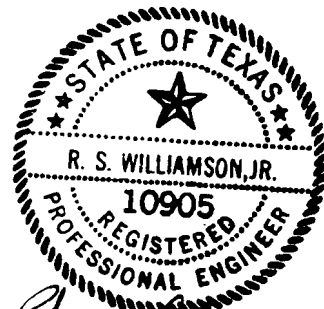


U. S. HIGHWAY 87
TEXLINE AT NEW MEXICO STATE LINE
TO INTERSTATE 10 AT COMFORT

FEASIBILITY STUDY



R. S. Williamson, Jr.
August 2, 1989

State Department of Highways
and Public Transportation
August, 1989

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EXECUTIVE SUMMARY

This study of the U. S. Highway 87 facility covers the area from Texline, at the New Mexico State Line, to Comfort, at Interstate 10. Along its approximately 602-mile route, the highway facility type consists of 217 miles of two-lane, 26 miles of four-lane undivided, 226 miles of four-lane divided, and 133 miles of freeway. This study addresses only the two-lane portion of the highway facility.

In July 1988, representatives from cities and counties along U. S. Highway 87 made a presentation to the State Highway and Public Transportation Commission (Commission) requesting that U. S. Highway 87 be upgraded to a four-lane divided highway from Texline, at the New Mexico State Line, to Comfort, at Interstate Highway 10.

On August 30, 1988 the Commission approved Minute Order 87879 which authorized the Engineer-Director to conduct a feasibility study to determine and prioritize the need for upgrading U. S. Highway 87 from Texline to Comfort.

The 1988 10-Year Project Development Plan authorized construction and right of way projects for 20 miles of improving the two-lane highway to a four-lane divided highway, totaling \$13,170,000.

Recommendations for the development of U. S. Highway 87 are as follows:

- ° First, complete the projects authorized in the 1988 10-Year Project Development Plan.

- Under current procedures, before any new projects are incorporated into future updates of the 10-Year Project Development Plan, they must be considered based on cost effectiveness, the availability of funds, and statewide priorities.
- Consideration be given to development of bypass routes of the cities in the long range plan.
- Before constructing a four-lane divided highway from Dalhart to the New Mexico State Line, coordinate planning with the State of New Mexico.
- Consideration will be given to the inclusion in the Texas Future Four-Lane Highway System study currently in progress.

INTRODUCTION

Authorization

In July 1988, representatives from cities and counties along U. S. Highway 87 made a presentation to the State Highway and Public Transportation Commission (Commission) requesting that U. S. Highway 87 be upgraded to a four-lane divided highway from Texline, at the New Mexico State Line, to Interstate Highway 10, at Comfort. (Appendix A: Public Hearing Transcript).

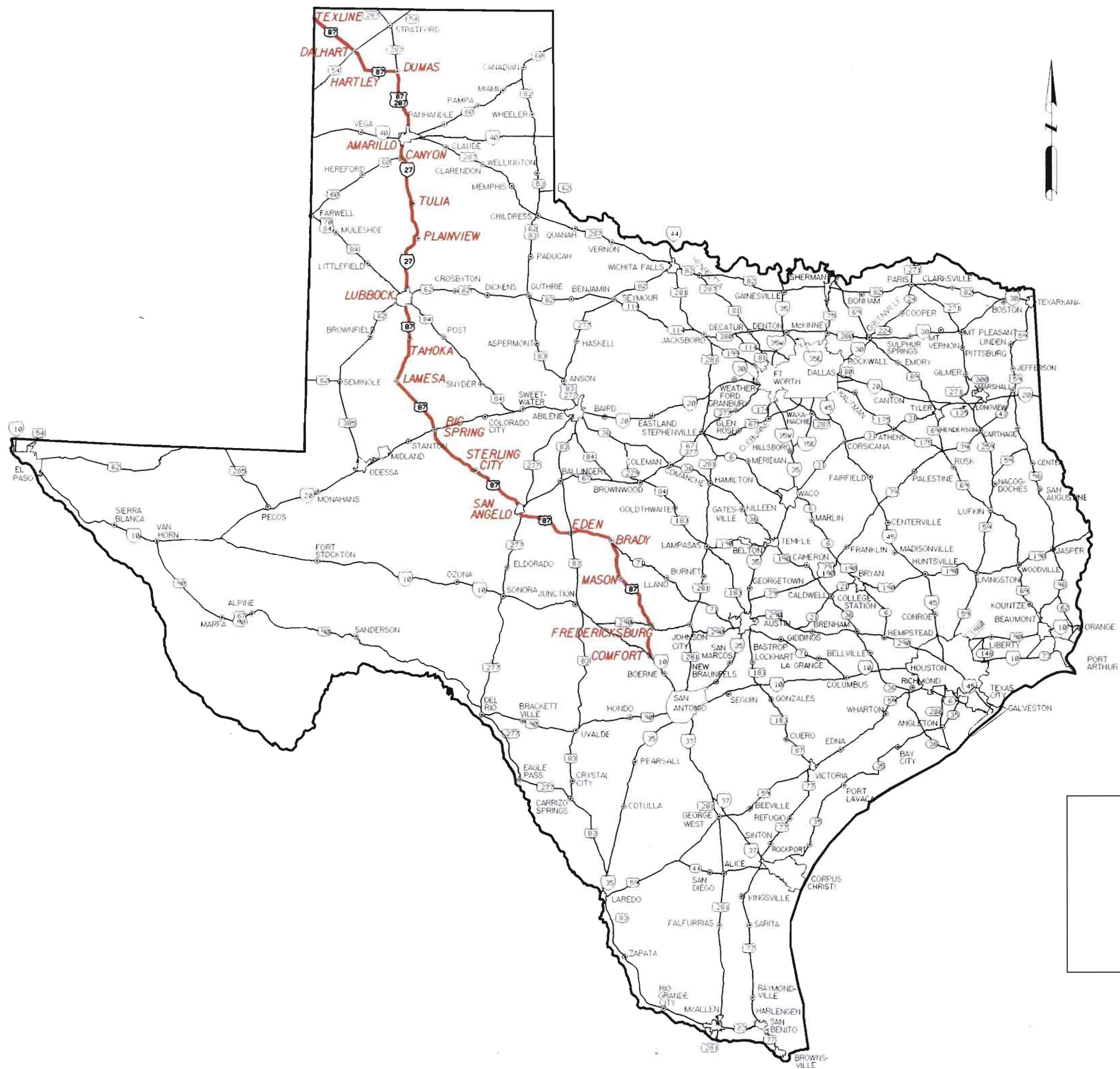
On August 30, 1988, the Commission approved Minute Order 87879 which authorized the Engineer-Director to conduct a feasibility study to determine and prioritize the need for upgrading U. S. Highway 87 from Texline to Comfort. (Appendix B: Minute Order). The project location is shown on Figure 1.

Purpose and Scope

The purpose of this analysis was to study U. S. Highway 87, from Texline to Comfort, to determine and prioritize needed improvements. U. S. Highway 87 along the requested route is approximately 602 miles long and consists of 217 miles of two-lane highway, 26 miles of four-lane undivided highway, 226 miles of four-lane divided highway and 133 miles of freeway highway. The scope will cover the economic overview, the population of the cities and counties, land use, safety, traffic volumes, level of service analysis, authorized projects, and recommendations.

Investigation and Studies

Research for this study included a review of the Department's files, hearing transcript, Bureau of Census data, traffic studies, accident data, level of service analysis, and economic data.



U.S. 87
TEXLINE TO COMFORT
 PROJECT LOCATION
 AUGUST, 1989

METHODOLOGY

In order to make a meaningful analysis of the highway facilities covered by this report, due consideration was made of present and anticipated future traffic volumes, safety, land use, population trends, economic development, and level of service. Also considered was the completion of gaps between existing four-lane sections for continuity.

For the purposes of this study, a base year of 1987 and a target year of 2007 was used to be consistent with the 1988-10 Year Project Development Plan. This same time frame is applicable to all appropriate projections.

This report will present a summation of: an economic overview; population of the cities, towns and counties; general land usage; safety; traffic volumes and level of service analysis; presently authorized projects; and recommendations. The analyses and recommendations will cover, by segments, the route along U. S. Highway 87 from Texline, at the New Mexico state line, to Interstate Highway 10, at Comfort.

The aforementioned planning factors have been studied and findings developed as follows:

Economic - Based on current conditions and reasonably anticipated change, the effect on needs for movement of goods and people have been projected.

Anticipated change does not include any developments that are not presently known to have a probable likelihood of occurring. Purely speculative development is not considered ample justification for expenditure of public funds.

Land Use and Population - The potential expansion of urban areas, development of traffic generators, or other uses affecting highway needs have been identified and considered.

Safety - Highway safety is a major consideration in establishing a highway project's priority. Accident rates are calculated based on accidents per 100 million vehicle-miles of travel. A comparison of this rate with the statewide average for the same type of highway facility is made in order to determine whether a disproportionate number of accidents are occurring on the facility.

Traffic Volumes and Level of Service - These are to a large degree products of the aforementioned considerations. They are, however, the major considerations in determining needs and establishing priorities.

ECONOMIC OVERVIEW

U. S. Highway 87 is an important trade and commerce link in Texas. On the north end, it serves as a connection to Interstate Highway 25 at Raton, New Mexico, providing access to Denver, Colorado. On the south end, it connects with Interstate Highway 10 at Comfort and provides access to San Antonio and cities to the south and east.

The panhandle portion of the plains is a national leader in the production of agricultural products: cotton, cotton seed oil, and grains. This area is the world's largest cotton seed processing center and leads the nation in feedlot operations. Amarillo serves as the hub for medical services, marketing, distribution, and ranching for portions of five states. Lubbock is the center of a large agricultural area in addition to electronic manufacturing and cotton seed oil mills.

U. S. Highway 87 serves the commuter students of Amarillo College in Amarillo, West Texas State University in Canyon, Wayland Baptist College in Plainview, Lubbock Christian College in Lubbock, and Texas Tech University in Lubbock. It provides access to Palo Duro State Park near Canyon, and MacKenzie State Park in Lubbock, as well as recreation areas in New Mexico and Colorado.

In the Big Spring and San Angelo areas, U. S. Highway 87 serves agricultural production, oil and gas operations, ranching, and manufacturing. San Angelo, known as the "Sheep and Wool Capital", is a leading producer of wool and mohair. U. S. Highway 87 serves the commuter students of Howard College in Big Spring and Angelo State University in San Angelo.

The lower portion of U. S. Highway 87, from McCulloch County to Kendall County, traverses the "Hill Country" and serves ranching and agricultural production. Deer and turkey hunting and river fishing also contribute to the area's economy. U. S. Highway 87 provides access for tourists to Fort Mason Museum in Mason, LBJ National and State Parks, and the LBJ Ranch near Stonewall, and Admiral Nimitz Museum in Fredericksburg.

POPULATION

Tables 1 and 2 show the Bureau of Census population counts for 1970 and 1980 for the counties and main cities along the route of U. S. Highway 87. Table 1 also includes projected population counts for the various counties.

TABLE 1
COUNTY POPULATION

County	Census Count		Projected Populations*		
	1970	1980	1990	2000	2010
Dallam	6,012	6,531	6,740	6,980	7,374
Hartley	2,782	3,987	4,187	5,010	5,844
Moore	14,060	16,575	18,086	19,493	20,637
Potter	90,511	98,637	109,760	112,252	115,705
Randall	53,885	75,062	88,835	100,659	114,361
Swisher	10,373	9,723	8,435	9,710	11,762
Hale	34,137	37,592	38,931	43,500	49,127
Lubbock	179,295	211,651	227,954	254,730	281,535
Lynn	9,107	8,605	7,873	8,378	9,162
Howard	37,796	33,142	37,515	40,091	43,212
Glasscock	1,155	1,304	1,333	1,343	1,390
Sterling	1,056	1,206	1,669	1,861	2,113
Tom Green	71,047	84,784	95,390	98,637	104,021
Concho	2,937	2,915	2,842	2,734	2,604
McCulloch	8,571	8,735	8,569	8,806	9,048
Mason	3,356	3,683	3,525	3,851	3,944
Gillespie	10,553	13,532	16,326	18,345	20,002
Kendall	<u>6,964</u>	<u>10,635</u>	<u>14,029</u>	<u>15,745</u>	<u>17,688</u>
	543,597	628,299	691,999	752,125	819,529

**TABLE 2
CITY POPULATION**

City	County	Census Counts		Percent Change
		1970	1980	
Dalhart	Dallam	5,705	6,854	20.1
Dumas	Moore	9,771	12,194	24.8
Amarillo	Potter/Randall	127,010	149,230	17.5
Canyon	Randall	8,333	10,724	28.7
Plainview	Hale	19,096	22,187	16.2
Lubbock	Lubbock	149,101	173,979	16.7
Lamesa	Dawson	11,559	11,790	2.0
Big Spring	Howard	28,735	24,804	-13.7
San Angelo	Tom Green	63,884	73,240	14.6
Brady	McCulloch	5,557	5,969	7.4
Mason	Mason	1,806	2,153	19.2
Fredericksburg	Gillespie	<u>5,326</u>	<u>6,412</u>	<u>20.4</u>
		435,883	499,536	14.6

The counties' population increased 15.6 percent and the cities population increased 14.6 percent from 1970 to 1980.

LAND USE

The present land use adjacent to U. S. Highway 87 is predominately agricultural, ranching, and petroleum operations. It is not anticipated over the next twenty years that any substantial land use changes will occur from the above patterns except for near the cities along the route.

SAFETY

Accident rates are based on the accidents per 100 million vehicle miles and compared with the statewide average accident rates to determine if a section of highway exceeds the average. The existing two-lane highway sections were reviewed by the Department's safety personnel and it was found that, over the past three years, the sections of existing two-lane highway did not exceed the comparable rural statewide average accident rate.

LEVEL OF SERVICE

Level of Service (LOS) is a measure of the quality of traffic flow as affected by a number of factors including speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort, and convenience and operational costs. Specific levels of service range from free flow of traffic, defined as LOS "A", to operating conditions at or near the facilities capacity level, defined as LOS "E". Table 3 shows the Average Daily Traffic Volume Ranges of Various Highway Classes for Various Qualities of Flow used in determination of LOS. Level of Service, based on current traffic, is used to evaluate the "need" for additional capacity along various segments of a route. When a "need" (congestion) is identified, that is the LOS exceeds "D", additional capacity is analyzed. For two-lane highways, the limiting value for LOS "D" is 4,700 ADT for rolling terrain and 6,100 ADT for level terrain.

The next section will present the analysis of the existing and future traffic volumes and their corresponding Level of Service.

TABLE 3

AVERAGE DAILY TRAFFIC (ADT) VOLUME RANGES OF VARIOUS HIGHWAY CLASSES
FOR VARIOUS QUALITIES OF FLOW

Highway Class	Range in ADT Service Volumes		
	Good Flow L.O.S. A-B	Tolerable Flow L.O.S. C-D	Undesirable Flow L.O.S. E(Capacity)
Urban Freeways:			
4 Lane	0 - 44,000	44,001 - 52,800	52,801 - 64,400
6 Lane	0 - 66,000	66,001 - 79,200	79,201 - 96,600
8 Lane	0 - 88,000	88,001 - 105,600	105,601 - 128,800
Each Additional Lane	0 - 11,000	11,001 - 13,200	13,201 - 16,100
Urban Divided Streets ^{1,2}			
4 Lane	0 - 16,100	16,101 - 19,100	19,101 - 23,000
6 Lane	0 - 23,500	23,501 - 27,900	27,901 - 33,000
8 Lane	0 - 29,400	29,401 - 34,900	34,901 - 42,000
Urban Undivided Streets ^{1,2}			
2 Lane	0 - 7,700	7,701 - 9,100	9,101 - 11,000
4 Lane	0 - 12,600	12,601 - 14,900	14,901 - 18,000
6 Lane	0 - 19,800	19,801 - 23,500	23,501 - 28,300
Rural Freeways:			
4 Lane	0 - 20,800	20,801 - 31,600	31,601 - 42,000
6 Lane	0 - 31,200	31,201 - 47,400	47,401 - 63,000
Rural Divided Highways ^{1,2}			
4 Lane	0 - 12,000	12,001 - 17,500	17,501 - 35,000
6 Lane	0 - 18,000	18,001 - 26,200	26,201 - 52,500
Rural Undivided Highways ^{1,2}			
Rolling Terrain, 2 Lane	0 - 2,800	2,801 - 4,700	4,701 - 14,700
Level Terrain, 2 Lane	0 - 3,700	3,701 - 6,100*	6,101 - 17,400
4 Lane	0 - 9,500	9,501 - 13,000	13,001 - 26,000
6 Lane	0 - 15,000	15,001 - 19,500	19,501 - 39,000

* Used as limiting value for tolerable flow for all two lane roadways (urban and rural operation) in 10-Year Project Development Plan except for rural rolling terrain.

¹A "divided" facility includes a flush or depressed median with sufficient width for storage of left turning vehicles. On "undivided" facilities, left turns are made from a through lane.

²"Urban street", as opposed to "rural highway", conditions prevail whenever the intensity of roadside development, speed zoning, signals, stop/yield signs, etc. result in interrupted flow conditions and reduced traffic speeds.

ANALYSIS

For the purpose of analysis, the route is divided into segments. The segments, 1987 ADT and 2007 projected ADT, and the existing highway facility type are shown on Figure 2. Table 4 shows the 1987 ADT and 2007 projected ADT, percent trucks, and Level of Service for the two-lane segments of the route.

Segment 1 is in Dallam, Hartley, and Moore Counties and covers from Texline to Dumas. This 75-mile section is presently a two-lane highway with 7' to 10' surfaced shoulders. The LOS for Segment 1 is A-B for both 1987 ADT and 2007 projected ADT except for a section east of Hartley that will have a LOS of C-D in 2007.







In October 1987, the Commission authorized a 13-mile project, from Dalhart to Hartley, to provide two additional lanes for a four-lane divided highway at an estimated cost of \$5,920,000. Hartley County is to provide 100 percent of right of way. To widen the remaining 62 miles from two-lane to four-lane divided highway is estimated to cost \$739,000 for right of way and \$25,246,000 for construction. U. S. Highway 385 is also routed over this section of Segment 1.

Segment 2 covers from Dumas in Moore County to Farm to Market Road 33 south of Big Spring in Howard County. This 280-mile segment consists of 147 miles of four-lane divided highway and 133 miles of freeway highway. Therefore, no expenditure of funds are required to upgrade the facility from a two-lane highway to a four-lane highway. Interstate Highway 27 extends from Amarillo to Lubbock within the segment.

U.S. 87 TEXLINE to COMFORT

AVERAGE DAILY TRAFFIC
AND
LEVEL OF SERVICE

VARIOUS COUNTIES

	EXISTING 2-LANE	1987	ADT VOLUMES
	EXISTING 4-LANE	2007	PROJECTED ADT VOLUMES
	LOS A-B	0.0 %	PERCENTAGE TRUCKS OF ADT
	LOS C-D		
	LOS E		
	EXCEEDS E		

AUGUST, 1989



SEGMENTS

- ① TEXLINE TO DUMAS
- ② DUMAS TO BIG SPRING
- ③ BIG SPRING TO NORTH OF STERLING CITY
- ④ NORTH OF STERLING CITY TO EAST OF SAN ANGELO
- ⑤ EAST OF SAN ANGELO TO BRADY
- ⑥ BRADY TO COMFORT

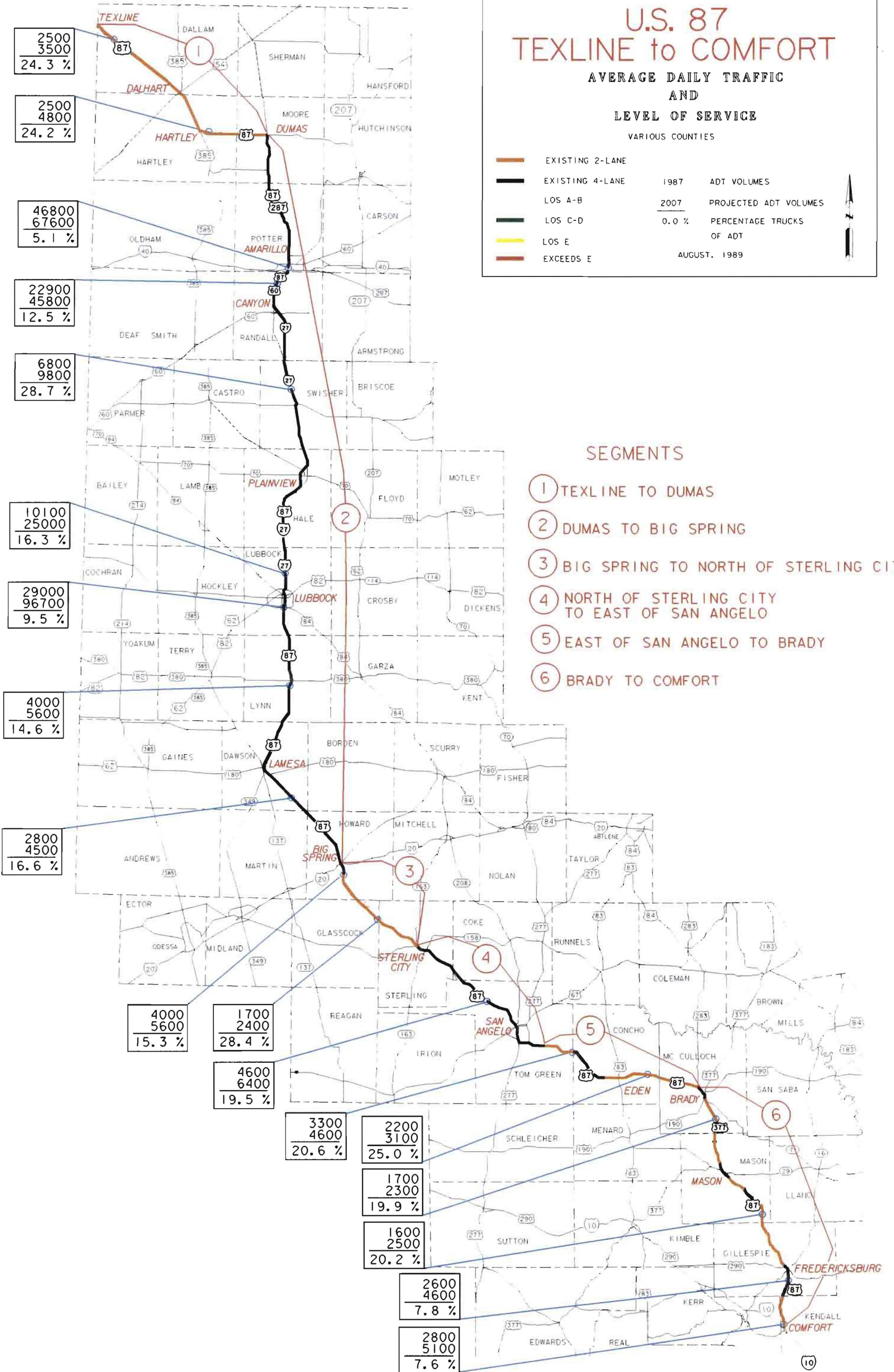


FIGURE 2

TABLE 4
 EXISTING TWO-LANE HIGHWAY
 LEVEL OF SERVICE ALONG U. S. HIGHWAY 87

Segment No.	1987 ADT 2007 ADT	Percent Trucks	1987 LOS 2007 LOS
1	2,500 3,500	24.3	A-B A-B
1	2,500 4,800	24.2	A-B C-D
3	1,700 2,400	28.4	A-B A-B
5	1,700 2,400	28.4	A-B A-B
5	2,200 3,100	25.0	A-B A-B
6*	1,700 2,300	19.9	A-B A-B
6*	1,600 2,500	20.2	A-B A-B
6*	2,800 5,100	7.6	A-B E

*Rolling Terrain

Segment 3 is in Howard, Glasscock, and Sterling Counties and covers from Farm to Market Road 33 south of Big Spring to the intersection of U. S. Highway 87 with State Highways 158 and 163 north of Sterling City. This segment is a gap in the four-lane highway system. The existing two-lane highway sections, with 8' to 9' surfaced shoulders, consist of 7.5 miles in Howard County, 10.1 miles in Glasscock County, and 16.2 miles in Sterling County, for a total distance of 33.8 miles. The LOS for Segment 3 is A-B for both 1987 ADT and 2007 projected ADT.

The total estimated cost to provide two additional lanes for a four-lane divided highway for this segment is \$28,295,000 for construction and \$1,300,000 for right of way. The 7.5-mile section in Howard County from Farm to Market Road 33 to the Glasscock County Line, is authorized for preparation of plans and relocation assistance.

Segment 4 is in Sterling, Coke, and Tom Green Counties and covers from the intersection of U. S. Highway 87 and State Highway 158 north of Sterling City to 1.0 mile west of Lipan Creek. This 60-mile segment is a minimum four-lane divided highway except for a 1.2-mile section of four-lane undivided highway in Sterling City. Therefore, no expenditure of funds are required to upgrade the facility from a two-lane highway to a four-lane highway.

Segment 5 is in Tom Green, Concho, and McCulloch Counties and covers from 1.0 mile west of Lipan Creek to the City of Brady. This 60-mile segment is a two-lane highway with 8' surfaced shoulders except for a 12.1-mile four-lane divided highway from the Tom Green County Line to 7.5 miles west of Eden, a 1.9-mile four-lane undivided highway section

with 6' surfaced shoulders in Eden, and a 3.0-mile four-lane divided section northwest of Brady. The LOS for this segment is A-B for both 1987 ADT and 2007 projected ADT.

To provide two additional lanes for a four-lane divided highway on the remaining 43 miles is estimated to cost \$23,335,000 for construction and \$986,000 for right of way.

A project, in Tom Green County, from 1.0 miles west of Lipan Creek to the Concho County Line, is authorized for additional lanes in the 1988 10-Year Project Development Plan. The estimated construction cost is \$7,150,000. The right of way for this project has been acquired.

Segment 6 is in McCulloch, Mason, Gillespie, Kerr, and Kendall Counties and covers from Brady to Interstate Highway 10 at Comfort. The total length of this segment is 93 miles which consists of 65 miles of two-lane highway, 23 miles of four-lane undivided highway and 5 miles of four-lane divided highway. The two-lane highway varies in roadway width from two 15' lanes with 2' surfaced shoulders to two 13' lanes with 10' surfaced shoulders. The LOS for Segment 6 is A-B for both 1987 ADT and 2007 projected ADT with one exception. In 2007, the LOS will be E just north of Comfort.

To provide two additional lanes for a four-lane divided highway on the 65 miles is estimated to cost \$103,800,000 for construction and \$11,935,000 for right of way.

Alternate Route

An alternate route along U. S. Highway 83 and Interstate Highway 10 from

Eden to Comfort should also be considered in lieu of the U. S. Highway 87 route. Based on 55 miles per hour on U. S. Highway 83 and 87, and 65 miles per hour on Interstate Highway 10, a time saving of 19 minutes per vehicle would result.

To provide two additional lanes for a four-lane divided highway on U. S. Highway 83 from Eden to Junction is estimated to cost \$53,560,000 for construction and \$2,132,000 for right of way. This route would result in a savings of \$72,573,000 over the route from Eden to Comfort via U. S. Highway 87.

SUMMARY AND RECOMMENDATIONS

The following projects have been authorized by the Commission in the 1988 10-Year Project Development Plan (PDP):

- ° In Hartley County - from Dalhart to Hartley - Construction cost: \$5,920,000.
- ° In Tom Green County - from 1.0 mile west of Lipan Creek to Concho County Line - Construction cost: \$7,150,000.

Total authorized cost is \$13,870,000 for construction and right of way. The above projects are shown on Figure 3.

Table 5 is a summary of the costs to provide a four-lane divided highway on U. S. Highway 87.

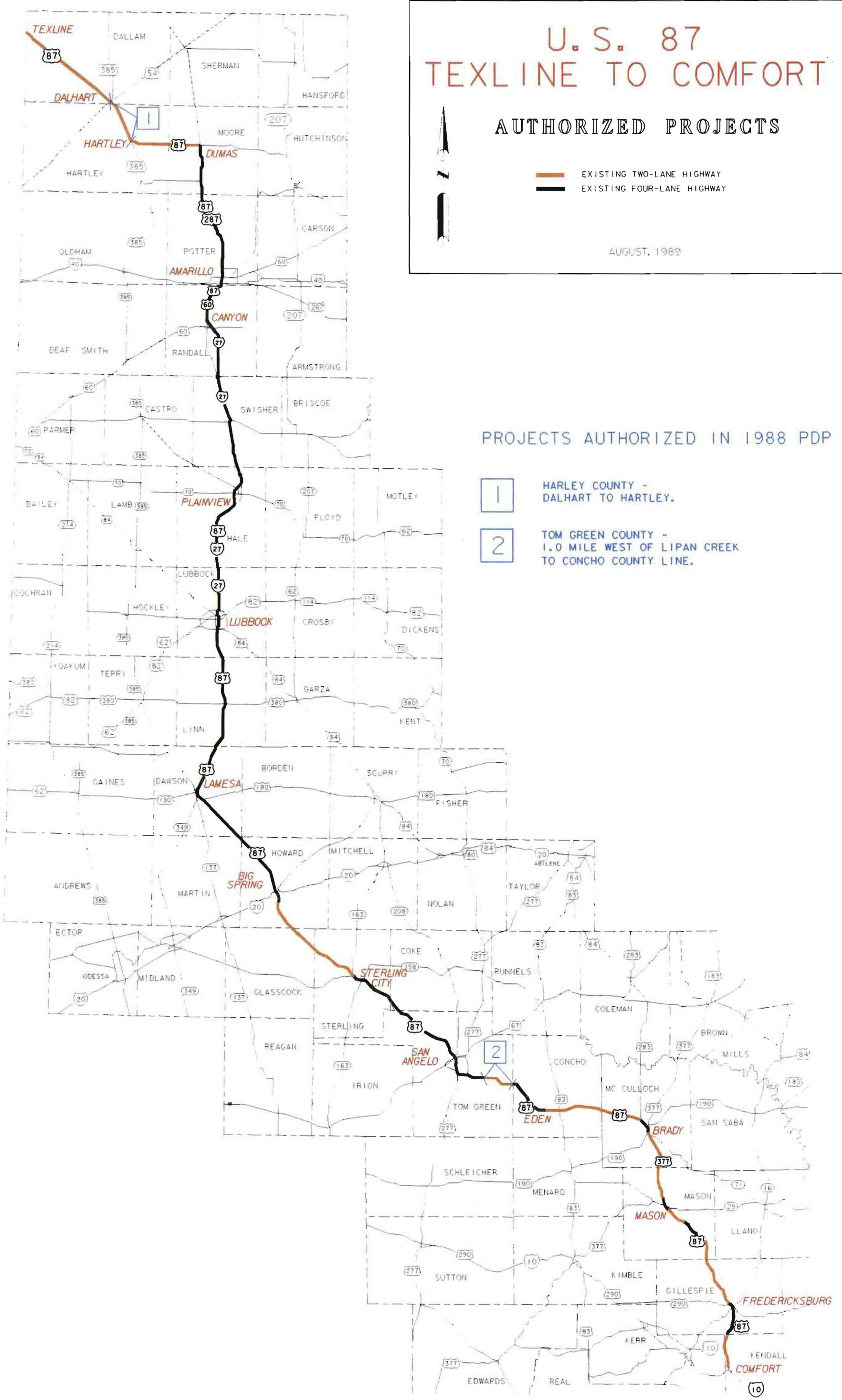
U.S. 87 TEXLINE TO COMFORT

AUTHORIZED PROJECTS



— EXISTING TWO-LANE HIGHWAY
 — EXISTING FOUR-LANE HIGHWAY

AUGUST, 1989



PROJECTS AUTHORIZED IN 1988 PDP

- 1 HARLEY COUNTY - DALHART TO HARTLEY.
- 2 TOM GREEN COUNTY - 1.0 MILE WEST OF LIPAN CREEK TO CONCHO COUNTY LINE.

FIGURE 3

TABLE 5

SUMMARY OF COSTS TO PROVIDE FOUR-LANE DIVIDED HIGHWAY ALONG U. S. HIGHWAY 87

Segment	Length Miles	County	Estimated Cost		Authorized Projects
			Construction	Right-of-Way	
1	75	Dallam Hartley Moore	\$ 31,166,000	\$ 739,000	13-mile section, Hartley County Estimated Construction Cost \$5,920,000.
3	34	Howard Glasscock Sterling	\$ 28,295,000	\$ 1,300,000	7.5-mile section, Howard County Relocation assistance \$100,000.
5	43	Tom Green Concho McCulloch	\$ 23,335,000	\$ 986,000	Tom Green County - 7.2-mile section Estimated Construction Cost \$7,150,000.
6	65	McCulloch Mason Gillespie Kendall	\$103,800,000	\$ 11,935,000	
Totals	217		\$186,596,000*	\$ 14,960,000	

* Includes \$13,170,000 of authorized projects.

Recommendations for the development of U. S. Highway 87 are as follows:

- First, complete the projects authorized in the 1988 10-Year Project Development Plan.
- Under current procedures, before any new projects are incorporated into future updates of the 10-Year Project Development Plan, they must be considered based on cost effectiveness, the availability of funds, and statewide priorities.
- Consideration be given to development of bypass routes for the cities in the long range plan.
- Before constructing a four-lane divided highway from Dalhart to the New Mexico State Line, coordinate planning with the State of New Mexico.
- Consideration will be given to the inclusion in the Texas Future Four-Lane Highway System study currently in progress.

APPENDIX A

(2)

VARIOUS COUNTIES

Dick Harris, Amarillo Chamber of
Commerce, Amarillo, Texas.

Steve Ahlenius, Amarillo Chamber of
Commerce, Amarillo, Texas.

Ernie Houdashell, Representative John
Smithee, Amarillo, Texas.

Bill Gilbert, City of Dalhart, Dalhart,
Texas.

Dave McReynolds, Dumas Chamber of
Commerce, Dumas, Texas.

John Kimber, City of Dalhart, Dalhart,
Texas.

Spider Johnson, Mason Chamber of
Commerce and City Council, Mason, Texas.

Grady L. Elder, Chamber of Commerce,
San Angelo, Texas.

Dick Funk, Mayor, San Angelo, Texas

Tom Parrett, Chamber of Commerce,
San Angelo, Texas.

KENNEDY

REPORTING

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VARIOUS COUNTIES (Continued)

1
2
3 Hardy White, Chamber of Commerce,
4 San Angelo, Texas.

5 Bill Thompson, Thompson Interests,
6 Dallas, Texas.

7 Debra A. Reid, TU Electric, Big Spring,
8 Texas.

9 James C. Schumann, US Highway 87, Eden,
10 Texas.

11 Larry N. Upshaw, US Highway 87, Eden,
12 Texas.

13 Mike Schweikhard, US Highway 87,
14 San Angelo, Texas.

15 Bill Willig, US Highway 87, San Angelo,
16 Texas.

17 Dick Burnett, State, San Angelo,
18 Texas.

19 Kathy Roddie, Brady Chamber of
20 Commerce, Brady, Texas.

21 Steven M. Black, Brady Chamber of
22 Commerce, Brady, Texas.

23 John T. Montford, State, Lubbock,
24 Texas.

25

KENNEDY

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VARIOUS COUNTIES (Continued)

John A. Logan, Lubbock Chamber of
Commerce, Lubbock, Texas.

Kenneth May, Lubbock Avalanche-Journal,
Lubbock, Texas.

Bob Brown, Lamesa Chamber of Commerce,
Lamesa, Texas.

Morris Wilkes, Senator Montford,
Lubbock, Texas.

Representative Ron D. Givens, Texas
House of Representatives, Lubbock, Texas.

Luke Nichols, US Hwy 87, Lamesa,
Texas.

KENNEDY

REPORTING

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PROCEEDINGS

1
2
3 CHAIRMAN DEDMAN: The hearing that
4 had been planned as the No. 1 hearing here today
5 has been cancelled, so the first hearing is from
6 the group from Lubbock.

7 John Logan, President and General
8 Manager, of the Lubbock Chamber of Commerce
9 requested the hearing and I guess we will start
10 off here.

11
12 PRESENTATION ON BEHALF OF THE
13 CHAMBER OF COMMERCE OF LUBBOCK, TEXAS
14

15 MR. JOHN LOGAN: Thank you,
16 Mr. Chairman. My name is John Logan. I'm
17 President and General Manager of the Lubbock
18 Chamber of Commerce.

19 My name appears on this agenda simply
20 because I am the one that wrote the letter and
21 asked for the appearance here in behalf of a
22 delegation that is here today seeking
23 improvements in U.S. Highway 87 in our part of
24 the country.

25 There are two or three gentlemen who

KENNEDY

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1 will speak to you this morning in behalf of this
2 request. And to lead this off, I'm going to call
3 on our senator, the Honorable John T. Montford,
4 who will make some comments and some
5 introductions and then we will get into the
6 presentation.

7
8 REMARKS BY SENATOR JOHN T. MONTFORD

9
10 SENATOR JOHN MONTFORD: Thank you,
11 John. Mr. Chairman, members of the Commission, I
12 am John Montford, I represent the 28th Senatorial
13 District. We're here today on behalf of the best
14 interest of the citizens of the State of Texas in
15 terms of Highway 87. It is our objective to seek
16 the improvement and widening into a divided
17 highway concept of Highway 87, which transverses
18 Texas commencing at the top of the Panhandle at
19 Texline, all the way to Comfort, Texas.

20 And I should say to you, being no
21 stranger to having appeared here before, that it
22 seems like we are always interested in going east
23 or west or north or south in Texas. The last
24 time I was here, it was to go east. This time it
25 is to go north and south. I think that typifies

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1 the vast expanse of this great state and the very
2 fine job that you do in linking it together.

3 Highway 87 is a vitally important trade
4 and commerce link in Texas. We are very proud of
5 the progress that you have helped us make on
6 Highway 87, the Department has made. There's
7 some unfinished business in terms of areas that
8 need to be completed towards the complete
9 division of this highway for safety purposes and
10 the most expeditious trade and commerce routes.

11 In terms of the legislative delegation
12 in support of this project here this morning,
13 State Representative Dick Burnett from San Angelo
14 wants to say a few words, State Representative
15 Larry Don Shaw from Big Spring, State
16 Representative Ron Givens from Lubbock. We have
17 Mr. Ernie Houdashell, who is with State
18 Representative John Smithee. I understand that
19 John came down with the summer bug this week and
20 is unable to be here this morning. Senator Bill
21 Sarpalius is in route. His plane did not arrive
22 in Austin until 10:20.

23 We believe this project is vitally
24 important, not just to the Western and Panhandle
25 regions of Texas, but to all of Texas, because I

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1 think it has been the Department's objective and
2 certainly the Legislature's to maintain the
3 viability of these very vital trade and commerce
4 routes. We feel like that our ingress and egress
5 from the north to the south is as vital to all of
6 Texas as is the east and west.

7 With those opening comments and my
8 statement you to that I strongly support this
9 project and appreciate the consideration the
10 Commission has given to us in the past, I would
11 like to ask my colleague, Representative Dick
12 Burnett, to make a few comments, and then would
13 present to you Mr. Bill Willig, who is president
14 of the Highway 87 Association.

15 So, Mr. Chairman, with your permission,
16 if we could follow that itinerary, we will get on
17 about our business.

18 CHAIRMAN DEDMAN: Thank you,
19 Senator. As a matter of interest, all three of
20 us were listening rather late last night to your
21 mellifluous voice on the videotape that's been
22 put together to support the Good Roads Amendment.
23 So you did a good job on that and you're going a
24 good job here this morning.

25 SENATOR MONTFORD: Thank you,

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1 Mr. Chairman. That mellifluous voice came about
2 right before I caught a terminal case of
3 laryngitis, I guess.

4 (Laughter)

5 If I might digress, Mr. Chairman, would
6 it be permissible for me to ask the individuals
7 to stand who are here in support of this project
8 and identify the respective towns and areas they
9 represent?

10 CHAIRMAN DEDMAN: I think that
11 would be great.

12 (Supporters of the project stood as
13 their city names were called out.)

14 SENATOR MONTFORD: Okay. At this
15 time, I would present our Highway 87 delegation
16 representatives from Dalhart, Texas; Dumas,
17 Texas; Amarillo, Texas; Lubbock, Texas; Lamesa,
18 Texas; Big Spring, Texas; San Angelo, Texas;
19 Eden, Texas; Brady, Texas; and Mason, Texas.

20 Mr. Chairman, members, I think this
21 evidences a strong unified support for this very
22 important project.

23 CHAIRMAN DEDMAN: Thank all of you
24 for being here. Your presence here is the best
25 testimony of your commitment and concern for the

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1 project. So we applaud you for all being here.

2 SENATOR MONTFORD: With that, I
3 would, at this time, ask my colleague, Mr. Dick
4 Burnett, to address you.

5
6 REMARKS BY REPRESENTATIVE DICK BURNETT

7
8 REPRESENTATIVE DICK BURNETT: You
9 know, at my age, I always kind of like to have
10 visual aids. I see that you do have big maps of
11 the State of Texas in front of you, but I wanted
12 to give you the additional one on one side there
13 of the United States. And for purposes of the
14 record, I am Dick Burnett, State Representative
15 from the 66th District, representing three
16 counties in West Texas in which 87 passes
17 through.

18 I am not going to take much of your
19 time, I'm certainly not going to insult your
20 intelligence. You folks have been up here --
21 you're here because you are very competent, very
22 capable individuals. I am sure you have heard
23 the pitch on the 87 for a number of years and I
24 hope you don't hear it for many more years. I
25 hope that action will be taken in the foreseeable

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1 future and it is not necessary for all of us to
2 come down here from West Texas to plead our case
3 to you.

4 I realize that the interstates are
5 pretty well constructed throughout the United
6 States and there's not much left to be done,
7 according to Washington. Of course, I don't
8 quite agree with them on that matter. On one
9 side of the map here of the United States, I drew
10 a line here from Denver down to San Antonio that
11 shows you the part of 87 that passes through the
12 State of Texas which we hope one day will be at
13 least a divided highway from Texline down to
14 Comfort.

15 Bearing in mind that the original
16 purpose of the interstate system here in the
17 United States was for defense purposes, then .
18 adding thereon to the fact that the United States
19 Air Force has quite a bit of operations in Denver
20 as well as down in San Antonio; and has
21 Goodfellow Air Force Base in San Angelo, as well
22 as the bases up in the Panhandle area, as well as
23 Reese Air Force Base up in Lubbock.

24 The picture I am trying to draw is one
25 that to complete the defense system in the United

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1 States, it appears to me it would be very
2 appropriate to have a divided highway -- we wish
3 we could have an interstate from all the way from
4 Denver down through Amarillo, Lubbock, Big
5 Spring, San Angelo and on down to the San Antonio
6 area.

7 This is a decision which is up to you
8 folks to make. I do look out in this group here,
9 the individuals who are representing the 87 area,
10 and as you can see, we are not getting any
11 younger. I would like to report that I've got
12 but a few more years here on earth in which case
13 I can see the completion of a divided highway
14 between Texline and the San Antonio area.

15 Thank you ever so much. I hope that
16 when we get into the next world everything will
17 be interstate highways up there. Thank you.

18 (Laughter)

19 SENATOR MONTFORD: Thank you,
20 Representative Burnett.

21 Now I will present to you Mr. Bill
22 Willig, who is the President of the Highway 87
23 Association. He's done a very dedicated job in
24 assimilating data and pulling this project
25 together. Bill.

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REMARKS BY MR. WILLIAM WILLIG

1
2
3 MR. WILLIAM WILLIG: First, as the
4 Senator said, I am Bill Willig, Chairman of the
5 Highway 87 Improvement Association, Chairman of
6 the Highway Committee for the Chamber of Commerce
7 for San Angelo.

8 I want to thank you for the opportunity
9 of being here again. I was thinking as I was
10 sitting out here while ago, I have been here
11 longer than you-all have, because we have been
12 coming up here for many, many years, and for the
13 most part it has been concerning Highway 87.

14 I gave you some additional letters here
15 from some of the areas along Highway 87, and I
16 would like to point out, again, that we have
17 representatives, we have people here who have
18 come from Dalhart, Dumas, Amarillo, all the way
19 the full length of
20 Highway 87 to Mason. We are real pleased that
21 they are here so that you can see that this is
22 not a localized thing from Amarillo or
23 San Angelo, but the entire route. We are
24 interested in the development of this route.

25 At our meeting in February we passed

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1 four resolutions. You have copies of those
2 resolutions in the packet I gave you. I am not
3 going to read through the resolutions. I would
4 like to thumbnail them a little bit to say one
5 resolution concerns posting a 65 mile an hour
6 speed limit on four-lane divided rural roads
7 whether they are interstate or not.

8 Another one is a resolution supporting
9 the Good Roads Amendment. At the time, I don't
10 think the Good Roads Amendment was formulated
11 quite in the format that it is now; but our
12 resolution stated we want to keep Federal highway
13 funds for building highways and not be diverted.

14 We have a third resolution that said we
15 want to upgrade Highway 87 from Raton, New Mexico
16 to Port Lavaca to a four-lane highway. That was
17 a secondary resolution, actually.

18 The primary resolution was the one
19 stating that we would like to increase the
20 capacity of the highway and improve it to an
21 interstate quality from Amarillo to Dalhart and
22 from Lubbock to I-10.

23 If this is not possible, the resolution
24 goes on to state, then we would like to upgrade
25 it to a priority primary route and make it a

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1 four-lane divided highway through this entire
2 route.

3 These four resolutions were discussed
4 at length and were all passed unanimously by the
5 Highway 87 Association at that time. Therefore,
6 I want to present them to you again officially.

7 The problems we have along Highway 87,
8 there is a gap from Dalhart to Amarillo that is
9 two lane and is undercapacity for the traffic
10 much of the year; from Amarillo down to Lubbock
11 we have got a beautiful road. That's what we
12 would like to emulate from one end of 87 to the
13 other.

14 From Sterling City to San Angelo you
15 have a short gap. I understand the County
16 Commissioners in that area have dedicated the
17 money to buy the right-of-way to present to you,
18 which would make that a less expensive project to
19 build. That would get four-lane divided all the
20 way to San Angelo.

21 Then when you get to San Angelo, you
22 have gaps and short sections of four-lane divided
23 and mostly two-lane highways all the way to I-10.
24 Some of those two-lane sections are in very poor
25 condition and are extremely dangerous. So there

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1 are a number of reasons for updating these
2 highways.

3 Another thing, San Angelo is the
4 largest town in the United States, in the State
5 of Texas, that is not serviced by an interstate.
6 Indeed we are not only not serviced by an
7 interstate, we are not even serviced by a
8 four-lane divided highway. We feel like that it
9 is long past the time when San Angelo should
10 receive the transportation possibilities that
11 other large cities in Texas have.

12 We have a problem with industrial
13 development; we have a problem with tourism; we
14 have a problem with all of the things that good
15 highways could bring to San Angelo, Eden,
16 Menard -- I mean, Mason, Fredericksburg, and on
17 down to I-10.

18 This area is a fruitful area for
19 heritage. A number of the old forts were located
20 along in this area; there is a lot of history.
21 There is a lot of possibility for developing
22 tourism all along this route. An interstate
23 highway or at least an interstate quality would
24 do wonders for developing that tourism. And, of
25 course, the State of Texas today, as you well

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1 known, is emphasizing tourism as a good clean
2 industry that brings money in from out of state.
3 We would like to be able to do more of that.

4 Representative Burnett has discussed
5 the military aspects, Goodfellow Field in San
6 Angelo is spending over \$100 million in
7 improvements, and it is becoming a bigger and
8 more influential base and is more in need of the
9 transportation that would be delivered by a
10 interstate quality highway.

11 We are saying the same things over and
12 over again. And, of course, you know these
13 things. Every time we come up here we talk about
14 it, and you are exposed to it all the time. So I
15 am preaching to the choir here as far as telling
16 you what is needed.

17 So with that, I would just like to .
18 thank you for any consideration that you can give
19 us. I would like to thank you for the
20 consideration that we have received in the
21 projects east of San Angelo, the projects out in
22 the plains around Amarillo, the finishing of the
23 interstate through Lubbock. These projects have
24 meant a great deal to us. We are certainly
25 appreciative. We would just like to continue

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1 that and get an interstate all the way to I-10.

2 Thank you for your time.

3 COMMISSIONER STOKER: Bill, I've
4 got one question. The project over at Wall is
5 about ready to go, isn't it?

6 MR. WILLIG: It's under contract
7 and they will be breaking ground essentially this
8 week or next week. I think it's about an 8.6
9 mile section that bypasses Wall.

10 COMMISSIONER STOKER: You-all
11 understand we don't have any control over the
12 speed limits on --

13 MR. WILLIG: Yes.

14 COMMISSIONER STOKER: -- non-
15 interstate four-lane highways?

16 MR. WILLIG: What we are really
17 asking there is to lobby Washington, I guess you
18 would have to say, the same way with the
19 interstates. We understand that the interstate
20 plan is complete even though the interstate
21 system is not complete. Therefore, we would like
22 to ask you to exert your influence on the
23 national legislators to maybe give a different
24 designation for some of our rural four-lane
25 divided highways or maybe open up the interstate

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1 system for expansion.

2 But certainly, as I said, the
3 interstate plan is complete, but the interstate
4 system is far from complete, because there are
5 too many gaps in it and too many areas that need
6 to be served that are not served.

7 COMMISSIONER STOKER: Now is the
8 time for folks like you-all to begin thinking
9 about it, because when the Service Transportation
10 Act expires in, what, three and a half years,
11 Raymond?

12 MR. STOTZER: Yes.

13 COMMISSIONER STOKER: Nobody
14 really knows what is going to happen to the
15 Federal money. We get about \$830 a year million
16 from the Federal government. No. 1, we don't
17 want to lose that. We need the Good Roads
18 Amendment passed.

19 But No. 2, now is the time for groups
20 such as yours to begin making plans for requests
21 for Federal monies. Thank you.

22 MR. WILLIG: That's why we are
23 here and you can rest assured that any way the
24 Highway 87 Improvement Association can help you
25 do this and get more money for the State of Texas

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1 and upgrade our roads, we have got -- well, you
2 see the turnout we have here this morning. We
3 have got a lot of people that are interested, a
4 lot of influential people. Not only the
5 legislators, a number of these people out here
6 are mayors or former mayors of the cities that
7 they represent and people with the Chambers of
8 Commerce that have traditionally for many, many
9 years been fighting for good roads. And, yes, we
10 are selfish, we want something for us, but we are
11 also fighting for something for the State of
12 Texas.

13 CHAIRMAN DEDMAN: Your comments
14 are well taken, particularly what you're saying
15 about the interstate system, which is only really
16 about 4200 miles across the whole nation, has
17 been completed. But the U.S. highway system
18 is -- really has not been completed at all.
19 Two-lane U.S. highways, as you are observing, are
20 things that need to be addressed. And cities
21 that have grown up, like San Angelo, that have
22 three U.S. highways going through it --

23 MR. WILLIG: Yes.

24 CHAIRMAN DEDMAN: -- are cities
25 that need to be doing just what you're doing,

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1 bringing to everyone's attention that they need
2 to be upgraded to the equivalent of interstate-
3 type capacity.

4 And then you are also doing another
5 good thing, which is creating the awareness that
6 we need to do a better job on speed limits in
7 wide open areas like West Texas. So I think your
8 points would be primarily Federal considerations,
9 because the speed limit is U.S. highways and
10 75 percent of the money on these U.S. highways
11 would be Federal dollars. We have to match it
12 with 25 percent from the state. So you're doing
13 this awareness and creating this momentum for it
14 is the very best thing that can be done. So we
15 applaud you for it.

16 This Good Roads Amendment that
17 Commissioner Stoker mentioned is the one that we
18 were referring to last night that Senator
19 Montford introduced into the Legislature and got
20 passed to make sure that the funds that we get
21 from the Federal government are used on highways.

22 We collect taxes, Federal taxes; each
23 gallon of gasoline you buy goes up to the Federal
24 government. We are trying to make sure that when
25 that money comes back here, that it goes into

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1 highways and is not diverted to other good causes
2 like education or human resources or prisons or
3 other things that always has a thrust. We just
4 think that the user fees that are paid for
5 highways ought to go back into highways; and
6 other taxes collected for other purposes should
7 go into the purposes for which they are
8 collected.

9 So I was making another little pitch to
10 keep your communities aware of that Good Roads
11 Amendment. I notice you have a resolution that
12 you mention here on that. We are all preaching
13 to the choir, because we all believe the same
14 things here. We will be working together to
15 achieve them.

16 MR. WILLIG: You can be assured
17 that this group right here will be working for
18 the passage of that Good Roads Amendment. A
19 number of these people are -- the local chairman
20 or area chairman on that, Bob Ward, is meeting
21 with nearly everybody, I guess, and he's getting
22 chairmen and having luncheons to sell the Good
23 Roads Amendment. And we are going to all be
24 right there on top of it doing all we can to be
25 sure that it is passed and doesn't slip through

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1 the cracks.

2 CHAIRMAN DEDMAN: We note that
3 with a great deal of interest and enthusiasm and
4 applaud you for it, because, obviously,
5 everything you're talking about here is academic
6 if we don't keep those funds earmarked to go to
7 transportation and mobility, which you know is
8 the backbone of your economic base out there.
9 Jobs and safety and schools and kids and all of
10 it is going to be dependent on how well you keep
11 and improve your mobility. It's the cornerstone
12 of modern urbanization. You can't have jobs and
13 a good lifestyle and all of these things, and
14 transportation and all of the things, without the
15 transportation and mobility. You are preaching
16 to the choir here and we know you are the choir.
17 So it is good to be with kindred spirits.

18 MR. WILLIG: The 87 Association
19 will meet this year in San Angelo in November.
20 The date is yet to be set. But you can rest
21 assured that you will all receive invitations to
22 come to that meeting. You are certainly welcome.

23 As I said before, thank you very much
24 for the opportunity and please call on us if
25 there is any way we can help.

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CHAIRMAN DEDMAN: There is one technical question I would like to ask you. I notice that in going from San Angelo to 10 on 87, it's a bit more circuitous a route through some of the mountains than if you tried to upgrade either 83 or 277 down to 10. Have any cost estimates or anything like that been done on which would be the better alternative and the fastest way to do that thing?

MR. WILLIG: Cost estimates have been run on them. It would be cheaper to go through Junction down 83 or down 277 to Sonora. But it would not serve near as many people, and it would not serve some of the areas that have not been served, that are not now served by a four-lane divided highway.

This is the rich heritage area that I was talking about that has Mason and Fredericksburg and Brady and Eden. There's so many things through that area that the tourists need to see, need to have access to. And a tour company will not book or are very reluctant to book a bus tour into any town that's not served by an interstate.

We feel like that Mason and

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Fredericksburg and Brady and these towns need to have their share of the tourist dollars and need to have the access to them that an interstate would give them. The heritage, there are so many things there that go back to the very basics of Texas heritage, and people don't see them because they zip down I-10 and I-20 and they never get close.

So to answer your question, it is not the cheapest route; it's not the shortest route, but we feel like that it would be a desirable route from the standpoint of what it would return.

CHAIRMAN DEDMAN: I guess ultimately you would probably want to do both, wouldn't you? Obviously, you want to upgrade 87 to where it intersects 83; and then upgrade 83 down to 10 for those who are trying to go all the way through San Angelo to San Antonio or from Denver or Amarillo there, let them have the other serving the local as well as through traffic through the route that you have on 87 south.

MR. WILLIG: Another area that I didn't address, which is becoming more and more a factor, is commerce with Mexico. We are seeing

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1 these Poncutora plants, and the need for access
2 to Mexico is an ever growing thing, particularly
3 from the Plains and north, so that goods can be
4 funneled through to Mexico and then the work done
5 there and the finished goods funneled back.

6 That, of course, opens up a route
7 through Del Rio and other routes directly south.
8 That helps reinforce the north-south access that
9 we presently do not have. You know, if you want
10 a list out here, I can tell you three or four
11 routes from San Angelo south that need to be
12 developed along with Highway 87, because of what
13 it would open up in the way of commerce to
14 Mexico.

15 CHAIRMAN DEDMAN: You're saying,
16 really, we need to do 277, 83, and 87.

17 MR. WILLIG: Yes.

18 CHAIRMAN DEDMAN: We get the
19 message here.

20 MR. WILLIG: Of course, as
21 President of the Highway 87 Association, today I
22 am talking primarily about the upgrade of
23 Highway 87 because of its merits and the cited
24 need from safety and tourism and -- well, all of
25 the things that go along with good

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1 transportation.

2 COMMISSIONER STOKER: Realizing
3 the economy is not much of a factor when you get
4 down to building highways, it looks to me like
5 the shortest, cheapest way to hook up with 10
6 would be right through Midland/Odessa, a straight
7 line coming right out of Interstate 27.

8 (Laughter)

9 MR. WILLIG: You could do that if
10 you served the largest city in the United States
11 that is not served by an interstate that way.

12 (Laughter)

13 COMMISSIONER STOKER: I am just
14 teasing with you.

15 (Laughter)

16 MR. WILLIG: I will fight with you
17 all the way.

18 COMMISSIONER STOKER: The Senator
19 told me one time when I was in Lubbock, he said,
20 "You know, the only way I am ever going to get
21 out of this trap is to have an 87 east going
22 through Abilene, an 87 central going through Big
23 Spring, and an 87 west going through
24 Midland/Odessa.

25 (Laughter)

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1 MR. WILLIG: We will buy that,
2 too. (Laughter) We are not proud, as long as
3 you get that one through the middle through Big
4 Spring and San Angelo.

5 CHAIRMAN DEDMAN: Any other
6 comments? Did the Senator leave?

7 MR. WILLIG: Thank you.

8 CHAIRMAN DEDMAN: Bill, thank you
9 very much. Good presentation.

0 SENATOR MONTFORD: Mr. Chairman,
1 from the long-term vision standpoint, what is
2 best for Texas, I think you and I are on the same
3 waive length about the central component of
4 economic development diversification and so forth
5 and how that is impacted by our mobility. I
6 think we have brought you a bargain here because
7 of the fact that we are talking about some
8 patchwork completions, some stretches of this
9 highway that are not divided that need to be for
0 the long-term best interest of all Texans.

1 I do want to leave you with this
2 commitment. These folks are very serious about
3 this project. We want to work with the
4 Commission. We want to shoulder our part of the
5 responsibility towards the acquisition of

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right-of-way, and do our part to see this project through fruition. I think the degree of enthusiasm is obvious. We ask for your help and we won't let you down. We will hold up our end of the project.

Thank you very much.

CHAIRMAN DEDMAN: We know that, Senator. Does that conclude your presentation?

SENATOR MONTFORD: Yes, sir.

CHAIRMAN DEDMAN: Thank all of you immensely for being here.

Any more comments from either of the other Commissioners or Engineer-Director?

Thank you immensely for your concern and coming down and sharing with us and helping us make it all happen together. We applaud you.

MR. HARRIS: I just noticed that -- I'm Dick Harris from Amarillo -- Senator Bill Sarpolius has made a real effort to be here this morning. As you know, he is running for another office up in our part of the country, a representative on a national level. And Bill, it is good to have you here. I know it was a real effort on his part to get here this morning.

CHAIRMAN DEDMAN: Bill, stand up

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so all these people from your constituency can see you.

(Laughter)

Glad to have you here, Senator.

Representative Burnett, we appreciate your being here and your good comments. Thank you-all immensely for being here.

(Concluded at 10:45 a.m.)

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APPENDIX B

STATE DEPARTMENT OF HIGHWAYS
AND PUBLIC TRANSPORTATION

VARIOUS _____ County

MINUTE ORDER

Page 1 of 1 Pages

District No. VARIOUS

WHEREAS, in VARIOUS COUNTIES on U. S. HIGHWAY 87 from Texline, at the New Mexico State Line, to Interstate Highway 10 at Comfort, a distance of approximately 600 miles, local officials have requested that the route be upgraded to a four-lane highway; and

WHEREAS, approximately 220 miles of this route consists of a two-lane highway;

NOW, THEREFORE, IT IS ORDERED that the Engineer-Director is hereby authorized to conduct a feasibility study to determine and prioritize needs for the above referenced route.

Submitted by

Sharon Little

(Title) Administrative Assistant

Examined and recommended by:

[Signature]

Approved

Deputy Director

[Signature]

Engineer-Director

Minute Number _____

87879

Date Passed _____

AUG 30 88

[Handwritten mark]