



Documentation of Public Meeting

Project Location

Lubbock County, TX
FM 41 at US 87 Bridge Project
CSJ 0068-01-086

Project Limits

From 0.75 MI N. of FM 41

To 0.75 MI S. of FM 41

Meeting Location

Virtual

Meeting Date and Time

Monday, Aug. 25, 2025 at 10 a.m.

Total Number of Attendees (approx.)

15 Public meeting video views

121 Unique project page visitors

Total Number of Commenters

14

Contents

- A. Comment/response matrix
- B. Attachment Letters



Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
1	Jackson Hurst	08/05/2025	Email	Hi I would like to be added to the mailing list for the FM 41 at US 87 Bridge Project.	Jackson, TxDOT has added you the project mailing list in the event that materials are sent out. We also relay information such as registering for our email list to receive project updates and detour information at the project page located on www.txdot.gov
2	Sadie Alderson	08/19/2025	Email	<p>Hello,</p> <p>I am writing to request a status update on the bridge project at Hwy 87 and FM 41. As a Lubbock County resident who travels FM 41 (and Hwy 87) each day, I am concerned about the lack of progress over the course of multiple years. The more recent update, including the opening up of FM 41 to cross over Hwy 87 was a more convenient fix; however, it has left this section of road even more dangerous than it was before this project was ever started - drivers on FM 41 still have to cross the highway, but now they have to do it without a full range of vision of vehicles on the highway - the view is blocked by the unfinished bridge structure.</p> <p>In addition, any amount of rainfall causes the inside northbound lane of Hwy 87 to</p>	<p>Sadie, thank you for supplying TxDOT with this comment and we do recommend revisiting the project page at any point from the beginning to end of construction on project updates as well as vital information for detours and construction phasing as they become available.</p> <p>TxDOT has performed a reevaluation of the drainage patterns at this intersection and identified areas to be corrected and enhanced through replacement and installation of drainage structures to provide flow away from the roadway and traveling public while also protecting adjacent properties from runoff.</p>



				<p>flood (in front of the now defunct Bernard's convenience store), causing a significant road hazard and leading to repeated accidents.</p> <p>Thank you in advance for any update you can provide.</p> <p>Sadie Alderson 806-543-4020</p>	
3	Brad Charles	08/21/2025	Email	<p>As a long-time Lubbock resident who travels that route routinely, I request no further work be done on this project until TxDOT explains publicly and in detail what occurred to cause this project to stall in 2023 and why it then took TxDOT 2 years to try to restart the project. Thank you.</p>	Your comment has been received and noted.
4	Keith Carroway	08/25/2025	Email	Blank comment form received	We have responded by email to see if the comment form could be resubmitted for review.
5	George dale Bostic	08/25/2025	Email	<p>I am an affected resident of this boondoggle. No sense in complaining about it. However when the start tell them to work day and night. They do it in large cities when they can with portable lights. We are almost 4 years to what was marketed as a 2 1/2 year project. Don't know how the elevations got off so</p>	<p>Thank you for your comment, Dale. TxDOT is implementing in the final design what is considered a milestone period to which a contractor must meet in a selected time frame before they may move from one phase to another. This milestone selection will hold the contractor to complete one segment</p>



				<p>bad it was easy to see the propensity for flooding but they just kept going.</p> <p>Dale Bostic</p>	<p>and reduce detour to one affected phase at a time. You are always welcome to visit the project page to view what construction phase and timeline we are currently holding once work initiates at www.txdot.gov.</p>
6	Keith Carroway	08/25/2025	Email	<p>The commenter provided perspective and input from the company's involvement on the FM 41 at US 87 Bridge Project. See ABCI letter in Section B, of the Documentation of Public Meeting.</p>	<p>Comment received and noted.</p>
7	Norma Kilgore	08/26/2025	Email	<p>The commented submitted various emails on the same day. The commenter expressed concern about the signalization of FM 41 and the existing crossover conditions.</p>	<p>Norma, thank you for your comment. At this time, TxDOT has determined that creating the controlled intersection at FM 41 and US 87 with an all-way stop with stop signs would alleviate concerns for traffic patterns. The installation of the grade separation by a bridge will allow TxDOT to receive accurate information and travel patterns at a later date. A traffic warrant study would determine if the new configuration on FM 41 at US 87 with signals is warranted. The result of traffic signals at Woodrow Road were determined per traffic warrants. In analyzing the comment, TxDOT would like to acknowledge that the crossovers at CR 7700 and CR 7500</p>



					will remain in place and be temporarily utilized as detours during various phases of construction.
8	Cale Cameron	08/26/2025	Email	This area is an embarrassment to our state and our area. It's much past time for this to have been completed for the safety of travelers like myself, and area businesses. I expect accountability for all involved regarding this project and will be watching closely to see what happens.	Comment has been received and noted.
9	Gutierrez Family	08/26/2025	Email	This project is something the community has needed for years. The unfinished work at US 87 and FM 41 has not only been an inconvenience but also a real safety hazard. Drivers are moving through the intersection at highway speeds, often in near darkness under the bridge, and having to deal with debris and uneven surfaces. These conditions have been present for more than four years, which is simply unacceptable. Addressing the drainage, lighting, and roadway issues should have been a priority long before now, and the community deserves to see this project completed without further delay.	Comment has been received and noted.
10	Jackson Hurst	08/29/2025	Email	I approve and support TxDOT's FM 41 at US 87 Bridge Project. The aspect that I love about TxDOT's FM 41 at US 87	TxDOT thanks you for your support.



				Bridge Project is that the US-87 and FM-41 Intersection will be converted to a overpass which will improve safety in Lubbock County, TX	
11	James Curtis	09/09/2025	Email	The comments primary concern is "the drainage ditches along the entire stretch of US 87 and their property's dangerously steeply pitched. The county will no longer mow up the western side of the ditch and it is so steep I cannot maintain it for concern of tipping over".	James, thank you for receipt of your comment. TxDOT is evaluating the drainage patterns and addressing concerns of regrading ditches. Driveways are being evaluated in this portion of the final design and TxDOT will reach out to property owners affected that may see driveway modifications.
12	Steve Payton	09/15/2025 & 09/23/2025	Certified Mail & Email	The commenter provided key concerns and input on the FM 41 at US 87 Bridge Project. The four areas of concern listed per the commenter were 1. Inadequate paved shoulder width outside the fog line. 2. Excessive depth at the edge of the asphalt shoulder. 3. Excessive depth of the roadside ditch. 4. Actual traffic speeds frequently exceeding the posted 60 mph limit. See attached letter in Section B, of the Documentation of Public Meeting.	Steve, thank you for the valuable information provided in relation to the existing driving conditions in the project area. TxDOT is committed to resolving the conditions and would like to remind the public that the existing pavement surface and conditions are temporary. There will be adjustments to the roadway pavement, drainage structures, and the final striping for the lanes is not in place at this time. With the final construction the public will have a shoulder and one travel lane to enter US 87. This transition will exist to allow safe travel from the service roads for FM 41 onto the US 87 roadway coming off the bridge structure. For the questions relating to



					<p>your driveway specifically and those existing conditions TxDOT is in the final evaluation stages of design and will notify affected property owners with driveway alterations in the short future. The roadside ditches will be re-graded with consultation to the drainage conditions and ensuring roadway safety. At this time while we are still in final design and TxDOT does not enforce speed but does acknowledge concerns and will be evaluating implementation of speed limits reductions on the service road after final configuration and travel patterns have been established for FM 41 and US 87 with the new bridge.</p>
13	Josue Silva	08/21/2025	Mail	<p>Just as a concerned citizen of the City of Lubbock and this West Texas Area. This project is long overdue, and it is a home that we continue to not have resolved. The sooner it is done the better. For all who travel I-27-Highway 87.</p>	<p>TxDOT thanks you for your support.</p>



B. Attachment Letters



Statement Regarding the US 87/FM 41 Project

Allen Butler Construction, Inc. has until now refrained from making a public statement regarding the US 87/FM 41 project. We believed that speaking out during the course of the project could have resulted in unnecessary repercussions on our other ongoing work within the Lubbock District. However, given the continued public uncertainty and the extended dormancy of the project, it is important that our perspective be shared.

Company Background

Allen Butler Construction has proudly served the Lubbock region for more than 40 years as a trusted paving, concrete, and dirt contractor. I have personally been with the company for 31 years, and in all that time we have successfully completed every project we have undertaken, resolving challenges collaboratively and constructively. Until this project, we had never encountered an issue that could not be resolved through teamwork and problem-solving.

Project Progress and Initial Issues

The US 87/FM 41 project was awarded to us with the expectation of timely completion. We had previously completed a very similar project just north on US 87 at Woodrow Road, and anticipated the same success here.

Our work began with the frontage roads, which were built precisely to TxDOT plan grade and verified as such. Shortly thereafter, significant rainfall caused flooding—submerging portions of the road under nearly a foot of water for several hundred feet. This was not the result of construction error, but rather flaws in the original TxDOT design. At TxDOT's directive, the approach was to shift traffic onto the new bridge once completed and then issue a change order to raise the frontage roads, while in the interim requiring us to pump water off the roads after each rain event.



Compounding Design Changes

From that point forward, numerous design errors began to emerge, creating repeated setbacks:

- While constructing the bridge according to plan, we discovered that the bridge deck was designed by TxDOT to be six inches higher than the connecting ramps. This would have resulted in a six-inch step where vehicles transitioned onto the bridge. TxDOT issued a change order requiring us to cut down the columns to adjust elevations.
- Shortly after, the wall engineer determined that the adjustments would not work and required replacement of wall panels to accommodate the new elevations.

This cycle of discovery, demolition, redesign, and rework continued. Each issue often took weeks to receive direction, rather than days, resulting in severe delays. By the midway point of the project, 16 major separate design-related changes had been issued.

Attempts to Resolve

I personally attended scheduled meetings with TxDOT officials to help identify solutions. While preliminary plans were discussed, additional errors in design continued to surface. Despite our willingness to collaborate and even propose solutions, TxDOT did not provide us with a complete set of revised, buildable plans.

This project was bid and intended as an expedited bridge improvement to US 87. Instead, it became a drawn-out and unworkable process—one that cost Allen Butler Construction significant time and resources on issues entirely outside of our control.

District's Actions

Rather than resolving these issues collaboratively, TxDOT ultimately chose not to partner with us toward a productive completion of the project. Instead, they issued us a 10-day notice, citing reasons unrelated to the true challenges at hand. This action left our company facing losses exceeding \$1 million due to no fault of our own.

Despite these setbacks, we repeatedly offered to return and complete the project—if only provided with a complete and corrected set of plans. To this day, no such plans have been issued to us.



Current Status and Conclusion

The project has now remained dormant for years, and we understand it is being rebid—a necessary step given the fundamental design flaws that plagued the original effort. Unfortunately, decisions made at the district level, compounded by mismanagement and a lack of collaboration, prevented this project from being completed as originally intended.

Allen Butler Construction did not cause the issues that derailed the US 87/FM 41 project. We remain proud of our long-standing reputation for quality and integrity in the Lubbock community and are disappointed that, in this case, we were not given the opportunity to deliver the project to completion.

The public deserves to know the truth about why this project has remained incomplete for so long. While others may attempt to shift blame, we stand firmly by our record and by our decades of service to this community.

Sincerely,

Jim Davis

Allen Butler Construction, Inc.

Steve Payton



September 12, 2025

By [Redacted]

TxDOT Lubbock District Office
135 Slaton Road
Lubbock, TX 79404
LBB_PROJECTS@txdot.gov
806-748-4450

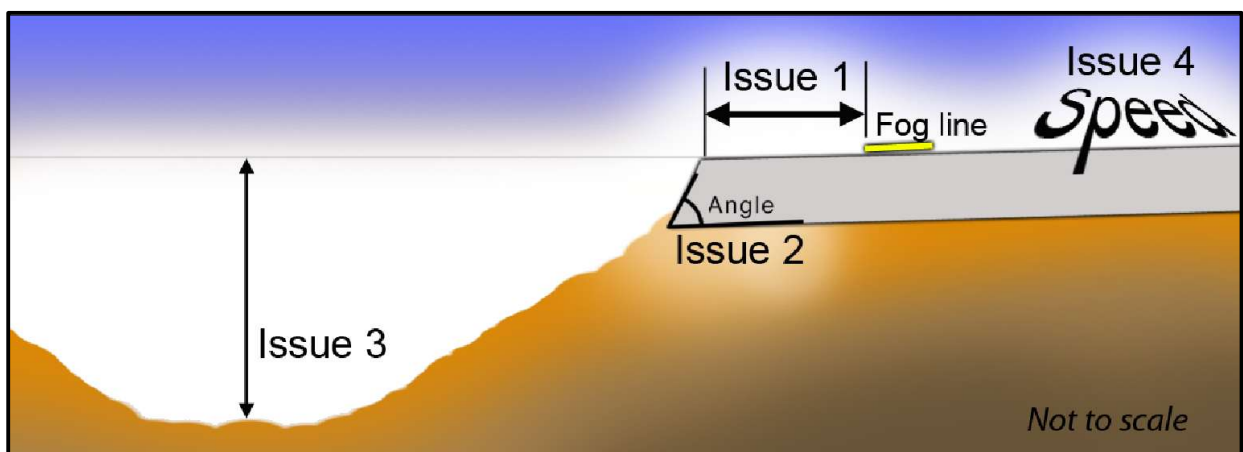
Re: FM 41 at US 87 Bridge Project

Dear TXDOT,

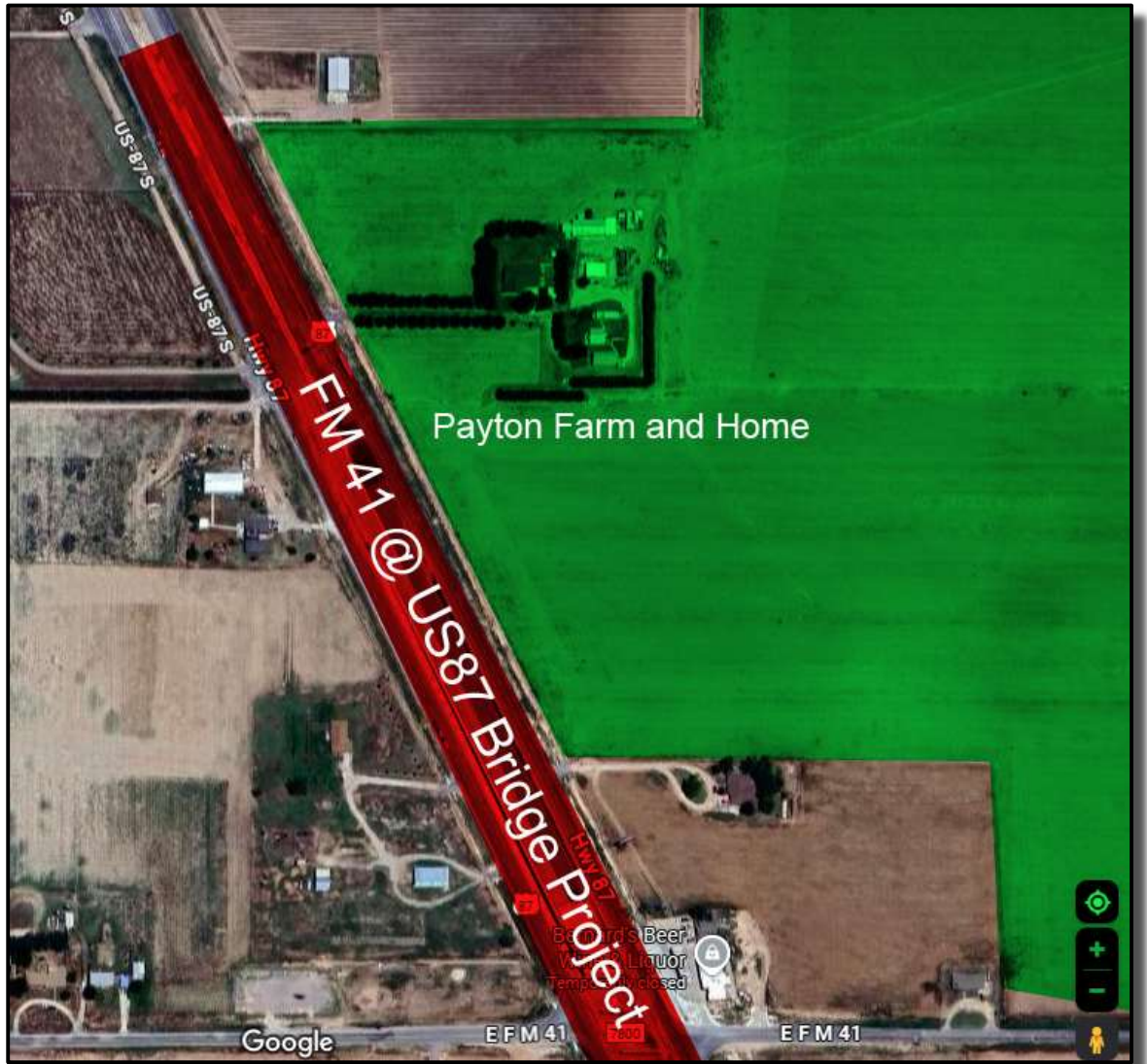
I am writing to express my concern regarding the safety of the access road design for the FM 41 at US 87 Bridge Project. Based on my observations and personal experiences as a property owner along this route, I believe there are serious risks that need to be addressed to prevent further accidents and potential fatalities.

Key Areas of Concern

1. Inadequate paved shoulder width outside the fog line
2. Steep drop-off at the edge of the asphalt shoulder
3. Excessive depth of the roadside ditch
4. Actual traffic speeds frequently exceeding the posted 60 mph limit



My wife and I own the acreage and home shown in green:



Personal Observations

On June 19, 2023, while mowing the ditch adjoining my property, I witnessed an F250 pickup lose control along this stretch of roadway. The vehicle ran off the road, corrected very skillfully, and skidded into the northbound lane under construction. I later observed that a diagonal warning sign had been struck and was resting in the bottom of the ditch, confirming the severity of the incident.

I have personally observed tracks from multiple other vehicles, including trucks, running off the road into both northbound and southbound ditches. These are not isolated incidents but recurring dangers I believe are inherent to the current design.



Both photos are in NB lanes east of the bridge and west of our property. See the bridge in the top photo and the trees in our drive in the bottom.

The driver's side tires nearly got off the road.

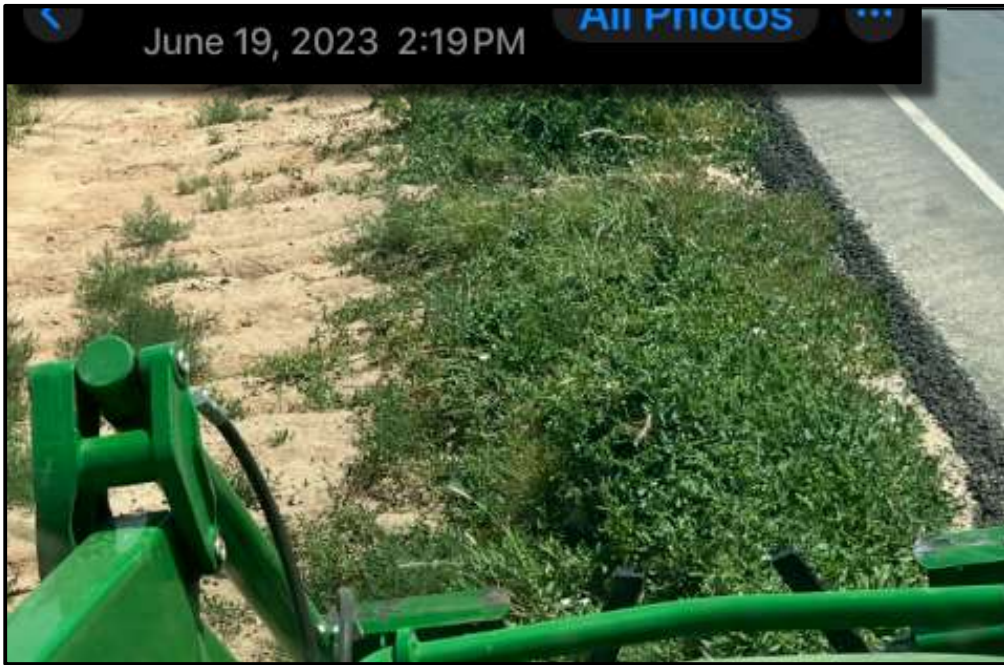


Here are the yaw marks:



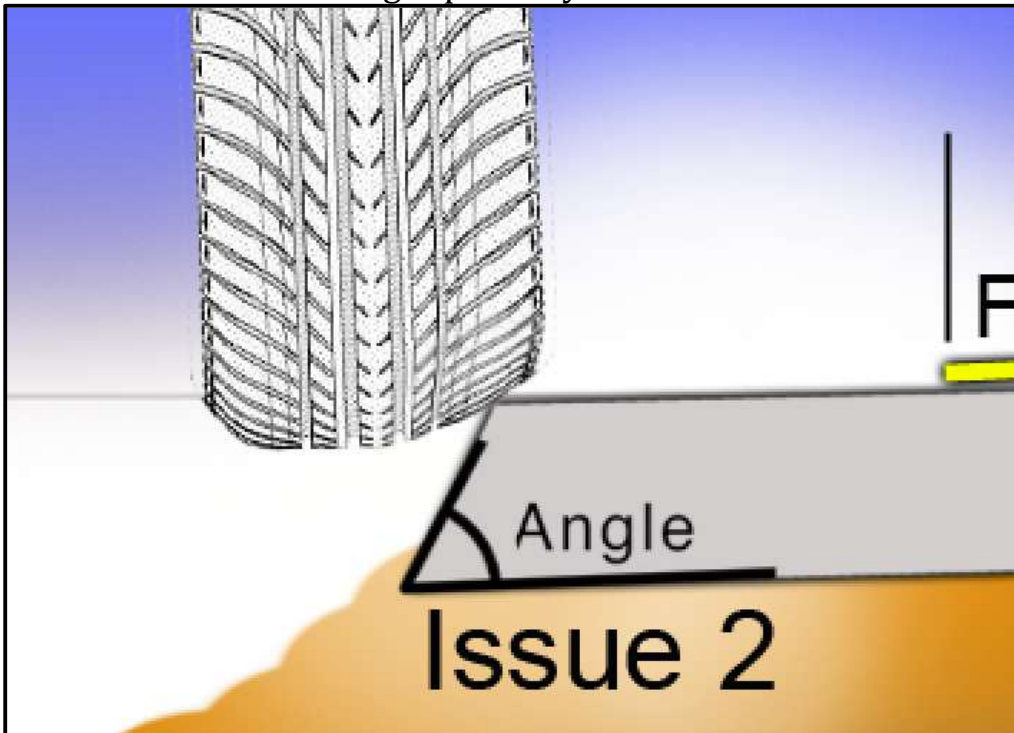
Both photos are in NB lanes east of the bridge and west of our property.

This shows the steepness of the edge of the shoulder:



This photo is of the NB shoulder east of the bridge and west of our property.

I believe this is occurring repeatedly:



Illustration

Proof Positive:

These photos show the NB access road at Woodrow Rd/87, which has a wider shoulder and flatter ditch.



Shoulder is wide enough to get out of the lane of travel, unlike the FM41 access roads.

Tragically, this occurred in May of 2025 at the entrance of my drive, constructed under the direction of TXDOT:

Wilson woman killed in rollover on US 87 Friday morning



By [Chelsea Collinsworth](#)

Published: May 23, 2025 at 10:11 AM CDT |

Updated: May 23, 2025 at 4:28 PM CDT

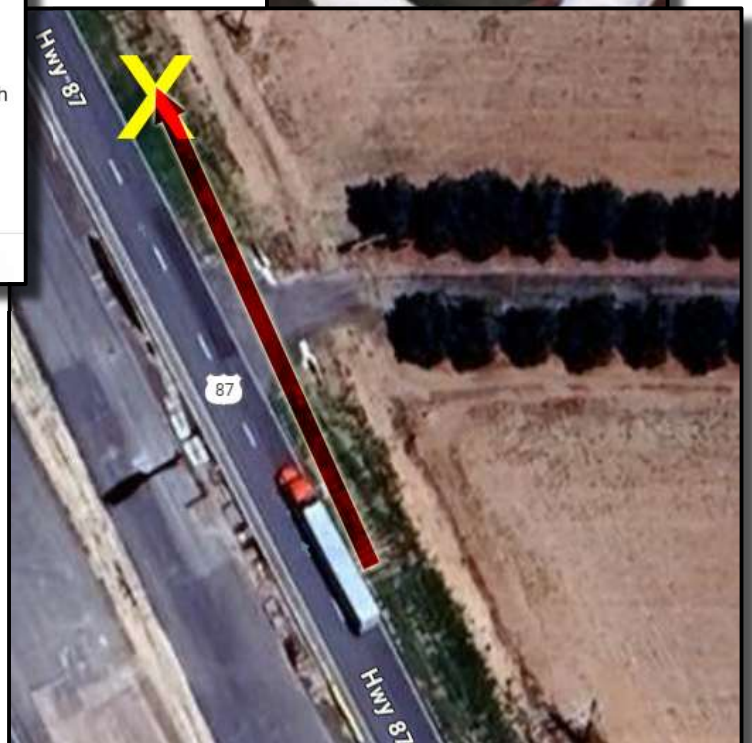


LUBBOCK, Texas (KCBDD) - A Wilson woman has died after a rollover Friday morning in south Lubbock County.

Just after 8:30 a.m., troopers responded to a crash with injuries on U.S. Highway 87 and East FM 41.

73-year-old Jennifer Ritter was taken to UMC with life-threatening injuries where she later died.

kcbd.com



This shows the severity of the angle on the south side of my drive – hit by Mrs. Ritter:



Steep, south-facing culvert at my drive



Here is a sequence showing the **multiple ground contacts**. All photos are taken facing south:



All photos near my drive

This, again, shows the very narrow shoulder and the sharp drop-off at the edge of the asphalt.



Drop-off south of my drive

I am personally aware of at least one other vehicle getting off into the northbound ditch. I am also aware of 2 different trucks getting off the road and into the ditch while driving in the southbound access lanes to the west. **The current design is a problem and I believe will result in more fatalities.**

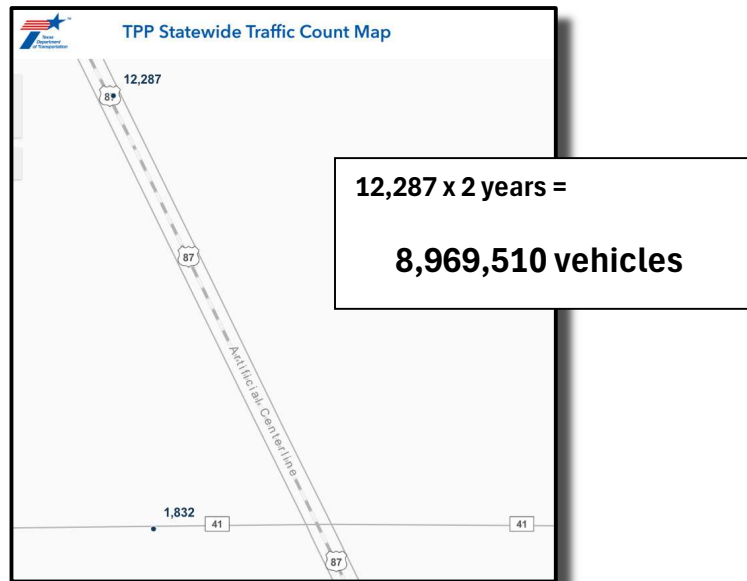
Additionally, without a shoulder, I am forced slow to turn into my drive in full-speed north-bound traffic. **Very dangerous - Every Single Time.**

It is so frequent, I will no longer mow the ditch by my property and expose myself to that level of danger.



Traffic Volume Risk

According to TxDOT's TPP Statewide Traffic Count Map, this stretch of roadway carries 12,287 vehicles per day. Over the anticipated two-year construction period, that amounts to nearly **9 million vehicles (8,969,510)**. Given what I believe are design flaws, this represents a significant risk of additional accidents.



Here are my requests/recommendations:

Exemplar from Google

1. **Shoulder Width** – Expand the paved shoulder to at least half a lane, and add **rumble strips** to provide drivers a recovery margin when drifting off the fog line.



2. **Shoulder Drop-off and Ditch Depth** – Regrade the ditch to a shallower depth and even up the edge of the asphalt and dirt to reduce the hazard of vehicles being pulled violently into the ditch.



SB lane, north of Woodrow Fire Dept.

3. **Driveway Access** – Reconstruct culvert driveways to reduce sharp slopes. The current design creates hazards both for vehicles and for routine maintenance such as mowing.



At Bailey Boiler Works, south of Woodrow

4. **Speed Enforcement** – Increase and maintain enforcement of the posted 60 mph speed limit, as in my experience, most traffic currently far exceeds it.



At Woodrow Fire Dept.

These photos show that these issues are all evident within a half-mile of the Woodrow/87 bridge, where safer, wider shoulders and flatter ditches already exist. Safer designs are possible and should be applied consistently across the project area.

Sincerely,
Steve Payton