,250</td>
</tr>
<tr>
<td>ES 5</td>
<td>23 Replacement Buses</td>
<td>$12,650,000</td>
</tr>
<tr>
<td>ES 6</td>
<td>12 Replacement Paratransit Vehicles</td>
<td>$1,440,000</td>
</tr>
<tr>
<td>ES 7</td>
<td>Preventive Maintenance</td>
<td>$1,024,202</td>
</tr>
<tr>
<td>ES 8</td>
<td>Parking Lot Expansion and Security Enhancements</td>
<td>$474,200</td>
</tr>
</tbody>
</table>
PUBLIC PARTICIPATION PROCESS
Opportunity to Comment
On The Lubbock Metropolitan Planning Organization’s
FY 2008 – 2011 Transportation Improvement Program &
Metropolitan Transportation Plan: 2032 Revisions

Residents of the Cities of Lubbock and Wolfforth and Lubbock County citizens living within the Metropolitan Area Boundary of the Lubbock Metropolitan Planning Organization (MPO) are encouraged to review and comment on the FY 2008 - 2011 Transportation Improvement Program and the Metropolitan Transportation Plan 2032 Revisions. Written comments will be received until 4:00PM, March 16, 2009.

Public Forums will be held as follows:

- February 24, 2009
  - Patterson Library
  - 1836 Parkway Drive
  - Lubbock, Texas
  - 4:00 – 6:00 PM
- March 17, 2009
  - Room 103 Lubbock City Hall
  - 1625 13th Street
  - Lubbock, Texas
  - 8:30AM

Projects included in the FY 2008 – 2011 Transportation Improvement Program and Metropolitan Transportation Plan: 2032 Revisions are:

- US 82 US 84 (Ave. Q) to BU 87 (Ave. A) Loop 289 19th Street to 34th Street
- US 82 BU 87(Ave. A) to 0.80 MI E of I-27 Loop 289 0.2 MI S of Frankford Ave. to 0.2 N of 34th St.
- Loop 289 from 0.2 MI NE of FM 2528 to West of Quaker Ave.

Contingency Projects:

- FM 1730 Loop 289 to 98th Street
- Slide Road from 4th Street to N. Loop 289

Transit Project revisions are also included:

- Land acquisition & relocation & Professional Service Fees
- 12 Replacement Para Transit Vehicles
- 23 Replacement buses (30’, low floor, hybrid electric)
- Bus Wash Replacement
- Parking Lot Expansion and Security Enhancements

Copies of the Draft Revisions can be viewed at the following locations:

- Lubbock MPO Office
  - 916 Main, Suite 706
  - Lubbock MPO Office
  - 1625 13th Street
  - Lubbock, Texas 79401
  - Lubbock, Texas 79457

- Lubbock City Hall
  - Lubbock City Hall
  - 1625 13th Street
  - Lubbock, Texas 79401
  - Lubbock, Texas 79457

- Lubbock County Bldg
  - Lubbock County Bldg
  - Main St. and Texas Avenue
  - Lubbock, Texas 79401
  - Lubbock, Texas 79408

- Wolfforth City Hall
  - Wolfforth City Hall
  - 328 East Hwy US 62/82
  - Wolfforth, Texas 79382

The Revisions may also be viewed on the Lubbock MPO’s website www.lubbockmpo.org. Comments may be sent to Lubbock Metropolitan Planning Organization, 916 Main St., Suite 706, Lubbock, Texas 79401 or via email to tbdavis@mylubbock.us or djones@mylubbock.us.
24, 2009

To Whom It May Concern:

As a member of the cycling community of Lubbock I would like to suggest that the Bicycle/Pedestrian Overpass be funded and built at the South Loop and Memphis Street. This overpass is in the Master Bike Plan. Also mentioned in the Bicycle Master Plan is the overpasses at Ave U at Loop 289 and at the South Plains Mall across Loop 289. We recommend that these as well as an overpass at West Loop 289 and 24th Street as well as an overpass over the Marsha Sharp Freeway at Salem Street be built. These would service the heaviest traffic generators of bicycle and pedestrian traffic in Lubbock and would be a great transportation and safety enhancement. We also recommend that all of the current Bicycle Master Plan be updated and implemented.

Thank you,

Print Name: Durwood Mayfield
Address: 4820 11th St Zip:
Phone: 806-252-2584
E-Mail: durwood@texas.net

A member of West Texas Cycling Association
To Whom It May Concern:

As a member of the cycling community of Lubbock I would like to suggest that the Bicycle/Pedestrian Overpass be funded and built at the South Loop and Memphis Street. This overpass is in the Master Bike Plan. Also mentioned in the Bicycle Master Plan is the overpasses at Ave U at Loop 289 and at the South Plains Mall across Loop 289. We recommend that these as well as an overpass at West Loop 289 and 24th Street as well as an overpass over the Marsha Sharp Freeway at Salem Street be built. These would service the heaviest traffic generators of bicycle and pedestrian traffic in Lubbock and would be a great transportation and safety enhancement. We also recommend that all of the current Bicycle Master Plan be updated and implemented.

Thank you,

[Signature]

Print Name: GARY ALTON
Address: 9618 CLINTON Zip: 79424
Phone: 806-787-9601
E-Mail: 

A member of LUBBOCK CYCLE CLUB
February 20, 2009

Mr. H. David Jones
Executive Director
Lubbock Metropolitan Planning Organization
916 Main Street, Suite 706
Lubbock, Texas 79401

Re: Marsha Sharp Freeway

Dear Mr. Jones,

It is my understanding a decision has been made not to complete the Marsha Sharp Freeway from I-27 to the East Loop and Idalou road intersection. We all know that this freeway would seem incomplete if it did not go all the way through Lubbock. There is a lot of traffic coming from the east. With Highway 114 being improved, it has been and is more so now the preferred route to Dallas-Fort Worth area. But more important, is the quick easy access to emergency medical facilities from the east side of Lubbock. We both know the routes currently being used are slow and dangerous, which is life threatening in many situations. We need a way to get to these medical facilities in a safe and timely manner, just like the emergency vehicles have when they are coming from the north, south, and west sides of Lubbock. Therefore, I am requesting that this decision be reversed and allow the construction of the Marsha Sharp Freeway to continue from I-27 to the intersection of East Loop 289 and Highway 62/82 and 114. If you have any questions, please feel free to contact me anytime.

Sincerely,

Joe Hurst
General Manager
February 20, 2009

Mr. H. David Jones, Executive Director  
Lubbock Metropolitan Planning Organization (LMPO)  
916 Main Street, Suite 706  
Lubbock, Texas 79401

Dear Mr. Jones:

I am Vice Chairman & C. E. O. of Peoples Bank with banks in Lubbock and Lorenzo. As someone that frequently travels between the two, I was terribly distraught regarding the decision to not complete the Marsha Sharp Freeway from I-27 to the East Loop. I know that funding is tight, but I also realize that additional monies have been made available through the new Stimulus Bill. I also know that TxDOT has a great ally for this project in TxDOT Commissioner Fred Underwood. Since the project is so close to completion, I would encourage you, and the LMPO through Mr. Underwood, to pursue additional funding to see the project to fruition.

Thank you in advance for your time and consideration.

Sincerely,

Larry Allen
Vice Chairman & C. E. O.

LCA:ssa
To: Metropolitan Planning Organization  
Mr. H. David Jones  
916 Main St., Suite 706  
Lubbock, TX 79401  
(806) 775-1671 (806) 775-1675 - Fax

Dear Sir,

I want to be assured that the Eastern Side of Lubbock is NOT shunned and spurned by the City, State Officials, TXDOT and the Metropolitan Planning Organization.

To NOT complete the Marsha Sharp Freeway all the way to the east side (I-27) would be an injustice to the Tax Paying Citizens of the East Side of the Lubbock County and really all Texan's.

It would be a decision lacking in "Smarts" and "Common Sense"...

This portion "Plan 2032" would greatly benefit ALL of the Lubbock County Residents as well as ALL Texas Citizens.

Also, fulfilling the Original Promise of the "Marsha Sharp Freeway Project".

Paul Torres  
IT Systems Manager  
The Children's Home of Lubbock  
P.O. Box 2824  
4404 Idalou Road  
Lubbock, TX 79408  
(806) 762-0481, ext # 216  
(806) 773-1053, cell  
ptorr@childshome.org <mailto:ptorr@childshome.org>  
www.childshome.org <http://www.childshome.org>
Mr. David Jones

I complement you and those involved thus far with the success of the Marsha Sharp Freeway. The project will prove very beneficial for this entire area. I understand that the Transportation plan for 2032 has removed the section of I27 to the East Loop from the plan. I would strongly encourage those involved to reconsider the current and future growth of the area east of Lubbock. For the future, of the Lubbock area, one would have to conclude it to be very wise to complete this section of the project. I strongly and respectfully ask those involved to reconsider this decision.

Sincerely,
REX ISOM
March 02, 2009

Mr. H. David Jones
Executive Director
Lubbock Metropolitan Planning Organization
916 Main Street, Suite 706
Lubbock, TX 79401

Dear Mr. Jones:

This letter is in support of extending the Marsha Sharp Freeway and the additional two and one-half miles (from I27 to East Loop, Idalou Road Intersection) which was originally adopted in the 2032 Metropolitan Transportation Plan. This addition is important to the rural communities that are located in the vicinity because it allows for an economic boost to their communities, additional public safety benefits, and the provision of a transportation corridor that allows easier access to travelers.

Better traffic routes allow for additional travelers to an area, which ultimately results in stimulating an economy due to the potential for visitors to stop at a nearby community along a major highway corridor. Additionally, the public safety benefit that this extension can provide would allow emergency medical vehicles to have a more direct route to Lubbock's central medical complex which can save many more additional lives in the long-term. Furthermore, the extension of the Marsha Sharp Freeway provides residents from the rural areas a more direct transportation route to Lubbock, which serves as their hub for shopping and other necessary services.

Therefore, we support the reinstatement of the additional two and one-half miles of the Marsha Sharp Freeway to the 2032 Metropolitan Transportation Plan which was originally adopted in the plan for funding. We would appreciate your consideration of this request.

Sincerely,

Tim C. Pierce

Cc: Tommy Fondren
    J Rhett Parker
Mr. H. David Jones  
Executive Director  
Lubbock Metropolitan Planning Organization  
916 Main Street, Suite 706  
Lubbock, Texas 79401

Dear Mr. Jones,

I am Tommy D. Fondren, Lorenzo, Crosby County, Texas. A retired farmer and rancher, writing you today in regards to the Marsha Sharp Freeway.

From its inception the two and one-half mile route from I-27 to the East Loop Idalou road intersection was not included. However, the 2025 and 2030 Metropolitan Transportation Plan included this roadway.

The 2032 Plan has removed this two and one-mile route. We are encouraging you and your committee to again enter this segment into your transportation planning. An incomplete East-West Freeway is not a city asset.

Rural area’s East and Northeast of Lubbock making emergency medical ambulance runs to the central Lubbock medical facilities now take the North Loop and access the medical area from the north. A direct route could be the difference in life or death.

We are aware Texas Department of Transportation relies on traffic count, yet we are aware that there are many that will not use Idalou road, Parkway Drive, preferring to take the Loop either North or South. We suggest a safe emergency vehicle route should blend with traffic count.

We are requesting your guidance in our effort to place this two and one-half mile segment of roadway in your transportation plan.

Looking forward to your reply,

Sincerely,

Tommy D. Fondren

TDF/rrs
March 4, 2009

Mr. H. David Jones
Executive Director
Lubbock Metropolitan Planning Organization
916 Main Street, Suite 706
Lubbock, Texas 79401

Dear Sir,

We understand that I-27 East to Loop 289 section of the Marsha Sharp Freeway is no longer included in the Transportation Master Plan as a result of low vehicle traffic count.

We note a depressed nation and world economy, including agriculture has increased additional stress with rural medical services. However, transporting patients to Lubbock’s medical facilities through a direct, safe, fast route is of major importance to stabilization and recovery of most patients.

We encourage you and the LMPO for transportation to consider rural medical access in balance with vehicle traffic count for the decision making process. The I-27 to East Loop 289 segment of the Marsha Sharp Freeway is extremely important to the population East of I-27.

Please consider reinstating this sector in your planning process.

Sincerely,

Tommy D. Fondren
Chairman of the Board

TDF/rrs
Dear Mr. David Jones,

I am writing in support of extending the Marsha Sharp Freeway from I27 to East Loop 289, Idalou road intersection. It appears that stopping short of this extension doesn’t make for a complete project. As it currently stands you can go from North to South through Lubbock on I 27. Without the additional 2.5 miles of freeway to the East of I27 you have essentially “cutoff” the eastern half of Lubbock County, or anyone traveling from the East into Lubbock. It would be just as good to take Loop 289 which gains those traveling nothing.

As the Director of Idalou EMS and the Assistant Fire Chief for Idalou FD the benefit of having direct access into the hospital district or for Mutual Aid with other fire Departments in Lubbock County or with the City of Lubbock would also be of great benefit. Having to navigate Loop 289 on-and-off ramps can be very challenging, and dangerous, at times. A quicker response to the hospitals with fewer chances for problems not only benefits our patients but those using the Loop and other side streets as well.

Thanks for your consideration in this matter.

Russ Perkins
Director
Idalou EMS
March 13, 2009

H. David Jones  
Executive Director  
Lubbock Metropolitan Planning Organization  
916 Main Street, Suite 706  
Lubbock, TX 79401

Re: Marsha Sharp Freeway

Dear Mr. Jones:

This letter is in support of reinstating the two and one-half miles of Marsha Sharp Freeway Expansion (from Interstate 27 to East Loop 289) to the 2032 Lubbock Metropolitan Transportation Plan, as originally adopted.

This portion of the Marsha Sharp Freeway will provide a multitude of benefits to the eastern half of the South Plains. Some of these benefits include an improved direct route for emergency medical vehicles to Lubbock’s central medical complex, an increase in the potential for economic development that will provide a boost to rural communities, and a better transportation corridor for citizens and travelers in the Lubbock metropolitan area.

Therefore, I encourage the Lubbock Metropolitan Planning Organization to reconsider this portion of the Marsha Sharp Freeway as it was originally adopted in the 2032 Metropolitan Transportation Plan.

Sincerely,

[Signature]

Jack Bush  
Mayor

Cc: Tommy Fondren
March 16, 2009

H. David Jones  
Executive Director  
Lubbock Metropolitan Planning Organization  
916 Main Street, Suite 706  
Lubbock, TX 79401  

Re: Marsha Sharp Freeway Expansion

Dear Mr. Jones:

This letter is written in support of adding the two and one-half miles of Marsha Sharp Freeway (from Interstate 27 to East Loop 289) to the 2032 Lubbock Metropolitan Transportation Plan, as originally adopted.

This portion of the Marsha Sharp will open doors of opportunity in economic development for the east side of the Lubbock MSA. In addition, it will provide better access routes for emergency response vehicles, and it will improve the transportation corridor through the Lubbock Metro area, allowing for better movement of goods and services for commerce.

In closing, I would like to commend the Lubbock Metropolitan Transportation Organization on your success so far with the Marsha Sharp Freeway; this project as already proved to worthwhile for the Lubbock metro area west of I-27. Seeing these immediate benefits, I ask that the Commission reconsider adding the two and one-half miles of the Marsha Sharp Freeway that was removed from the original 2032 Lubbock Metropolitan Transportation plan to give the Lubbock metro area east of I-27 that very same opportunity.

Sincerely,

Jeffrey Snyder  
City Administrator

Cc: Tommy Fondren
Mr. David Jones

I complement you and those involved thus far with the success of the Marsha Sharp Freeway. The project will prove very beneficial for this entire area. I understand that the Transportation plan for 2032 has removed the section of I27 to the East Loop from the plan. I would strongly encourage those involved to reconsider the current and future growth of the area east of Lubbock. For the future, of the Lubbock area, one would have to conclude it to be very wise to complete this section of the project. I strongly and respectfully ask those involved to reconsider this decision.

Sincerely,
REX ISOM
Credit and Disclaimer Statement

The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104 (f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.