

*Table 1: Public Meeting Comment Response Matrix – Project Name & CSJ(s)*

Committer Number	Committer Name	Date Received	Source	Comment Topic	Response
1	Benjamin Schmitt	1/26/21	email	Hi, I live in Seminole Tx and was reviewing the options for the proposed relief route. Both options still wont reduce any traffic through town, most traffic coming through town is west of Seminole on the 62/180. And most of that traffic is going north or south. We need an actual loop that connects 62/180 to the 1788. Thanks.	Thank you for your comment. The options presented at the virtual public meeting were not designed to reduce traffic but to reroute the existing and future traffic through Seminole. A loop around Seminole is not feasible at this time.
2	Nancy (Genia) Jenkins	2/12/21	email	<p>My name is Nancy (Genia) Jenkins. My husband and I have owned a Seminole business since April of 1989. We are located at 112 SW Ave C right in the heart of Seminole. We have survived the Oil Busts, Big Box stores and down trodden economy. We have worked hard to make a successful business. In your Option 1 proposal our business would be blocked by road closures, SW Ave C. We have deliveries by 18 wheelers weekly and there is no way that they could get to us let alone get out of a blocked road, they could not turn around. We are the local UPS shipping location for Seminole, this means that I have lots of incoming customers who too would have to utilize the City Hall Parking to get to me. UPS drivers use us as a meeting place and they also pick up daily. We also operate a furniture and appliance store. We have pickups and deliveries on a daily basis. How would that be possible? Use the alley way or once again cut through City Hall. If you shut our road you SHUT my business. I know that is quite selfish of me to see this 1st but I am human By changing traffic to southbound only on NW &amp; SW 2nd street you completely change the flow of traffic for the Fire Department. Our Fire Department is a volunteer department. Our firefighters come from their homes and their work places to get to the station. It isn't like a city Fire Department we don't have 24 hour a day staff. It takes our men and women time to get to the station and then time to get to the scene. This road change would make response time even longer. As you well know with Fire Dept. and EMS time can cost lives, property and businesses.</p> <p>I also feel like it would be unsafe for the resident who actually live on 2nd St or 5th St to have 3 lanes of traffic right in their front door. How can their children play outside or ride their bicycles without fear of the traffic? How do the resident get out of their driveway. They would have to back out into three lanes of traffic that isn't safe at all. Seminole schools do not bus their in town students. Children will be crossing these traffic lanes. Not all children have stay home mom's that can pick them up from schools. Lots of mothers work and cannot pick their children up and there are children who walk to their parents work after school. I can vouch for this because my own children walked to my business from school from grade 2 through 8. Seminole businesses have been built around the highways. If you reroute the traffic the southbound traffic will have</p>	Thank you for your comment. As stated in the virtual public meeting, this is the early planning stage for the project so nothing has been decided. TxDOT will not prevent access to a residential or commercial property. TxDOT will work with Seminole emergency services should TxDOT move forward with this project. TxDOT strives to provide safer roads for the traveling public while providing a positive outcome for the community.

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				<p>no place to stop to eat, or use the restroom. Everything has been built for the 4 lane traffic highway. By limiting the visibility of our businesses you cost the state and the local tax revenue. Option 2 is a better option however it still intrusive of people's homes and some businesses. It at least gets the truck traffic out of the middle of town. I love my town and I know we need a Traffic Relief Route however I can't see destroying the local economy and peoples homes.</p>	
3	James Jenkins	2/11/21	email	<p>My name is James M Jenkins and I own and operate a small business in Seminole Tx. We have been in the same location since April 1 1989. We have somehow survived and made a living. My concern with the option 1 is that the closing of the 100 block of Ave C will in fact land lock my property from all access except for alleys and the city hall parking lot. It will force me to go out of business. We are a furniture and appliance retail store but we also have been the only public UPS shipping point in Seminole for over 20 years. We average over 100 boxes shipped out daily M-F .... more over the holidays. I think we provided a valuable service for this small town. My wife Genia helps the German population ship their packages worldwide. With the street closed they cannot get to my store. 5 days a week we get 3 to for UPS trucks to my loading dock for pickups and deliveries. As we are a furniture and appliance retailer we have semitruck that deliver our goods. A Semi cannot make it down my alley and I don't think city hall would like them coming through their parking lot as it would probably take out their trees not to mention the parked cars. As you can see the closing of the 100 block of SW Ave C is life or death to my business. That is my selfish reason to oppose option 1. I have been on the Seminole Zoning board for more than 30 years serving as president 20 or so. It has always been our goal to protect residential zones from commercial as best we could. We have denied many commercial requests on the west side of Sw 2nd street to protect the values of people's property. This would of course be undone with option 1. The Fire department is located on 100 block Se Ave C. If option 1 is the deal, and the the 100 block of Ave C is closed the fire trucks responding to ANY call to the West or to the South would have to go East and then either go a block north or south to be able to respond. I know it doesn't sound like much but every second counts in an emergency. If Sw C is not closed they would have a straight shot from the station to the south bound road. The people that live on Nw and Sw 2nd should not be forced to have to deal with a major part of the traffic. At the meeting tonight a semi engaged a Jake brake and could be heard by all in attendance. Imagine that at 3 a.m. There are three schools just west of 2nd street and many children walk east to go to and from school. You are correct that they will face the same amount of traffic but with a bifurcated road system they will have to cross twice once on 2nd and then on the existing road. It is bad now but on my opinion it doubles the opportunity for an accident. Option 2 is bad but at least it does remove truck traffic from down town while not diverting car traffic. It is not perfect but if trucks were REQUIRED to use it, it would help. Option 3 seems like sticking our heads in the sand and hoping it will get</p>	<p>Thank you for your comment. As stated in the virtual public meeting, this is the early planning stage for the project so nothing has been decided. TxDOT will not prevent access to a residential or commercial property. TxDOT worked with Mayor Belcher and Judge Keyes prior to the meeting and will reach out to other city and county officials should TxDOT move forward with this project. TxDOT strives to provide safer roads for the traveling public while providing a positive outcome for the community.</p>

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				better. I have spoken to several county commissioners and they have other ideas for existing roads around town that could help. They say that they haven't spoken to TXdot. Maybe a meeting with the county commissioners should be considered before any decisions are made. My wife and I would really like a one on one with someone soon to show in person how devastating option 1 with the closing of the 100 block of Sw Ave C would be to us. We are always available for such a meeting. Sincerely James M Jenkins	
4	Becky Narvarte	2/15/21	email	I believe option 3 is the best. Thank you	Thank you for your comment.
5	Joden Williams	2/16/21		To whom it may concern, my name is Joden Williams. I am a resident of Gaines county and of Seminole. Recently the truck route has become a hot topic in our home town. To give a back ground on who I am, I have served the residents of Seminole and Gaines county as a paramedic for the last several years, I have lived in Seminole my whole life, 27 years, and currently working as a flight paramedic for Native Air. Over the last several years I have spent my time giving everything I have, blood, sweat, and tears being the best paramedic and ems professional I can be. I have worked countless fatalities in our county, and city streets. I have watched our roads be death sentences to so many souls because of carelessness, stupidity, and so many more factors. With this said, I am writing this email to let my voice be heard for my community. Option 1- this route would be the death sentence for so many business, and lives. The idea to build a three lane high way in a residential area, and so close to a school that is home to 2nd, 3rd, 4th, and 5th graders. Would be waiting for blood shed, or severe injury of one of our kids. There is multiple kids who walk home every day to and from school. Imagine a careless driver speeding down the road of a three way high way times twice, what's the risk of that child being hit? The risk goes severely higher. This option would be signing a death sentence for a child. God forbid this, however looking at bigger cities, the risk of a pedestrian VS car increases substantially with these type of road ways. This option would not only expose the city of Seminole, Gaines county, and Txdot for lawsuits of wrongful deaths due to placing this road. Not only this, this would expose first responders, family's, and the community the burden to bare of a death of a child. This option would be the worst choice for our town. I have worked kids fatalities, and that is something I bare every day of my life, I do not want this type of call to penetrate our community. Sadly South main has had the blood of three kids on it already, with the death of the Linsdey family. Option 2- once again placing a busy highway in the middle of a residential area is the same risk as above stated. Not a great idea. It takes one careless, drunk, or distracted driver to devastate our community. With both of these options, thinking from a first responder point of view? These options would be devastating for response times, thinking of our current situation, we can easily be on scene in our town within minutes. With option 1? Our response times would be drastically increased. That means? Lost of homes, lost of properties, and ultimately lost of life. As TXDot, your jobs is to	Thank you for your comment. As stated in the virtual public meeting, this is the early planning stage for the project so nothing has been decided. TxDOT will not prevent access to a residential or commercial property. TxDOT will work with Seminole emergency services should TxDOT move forward with this project. TxDOT strives to provide safer roads for the traveling public while providing a positive outcome for the community.

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				also protect life, and to protect our community by providing the best roads, to prevent accidents, to prevent death, and to ultimately save a life. I do believe that there is better options, out side of our city limits, where it cuts down risks of the lost of life. Being a paramedic, I know county roads, and there is options in place that could be so much better instead of these two options above. Thank you for your time, and thank you for listening to my concerns.	
6	Addie Elder	2/16/21	Email	I am emailing you in reference to the Seminole Relief Route. Has the possibility of running a relief Route down 11th street been looked at? 11th street is already a semi major road in town it is significantly wider than most residential roads. There is one red light at US 62 and 11th. This comes with the added benefit of fixing the 6 way stop we have at 11th and TX 214. There around need to be an additional signal at 11th and SW Avenue G I'm sure. It's just a thought I had. I do not think people on 2nd or 5th bargained for this when they bought property there. 11th street has been our "truck route" for several years now. Why not keep it there? I'm sure the 6 way stop is the draw back but that honestly needs to be fixed. It's a death trap. I'm attaching a sketch of my proposed route.	Thank you for your comment. As stated in the virtual public meeting, this is the early planning stage for the project so nothing has been decided. TxDOT strives to provide safer roads for the traveling public while providing a positive outcome for the community.
7	Pete Froesse	2/16/21	Email	Hi there, My name is Pete and am wanting to share my opinion with you about the Seminole Releif route options. If I had a vote it would be option 2. Widen 5th street. It costs less than the others and will have better results in the long run. Fixing up the current road does not help with the congestion we constantly deal with. Thanks for your time and consideration Warm regards, Pete Froesse	Thank you for your comment. TxDOT strives to provide safer roads for the traveling public while providing a positive outcome for the community.
8	Don Harridge	2/16/21	email	To whom it may concern: The two options are completely ridiculous. Very much against this. Build a loop. The oilfield problem is just an out. Other cities like Andrews has a loop going thru the oil fields. Smh. D. Harridge	Thank you for your comment. A loop around Seminole is not feasible at this time. TxDOT strives to provide safer roads for the traveling public.
9				Hello, my name is Theodore Wiebe and I live in Seminole, TX. I was at the online meeting concerning the relief route options a few days ago, and I thought it was very informative. I've thought some more about it since then, and I've come to the conclusion that neither option proposed is the right option. I'll explain and I hope you hear me out. Both option 1&2 will severely disrupt residential properties. Some homes are built so close to the road now that if the road is widened at all, they'll have the busy street practically at their front door. Both options will also add 2-4 new traffic lights, which will only slow down and back up the already busy streets even more, making it more difficult to get through town. I like having as few traffic lights as feasible. I think there are many cities in our area that have far too many. But all of that doesn't address the biggest flaws with the proposals. The purpose of a relief route is to give relief to congested areas and neither one of the proposed options really give relief. They would still funnel all of the traffic straight through the middle of town. Now, I understand it would add a lane or divert some traffic, but my point is ALL of the traffic would	Thank you for your comment. As stated in the virtual public meeting, this is the early planning stage for the project so nothing has been decided. The options presented at the virtual public meeting were not designed to reduce traffic but to reroute the existing and future traffic through Seminole. A loop around Seminole is not feasible at this time. TxDOT strives to provide safer roads for the traveling public while

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				<p>still be coming through the middle of town. Besides, a truck route from the north side of town straight through to the south side doesn't fix our problem. That's not where our truck problem is at all. Most heavy truck traffic is coming or going from US 385 south to US 180 west and HWY 214 north and vice versa. From Andrews to Hobbs and Denver City. I think these relief route options are trying to address a problem we don't really have. Sure, there is traffic from south to north that it would help ease up, but I'm afraid not significantly. What we really need is a truck route way outside of town going from the north 385 to south 385. A brand new loop would be nice, but I understand from the meeting that TXdot says it's just not feasible. The next best option I believe is to take CR 208 west from 385 to the intersection of HWY 214, then CR 209 south to US 180. Keep going south on CR 307 to the intersection of CR 306, and take it back east to US 385 south. Make that entire loop a two lane with a center/left turn lane and wide shoulders. That's what we really need. That would solve much more of our problems. Where I get really frustrated is when something like that gets brought up, and the reply is it costs too much money. TXdot and the leaders in Austin seem to love sucking every dollar out of our oil rich region and building as many brand new roads and bridges along the I-35 corridor and surrounding region as they see fit, but how dare we spend a little bit of money to build a much needed relief route in the region where all those tax dollars are generated! They don't live here and they would never care to either. They don't have to deal with the pot holes and dangerous truck traffic that we do. It's about time we spend some money on roads here in our county! It does not cost too much to build a nice two lane with a center/left turn lane along the route I suggested and it's also not too many miles to maintain. While we're at it, we need to build bridges along that same route to cross Hwy 214 and US 180. If they say it costs too much money, my answer is let us keep our money here and we'll build it ourselves! Bridges and all. We will have more than enough. I know I'm not the only one who feels this way. I've been talking to people around town, and I believe this plan would have a majority support. Thank you for your consideration and I would love to hear back from you. Sincerely, Theodore Wiebe</p>	<p>providing a positive outcome for the community.</p>
10	<p>Connie Dagley, Glen Fleming, Charles Ultunt, Leo Copeland, Denise Hunt, June Copeland, Mary Mata, Denise &amp;</p>	2/26/21	email	<p>To: Seminole Mayor, Mr. Belcher, and City Council, TxDot. This letter is in reference to the proposed changes to current highway truck traffic and congestion on Hwy 385 an180. As such, I am opposed to a truck route re-routing traffic through Seminole on Southwest 2<sup>nd</sup> Street. (Option on TxDot). A truck route would devalue our personal property/homesteads and create safety hazards in our neighborhood. It would destroy our everyday life with 24/7 truck traffic and noise, not to mention impacting the opportunity for children or families to play or enjoy their own yards due to safety concerns. Having a truck route down residential streets is not a solution to the intersection problem at Hwy 385 and Hwy 180. Trucks turning at the intersection of Hwy 385 &amp; Hwy 180 seems to be an issue for some. I have driven through this particular intersection hundreds of times, and I have seen very few trucks have an issue</p>	<p>Thank you for your comment. TxDOT worked with Mayor Belcher and Judge Keyes prior to the meeting and they asked TxDOT to provide options to improve mobility through Seminole and improve congestion at the downtown intersection. TxDOT strives to provide safer roads for the traveling public while providing a positive</p>

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	Brent Gallion, Penny Smart, Thao Huynh, Lacey Garibay, Patricia Santoro, Renee, Hightower, Steven Lee			turning; if they have had trouble, I believe it's because they do not know what they are doing. Typically, trucks are able to go through the intersection, turn south or continue without problems. If there were an additional crossing at 2 <sup>nd</sup> Street & Hwy 180, it would cause a much bigger problem. There would still be trucks traveling from West to East and East to West on Hwy 180 with the addition of another intersection to maneuver. If they do not go continue straight, they must then turn South on 2 <sup>nd</sup> Street or North on Hwy 385 to continue their route-two intersections a block apart! What a disaster that would be. (Option 2 per TxDot study)East 5 <sup>th</sup> Street would create yet another intersection with Hwy 180 and pose similar issues as noted above. Leaving the traffic on Hwy 385 and making improvements to the intersection (Option 3 per TxDot study) and current route is the most viable option causing the least amount of disruption to neighborhoods and businesses alike. This area has needed to be fixed for years and to have concrete intersection built to provide adequate roadway surface for industrial traffic. A fourth option, not currently proposed by TxDot, is to build a proper alternate truck loop around Seminole (like other cities and towns have) and not through our established residential areas. The problem of impacting residential or business areas could be solved with this option. Is it not the job of our Mayor and City Council to look out for the citizens of Seminole and not let TxDot, or anyone else, run over us and make our lives even harder than they already are! TxDot does not care as long as it is not in their front yard! Please carefully consider the concerns an options of potentially impacted residents and citizens before making any decisions regarding this important matter.	outcome for the community.
11	Athen & Glenda Lowrie	2/26/21	Email	On February 11 you conducted a public meeting regarding three proposed traffic relief routes through our city, and your requested input from the public on these routes. This letter and its attached items are in response to your request. We are opposed to Options 1 and 2. We are most opposed to Option 1 because it will be the most dangerous to our citizens through increased traffic, intersections and traffic lights in a residential area. Option 1 would release not only trucks, but hundreds of cars, down Second Street each day. Houses are already close to the street. If the street is widened, it would be very close to the houses, and the front yards would be eliminated. A city water line and an active oil pipeline run north and south under Second Street. We are opposed to the danger of highway traffic through a residential area. Children walk to and from school every day across Second Street. People drive too fast for a residential street. Parents would be afraid to be in the front yard or let their children play there. People trying to exit their driveways would have a problem. Drivers being distracted, sleepy, drunk, high on drugs pose an additional danger. This happens all the time. Slick ice on the street in cold weather is another danger. A truck or car can easily come to a stop inside a house. It can happen because it already has to our house. People were killed and injured. My pickup, parked by our house, was hit and totaled by one of the cars. The other car hit a big tree or it would have continued on into our house. Trucks hauling hazardous material have wrecked,	Thank you for your comment. A loop around Seminole is not feasible at this time. TxDOT strives to provide safer roads for the traveling public while providing a positive outcome for the community.



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				<p>causing a spill or a fire. A propane tank can catch on fire or explode. These things happen all the time. We see on the news. People say it will not happen, but then it does, it is too late to stop. We have had a wreck in Seminole where a big tank overturned an 18-wheeler. On a turn at an intersection, a truck lost a heavy item off the back and it fell onto a car. We have had numerous wrecks, and not just at intersections. For years we have heard about a loop in Seminole. Why has it never been built? Some say it is too much trouble to deal with oil companies. It is not easy to go through a residential area, either. As far as we know, there has been no real effort to build a loop. If you can take our streets, why can't you take the oil companies land? A man gave me a map he had drawn of a loop around Seminole to the west and east using county roads. I have attached it to this letter. Some would say it is too far from town and truckers would not like it. Residents, however, do not like the danger of trucks in their front yard. Have you discussed with the Gaines County commissioners about a loop using existing county roads? Refer to the attached map. On February 11 at the Q&amp;A virtual meeting in Seminole, you mentioned historical properties downtown around the square and said TxDOT is aware that it is not a good thing to impact historical buildings. There is no historical properties downtown that are being maintained as such. There are, however, four homes in Seminole that have been maintained and recognized as historical. Three of these homes are on Second Street. Two were built in 1906, one in 1907, and one in 1919. We agree that something needs to be done to alleviate the traffic problems in downtown Seminole, but it does not need to come at the expense and endangerment of residential areas. Please do not use Second or Fifth Streets.</p>	
12	Loewen Farm & Lumber Inc.	2/26/21	Email	<p>In regards to the planned truck route Option#1. Loewen Farm &amp; Lumber is bordered by NW AVE E, as pictured that street would be closed. That would be significant problem for Loewen Farm &amp; Lumber being NW AVE E is where we receive all of our shipments are received using the North gate located on AVE E. 104 NW AVE E is the location of our lumber warehouse due to the planned closer of NW AVE E we would no longer have direct access to that location for loading and distributing material thus splitting our business apart. Option#1 Would be an option that Loewen Farm &amp; Lumber can work with if NW AVE E is NOT CLOSED.</p>	<p>Thank you for your comment. As stated in the virtual public meeting, this is the early planning stage for the project so nothing has been decided and TxDOT would be willing to work with property owners should this project move forward.</p>
13	Lori Barnes	2/25/21	Email	<p>This letter is in reference to the proposed changes to current highway truck traffic and congestion on Hwy. 385 and Hwy 180. As such, I am opposed to a truck route re-routing traffic through residential streets. (Option 1 &amp; 2 on TxDot proposal). I think that the safety of the citizens on the two residential streets should come first. The haziest waste materials, oil field traffic and all other 18 wheelers should have a truck by-pass around the town not through it. Thank you sincerely for considering the safety of the citizens of Seminole.</p>	<p>Thank you for your comment. A loop around Seminole is not feasible at this time. TxDOT strives to provide safer roads for the traveling public while providing a positive outcome for the community.</p>

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14	Cynthia Neitsch	2/26/21	Email	To All Involved Parties: I am writing to say that Seminole, TX urgently needs a truck relief route built around the city! We signed a local petition opposing Option 1 and 2. Option 3 stated it to remain Existing/No-Build, calling for lighting, sidewalk, and pavement improvements. Option 3 only addresses one of the routes currently being used by trucks. We live at SW 12th Street and Avenue E. Trucks are also using SW/NW 11th Street as a route and have been for years. The most concerning fact about any of these options and what is currently being used, is flammable liquid/hazardous material being transported through residential areas, areas with schools, the hospital, as well as the downtown area! It is very alarming when we see a truck driving down SW Avenue E beside our home with a flammable liquid sign!! Before I retired, getting back to work at 1:00 pm was nothing less than a nightmare! Traffic including trucks would be backed up for blocks on Hwy 180, Hwy 62/385, and SW Ave G. I can't count the times that traffic in the left turning lane has literally had to start backing up due to 18 wheelers turning, regardless if there was room! The amount of traffic/congestion hasn't improved. And yet, the best Options that can be presented are to continue using or re-route truck traffic through some of the areas that should be the safest! As my boss said one day while looking onto Main Street from the office window, "Wonder what they're going to do when one of these propane trucks blow up?" I ask you to please give very serious consideration to your decision.	Thank you for your comment.
15	Jacob Dyck	2/25/21	email	Good afternoon Julia and Kyran, I am sending this email to convey my concern for the proposed Seminole Relief Route. I really like the fact that the traffic issue we have here in Seminole is of concern and a solution is actively being looked for. However, my view on making the relief route go through town on 2nd street and 5th street only provides a short term solution, max 10 years. 5th street has a private school, a church with regular young children activities, and lots of residential. 2nd street has similar things going on as well. For those reasons, I oppose that proposal. I fully realize that no matter where you go, you will have some opposition, so therefore, it seems to me that a loop that goes further around Seminole like US 385S to CR322 to CR307 to HWY 62/82 for one example, would create so much more opportunity for new businesses to come into town, be a long term solution to the traffic issue we have, and serve the residents of this city and county much much more. This could mean that in the future, everything inside my proposed loop, could possibly become city limits, and much more revenue for the city of Seminole. I don't love this idea because this means I would be within city limits as well, but I think it makes the most sense long term. I also fully realize that my suggestion would be much much more costly. But if we as Gaines county residents have an option to vote between these two proposals, with cost factor included, I would think more people would be in favor of the latter option. Please consider this before making your final decisions. I have had many "coffee shop" conversations regarding this subject which is why I am sending this email. I am not alone in this. Thank you	Thank you for your comment. A loop around Seminole is not feasible at this time. TxDOT strives to provide safer roads for the traveling public while providing a positive outcome for the community.



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				for reading this...and perhaps you have already discussed this idea amongst yourselves and the powers that be here in Gaines county. If so, I would be eager to hear the reasoning. Have a blessed day,	
16	Roger Barnes	2/25/21	Email	<p>Kylan ,</p> <p>I am asking you and all concerned to please consider the possible consequences of daily hauling of large amounts of hazardous materials through our neighborhood in Seminole .I have hauled oil and other hazardous materials for over thirty years and deem it , dangerous ,to say the least ,to move such materials through any neighborhood. I myself had a near fatal accident involving an eighteen wheeler loaded with 165 barrels of crude oil in a 200 barrel tank .I was only driving around 35 MPH when I had to make a sudden lane change to avoid running into another vehicle.The oil suddenly shifted and the truck and tank rolled ,spilling most of the oil on the roadway .If such an accident should happen in a neighborhood , some of the oil would inadvertently end up inside homes ,businesses or churches . The cleanup from my accident was costly and time consuming and it was on a county road , not in a neighborhood. Oil is not the only hazardous materials that passes through and around Seminole.Nuclear waste going to Andrews County goes through town also .Starting sometime in 2022 , high level nuclear waste such as spent fuel cells will start being transported through Seminole to Andrews County . It is obvious this stuff is very dangerous because they are burying it deep in thick cement enclosures . On Second street alone ,we counted 67 residents,3 churches and 16 businesses. Kids are always playing outside and chasing balls rolling in the roadway . Neighborhoods are for kids to grow and play in ,not to accommodate large trucks hauling dangerous hazardous materials 24/7 .Our city officials care more about our local businesses selling a hamburger than the safety of our children , churches and neighborhoods . Thank you for your concern for our children and residents, and understanding our concerns for our children , grandchildren and elderly.</p>	Thank you for your comment.
17	Jake Penner	2/26/21	email	<p>Good afternoon Julia and Kylan, I am sending this email to convey my concern for the proposed Seminole Relief Route. I really like the fact that the traffic issue we have here in Seminole is of concern and a solution is actively being looked for. However, my view on making the relief route go through town on 2nd street and 5th street only provides a short term solution, max 10 years. 5th street has a private school with regular young children activities, and lots of residential. 2nd street has similar things going on as well. Therefore I oppose those proposals. I also oppose just "updating" the existing route since the "updating" will not address any traffic congestion issues. I fully realize that no matter where you go, you will have some opposition. It seems to me that a loop that goes further around Seminole would be a better option. This would keep the bulk of the traffic on the bypass and not directly through town into congested areas. I realize that my suggestion could be more costly but well worth the additional cost in my opinion. I believe that additional options need to</p>	<p>Thank you for your comment. A loop around Seminole is not feasible at this time. TxDOT strives to provide safer roads for the traveling public while providing a positive outcome for the community.</p>

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				<p>be looked at. For example how are we transferring traffic from one major road to another. Adding additional lanes going north and south will not address the traffic going east and west. Any option that is picked will need to account for future bridges to transfer traffic to different directions in my opinion. Please consider this before making your final decisions. I have been in conversations regarding this subject which is why I am sending this email. I am not alone in this. Thank you for reading this...and perhaps you have already discussed this idea amongst yourselves and the powers that be here in Gaines county. If so, I would be eager to hear the reasoning</p>	
18	Shawntay Pettyjohn	2/26/21	Email	<p>Hello Kylan. Thank you for your explanation of the Seminole Relief Route options via Zoom back on February 11th. I was one in attendance at the community building in Seminole that day. You answered several of my questions and made everything much clearer. A little history of myself and my perspective....I have lived in Seminole all of my life (40+ years) with the exception of the years I lived in Lubbock attending and graduating from Texas Tech. I returned to Seminole and have been a business owner here for 21 years. I have attended the First Assembly of God Church all of my life as well. The primary purpose of my email is to express my desire that the proposed Option 1 of the Seminole Relief Route NOT BE IMPLEMENTED. First, as a life-long resident of Seminole, I ask you not to run a three lane highway in front of the VERY FEW historic homes we have here in Seminole. Second Street is literally one of the only streets in Seminole that still has any historic homes. In your presentation you cited the historic nature of the Gaines County Courthouse and surrounding buildings as the reason for not being able to make significant changes to the intersection of Hwy 62/180 and Hwy 385. I would suggest that based on that same reasoning the street in front of our historic homes should not be significantly changed either. Additionally, with the opening of the Andrews area hazardous material dump site we will certainly see an increase in hazardous material traffic through town. I don't think it's in our best interest to route hazardous material waste through our residential areas and even closer to our schools. Secondly, as a business owner in Seminole, I urge you not to make the highway in front of my business (Hwy 385) one way. We small business owners work REALLY hard to make our businesses easily accessible and convenient for our customers here. We fight to show people the value in shopping local. That we can do it as good, as fast, and as cheap as Lubbock or Midland/Odessa. It takes VERY little for people to "avoid the hassle". They think nothing of driving 80 miles to Lubbock to shop and spend half of their time driving from one store to the next across town. But the minute something takes longer than 5 minutes here in Seminole, "we might as well go to Lubbock". It's a real thing. Making our stores harder to get to with one way access and closed off side streets WILL have adverse effects on our local businesses! You also cited in your presentation that typically business owners do not like an actual by-pass route that goes around town instead of through town. Let me go on record saying that I would completely support an actual by-</p>	<p>Thank you for your comment. TxDOT strives to provide safer roads for the traveling public while providing a positive outcome for the community</p>

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				<p>pass. I need (my business depends on) local people being able to get to me easily. Again, one way highways and closed off side streets DOES NOT accomplish this. A true by-pass would allow truck traffic to utilize the by-pass, leaving our streets open and less congested for local business shopping. Next, as a member of the First Assembly of God Church in Seminole (located at 109 SW Ave G), I plead with you not to make the street in front of our church (Second Street) a one way, three lane highway. We already have a very busy five lane street (Avenue G) bordering us on the north. With the addition of this Highway we would have significant traffic on both our north side and west side which would be an increased safety concern for our older congregants as well as our kids. We (First Assembly of God Church) also own the empty lot across Second Street to our West as well as the empty lot south of that lot. These lots are the sites for future expansion and kids/youth buildings. If Second Street that divides our properties is widened and traffic is increased it makes those lots unuseable for that purpose. Finally, as a tax payer who purposely moved back to Seminole after college because of the small town feel, "everybody knows your name" vibe, I implore you not to city-fy our small town. I don't think you could see on the Zoom meeting that there were more than 50 others in that room that feel the same way. Our small town feel is much more important to us than saving a couple of minutes at the red lights. We don't want to see our tax payer dollars used to destroy our rare, unique hometown feel. Thank you for your time and attention. I know your job is not an easy one but I sincerely hope that you will consider all of my arguments against Option 1. If you have any questions or would like to talk to me feel free to respond to this email or call me at 432-209-5899.</p>	
19	Willie Penner			<p>Good Morning. My name is Willie Penner and I am a resident in Gaines County. It has been brought to my attention that there is a proposed Truck relief route Proposal out on E 5th. St., &amp; W. 2nd. I STRONGLY oppose these Proposals, especially "option 2" but not limited to, for the following reasons listed below.</p> <ol style="list-style-type: none"> <li>1. Safety – Option 2 - I live right off of E. 5th. On Ave. L so I am very familiar with this area, my biggest concern is Safety. There is a School Zone on this street not even a ¼ mile from my house. My kids attend this School and sending Big Trucks by a school with so many kids and traffic is just not acceptable nor is it the safest route available. Not only this, there is a Church &amp; Daycare further N. as well..2. Temporary – All options - Seminole is growing at a fast pace, the routes will not be a lasting fix to the problem. 3. Cost – All Options - I have been in Construction all my life, this cost way exceeds the benefits of such a temporary fix. If it will fix anything at all. 4. Congestion – Options 1 &amp; 3 - These routes will cause huge congestion in downtown, Moving the route 1 block over to W. 2nd.? That isn't very relieving of traffic at all, this will only congest it more as the line of passenger vehicles almost always lines up past that street.</li> <li>5. Repetitive – option 3 - The City has tried several existing road routes in similar form. This has failed.</li> </ol>	<p>Thank you for your comment. TxDOT strives to provide safer roads for the traveling public while providing a positive outcome for the community</p>

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				<p>6. Elevation/Flooding – Option 1 – On N. side by CR 22E, This area easily flood in heavy Texas rains. I assume the Road will be brought up higher than the existing elevation. This will cause more standing water in these areas and cause damage to existing Businesses. In Conclusion, I believe with amount of taxes paid by Seminole/Gaines County residents that we deserve a long term, beneficial fix. Not just something that is temporary.</p>	
20	Petition with 222 names	2/26/21	email	<p>We, as citizens of Seminole, petition to OPPOSE Truck Route Options 1 and Options 2 as proposed by TxDot. Option 1. This option consists of converting the exiting US 62/385 into a 3-lane, one-way roadway (northbound) and converting the exiting 2<sup>nd</sup> Street into the other 3-lane, one-way roadway (southbound). This option adds capacity and easier turning movements for semi-trucks. Option 1 is approximately 3.16 miles long and requires 8.9 acres of new right of way and could impact 17 properties; including 1 residential and 4 commercial displacements. The estimated cost of this project is \$44 million. Option 2. This option consists of leaving the existing US 62/385 as, but adds a truck relief route on the east side of Seminole. The existing 5<sup>th</sup> Street would be converted into a 3-lane roadway with one lane in each direction and a center turn lane. This option will give trucks an easier route to travel through the city. Option 2 is approximately 2.57 miles long and requires 13.67 acres of new right of way and could impact 28 properties; including 1 commercial displacement. The estimated cost of this project is \$21 million. Option 3. This option considered the No Build Option, would make no changes to the network. Option 3 would maintain the current highway with improvements to the pavement, sidewalks, and lighting. The estimated cost of this project is \$20 million.</p>	Thank you for your comment.
21	Cornelius Klassen	2/12/21	online	What we really need is a loop but option 1 is the best from the 3	Thank you for your comment.
22	Jackson Hurst	2/17/21	online	The option that I support for the Seminole Relief Route Project is Option 2. The reason for this is because Option 2 will direct truck traffic away from downtown Seminole, Texas which will give Seminole, Texas back to the business and people of downtown Seminole.	Thank you for your comment.
23	Bradley Peters	2/25/21	online	This is Brad, a resident of Gaines County. February 21 <sup>st</sup> I navigated the proposed relief routes and also listened to the virtual meeting February 11 <sup>th</sup> . My reasons for opposing the 5 <sup>th</sup> street plan for the sake of water drainage between North avenue C to South avenue C. The water level during rain events poses large flooding concerns that must be mitigated. Also there are many churches located on 2 <sup>nd</sup> Street that we must consider. My recommendation is to make an outer loop on the west side of town whereas much of the truck traffic is from that direction. Also the concern of the nuclear waste going past all the churches and residential areas on its way to Andrews county is a major issue that needs to be addressed.	Thank you for your comment.

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24	Heath Allen	2/26/21	online	<p>I am one of the owners of Valley Irrigation &amp; Pump Service, Inc. located at 1304 N. Main and our company will be affected by option 1 and 2 of the Seminole Relief Route. As a citizen and business owner in Seminole I know and understand that something needs to be done to relieve traffic congestion in Seminole. After looking over the options I can not see how option 2 will be able to work for our company and our customers. With it dead ending right into our property my concern is that you are going to create another major traffic and safety problem for our customers and employees trying to enter and exit our place of business. We have heavy traffic of trucks and trailers between 7:00 am and 6:00 pm six days a week. Option 1 to me looks to be the best option to help traffic flow through town but will take out our building which will cause us to have to relocate. I would be on board with this as long as we are fairly compensated for our property and relocation. To me it would be better to relocate with option 1 than to have the disruptions of option 2. If I can be of further assistance please let me know.</p>	Thank you for you comment.