

## Family Dollar

Write a description for your map.

### Legend

- 32.24427, -97.74397
- Best Value Medical Center Pharmacy
- Champion Auto Sales
- Exxon
- Feature 1
- Hammond's B-B-Q



I HAVE ALREADY SAID NO TO A DRIVEWAY HERE

THIS IS A HIGH TRAFFIC AREA A NEW TRAFFIC LIGHT IS GOING IN AT THE INTERSECTION

63' SPACING

FAMILY DOLLAR STORE

40' DRIVEWAY

SPACING 15' SOUTH  
SIGHT DISTANCES 1050' NORTH TO SOUTH

GROCERY STORE  
AND GARAGE

GARAGE MACHINE SHOP

Google Earth

Best Value Medical Center Pharmacy

N

N

100 ft





Map data ©2023 , Map data ©2023 20 ft

*Handwritten red signature or mark.*









TEXAS DEPARTMENT OF TRANSPORTATION



4

# SOMERVELL FAMILY DOLLAR

GLEN ROSE, TX



4/14/2021



# Permit to Construct Access Driveway Facilities on Highway Right of Way

Form 1058  
(Rev. 8/20)  
Page 1 of 3

PERMIT NUMBER:	
REQUESTOR	GPS*
	LATITUDE, LONGITUDE
	32.24390, -97.74363
NAME	Family Dollar
MAILING ADDRESS	
CITY, STATE, ZIP	Glen Rose, Tx
PHONE NUMBER	936-634-5528
*GLOBAL POSITIONING SYSTEM COORDINATES AT INTERSECTION OF DRIVEWAY CENTERLINE WITH ABUTTING ROADWAY	

ROADWAY	
HWY NAME	SH
	144
FOR TxDOT'S USE	
CONTROL	383
SECTION	01

Is this parcel in current litigation with the State of Texas? ☐ YES ☒ NO

The Texas Department of Transportation, hereinafter called the State, hereby authorizes Craig Largent, hereinafter called the Permittee, to ☒ construct / ☐ reconstruct a Commercial (residential, convenience store, retail mall, farm, etc.) access driveway on the highway right of way abutting highway number SH 144 in Somervell County, located \_\_\_\_\_

USE ADDITIONAL SHEETS AS NEEDED

This permit is subject to the Access Driveway Policy described on page 2 and the following:

1. The undersigned hereby agrees to comply with the terms and conditions set forth in this permit for construction and maintenance of an access driveway on the state highway right of way.
2. The Permittee represents that the design of the facilities, as shown in the attached sketch, is in accordance with the Roadway Design Manual, Hydraulic Design Manual and the access management standards set forth in the Access Management Manual (except as otherwise permitted by an approved variance).
3. Construction of the driveway shall be in accordance with the attached design sketch, and is subject to inspection and approval by the State.
4. Maintenance of facilities constructed hereunder shall be the responsibility of the Permittee, and the State reserves the right to require any changes, maintenance or repairs as may be necessary to provide protection of life or property on or adjacent to the highway. Changes in design will be made only with prior written approval of the State.
5. The Permittee shall hold harmless the State and its duly appointed agents and employees against any action for personal injury or property damage related to the driveway permitted hereunder.
6. Except for regulatory and guide signs at county roads and city streets, the Permittee shall not erect any sign on or extending over any portion of the highway right of way. The Permittee shall ensure that any vehicle service fixtures such as fuel pumps, vendor stands, or tanks shall be located at least 12 feet from the right of way line to ensure that any vehicle services from these fixtures will be off the highway right of way.
7. The State reserves the right to require a new access driveway permit in the event of: (i) a material change in land use, driveway traffic volume or vehicle types using the driveway, or (ii) reconstruction or other modification of the highway facility by the State.
8. The State may revoke this permit upon violation of any provision of this permit by the Permittee.
9. This permit will become null and void if the above-referenced driveway facilities are not constructed within six (6) months from the issuance date of this permit.
10. The Permittee will contact the State's representative Mike Millsap (michael.millsap@txdot.gov) telephone, (254 ) 413-5058, at least twenty-four (24) hours prior to beginning the work authorized by this permit.
11. The requesting Permittee will be provided instructions on the appeal process if this permit request is denied by the State.

The undersigned hereby agrees to comply with the terms and conditions set forth in this permit for construction and maintenance of an access driveway on the highway right of way.

Date: \_\_\_\_\_

Signed: \_\_\_\_\_  
(Property owner or owner's representative)

Date of Issuance \_\_\_\_\_

District Engineer, or designee Approval

Date of Issuance as per Variance to AMM \_\_\_\_\_

District Engineer, or designee Approval

Date of Denial \_\_\_\_\_

District Engineer Denial (No Delegation)



## Access Driveway Policy

Title 43 Texas Administrative Code (Transportation), Chapter 11 (Design), Subchapter C (Access Connections To State Highways) and the "Access Management Manual" establish policy for the granting of access and the design, materials, and construction of driveways connecting to state highways. All driveway facilities must follow this policy. To the extent there is any conflict between this permit and the policy, the policy shall control. If a proposed driveway does not comply with the access management standards, the owner may seek a variance to a requirement contained in the access management standards by contacting the local TxDOT office.

### TxDOT Driveway Permit Request Contact

For a local contact for your TxDOT Driveway Permit Request or variance request, visit: <http://www.txdot.gov/inside-txdot/district.html>. You can click on the section of the map closest to your location to find the local TxDOT office. You can also click on the drop down box below the map to find the district for your county.

### Other Conditions

In addition to Items 1 thru 11 on page 1 of this permit, the facility shall also be in accordance with the attached sketch and subject to the following additional conditions stated below:

Construct a Pipe Driveway with a maximum width of 40 feet and a maximum radius of 25 feet. Construction shall consist of one 18 inch Corrugated Metal Pipe that is 6 feet longer than the width of the drive (3 feet on each side) with Safety End Treatments @ 6:1 slope. The pipe shall be backfilled and compacted with suitable fill material. CGM SET's require concrete rip rap on both sides of the pipe and at the toe wall. The rip rap must be at least 2 feet wide. Surface treatment shall be a minimum of 6 inches of concrete with #4 rebar on 12 inch centers and tied at each intersection 100%. Driveway shall have a 5 foot expansion joint from edge of roadway. All concrete shall be "Class A". The finished ditch grade shall conform to the contour of the existing flow line with a minimum slope of 2% to provide positive drainage away from highway pavement. Notify TxDOT 24 hours prior to construction. Traffic control shall be in strict accordance with the TMUTCD. This information may be found at <https://www.txdot.gov/business/resources/signage/tmutcd.html>. See all attached sheets.

### Variance Documentation Justification

For a Variance request, please indicate which of the below are applicable, as required by TAC §11.52(e):

- ☐ a significant negative impact to the owner's real property or its use will likely result from the denial of its request for the variance, including the loss of reasonable access to the property or undue hardship on a business located on the property.
- ☐ an unusual condition affecting the property exists that was not caused by the property owner and justifies the request for the variance.

For the conditions selected above, provide written justification below. (Attach additional sheets, if needed)

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# PROPOSED DRIVEWAY

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One comment I have regarding the TIA: The comment about spacing mentions they can't meet the required 250' distance from the intersection and retain access to the property. However, the property is currently owned by one landowner who also owns the adjacent Green's Auto Shop.

So if Family Dollar would purchase the entire property, then they could meet the required distance for this proposed driveway.

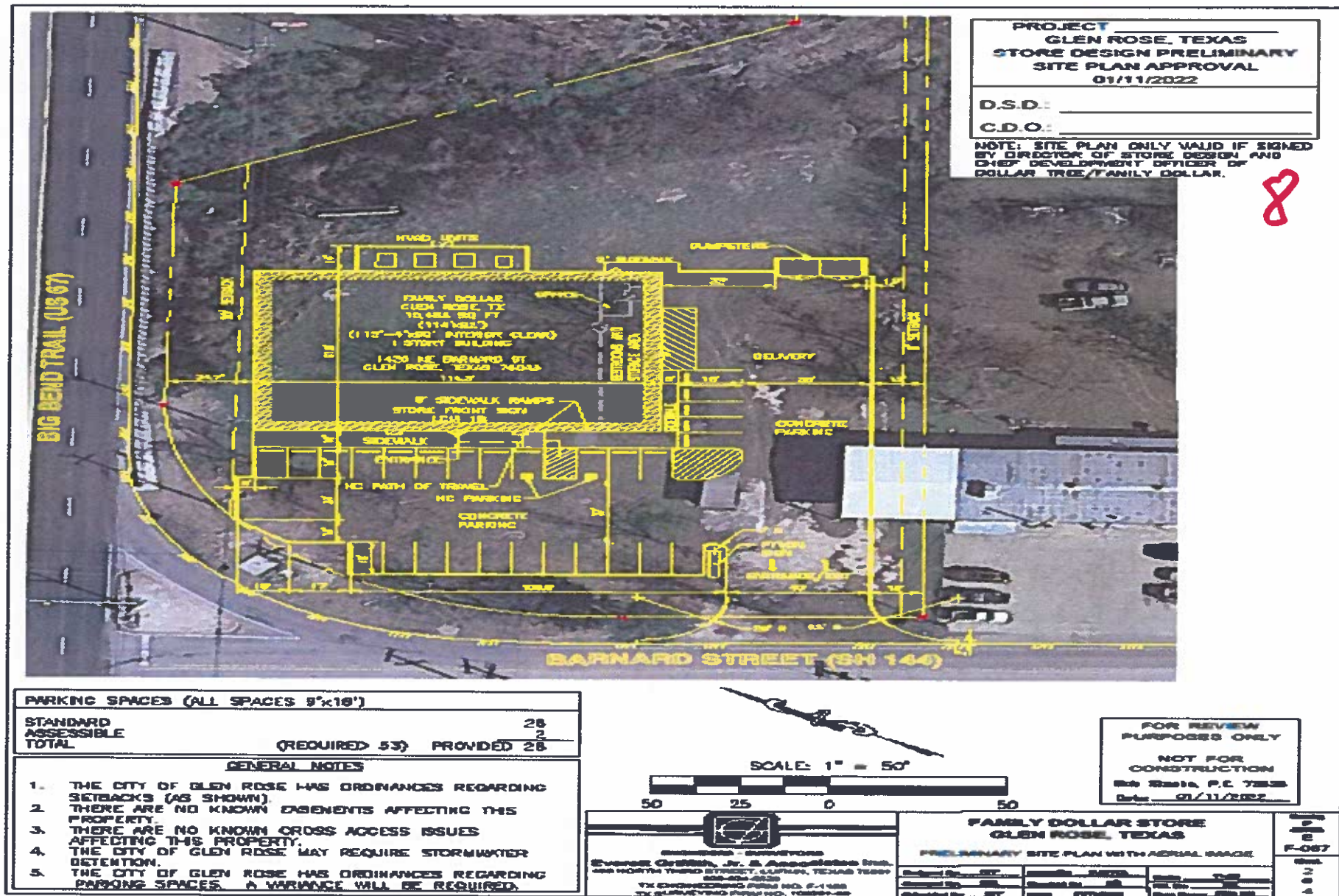
However, we noted the distance of 63 ft incorrectly. It is 168' as the TIA review memo states.

I measured to the beginning of the ramp just as if it was a driveway, and it will measure 63'. I have turned this site down due to the safety issues that will arise as a vehicle traveling West on U.S.67 turns right onto SH 144 & then wants to make a left turn into the family dollar driveway and has to stop due traffic traveling south on SH 144. you will have several rear end collisions.

If they purchased all the property, then they can move the driveway entrance south.



# PROJECT LOCATION

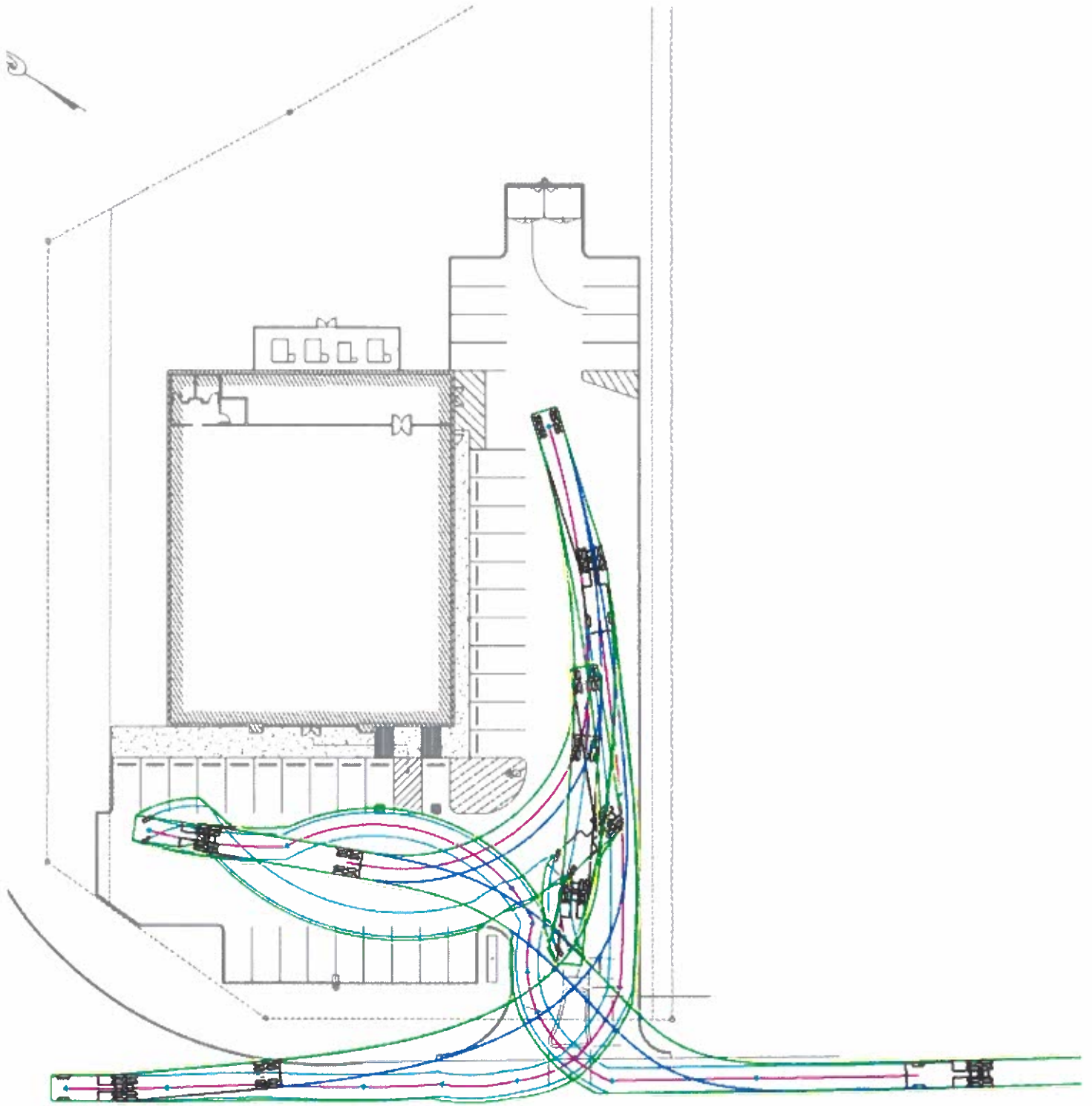






2

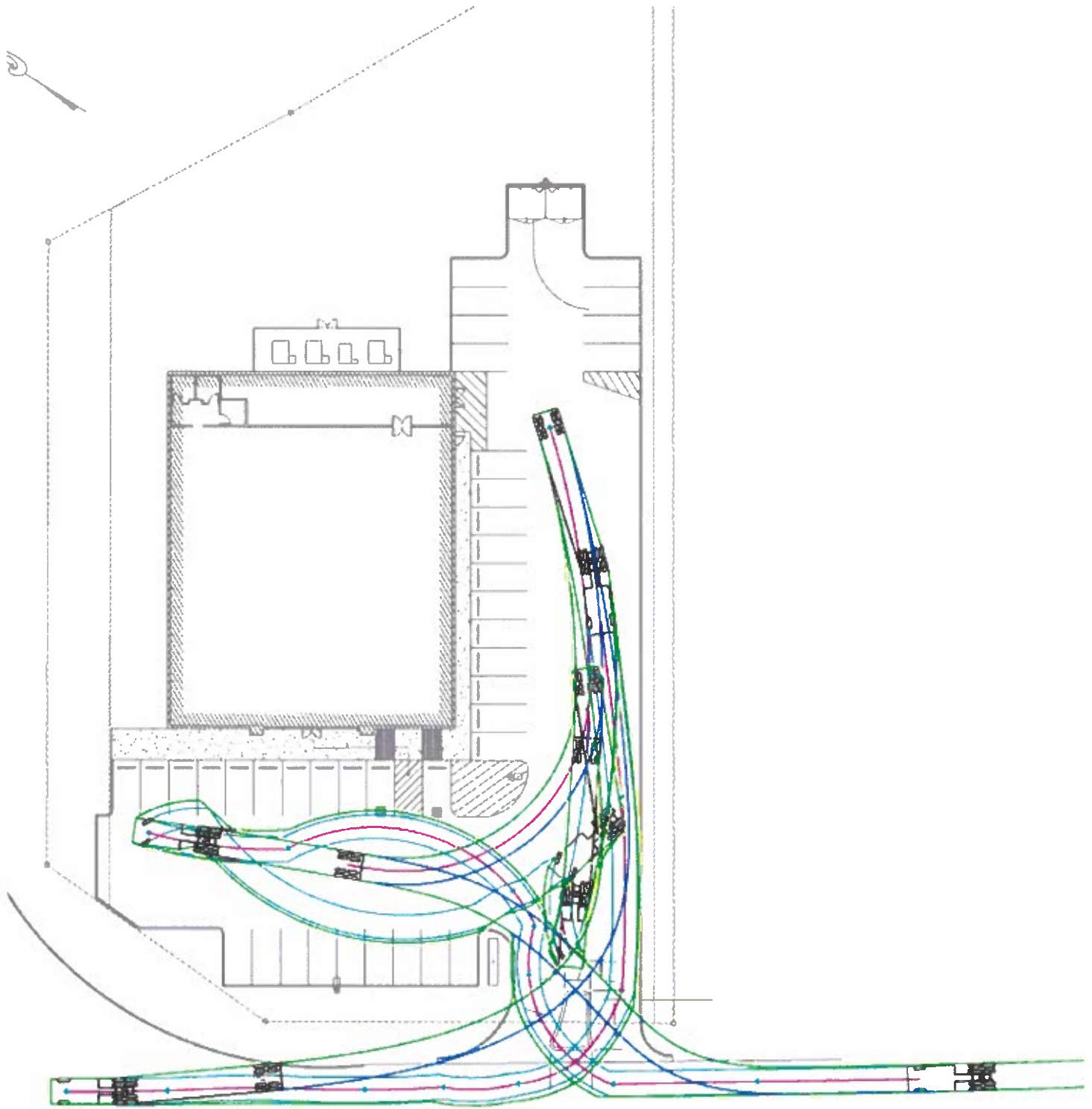




Anthony Voigt, P.E., PTOE  
**Voigt Associates, Inc.**  
832-264-0429  
[tony@voigtassociates.com](mailto:tony@voigtassociates.com)

10.

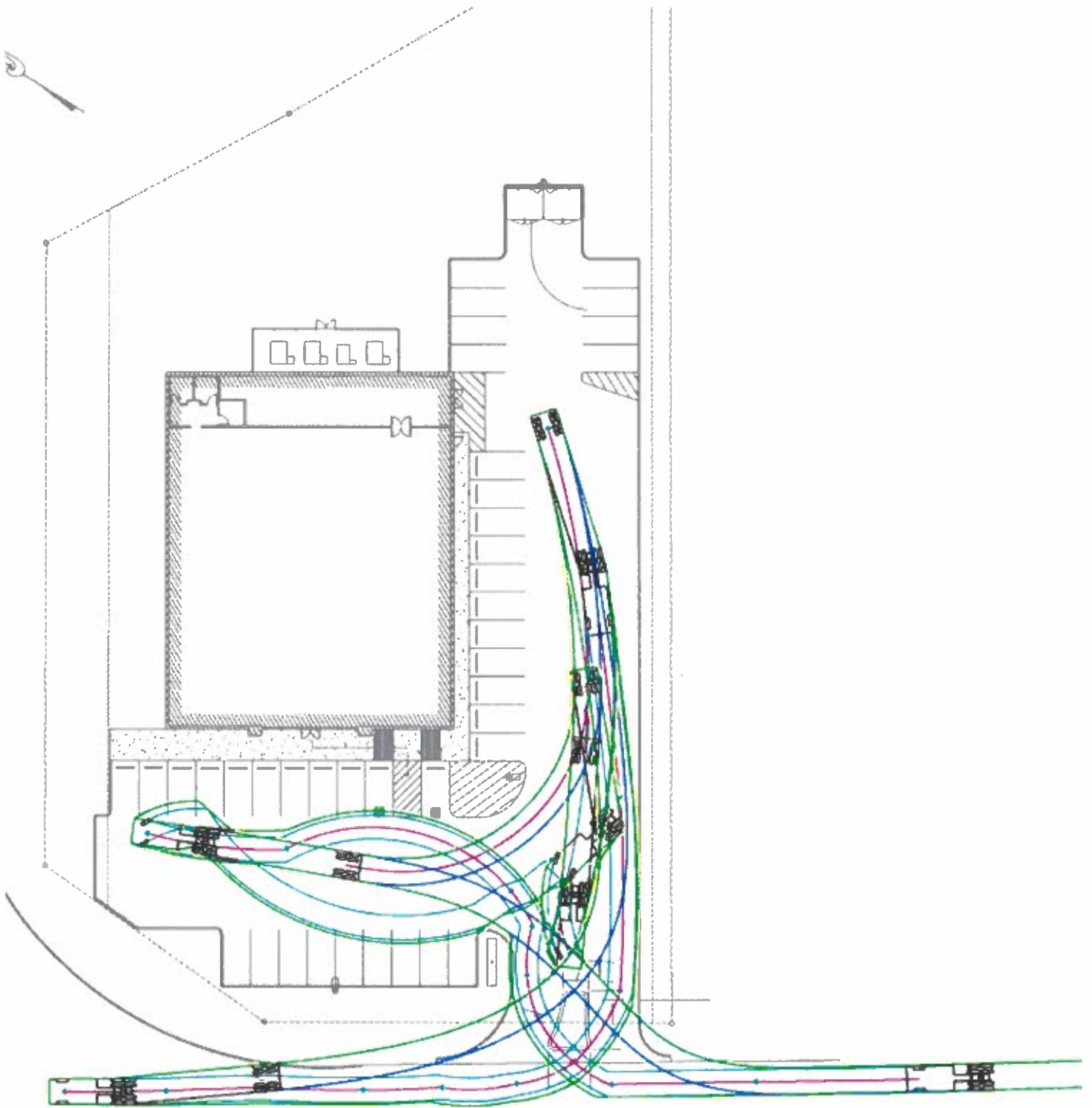




11

Anthony Voigt, P.E., PTOE  
 Voigt Associates, Inc.  
 832-264-0429  
[tony@voigtassociates.com](mailto:tony@voigtassociates.com)





Anthony Voigt, P.E., PTOE  
Voigt Associates, Inc.  
832-264-0429  
[tony@voigtassociates.com](mailto:tony@voigtassociates.com)

12

**Michael Millsap**

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**From:** Sarah Horner  
**Sent:** Wednesday, February 15, 2023 9:24 AM  
**To:** Noel Spaar; Michael Millsap  
**Cc:** Anthony Bruce  
**Subject:** Family Dollar Glen Rose - SH 144 Driveway Permit Request

Noel and Mike,

Per our conversation with John Cordary, it looks like TxDOT will have to grant this driveway permit because this parcel is landlocked. Even though one owner has several parcels, the fact that it is platted separately by the county creates the landlocked condition. However, it would be better to grant this permit for the full 2-way driveway because the modified porkchop is more of a safety issue. However, we have concerns. If the Family Dollar insists on using this parcel to construct their store, we anticipate issues with vehicles possibly backing up into the US 67 intersection.

This property owner has the adjacent parcel with access to the City Street which would alleviate the problem. A better solution would be for the property owner to also sell easement through his other parcel connecting to Van Zandt St, offering a better route for trucks and an additional entrance to the Family Dollar, in addition to a regular right-in-right-out driveway on SH 144. These two access points working together would provide better traffic flow, and allow the trucks to be further from the US 67 intersection before turning left. Will the City also require a second access point to meet fire code? If so, access off Van Zandt would fulfill that requirement.

The City needs to be aware of these concerns. Would they be willing to encourage the owner to sell the easement connecting to Van Zandt? If not, TxDOT will not be responsible for any issues created by granting this driveway on SH 144.

Additionally, the City needs to be aware that if the garage sells and demolishes the building, we may need the new owner to move the Family Dollar driveway so it is shared with the neighboring parcel, improving the distance from the intersection of US 67/SH 144.

Please talk to the mayor and developer about our concerns to see if they will add the easement connecting to Van Zandt and modify their site plan. If they do not want to do that, we will issue the permit for the full 2-way driveway, with wording in the permit documenting TxDOT's concerns with this driveway location. If it comes to that, talk to Brenda and Margaret to get their input on how to best document our concerns in the permit.

Thank you,  
Sarah







## ***Texas Department of Transportation***

Mr. Largent

From the Glen Rose office, we are not allowing a commercial business at this location due to the guardrail and a bridge that can't be moved for a driveway. Giving the access onto Texas Hwy. 144 onto U.S. 67 this close to the driveway. You would need a TIA which is costly of the area.

I'm not saying you can't access to this location, but it will be difficult being commercial.

You can access the Texas Dept. of Transportation (Access Management Manual) and (Regulations for Access Driveways to State Hwy.). You can find this information online. I hope after looking onto these manuals, it will help clarify some issues. The main issue is spacing between business driveway to the south business driveway and the spacing to the north onto U.S. 67.

You do not have a safe sight distance from U.S. 67 to the purposed driveway onto Texas 144. The sight distance from the south to the is fine.

With the traffic signals from three sides. The traffic would be stacked up coming off U.S. 67 onto Texas 144 and try to make a left turn access the amount of traffic from the south.

Thank You Sir

Mike

### **THE TEXAS PLAN**

**REDUCE CONGESTION • ENHANCE SAFETY • EXPAND ECONOMIC OPPORTUNITY • IMPROVE AIR QUALITY  
PRESERVE THE VALUE OF TRANSPORTATION ASSETS**

*An Equal Opportunity Employer*

## Michael Millsap

---

**From:** Craig Largent <clargent@everettgriffith.com>  
**Sent:** Thursday, March 3, 2022 4:26 PM  
**To:** Michael Millsap  
**Subject:** Re: Family Dollar Store

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon, Mr. Millsap -

Received your e-mail and I will forward it to our clients.

Thanks,  
Craig

Craig Largent  
Everett Griffith, Jr. & Associates, Inc.  
408 North Third Street  
P.O. Box 1746  
Lufkin, Texas 75902  
(936) 634-5528

TX Engineering Firm No. F-1156  
TX Surveying Firm No. 10029100

On Thursday, March 3, 2022, 11:30:26 AM CST, Michael Millsap <michael.millsap@txdot.gov> wrote:

---

A Texas Department of Transportation message

**HELP**  
**#EndTheStreakTX**

End the streak of daily deaths  
on Texas roadways.



**From:** Noel Spaar <[Noel.Spaar@txdot.gov](mailto:Noel.Spaar@txdot.gov)>  
**Sent:** Monday, February 6, 2023 10:24 AM  
**To:** Tony Voigt <[tony@voigtassociates.com](mailto:tony@voigtassociates.com)>; Michael Millsap <[Michael.Millsap@txdot.gov](mailto:Michael.Millsap@txdot.gov)>  
**Cc:** Bryan Baskin <[blbaskin@outlook.com](mailto:blbaskin@outlook.com)>; Casey Elliott <[Casey.L.Elliott@txdot.gov](mailto:Casey.L.Elliott@txdot.gov)>; Julio Alva <[Julio.Alva@txdot.gov](mailto:Julio.Alva@txdot.gov)>  
**Subject:** RE: Family Dollar Glen Rose - Traffic Study/Permit

Tony,  
The moment that is shown in the test is the exact moment we are trying to restrict. Please revise with the truck turning right into the parking lot and exiting by turning right as well.  
Thank you,  
-Noel Spaar

**From:** Tony Voigt <[tony@voigtassociates.com](mailto:tony@voigtassociates.com)>  
**Sent:** Thursday, February 2, 2023 11:54 AM  
**To:** Michael Millsap <[Michael.Millsap@txdot.gov](mailto:Michael.Millsap@txdot.gov)>; Noel Spaar <[Noel.Spaar@txdot.gov](mailto:Noel.Spaar@txdot.gov)>  
**Cc:** Bryan Baskin <[blbaskin@outlook.com](mailto:blbaskin@outlook.com)>; Casey Elliott <[Casey.L.Elliott@txdot.gov](mailto:Casey.L.Elliott@txdot.gov)>; Julio Alva <[Julio.Alva@txdot.gov](mailto:Julio.Alva@txdot.gov)>  
**Subject:** RE: Family Dollar Glen Rose - Traffic Study/Permit

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mike & Noel,  
I want to thank you guys for the meeting back in mid-January on the Family Dollar in Glen Rose.

We've been working on concept for restricting access at their proposed driveway on SH 144. I've put together a porkchop type of configuration for the driveway on SH 144 (see attached), and we couldn't fit in a porkchop curb that presents as a definite restriction for left turns while being able to get the WB-67 truck in and out of the site. That truck path sweeps the entire driveway and would have to mount the median curb for access.

The developer would like to move forward with the project. Unfortunately the only possible access location is where proposed. I know that you guys preferred that left turns be restricted in and out of this driveway, but on a practical level I don't know how that gets accomplished with the location and potential configuration. My concern would be that drivers would still attempt left turn entry (and exit), but may try to enter the wrong way into the driveway to avoid the porkchop curb.

Ultimately a raised divider may be the only technique that could be used to limit left turns, but that still may cause some issues for the resupply truck access, but it would impact access conditions for existing property owners. If a crash history develops due to the traffic generated by the new development (or by existing development), that raised divider could be installed as a reaction.

I would have much more concern if SH 144 had through movements at US 67. But because all movements there are turns, traffic should be moving fairly slowly on this part of SH 144. I still can understand the concern about left turns, but it may be less of an issue here than we might think.

Please let us know if further discussions are needed or if we can move forward with permit document submittals.  
Thanks,  
Tony

Anthony Voigt, P.E., PTOE  
**Voigt Associates, Inc.**  
832-264-0429  
[tony@voigtassociates.com](mailto:tony@voigtassociates.com)

**From:** Michael Millsap <[Michael.Millsap@txdot.gov](mailto:Michael.Millsap@txdot.gov)>  
**Sent:** Wednesday, January 4, 2023 3:33 PM  
**To:** Tony Voigt <[tony@voigtassociates.com](mailto:tony@voigtassociates.com)>  
**Cc:** Casey Elliott <[Casey.L.Elliott@txdot.gov](mailto:Casey.L.Elliott@txdot.gov)>; Julio Alva <[Julio.Alva@txdot.gov](mailto:Julio.Alva@txdot.gov)>  
**Subject:** RE: Family Dollar Glen Rose - Traffic Study/Permit

Good Afternoon

I will contact my area engineer and set up a teams meeting. I will let you know.

Thanks  
Mike

**From:** Tony Voigt <[tony@voigtassociates.com](mailto:tony@voigtassociates.com)>  
**Sent:** Wednesday, January 4, 2023 2:41 PM  
**To:** Michael Millsap <[Michael.Millsap@txdot.gov](mailto:Michael.Millsap@txdot.gov)>  
**Cc:** Craig Largent <[clargent@everettgriffith.com](mailto:clargent@everettgriffith.com)>; [rfreeman@everettgriffith.com](mailto:rfreeman@everettgriffith.com)  
**Subject:** Family Dollar Glen Rose - Traffic Study/Permit

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Mr Millsap,  
Greetings – I conducted the traffic study for the Family Dollar store project in Glen Rose (SE corner of US 67 and SH 144) and have been working with Craig Largent and Rick Freeman at Everett Griffith on the site.

I'm reaching out to see if you would be amenable to setting up a Teams meeting to discuss access for the store? I know you have had some back and forth with Craig on access conditions, but we thought it might be helpful to have a meeting to discuss access and how to move the project (and process) forward.

We've got some constraints we are working against, and I know you guys have concerns about the site access. We've approached the adjacent property owner about shared access – to which we received a no. We've got to safely get a truck in and out of that store, while providing safe mobility around the site. But I also understand from TxDOT's perspective about addressing some concerns with access so close to US 67. We're landlocked here though, with no other access to public streets.

If your open to it, I figure that we could get more done in a 30 minute call than volleying emails back and forth.

Thanks,  
Tony Voigt

---

Anthony Voigt, P.E., PTOE  
**Voigt Associates, Inc.**  
832-264-0429



## Michael Millsap

---

**From:** Tony Voigt <tony@voigtassociates.com>  
**Sent:** Monday, February 6, 2023 1:56 PM  
**To:** Noel Spaar; Michael Millsap  
**Cc:** Bryan Baskin; Casey Elliott; Julio Alva; baskingreg@gmail.com  
**Subject:** RE: Family Dollar Glen Rose - Traffic Study/Permit

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Noel,  
That's the issue – any hard curbs that we install may cause issues with a truck turn in/out. That's why I couldn't see doing the porkchop profile with the curb slanting down on the face parallel to SH 144. It might be able to be mountable (about 3" tall), but a hard face and curb is really going to be difficult with the truck turns. If there is a median down the middle of SH 144 then it is likely the truck would pop the curb or off-track/off-pavement to better make the turn on-pavement. I think just about anything that would be done would have to be mountable (porkchop or median divider).

I'm also always concerned with porkchop islands about cars coming in the wrong direction – that's another thing to consider.

I know our inclination is to be proactive in restricting the movements that we think will be of concern. In some cases – and I think this may be one of them – do we defer any potential improvements/mitigation to see if a problem materializes? I don't want to force something if it might not have the intended benefit.

Tony

---

Anthony Voigt, P.E., PTOE  
**Voigt Associates, Inc.**  
832-264-0429  
[tony@voigtassociates.com](mailto:tony@voigtassociates.com)

**From:** Noel Spaar <Noel.Spaar@txdot.gov>  
**Sent:** Monday, February 6, 2023 1:24 PM  
**To:** Tony Voigt <tony@voigtassociates.com>; Michael Millsap <Michael.Millsap@txdot.gov>  
**Cc:** Bryan Baskin <blbaskin@outlook.com>; Casey Elliott <Casey.L.Elliott@txdot.gov>; Julio Alva <Julio.Alva@txdot.gov>; baskingreg@gmail.com  
**Subject:** RE: Family Dollar Glen Rose - Traffic Study/Permit

Tony,  
This driveway design does not appear to discourage left turns into the parking lot.

If the trucks will have to turn left into the parking lot then how would they gain access if the center median was to be installed?

I'm not sure what other options there are except for looking at redesigning the intersection.

-Noel

**From:** Tony Voigt <tony@voigtassociates.com>

**Sent:** Monday, February 6, 2023 11:33 AM

**To:** Noel Spaar <Noel.Spaar@txdot.gov>; Michael Millsap <Michael.Millsap@txdot.gov>

**Cc:** Bryan Baskin <blbaskin@outlook.com>; Casey Elliott <Casey.L.Elliott@txdot.gov>; Julio Alva <Julio.Alva@txdot.gov>; baskingreg@gmail.com

**Subject:** RE: Family Dollar Glen Rose - Traffic Study/Permit

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Noel,

This is the WB-67 truck coming in from the south and departing to the north towards US 67 (right-in/right-out) from SH 144.

The turns are really tight and the truck will off-track without using some of the southbound pavement.

Your thoughts on where to go on this?

Greg and Bryan Baskin (site developers) are cc'd on this email – I think they are hitting up against some deadlines and need to have a call to discuss if that's the fastest way to get to agreement.

Thanks,

Tony



Anthony Voigt, P.E., PTOE  
**Voigt Associates, Inc.**  
832-264-0429  
[tony@voigtassociates.com](mailto:tony@voigtassociates.com)

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**Voigt Associates, Inc.**  
832-264-0429

## Michael Millsap

---

**From:** Bryan Baskin <blbaskin@outlook.com>  
**Sent:** Monday, February 6, 2023 1:49 PM  
**To:** Noel Spaar; Tony Voigt; Michael Millsap  
**Cc:** Casey Elliott; Julio Alva; baskingreg@gmail.com  
**Subject:** RE: Family Dollar Glen Rose - Traffic Study/Permit

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We need a date and time for a Call Please.

Thanks Bryan

Bryan Baskin

Capital B Contractors LLC.  
J3 Group LLC.  
Baskin Real Estate  
Office: 936-327-8621  
Mobile: 936-329-4132  
[blbaskin@outlook.com](mailto:blbaskin@outlook.com)

[Texas Real Estate Commission Consumer Protection Notice](#)  
[Information About Brokerage Services](#)

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**Cc:** Bryan Baskin <blbaskin@outlook.com>; Casey Elliott <Casey.L.Elliott@txdot.gov>; Julio Alva <Julio.Alva@txdot.gov>; baskingreg@gmail.com  
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-Noel

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**Cc:** Bryan Baskin <[blbaskin@outlook.com](mailto:blbaskin@outlook.com)>; Casey Elliott <[Casey.L.Elliott@txdot.gov](mailto:Casey.L.Elliott@txdot.gov)>; Julio Alva <[Julio.Alva@txdot.gov](mailto:Julio.Alva@txdot.gov)>;



